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Operations

PACIFIC AIR MOBILITY OPERATIONS

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This instruction implements AFD 10-21, *Air Mobility Lead Command Roles and Responsibilities*, and prescribes specific guidance and information for aircrews, support functions, and users of Pacific Air Force airlift and air refueling services. This instruction does apply to the Air National Guard (ANG) or the Air Force Reserve Command (AFRC). It applies to all PACAF active duty units involved with PACAF tanker and airlift operations, PACAF-gained Air Force Reserve Command crews flying PACAF missions, and PACAF-gained Air National Guard crews flying PACAF missions. The source documents for weapon system specific information is the applicable Air Force Instruction (AFI) 11-2 MDS Specific Volume 3. This instruction amplifies specific PACAF mobility operational procedures. In the event of a conflict between this instruction and the governing MDS specific instruction, the MDS specific instruction takes precedence. Notify the appropriate OPR for corrective action. Tanker and airlift flying units will issue this instruction to all aircraft commanders and place a copy of this instruction in their aircrew/mission trip kit. Send recommended changes to HQ PACAF/AMOCC 25 E Street, Suite E210B, Hickam AFB, HI 96853-5426 or on AF Form 847, **Recommendation for change of Publication**, through command channels using procedures outlined in AFI 11-215, *Flight Manuals Programs*. Wing Current Operations will have a copy of this instruction.

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Chapter 1

MOBILITY FORCE OPERATIONS

1.1. Air Mobility Management. This instruction provides guidance and information for the AMOCC, aircrews, support functions, and users of PACAF airlift and air refueling resources. This guidance is not all inclusive and is not a substitute for good judgement. In no case will this document be used in lieu of the applicable regulations.

1.1.1. Safety is paramount. Safety is everyone's responsibility. It is incumbent on planners at every level and the aircrew to identify the risks associated with a given mission, and reduce them to the maximum extent possible. The acceptable level of risk is a function of mission importance however, accepting unnecessary risk in the interest of expediency endangers resources and personnel, and will not be tolerated.

1.1.2. Teamwork is the lynch pin in providing continuous support to users and war-fighters in an integrated air mobility process throughout the PACOM AOR. All elements must work in concert to enable each mission to depart on time, adhere to the schedule, and provide the best possible service to our customers.

1.1.3. Aircraft commanders are the cornerstone to optimum utilization of our air mobility resources. They must take the initiative and command the mission to completion.

1.1.4. The PACAF Air Mobility Operations Control Center (AMOCC) is the executive agent within HQ PACAF that tasks and schedules tanker/airlift assets and executes missions.

1.1.4.1. Missions controlled by the PACAF AMOCC transfer from the planning cell to the execution cell at 24 hours prior to the initial mission leg.

1.1.5. Mission planning. Although mission planning will be a combined AMOCC/wing effort, AMOCC maintains the responsibility for mission planning, and will request mission planning assistance from the tasked wing as required. Mission planning duties include: ensuring airfield suitability using the Airfield Suitability and Restrictions Report (ASRR) and NOTAMS and IFR Supplement, a thorough understanding of the PACAF threat working group (TWG) recommendation if the mission is transiting an airfield that may pose undue risk to the aircraft or aircrew, advising aircrews of hazards and operating restrictions as required, obtaining PPRs, securing any necessary waivers (i.e., weight bearing capacity waivers), ensuring appropriate material handling equipment (MHE) is onhand for scheduled stops requiring loading/unloading, checking airfield operating hours, preparing flight plans, diplomatic clearance requirements, billeting and messing capabilities and hours. The AMOCC may request mission planning assistance from the tasked wing as necessary when issues arise that are beyond the expertise of AMOCC mission planners. The AMOCC is not responsible for acquiring Visas, Passports, etc., for crew members.

1.2. C-130 Policy and Allocation Process. Scheduling is an iterative process between the AMOCC and the wings with a goal of maximizing quality training opportunities and available TWCF missions. Due to PACAF's small fleet dynamics it is an AMOCC goal that aircraft allocation is done on an average or aggregate level, usually on no less than a monthly basis.

1.2.1. Allocations for C-130 units in both PACAF and AMC are 65% for operations and 35% for maintenance based on Primary Authorized Aircraft (PAA). Yokota normally has 10 PAA C-130s. Six

aircraft allocated for operations and four aircraft allocated for maintenance. Elmendorf normally has 16 PAA C-130s. Ten aircraft allocated for operations and six aircraft allocated for maintenance.

1.2.2. The AMOCC will maximize training for the wings at every opportunity. To protect the minimum O&M training fence and to maximize TWCF mission support for DoD airlift customers, an efficient, thoroughly coordinated scheduling process is essential. The AMOCC will coordinate with the wings for the possibility of a maximum of nine aircraft available for TWCF missions every day in theater. The remaining seven aircraft allocated for operations may be used for O&M. These numbers are guidelines.

1.2.3. Of the aircraft available for operations, Yokota will provide a maximum of three aircraft for TWCF missions and have three for O&M on a daily basis. Elmendorf will provide a maximum of six aircraft for TWCF missions and have four for O&M on a daily basis. These numbers are guidelines. When the maximum number of TWCF aircraft are not tasked those aircraft are available for O&M (training). The wings may coordinate with the AMOCC for more training aircraft on any given day. Scheduling on a monthly rather than daily basis provides maximized aircraft utilization for both O&M and TWCF. Therefore, by the first of each month the AMOCC will provide to the wings a list of all known TWCF taskings for the next 120 days. Wings will then build their training schedules for the next 120 days and provide them to the AMOCC by the 15th of each month. This allows wings to build training programs that utilize JA/ATT and other Joint training while still supporting known TWCF taskings. NOTE: Validated missions are tasked to allocated aircraft based on the JCS priority system listed in Joint Pub 4-01. See [Attachment 1](#) for a description of the allocation process.

1.2.4. After receipt of the wing training plan, AMOCC will identify potential TWCF. The intent of building monthly plans is to allow both the wing and AMOCC to meet taskings that would otherwise exceed tasking levels driven by daily scheduling. Requests for common user airlift assets must be made and processed 72 hours prior to requested mission take off time. If a request does not meet this criteria, the AMOCC will not validate the potential TWCF mission, require the user to slip the requirement, or cancel the requirement. AMOCC will notify potential customers that airlift requests inside 72 hours will be supported on a case-by-case basis and will require General Officer approval (normally HQ PACAF/DO) prior to being validated and tasked to the wing. Scheduled training will not normally be cancelled to satisfy requests inside the 72 hour window.

1.2.5. The number of TWCF aircraft from Elmendorf that are deployed to Yokota will be established in the VOLANT SHOGUN PACAF OPORD 50-98. VOLANT SHOGUN allows for forward deployed Elmendorf C-130s and aircrews to sustain route and airfield familiarity with WESTPAC. If the number of C-130s positioned for VOLANT SHOGUN, needs to be modified due to unforeseen requirements or lack thereof, coordination between the 3 OG/CC, 374 OG/CC and PACAF AMOCC/CC is mandatory. During the holidays (i.e., Thanksgiving, Christmas and New Years) coordination between the AMOCC, Yokota, and Elmendorf is required to determine the VOLANT SHOGUN status (i.e., Work load permitting, can deployed Elmendorf aircrews and/or airplanes redeploy for the holidays and for what duration, etc?). This coordination should take place in September, but no later than October, of each year to allow for sufficient planning of mission requirements and provide pre-holiday planning for personnel affected by VOLANT SHOGUN.

1.2.6. Because most TWCF channels have transitioned to being “requirements based” rather than “frequency based”, PACAF/AMOCC has adjusted its scheduling philosophy appropriately in order to guarantee wings their maximum training to sustain combat ready status of their aircrews.

1.3. C-130 Operations. Standard en route ground time for C-130 operations (on TWCF missions) is IAW AFI 11-2C130 vol 3. Increased en route ground time may be authorized by PACAF AMOCC/XOC during mission execution or by PACAF AMOCC/XOP during mission planning. Standard en route ground times may be reduced when coordinated with PACAF AMOCC.

1.3.1. Minimum en route ground times between engine shutdown and mission takeoff are per AFI 11-2C130 vol 3. The aircraft commander may modify normal ground time IAW AFI 11-2C130 vol 3 and with AMOCC coordination.

1.4. KC-135 Allocations. Allocations for 18 WG KC-135 aircraft is 60% for operations and 40% for maintenance based on Primary Authorized Aircraft (PAA). This equates to nine aircraft available for operations for a PAA of 15 aircraft. Of the aircraft available for operations, seven aircraft are available to the AMOCC for Higher Headquarters Directed taskings and 2 aircraft are set aside as fenced trainers for unit training. Off station aircraft count among the aircraft available for AMOCC/HHQ. A more detailed explanation is in the PACAF supplement to AFI 11-221.

1.5. KC-135 Operations. PACAF AMOCC/XOK is the tasking authority for all PACAF active duty and PACAF gained tanker assets. For coronet operations, AMOCC/XOK authorizes AMC/TACC to include PACAF-assigned active duty tankers in a TACC Tanker Tasker message provided prior coordination and approval with AMOCC/XOK has been accomplished (most commonly through the quarterly Horseblanket process). Missions assigned through the quarterly Horseblanket process are considered tasked as listed. Any requests for changes must be coordinated through the AMOCC/XOK.

1.5.1. The 18 WG is responsible for the mission planning for its local missions that takeoff and land at their home base. Off-station mission planning will be coordinated between the aircrew and the AMOCC to ensure that full support is realized by the crew. The AMOCC can provide mission planning duties delineated in paragraph 1.1.5. above, as long as there is adequate advanced notice of the itinerary to the AMOCC from the Kadena current operations office or from the crew itself (i.e., at least 24 to 48 hours should be given for the AMOCC to provide sufficient mission planning support). Exception: mission planning for Coronet operations will be accomplished by the assigned tanker lead planner. AMOCC/XOK will provide and/or coordinate mission planning support for all AMC/ANG/AFRES tankers performing PACAF air refueling missions. Other mission planning assistance will be provided by AMOCC/XOK on a non-interference basis. Once a Coronet mission has commenced, any changes will be coordinated through the Duty Control Officer (DCO, Fighter representative) and the Tanker Management Coordinator (TMC, Tanker representative) responsible for the Coronet in question.

1.5.2. Standard and minimum en route ground times and exceptions will be IAW AFI 11-2KC-135 vol 3.

1.6. Airlift/Air Refueling Priority System. The airlift and air refueling priority system can be found in JCS Pub 15, Joint Pub 4-01, and AFI 11-221. To maximize the benefit of limited airlift capability, JCS has adopted a priority system for use in the management of DoD common user airlift resources. An urgency of need or the existence of valid circumstances to use a priority other than normal channel airlift must be established by competent authority before these priorities can be utilized. When requirements for airlift exceed capability, airlift managers are directed to apply capability to the highest priority category first at the expense or denial of lower airlift categories.

1.7. Airfield Suitability and Restrictions Report (ASRR). ASRR information is available to planners and aircrews, and to non-Multi-Level Security/Global Decision Support System (MLS/GDSS) equipped customers, via the worldwide web. For planners and aircrews without access to the worldwide web, contact PACAF AMOCC Mission Manager (DSN 448-8888) for assistance in obtaining ASRR information.

Chapter 2

PACAF AIR MOBILITY OPERATIONS

2.1. Purpose. This chapter defines the responsibilities and procedures for executing air mobility operations within the PACAF AOR. It applies to the PACAF AMOCC, Command Posts (CP), and aircrews (C-130, KC-135, C-9, C-21, & C-12) assigned and/or attached to PACAF operating within the PACOM AOR. Missions tasked by AMOCC will usually have a PACAF fund cite.

2.2. Responsibilities. PACAF CP's serve as the primary POC for PACAF Air Mobility owned or gained airlift assets (regardless of mission number) transiting their base and ensure necessary support is provided. If the aircraft is PACAF owned or PACAF gained/attached, then the PACAF CP is responsible to provide the support outlined in this directive (except PACAF KC-135s on Coronet fighter movement missions).

2.2.1. CP personnel use C2IPS to track missions transiting their base and determine what support is necessary (coordination with the crew may be required to ensure the support is appropriate for mission requirements). Once notified of an aircraft's inbound status, controllers must relay that information to base support agencies to ensure support is available upon the aircraft's arrival. Within 10 minutes of an arrival/departure, controllers will enter all times and delay codes/remarks as appropriate into C2IPS.

2.2.1.1. CP controllers must coordinate with aircrew/support agencies to determine delay codes (**Attachment 5**) and remarks for missions departing more than 14 minutes past the scheduled departure time. Advisories must be updated in C2IPS as soon as it becomes known that a mission may deviate from its itinerary. Information can be voiced to the AMOCC when unable to update C2IPS or for help determining delay codes. If C2IPS can not be updated, every effort will be made to determine the cause of the problem including calling the local base Functional Account Coordinator (FAC) for C2IPS or C2IPS help desk at DSN 312-576-4949.

2.2.2. Aircrews must be proactive in contacting the PACAF CP. When inbound to a base with a PACAF CP, aircrews are required to make inbound calls:

2.2.2.1. Three hours from destination, the aircrew will call in with specific details of their flight. If three hours is unrealistic due to a short flight duration, then a two-hour out call can be made prior to arrival. The crew will relay ETA, maintenance status, number of passengers/DVs aboard, type cargo and weight, number of pallets, and any other support desired. If remaining overnight (RON), relay size of aircrew by officers/enlisted/male/female [If two hours is unrealistic due to short flight duration, pass all information at least one-half hour prior (UHF/VHF range)].

2.2.2.2. One-half hour prior to arrival, relay any updates to information relayed earlier.

2.2.2.3. Upon arrival, relay landing/block times and any pertinent updates.

2.2.2.4. Landing at bases without a PACAF CP. If there is not a PACAF CP on the base of landing, the aircraft commander, or designated representative, must contact AMOCC with pertinent mission information (i.e., landing time, maintenance updates, any mission information that AMOCC may require). Once billeting arrangements are known the aircraft commander will call the AMOCC and provide the number he/she can be reached at. An alert time will also be established.

2.3. Initial Mission Setup. Wing/squadron current operations, or planning cell, equipped with GDSS/C2IPS will enter mission/crew information NLT 24 hours prior to departure of all originating missions. Along with mission details and scheduled times, enter: aircraft commander's name, last four, squadron, wing, scheduled return time (SRT) and crew type (B – basic, A – Augmented). Memorandums of agreement can and should be established between wing/squadron current operations and the PACAF command post that provide for the command post to input mission and information into the C2 systems when wing/squadron current operations, or planning cell, cannot input the data. If circumstances prevent the wing agencies from inputting mission information into the C2 system, then coordination should be established with the AMOCC to provide assistance in entering appropriate data.

2.4. Mission Changes (recuts). Normally the AMOCC does all mission recuts. When a **local** (home station to home station), training mission is recut to another **local** (home station to home station) mission, no coordination with the AMOCC is required, but all itinerary changes must be reflected in the C2 system.

2.4.1. Twenty-four hours prior to initial departure, mission control transfers from the AMOCC planning cell to the execution cell. Prior to this transfer, the planning cell can revise missions as necessary. After the mission transfer to the execution cell, revisions should only be done after extensive coordination with affected agencies (i.e., calling down range command posts, CATOs, maintenance or TA, etc.). Close coordination between the planning and execution cells is essential for any recuts.

2.5. Mission Closeout. The AMOCC closes all offstation missions. When CPs are unable to enter advisories, they must coordinate with base agencies, the aircrew, and the AMOCC as necessary to determine any required delay codes and/or remarks. If a mission terminates at locations without a PACAF CP, the crew must coordinate with the AMOCC for all times, advisories, and delay codes.

