BY ORDER OF THE COMMANDER
43D AIRLIFT WING

POPE AIR FORCE BASE INSTRUCTION 11-105

13 APRIL 1998

Operations

AIR MOBILITY COMMAND, POPE AFB
AIR MOBILITY TASK FORCE COMBAT
AIR DELIVERY OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This Instruction implements 43d Airlift Wing Commander's directives. It expands the guidance provided in OPORD 17-76 and OPORD 17-76 Annex C, and provides detailed organizational structures and specific functional tasks relating to Significant JA/ATT operations at Pope AFB, to include but not limited to: Large Package Week, JRTX/Capstone, Big Drop, CADSWIC Graduation Exercise, and ORI/OREs. It is tailored to the combat air delivery operations at Fort Bragg and Pope AFB.

Chapter 1

GENERAL

1.1. Introduction. The purpose of this instruction is to delineate responsibilities and establish a baseline for significant JA/ATT pre-mission coordination and operations. The target audience of this instruction is the AMC Senior Officer, the Air Mission Commander, and wing planners.

1.1.1. This instruction is directive in nature and augments guidance published in AMC OPORD 17-76 and OPORD 17-76 Annex C. For detailed local area operating procedures, refer to the Pope OPORD 98-01.

1.2. Changes. Changes to this instruction will be published as deemed necessary with an annual review completed on the anniversary of the publication of this instruction. The OPR for this instruction is 43 OSS/OSK. Submit recommended changes to 43 OSS/OSK, at DSN 424-7668 or FAX DSN 424-7672, or mail to:

43 OSS/OSK
1182 Hurst Drive, Suite G
Pope AFB, NC 28308

1.3. Mission. Develop a common approach to airdrop operations in the Pope AFB/Ft. Bragg Range area. Develop the premiere joint environment in which to test and report on how well AMC is integrating its training in the practical application of airpower in the airdrop/airland arena of mobility operations. Apply these lessons learned directly to combat operations and combat capability.

1.4. Concept of Operations. Pope AFB's joint environment is uniquely suited to train and sustain proficiency of aircrews in the combat delivery mission. The XVIII Airborne Corps provides an almost limitless user requirement for the full range of combat delivery (airdrop, airland, follow-on outload) The 43 Airlift Wing (AW) Command Post (CP), aerial port and en route maintenance provide superior in-place mission support. The Pope AFB/Ft. Bragg joint environment is also well suited to train officers/NCOs and wing level leadership in the practical applications of mission command and control because of the mix of aircraft and personnel that routinely deploy and operate out of Pope's en route facilities. As such, Large Package Week and other significant JA/ATTs provide the ideal opportunity to train future leaders on C2 for an Air Mobility Task Force. These facts, coupled with the proximity of Pope AFB to R5311's drop/landing zones, create the premiere training environment.

1.4.1. Base Operating Support (BOS). The Pope AFB/Fort Bragg/R5311 operating area provides an environment that can be tailored to deployment needs. Pope AFB acting as a host nation base can be tailored to a range of operating environments, based upon the training scenario, with the following options:

Option 1: En route support base with full support from all base support agencies-simulating a main operating base.

Option 2: Theater forward operating (intermediate staging) base with base support simulating an en route facility.

Option 3: A combat forward operating location (FOL) with little or no host base support.

Chapter 2

COMMAND RELATIONSHIPS.

2.1. General. The assigned Mission Commander (MC) for the significant event will coordinate for BOS through 43 AW/XP and the appropriate planning agency. 43 AW/XP will coordinate with functional areas for supportability of requests as delineated by the Mission Commander.

2.1.1. Operations Group. The 43 OG Deputy for Joint Operation (43 OG/CDJ) is the Operations Group focal point for Pope's en route operations and significant JA/ATTs. He will ensure designated elements of the 43 OG, and 43 AW, integrate with the deployed mission commander and his staff for mission execution. The 43 OG/CDJ has delegated pre-deployment planning to 43 OSS/OSOG and OSKG.

2.1.2. Logistics Group. XP will coordinate with LG for transportation and maintenance requirements.

2.1.3. Support Group. XP will coordinate with SG for billeting, messing and/or Prime Knight requirements.

Chapter 3

COMBAT OPERATIONS STAFF (COS)

3.1. General. A key facet in identifying and establishing the required staffing for a particular event is early identification of the Mission Commander. This point cannot be stressed enough. It is he/she who is in the best position to identify and coordinate requirements early in the planning process.

3.1.1. The 43 AW COS augments the deployed Mission Commander's staff. It is a slice of the 43 OG, and in particular the 43 OSS, but it may contain representatives from other functional areas throughout the wing.

3.1.1.1. The Mission Commander requests/coordinates support through 43 AW/XP to provide personnel to complete his/her staff for the particular event.

3.1.2. Mission managers and other staff positions should be filled on a rotational basis to develop/mentor future leaders, Mission Commanders and staff officers/NCOs.

3.2. Deputy Mission Commander. Each weapons system/MDS (C-130, C-141 etc.) will have a deputy Mission Commander who will attend meetings and briefings (i.e. Joint Mission Briefing and Outload Briefing) to represent the MDS/unit's interest and to ensure all coordination measures are accomplished.

3.3. Tower Liaison Officer. The Mission Commander will assign a tower liaison that is intimately familiar with the operation.

3.4. Senior Maintenance Officer (SMO). The commander or squadron maintenance officer of the 743 MXS will act as the SMO/Senior Logistics Officer for the event and will be the central point of contact and coordination for maintenance activities for all participating units in the event, to include Pope AFB aircraft.

3.5. Tactics Liaison Officer. 43 OSS Tactics will provide a tactics liaison to the Mission Commander's staff to answer questions pertaining to Pope AFB operations, and will attend key operations activities. Tactics will also designate an on-call loadmaster to investigate load malfunctions. In the event of an off Drop Zone (DZ) drop, a 43 OSS Tactics pilot or navigator will also be present to investigate the incident and report to the 43 OG/CC. The 43 OG/CC and the tactics investigation team will work together with the involved unit's Group Commander to complete the investigation.

3.6. Senior Aerial Port Officer. A designated Senior Aerial Port Officer will be the central point of contact for all passengers and cargo loading operations. All aerial port inquiries will be routed through the Air Terminal Operations Center (ATOC).

3.7. Other Staff Functions.

3.7.1. Intelligence, see **Chapter 9**.

3.7.2. Communications, see **Chapter 11**.

3.7.3. Safety, see **Chapter 12**.

3.7.4. Ground Liaison Officer, see **Chapter 13**.

Chapter 4

PLANNING

4.1. General. All deployments to Pope AFB will be coordinated through 43 AW/XP along with the appropriate coordinating agency. XPL manages base support taskings to preclude over commitment of base personnel and equipment. The 18th Airborne Corps initially coordinates requirements with 43 AW/XP. The Mission Commander will use this OI in conjunction with the more specific information located in the Pope OPORD to plan their mission.

4.2. Local Area.

4.2.1. General. Fayetteville is a community of approximately 200,000 people, with the Ft Bragg/Pope community representing 60,000 military and their family members. There are no assessed threats to military operations, but deploying units should be aware that there are numerous off-limits areas. The 43 SFS and Det 324, AFOSI can provide specific information on high crime areas for personnel security considerations.

4.2.2. Weather. Summers typically see high temperatures and humidity creating a significant heat stress load on personnel. Afternoon thunderstorms frequently occur, and North Carolina can be affected by hurricanes traveling up the East Coast. Winter months are cold, but snowstorms are infrequent.

4.2.3. Terrain. The Sandhills region is mostly flat with moderately rolling terrain. Piedmont forests cover much of the training ranges. Visual cues may be few given the combined nature of the terrain and forests.

4.3. AMC Senior Officer/Mission Commander. The Mission Commander is the focal point for the entire significant JA/ATT operation and is ultimately responsible for the outcome of the mission. IAW with OPORD 17-76, the Mission Commander for a significant JA/ATT (more than six aircraft) is designated 90 days before deployment. It is imperative that the Mission Commander uses this lead time to its fullest potential and begin organizing his/her staff and all of the operations involved IAW with the applicable 55 Series regulations, the Mission Commander checklist in **Attachment 1** of this instruction, and applicable volumes of MCM 3-1.

4.3.1. The AMC Senior Officer/Mission Commander will ensure that the agreed upon joint training matches the AMT and C2IPS cuts.

4.3.2. Coordinate required support with 43 AW/XP.

4.3.3. The 3d Aerial Port Squadron (APS) controls all aircraft upload and download activities at Pope. Establish contact with the 3 APS Air Terminal Operations Center (ATOC) during the initial phases of mission planning to ensure port requirements are properly coordinated. Additionally, should mission information change, it is critical to notify the aerial port as soon as possible.

4.4. 43 OSS/OSOG. 43 OSS/OSOG develops aircraft parking plans and ensures that the green ramp MOG is not exceeded.

4.4.1. Parking Process. The parking process begins at the JA/ATT conference. 43 OSS/OSOG will determine at the JA/ATT conference if there are any conflicting requirements for ramp space and

assets (maintenance, APS, personnel, and equipment). If there are problems the OSOG representative will coordinate with the AMC/JA/ATT representative on location and deconflict at that time. 43 OSS/OSOG will publish a Transient Aircraft Forecast for the month that was agreed to at the JA/ATT conference (for planning purposes). OSOG will determine where an aircraft will park depending on its mission (static line, heavy equipment, or hot cargo).

4.5. Scheduling.

4.5.1. Air Movement Table (AMT). The AMT is published by 43 OSS Current Operations (OSO). This document assigns mission objective areas, routes of flight, and DZ/Landing Zone (LZ) escape paths based on: mission needs, deconfliction with Fort Bragg Range fire missions and other factors. In addition, mission support information such as load, takeoff, and arrival times, crash fire rescue, and other mission factors are published. Initial information is found on the JA/ATT worksheets. It is important for wing mission planners to update AMT schedulers as coordination with user progresses. The AMT and C2IPS must match and be as accurate as possible. All AMT changes are final early in the week prior to operations. Only changes for flight safety are made. Reference Pope OPORD 98-1 for more in-depth AMT process explanation.

4.5.1.1. Pope AFB is the AMT produced by Range Scheduling, 43 OSS/OSOSR. To allow for proper coordination and planning by all support agencies at Pope AFB this document goes “Hard” the Wednesday prior to the week of execution.

4.5.1.1.1. The last formal opportunity to make changes is at the 43 OSS/OSO change meeting held each Tuesday morning. All airlift units must submit any requested changes by 1630 (Pope Local Time) on Monday prior to the week of execution. Units that have not coordinated an arrival time for their positioning leg or departure time for the de-positioning leg prior to 1630L Monday will be assigned arrival and departure times based on minimum required crew rest/ground times applicable to their MDS.

4.5.1.1.2. Requested changes, for other than safety of flight, after the Monday deadline must be submitted in writing to 43 OG/CC with coordination through 43 OSS/OSO. For requests originating from Air Force Active Duty, ANG, or AFRES units, the unit squadron commander, or the designated SIG-JA/ATT Mission Commander must sign the requested letter. Army requests must come from a minimum of Battalion Commander or G-3. Furthermore, Army requests must describe the reason for change and operational impact if the change is not made.

Chapter 5

OPERATIONS

5.1. General. 43 OG directs the flying activity at Pope AFB. This responsibility includes but is not limited to publishing the 43 AW weekly flying schedule and AMT, providing en route support for JA/ATTs, and implementing quiet hour and airfield closure periods. To eliminate delays in the missions, it is imperative that requests and/or changes be coordinated with 43 OG through 43 OSS/OSO 10 days prior to planned execution. Any changes to departure and arrival times adversely affect quiet hour periods and 43 AW/23 FG training activity.

5.2. Range Procedures. R-5311 Range Procedures will be briefed upon arrival IAW Pope AFB OPORD 98-01.

5.3. Off DZ Drops and Load Malfunctions. 43 OG/CC is responsible for investigation of bad drops/ load malfunctions etc., and will make determinations as to aircraft and aircrew status in conjunction and coordination with the deployed unit's OG Commander.

5.4. Airspace. Airspace coordination with FAA to include Fayetteville, Washington Center will be accomplished through 43 OSS Airspace Management (Mr. Art Ladd, DSN 424-7650). The Mission Commander will ensure that prior coordination with Fayetteville Approach Control is accomplished 14 days prior to formation flights operating between 0001L and 0600L. Three days advance notice is sufficient for sorties flying during all other periods.