2.6. Pre-launch support. The Pre-launch support is provided to crewmembers who originate from or RON at a PACAF base. CP personnel ensure support is provided by directly performing the support, or coordinating with base support agencies responsible for this support. Types of support required include:

2.6.1. Flight Plans.

2.6.1.1. The AMOCC creates computer flight plans and saves them in the Local User Interface (LUI) Advanced Computer Flight Plan (ACFP) system for CP retrieval. Units unable to access and download flight plans can contact the AMOCC and request a faxed copy. For problems with acquiring the LUI system, units can contact the LUI help desk at Scott AFB (DSN 312-576-1241/1243).

2.6.1.2. Weather.

2.6.1.3. Maintenance or Transient Alert.

2.6.1.4. Prime Knight as described in paragraph 2.14. below.

2.6.1.5. Cargo/Passenger Preparations (load briefing setup with: ATOC, CATO, or Aerial Port as necessary).

2.6.1.6. Customs/Agriculture (as required for your base).

2.6.1.7. Fleet Service.

2.6.1.8. Fax aircrew orders to location of next RON for the mission.

2.6.2. Because AMC owns the ATOC/Aerial Ports, and contracts with CATO, MOAs must be in-place that outline the relationship between the PACAF CP and base AMC agencies in regards to PACAF mission support.

2.6.3. When a PACAF aircraft lands at a base without a PACAF CP regardless of type of mission (i.e., if on an offstation JA/ATT or training mission, etc.), the aircraft commander (or designated representative) will call the AMOCC with landing time and reason(s) for any delay(s). If in CONUS and Hawaii (also parts of Alaska and Canada), a toll free number can be used to contact the AMOCC. This number is (866) 255-2871. Also, alert times and procedures (i.e., will the crew self-alert?), weather, flight plans, and any other required support will be established for the subsequent flight.

2.7. CP/Aircrew Critiques. The following critiques can be found on the "Execution-XOC" section of the AMOCC website: <https://www.cidss.af.mil/amocc/xoc/html/critique.htm>. After this webpage is opened, click on applicable critique form "AIRCREW CRITIQUE OF COMMAND POST" or "COMMAND POST CRITIQUE OF AIRCREW". Once completed, left click on the button marked "Click here to Submit" at the bottom of the page and the critique will be sent to the PACAF AMOCC/XOC and to the PACAF 502 AOS/AOP. In order to maintain chain of command integrity, the originating individual will provide a copy of the critique to their supervisor/commander in a timely manner. PACAF 502 AOS/AOP and AMOCC will process each critique and send a reply to the originating individual and this individual's supervisor. When completing this critique, it is imperative you provide your contact information and that of your supervisor/commander in order to expedite the return notification from the AMOCC to the appropriate people.

2.7.1. Aircrew critiques of CP will contain the following information:

2.7.1.1. Date of critique.

2.7.1.2. Name/Grade/Organization/phone number of Aircraft Commander.

2.7.1.3. Aircraft type/tail/mission number.

2.7.1.4. Date/Time, location, and description of Event.

2.7.1.5. Name(s) of CP personnel involved.

2.7.1.6. Name/Grade/Email address of your unit Supervisor/Commander.

2.7.2. CP critiques of aircrews will contain the following information:

2.7.2.1. Date of critique.

2.7.2.2. Name/Unit/Phone Number of CP person.

2.7.2.3. Aircraft Type/Tail/Mission Number.

2.7.2.4. Name/Grade/Unit/Email address of Aircraft Commander.

2.7.2.5. Date/Time and description (details) of event.

2.7.2.6. Name/Grade/Email address of your unit Supervisor/Commander.

2.8. Alerting Procedures/Aircrew Management. Ground times vary depending on the mission but no less than the minimum ground time should be planned for crews that RON. Ground time changes that affect original mission timing and any other mission changes must be coordinated with the AMOCC via the CP. Minimum ground time for a C-130 aircraft is IAW AFI11-2C-130V3. Aircraft commanders must

notify the PACAF CP, who will notify the AMOCC, when post-flight duties are ongoing and completed. If no PACAF CP exists, notify the AMOCC directly with any means available (i.e., DSN, Cell phone, HF phone patch, Toll-free number if in the CONUS, Hawaii, parts of Canada and Alaska, etc.).

2.8.1. The CP coordinates alert times with the aircraft commander upon landing, and prior to entering crew rest. If an alert time requires a change to the scheduled takeoff time, contact AMOCC for further coordination. When no CP or C2 agency is available, crews may coordinate alerting times and procedures with the AMOCC. For all sorties originating from home station, the local unit determines when and how crews are alerted.

2.8.1.1. C-130 crews on **non-tactical** missions (Channels, SAAMs, and normal day-to-day missions) are alerted 3+15 prior to scheduled departure time. This can be modified (shortened) with concurrence of the aircraft commander. At no time will command post personnel specifically ask an aircraft commander to accept an alert time of less than 3+15 prior to scheduled takeoff. Any modification that affects original mission timing will be coordinated with the AMOCC via the CP.

2.8.1.2. Alert times for **tactical** missions are outlined in local unit publications and may vary. The aircraft commander is responsible for notifying, and coordinating, with the PACAF CP, or AMOCC, so there is no confusion as to what time the crew will be alerted.

2.8.2. KC-135s on Coronet missions have different ground times and alerting procedures. The Tanker Planner is responsible for coordinating these procedures with the resident AMCC. Due to AMC having control of Coronet missions, and the intermixing of PACAF and AMC tankers during a Coronet fighter move, the Tanker Planner will normally coordinate with the Air Mobility Coordination Centers for base support and C2 issues.

2.8.2.1. KC-135 crews on off-station missions but not coronet/air-refueling missions will be alerted IAW AFI11-2KC-135V3. For DUAL ROLE (cargo and air refueling mission) or cargo only missions without rollers refer to 11-2KC-135 Vol 3 for guidance. Detailed coordination by the aircraft commander with the CP is required.

2.8.3. Due to the nature of the C-9, C-21, and C-12 missions, crews will normally self alert but will contact the CP or AMOCC to convey all mission updates (i.e., takeoff/landing times, reasons for delay, mission changes, etc.)

2.8.4. Except for emergencies, do not alert a crew before the established alert time. If an emergency exists and time permits, contact the AMOCC for approval prior to alerting a crew before the pre-established alert time. Do not alert an aircrew if their aircraft is not mission capable (NMC) unless there is reasonable assurance that the proposed estimated time in commission (ETIC) will permit the mission to depart as scheduled. Contact the AMOCC to resolve any questions/confusion about alerting against an NMC aircraft.

2.8.5. Any delays in alerting a crew will be coordinated with the AMOCC. The crew rest period may be extended (postpone alerting the crew) IAW AFI 11-MDS vol 3 series instructions past the legal for alert time (known as "burning in the window") for delayed missions (due to mission changes, maintenance, weather, etc).

2.8.5.1. The aircraft commander may extend crew rest IAW AFI11-MDS vols 3 series instructions. These extensions must be coordinated with the AMOCC.

2.9. Early Departures. Early departures must be coordinated and approved by the AMOCC senior director/barrel and will be IAW AFI 11-MDS vol 3 series instructions. The C-21 and C-12 DV support missions may deviate in support of the DV's itinerary, however, the aircraft commander is responsible for ensuring proper coordination is accomplished (i.e., dip clearances, routings, PPRs, etc.) with the AMOCC.

2.10. 65th Airlift Squadron. Procedures vary for 65 AS DV airlift missions from regular PACAF airlift missions; all 65 AS missions self-alert. The AMOCC DV planner loads these missions into GDSS and once the mission commences, the aircraft commander ensures the AMOCC is kept up to date on mission status.

2.10.1. 65 AS aircrew will contact the AMOCC Senior Director/Mission Coordinator (DSN 315-448-8888) through the 15 ABW CP to ensure all takeoff/landing times and any delay codes/remarks are relayed and entered into GDSS. This also permits any maintenance problems to be resolved by AMOCC/XOL and the 65 AS maintenance team.

2.11. En Route Support. For airlift missions transiting PACAF bases CP controllers will contact customs (if required) and other support agencies as necessary to meet the aircraft upon landing. Upon request by the crew, the PACAF CP will provide additional support as necessary to effect the mission. This list of support is less than Pre-launch or RON list. Types of *enroute* support are:

2.11.1. Maintenance or Transient Alert (as required for fueling).

2.11.2. Crew Transportation.

2.11.3. Cargo Preparations (contingent on cargo load changes).

2.11.4. Customs and Agriculture (as required for your base).

2.11.5. Fleet Service.

2.11.6. Additionally, the landing, takeoff, and delay codes (if required) should be updated in C2IPS/GDSS within 10 minutes after the takeoff, landing, or if a delay occurs. If unable to update, or update in a timely manner, contact the AMOCC to coordinate the inputting of this information.

2.11.7. When a PACAF aircraft lands at a base without a PACAF CP (i.e., if on an offstation JA/ATT or training mission, etc.), the aircraft commander (or designated representative) will call the AMOCC with landing time and reason(s) for any delay(s), if there were any delays. Also, alert times and procedures (i.e., self-alert), weather, flight plans, and any other required support will be established for the subsequent flight.

2.12. Mission Essential Ground Personnel (MEGP) and Additional Crewmember (ACM) Status.

2.12.1. Responsibility. HQ PACAF/DOTV Aircrew Standardization and Evaluation Branch is responsible for oversight and management of the MEGP and ACM program.

2.12.2. Military members required to perform in-flight duties, frequently or occasionally as defined by aircrew positions in paragraphs 2.11. through 2.11.3. of the basic instruction AFI 11-401 will not be placed in MEGP status.

2.12.2.1. Civilian government employees or civilian contractors will only be authorized MEGP status if either employment or a company contract with the USAF verifies the requirement for the Air Force to provide airlift.

2.12.2.1.1. MEGP status does not require physical or physiological training.

2.12.2.1.2. MEGP is granted to individuals who perform unique support duties directly related and essential to a particular aircraft, aircrew, or Numbered AF mission on a case by case basis. These duties require direct access to the aircraft or aircrew during ground or flight operations. Examples of eligible personnel are, but not limited to, chaplains, senior enlisted advisors, maintenance personnel, maintenance recovery teams, tanker/airlift control elements (TALCE), security police (including PHOENIX RAVEN), safety, public affairs (PA) media escort, and unit intelligence personnel. MEGP travel in passenger status, and report through the command and control center to the aircraft commander. They are authorized flight deck seating with aircraft commander approval. Commanders will ensure that MEGP status is not used to travel at a higher priority than, or in lieu of regular passenger travel, to avoid travel expenses, or for travel while on leave. MEGP will not be bumped en route without Air Mobility Operations Control Center (AMOCC), Director Mobility Forces (DIRMOBFOR), or other command and control authority approval.

2.12.2.2. Approval Authority. MEGP travel status will be strictly controlled and approved only for those with a bona fide mission essential purpose.

2.12.2.2.1. PACAF, NAF, and flying wing/group/unit commanders may approve MEGP status for personnel on unit aircraft or aircraft under their control. MEGP requests for individuals not assigned to flying units must be routed through OG/CC. Do not use MEGP status as a substitute for point-to-point travel requirements (see requirements, conditions, or clarifications of MEGP policy or procedures). Forward MEGP requirements (memorandum or message format) to HQ PACAF/DOTV, DSN 449-5955, FAX 448-6411 for clarification/approval (anticipate 10 days for reply).

2.12.2.2.2. HQ PACAF/Aircrew Standardization and Evaluation Branch approves MEGP status for all other personnel.

2.12.2.3. Procedures. All MEGPs require valid travel or flight orders annotated with MEGP status and must include their commander's endorsement for validation. Personnel authorized MEGP must be eligible and familiar with the policies and procedures governing MEGP travel. Document MEGPs on DD form 2131, Passenger Manifest, and include anti-hijacking protective measures according to AFI 13-207, Preventing and Resisting/Aircraft Piracy (Hijacking). Commanders may include unit assigned MEGPs, maintenance and security force personnel on their MAJCOM approved flight authorizations. All MEGPs (except unit assigned MEGPs traveling on unit assigned/controlled aircraft, maintenance personnel and PHOENIX RAVEN) process through the passenger service terminal as space required passengers.

2.12.2.3.1. Orders. MEGP approval should be cited in travel orders. The following is an example statement: MEGP is authorized by (appropriate wing/NAF/PACAF/Aircrew Standardization and Evaluation) on (aircraft number or mission number/exercise or contingency name) for (duration, i.e., 22-27 Jun 96). End the statement with name and phone number of individual approving MEGP status. MEGP authority may also be cited in a letter or message using this statement.

2.12.2.3.2. Coordination of MEGP travels. Individuals will coordinate their travel with the appropriate current operations function prior to travel. It is imperative that mission operators and air terminal operations centers are aware of MEGP requirements when scheduling missions and crews. Individuals joining missions en route will present their travel orders to the appropriate PACAF command and control agency at least four hours prior to intended travel (takeoff time).

2.12.2.3.3. Aircrew Procedures. With the concurrence of the aircraft commander and seats permitting, MEGP may be seated on the flight deck/crew compartment during takeoff and landing. Simulated emergencies, to include no-flap landings, are prohibited. Touch and go landings with MEGPs on board should be limited to essential training requirements. Crews must be prepared to include MEGPs on DD Form 2131 and provide force protection measures (anti-hijacking) screening when passenger service is not available or applicable.

2.12.3. Additional crewmembers (ACM):

2.12.3.1. Policy Governing ACM Authorizations. An ACM is one assigned to, or authorized to accompany, the normal crew complement, or crewmembers positioning or repositioning for missions. The commander who authorizes ACM status must ensure the individual is eligible and familiar with the policies and procedures governing ACM travel.

2.12.3.2. Personnel Eligible for ACM. The individual must:

2.12.3.2.1. Possess valid aeronautical orders in accordance with AFI 11-401.

2.12.3.2.2. Have a current flight physical.

2.12.3.2.3. Have current physiological training.

2.12.3.2.4. Be currently on flying status.

2.12.3.2.5. Possess a flying Air Force Specialty Code (AFSC) according to AFI 65-503, US Air Force Cost and Planning Factors.

2.12.3.3. ACM will not be authorized for:

2.12.3.3.1. Transportation in lieu of travel as a passenger or to provide transportation at a higher priority than would be enjoyed as a passenger.

2.12.3.3.2. For the avoidance of personal travel expense.

2.12.3.3.3. Maintenance of currency. (EXCEPTION: Flight examiners and individuals whose orders have currency provisions may accomplish currency items while traveling ACM.)

2.12.3.3.4. Crewmembers not yet qualified or who are training for upgrade to the next higher crew position.

2.12.3.3.5. Transportation while on leave.

2.12.3.4. Approval Authority:

2.12.3.4.1. PACAF/NAF, and flying wing/group/unit commanders may approve ACM status for personnel on unit aircraft or aircraft under their control. HQ PACAF/DOT is the approval authority for HQ PACAF staff personnel to fly PACAF airlift aircraft. ACM request for individuals not assigned to flying units must be routed through the appropriate OG/CC. Air

Reserve Component flying unit commanders will approve ACM status for eligible individuals on specific flights operated by Air Reserve Component unit equipped (UE) units.

2.12.3.5. Medical Personnel:

2.12.3.5.1. USAF Medical Service Corps officers, including Air Reserve component personnel, assigned to aeromedical evacuation (AE) units or Office of the Surgeon (HQ PACAF/SG), who are on aeronautical orders and required to participate in frequent and regular aerial flights in an operational support status as aeromedical evacuation operations officers (AE00), may be granted ACM status on missions by local flying unit commanders or HQ PACAF/SGP, as appropriate. Logging of flying time is not authorized, except as provided for in paragraph 2.10.2 of the basic instruction AFI 11-401.

2.12.3.5.2. When a physician or specialized medical personnel are required on PACAF aeromedical evacuation (AE) missions, they are assigned as medical attendants and ACM is not authorized.

2.12.3.5.3. Flight Surgeons are primary crewmembers, not ACMs. Because their status inherently calls for them to practice their preventive/clinical specialty while on duty aboard USAF aircraft, they are attached to the primary aircrew. The flying time may be logged whenever the provisions of paragraph 3.3.1.2 of basic instruction AFI 11-401 are met. Flight surgeons shall not use their status for the avoidance of personal travel expense, or while on leave. A flight surgeon not integrated into the crew (not staying with the mission from origin to termination) shall not be provided transportation at a higher priority than would be enjoyed as a passenger. Logging of flying time is permitted. Orders for duty travel are the responsibility of the flight surgeon's unit of assignment.

2.12.3.5.4. Medical personnel possessing current aeronautical orders, but not included in above paragraph will apply through channels to HQ PACAF/SGP for ACM approval. Request to travel on missions other than aeromedical evacuation are reviewed by HQ PACAF/SGP and forwarded to HQ PACAF/Aircrew Standardization and Evaluation Branch for approval. (ACM status is not appropriate for travel to and from conferences.)

2.12.3.6. Blanket ACM. The following individuals are authorized blanket ACM authority and do not require approval for specific missions:

2.12.3.6.1. HQ PACAF staff personnel, meeting the provisions of paragraph 3.3.4 of AFI 11-401, flying on PACAF airlift and tanker aircraft.

2.12.3.6.2. Any PACAF aircrew flight examiner for the limited purpose of administering flight evaluations. This includes positioning prior to or expeditious return to home station. It also includes Air Reserve component flight examiners on aircraft for which PACAF is the gaining command. This authorization limits travel to airlift and tanker aircraft.

2.12.3.6.3. Supervisors of aircrew on missions operated by their aircrew to include tanker planners staging to/from or executing a Coronet mission and airborne SOF's for fighter receivers.

2.12.3.6.4. Commanders, vice commanders, OGs, and deputy OGs.

2.12.3.6.5. Area deployed tanker airlift control center (DTACC) directors on theater aircraft under their OPCON.

- 2.12.3.6.6. Designated HQ PACAF/IG/QS team personnel on inspected unit aircraft only.
 - 2.12.3.6.7. Designated Safety Investigation Board panel members when traveling to and from aircraft mishap investigations.
 - 2.12.3.6.8. AIRCC aerial photographer crewmembers. When applicable, time and planning permitting, include these people in operation plans (OPLAN), etc.
 - 2.12.3.6.9. Federal Aviation Administration (FAA) evaluators accompanying PACAF crewmembers to administer FAA flight evaluations. The FAA evaluator will not occupy either pilot seat or manipulate any flight controls. These evaluations must be scheduled in conjunction with required AF flight evaluations or MCP training/proficiency sorties and incur no expense to the US Government. The FAA evaluator must be listed on the flight authorization orders.
- 2.12.3.7. Procedures:
- 2.12.3.7.1. Forward request for ACM status to the approving agency 10 days prior to the expected date of departure. Include name, rank, aircrew qualification, organization, reason for travel, proposed itinerary, dates, and a statement of compliance with the Foreign Clearance Guide procedures (see United States Air Force Foreign Clearance Guide) applicable to the area of travel. Individuals require a security clearance appropriate to the mission being flown. Air Force Reserve Command (AFRC) units will provide information copies to appropriate NAF/DO and HQ AFRC/DOT.
 - 2.12.3.7.2. Coordination of ACM Travel. Individuals will coordinate with the appropriate command and control agency prior to travel. Medical ACMs anticipating travel on aeromedical evacuation C-9 aircraft require prior approval from the AE/CC for domestic and overseas flights.
 - 2.12.3.7.3. ACM En Route Procedures: ACMs, including qualified PACAF crewmembers who depart a crew to remain TDY in a foreign country with different requirements for general entry and aircrew entry, must comply with both requirements.
 - 2.12.3.7.4. Personnel on ACM status who intend to remain on station or continue to travel will furnish the command and control center (CCC) with:
 - 2.12.3.7.4.1. Travel authorization indicating ACM status.
 - 2.12.3.7.4.2. Location while on station.
 - 2.12.3.7.4.3. Departure plans.
 - 2.12.3.8. Briefings. The aircraft commander or representative briefs all ACMs on safety and egress procedures.
 - 2.12.3.9. Orders. Authority to travel as ACM should be cited in the travel orders. If ACM authority is not cited in the travel orders, a letter or message citing ACM authority may be attached to the travel orders.
 - 2.12.3.10. Logging of Flying Time. ACMs are not entitled to log flying time unless performing a crew duty. Positioning/depositioning crewmembers are not authorized to log flying time unless required and authorized to augment a crew position and perform in-flight duties. If an ACM joins a crew en route, the crews' duty day is based on the earliest show time of the original crew.

2.12.3.11. Procedures. The CCC will coordinate with the air terminal operations centers as early as possible to ensure that space is available for ACMs. Cargo or mail will be displaced when necessary on cargo or mixed missions to accommodate ACMs. ACMs will report to the appropriate command and control facility for accountability.

2.12.3.12. Priority of ACM Travel. HQ PACAF staff and aircrew flight examiners have priority over all other ACMs and will not be displaced by any other ACMs. Priority of travel is: HQ PACAF, PACAF NAF, Wing/group, Squadron/detachment. PACAF NAF, wing/group, and squadron/detachment flight examiners have priority on aircraft of their respective unit over examiners (equal or higher echelon) of another PACAF NAF, wing/group, and squadron/detachment. When the number of ACMs exceeds the seating capacity of the crew compartment, the CCC advises the air terminal operations center at the earliest possible time which, in turn, will coordinate with the passenger reservation activity so seats not previously assigned to duty passengers or emergency leaves can be used. Aircraft Readiness Center (ARC) ACMs have priority on their unit aircraft. ACMs have priority over space available passengers. The CCC verifies that ACM authorization has been issued by the proper approval authority, attaches a copy of the ACM authorization to the flight clearance, and assigns ACM personnel to missions according to the instructions contained in their travel orders.

2.12.3.13. Each ACM performing crew duties requires a Passenger Oxygen Kit (POK) or an oxygen mask connected to an available regulator. Otherwise, ACMs may be carried only if the flight is conducted, below FL 250 and fuel is sufficient to fly to a suitable alternative below 10,000' MSL.

2.13. Conference HOTEL. Conference HOTEL is a communications conference available to aircraft commanders to assist in coping with an in-flight emergency/condition that requires expertise not available aboard the aircraft. Only the aircraft commander may request that a conference be established. Conferences are convened at the lowest level having the required expertise. When expertise is not available locally, e.g., if convening a conference for an aircraft type other than that operated by the parent wing or a transient aircraft at non-flying PACAF units, the AMOCC should be contacted for assistance. Do not elevate this conference for the sole purpose of keeping the next higher headquarters informed.

2.13.1. Wing commanders will ensure their CP has the required communications infrastructure to provide the capability of rapidly convening a Conference HOTEL. This capability must entail the ability to phone patch and conference call several people at one time.

2.13.2. CP Chiefs/Superintendents will ensure procedures are established and a QRC developed containing contact information derived from MCI 11-463, *Operations Supervision*. This QRC will be coordinated with all concerned agencies involved in establishing and conducting a Conference HOTEL.

2.13.3. Aircraft commanders will request a Conference HOTEL from the nearest unit CP, AMCC, AMOCC or TACC and provide the following information (time permitting):

2.13.3.1. Aircraft type/tail number/call sign or mission number.

2.13.3.2. Description of situation/actions already taken/intentions.

2.13.3.3. Fuel on board in hours.

2.13.3.4. Position/Altitude/Flight conditions.

2.13.3.5. Number of personnel/DVs and class/type and quantity of cargo.

2.13.3.6. Aircraft Commander qualifications (AC, IP).

2.13.3.7. Planned landing base/ETA.

2.13.3.8. Expertise required/Special Requirements.

2.13.4. When a Conference HOTEL is requested, the CP will immediately initiate actions to establish the conference. The number of participants may vary according to the situation and problem involved but as a minimum, will include the aircraft's home CP. The aircraft's home unit CP will then contact the aircraft's home base personnel to include the unit squadron commander, Director of Operations/Operations Group Commander, aircrew standardization/evaluation, MOC, and weather. After initiating the conference, controllers will stress that the problem involves an airborne emergency and technical assistance is required.

2.13.5. Each month, CPs will exercise/evaluate Conference HOTEL procedures with all local conferees and log the results and any follow-up actions. Evaluation factors include conferee availability, readability, voice communication quality, and the amount of time taken to establish the conference. Conferences must be established within 10 minutes of notification. Once a quarter, conference tests will be elevated to the next higher headquarters.

2.14. Prime Knight Program. Currently this program provides for the PACAF command posts to coordinate with transportation and billeting for crews who remain over night. Upon receipt of crew orders (should arrive via fax from previous RON location), command post personnel will fax a copy of the crew orders to billeting and call to ensure billeting has received the fax. Command post will call base transportation to coordinate aircrew pickup once after the crew makes the three hour out call and once after the crew makes the 30 minute out call so transportation can be at the airplane as close to block-in time as possible. Unlike AMC, PACAF command posts do not have the personnel to meet the aircrew at the airplane. Consequently, aircrews must drop off secrets, pick up their legal for alert mission set up times, and proceed to billeting for their billeting/hotel coordination. Expanding command post Prime Knight responsibilities will be reviewed prior to future revisions of this instruction. Command Post personnel will not be assigned program management duties, however, the CP chief will ensure procedures are established to be certain transient crews receive the best possible service consistent with current manning and operations.

Chapter 3

SPECIAL ASSIGNMENT AIRLIFT MISSION (SAAM) OPERATIONS

3.1. General Information. A Special Assignment Airlift Mission (SAAM) is defined as airlift support of user-funded airlift requirements which requires special pickup or delivery at points other than those within the channel network or which require special consideration because of troops/passengers involved, weight or size of cargo, urgency or sensitivity of movement, or other special features. TACC through AMC, US Transportation Command (TRANSCOM), and DOD, has been designated the executive agent-in-charge of TWCF funding. SAAMs can be flown by different airframes and different commands.

3.2. PACAF AMOCC Responsibilities. The PACAF AMOCC processes validated SAAM requests. The PACAF AMOCC receives SAAM validations from either Pacific Airlift Management Office (PAMO) or PACAF LGTR. The following DSN phone numbers are points of contact for individual service/component validators:

ARMY (ARPAC)	438-3800
NAVY (CINCPACFLT)	474-6413
AIR FORCE (PACAF)	449-5779
MARINE (MARFORPAC)	477-8352

3.2.1. Upon receipt of a validated SAAM request, the PACAF AMOCC will review scheduling forecasts and contact the supporting unit to confirm the availability of aircraft, aircrew, and support for a validated mission.

3.2.1.1. The PACAF AMOCC will either support or non-support a mission based on overall airlift capability and based on the 72 hour criteria in paragraph 1.2.4. When requirements for SAAMs exceed airlift capabilities, the PACAF SAAM manager will apply capability to the highest JCS priority category first at the expense or denial of lower airlift categories.

3.2.1.2. If PACAF AMOCC is unable to support a SAAM for a specified time, they will notify the validating agency (i.e., PAMO, PACAF LGTR). It is unusual for a SAAM to be non-supported. Normally, a change in the requested date/time of the SAAM is enough to accommodate most requests.

3.2.1.3. If supported, the PACAF AMOCC will provide a Mission Operating Directive (MOD) to the operating wing's Current Operations with user, the TACC, and the operating squadron as info addressees. The MOD will be produced 30 days prior to mission execution or when validation is completed for shorter notice missions.

3.2.2. In some cases, the time line precludes drafting a MOD prior to aircraft positioning or execution (i.e., Search and Rescue). To maintain flexibility in scheduling, short-notice missions may be verbally validated and tasked. Verbal tasking will be followed up with appropriate after-the-fact MODs to ensure appropriate user accounts are charged.

3.2.3. At the close of each month, PACAF AMOCC will forward a SAAM recap to AMC. This recap will list hours flown against a particular SAAM and also whether the mission qualifies for a ten percent discount. Include remarks for missions cancelled or significantly changed.

3.3. Unit Responsibilities. Once a MOD is issued, the tasked wing's Current Operations will coordinate with users to confirm itinerary, operating times, and load information based on the MOD. Wing planners will determine the need for enroute fuel stops to accommodate the requested load.

3.3.1. The AMOCC is responsible for all mission planning including Diplomatic Clearances and PPRs, as well as entering the mission cut into C2 systems.

3.4. Briefing Requirements. Prior to mission operation on all SAAMs with JCS priority one (1), wing Current Operations will provide the aircraft commander with a face-to-face briefing covering the mission operating directive (MOD), and other information and regulations as applicable and required.

Chapter 4

CHANNEL OPERATIONS

4.1. General Information. A Frequency Channel mission is defined as a regularly scheduled airlift mission flown by military aircraft or aircraft contracted by the military services for Department of Defense (DoD) customers transporting cargo and/or passengers on regularly scheduled air routes throughout the world. A Requirements Channel is generated based on airlift or transportation requirements. These missions are considered common-user airlift service provided to DoD customers and are funded by Transportation Working Capital Funds (TWCF). The Tanker Airlift Control Center (TACC) through Headquarters, Air Mobility Command (AMC), Headquarters United States Transportation Command (TRANSCOM), and DoD, has been designated the executive agent-in-charge of TWCF funding. Channel airlift can be flown by different airframes and different commands, however, all Channel missions are funded in the same manner, that is, through TWCF.

4.1.1. CINCPAC J43 in coordination with all services, TACC/ XOG, and APCC, determines channel mission requirements within the United States Pacific Command Area of Responsibility (PACOM AOR). These requirements include routing and frequency of missions based on customer requirements.

4.1.2. The TACC publishes a monthly channel schedule in the form of the Passenger Schedule, Pacific Region, and Cargo Schedule, Pacific Region. The frequency channel missions are pax- and cargo-bookable missions which DOD customers can use as planning guides. Although requirements channels are listed, they are not pax bookable.

4.1.3. Channel airlift missions are entered into C2 systems by the TACC Channel Management Office (TACC/XOG). Pax-bookable channel missions are scheduled and entered into GDSS 90 days from mission execution. Cargo-bookable channel missions are scheduled and entered into GDSS 30 days from mission execution.

4.2. Frequency and Requirements Channel Missions. Both types of Channel missions must be validated by the respective joint command responsible for the AOR. For example, PACOM validates all Channel missions in conjunction with the service co-validators (primary channel user) within the Pacific AOR.

4.3. Re-routing and Changing Channel Missions. Because channel missions are planned well in advance and are scheduled to fly on specific days and specific times, changing a channel mission is difficult and not desirable. However if a high enough priority exists, changing or re-routing a channel mission is possible provided the changes are fully coordinated through both PACAF AMOCC, customers, and downline stations. **NOTE:** Change channel mission as a last resort if no other method exists for filling customer requests. Route all changes to existing PACAF channel missions through the PACAF AMOCC.

4.3.1. Long term restructuring of channel missions is also possible and sometimes necessary. Since all channel missions are driven by customer requirements, a thorough analysis must document a need for restructuring or adding a regularly scheduled channel airlift mission. As the day-to-day execution and C2 agency, PACAF AMOCC is well-positioned to pulse customer requirements and pass this information to PACAF/LGT. However, PACAF/LGT is still the driving force behind translating cus-

tomer requirements into newly developed channel airlift missions. In addition, all changes or additions to the existing channel airlift structure must be fully coordinated and agreed to by TACC/XOG.

Chapter 5

JOINT AIRBORNE/AIR TRANSPORTABILITY TRAINING (JA/ATT) OPERATIONS

5.1. General Information. Joint Airborne/Air Transportability Training (JA/ATT) is a Department of Defense (DOD) regulated, Joint Chiefs of Staff (JCS) directed, Air Forces managed and funded program designed to provide airborne and proficiency/continuation training in a joint environment. JA/ATT offers the services an opportunity to jointly develop tactics, knowledge, and procedures and increase proficiency in airdrop, assault landing, and mobility operations. By doing so, this ensures joint combat readiness of DOD forces.

5.1.1. According to USCINCPACINST 4630.3A, the following types of airlift missions may be categorized as JA/ATT:

5.1.1.1. Airdrop of personnel and cargo, including drops as a pre-requisite to the airborne qualification of individuals.