5.5. Briefings. The 43 OSS tactics office will maintain master briefings for the Joint Mission Briefing (JMB), the Outload Briefing, and a local airspace briefing. Additionally, master copies of these briefings are loaded into the computer in the aircrew briefing room, building 900. The guidelines for the JMB are in **Attachment 2**. This briefing format will be followed as a minimum. Copies of these briefings may be obtained from 43 OSS/OSK at DSN 394-7662. Mission Commanders are reminded that a JMB is a military formation. Attendees will be seated five minutes before start time and the room will be called to attention IAW with proper military decorum.

5.6. Engine Running Offloads (EROs). It may be operationally advantageous to ERO; however, permission to do so is not automatic. Permission to ERO must be requested no-less-than 20 minutes prior to landing, through CP, and the request will then be forwarded to ATOC and 743 MXS. Approval may be granted based upon APS workload and availability of qualified ERO team members; however, please note that ATOC is the only authorized approval authority for this request. Coordination prior to takeoff is acceptable. 3 APS point of contact is ATOC, DSN 424-7303. Mission Commanders will ensure that passengers (jumpers and safeties) will be accompanied by an authorized escort. Unaccompanied personnel in a restricted area who are unfamiliar with flightline operations is inherently unsafe and is also a breach of flightline security and Pope Green Ramp operating procedures.

5.7. Command and Control Reporting.

5.7.1. General. Command and Control will be coordinated through the 43 AW CP and maintenance operations will be coordinated though the 43 AW MACC. Report mission results IAW OPORD 17-76, Appendix 7, Annex C.

5.7.2. Facilities. Pope Command Post is located at 1182 Hurst Dr, Bldg. 900. This is a two-story facility with the downstairs housing the Operations Management Controllers, MACC, ALCO section, 3 APS APIC (Aerial Port Information Controller), and EA (Emergency Action) Cell. The upstairs section is the Crisis Action Team (CAT) operations center and is in use during wing exercises, contingencies and disaster relief operations. It is available on a limited basis at other times, however you must coordinate with the Chief of CP with firm dates in mind to obtain availability and usage.

5.7.3. Reports. Pope CP will handle all normal reporting functions to home units and the MAJCOM/AF Command Center. OPREP reporting will be IAW AMCI 10-206 *Mobility Force Management.* Pope CP will assist Mission Commanders in preparing and sending the Mission Commander Situation Report (SITREP), but the final responsibility for content and accuracy lies with the Mission Commander.

5.7.4. Medical Emergencies. Any aircraft experiencing medical problems with either crewmembers, jumpmasters or paratroopers that require ambulance services should declare a “medical emergency” and notify CP when able. CP will coordinate to have immediate parking and services standing by upon aircraft arrival.

5.7.5. Airdrop Malfunctions/Off DZ Drops/Injuries. See section **12.3.2.**

5.7.6. Inflight Reports. Inbound aircraft will contact Pope CP no later than 15 minutes prior to landing.

Chapter 6

BASE OPERATING SUPPORT (BOS)

6.1. Pope AFB Facilities. Building 900, routinely used areas include: the aircrew briefing room, en route mission planning area, mobility bay area, and 43 OSS conference room. Other Building 900 facilities that may be coordinated include the CAT area of CP (upstairs), intelligence vault and tactics office. In reference to paragraph **1.4.1.**, an en route planning area in building 900 will be made available for option 1, and the mobility bay area of Bldg 900 for option 2. The operating area for option 3 must be negotiated based on user requirements and space availability either on Pope AFB or Ft Bragg.

6.2. Lodging and Transportation. Lodging and local transportation arrangements for significant JA/ATTs (seven or more aircraft) will be provided upon arrival at Bldg 900 (Headquarters OG). Lodging and transportation requests must be made as early as possible prior to arrival to the en route support office and include full name, grade, SSAN and gender for all crew members. Crew integrity will be ensured through the use of contract quarters when adequate on base facilities are not available. The aircraft commander/Mission Commander is responsible for notifying the en route support office and the lodging office prior to any crewmember changing rooms or locations. Inaccurate or late information will result in delays in issuing rental/u-drive vehicles, base passes, POL authorizations, and in making lodging arrangements. The Mission Commander/aircraft commander will also cancel reservations to preclude “no shows” and guaranteed hold charges being assessed due to mission changes, weather diverts, etc.

Chapter 7

AERIAL PORT

7.1. General. The 3d Aerial Port Squadron has the capability to provide passenger and cargo onload and offload support to all AMC and commercial aircraft, command and control, load planning, fixed heavy equipment scales, joint inspections, joint airdrop inspections, staircase requirements, rigging and recovery for wing training loads, all required fleet service requirements and space available travel service.

7.2. Mission. The 3 APS operates a 24-hour, fixed-base, tactical air terminal in support of Joint Airborne/Air Transportability Training (JA/ATT), 82d Airborne Division, XVIII ABN Corps, Joint Special Operations Command, HQ AMC, 43 AW, Tanker/Airlift Control Center, Joint Chiefs of Staff-directed exercises, Air Reserve Component, humanitarian and contingency airland and airdrop missions.

7.3. Augmentation. If augmentation is required to meet operational demands, all augmentees (43 AW Ready Program, Air Reserve Component, off station active duty manpower) will integrate into one cohesive aerial port team. Augmentees will be under the operational control of the 3 APS/CC.

7.4. Aerial Port Operations. (See **Attachment 7**)

Chapter 8

MAINTENANCE (743 MAINTENANCE SQUADRON (MXS)

8.1. Mission. To directly support the XVIII ABN Corps, 43 AW, Joint Special Operations Command, and other special operations units in the Pope/Ft Bragg community as well as units/aircrews transiting Pope AFB. To provide timely and efficient airlift support through responsive aircraft maintenance in order to meet customer requirements in peacetime and during contingencies. Additional information is provided to deployed personnel in the 743d MXS "Welcome Pamphlet."

8.2. Maintenance Augmentation. Regardless of originating location, all augmentees and 743 MXS personnel will integrate into one cohesive maintenance team in support of JA/ATTs and other exercises. When there is a TDY Readiness Spares Packages (RSP) on station, the RSP monitors will be assigned temporarily to the 743 MXS Sortie Support Section. These augmenting personnel will assist the 743 MXS Supply Manager in ordering, receiving, and turn-in of parts.

Chapter 9

INTELLIGENCE

9.1. General. JA/ATT missions are driven by Air Force and Army training requirements. These requirements and scheme of maneuver will form the basis for all scenario events. Within the Army's requirements for airdrop/airland combat delivery, intelligence personnel will provide realistic threat training for aircrews, emphasizing threat knowledge and countermeasures. JA/ATT training provides a realistic opportunity to expand on AMC-mandated threat training, enhancing operations-intelligence interface.

9.2. Mission. Deploying intelligence personnel will fully participate in all phases of readiness, deployment, and employment for their respective unit's aircrews as well as support attached flying unit's aircrews participating in the JA/ATT. Intelligence personnel will be familiar with aircraft capabilities, threat system characteristics, and mission planning considerations. Upon arrival at Pope AFB, intelligence personnel will ensure all aircrew intelligence requirements are fulfilled, to include mission planning, pre-mission briefings, and post mission debriefing (if required).

9.3. Concept of Operations. Intelligence personnel will be familiar with the JA/ATT mission taskings, target area information, and enemy threat data. Thorough analysis of enemy capabilities, in conjunction with Army intelligence units, will ensure aircrews have a complete understanding of their mission and the threat they will face. Intelligence personnel will provide requisite Mapping, Charting, and Geodesy (MC&G) support through coordination with 43 OSS/IN targets element. Penetration analysis will be conducted to ensure safe passage of friendly and enemy air defense systems. Avoidance will be the primary means, with suppression of enemy air defenses a secondary method to ensure the package arrives safely over the DZ/LZ. Target area escape and recovery to home station will be included in this analysis. All of this information will be briefed to the mission planners at the start of the planning cycle, and updated as necessary up through launch time.

9.4. Intelligence Activities.

9.4.1. Staff Support. The deployed intelligence personnel will be primarily responsible for aircrew support, with assistance from 43 OSS/IN as necessary to prepare mission materials and perform analysis.

9.4.2. Assigned Personnel. In addition to any deploying personnel accompanying unit aircraft, the 43 OSS/IN will have one person dedicated to support each JA/ATT. The POC can be identified by contacting 43 OSS/IN at DSN 424-7885/7674/7677.

9.5. Assumptions.

9.5.1. Deploying personnel will be fully qualified to carry out assigned taskings.

9.5.2. The infrastructure identified is adequate to support the JA/ATT.

9.6. Command and Control. Intelligence personnel deploying to Pope AFB will merge with 43 OSS/IN. As the SIO, the 43 OSS/IN is responsible for reception and overall support of deploying intelligence forces. 43 OSS/IN conducts liaison with 82d Airborne Division G-2 and brigade S-2 offices. Direct liai-

son (DIRLAUTH) is authorized upon arrival at Pope for planning and execution of tasked missions. Prior to arrival, all coordination with Army units will be conducted through the 43 OSS/IN.

9.7. Security. Exercise materials (scenario message traffic, threat data) will be kept at the unclassified level for the Joint Mission Brief. The use of classified and real world information is encouraged during the specialist briefings that occur after the JMB and throughout the mission itself. References to MCM 3-1, Vol II and similar materials will be safeguarded IAW applicable DoD and AF regulations/instructions. OPSEC/COMSEC is paramount, and needless telephone/fax transmissions in unsecure mode reveal overall capabilities and strategy of US Army and Air Force units. Reliance on STU-III communications is directed to minimize compromise of critical information. Certification of collateral clearances (secret-level) is the responsibility of deploying units, and can be accomplished through annotation of clearance for deploying personnel on unit TDY orders (DD Form 1610, **Request and Authorization for TDY Travel of DoD Personnel**, or equivalent).

9.8. Resources.

9.8.1. Facilities. Intelligence personnel will be provided workspace in the collateral working areas of 43 OSS/IN. Access to workspace will be granted upon certification of clearance discussed in paragraph **9.7.** above. Joint Mission Briefings (JMBs) are conducted in the Aircrew Briefing Room of Building 900.

9.8.2. Systems Hardware/Software. Desktop/laptop PCs with appropriate software are available to deploying personnel for archiving of message traffic and preparation of briefings. The standard office software suite is Windows 95, PowerPoint 7.0 for briefing slides. The Aircrew Briefing Room has a computer and projection systems that support both softcopy and hardcopy (vu-graph) presentations.

9.8.3. Communications. Secure (STU-III) and non-secure voice phones are available in the 43 OSS/IN offices, along with a fax that can receive and transmit both secure and nonsecure facsimiles. STU-III keys will be provided as required by deploying units.

Chapter 10

WEATHER

10.1. General. The 43d Operations Support Squadron Weather Flight (43 OSS/OSW) provides support to base resources and aircraft, and provides in-station weather briefings for transient aircraft. During Large Package Weeks the lead wings will need to supplement our manning level to ensure that ample weather support is available for these operations while maintaining normal operations for Pope AFB. It is therefore necessary to define the weather support that must be provided by the lead wings, and outline the weather support that 43 OSS/OSW will provide.

10.2. Responsibilities.

10.2.1. The Mission Commander/lead unit for these missions is responsible for coordinating the weather support they will need while at Pope AFB. A weather briefer will be provided by the lead unit to give the necessary briefings through the duration of the exercise (usually one briefer is sufficient). The weather briefer needs to be provided with the dates, times, places, PowerPoint template for the briefing, a POC for the briefings, and any other pertinent information in order for them to prepare for the briefings. If the lead unit, or any other participating unit, can not supply a weather briefer, the lead unit must:

10.2.1.1. Coordinate with 43 OSS/OSW at least 15 days prior to the start of these missions, and provide the dates and approximate times of the missions.

10.2.1.2. One week prior to the missions provide 43 OSS/OSW with the dates, times, places, PowerPoint template for the briefing, a POC for the briefings, and any other pertinent information in order to prepare for the briefings.

10.2.1.3. The Mission Commander, or a POC, will call the weather station at DSN 424-6543 NLT one day prior to the mission for final coordination.