5.1.1.2. Assault airland (also called air assault) operations, which are those simulating (for training purposes) airlift employment to insert forces directly into hostile ground environments. To qualify for this category the mission must meet the following criteria:

5.1.1.2.1. Operate into a landing zone (LZ) listed in the assault availability report (AZAR). Operations into unpaved LZ's provide additional C-130 aircrew training.

5.1.1.2.2. Simulate or use an austere operating environment, i.e., minimal AMC ALCE and support equipment, and maximum user participation.

5.1.1.2.3. Use combat loading vice administrative loading, i.e., loads are prepared with the goal of minimum ground handling vice maximum use of allowable cabin load (ACL).

5.1.1.2.4. Be planned for minimum ground times, to include engine running on/off-load and combat off-loading when loads are compatible with these techniques.

5.1.1.2.5. Troops are outfitted and equipped to engage in their combat task immediately upon arrival at the off load location.

5.1.1.2.6. Be conducted as JA/ATT primarily for the purpose of training, not for point-to-point transportation. Positioning equipment and personnel from one location to another in support of JA/ATT operations is permissible.

5.1.1.2.7. Static loading exercises when the supported unit is specifically tasked (e.g., in an OPLAN) to perform an air transportable mission. In some cases a fly-away after on-load may be appropriate. This category includes AMC Affiliation Program training support units not having "live" airdrop or assault airland missions.

5.1.1.2.8. Airlift support for airdrop or air transportability certification of new or modified equipment and refinement or correction of operational procedures for joint operations. This category constitutes joint training in that new or refined procedures for equipment and systems are updated for incorporation into operating techniques and manuals.

5.1.1.2.9. Airlift support for new or modified equipment or procedures may require approval of HQ AMC XPQ and/or the USAF Airlift Center per AMCR 55-80.

5.1.1.2.10. Combat support training (e.g., flare drops) when the mission has been endorsed by the appropriate authority as applicable to airlift aircraft.

5.1.1.2.11. Airlift forces self-support missions required to position or deposition aircraft, people, and ground equipment needed to properly support the authorized missions described above. In addition to airlift forces themselves, this may also apply to other “enabling” requirements for the basic JA/ATT (e.g., airfield fire protection equipment to meet peacetime safety requirements at bare bases.)

5.1.1.2.12. Static displays for public and military events.

5.1.1.3. Each of the above categories of JA/ATT may be applied to combined operations, as well as all U.S. forces training. In order to further coalition strategy, USCINCPAC also utilized JA/ATT to promote effective combined operations with allied and friendly forces. Examples include the use of JA/ATT to increase opportunity for overflight and access to airfields to enhance the U.S. ability to operate with allied and friendly forces, as well as to test and evaluate mutual capabilities. When non U.S. troops are to be the beneficiaries of JA/ATT missions, ensure approval has been obtained per DOD 4515.13R for foreign national to ride on DOD aircraft. Such missions must compete for flying hour allocations with all other theater requests.

5.1.2. The following JA/ATT missions are not authorized within USPACOM:

5.1.2.1. Unilateral service or component training using airlift solely as a mode of transportation from one point to another.

5.1.2.2. Point-to-point air transportation not involving airdrop or assault air landed operations.

5.2. Concept of Operations. PACAF JA/ATT is an integral part of aircrew continuation training required to maintain the combat ready status of US Forces as well as aircrew mission ready status. The skills and tactics developed in the unilateral training environment are sharpened and refined during joint operations. For most aircrew, JA/ATT represents the first opportunity to train with those service components with whom they will deploy, operate, and support in time of war or military operations other than war.

5.2.1. When planning PACAF JA/ATT missions, attempt to accommodate the maximum number of training events for participating provider and user. Use the following as planning guidance to create the most effective training:

5.2.1.1. JA/ATT missions normally should provide five training events per hour of flight time.

5.2.1.2. Plan missions to operate in a simulated combat environment.

5.2.1.3. Combat tactics and techniques should be used wherever possible, as long as they remain within peacetime restrictions.

5.2.1.4. Plan missions to simulate austere operating conditions, however, better support will be realized if operations are conducted from air bases. Minimum TALCE/Aerial Port support will be used and, whenever possible, a combat-operating environment simulated. Plan missions in conjunction with mobility exercises to test readiness and prepare for Combat Employment Readiness Inspections (CERI).

5.2.2. It is imperative that airdrop forces and PACAF air mobility assets maintain proficiency and currency in joint airdrop. Air mobility units are encouraged as much as possible to make joint airdrop

training a priority of their semi-annual training plan in order to gain the highest levels of interoperability and wartime readiness.

5.3. PACAF AMOCC Duties and Responsibilities. PACAF AMOCC intends to give the maximum latitude possible to the wings for selecting missions based on wing capability, training needs, and users priorities. Where possible, PACAF AMOCC will:

5.3.1. Attempt to enhance these type missions to meet wing training needs and ensure both user and flying unit are receiving equitable training.

5.3.2. Host quarterly JA/ATT conferences, as required.

5.3.2.1. Conference will be on an as-needed basis and notification will be by message from PACAF AMOCC to all users and providers in this theater. This message will be sent NLT 30 days prior to the conference allowing time for users and providers to schedule requests. The conference at revolving locations will last two days giving attendees the opportunity to tour facilities and meet personnel associated with Pacific theater airlift.

5.3.3. Validate JA/ATT requests for the Pacific Theater.

5.3.3.1. Validate and assign JA/ATT mission numbers on the PACAF JA/ATT home page.

5.3.4. PACAF AMOCC/XOPA manages PACAF JA/ATT mission listing which is posted on the PACAF AMOCC home page at the following address: <https://www.cidss.af.mil/amocc/tools/jaatt>. Users build their requirements on the JA/ATT web page. The PACAF JA/ATT manager, validates the requirement, then the airlift units that buy the JA/ATT, coordinate with the users to insure that it meets all the criteria for all concerned parties.

5.3.5. If highlighted by the Wing, review mission commander after action reports as necessary to highlight and correct problem areas.

5.3.6. Work with the AOS MPA manager to allocate additional MPA mandays, when needed, to support the PACAF JA/ATT program.

5.3.6.1. MPA day requests should include the following: unit name and location, autodin message plain language identification, unit PAS code, number of officer and enlisted days requested, brief description of reason for use, dates required, JA/ATT sequence number (if known).

5.3.6.2. PACAF AMOCC will review the request for validity and transmit a message indicating number of days allocated to the using unit.

5.3.7. Maintain a list of user, C-130 unit, and support contacts for the entire theater.

5.4. PACAF C-130 Wing Duties and Responsibilities. The following are wing specific responsibilities regarding JA/ATT missions:

5.4.1. The user should coordinate with the airlift unit to determine required support for JA/ATT mission. Support includes but is not limited to STS/CCT, DZSO, crash-fire-rescue, TALO, medical, and load recovery.

5.4.2. Advise PACAF AMOCC when JA/ATTs are added, rescheduled, or cancelled. This can be done by simply faxing a memo or completed PACAF Form 612 to the PACAF AMOCC.

5.4.3. Enclose mission commander after action reports or sections thereof when issues arise that require higher HQ involvement.

5.4.4. The AMOCC is responsible for entering mission cuts into C2 systems and performing all planning associated with JA/ATT execution including diplomatic and/or country clearances, PPRs, ASRR, NOTAMs, etc.

Chapter 6

DISTINGUISHED VISITOR (DV) AND OPERATIONAL SUPPORT AIRCRAFT (OSA) OPERATIONS

6.1. Background. Operational Support Airlift (OSA) provides airlift support to authorized users at no cost. Dedicated support will not be provided to single users unless it can be combined with other mission requests to make it cost-effective. A Special Air Mission (SAM) is dedicated PACAF airlift in support of USCINCPAC and COMPACAF requirements. (The C-9 is considered an OSA asset, but will be addressed in [Chapter 8](#)).

6.2. Scope. OSA assets in the PACAF AOR consist of C-12 aircraft stationed at Osan AB, Republic of Korea, and Elmendorf AFB, Alaska, UH-1 Helicopters, and C-21 aircraft stationed at Yokota AB, Japan. Additionally, two C-135 aircraft are at Hickam AFB, Hawaii, to meet the transportation needs of USCINCPAC and COMPACAF.

6.2.1. The PACAF numbered air forces, 5 AF, 7 AF, and 11 AF, have a mission validator responsible for approving OSA requests in their respective AOR. OSA requests from 13 AF are processed by the 5 AF validator. Missions requiring validation by higher headquarters are processed by the PACAF AMOCC. The AMOCC also coordinates with AMC for OSA missions outside the PACAF AOR. SAM requests for USCINCPAC and COMPACAF travel are forwarded from their staffs to the AMOCC for coordination and scheduling.

6.3. PACAF AMOCC Operations. A priority system is used to validate, task, and schedule OSA missions. Many factors including rank, grade, position, and especially justification, and purpose of travel are used to determine mission priority. Refer to PACAF Instruction 13-206 for detailed explicit OSA guidance.

6.3.1. AMOCC coordinates SAM requirements with USCINCPAC and COMPACAF staff. AMOCC tasks the 15 ABW directly and, in turn, the 65 AS. The 65 AS, AMOCC DV Airlift Planner and DV staffs will coordinate all itinerary changes. The DV staff will initiate a change to a scheduled itinerary with the AMOCC DV Airlift Planner. The AMOCC DV Airlift Planner will review and coordinate the proposed change with the 65 AS current operations office. AMOCC is responsible for entering all missions information into GDSS. During mission execution the aircraft commander will update AMOCC on takeoff/landing times and mission status through any PACAF command post or directly to the AMOCC Senior Director (DSN 448-8888).

6.3.1.1. Passenger lists may be passed from staffs directly to 65 AS for manifesting.

6.3.1.2. For AMOCC mission planning responsibilities, refer to paragraph [1.1.5](#) above.

6.3.1.3. Units supporting spare requirements for DV airlift (such as the 909 ARS) will be tasked by PACAF AMOCC. Mission planning will be IAW paragraph [1.1.5](#) above.

6.3.1.3.1. When the 909 ARS is tasked to provide spare capability for DV airlift, this alert line counts against the seven tasked sorties tasked by AMOCC to the 909 ARS as both the aircraft and aircrew are unavailable.

6.3.1.3.2. Alert Postures. The AMOCC will try and allow at least 72 hours advance notification to the back up aircrew and aircraft to ensure the appropriate configuration and proper country briefs, crew rest, etc.

6.3.2. Obtaining and positioning Security Forces (SF) personnel for security support for the spare aircraft will be the responsibility of the unit providing the spare aircraft. The TWG will provide a recommendation and the Wing/CC will have tasking authority over base SF persons. If the Wing/CC is undermanned, the PACAF/SF must be notified and coordination for alternative sourcing will be accomplished.

6.4. 65 AS Mission Planning Responsibilities. The 65 AS is responsible for the following mission planning items:

6.4.1. Review station notes from previous missions.

6.4.2. The 65 AS orderly room will work all required passports and visas IAW FCG.

6.4.3. Coordinate with the host nation DAO to arrange logistical support for security team to include a schedule, vehicles, communications, etc.

6.4.4. Draft and send aircrew message IAW FCG.

6.4.5. Conduct mission brief.

6.4.6. Set up billeting and transportation for all locations.

6.4.7. Provide AMOCC planners with Flight Attendant requirements such as water and ice to be included in mission message.

6.4.8. Prior to execution, provide AMOCC with hotel or DAO phone and fax numbers for all legs for the purpose of providing NOTAMs, flight plans and weather when at non-US installations.

Chapter 7

CONTINGENCY/CJCS EXERCISE OPERATIONS

7.1. General Information. This section outlines procedures and is applicable to wing, CP, PACAF TALCE, and aircrew participation in the planning/execution of all contingencies and CJCS exercise deployments/redeployments in PACOM AOR.

7.1.1. The PACAF AMOCC is responsible for inputting CJCS exercise missions into C2 systems (C2IPS/GDSS) as soon as requirements are known. For contingency missions, the Air Mobility Division of a DAOC (if deployed) is responsible for inputting missions.

7.2. Mission Movement. CJCS exercises are designed to test the capability of our contingency airlift commitment. The success of our airlift performance is graded not only on departure reliability, but also on our ability to deliver requirements by the specified latest arrival date (LAD).

7.2.1. CJCS exercise/contingency departure reliability is based on the published schedule versus actual departure time. Any CJCS exercise/contingency mission that exceeds the departure time by more than 14 minutes is considered to have operated in delay. Expedient handling of aircraft running behind schedule is paramount for PACAF to demonstrate its wartime capability.

7.2.2. Early departures may be approved only after concurrence by the user, downline TALCE/stations and approval of PACAF AMOCC.

7.2.3. Overflight of en route fuel/opportune cargo stops may be approved if there is no movement requirement and:

7.2.3.1. Diplomatic clearance is not violated.

7.2.3.2. Destination ops hours/MOGs are not violated.

7.2.3.3. Scheduled airfields are advised of decision to overfly.

7.2.3.4. Request is approved by PACAF AMOCC.

7.2.4. Within 24 hours of execution, CJCS exercise/contingency missions will not normally be recut except by PACAF AMOCC execution cell and, if deemed necessary, after coordination with TACC/XOP.

7.2.5. Airdrop, air refueling, and En Route Support Team Aircraft (ESTA) missions may require adjustments to the active leg(s) to meet scheduled timing (TOT, ARCT) or user requirements. When the adjusted timing exceeds the scheduled departure plus 14 minutes, PACAF AMOCC may recut these specific exercise missions to reflect actual time of departure. Prior to recut, accomplish all appropriate coordination. Annotate reason for recut in the remarks section of the Global Decision Support System (GDSS) Form 59.

7.2.6. Daily reports are compiled to provide senior leadership and supported commands with statistics regarding total/cumulative movements. Therefore, cargo/pax loads and unusual offload requirements are particularly important to document in flight following and in departure messages.

7.2.7. Timely communications are essential to airlift flow management. Inbound crews must notify command posts/centers about their maintenance status, cargo offload, estimated fuel onload, and other support requirements.

7.2.8. CJCS exercise/contingency offload reliability is also based on published schedule versus actual arrival time at the offload station. An early arrival or scheduled arrival plus 2 hours is considered on time for exercise reliability.

7.3. Mission Data. For contingency operations, PACOM J31 will normally provide CJCS priority, Operation Name, and supported OPLAN information. The contingency cell at TACC will provide AFTO Form 369/781 Mission Symbols. For CJCS Exercises, this same information is normally provided by PAMO and/or PACAF/DOXE.

7.3.1. Contingency airlift mission priorities are normally 1B1 or 1B2. CJCS exercise airlift missions priorities are 2B1 or 2B2.

7.3.2. CJCS exercise missions will use "X" in the third character of the AMC mission number. The eighth and ninth characters will designate specific exercises. Identifying characters for contingencies varies.

7.3.3. CJCS exercises will use "L" for the first alpha-numeric character of the mission symbol as logged in AFTO 781/369. Contingencies will use "C" for the first alpha-numeric character. The second and third characters will designate specific operations/exercises. When missions from several exercises or SAAMs are integrated into a single flow, PACAF AMOCC will direct the proper mission symbol.

7.3.3.1. CJCS exercises/contingencies are billed based on mission symbols. It is critical for aircrews to log the correct mission symbol in the AFTO 781/369.

7.4. Unit/Wing Responsibilities. In addition to taskings in other sections, and normal execution, the originating wing is responsible for:

7.4.1. Reserving aircrew billeting and transportation requirements, to include positioning stage crews.

7.4.1.1. Confirming final aircraft configuration with user and PACAF AMOCC.

7.4.1.2. Confirming and coordinating security requirements.

7.4.1.3. Familiarizing personnel with exercise objectives, scenarios, exercise directives, and rules of engagement.

7.4.2. When tasked, units will appoint an exercise project officer and alternate. The designated project officer will become familiar with all phases of the exercise at their station. This includes, but is not limited to:

7.4.2.1. Identification of limiting factors, i.e., manning, billeting, transportation, and MOGs.

7.4.2.2. Reconfiguration requirements.

7.4.2.3. Ensuring efficient stage operation.

7.5. Transportation Policies. Provisions of AFJM 24-204 apply to contingency and CJCS exercise missions transporting hazardous/explosive cargo.