10.2.2. The 43 OSS/OSW will:

10.2.2.1. Coordinate/Provide a reception briefing, which will include local area climatology, short-term and long-term forecasts, and weather support, provisions.

10.2.2.2. Provide weather warning, watch, and advisory support for Pope AFB, to include forecasts and observations, in accordance with the Pope Weather Support Instruction.

10.2.2.3. Provide facilities and equipment necessary for the supplied weather briefers to prepare briefings.

10.2.2.4. Coordinate government transportation for the weather briefer (if available) as requested by the lead wing.

10.2.2.5. Provide a POC at the base weather station for supplemental briefing support and meteorological watch responsibilities.

Chapter 11

COMMUNICATIONS

11.1. General. The 43d Communications Squadron (43 CS) provides communications services at Pope AFB. Units requiring communications services from 43 CS need to coordinate their requirements at least 30 days in advance. Units planning to operate out of Pope AFB (e.g. for ORIs or as a forward operating location) need to coordinate through their wing representative or directly with 43 CS for communications support, such as telephones, network connections, radios, etc. For large exercises, 43 CS should be involved in the planning from the onset and will assign a POC to work with the exercise planners.

11.2. Frequency Management. All frequency requirements will be coordinated through the Pope AFB frequency manager (43 CS/SCX) at DSN 424-2542. Organizations utilizing Pope AFB as an en route location or as a base of operations must use Pope AFB approved frequencies. For example, units bringing their own land mobile radios, must request frequencies at least 30 days in advance of arrival to Pope AFB. When practical, an execution checklist (with frequency information) and a frequency matrix should be published for the event. See **Attachment 3** and **Attachment 4** respectively for examples.

11.3. Initial Communications Element. The 43 CS has deployable communications assets they may be available to support exercises on or around Pope AFB if they are available (i.e. not deployed). Requests need to be forwarded to the 43 CS/CC (DSN 424-2258) for approval.

11.4. Exercises Support.

11.4.1. CAPSTONE Exercises. The 43 CS will provide an MRC-144, *Communications Central*, with radio maintenance personnel, depending on mission availability, which will be used for communicating drop scores and alibis back to Pope AFB CP. This highly mobile vehicle can be driven anywhere on site, either communicating while mobile or set up at an initial operating location within a matter of minutes.

11.4.2. Large Exercises (e.g. Big Drop). 43 CS will provide communications support if proper coordination has been completed through 43 CS/CC. It is imperative that communications personnel be involved in the planning process from the earliest stage possible to ensure the best communications service possible. For large exercises, a detailed communications plan will be developed for the event.

Chapter 12

SAFETY

12.1. General. 43 AW Safety (SE) will be augmented by safety personnel from participating wings (tasked by the Mission Commander) and will be assigned to monitor "Green Ramp Operations" during significant JA/ATTs. Augmentation will consist of, as a minimum, one ground safety representative (5-level or above familiar with flightline and loading operations) and one FSNCO or above (the flying safety rep will not be a primary crewmember). These individuals will monitor outload operations on Green Ramp and be available to the Mission Commander. These augmentees will report to 43 AW/SE for a thorough orientation briefing and attend the mission concept brief. A rated member of 43 AW/SE will participate on any off-DZ/drop incident review board convened at the direction of the 43 OG/CC. If you have questions concerning safety issues, call the 43 AW Safety Office at DSN 424-1732.

12.2. Operational Risk Management. All Mission Commanders for significant JA/ATTs and exercises will perform risk analysis IAW AFI 91-213, *Operational Risk Management (ORM) Program*. They will refer to AFPAM 91-214, *Operational Risk Management (ORM) Implementation and Execution*, soon to be replaced with a completed AFPAM 91-215, *Operational Risk Management (ORM) Guidelines and Tools*. Mission Commanders will seek the assistance of their unit ORM representative, or contact the 43 AW SE to answer any questions or help resolve problem areas.

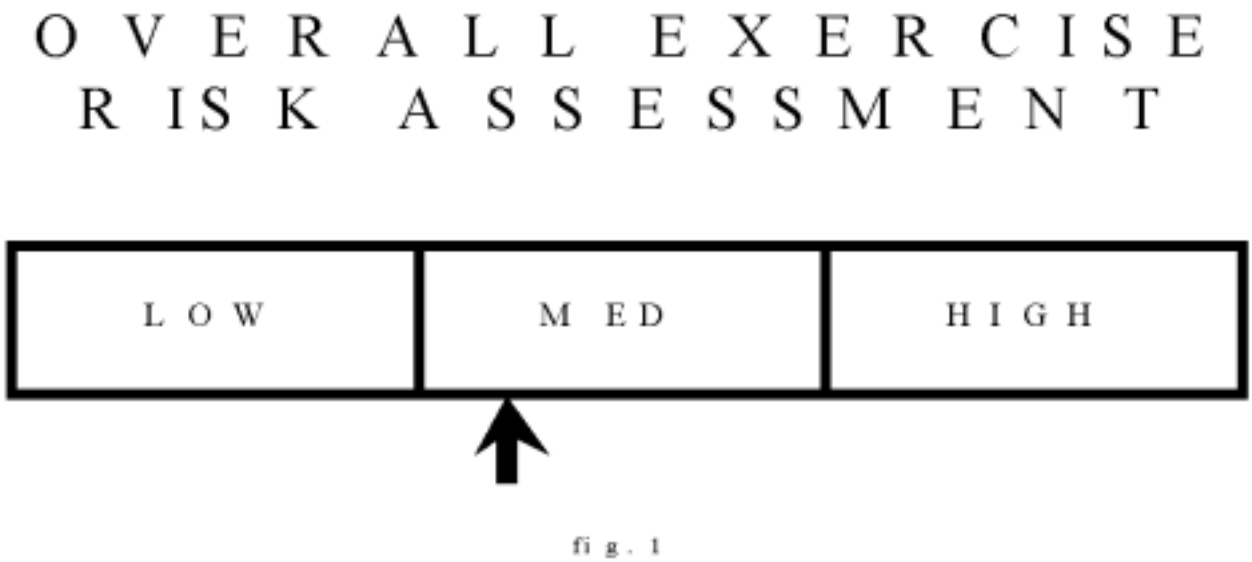
12.2.1. Mission Commanders will collect the risk assessments of all other players in the exercise (i.e.: other C-130 units, C-141, C-5, C-17, Army units, etc). The risk assessments will be combined to produce an Overall Exercise Risk Level based on the highest level input.

Example: C-130 risk level = Low; C-141 risk level = Medium; Army risk level = Low

Overall Exercise Risk Level = MEDIUM (due to C-141 factors)

12.2.2. Mission Commanders will brief the Overall Exercise Risk Level during the JMB. A slide will be used that displays a LOW - MED - HIGH scale and an arrow depicting where along the scale the assessed risk falls (see **Figure 12.1.**). To avoid confusion between units, no number scale will be used (individual unit ORM programs use different scoring techniques to achieve their result).

Figure 12.1. Low, Medium and High Scale



12.3. Reporting. 43 AW/SE has published a pamphlet, which is a useful guide on incident/mishap reporting entitled 43 AW Pamphlet 91-204 " *Safety Reporting Procedures and Aircrew Information*" it provides guidance on:

AMC Form 97 - **AMC Unusual Occurrence/Bird Strike Worksheet**

AF Form 457 - **USAF Hazard Report**

AF Form 651 - **Hazardous Air Traffic Report (HATR)**

DD Form 1748-2 - **Joint Airdrop Malfunction Report**

Ground Mishap Reporting Procedures

12.3.1. Bird strike Reporting. Although Pope AFB is not on a major migratory route, we still have a large bird population in the area. Advise the tower of any bird activity. Report any known bird strike regardless of severity. If you have a bird strike, complete AMC Form 97 during the next planned stop and visually inspect the aircraft for damage before continuing the mission. All bird strikes are reported monthly to HQ AMC and are reviewed quarterly by the 43 AW Bird Hazard Working Group.

12.3.2. Required Bird strike Information. In order to keep the LATN BAM model accurate; the following information must be included in the report (this data is built into the AMC Form 97):

Takeoff time, TOT and DZ

Route flown (Red, Yellow, Blue, SKE, or descent/traffic pattern profile)

Altitude (if unknown, use the altitude at which the mission profile was flown)

Time of Day

12.3.3. Airdrop Malfunction Reporting. Report any airdrop malfunction immediately to Pope AFB CP. They will provide prompt notification to all appropriate agencies. As a minimum, the following agencies will be notified: Mission Commander, MDS Mission Manager, 43 OG/CC, 43 OSS Tactics, Army GLO, 3 APS, and Safety. Finally, anytime you have an airdrop malfunction, you must complete the DD Form 1748-2. Notify CP of an airdrop malfunction under the following circumstances:

12.3.3.1. No drop due to equipment malfunction.

12.3.3.2. Anytime personnel are injured on an airdrop due to equipment malfunction on the aircraft.

12.3.3.3. Any off DZ drop, regardless of conditions in the aircraft or on the DZ.

12.3.4. Ground Mishap Reporting. A ground mishap is anything while on the ground that injures personnel or damages aircraft or other equipment, (ref. AFI 91-204). All ground mishaps will be reported to the CP at once. CP will notify 43 AW/SE that will respond and start the mishap investigation. The following procedure will be used if an emergency exist.

12.3.4.1. Call ground or tower to report the mishap. Give them your location, aircraft tail number, number of personnel, amount of fuel, and armament or any hazardous cargo on board.

12.3.4.2. Tower will activate the primary crash net.

12.3.4.3. Do not move the aircraft, change the configuration, or alter the scene of the mishap in any way. Once the incident is resolved the on-scene commander from the fire department will cancel the emergency with ground or tower. The aircraft is then turned over to maintenance.

12.4. Flightline Vehicle Ops. For specifics on flightline vehicle operations refer to POPEI 13-101, *Flight Line Vehicle Operations*. A flightline familiarization briefing will be given by 743 MXS followed by an orientation drive. Due to the congestion on Green Ramp, and the nature and complexity of JA/ATT operations at Pope, this briefing and orientation drive is mandatory for all TDY personnel who will be driving on the flightline (Mission Commander, launch control officers and NCOs, including tactics loadmasters, maintenance personnel such as supervision and etc.). Green ramp operations become extremely high paced with a high density of personnel and vehicular traffic. Vigilance and discipline are a must and specific procedures must be followed. These procedures may or may not be consistent with your home station flightline operations.

12.5. Base Safety Office. If you have questions concerning safety issues, call the 43 AW/SE at DSN 424-1732.

Chapter 13

G-3 AIRLIFT COORDINATION OFFICE (ALCO)

13.1. General. This section provides capabilities and support function information pertaining to the ALCO section (formerly Ground Liaison Officer (GLO)) to Air Mission Commanders and transient aircrews. While this briefing information is primarily oriented towards the Large Package Week missions, is can also apply to other significant JA/ATTs and Joint Readiness Training Exercise (JRTX) capabilities demonstrations. See **Attachment 5** for ALCO SOPs.

13.2. ALCO Mission Statement. The ALCO section is responsible for liaison and coordination between Army and Air Force operational and support elements for all inbound and outbound airlift utilizing Pope Air Force Base. The ALCO coordinates with all supported active duty and reserve Army subordinate units assigned to the major commands of the XVIII ABN Corps, 82d Airborne Division, and US Army Special Operations Command. Additionally, the ALCO provides liaison with all supporting units to include; 43 AW, various transient active duty and reserve Air Force Wings, and civilian airlines. ALCO operations support all JA/ATT, Special Assignment, Exercise, Contingency, and Humanitarian Airlift Missions on a 24-hour, 7 days per week basis, as required.

13.3. ALCO Section Organization. The current ALCO organization and strength are as follows:

	NCOIC (E-7)		
AIRLIFT COORD NCO (E-6)	AIRLIFT COORD NCO (E-6)	AIRLIFT COORD NCO (E-6)	AIRLIFT COORD NCO (E-6)

13.4. Location. The ALCO section mans two positions at the CP, Building 900, adjacent to the CP controllers.

13.5. Operations. The ALCO provides the following functions in support of airlift operations:

13.5.1. Coordinates Army/Air Force critical time lines (e.g. load/pax showtime, load time, station time, DZ TOT)

13.5.2. Coordinates direct contact between the supported unit (Army) and the supporting unit (USAF) as required.

13.5.3. Conducts the joint weather decision with Army and Air Force element representatives.

13.5.4. Provides Army elements with the aircraft-parking plan.

13.5.5. Assists in the coordination of information for the Outload Briefing and Joint Mission Brief (JMB).

13.5.6. Serves as a single point of contact (POC) for all planning and actual load plans.

13.5.7. Provides institutional and doctrinal expertise on Army Standard Operating Procedures (SOP).

13.5.8. Provides direct communications with airborne commander/unit via radio and telephone through the Departure Airfield Control Officer (DACO).