7.5.1. The operating wing is responsible for coordinating clearance of hazardous cargo from onload through en route to offload locations.

7.6. Safety. During exercise operations, we practice skills and procedures necessary to successfully execute a contingency or emergency plan. This may include user requests for non-standard operations. If a user requests an operation that violates directives, and after an analysis of the risks involved, the aircraft commander determines the operations to be safe he/she will obtain a waiver from HQ PACAF/DOTV prior to conducting the operation. Under no circumstances will ground or flight safety be compromised. If you encounter unusual problems or hazards, contact the nearest TALCE, CP, or local base safety representative. In matters of flight safety, the aircraft commander's decision is final.

Chapter 8

AEROMEDICAL EVACUATION OPERATIONS

8.1. General Information. AFI 41-301, Worldwide Aeromedical Evacuation System, AFI 41-302, Aeromedical Evacuation Operations and Management, and MCI 11-2XX-V3 series instructions contain guidance on intra-and intertheater aeromedical evacuation operations.

8.1.1. The Pacific Theater Patient Movement Requirements Center (TPMRC), Detachment 1 of the PACAF AMOCC, is the initial interface point for all patient movement requirements. The TPMRC, located at Yokota AB Japan, is tasked with clinical and administrative validation of all patient movement requirements, analyzing all potential aircraft availabilities, and determining optimal aircraft sourcing to meet specific AE mission requirements. Once a proposed airlift source is identified and it is determined it best suits the patient movement requirement under consideration, the TPMRC will task the appropriate airlift agency (in the case of the 30AS), or coordinate for airlift sourcing with the AMC Tanker Airlift Control Center (TACC). Additionally, the TPMRC will task the AE crews from 374 AES or on alert through the AE element at 15 Med Gp at Hickam AFB HI, as appropriate.

8.1.2. In all cases, the TPMRC must coordinate with 374 AES to ensure airlift sourcing under consideration can be supported medically, determine appropriateness and availability of specific AE crews, validate equipment requirements, identify crew duty day limitations, and for timeliness of mission execution for all missions requiring 374 AES support. All mission support for AE missions generating from Hickam AFB HI must be coordinated with the AE Element in the 15 Medical Group. For AE missions originating from Diego Garcia, the TPMRC must coordinate with the AE element at Diego Garcia. For all other theater AE requirements, the 374 AES is available for consultation and mission planning as required.

8.1.3. Mission Cut/Mission Planning. These duties will be shared between the AMOCC and the TPMRC, as appropriate. Once the mission is planned, the TPMRC will notify the 374 AW/CP to alert the 30 AS and 374 AES aircrews. The AMOCC will provide the following functions:

8.1.3.1. Coordinate all theater patient movement requirements with the TPMRC to assure the proper asset is used for the mission.

8.1.3.2. When required, coordinate with TACC to use strategic airlift assets for Urgent/Priority patient movements.

8.1.3.3. Provide support for all active AE missions (Maintenance support, CFPs, Waivers, PPRs, etc.).

8.1.3.4. Provide all planning and coordination for Alert C-9 launches (mission cut, DIP clearances, CFPs, Ground Servicing Coordination, FCG requirements, ASRR, PPRs, TERPS validation, etc.).

8.1.3.5. Flight follow all active AE missions once they depart Yokota AB.

8.1.3.6. Enter all channel AE missions into GDSS on a quarterly basis.

8.1.4. PACAF Wing Command Posts will:

8.1.4.1. Flight follow through C2IPS all AE missions transiting their location.

8.1.4.2. Provide coordination for ground servicing and aircrew support, including Prime Knight support for flight and medical crews, station support as required, and patient transportation and medical support after direction from the mission aircrew and the TPMRC.

8.1.4.3. Provide alert notification to AE crews that RON at their station. Due to possible patient requirements that may require deviation from normal crew rest and alert times, the aircraft commander (after consulting with the AE crew) must provide the legal for alert time to the command post for the next leg of the mission.

8.1.4.4. Coordinate with AMOCC for any additional support required or identified.

8.1.5. The 374 AW CP will:

8.1.5.1. Provide local C2 for 374 AE assets.

8.1.5.2. Alert 30 AS and 374 AES aircrews for urgent/priority alert airevac missions.

8.1.5.3. Print GDSS Form 59 and CFPs and provide(s) to 30 AS Aircraft Commander.

8.1.5.4. Maintain current status of alert crews and aircraft.

8.1.5.5. Enter aircraft data into C2IPS.

8.1.5.6. Maintain SOE in C2IPS during mission launch.

8.1.5.7. Coordinate with AMOCC for any additional support.

8.1.6. Units tasked with AE missions will:

8.1.6.1. Provide combat ready crews and aircraft to execute channel and urgent theater airevac missions.

8.1.6.2. Enter crew data into C2IPS. NOTE: Short-notice, or alert C-9s, may require direct coordination between the AMOCC and the tasked wing to determine which agency will perform support functions and input mission information into the C2 system. Flexibility is essential to ensure mission accomplishment.

8.2. Alert Requirements. As a minimum, the 374 AES must have one crew on alert at all times to support unscheduled urgent and priority AE missions. Ideally, two flight nurses (FN)s and four aeromedical evacuation technicians (AET)s will be on alert at all times. This mix maximizes mission flexibility and provides for augmented crews, when required. However, at least one FN and two AETs must be on alert at all times. When a crew is alerted, additional AECMs will be placed into crew rest to maximize theater alert coverage.

8.2.1. The AE element at Hickam AFB HI will have AE crews sourced from the Air Reserve Component on alert to the fullest extent possible. Ideally, there will be at least one AE crew on alert at all times. When this is not possible, the AE element will notify the TPMRC.

8.2.2. As a minimum, two C-9A Nightingale aircraft must be Fully Mission Capable (FMC) 24 hours per day, on all days having channel mission requirements (typically Monday through Friday). On days not having channel missions, at least one aircraft must be FMC on station or within 90 minutes response from Yokota. If the C-9 fleet drops below this threshold, the 30AS will immediately notify the TPMRC, who will in turn contact the AMOCC to determine alternatives for adequate alert coverage (i.e., placing a 36AS C-130 and crew on alert).

8.2.3. When additional AE alert support is required, the AMOCC will task the appropriate airlift agency. If an aircraft must be put into alert status, the TPMRC will purchase same using Transportation Working Capital Funding (TWCF). The AMOCC will retain tasking authority, while the TPMRC will establish the requirement for theater-wide AE support. Funding channels must be in place to support these taskings. If other than a C-9 is placed into alert status, the 374 AES must be notified to ensure appropriate AE crew and equipment coverage. The PACAF C-21 aircraft currently are not used for AE alert. It is possible that the C-21 will be used in this capacity in the future after a thorough review.

8.3. SAAM/Channel AE Mission Identifier Prefixes (C-130). PAMO validates and provides SAAM mission numbers to the PACAF AMOCC. The following procedures will apply when assigning AMC mission identifier prefixes to C-130 AE missions:

8.3.1. Scheduled AE Missions. Second character of prefix will be the letter "L" for that portion designated as AE in the AMC cargo schedule.

8.3.2. Patients Manifested on an Already Scheduled Cargo or Mixed Mission. Mission will operate with published channel mission identifier. If the mission must be rescheduled from its preassigned channel to accommodate the patient, an "L" will be used, as the second character of the prefix for that portion designated as AE.

8.3.3. Positioning/Depositioning for an Emergency AE on an Off-Channel Route. If a mission is rerouted to operate an AE, the mission will be recut to operate as a SAAM and the second and third characters will be the letters "L" and "M," respectively. AE SAAMs will be cut as active missions on all legs and will neither position nor deposition.

8.4. Urgent/Priority Aeromedical Evacuation Missions (C-9). Movements of patients via airlift are validated through the Theater Patient Movement Requirements Center (TPMRC). The TPMRC ensures that a person requires the use of airlift to expedite travel to the nearest suitable medical facility. The clinical mission planner (CMP) in the TPMRC then determines specific requirements (medical resources aboard the airplane) for the flight (i.e., Is an oxygen source required for the patient? Can the patient withstand several stops? Is an altitude restriction necessary?, etc.) The duty officer in the TPMRC will try to source the aircraft through the 374 AW. If there is difficulty in sourcing an aircraft, the TPMRC will contact the PACAF AMOCC for aircraft availability in theater. The AMOCC will coordinate with the TACC for available AMC airlift resources.

Chapter 9

JOINT TASK FORCE-FULL ACCOUNTING (JTF-FA) OPERATIONS

9.1. Joint Task Force Full Accounting (JTF-FA) Missions. JTF-FA is a JCS directed DoD repatriation mission conducted throughout Southeast Asia in an effort to recover remains of US Service members lost during the Vietnam Conflict. Call sign for this aircraft is REPAT. The REPAT mission positions from and depositions to Yokota AB via a TWCF Channel mission with the active leg from Kadena AB, Japan, to Bangkok, Thailand. From Bangkok, the aircraft repositions to Utapao, Thailand, the base of operations for the REPAT missions. Once at Utapao, the aircraft flies Channel and SAAM missions throughout the region supporting the JTF-FA teams.

9.2. JTF-FA Coordination. PACAF AMOCC assigns these JTF-FA REPATs to the 374 AW Yokota. The 374 AW typically schedules 36 AS for all JTF-FA missions but may schedule these missions to be operated by 3 WG crews under VOLANT SHOGUN deployment as required, and only after coordination the the 517 deployed mission commander. If there is any conflict in this scheduling process, the AMOCC will be contacted immediately. Occasionally, the 374 AW may request relief from the AMOCC when 374 AW priorities necessitate. When this occurs, the AMOCC may schedule augmenting units to operate these missions. Pacific units (3 WG Elmendorf, 176 GP Kulis ANG, and 204 AS Hawaii ANG) are possible units to fill the requirement. Stateside units may also participate on a voluntary basis. However, mission scheduling and coordination responsibility is still tasked to the 374 AW. Should the augmenting unit cancel, the 374 AW is still responsible to fill the mission. PACAF AMOCC will coordinate employment of the augmenting aircraft and aircrews. If the AMOCC unilaterally assigns an augmenting unit, it bears the full responsibility for sheduling and coordinating the mission.

9.2.1. By agreement with AMC, rote missions will be entered into C2 systems by TACC/XOG through the Airlift and Deployment Analysis System (ADANS). The PACAF AMOCC/XOP reviews these missions to ensure the accuracy of the itinerary. The following procedures will be used for loading these missions:

9.2.1.1. PACAF AMOCC will provide long range scheduling information to TACC regarding the deployment/redeployment dates of the JTF-FA rotes, based on the JTF-FA yearly schedule.

9.2.1.2. TACC/XOG will enter the positioning and depositioning channel missions into the ADANS C2 system. These channel missions may not be changed without PACAF AMOCC and JTF-FA coordination.

9.2.1.3. Once the positioning and depositioning legs are cut into C2 systems, the PACAF AMOCC will enter the remaining planned SAAM and channel missions in country NLT three weeks prior. These missions will not be changed without coordination between the PACAF AMOCC, JTF-FA, and the 374 AW.

9.2.1.4. Once the entire planned Repat profile is loaded into C2 systems, the AMOCC will submit dip clearance requests.

9.2.2. Logistical support and concerns will be coordinated through the PACAF AMOCC/XOL. A Mobility Readiness Spares (MRSP) Kit is located in Thailand. This kit has spare parts readily available for C-130 E-model aircraft. For concerns about the MRSP, contact PACAF/RSS (Regional Supply Squadron).

9.2.3. When ANG/AFRES units augment these missions, man days for ANG/AFRES crews on those AMC channel segments will be reimbursed when the unit files for reimbursement from the Guard Bureau/HQ AFRES who files for reimbursement from AMC. For those segments on PACAF missions, PACAF will provide man days through the AMOCC. Man Day POC can be reached at DSN 448-8877 or 449-3999.

Chapter 10

TRAINING

10.1. Policy. We must use our training hours in a manner that demonstrates good stewardship of the taxpayer's money. We justify those hours on the basis of maintaining wartime readiness, and Congress and the public expect us to use them accordingly. Each training mission must be structured to achieve maximum training. Any by-product airlift opportunity resulting from our training must not degrade the intended training in any way and must comply with applicable DoD instructions. It is essential that all personnel at all levels prevent the misuse of air mobility resources as well as the perception of their misuse.

10.1.1. The wing that the aircrew and aircraft originate from is responsible for inputting training mission cuts into C2 systems. All missions/sorties, including local mission trainers, will be loaded into the C2 systems.

10.1.2. The wing will coordinate all facets of mission planning (i.e., Dip Clearances, PPRs, Billeting, etc.).

10.2. Training Allocation. See [Attachment 1](#) for the PACAF C-130 training allocation process.

Chapter 11

LOGISTICS SUPPORT OPERATIONS

11.1. Concept and Policy. The XOL is the HQ PACAF logistics component of the command and control system within the PACAF AMOCC. The XOL is composed of three functions: Aircraft Maintenance, Supply, and Transportation. The XOL is directly accountable for timely aircraft recoveries and aggressive management of logistics support requirements for all PACAF assigned/attached non-mission capable (NMC) aircraft away from home station. Additionally, they monitor PACAF AOR aerial port cargo backlogs on a daily basis and request for additional intra-theater lift as required.

11.1.1. PACAF XOL points of contact are DSN 448-8855/56, or Commercial 808-448-8855/56, and Mission Managers at DSN: 448-8888 or Commercial 808-448-8888.

11.1.2. The Primary Objective of XOL is to be a 24-hour operation providing a single point of contact for logistical support of all PACAF and Air Force aircraft transiting the PACAF AOR that are NMC away from home station.

11.1.2.1. These aircraft have missions involving daily channel, Special Assignment Airlift Mission (SAAM), Joint Airborne/Air Transportability Training (JA/ATT), Joint Chiefs of Staff (JCS) approved exercises, contingencies, and theater augmentation. The XOL also provides mission support for 2nd Aircraft Delivery Group (2 ADG) directed fighter movements within the PACAF Theater.

11.1.2.2. The XOL has sole authority to source, task, and manage deployed personnel, equipment, and supplies. XOL controllers will source parts, mission support equipment, support rides, general-purpose vehicles, and any other resources required to support the aircraft recovery.

11.2. Coordination. The XOL's success in rapidly supporting delayed aircraft depends upon accurate and timely communications from field units. When recovering aircraft, the telephone (DSN and Commercial) is the primary means for relaying information from the recovery site to the XOL.

11.2.1. When recovering aircraft, the XOL considers using all geographically assigned assets to achieve the most expeditious recovery. The XOL may request AMC/TACC or 2 ADG/LG support in cases where they possess the most timely resources or unique capability.

11.2.2. Staff coordination will include evaluation of readiness indicators and advising the AMOCC commander and senior PACAF staff on areas of concern. The XOL will provide logistics functional support to the Pacific Operations Support Center (POSC).

11.3. General Responsibilities. The following describes the responsibilities of the XOL, maintenance units, maintenance operation centers (MOCs), and MRT Chief.

11.3.1. The XOL is/will:

11.3.1.1. Directly accountable for timely aircraft recoveries and aggressive management of logistics support requirements for en-route NMC aircraft. As the logistics representative in the PACAF command and control system, the XOL has the authority to direct (primarily through the MOCs) subordinate unit personnel, equipment, and resources for expeditious aircraft recovery within the PACAF Area of Responsibility (AOR).

11.3.1.2. Responsible for the accuracy and reliability of logistical information in the Global Decision Support System (GDSS) relating to the recovery of PACAF assigned/attached aircraft.

11.3.1.3. Ensure information is entered into the Logistics (LRC) Application of GDSS. The primary purpose of the LRC application is to provide the XOL (as well as interested parties) with automated procedures to assist logistics controllers in supplying and maintaining aircraft that requires support while away from home station.

11.3.1.4. Responsible to open a master record (a record of events on an aircraft broken away from home station) when the station cannot repair subject aircraft and/or the estimated time in commission (ETIC) is more than 6 hours. NOTE: The aircraft must be in a NMC or partial mission capable (PMC) status.

11.3.1.5. Primarily concerned with NMC aircraft, but PMC request may be justified to meet mission objectives such as aircraft operating for extended periods from an enroute/offstation location. Once a GDSS Master Record is opened, the record will remain open until the discrepancy is closed. Mission and location data will change as necessary. Since this category of support places additional demand on the XOL section, the en route unit senior logistics representative should ensure that PMC supply requests are appropriately verified before forwarding to the XOL.

11.3.1.6. Coordinate support actions on operational support aircraft (OSA) when the contractor requests assistance. Normally this assistance will be limited to arranging transportation for recovery resources.

11.3.1.7. Notify Joint Task Force – Full Accounting (JTF-FA) at Camp Smith, Hawaii when an aircraft supporting a JTF-FA mission breaks.

11.3.2. Maintenance Units will:

11.3.2.1. Have unit resources, including personnel, supplies and equipment, made available to support PACAF AOR aircraft recoveries, regardless of ownership.

11.3.2.2. Ensure their tasked personnel meet travel clearance and passport or visa requirements IAW XOL guidance.

11.3.2.3. Appoint an MRT Chief.

11.3.2.4. Ensure travel orders are properly prepared for the MRT. MRT orders will include Mission Essential Ground Personnel (MEGP) authority as applicable (see paragraph 2.12. for MEGP application). Priority transportation is authorized for all resources in both travel directions.

11.3.2.5. Ensure due-in for maintenance (DIFM) items are coded correctly.

11.3.2.6. Ensure all parts and equipment is processed through the shipping base's TMO unless otherwise determined by the XOL. This will allow the XOL to track the items and ensure that proper transportation is utilized. If it is determined by the XOL to have the parts and/or equipment hand carried or shipped, a DD Form 1149 will be filled out. However, the part will not be manifested in order to expedite the shipment process.

11.3.3. Maintenance Operations Center (MOC) will:

11.3.3.1. Be the XOL's single point of contact at the unit and use [Attachment 2](#) for MOC aircraft recovery procedures and [Attachment 3](#) for tasking the MRT.

11.3.3.2. Coordinate with required sections for qualified personnel to form MRTs. Individuals will be qualified to perform needed recovery tasks within their respective specialties (including clearing RED X conditions).

11.3.3.3. Brief the MRT using **Attachment 2**. Units may supplement this checklist to meet local needs or unique mission capabilities and shall include them in a local Operating Instruction. *NOTE: If additional information is required, the XOL may either coordinate information or authorize the MRT to contact the aircraft commander, flight engineer, crew chief, or senior AMC representative for information. Also, ensure MRT is briefed on local customs and procedures at recovery site if applicable.*

11.3.3.4. Advise the local command post or operations center of the requirement to move an MRT to the support location, as required.

11.3.3.5. Notify the XOL when MRT personnel and equipment have returned to home station.

11.3.3.6. Provide XOL a daily aircraft status report identifying aircraft by serial number, location, priority, status, and ETIC. Discrepancy narratives should be clear, concise, accurate, and include all pertinent data. Aircraft status spreadsheets can be retrieved from the AMOCC/Logistics Operation web page. The spreadsheet is separated into sections for each MDS needed to be tracked. These reports will be emailed to the XOL at: pacaf.amocc.xol@cidss.af.mil or faxed to ATTN: PACAF AMOCC/XOL at DSN 315-449-4835. Reports will be submitted daily, whether maintenance problems exist or not (i.e., if all aircraft are FMC or PMC, the report will still be sent noting this).

11.3.4. MRT Chief will:

11.3.4.1. Work for the XOL while deployed.

11.3.4.2. Follow **Attachment 4** guidance.

11.3.4.3. When necessary, ensure locally manufactured parts are procured and prepared for shipment as necessary.

11.3.4.4. Provide the MOC a copy of the proposed itinerary and continually keep them updated with the status of the aircraft and any other essential information.

11.4. XOL Tasking Responsibilities. The XOL assists/dispatches MRTs as follows:

11.4.1. Conducts area searches and tasks the supporting unit that can provide the best and most expeditious support.

11.4.1.1. Coordinate with the respective Wing MOC to determine personnel and equipment and special tool requirements based on information relayed from the deployed location's crew chief.

11.4.1.2. Ensure travel clearances are accomplished and passport or visa requirements are validated IAW Foreign Clearance Guide. Coordinate with the US Embassy and USDAO (Defense Attache Office) at the recovery location if required.

11.4.1.3. Determine/direct MRT transportation to the recovery site. Advise the supporting MOC of team travel priority, travel clearance requirements, and the need to have "MEGP Authorized", as applicable, on member's travel orders. This enables the MRT to obtain correct travel arrange-

ments from the AMC Passenger Service Section. NOTE: This status is not valid for commercial travel.

11.4.1.4. Ensure all telecom tasking be followed by official message from the XOL to provide a source document for unit travel orders. Inclusion of fund cite information may be necessary in some instances (i.e., on Transportation Working Capital Fund [TWCF] missions).

11.4.1.5. Monitor MRT(s) while deployed and maintain surveillance on ETICs. Coordinate with the appropriate HQ PACAF/LG staff when technical assistance or direction is required.

11.4.1.6. Coordinate and monitor return of recovery personnel and equipment to home station.

11.5. Recovery Responsibilities. The XOL will:

11.5.1. Use the Recovery Guidelines Checklist to ensure the proper MRT, parts and equipment are tasked. The information usually comes from the dedicated crew chief of the NMC aircraft, informing AMOCC of the specific manpower, supplies, and/or equipment required for a successful aircraft recovery.

11.5.1.1. Perform area supply searches, to include local manufacture capability.

11.5.1.2. Verify part numbers, prime and "suitable substitute" stock numbers, and technical order references.

11.5.1.3. Determine supply/Cannibalization (CANN) sources and arrange for earliest transportation to the recovery site.

11.5.1.4. Ensure applicable items/parts are shipped IAW AMCI 23-102, Expeditious Movement of AMC Very Very Important Parts (VVIP) and Forward Supply System (FSS) Items.

11.5.1.5. Coordinate with the Aerial Port Control Center (APCC) to ensure proper handling of support items.

11.5.1.6. Provide shipping information to the requesting forward supply location (FSL), and base supply mission support or mission capable (MICAP) section or Regional Support Squadron (RSS).

11.5.1.7. Direct CANN action for aircraft with more than 48 hours in logistics delay or as required. NOTE 1: Cannibalization from USAFR or ANG aircraft is restricted. The XOL will request Cannibalization authority through the HQ AFRES Command Center or the ANG Readiness Center prior to such action. NOTE 2: The XOL may at any time terminate or prohibit all cannibalization actions against any aircraft.

11.6. Supply Procedures. When processing parts, the following should be accomplished:

11.6.1. When an aircraft is NMC away from home station requiring parts, order the parts through Transient Maintenance (TM) IAW AFMAN 23-110, Chap 17/PACAF1 and report it to the XOL. If the asset is zero balance at that station, TM or MRT will call the XOL who in-turn direct the sourcing.

11.6.1.1. If no Transient Maintenance and/or Air Force supply account exists, the host Transient Maintenance will order the part via the host supply account. The host supply account Customer Service Element will enter the transient MICAP requirement into the MICAP Asset Sourcing System (MASS) with the statement "RSS Please Work-Notify PACAF AMOCC/XOL". Transient

maintenance and PACAF RSS MICAP Element will notify AMOCC/XOL of the MICAP requirement. AMOCC/XOL will direct sourcing of the asset and the location for lateral support. RSS MICAP will assign an off-line requisition/Transportation Control Number (TCN) and notify all involved parties for asset tracking purposes.

11.6.1.2. If no Transient Maintenance and/or Air Force supply account exists at the recovery location, the XOL will direct the home station to order the part(s). Home station will enter the requirement into the MICAP Asset Sourcing System (MASS) with the statement "RSS please Work-Notify PACAF AMOCC/XOL" in the bullet field. Once the bullet field is updated, the RSS will work the requirement. The MRT will notify the XOL to request the required part(s).

11.6.1.2.1. Once a due-out for the MICAP part (s) has been established, the PACAF RSS MICAP Element and the requesting maintenance unit will pass the MICAP information to AMOCC/XOL for sourcing and lateral support determination. Once a lateral support base has been identified and directed by AMOCC/XOL, PACAF RSS MICAP will assign an off-line requisition/TCN and notify all involved parties for asset tracking purposes.

11.6.1.2.2. All E-3 parts should be sourced by XOL directly through Sentry Control Point (SCP) at Tinker AFB.

11.6.1.2.3. Turn in repairable parts to the TCN issuing supply unit for DIFM processing.

11.6.2. PACAF Chief of Supply (COS) Responsibilities:

11.6.2.1. Perform stock checks to satisfy area searches when tasked by the XOL.

11.6.2.2. Prepare assets for shipment as tasked by the XOL. Ensure asset is visually checked for proper identification and there is no visible damage to the asset. Assets requiring bench check will be routed to the appropriate shop unless waived by the XOL.

11.6.2.3. Coordinate with host Traffic Management Office (TMO) when required. Mark all items to be shipped by the transportation mode selected by XOL.

11.6.2.4. Ensure DIFM accountability is maintained for items shipped directly to an aircraft commander. The XOL will instruct the aircraft commander on proper turn-in procedures.

11.7. XOL Transportation Procedures. For transportation of MRT(s) and part(s), utilize whatever transportation is most expeditious. The PACAF Airlift/Tanker operations staff can coordinate special requirements the XOL may have for the asset delivery, such as diverting aircraft, delaying scheduled departure, or adding on additional missions to support recoveries. Coordination with the unit owning the asset being diverted, rescheduled, etc., will assist in ensuring wing leadership is apprised of how their assets are being utilized and that no unforeseen conflicts arise. If other MAJCOM (AMC/ACC) airlift support is required, coordination with the applicable command structure will be necessary.

11.7.1. Commercial transportation should be considered when military airlift is not available or feasible. The PACAF unit tasked to provide transportation for resources/MRT(s) should coordinate through their respective TMO to arrange for commercial transportation. NOTE: Be cautious when using commercial transportation (for cargo) in the overseas areas, their normal delivery window can be up to 10 days.

11.7.2. Coordinate with the Aerial Port Control Center (APCC) to ensure proper handling/space-block of support parts, equipment or personnel. This is accomplished through GDSS 08 Coordination and/or via telecom.

11.7.3. Transportation for Mission Recovery Team and Parts:

11.7.3.1. After following the procedures in paragraph 11.3., XOL will accomplish a GDSS 08 Coordination, then contact TACC if there are any problems in spaceblocking MRT(s), part(s) and/or equipment on the support ride (military aircraft carrying MRT(s), part(s), and/or equipment needed to recover the broken aircraft).

11.7.3.2. Ensure confirmation from TACC is placed in GDSS on the support aircraft's GDSS Form 59. This information is placed in GDSS by TACC.

11.7.3.3. XOL controller will track the support aircraft from take off until it reaches the destination of the broken aircraft.

11.7.3.4. XOL controller will call at least 4 hours before the support ride departs to ensure MRT(s), part(s), and/or equipment is on the aircraft.

11.7.3.5. XOL will request for a copy of the itinerary (from respective MOC) for personnel traveling on commercial aircraft.

11.7.3.6. XOL will not spaceblock anything on C-9 air evacuation aircraft/missions. With proper coordination, small items may be space-blocked on other medical evacuation missions (i.e. Air Mobility Command's C-141).

11.7.4. Cargo L-100 MRT Seats. The following paragraphs are excerpts from Airlift Contract F11626-99-D-033 dated 8 Feb 99, Attachment 5, paragraph 6 (Seats for Government Sponsored Personnel on Cargo Aircraft).

11.7.4.1. The contractor shall provide two seats for government sponsored personnel, in the heated portion of the aircraft. These seats shall be provided at no extra costs, if available and not utilized by the contractor for immediate mission support as approved by the ACO (administrative contracting officer). Subject to the availability of space and configuration of the aircraft, one additional seat shall be provided. Government sponsored personnel are those individuals under military orders stating they are escorts, couriers, and/or guards for cargo or human remains or a TACC directed Maintenance Recovery Team (MRT). In addition, such seats may be used by CAs (contract administrators) and QAEs (quality assurance evaluators) in performance of their duties. The Government will advise the contractor 24 hours prior to scheduled departure of the mission of the number of seats required. The seats may be side, front, or rear facing. They may be jump, observer, or passenger seats. They must comply with the safety and structural specifications outlined in FAR 25.785. Such seats must be readily accessible to the crew compartment.

11.7.4.2. The seats above shall be provided on ferry legs of cargo flights, on a space available basis, for use by CAs and QAEs in performance of their duties.

11.7.5. The following paragraphs address tracking of personnel and equipment:

11.7.5.1. XOL will confirm material status going via World Wide Express (commercial) at least twice a shift.

11.7.5.2. XOL will use one of the available tracking system (i.e., GTN, GATES, or applicable World Wide Express tracking systems) to track personnel and equipment. After using a tracking system, call the source to verify the findings.

11.7.6. In regard to Transportation Working Capital Fund (TWCF) use, XOL will:

11.7.6.1. Ensure the broken aircraft is participating on a TWCF Channel, or SAAM mission, prior to issuing the authorized fund cite.

11.7.6.2. Send a Letter of Authority to Use Fund Cite to the respective MOC.

11.7.6.3. Request a copy of the MRT(s) travel voucher/commercial airline ticket/orders to file with orders.

11.7.6.4. Print GDSS Form 59 from the broken aircraft and file with orders.

11.7.6.5. Complete the TWCF Fund Cite Control log.

11.7.7. PACAF TMO Responsibilities. Base-level TMO will ship all PACAF MICAP according to the instructions provided by supply.

11.7.7.1. In the event that a mode of transportation has not been passed to supply, TMO will call the XOL to confirm a method of shipment (MILAIR or commercial).

11.8. Aircrew Responsibilities. Aircraft Commanders/Aircraft Crew Chiefs:

11.8.1. At Air Force installations where no PACAF maintenance exists, the aircraft commander ensures that the XOL is contacted concerning mission essential discrepancies. The host TM orders required parts in accordance with established supply procedures (see para [11.5](#)). If required, base supply contacts the XOL for support.

11.8.1.1. At locations where no maintenance support is available, the aircraft commander is responsible for reporting support requirements to the XOL.

11.8.1.2. The aircraft commander should ensure the crew chief or crewmember most familiar with the discrepancy is available to brief the XOL. The following information is essential when contacting the XOL:

11.8.1.2.1. MDS and aircraft tail number.

11.8.1.2.2. Complete mission number.

11.8.1.2.3. Current aircraft location.

11.8.1.2.4. Date and time out-of-commission. Normally contact with the XOL will be within 1 hour of time out of commission or mission debriefing whichever comes later.

11.8.1.2.5. Mission essential maintenance conditions including extent of damage, severity of discrepancy, etc.

11.8.1.2.6. When discrepancy was discovered, including flight conditions, equipment in use, etc.

11.8.1.2.7. Applicable subsystem work unit codes and fault reporting manual or fault isolation manual (FIM) codes if available.

11.8.1.2.8. Maintenance requirements. Be prepared to discuss whether the required maintenance is within crew capability or if a maintenance recovery team, equipment, tools, etc. are required.

11.8.1.2.9. Known maintenance capability at recovery location. If any needed equipment or maintenance support is known to exist on station, determine owner and advise the XOL. Coordinate for the use of required assets. If needed, call the XOL for assistance.

11.8.1.2.10. Part(s) requirements, to include nomenclature, national stock number (NSN), part number, technical order number, figure, and index.