13.5.9. Provides a single point of contact to relay critical information between all elements involved in the operations (i.e. Army unit, Arrival/Departure Airfield Control Group (A/DACG), Heavy Drop Rig Site (HDRS), Aerial Port Squadron (APS), Maintenance (MXS), Special Tactics Squadron (STS), USAF Mission Commander, and CP controllers).

Chapter 14

SPECIAL TACTICS

14.1. General. The 21 STS provides assault zone support for Significant JA/ATT missions (LPW, JRTX, and CAPSTONE exercises) in R-5311 wherever required. An STS Mission Commander is assigned for each exercise (normally an officer from the operational alert flight). This STS Mission Commander will be available by cellular phone for the duration of the exercise. He will conduct pre-mission briefs and hot washes with the AMC, aircrews and 82nd ABC as required. He will also brief the STS portion of the Joint Mission Brief. Coordination for Significant JA/ATT missions can be made through 21 STS Current Operations at DSN 424-1601. Mission Commander's cellular phone number is (910) 391-6728. Drop zone scores will be passed IAW AFI 13-217, *Assault Zone Procedures* (i.e., SAT or UNSAT for a mass tactical airdrop). When TACSAT channels are available and planned into the scenario, all weather, and DZ information will be passed on the TACSAT net, otherwise, it will be passed administratively over the cellular pone by the Mission Commander.

Chapter 15

CAPSTONE EXERCISES

15.1. General. Quarterly, Pope AFB and Fort Bragg execute a joint readiness exercise for the edification of the CAPSTONE course; an orientation for newly appointed brigadier generals. On occasion, the same exercise, with almost the same timeline will be executed for other visiting dignitaries. To date, all such demonstrations have been at Sicily Drop Zone, due to the facilities (hardball road, bleachers, etc.) available there. A typical timeline is in **Attachment 8**.

15.2. Planning.

15.2.1. Approval Process. The Airfield Seizure Exercise is considered a training exercise, not an aerial demonstration. Mission Commander will ensure approval has been coordinated through the appropriate AMC and ACC channels. Waivers that may be required include: waiver for personnel aft of the wheel wells during airdrops on C-130's, waiver for carrying civilians aboard aircraft during airdrops, and for Sicily DZ operations (the Army must accept responsibility for the drop because this DZ doesn't meet the minimum DZ width requirements). The waivers required for CAPSTONE exercises have received blanket approval through 43 OG/DOV and 43 OSS/OSKW. However, if a foreign dignitary is to ride on the mission, a waiver through the Numbered Air Force must be obtained.

15.2.2. Coordination. As soon as possible, contact the tasked battalion/brigade S3 to review the tasking. Review the JA/ATT conference worksheets (Form 612R) for all airlift units. Contact all the involved units' wing current operations to determine when the forces will position to Pope AFB. Insist that the C-141s be on the ground NLT 6 hours prior to their TOT. MDS specific planners should be in place at Pope AFB NLT 3 days prior to the mission.

15.2.3. Tasking. The Mission Commander has the overall responsibility for the success of the mission and can drive the tasking to ensure mission success. An area requiring specific attention is spare aircraft. Since there is no live ordinance on the fighters, ground sparing of the fighters and still making range time is not difficult.

15.2.3.1. All fighter leads must be a four-ship flight lead and have participated in a previous airfield seizure exercise.

15.2.3.2. Occasionally, there is a static display request imbedded in the Army's plan. This usually comes up at the last minute, so ask early.

15.3. Operations. It is a common practice for Army units participating in JRTX/CAPSTONE exercises to request planeside parachute issue. For planeside logistic support requirements and aircraft parking plan, reference the Memorandum of Agreement between the 82nd Airborne Division and the 43 AW.

15.3.1. Airlift aircraft must plan for both VMC and IMC airdrops. From a spectator perspective, the VMC option is more impressive as it allows compressed intervals between serials and overall lower drop altitudes. The IMC (AWADS, SKE Zone Marker) option is a more realistic combat employment scenario, simulating a blacked out DZ. The timelines can be identical if care is taken to make the visual route identical in length to the IMC route. Remember that the advantage of a longer route is it allows airlift "stragglers" to take off and rejoin the formation.

15.3.2. Weather can affect all aspects of the mission, from preflight/loading to surface winds on the drop zone. Severe weather can affect preflight actions like equipment loading, paratrooper loading, etc. and actually drive a TOT slip. Although Army leadership wants to execute per the timeline, small slips can be accommodated for good reason, but expect coordination for approval through the highest levels of the XVIII ABN Corps.

Weather Criteria: The following- restrictions are unique to and only apply to the 43 AW Airfield Seizure Exercise:

IF:	THEN RESTRICTION:
Ceiling/Vis is less then 2500/5	A-10-- One pass then RTB
IMC Airdrop	Min ceiling can be as low as 200' AGL (AFI 13-217)
Surface Wind (Airdrop)	Discretion of Army DZSO (will usually use 13 kts for personnel and CDS, 17 kts for HE- need to verify for each exercise, brief at JMB)

15.4. 43 AW Participation. The following 43 AW rules apply for participation in Airfield Seizure Exercises.

15.4.1. Mission Commander must be a 43 AW C-130 instructor or squadron supervisor, must have previously participated in an airfield seizure exercise, and must have Ops GP/CC approval.

15.4.2. Airlift aircrews must meet their MCR 55 series requirements for participation. Additionally, the C-130 lead aircraft-commander must be a previous participant.

15.4.3. Depending on the size of the DV party, there may be one or two DV C-130s. The DV airplane(s) require an engine running spare positioned next to the primaries. All of the DV aircraft (and spares) need to be in good condition. The initial impression of the 43 AW to 40 brigadier generals/ DVs will be driven by their experience on the DV C-130s. These aircraft should be AWADS, and gray with a gryphon (ideally, the wing and squadron flagships). They should have minimal fuel to accomplish the mission so that they can go direct to the LZ if necessary (assault fuel), if all airdrops are canceled.

15.4.4. Thought should be given to having a CDS and/or HE spare. Depending on the importance of the mission, you can have one of each, and ask the Army to provide loads for each. For purposes of

what the DVs will see, losing a HE aircraft is not critical. However, since there is only one CDS aircraft, consider providing a spare aircraft with load.

DAVID L. JOHNSON, Colonel, USAF
Commander

Attachment 1

MISSION COMMANDER'S PLANNING GUIDE

A1.1. General. 82nd ABN DIV regulation 350-1 requires infantry battalion task forces to conduct a battalion size operation at least once a quarter. Since it is not cost effective to deploy a large number of aircraft to support isolated battalion jumps, XVIII Abn Corps, FORSCOM, and AMC agreed to consolidate battalion airborne operations into once every 6 weeks. This is "Large Package Week". This agreement assures availability of aircraft and provides sufficient training events for air wings to justify deployment costs. The type of operations supported include: exercising strategic airdrop missions during task force ground training, JRTC insertion, EDREs, Exercise Evaluations for XVIII Abn Corps sub-units, Off-Post Training Deployments, make-up for one of three brigades that do not go to JRTC, and exercise 82nd Abn Div rigging capability for large scale operations. The next alert force has first priority on LPW. They practice a particular contingency tasking before assuming alert status. The 82nd Abn Div supports deliberate plans for unified commands. Please note that General Officers and Brigade Commanders jump with units on virtually every line. In short, LPW is the bread and butter of large unit maneuvers and is the snapshot of AMC support of airdrop requirements.

A1.1.1. The air package consists of 11 C-141 equivalents (6 PAX/5 HE) and a Higher Headquarters assigned spare aircraft from a participating unit. Changes to the LPW composition require approval by the XVIII Abn Corps Commander. When fewer than 11 aircraft are available, the following mix will apply.

10 aircraft	(6 PAX/4 HE)
9 aircraft	(6 PAX/3 HE)
8 aircraft	(5 PAX/3 HE)

A1.1.2. The emphasis is on personnel mass tactical maneuvers with time over targets (TOT's) after end of evening nautical twilight (EENT). Some LPWs end with an exercise insertion requiring all aircraft configured for PAX. Any loss of airlift requires coordinated bump planning and cross loading to successfully meet the Army's and Air Force's training needs. Several constraints exist when multiple MDS are participating. Additionally, successful use of a spare aircraft requires it to be in-place prior to the Joint Mission Brief (JMB), configured for personnel airdrop, and preflight. Reference AMC OPORD 17-76 for more information on JA/ATT Operations.

A1.1.3. This checklist has been provided for the Mission Commander to ensure that all requirements for the missions have been coordinated. The Mission Commander has the overall responsibility for the completion of these items.

A1.2. LARGE PACKAGE COORDINATION - 120-45 days out:

A1.2.1. The JA/ATT planning conference takes place on a quarterly basis. The 43 AW normally limits other flying activities to a maximum of 8 C-130's or equivalent combination of other aircraft using

green ramp. A typical exception is for 43 AW aircraft that can execute JA/ATT missions from blue ramp. Parking, MX, and aerial port support are issues. For example: limited MHE and cycle times, augmentation/manpower, WRSK, and the 82nd Abn Div's desire to park PAX aircraft on Romeo row due to the high incidence of injuries when walking to aircraft in full combat gear.

A1.2.2. The Mission Commander with coordinates with wing billeting office to get consolidated lodging for entire package. (Approximately 100 aircrew/2-10 planners/30-50 support people). If rooms are unavailable at Pope AFB, billets on Ft. Bragg are utilized. When Moon Hall is available, it saves the Air Force $30 per person each night. The last resort is contract quarters. Block reservations are made but not backed financially until using unit sends final crew orders.

A1.2.3. Mission Command (MC) unit must contact user immediately after the JA/ATT conference to validate time lines (crew duty day); Drop Zone compatibility such as size, IFR requirements, and ATC exemption # 4371B compliance; review mission profiles and support requirements; order mission materials to include TLM 1:50,000 charts and imagery. These items take time to get closure on, so start early. Additionally, if a preposition drop is desired, it must be on the 612R. This gives the mission the user priority level for Air Movement Table (AMT) scheduling. Ensure your JA/ATT requester will support this. Positioning airdrop add-ons without a user receives the lowest priority IAW agreements with XVIII Abn. Corps.

A1.3. 45-30 days out:

A1.3.1. 43 AW/XP prepares the support augmentation message and transmits it to the TACC and all wings concerned.

A1.3.1.1. The Mission Commander. Prepares the vehicle request for the entire package.

A1.3.1.1.1. MX EX: (2) 15 PAX vans, (2) ½ Ton pickups w/pintle hooks, (2) 6 PAX pickups, (1) 1 or 1.5 Ton pickup

A1.3.1.1.2. Mission Commander Staff: (1) Sedan, (1) 9 PAX Van

A1.3.1.1.3. Aircrew: (1) 15 PAX Van per crew.

A1.3.1.1.4. This is based on historical requests

A1.3.1.1.5. Send request letter to 43 AW/XP and 43 LG/LGTO. Any other requirements by Mission Commander should be routed through 43 AW/XP.

A1.3.2. Contacts 43 AW/XPL for initial planning. This concerns all LG issues such as MX, WRSK, AGE, and POL augmentation. Ensures TACC/LGRM and Mission Command wing are on the same sheet of music.

A1.3.3. Lead wing XPL or MC reconfirms billets based on estimated needs.

A1.4. 30-15 days out the Mission Commander will:

A1.4.1. Confirms host base vehicular support. Vehicle shortfalls and contracting needs are established. An original AF Form 616, **Fund Cite Authorization (FCA)** is needed to contract for vehicle shortfalls.

A1.4.2. Makes sure billeting coordination is complete.

A1.4.3. Ft Bragg Range blocks are released two weeks in advance to the AMT schedulers. This is the earliest opportunity to clarify mission parameters. Change requests or mission updates by the Mission Command unit may be made through AMT schedulers at Pope AFB.

A1.5. 15-10 days out - Contacts 43 AW/XPL:

A1.5.1. Submit any protocol and/or DV requirements.

A1.5.2. Submit AF Form 616 for any rental vehicles or other support required.

A1.5.3. Inform planners of any limiting factors and answer general questions. Such as off post air-drops and support at an ISB, ramp construction, other ORI activity, or special planning needs

A1.5.4. Mission Commander or lead wing XPL passes LG info to 43 AW/XP (MX names including MX officer).

A1.6. 10-5 days out Mission Commander:

A1.6.1. Follows up on AF Form 616s and orders for all concerned individuals.

A1.6.2. Ensure all mission activities are coordinated with 43 OSS.

A1.7. 5 days out - execution Mission Commander:

A1.7.1. Contact host transportation to arrange for pickup of UDI vehicles.

A1.7.2. Make sure AF Form 616s are received by transportation contracting office.

A1.7.3. Make arrangements for rental vehicles to be dropped at Bldg 900.

A1.7.4. Make arrangements with billeting for keys and/or contracts.

A1.7.5. Make sure planning facility is available.

A1.7.6. Contact respective wing XPs for MX orders.

A1.7.7. Contact respective wing's tactics/Mission Commander for crew orders/setup sheets.

A1.7.8. On Friday preceding event, gather final crew orders and send to billeting. This is most desired COB Thurs.

A1.7.9. Mission Commander ensures:

A1.7.9.1. C21PS, AMT, and mission profile all match. These are the sources of all support scheduling. If they don't match, there will be problems.

A1.7.9.2. Contact the transient parking scheduler at Pope AFB and plan to arrive parked in chalk order.

A1.7.9.3. Deconflict various training needs to ensure appropriate crew qualifications and park in chalk order. Parking in chalk order eases a lot of coordination between the Air Force and Army.

A1.8. EXECUTION:

A1.8.1. Mission Commander will deploy an ADVON to establish liaison with the host wing’s subordinate groups and to coordinate reception requirements with PRIME KNIGHT point of contact. In addition, the ADVON will meet the participating crews in the front lobby and/or the Aircrew Briefing

Room in Bldg 900. The briefing room will be reserved through 43 OSS/OSO (424-8125). The reception committee will:

A1.8.1.1. Pick up rental vehicle keys from transportation or as arranged through PRIME KNIGHT. XPL logs rental cars on standardization form and separates by wing for individual accountability.

A1.8.1.2. Pick up keys and or contracts from billeting or as arranged through PRIME KNIGHT and separates room keys or contracts by crew orders.

A1.8.1.3. If Moon Hall (Ft Bragg) is utilized, have face to face with receptionists.

A1.8.1.4. Mission Commander in-processes crews, maintenance and other support personnel.

A1.8.2. On the first day resolve any billeting or rental car issues

A1.8.3. On the third night, ensure all personnel are planned for billeting checkout, follow-on mission requirements are met, and vehicles are fueled and ready for tun-in to transportation. Ensure roll-up plans are complete. Ensure augmented 2T2 Air Shipper Specialist prepares AGE and loadplans. This should be preplanned from home station. Ensure follow-on mission plans are properly cut into C21PS and remain the same as previously coordinated.

A1.8.4. Attend the After Action Review (AAR) with 82nd Abn Div ADCO Gen. Officer. Recaps of the weeks mission effectiveness and joint issues are brought out.

A1.8.5. A Video Teleconference will be set up by NAF with HQ AMC and Mission Commander to recap the week's missions and plan for the next LPW.

A1.8.6. Typical Daily Schedule:

A1.8.6.1. Outload Coordination Brief This is held at either the A/DACG building or Building 900. This simulates a N+5 brief All applicable organizations are represented (MX, APS, CP, ALCO, User, etc). This is for the Mission Commander to review the status of the mission, resolve issues, and clarify requirements.

A1.8.6.2. T/O - 3+00 JMB. This is limited to no more than 30 in. It is an overview of the mission and all joint issues and parameters.

A1.8.6.3. T/O - 2+30 Aircrew Mission Brief

A1.9. This is a summary of Large Package Week (LPW) After Action Reviews (AAR) for 1996/97. The AAR is broken into two parts. Sustain is what went well and contributed to mission success. Improve items negatively impacted mission accomplishment. The continuity for AAR's is a self-sustaining event and is for the collective knowledge of the command. Mission Commanders are obliged to do everything possible not to repeat improve issues.

A1.10. Lessons Learned:

A1.10.1. Have all mission materials built before you come, chummed charts (JOG), current DZ surveys

A1.10.2. Have DZ mosaics or imagery

A1.10.3. Figure all IMC profiles and drop altitudes for every DZ to be used

A1.10.4. Fuel plan for each night's profile so POL coordination and fuel loads can be ready

A1.10.5. Ensure AC's brief each crewmember on times. Each AC is responsible for his or her crew's promptness and location.

A1.10.6. 3 APS will have a K-Loader positioned behind the aircraft at scheduled load time. Preflight completion NLT scheduled load time is critical to ensure timelines are kept should a bump plan be required. During a double turn night (2 lifts); the MHE must recycle ASAP to ensure subsequent heavy platforms are loaded on time.

A1.10.7. Manage training on aircraft so it does not degrade mission completion i.e. do not put beginning lead pilot and navigator upgrades together on first aircraft

A1.10.8. Plan your parking to keep chalk order integrity. When aircraft are out of order due to physical parking or aircrew training change alignment, it is extremely difficult to recoordinate with all players. This leads to ramp confusion and delayed support and operational activities. Bump plan activities become extremely difficult.

A1.10.9. Copy enough mission materials for all aircraft to include extras for instructors.

A1.10.10. Plan the what-ifs in detail to cover re-attacks, no-drop options for all and by specific mission type, racetracks, transitions and escapes

A1.10.11. Read the inflight guide

A1.10.12. Coordinate with FAY ATC IAW Pope OPORD

A1.10.13. Cut missions in GDSS/C21PS accurately. All support is scheduled and manned by these times.

A1.10.14. Keep in mind when the Army talks chalk #, they are talking about what is in the back of the aircraft, tail # and crew makes no difference.

A1.10.15. Keep SATCOM requirements in mind, this is critical to the ground component commanders and key leader placement.

A1.10.16. During mission execution, ensure AC's and LM are keeping the chalk leaders and other key leaders for the Army informed of mission developments, who aborts by chalk #, etc. The leadership must know what they will have force-wise when they hit the ground.

A1.10.17. If ABCCC/Jackpot is used, get a hard copy of execution checklist and frequencies. The purpose of Jackpot is to takeover ground control for HQ element should they go down.

A1.10.18. Accountability is critical for Army, immediate and accurate alibis count is a must:

A1.10.18.1. Pre-mission coordination: Active coordination with 82nd Abn Div G-3 Air office resolved numerous problems that could affect mission and were flexible to accommodate user requirements.

A1.10.18.2. Drop Accuracy: This aids the time standard requirements to execute the ground tactical plan. It also maintains the integrity of cross load plans for unit assembly.

A1.10.18.3. Automated Manifesting: This speeds the PAX outload and provides more flexibility for changes.

A1.10.18.4. En route Communication: first three PAX chalks are normally fitted for satellite communications equipment for ground unit commanders. It is vital key leaders slated for these chalks can communicate mission status and changes right up until the airdrop. Critical information is exchanged between leaders and ABCCC. The chain of command for ground commanders and tactical situational awareness is preserved regardless of air aborts.

A1.10.18.5. Load Time Flexibility: Late loading was accomplished completely and safely for on-time mission.

A1.10.18.6. APS Rapid Download/Upload of Heavy Equipment: Good communication, situational awareness, and bump plan execution saved vital heavy equipment needed for the ground tactical plan. Coordinated and clear bump planning saves perishable time prior to takeoff. It is important to know specifically what and why something is bumped so it does not negatively impact the ground tactical plan. This also applies to PAX aircraft. Every effort must be made to ensure key leaders and weapon systems are, at a minimum bumped, to get to the objective area when a chalk aircraft goes down.

A1.10.18.7. Multiple Heavy Equipment Point of Impact: This improvement in tactics shortens the assembly and firing time standard. An important part of multiple HEPI employment is the location of intended drop, coordinate format and datum, and clear understanding of which chalk load is for which PI. Formation position, parking order and procedures can be limiting factors if not planned correctly.

A1.10.18.8. Alibi Accountability: This is a critical subject for Army leadership. It is vital every paratrooper is accounted for after an airdrop. It is unforgivable to have an injured individual not receive immediate medical attention. Ensure crew and formation leads quickly provide the appropriate information ASAP after drop complete.

A1.10.18.9. Ground Transportation for Heavy Drop Loads: Timeline changes by either Air Force or Army affect logistic pieces. It is vital support units are immediately and clearly notified of mission changes.

Attachment 2

JOINT MISSION BRIEFING

A2.1. Airborne Commander and Mission Commander Joint Mission Brief (JMB) (Ref 82nd Abn Div ASOP, Chapter 4, Pages 4-39 - 4-43).

A2.1.1. During large tactical drops (battalion or larger) or operations entailing special requirements, the Airborne Commander will conduct a joint mission briefing with the Air Mission Commander/Air Crews.

A2.1.2. The Air Mission Commander/Air Crews are normally available three to four hours prior to take-off The Airborne Commander briefing must be pre-coordinated at the G3 Air meeting held Monday the week prior to the Operation.

A2.1.3. Joint Mission Briefing (JMB).

A2.1.3.1. Definition: The JMB is an information briefing conducted between the USAF AMC and the Army Airborne Commander. It doesn't replace the Air Force formation brief or the Jumpmaster/Crew briefing. The JMB briefly informs and answers questions about each participant's role in the exercises/mission.

A2.1.3.2. The JMB participants are:

A2.1.3.2.1. Overall USAF Air Mission Commander (conducts the JMB).

A2.1.3.2.2. Army Airborne Commander and designated staff members.

A2.1.3.2.3. General Officer for all JRTX/BN and larger operations.

A2.1.3.2.4. Mission Commander formation leaders, and crew members as needed by the AMC.

A2.1.3.2.5. STS Mission Commander (normally from the 21st Special Tactics Squadron).

A2.1.3.2.6. Air Force Weather Briefer.

A2.1.3.2.7. Air Force Intelligence Officer.

A2.1.3.2.8. ALO/TALO (TACP) as required.

A2.1.3.2.9. G-3 Air/ALCO.

A2.1.3.2.10. 3 APS Representative

A2.1.3.3. The JMB is required for each large package mission, EDRE, JRTX, off post training (OPT), and actual contingency missions. The JMB is required because the USAF and Army commanders are different each time. Small formations transporting VIP’s during JRTX will also require a JMB.

A2.1.3.4. The overall Air Mission Commander is responsible for the conduct of the briefing; however, the Army unit is responsible for coordinating specific requirements with the USAF. Normally, the JMB is conducted in the auditorium of Building 900, PAFB. Location change requires joint coordination/approval.

A2.1.3.5. The JMB should be conducted one to two hours before PAX load time. The units must confirm the location for the briefing through the G-3 Air/ALCO. Plan thirty minutes for the JMB. The JMB is not a decision briefing; all information is coordinated with the USAF through the G-3 Air/ALCO prior to the briefing.

A2.1.3.6. The best time to coordinate for all large packages is NLT 2 days before the mission. Normally, the USAF crew uses the day prior to the mission as a planning day to finish all mission details. There is very limited time available for coordination the day of execution. G-3 Air should FAX or e-mail all information to the Air Wing prior to the positioning day.

A2.1.3.7. En route communications, load plans, and bump plans:

A2.1.3.7.1. SECOMP requires three seats onboard the aircraft, one for the receiver/transmitter, and two for the operators.

A2.1.3.7.2. Use of TACSAT hatchmounts (if available) is usually limited to the Division and Brigade Commanders. Contact the ADSO, 82d ABN DIV for detail information or special requirements.

A2.1.3.7.3. Hatchmount antenna installation requires approximately 3 hours on the ground before PAX load (each installation requires custom fitting). The USAF requires an airframe specialist to install the antenna and troubleshoot the system.

A2.1.3.7.4. When designing your bump plan, consider COMMS requirements, and the time required/available to execute the bump plan. A simple plan always works better under time constraints.

A2.1.3.7.5. When designing your load plan, ensure SECOMP and TACSET supports the physical location of key personnel (i.e. Bde Cdr on right door, TACSET on right door).