11.8.1.2.11. Duty and rest phone numbers for aircraft commander and crew chief.

11.8.1.3. Aircraft operating on classified missions should contact the XOL or appropriate operations center via secure communications, if possible. If secure communications are not possible, contact the XOL and provide as much of the information listed above, within the security constraints of the operation. *NOTE: As a minimum, a point of contact, phone number, and an unclassified delivery location will be required.*

11.8.2. Aircraft Crew Chiefs (ACC):

11.8.2.1. The ACC or designated representative will keep the XOL informed at all times.

11.8.2.2. The crew chief will return repairable parts as previously directed in paragraph **11.6.1.2.3.**

11.9. Support for ANG and AFRES. ANG and USAFR aircraft operating in the PACAF theater will receive full PACAF logistics support. Normally, a fund cite will be needed by the unit requiring assistance in order to initiate recovery actions.

11.9.1. Cannibalization of ANG and USAFR aircraft is restricted. If cannibalization is deemed operationally or logistically appropriate, the XOL will coordinate requests with AFRES Command Center or ANG Readiness Center, as appropriate, for final approval or otherwise.

11.10. XOL Support of Foreign Aircraft. Support of foreign aircraft will be coordinated through HQ AMC/TACC Logistics Recovery Center (LGRC).

11.11. Monitoring Aerial Port Cargo Backlogs. The XOL will:

11.11.1. Monitor PACAF AOR aerial port cargo backlogs to ensure cargo port hold times remain at a minimum.

11.11.2. Coordinate with AMOCC Airlift Barrels and TACC to request add-on requirement channels for cargo backlogs and as aircraft availability dictates.

11.11.3. Update Operational Slides to reflect current cargo backlog and movement data.

Chapter 12

COMPUTER FLIGHT PLANS

12.1. General Information. Advanced Computer Flight Plans (ACFP) are provided to command posts/centers or faxed to crews away from home station. The computer flight plan program should reside in all PACAF command posts. Crews will get their ACFP from command posts/centers. If command posts/centers cannot retrieve a flight plan, or an aircrew is transiting an airfield without a PACAF command post/center, contact the AMOCC and a flight plan can be faxed.

12.2. Command Post/Center Responsibilities. Command post/center duty controllers must be familiar with the ACFP system.

12.2.1. Controllers should ensure receipt of appropriate CFPs prior to aircrew alert time. If the CFP has not been received, call the PACAF AMOCC. ACFPs can be retransmitted via alternate means.

12.2.2. Controllers should check the CFPs for correct departure/destination, aircraft type and restrictions, and cargo weights. If a problem exists, notify the PACAF AMOCC for a corrected copy. Command posts/centers that have the CFP Bulletin Board system can adjust departure time and/or cargo weight and receive a corrected copy within minutes.

12.2.3. The command post/center provide the aircrew with a current copy of the CFP. In the event CFPs are not available due to computer or communication line outages, etc., notify the PACAF AMOCC immediately so that the aircrew can be provided CFP information via alternate means.

12.3. Aircrew Responsibilities. Aircrews must comply with the flight planning provisions for the appropriate MDS-series instructions and this instruction. Specific aircrew responsibilities are:

12.3.1. CFPs must be checked for FLIP routing compliance, to ensure routing agrees with diplomatic clearances where applicable, prescribed terrain clearance, winds, and any other requirement unique to the mission. Notify the PACAF AMOCC of any discrepancies immediately to ensure receipt of a corrected CFP. Aircrew feedback is essential to provide all crews with the best product possible.

12.3.2. Prior to departure, aircrews should ensure they have CFPs to get them to the next major PACAF station or the next crew rest location capable of CFP reception. Mission legs of less than 450 NM will not normally receive CFPs. CFPs are provided as a support to the flight planning process, ultimate responsibility for filing a safe flight plan rests with the aircrew.

12.4. Request For Special Requirements/Routings. ACFP information will be used unless specific mission requirements dictate otherwise. Requests for CFP support for special requirements and/or routings should be sent via FAX, DSN 315-449-8310.

12.4.1. Air refueling flight plan requests will be coordinated at least 72 hours prior to departure and will contain the following information (which will be used by the AMOCC tanker/airlift planner to develop the route and send out on Line Unit Interface (LUI) ACFP six to eight hours prior to takeoff):

12.4.1.1. Tanker or Receiver.

12.4.1.2. Mission Number.

12.4.1.3. Departure ICAO.

- 12.4.1.4. Aircraft Model.
 - 12.4.1.5. Payload Weight.
 - 12.4.1.6. A/R track name or ALTRV.
 - 12.4.1.7. Air refueling initial point (ARIP) coordinates.
 - 12.4.1.8. Air refueling control point (ARCP) coordinates.
 - 12.4.1.9. Navigation check point.
 - 12.4.1.10. Exit coordinates.
 - 12.4.1.11. Air refueling control time (time/date zulu).
 - 12.4.1.12. Type Rendezvous.
 - 12.4.1.13. Air refueling altitude.
 - 12.4.1.14. Fuel offload/onload.
 - 12.4.1.15. Air refueling divert base (from ARCP, not destination ICAO).
 - 12.4.1.16. Last high level radio/check point prior to ARIP/ARCP.
 - 12.4.1.17. Highest flight level to ARIP/ARCP.
 - 12.4.1.18. First high level radio/check point after bingo.
 - 12.4.1.19. First high level radio/check point after exit.
 - 12.4.1.20. Additional instructions/requests/comments.
 - 12.4.1.21. Requester's Rank/Name.
 - 12.4.1.22. Requester's Office symbol.
 - 12.4.1.23. Requester's phone number.
 - 12.4.1.24. Requester's fax number.
- 12.4.2. Telephone requests may be passed directly to the PACAF AMOCC at DSN 448-8888.
- 12.4.3. A minimum of 24-hour notification is required for most special requests, but a lesser notification time can sometimes be accommodated, workload permitting.
- 12.4.4. Current computer system limitations prevent the PACAF AMOCC from providing CFPs for low-level missions.
- 12.4.5. Local air refueling CFPs are supported by their respective units and are not a product of PACAF AMOCC.
- 12.4.6. CFPs for JA/ATT or large scale exercise missions will be provided as close to the planned scenario as possible. Due to the processing time of these CFPs, requests must be made no later than 72 hours in advance, depending on intricacy and number of flight plans requested. See paragraph [12.4.1.](#) for specific requests.
- 12.4.7. Examples of exceptions to the 72 hour requirement are emergency air refuelings, aeromedical evacuations with air refueling, humanitarian air refueling operations, and contingency operations (missions not planned by an Air Operations Center or Wing Operations Center).

Chapter 13

DIPLOMATIC CLEARANCES

13.1. Policy. The AMOCC is responsible for obtaining required diplomatic clearances and inputting them into the command and control system. PACAF AMOCC will monitor the status of diplomatic clearances granted or pending for PACAF or PACAF gained aircraft entering, operating within, or overflying their AOR.

13.1.1. The AMOCC will screen all diplomatic requests for correct addressing, compliance with DOD 4500.54G, Foreign Clearance Guide (FCG) requirements, proper routing, etc.

13.1.2. Aircrews will obtain positive verification that an overflight clearance was granted prior to flying over any country requiring diplomatic overflight clearance. Normally, an aircraft will be allowed to proceed through US, Allied, and neutral territory while diplomatic clearances are pending for countries to be overflown later during the planned itinerary. Under no circumstances will an aircraft be authorized to proceed from one AOR to another AOR or theater without positive confirmation that required diplomatic clearance has been issued for at least the first diplomatic stop of the mission.

13.1.3. New diplomatic clearances or modifications to existing clearances must be requested by the AMOCC when an aircraft is delayed beyond the time limits permitted by the country issuing the clearance.

13.1.4. Aircraft commanders must receive the required clearance number(s) prior to entry/overflight of a country requiring a diplomatic clearance.

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Attachment 1

C-130 COMMITMENT GUIDELINES

A1.1. General. PACAF will work with AMC to annually program the flying hours required to support projected Transportation Capital Working Fund (TWCF) workload to be adjusted annually as customer requirements dictate. Preprogrammed TWCF hours are to be used to support valid AMC revenue generating airlift requirements. The PACAF AMOCC is responsible for tasking and tracking of all TWCF missions for PACAF assigned air mobility aircraft. To meet TWCF/O&M mission needs, wings will plan aircraft availability utilizing a 120-day forecast, plus monthly, weekly, and daily schedules.

A1.2. Baseline Planning Factor. The baseline planning process in section 1.2. is used as a guide to develop the 120-day forecast, and the monthly/weekly/daily flying schedules. This guideline establishes planning guidelines for training and TWCF missions. NOTE: This is a planning forecast, but circumstances may require that a deviation from the baseline is necessary to fulfill anomalies that may occur (i.e., more training required for upcoming ORI or aircrew requirements, or higher TWCF demand than expected, etc.). When this happens, close coordination between the wing/unit and PACAF AMOCC is necessary to assure future training/operational requirements will not be unduly affected. AMOCC will release TWCF allocated aircraft back to the wings for use as trainers above the O&M fence as soon as possible.

A1.3. Long-range TWCF/O&M Planning/Scheduling. Wings will submit to PACAF AMOCC on a quarterly basis (by the first work day of each quarter) a 90-day O&M mission forecast.

A1.4. Short-range TWCF/O&M Planning/Scheduling: Weekly and daily flying schedules will be used to finalize TWCF/O&M missions. Wings will address TWCF/O&M scheduling conflicts with PACAF AMOCC immediately after their daily scheduling meeting. Negative replies are required.

A1.4.1. If the wing's TWCF and O&M mission scheduling conflicts with the tasking table, PACAF AMOCC has the authority to cancel O&M missions that exceed the established baseline fence and task-up to the TWCF commit rate only. When a TWCF mission can't be flown as scheduled the wing will coordinate with the PACAF AMOCC. Authority to cancel O&M missions to fly TWCF missions rests solely with the PACAF AMOCC/CC and only when absolutely necessary. The AMOCC will ensure that enough time is allowed from short notice requests for TWCF missions so as not to disrupt planned training (see paragraph 1.2.4.).

A1.5. Definition of Terms.

A1.5.1. Possessed Aircraft: Possessed aircraft is defined as only those aircraft reported (Ref: Air Force Corporate Data Dictionary (formerly AFR 700-20) ADE Table AE-630 under possession purpose indicator (PPI) code CA (combat support); minus aircraft undergoing scheduled maintenance.

A1.5.2. Committed Aircraft: Committed aircraft is defined as those aircraft scheduled against TWCF missions, plus TWCF missions in-progress (includes mission legs which transit through home station), plus TWCF mission spare aircraft, plus scheduled O&M mission aircraft, plus scheduled static trainers/displays. Wing OG/CCs can elect to provide a spare aircraft for O&M missions, however, these aircraft will not be counted as committed aircraft. OG/CCs should establish parameters for

TWCF or off-station O&M missions in-excess of four days, which for sound maintenance practices and the fleet's health and reliability, may warrant a 1-day pre-mission maintenance check.

A1.5.3. Aircraft aborts: If an abort occurs (i.e., aircraft breaks for maintenance) PACAF AMOCC will coordinate whether the mission is delayed, non-supported, or supported with a spare. PACAF AMOCC is responsible for rescheduling TWCF missions should aircraft abort. Rescheduling these missions will be coordinated through the applicable wing.

A1.5.4. To enhance quality of life, the PACAF AMOCC will make every effort to reduce weekend/holiday taskings. The OG/CCs may elect to schedule weekend O&M missions as required.

Attachment 2

MAINTENANCE OPERATIONS CENTER (MOC) AIRCRAFT RECOVERY CHECKLIST

A2.1. General Items. Record the following details provided by XOL:

A2.1.1. Aircraft MDS and tail number.

A2.1.2. Location.

A2.1.3. Point of contact (POC) and telephone number.

A2.1.4. All discrepancies requiring support.

A2.1.5. Shop and desired skill-levels of personnel.

A2.1.6. Equipment requirements (including tools, testers, etc.).

A2.1.7. Direct the responsible section to select the equipment items, prepare them for shipment, and coordinate with the TMO packing and crating section.

A2.1.8. Parts requirements.

A2.1.9. Technical order, figure, and index.

A2.1.10. Part number.

A2.1.11. National stock number.

A2.1.12. Direct the responsible shop to order the required parts.

A2.2. Requisitioning parts. When base supply does not have the required parts in stock to support a non-mission capable aircraft, all possible maintenance sources must be evaluated.

A2.2.1. Search all possible maintenance sources for required parts to include:

A2.2.1.1. Tail number bin (TNB).

A2.2.1.2. In-shop supply points.

A2.2.1.3. Cannibalization. If parts cannot be provided by other sources, direct CANN action. If CANN action is not feasible, coordinate with XOL for resolution.

A2.3. Munitions Requirements. When munitions items, i.e. squibs, are required to support en route aircraft, they must be ordered through the appropriate host munitions activity. All munitions are prepared for shipment by the munition's activity and shipped under an "FK" transportation control number. In no case should local maintenance requisition the items and arrange for shipment on their own. MRTs hand carry munitions only if approved by the munitions activity.

A2.4. Responsibilities of the Maintenance Recovery Team (MRT). The MRT will:

A2.4.1. Ensure personnel have an updated immunization record, passports, and visas.

A2.4.2. Contact the applicable maintenance supervisor to review requirements and task responsible units to assemble MRT.

A2.4.3. Select the most qualified MRT personnel, based on skill-level, job experience, and availability, to work on arrival at the deployment site.

A2.4.4. Brief MRT personnel concerning their duties and responsibilities as stated in this instruction. Ensure that the following are emphasized:

A2.4.5. Call the XOL on arrival to coordinate work hours and provide a telephone number where they can be contacted.

A2.4.6. Maintain responsibility for their equipment and parts. Return of all items must be coordinated with XOL.

A2.4.7. Generate TDY orders for MRT.

A2.4.7.1. Mission route support (MRS) or mission-essential ground personnel (MEGP) authorizations. MRS permits the bumping of cargo to allow space for the MRT and their equipment. MEGP allows MRT to bypass passenger terminals processing. The PACAF XOL is approving authority.

A2.4.7.2. Advance per diem as required.

A2.4.7.3. Commercial travel authorization.

A2.4.7.4. Rental car authorization as required.

A2.4.7.5. Variations authorized as required.

A2.4.8. Notify XOL when coordination is complete, or immediately in the event of difficulty. Provide the following:

A2.4.8.1. MRT names, rank, name of team chief, Air Force specialty and skill level of MRT personnel, and whether MEGP authorization is being utilized.

A2.4.8.2. TCNs for parts and equipment processed for shipment.

A2.4.9. Coordinate with XOL to determine the best mode of transportation and scheduled itinerary and coordinate transportation requirements with TMO. NOTE: Shipment of large or heavy items by commercial airline mandates prior coordination with airline personnel by MOC or MRT. To maintain control of parts and equipment, they must be hand-carried or checked as baggage. If an item is not accepted as carry-on luggage or checked as baggage, purchase of an extra seat to accommodate it must be considered and is recommended. Advance coordination with the airline is the key to a successful movement and avoids unnecessary surprises.

A2.4.10. Maintain contact with unit responsible for parts and equipment shipment to ensure that all resources arrive in time to make scheduled departure.