A2.1.3.8. S-3 or S-3 (Air) will arrive at Building 900 at least thirty minutes prior to the briefing. He will provide the USAF detailed information for the JMB. Don't wait to the JMB to coordinate abort criteria, door bundle procedures, bump plan etc.

A2.2. SEQUENCE OF BRIEF

A2.2.1. TIME HACK

A2.2.2. Introduction by Air Mission Commander

A2.2.2.1. Senior Army Commander

A2.2.2.2. Senior Air Force Commander

A2.2.2.3. Other participating units as required

A2.2.3. WEATHER

A2.2.3.1. USAF briefs general weather conditions/forecast, and the impact on the overall mission.

A2.2.3.2. It includes:

A2.2.3.2.1. General weather trends.

A2.2.3.2.2. Weather along proposed routes.

A2.2.3.2.3. Weather over DZ/LZ/FLS with special emphasis on visibility, cloud base, and surface winds

A2.2.3.2.4. Winds at drop altitude.

A2.2.3.2.5. Weather at return base.

A2.2.3.2.6. Ceiling/visibility at drop zone(s) and objective area critical for supporting pre-assault fires, CAS, etc.

A2.2.4. INTELLIGENCE

A2.2.4.1. The USAF and airborne unit's Intelligence Officers coordinate prior to the JMB to present a joint scenario.

A2.2.4.2. The briefing should be limited to enemy location, activities, and capabilities that can influence the aircraft formation and the safe execution of the airborne assault.

A2.2.4.3. The most important information revolves around the enemy/threat's air defense capabilities (aircraft, anti-aircraft weapons, small arms fires, etc.).

A2.2.4.4. The enemy scenario for LPW will be designated by G-2, 82d ABN DIV.

A2.2.5. Air Mission Commander Brief for Personnel (PAX) and Heavy Equipment (HE)

A2.2.5.1. Routes: General overview of the air routes (courses, tracks, times, and distances) to be used during the mission. It includes the overall scheme from departure airfield to arrival at the drop zone(s). It includes key terrain features, force rendezvous (FRV) and Air Check Points (ACP), and significant changes in direction, altitude, and airspeed.

A2.2.5.2. Formations: General type of formation en route and at arrival to the drop zone/objective. Type of flight route to be used (IFR/VFR). Show graphically the position of loads/chalks in the overall formation Brief the latest time for aircraft to join formation if multiple departure airfields are used. Explain concept/scheme of maneuver of other aircraft operating as part of the air package - CAP (escort), CAS, AC 130, airborne C2 platforms, etc.

A2.2.5.3. En route Communications Plan: The Assistance Division Signal Of ricer (ADSO) must coordinate with G3 Plans/Operations and G3 Air for any special communications requirements.

A2.2.5.3.1. Identify aircraft with SECOMP and/or TACSAT equipment and any other special communication requirements.

A2.2.5.4. Drop Altitude: AMC will confirm drop altitude with the airborne commander.

A2.2.5.5. Drop Air Speed: AMC will confirm drop speed with the airborne commander.

A2.2.5.6. Drop Zone: A VGT transparency of the drop zones will be used to brief the following:

A2.2.5.6.1. Name of DZs

A2.2.5.6.2. Length/width

A2.2.5.6.3. Seconds available

A2.2.5.6.4. Direction of flight/drop heading

A2.2.5.6.5. Type of exit to be used (mass exit or ADEPT)

A2.2.5.6.6. Location of P-PI and HE-PI

A2.2.5.6.7. Confirmation of time warnings:

A2.2.5.6.7.1. Two hours, thirty minutes for in-flight rigging

A2.2.5.6.7.2. Twenty minutes

A2.2.5.6.7.3. Ten minutes

A2.2.5.6.7.4. One minute

A2.2.5.6.7.5. Thirty seconds

A2.2.5.6.7.6. Ten seconds if jumping under AWADS or dropping door bundles.

A2.2.5.6.7.7. Show/explain what the Jumpmaster is going to see from each troop door.

A2.2.5.7. Refueling Operations: If planned or required (before or after drop), state duration and divert base location.

A2.2.5.8. Abort Criteria: Should be decided jointly before the JMB. Mission priority and follow-on missions must be considered during the coordination meeting. Criteria must address number and duration of racetracks.

A2.2.5.9. Adverse Weather Aerial Delivery (AWADS), Station Keeping Equipment (SKE), Zone Marker (ZM): Explain the minimum DZ weather conditions required to complete the mission using AWADS/SKE/ZM procedures. A minimum ceiling of 200-feet and a minimum visibility of 1/2 mile for personnel and equipment are imposed for tactical training. Is aircraft AWADS/SKE capable/equipped?

A2.2.5.10. USAF Summary Flow Sheet: AMC will show the general airflow for the operation.

A2.2.5.10.1. Verify all critical times (load, station, takeoff, and TOT).

A2.2.5.10.2. Number and type of spare aircraft available. Time required to change crew and PAXs to spare aircraft.

A2.2.5.10.3. No./type aircrew should be numbered by chalk order.

A2.2.5.10.4. Parking spots should be listed alphanumerically.

A2.2.5.10.5. COMMS column should indicate if aircraft are SECOMP or TACSAT equipped.

A2.2.5.10.6. Remarks section should indicate number of CDS, type of HE, and number of PAX per aircraft.

A2.2.5.10.7. Location of Key leaders should be addressed as well.

A2.2.6. SPECIAL TACTICS TEAM

A2.2.6.1. STS will use VGT transparency of the DZs to illustrate:

A2.2.6.1.1. DZ markings.

A2.2.6.1.2. Location of HE-PI (single/multiple delayed release points): Explain DZ markings.

A2.2.6.1.3. Zone marker channels for HE/PE formations, location of Zone Markers to include lat/long coordinates and elevation.

A2.2.6.2. Communications plan/no drop signals (primary/alternate)

A2.2.6.3. Troop movement plan on/off DZ during FLS operations following a PAXs' drop. Specific safety advisories and basic “do’s and don'ts.”

A2.2.7. ALO/TALO (TACP)

A2.2.7.1. Integration of en route escort, CAS and pre-assault fires.

A2.2.7.2. Type/number of aircraft and sorties available.

A2.2.8. Army Airborne Commander Brief Ground Tactical Plan

A2.2.8.1. Brief statement of unit's mission/ground tactical plan which should include mission statement and commanders intent. Remember that it’s important to explain to the USAF how our tactical operation depends upon their delivery our personnel and equipment to the drop zone.

A2.2.8.2. Assembly areas in relation to the DZ, PPI, and HEPI(s).

A2.2.8.3. Ground tactical plan: Simply, brief the location of the objective, and what is it that you're doing. Airborne Commander should show operational graphics over a transparency of the DZ/Area of Operation.

A2.2.8.4. Bump plan: Must be previously coordinated through the ALCO and during the outload coordination meeting, aerial port, aircrews, and deploying unit during the Outload Coordination Briefing. State your unit's bump plan (priority and sequence); state the time required to execute plan, number of personnel to be bumped, etc. Unit must keep in mind that the bump plan should account for location of key personnel and COMMS requirements (TACSAT hachmounts, etc.). Identify location of key personnel down to Task Force level.

A2.2.8.5. Inflight checkpoints

A2.2.8.6. Safety considerations.

A2.2.9. AIRLIFT COORDINATION OFFICE (ALCO). The ALCO is not required to brief, however, he will be available to answer questions as required (parking plan, spares hot spots, etc.).

A2.2.10. COORDINATING INSTRUCTIONS: Briefed by Army deploying unit.

A2.2.10.1. Execution Checklist calls. Explain procedure and critical calls concerning airborne assault (JACC/CP Operations, etc.).

A2.2.10.2. Special instructions concerning in-flight emergencies towed jumpers, etc.

A2.2.10.3. SOP for counting jumpers left onboard - Army Jumpmasters/Safeties account for personnel and relay to USAF Loadmasters, etc.

A2.2.10.4. Offloading of non-jumpers (safeties, alibis, etc.).

A2.2.10.5. Door bundle procedures: Explain the procedure and request that the loadmaster give Jumpmaster a 10-second time warning and a 5-second countdown. Bundle will be released on green light only.

A2.2.10.6. Verify earliest time aircraft will be available for Jumpmaster inspection

A2.2.10.7. Army Airspace Command and Control (A2C2) coordination: Review positive and/or procedural Airspace Control Measures (ACME that will be in effect during the airborne assault. Consider Army helicopters, Special Electronic Mission Aircraft (SEMA), or Remotely Piloted

Vehicle (RPV, participating in the operation at the time of the assault). Ensure there is no airspace conflict.

A2.2.11. QUESTIONS before commanders' comments.

A2.2.12. COMMANDER'S COMMENTS (in order of rank – General Officer goes last)

A2.2.12.1. Air

A2.2.12.2. Ground

A2.2.12.3. Host

A2.2.12.4. Overall Commander

Attachment 3

SAMPLE EXECUTION CHECKLIST

Table A3.1. Example Execution Checklist for LPW

LINE#	EVENT	FREQ	TO:	FROM:	CODE WORD	SCHED(Local)	ACTUAL(Local)
101	Heavy Equip Upload Complete 2xC-17	Purple	CP	BASCO XX Lead	Avanti		
102	Heavy Equip Upload Complete 3xC-130	Purple	CP	JILL XX Lead	Pinto		
103	Personnel Upload Complete 6xC-141	Purple	CP	CABOT XX Lead	Charger		
104	C-17 Taxi with chalk numbers	Purple	CP	BASCO XX Lead	Studabaker		
105	C-130 Taxi with chalk numbers	Purple	CP	JILL XX Lead	Rambler		
106	C-141 Taxi with chalk numbers	Purple	CP	CABOT XX Lead	Cuda		
107	C-17 Heavy Departure with chalk numbers	Purple/ Blue	CP/Air MC	BASCO XX Lead	Gremlin		
108	C-130 Heavy Departure with chalk numbers	Purple/ Blue	CP/Air MC	JILL XX Lead	Edsel		
109	C-141 Personnel Departure with chalk number	Purple/ Blue	CP/Air MC	CABOT XX Lead	Road Runner		
210	C-17 Heavy Drop Complete with alibis, Holland DZ	Purple	CP	BASCO XX Lead	Pacer		
211	C-130 Heavy Drop Complete with alibis, Holland DZ	Purple	CP	JILL XX Lead	Bug		
212	C-141 Personnel Drop Complete with # passes and alibis, Holland DZ	Purple	CP	CABOT XX Lead	Super Bee		
213	Aircraft Status C-130 HE Maintenance/Fuel requirements	Purple	CP	JILL XX	Metro		
214	Aircraft Status C-17 HE Maintenance/Fuel requirements	Purple	CP	BASCO XX	Steamer		

LINE#	EVENT	FREQ	TO:	FROM:	CODE WORD	SCHED(Local)	ACTUAL(Local)
215	Aircraft Status C-141 PER Maintenance/Fuel requirements	Purple	CP	CABOT XX	Dart		
116	C17 Land KPOB with #	Purple	CP	BASCO XX	Desoto		
117	C130 Land KPOB with #	Purple	CP	JILL XX	Jeep		
118	C-141 Land KPOB with #	Purple	CP	CABOT XX	Demon		

Attachment 4

SAMPLE CEOI FREQUENCY MATRIX

	C/S - _____ VCSL - _____	MODE 2 _____		AIRCRAFT TYPE	C-17 Heavy Equipment	C-130 Heavy Equipment	C-141 Personnel	A-10 Escort	ABCCC	AWACS	KC-135 Tanker 1									
FREQUENCY CODE	M = MANDATORY X = AS REQUIRED #= SECURE	PRI/UP	SEC/DN	CALLSIGN	BAS CO 70	TILL 80	CAB OT 90													
	COMMAND NETS																			
PURPLE 1	POPE CP (PURPLE)				M															
PURPLE 2																				
PURPLE 3	HF CP																			
PURPLE 4	SAT																			
	F/W NETS																			
BLUE 1	F/W MSN CC (BLUE)	000.0	000.0		M	M	M	X	M											
BLUE 2	C-17 HE	000.0	000.0																	
BLUE 3	C-130HE	000.0	000.0																	
BLUE 4	C-141 PER	000.0	000.0																	
BLUE 5	KC-135 COORD	000.0	000.0																	
BLUE 6	KC-135 COORD	000.0	000.0																	
BLUE 7	ABCCC	000.0	000.0																	
	FIRE NETS																			
RED 1																				
RED 2																				
	R/W NETS																			
ORANGE 1	HELO COMMON	000.0	000.0																	
	GROUND NETS																			
BROWN 1	KFOB ATIS	000.0	000.0																	
BROWN 2	CLEARANCE DELIVERY	000.0	000.0																	
BROWN 3	KFOB GND CONTROL	000.0	000.0																	
BROWN 4	KFOB TWR	000.0	000.0																	
BROWN 5	FAY ATC SE	000.0	000.0																	
BROWN 6	FAY ATC NORTH	000.0	000.0																	
BROWN 7	FAY ATC SW	000.0	000.0																	
BROWN 8	RANGE CONTROL	000.0	000.0	X	X	X	X													
BROWN 9	CCT SI	000.0	000.0																	
	OTHER NETS																			
YELLOW 1	HFF MacKall TWR	000.0	000.0																	
YELLOW 2	GUARD/STOP BUZZ	000.0	000.0	M	M	M	M	M	M	M	M									
YELLOW 3	POPE DISPATCH	000.0	000.0																	
YELLOW 4	POPE METRO	000.0	000.0																	
YELLOW 5	KFAY TWR	000.0	000.0																	
YELLOW 6	FSS Raleigh Radio	000.0	000.0																	
YELLOW 7	KDZC WashCTZ Low	000.0	000.0																	

Attachment 5

ALCO SOPS

A5.1. ALCO STANDARD OPERATING PROCEDURES DURING LARGE PACKAGE WEEK :

A5.1.1. An ALCO NCO is present at the CP console from pre-load activities to receipt of drop zone. Flash report (approximately 3-4 hours after the last TOT).