Attachment 3**SAMPLE MRT CHIEF/TEAM TASKING CHECKLIST**

A3.1. Items included on checklist. The following information should be included on the tasking checklist for MRT Chief/Team deployment:

- A3.1.1. Team Chief name, rank, and AFSC.
- A3.1.2. Other Personnel name, rank, and AFSC.
- A3.1.3. Recovery location.
- A3.1.4. Aircraft Type.
- A3.1.5. Tail Number.
- A3.1.6. Mission Number.
- A3.1.7. Next Destination.
- A3.1.8. Mission Commander.
- A3.1.9. Room and Phone.
- A3.1.10. Senior Representative or Maintenance Supervisor.
- A3.1.11. Communications at Recovery Site.
- A3.1.12. Specific Discrepancies.
- A3.1.13. Equipment Required: TCN, Item.
- A3.1.14. Parts Required: NSN, TCN, Nomenclature. NOTE: Try and bench check parts prior to shipping.
- A3.1.15. Tool Kits Required: TCN, Kit Number.
- A3.1.16. Support aircraft tail number, mission number, ETD, show time.
- A3.1.17. Passport or Visa Required? Y/N
- A3.1.18. Required Clothing, Money, Shot Records, etc.
- A3.1.19. Orders Prepared? Y/N
- A3.1.20. Military Travel Request (MTR) Prepared? Y/N

Attachment 4

MRT TEAM CHIEF RESPONSIBILITIES

A4.1. MRT Coordination. The MRT Chief must keep in contact with various agencies to ensure appropriate personnel are informed.

A4.1.1. Prior to departure, the MRT Chief will:

A4.1.1.1. Receive complete briefing from the MOC.

A4.1.1.2. Read and understand all team chief responsibilities.

A4.1.1.3. Ensure all personnel on the MRT are prepared and aware of their part in recovery actions.

A4.1.1.4. Visually check all parts for damage. Ensure parts requiring bench check are routed to the appropriate shop unless waived by the Logistics Operations Center (XOL).

A4.1.1.5. Ensure all equipment, parts, and tool kits are properly prepared for shipment.

A4.1.2. Upon Arrival, the MRT Chief will:

A4.1.2.1. Call the (XOL). Provide duty phone, billeting location, and billeting phone. The following are points of contact for XOL in the AMOCC:

Maintenance	DSN 448-8855
Supply	DSN 448-8855
Transportation	DSN 448-8856
Mission Managers	DSN 448-8888
Commercial	808-448-XXXX (use appropriate last four digits)

FAX: DSN 449-4835

EMAIL: aol_admin@emh.cidss.af.mil

A4.1.2.2. Report to the aircraft commander, the PACAF MOC or Transient Alert.

A4.1.2.3. If possible, debrief crew and make initial determination of discrepancy.

A4.1.2.4. Compute MRT duty day.

A4.1.2.4.1. Your initial duty day begins at the time you reported to work prior to MRT tasking. Total duty day (home *station* duty, travel, and recovery *site* duty) *will* not exceed 16 hours for any team member.

A4.1.2.4.2. MRT work starts immediately upon arrival unless duty day has expired en route.

A4.1.2.4.3. Normal work and rest periods at recovery site are 12 hours of work followed by 12 hours rest. The 12-hour work period may be extended with concurrence of the XOL or the operations group logistics section at the deployment site. Do not overwork your team and compromise safety. You are responsible for their care.

A4.1.2.4.4. If any questions arise, consult the mission commander or LG, or contact the XOL.

A4.1.2.5. Emphasize safety.

A4.1.2.6. Report to the XOL via the MOC or directly with the following information:

A4.1.2.6.1. Specific discrepancies.

A4.1.2.6.2. Estimated time in-commission (ETIC).

A4.1.2.6.3. Billeting room and phone (if applicable).

A4.1.2.6.4. Expiration time of MRT duty day.

A4.2. During the Recovery. Report to the XOL according to the following schedule:

A4.2.1. Upon initial assessment of actual discrepancy.

A4.2.2. After *every* 6 hours of work or if ETIC changes.

A4.2.3. If maintenance and supply status changes.

A4.2.4. As additional requirements become known (parts, equipment, expertise, etc.).

A4.2.5. At the end of shift or upon job completion.

A4.3. On Completion of Recovery:

A4.3.1. Assemble all parts, equipment, and tool kits and prepare them for return shipment. Repairable assets that you brought with you or had shipped to you from your home unit must be returned to your unit. Repairable assets that were issued at the recovery location will require turn-in at the recovery location. If in doubt about disposition, contact the XOL.

A4.3.2. Coordinate return transportation with the XOL.

A4.3.3. If applicable, submit parts for deficiency reporting per TO 00-35D-54 immediately on return to home station.

A4.4. Home Base. On return to home base, report to MOC. Have MOC contact the XOL to confirm your return.

Attachment 5**DEVIATION CODE LISTING****Miscellaneous Deviation Indicators****Weather**

- 100 Weather in the air refueling track (specify AR track and ARCT) or at the drop zone (specify drop zone) (i.e., thunderstorms, turbulence, winds, etc.)
- 101 Ambient temperature or pressure dictated a change in fuel or cargo load
- 102 Inspection or repair of weather related damage
- 103 Weather precluded aircraft ground processing such as loading, refueling, repairing, etc. (i.e., lightning, ice, tornado, heavy precipitation, high winds, etc.)
- 104 Weather precluded takeoff or any traffic movement on the flightline, taxiway, etc. (i.e., winds, visibility, ice, etc.)
- 105 Weather en route to destination (i.e., thunderstorms, turbulence, icing, flight level winds, etc.)
- 106 Arrival station weather precluded a safe landing (lightning, winds, turbulence, visibility etc.)
- 107 Late for deicing caused by weather factors (i.e., frost, freezing precipitation, or snow)

Events and Incidents

- 110 Criminal/terrorist threat, inadequate force protection, questionable in-place security measures precluded safe operating environment
- 111 Damage from hostile action (i.e., enemy fire, sabotage, attempted aircraft piracy etc.)
- 112 Damage from non-hostile action (i.e., vehicle, other aircraft, etc.)
- 113 Bird strike or BASH condition (departure or arrival station)
- 114 Bomb threat or aircraft piracy interrupted airfield operations
- 115 Security precaution; processed passenger(s) did not get on aircraft, baggage removal required

Host Base Support (at AMC bases)

- 116 Services support (i.e., feeding, in-flight kitchen, lodging, etc.)
- 117 Civil Engineering support (i.e., airfield facility electrical power, barrier reset, snow removal, etc.)

- 118 Transportation support, other than aerial port (i.e., crew bus, TMO, etc.)
- 119 Operations support (i.e., airfield management, weather shop, etc.)
- 120 Life Support

Host Base Support (at Non-AMC bases)

- 121 Services Support (i.e., feeding, in-flight kitchen, lodging, etc.).
(Can also be used if excessive distance of lodging was primary cause of delay.)
- 122 Civil Engineering Support (i.e., airfield facility electrical power, barrier reset, snow removal, etc.)
- 123 Transportation Support, other than aerial port (i.e., crew bus, MHE malfunctioned, etc.)
- 124 Operations Support (i.e., airfield management, host command post, etc.)
- 125 Life Support
- 126 Supply (Use 700 or 800 series deviation indicators for AMC supply support, e.g., FSL.)
- 127 POL (Use 700/800 series deviation indicators for AMC POL support)
- 128 Aircraft maintenance (use only for military aircraft not owned by AMC or AMC gained units; i.e., PACAF C-130 aircraft on an AMC mission)
- 129 Shortage of aircraft support equipment (i.e., power unit, deicing equipment, etc.)

External Agencies

- 130 Held for quarantine (i.e., disease, rodents, insects, etc.)
- 131 Held for inspection (i.e., customs, immigration, agriculture, etc.)
- 133 ATC system capacity (slot time, flow control restriction, etc.)
- 134 ATC other than system capacity (i.e., radar outage, tower outage, heavy local traffic, etc.)
- 135 For channel mission, the improper preparation of cargo resulting in leaking fuel, acid, etc. (single user msns, use 171)(not to be used in-place of aerial port (300 series) when applicable)
- 135 For channel mission, special or unique transportation support not provided by shipper/ host (i.e., special shoring, venting, loading equip, late delivery of ME cargo, rations, etc.)
- 136 For channel mission, held due to passenger/baggage support by non-AMC agency (pax/gabbage delay when terminal is managed by ACC, AFMC, etc.)
- 138 MAJCOM other than AMC directed/affected a change to AMC mission (include MAJCOM as the first entry in the remarks section.)

Airfield

- 140 Departure station restriction/closure (i.e., quiet hours, construction, emergency in progress, ramp freezes for DV movement, etc.)
- 141 Arrival or down line station restriction/closure (i.e., quiet hours, MOG, construction, distinguished visitor movement, emergency in progress, etc.)
- 142 Departure, arrival, or down line station restriction/closure (i.e., quiet hours, MOG, etc.) caused by the mission running in delay.
- 145 Departure or arrival station unplanned closure directed by the station or NAF (i.e., special ceremonies)

Contract Carrier Controllable

- 150 Aircrew (i.e., late reporting, sick, etc.)
- 151 Diplomatic clearance, flight plans, or ATC slot time not obtained by the carrier
- 152 Scheduling error or conflict
- 153 Late positioning due to maintenance at previous stations
- 154 Late positioning from a commercial (non-AMC) mission
- 155 Aircraft mechanical problems at de3aprtgure or en route station
- 156 Passenger processing or loading (i.e., manifest head count, flight attendant directions, etc.)
- 157 Baggage processing or loading (carrier equipment bread down, resequencing of bags, etc.)
- 158 Cargo processing or loading (aircrew W/B calculation, carriers equipment blocks MHE, etc.)
- 159 Fleet service
- 160 Meal service
- 161 Aircraft interior (i.e., cleaning, servicing, maintenance, etc.)
- 162 Aircraft servicing (i.e., fuel, oil, hydraulics, oxygen, etc.)
- 163 Other (any reason not specifically covered, amplify in remarks) (Also use for commercial aircraft over flying an intermediate stop for negative requirements)

Single USER Mission, i.e., SAAM, JA/ATT, exercise, contingency (These deviation indicators are not applicable for channel missions; for channel mission use 135, 136, or 137)

- 170 Customer provided equipment not ready, failed, or not available
- 171 Load improperly configured, prepared, documented, or otherwise not ready
- 172 Mission essential passenger late or no show

- 173 Other deviation accountable to the user (i.e., user showed late without a VALIDATED timing change, etc.)

Aeromedical Evacuation (Non-AMC Medical Support)

- 180 Plane-to-plane transfer required
- 181 Patient on medical hold for evaluation/treatment or otherwise not prepared for airlift
- 182 Awaiting medical equipment to accompany patient in flight
- 183 Awaiting Medcrew to accompany patient in flight (includes positioning leg)
- 184 Medical surface transportation (airfield or medical facility) not available
- 185 Add-on patients
- 186 Emergency reconfiguration for AE
- 187 Hospital no-show or late arrival
- 188 Other deviation accountable to medical/AE support or patient airlift (including non-AE missions)

Aeromedical Evacuation (AMC Medical Support)

- 190 Plane-to-plane transfer required
- 191 Patient on medical hold for evaluation/treatment or otherwise not prepared for airlift
- 192 Awaiting medical equipment to accompany patient in flight
- 193 Awaiting medcrew to accompany patient in flight (includes positioning leg)
- 194 Medical surface transportation (airfield or medical facility) not available
- 195 Add-on patients
- 196 Emergency reconfiguration for AE
- 197 Hospital no-show or late arrival
- 198 Other deviation accountable to medical/AE support or patient airlift (including non-AE msns)
- 199 *Other miscellaneous deviations - specific deviation indicator not available, amplify in remarks*

Operations Deviation Indicators

Aircrew

- 200 Crew directed crew rest in the interest of flight safety (fatigue, 3 consecutive maximum crew duty days (CDD), etc.) (For inop auto pilot, use applicable 9XX code.)
- 202 Crew rest (delayed at acft onloading/offloading cargo/PAX, troubleshooting maintenance, crew rest interrupted, etc.)
- 207 Crew duty time insufficient due to delay/divert at a previous station **NOTE:** Enter previous deviation indicator and ICAO to explain reasons for exceeded CDD
- 208 Crew availability, awaiting replacement crew OR crew member (DNIF, disqualified, etc.)
- 209 Crew availability, flying hour limitations

Management & Coordination

- 239 Deviation due to CP/TALCE support (late alert, faulty missions setup, etc.)
- 240 Deviation due to aircrew squadron support
- 241 No crew legal for alert due to previous mission deviations (for use only at stations with a designated crew change.
- 242 Deviation in sympathetic delay for lead/wing aircraft deviation. This code applies when aircraft formation was scheduled for unit training and not based on receiver requirements
- 243 Local exercises (i.e., ORI, MARE, aircraft piracy, etc.)
- 244 *Sympathetic delay due to tanker/receiver*

Unit Planning

- 271 Awaiting diplomatic clearance for unit planned missions (Not requested on time)
- 272 Airfield operating hours not considered or en route flying times miscalculated
- 273 Requested incorrect equipment or configuration to meet mission requirements
- 274 Required ground support equipment or personnel not positioned (e.g., MHE)
- 279 Deviation required due to scheduling/planning error at originating unit (i.e., MOG, improper ground time, etc.) (Include originating unit's ICAO in the remarks [accountable to home unit's NAF])
- 299 *Other miscellaneous deviations - specific deviation indicator not available, amplify in remarks*

Aerial Port Deviation Indicators

Management

- 300 Incomplete or improper management by Port OPS, ATOC, CATO, etc.
- 301 Additional mission planning required due to incorrect inbound load information
- 302 Improve mission utilization (delay to accommodate priority TWCF cargo/pax)
- 303 Aerial Port personnel duties performed (or not performed) delayed mission

Passenger Service

- 320 Passenger processing or loading
- 321 Baggage processing or loading
- 322 Saturation of passenger terminal facilities
- 323 Late or improper meal order by passenger service (not used when crews order meals)
- 324 Passenger or baggage handling equipment malfunction, shortage, or inadequate

Air Freight

- 340 Loading time exceeded
- 341 Offloading time exceeded
- 342 Load reconfigured to fit contour of aircraft
- 343 Load reconditioning required (i.e., shoring, tie down, etc.)
- 344 Load documentation incorrect or incomplete
- 345 Malfunction, shortage, or inadequate Material Handling Equipment (MHE)
- 346 Saturation of cargo handling facilities

Fleet Service

- 360 Fleet service (general)
- 361 Fleet service equipment malfunctioned, shortage of, or inadequate

- 362 Late deliver of meals, beverages, or supplies
- 363 Saturation of fleet service facilities
- 364 *Other aerial Port deviation - specific deviation indicator not available*

Logistics Deviation Indicators Maintenance

- 901 Maintenance personnel duties performed improperly, or not performed, delayed mission
- 902 Aircraft held for required maintenance training
- 903 Shortage (based on malfunction) of support equipment (i.e., power unit, A/C, deicing equipment, etc.)
- 904 Deviation directed to support MICAP

Airframe

- 911 Airframe structure, doors, and windows
- 912 Cockpit and fuselage compartments/equipment
- 913 Landing gear
- 914 Flight controls
- 915 Boom (tankers)
- 916 Aerial delivery system (tankers)

Power Plant

- 923 Power Plant (i.e., engine)
- 924 Auxiliary power plant (APU)

Systems

- 941 Air conditioning, pressurization, and surface ice controls
- 942 Electrical systems (generators, bus tie connectors, wiring, switches, etc.)
- 944 Lighting system
- 945 Hydraulic and pneumatic systems (i.e., hydraulic pump, reservoirs, plumbing , filters, etc.)
- 946 Fuel Systems

- 947 Oxygen system
- 948 Misc. utilities/fire detection/protection system/water waste
- 951 Instruments/Independent systems
- 952 Automatic flight controls
- 955 MADARs and history/flight data/voice recording systems/recorders
- 956 Automatic all weather landing systems (AAWLS)
- 959 Refueling system (receiver aircraft)
- 961 HF Communications
- 962 VHF communications
- 963 UHF communications
- 964 Intercom/Interphone
- 965 Information, Friend or Foe (IFF)
- 966 Emergency radio/Emergency communication
- 968 SATCOM
- 969 Miscellaneous communications equipment
- 972 Radar navigation/INS
- 973 Station keeping equipment
- 991 Emergency/Survival equipment
- 996 Personnel and Miscellaneous Equipment on the aircraft
- 997 Explosive devices and components
- 999 *Other logistics Maintenance deviation - specific deviation indicator not available*