A5.1.2. The ALCO is the Army's single POC for issuance of both planning and actual load plans to USAF elements.

A5.1.3. The Air Mission Commander/Planner designates the USAF single POC for receipt of all load plans.

A5.1.4. Individual aircrews/planners will receive load plans from the designated USAF POC. Normally, the ALCO will present the POC with actual load plans NLT one hour prior to the Outload Brief, except when two mission sorties are covered in one Outioad Brief.

A5.1.5. The Air Mission Commander provides the ALCO with the chalk order (include any deviations to parking and flying order), to include tail numbers for the mission NLT one hour prior to the Outload Brief The ALCO will notify the appropriate Army elements.

A5.1.6. The ALCO will attend the Outload Brief

A5.1.7. The ALCO will provide the Air Mission Commander/Planner communications with the Airborne Commander through the Airborne Commander's DACO.

A5.1.8. Both Army and USAF elements will relay ANY changes through the CP and ALCO to ensure that all appropriate agencies receive timely notification of the change.

A5.1.9. The ALCO will provide the Air Mission Commander/Planner with the number of pax manifested and number of alibis returned, and total number jumped, by chalk number, after all aircraft have returned to base.

A5.1.10. The ALCO will assist with the resolution of any issues that arise involving Army units.

A5.1.11. The ALCO will assist in the expeditious relaying all Off-DZ strike information as it becomes available through the normal channels.

NOTES:

NOTE 1: The ALCO does NOT have any means of direct communications with the DZSO, STS, or any elements on the Drop Zone.

NOTE 2: The ALCO section exerts all efforts to support the Large Package Week mission, however, does not have the manpower nor equipment to dedicate total focus exclusively to that mission. We appreciate your cooperation and understanding with the fact that we are also supporting various other units and their airborne/airlift missions, simultaneously, during Large Package Week.

NOTE 3: The ALCO NCO or CP Controllers will contact the ALCO NCOIC if their presence is needed. The NCOIC is available on a 24 hours per day, 7 days per week basis.

A5.2. 82 nd AIRBORNE DIVISION UNITS

DIVISION ARTILLERY

1st BATTALION, 319th FIELD ARTILLERY
2nd BATTALION, 319th FIELD ARTILLERY
3rd BATTALION, 319th FIELD ARTILLERY

DIVISION AVIATION

1st BATTALION, 82nd AVIATION
2nd BATTALION, 82nd AVIATION
1st SQUADRON, 17th CAVALRY

DIVISION SUPPORT COMMAND

Attachment 6

43 AW COORDINATION MESSAGE

A6.1. THE TYPICAL 43 AW COORDINATION MESSAGE WILL INCLUDE:

A6.1.1. PERSONNEL

A6.1.1.1. One 2T2XI outload coordinator from the Mission Commanding Wing will be available to the 3APS and to supervise the redeployment of cargo and personnel. This individual must be able to load, plan, and complete shippers declarations. We also require this individual to remain on station until the last aircraft departs. This Mission Command unit should bring copies of all shippers declarations and load plans to facilitate the outload.

A6.1.1.2. All crew chiefs that participate will be **performing nonflying duties** while deployed.

A6.1.1.3. Per AMC OPORD 17-76 support personnel will be sourced through HQ AMC LGRM.

A6.1.1.4. All aircraft maintenance specialists that deploy must receive additional training to perform APG tasks such as marshaling and refueling. All deployed maintenance personnel will integrate with and be under the supervision of the 743 MXS/CC

A6.2. EQUIPMENT AS TASKED

A6.2.1. C- 141 TA Segment RSP and SO Segment RSP (SKE) with special attention to SKE RT's and coder/decoder will be required.

A6.2.2. All aircraft will arrive configured for their specified missions, i.e. ADP2 configurations for PAX missions and slick floor for heavy drop missions.

A6.2.3. Try to load heavy drop A/C with WRSK and other equipment to eliminate need for reconfiguration at Pope AFB.

A6.3. The Mission Commanders will contact and be briefed by the 43 OG/CDJ no later than five working days prior to arrival, DSN 424-7339.

A6.4. To limit confusion, all requests for logistical and base operational support at Pope AFB will be coordinated through the 43 AW/XP. This allows us to ensure you receive the support you need. Wing planners will not contact Pope AFB agencies without initial coordination with the 43 AW/XP.

A6.5. Provide the following information:

A6.5.1. Names and AFSCs for Maintenance and Aerial Port for lodging purposes and shift schedules. Send any changes immediately.

A6.5.2. All vehicle requirements, both rental and GOV, contact the 43d Transportation (LGTO) for help when sizing your requirement.

A6.5.3. Lead Mission Commander by name, office and phone.

A6.5.4. Inbound load plans, taxing them is best.

A6.5.5. Any required government forms, i.e. AF Form 616 for rentals.

A6.5.6. A copy of all Mission Frogs to include alert times so transportation can accurately meet your crew transport requirements.

A6.5.7. The APS Liaison must contact 3 APS ATOC, at DSN 424-7228 no later than five duty days prior to arrival.

A6.5.8. Senior Maintenance person from each unit must contact the 743 MXS at DSN 424-6015/16, Fax 6008, NLT 10 days out for coordination purposes concerning deploying personnel.

A6.5.9. Wings must send aircrew orders to 43 AW Lodging Office (SVML) no later than 1500 one duty day prior to arrival. These should be complete with minimal or no changes.

A6.6. VEHICLES ARE SUBJECT TO AVAILABILITY The person who signs out a vehicle from the 43d Transportation Squadron (Vehicle Operations Flight) will be held responsible for cleanliness and damages. Help us to ensure you have vehicle support by cleaning all vehicles and returning them to transportation. Do not leave a vehicle off base. If the host can't support this request, an AF Form 616 will be required for rental vehicles. Do not delay in forwarding this document. A minimum of three workdays is required for processing this document through contracting and transportation.

Attachment 7

AERIAL PORT OPERATIONS

A7.1. STANDARD POLICIES

A7.1.1. The appropriate number of cargo net sets and tiedown equipment must accompany each aircraft. 3 APS will not provide these assets.

A7.1.2. Aircrews will be responsible for providing their own water coolers due to minimal on-hand supply levels

A7.1.3. Appropriate dunnage should accompany all 463L pallets

A7.1.4. Shoring kits will be provided by the using unit

A7.1.5. ERO's will only be accomplished if supporting "training" requirements and must be coordinate through the CP and the Air Terminal Operations Center to ensure appropriate resources are available. Reference Section **5.6.** of this Instruction for specific guidelines.

A7.1.6. Fleet Service is not equipped to store or perform maintenance on comfort pallets

A7.2. LARGE PACKAGE OPERATIONS

A7.2.1. All aircraft must be pre-flighted and properly configured NLT scheduled load time.

A7.2.2. K-Loaders will be pre-positioned behind the aircraft 15 minutes prior to scheduled load time

A7.2.3. At load time, cargo or personnel will be crossing the threshold of the aircraft ramp.

A7.2.4. Aircrews will not load personnel without completed passenger manifests.

A7.2.5. If a spare aircraft will be utilized, it must be pre-flighted and properly configured prior to executing a bump plan.

A7.2.6. Latest bump plan for a complete passenger chalk will be initiated NLT scheduled load time.

A7.2.7. Latest bump plan for key passengers only will be initiated NLT scheduled block time.

A7.2.8. Latest bump plan for heavy/airland chalks will vary depending on complexity of load and will be finalized during the daily outload coordination briefing.

A7.2.9. For most expedient loading, MHE spotting will be accomplished by an Aerial Port load team member.

A7.2.10. All transient units in place for Large Package operations will provide one load plan qualified Outload Coordinator for depositioning aircraft.

A7.2.11. Outload Coordinators will report to the Air Terminal Operations Center upon arrival.

A7.2.12. Outload Coordinators will ensure all cargo documentation is completed and accurate.

A7.2.13. Plastic will often accompany heavy airdrop loads during periods of potential adverse weather. Aircrews will accept plastic with their platforms to ensure chutes are protected from weather should a no-drop occur and download is required.

A7.2.14. Should a "lightning within 5 nautical miles" call be made, personnel chalks will remain on the aircraft if already loaded.

A7.2.15. Should a "lightning within 5 nautical miles" call be made prior to the loading process, personnel chalks will be directed to the PAX shed.

A7.2.16. Aircrews will not direct personnel chalks to de-rig until Mission Commander approval is received.

A7.3. OPERATIONAL READINESS INSPECTIONS

A7.3.1. The 3d Aerial Port Squadron has operational control over loading operations for all aircraft on Pope Air Force Base.

A7.3.2. Deployed unit personnel will be integrated into all applicable activities of the Aerial Port.

A7.3.3. The Aerial Port does not have the assets available to provide deployed units with LMRS.

A7.3.4. The Aerial Port does not have the facilities available to provide deployed personnel with adequate workspace.

A7.3.5. All deployed TALCEs must coordinate with the Air Terminal Operations Center and CP throughout the duration of the inspection period.

A7.3.6. Deploying units will send appropriate representation to all planning and coordination meetings prior to arrival to ensure expectations meet with available resources.

A7.3.7. In order to meet the needs of the Aerial Port's wartime mission, all planning and execution activities involving Emergency Deployment Readiness Exercises will be conducted under Aerial Port supervision. Deployed units will not "stand alone."

POINTS OF CONTACT

(DSN 424-XXXX/Comtnercial 910-394-XXXX)

Commander	7225
Operations Officer	7260
Air Terminal Operations Center	7270/7271/7268
Scheduling	7274/7275n276
Air Freight Flight	7738/7740
Fleet Service Flight	7263/7264
Passenger Service Flight	6527
Aerial Delivery Service Flight	7282
Loadmasters	7241

NOTE: All questions and information coming into the Aerial Port should be routed through the Air Terminal Operations Center to ensure efficient coordination with other work centers

Attachment 8

CAPSTONE PLANNING GUIDE

A8.1. TYPICAL AIRFIELD SEIZURE TIMELINE (VFR)

TIME	EVENT	NOTE
H-3+20 to 3+05	DV Drop TOTs (Static Line, and Airland)	1
H-05	5 min. block for fighter DZ prep	2
H+00	HE (4 x C-130) TOT	
11+03 to 05.7	PERS (6 x C- 1 41 or C- 1 30 equivalents)	4
TBD	Continuing close air support, on call through TACP in coordination with STS	3

NOTES:

NOTE 1: Typically, the Army will request the static line drop just 20 minutes after takeoff, followed I 0 minutes later by the airland.

NOTE 2: Specific timing is coordinated between the 2 fighter packages and TACP and briefed at the Pre-JMB and JMB.

NOTE 3: Coordination of the after drop attacks is done in conjunction with the ground forces S3. Attack helicopters may supply close air support.

NOTE 4: Joint Mission Briefing (JMB) will be conducted approximately 2 hours prior to personnel load time at conference room, bldg. 900. Briefing is conducted IAW 82d ASOP, (Edition V). Copy of format at ALCO's office.

A8.2. TYPICAL AIRFIELD SEIZURE TIMELINE (IFR--Below 1500/5)

TIME	EVENT	NOTE
H- 3+20 to 3+05	DV Drop TOTs (Static Line, and Airland)	1
H+00	HE (4 x C- 130) TOT	
H+10 to 11.7	PERS (6 x C- 1 41 or C- 130 equivalents)	3, 4

NOTES:

NOTE 1: If the weather is below 150015, the static line missions will drop via AWADS and the airland missions may go if the LZ and winds allow. It is possible that only the static line missions will drop with the DVs will moving to the LZ via bus or helicopter.

NOTE 2: The CDS aircraft and 4 HE aircraft will fly SKE formation for the drop. The CDS will be alone in the first element, the 4 HE will form the second element. Some modifications may be required

if there are multiple points of impact desired, or if the loads are significantly different to require different CARPs (example: HMMWV + howitzer weighing 22 K versus a Sheridan weighing 37K).

NOTE 3: In this plan, there are 8.3 minutes between the last HE and the first PERS. If an IFR racetrack is flown, times will compress slightly to 6.5 minutes on the re-attack due to dissimilar airspeeds between the MDS on slowdown. This is only necessary if the two packages are considered separate, and not @RSA. If separation procedures are briefed (SKE on same freq. with SLEN, or Air to Air TACAN) MARSA could be established and the separation could be reduced. Recommend both C-130 and C-141 packages fly the same IFR return to the DZ (racetrack) to simplify deconfliction.

NOTE 4: Joint Mission Briefing (J-MB) will be conducted approximately 2 hours prior to personnel load time in the conference room, bldg. 900. Briefing is conducted IAW 82d ASOP, (Edition V). Copy of JMB format at ALCOs office.

A8.3. MISSION COMMANDER'S CHECK LIST (Assumes D-Day is execute day, D-1 is practice)

A8.3.1. D-DAY MINUS 14 DAYS.

A8.3.1.1. Insure all aircrew meet the requirements in paragraph 7 of this guide.

A8.3.1.2. Obtain all Forms 612R for airlift forces. These are the agreements made at the JA/ATT conference. Verify the numbers of aircraft and timing. Compare with the normal JRTX tasking note differences to discuss with division Air/Brigade S-3.

A8.3.1.3. Identify and meet with 43 AW airlift Mission Commander/planner to discuss general concept of operations, VMC and IMC options.

A8.3.1.4. Contact supporting C-141 wing current operations to verify arrival times at Pope AFB. If unacceptable, change so that there is plenty of time for-the JMB. Request through 43 OG/CC that the C- 141 unit send a planner to be in place Pope NLT D-3.

A8.3.1.4.1. Contact tasked Army brigade S-3 to verify times, numbers of aircraft SATCONVSECOMPS requirements, any hot cargo (often howitzers will have a basic load of ammo. Inquire about, but do not offer static displays).

A8.3.1.4.2. Discuss your parking plan with Green Ramp Parking Coordinator (located in 43OSS/OSO). If there is no hot cargo (a rarity) then it is best to put all aircraft on green ramp for the launch. This helps AMCC and your ramp-co to monitor the launch. 175 requirements, aircraft fuel loads.

A8.3.1.4.3. Verify that 23 FG fighters have been tasked and are planning to support.

A8.3.1.4.4. Check with 43 OSS/OSO range scheduling to see if range has been scheduled.

A8.3.1.4.5. Schedule a D-3 team meeting. Participants should be: Mission Commander, supporting squadron operations and maintenance officers, pilot and navigator planners, C-141 tactics planners, 3 APS, brigade S-3, and ALCO, 18 ASOG/ 1 4 ASOS, and STS.

A8.3.1.4.6. Schedule conference room, Bldg 900 for JMB.

A8.4. D MINUS 7 DAYS.

A8.4.1. Discuss and obtain support personnel requirements with the C-130 squadron operations officer(s):

A8.4.1.1. Launch Control, if DV lift is planned (field grade) Launch Control, Main Force (field grade, plus experienced FE and LM)

A8.4.1.2. Tower Officer (only if the main force departs in heavy 43 AW traffic)

A8.4.1.3. AMCC focal point (an aircraft commander very familiar with the plan that can sit in the AMCC to resolve issues for the main force)

A8.4.1.4. Briefing, officers (normally 2, C-13 0 pilot and navigator)

A8.4.2. Source LMRs for Launch Control, AMCC rep, Mission Commander. Prepare a call sign list.

A8.4.3. Contact brigade S-3 to see if anything, has changed (Probably won't have load plans but should know equipment types, hot cargo, and planned load weights)

A8.4.4. Contact Green Ramp Parking Coordinator to set up the parking plan (should have a good picture of other requirements by this time).

A8.4.5. Share above information with MDS Mission Commanders/planners.

A8.4.6. In coordination with airlift squadrons (both ops and maintenance), 3 APS, publish a load schedule for the practice day (D- 1) and D-Day.

A8.4.7. Obtain copy of 82d JMB format.

A8.4.8. Start briefing officers on their briefings. Normally have the pilot or navigator briefer for the airlift portion brief the JMB.

A8.5. D MINUS 3 DAYS

A8.5.1. Conduct D minus 3 briefing/meeting (see attached outline).

A8.5.2. Dry run JMB. This is an option available to the Mission Commander. If this option is chosen ensure that the room is reserved and that the fighter representative, TACP, and STS attend. Invite 82d executing, unit for a joint rehearsal.

A8.5.3. Coordinate with Fleet to have water and cups on the aircraft NLT 3 hours prior to departure. (Do not wait for final fleet).

A8.5.4. Personally meet the C-141 Mission Commander upon his/her arrival. Prepare a "take along" package of mission details to take to crew rest. (Assumes C-141 arrives the day prior).

A8.5.5. Obtain load plans from S-3 Air/ALCO. Distribute to C-130 squadrons and 3 APS.

A8.6. D MINUS I DAY (PRACTICE DAY)

A8.6.1. Brief DV field grade launch control officer on the plan. (You will not be able to monitor the DV launch because it happens simultaneously with the JMB).

A8.6.2. Monitor practice day pre-launch activities.

A8.6.3. Query the ALCO: Will General Officer(s) attendance the JMB or be jumping?

A8.6.4. Armed with 3 above, find out who from the 43 AW command structure will attend the briefing.

A8.6.5. Execute the practice mission.

A8.6.6. Ensure MDS Mission Commanders/planners attend appropriate debriefs.

A8.6.7. If the CDS and HE aircraft will reload after the practice mission, monitor this process. If there are any broken aircraft that will delay loading, make sure the squadron has a plan.

A8.7. D-3 DAYS MEETING OUTLINE

A8.7.1. GENERAL

A8.7.1.1. Timelines

A8.7.1.2. Anticipated Loads

A8.7.1.3. Parking Plan

A8.7.1.4. Anticipated Weather and Options

A8.7.2. SUPPORT

A8.7.2.1. C-130 preflight and Loading Schedule (both days)

A8.7.2.2. Fleet Service on D-Day (Water by 3 hours prior to launch)

A8.7.2.3. Preposition air cart on Green Ramp (624 MS) and Preposition air cart on hot spots (Pope Airlift Sqn)

A8.7.2.4. Spares Plan

NOTE: Can dismiss maintenance officers, AMCC, 3 APS at this time

A8.7.3. OPERATIONS

A8.7.3.1. Winds Out of Limits Agreement (usually, first pass, if winds are out of limits for personnel, the entire package no drops. On the second pass, anything, that can drop will drop)

A8.7.3.2. Alibi Procedures (usually reports only, no racetrack for alibi)

A8.7.3.3. Anticipated PERS green light time

A8.7.3.4. PERS drop altitude (includes MCI -1 considerations)

A8.7.3.5. Multiple Points of Impact

A8.7.3.6. Fixed wing comm. plan (includes SATCOM requirements and deconfliction)

A8.7.3.7. Fighter timeline, targets, routine, and deconfliction

A8.7.3.8. TOT slip procedures

A8.7.3.9. Post drop close air support coordination

A8.7.3.10. Joint JMB rehearsal

A8.7.3.11. Taxi Plan

A8.7.3.12. Airlift Abort Plan

A8.7.3.13. Bomb Simulators on ground

A8.7.4. JRTX/CAPSTONE Lessons Learned

A8.7.4.1. Ensure 3 APS and 743 MXS are invited to the JMB

A8.7.4.2. Load time for the HE and CDS loads will be rescheduled a minimum of 30 minutes after the Joint Weather Decision Brief Early HE/CDS load times came about as a result of delays due to thunderstorms occurring in late afternoon during the summer months. The solution was to load earlier during the summer months. This turned into permanent load times way out in front. Not necessary all the time.

A8.7.4.3. A call must be made to Fayetteville Approach early each morning to confirm they have the day's game plan for C-17/C- 141/C- 130 aircraft in support of the JRTX/CAPSTONE and that they have a clear understanding of the overall air picture for the event. While we have had proper representation at our planning meetings from FAY, the schedule has not been getting to the day/ night shift personnel on the day of the event.

A8.7.4.4. A call must be made to Base Operations and tower early each morning to confirm they have the day's game plan (controlled takeoff times/field closure NOTAMed) for C-17/C-141/ C-130 aircraft in support of the JRTX/CAPSTONE.

A8.7.4.5. A Comm plan (CEOI) must be developed and distributed in a timely manner.

A8.7.4.6. Early coordination must occur to identify all the MDS Mission Commanders to the overall Mission Commander, and then tie them together so everyone knows all the key planning/ briefing times (Planning sessions, JMB, Outload Brief, AAR, etc.,)

A8.7.4.7. All failures can be overcome if there is enough time remaining before the airfield seizure to correct the problems. Airborne aborts of live loads (paratroopers or equipment) are very difficult to recover. Time is the critical element. The Mission Commander needs to push all actions out as far as possible to win time to recover from a failure. Typical failures: aircraft malfunctions, load rejects, MHE failures, and the weather. The key is to shift most Pope AFB operations as far in advance as practically possible. For example, for day to day training, C-130 crews load heavy equipment 3+30 prior to takeoff. This results in little time to correct problems with the load.

Attachment 9

POINTS OF CONTACT

(Local dialing: 394-XXXX)

Agency	Office Symbol	DSN Number	DSN Fax
Plans	43 AW/XP	424-1778	424-2372
Command Post	43 AW/CP	424-9038	424-9086
G-3 Air	82 ABN/G3	432-0784	432-1814
Army ALCO	43 AW/CPO	424-9024	424-9096
ATOC	3 APS/TRO	424-7268	424-7272
Maintenance	743 MXS/LGM	424-6015	424-6008
Current Operations	43 OSS/OSO	424-7377	424-8132
Airfield Operations	43 OSS/OSA	424-5892	424-6520
Weather	43 OSS/OSW	424-6543	424-6548
Tactics	43 OSS/OSKW	424-7662	424-7672
MACC	43 CP/CPM	424-9022	424-9098
Special Tactics Sq. (STS)	21 STS/DOO	424-1601	424-1602
S-3 Air	82 ABN/ 1stBDE	432-3811	432-5578
Transportation	43 TRNS/LGTO	424-7477	424-6905
Lodging	43 SVS/SVMF	424-2762	424-4912
En route Support	43 OSS/OSOG	424-8126	424-8132
Airspace Manager	43 OSS/OSTA	424-7650	424-7352
43 Security Police	43 SFS	424-2800	
Office of Special Investigations	DET 324 AFOSI	424-4264	

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43 AW/CP	1	43 OSS/OSW	1
2 AS/CC	1	743 MS/CC	1
41 AS/CC	1	21 STS/CC	1
43 OSS/CC	2	305 AMW OG/CC	1
43 OSS/OSKW	1	305 AMW XP/CC	1
62 AW OC/CC	1	437 AW OG/CC	1
62 AW XP/CC	1	437 AW XP/CC	1
463 AG/CC	1	317 AG/CC	1
463 AG/XP	1	317 AG/XP	1
XVIII ABC/G3A	1		