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Flying Operations

KC-10 OPERATIONS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Chapter 10

LOCAL PROCEDURES

10.1. 60th Air Mobility Wing (AMW) and 349th AMW Local Procedures.

10.1.1. This chapter applies to all assigned and attached Travis AFB aircrews that participate in KC-10A flight operations. 60th Operations Group Commander (60 OG/CC) is the waiver authority for this chapter. Submit changes to this chapter via AF Form 847, Recommendation for Change of Publication, to 60th Operations Group Standardization/Evaluation Division (60 OG/OGV).

10.2. Mission Planning.

10.2.1. All KC-10 sorties should be mission planned no later than the duty day prior to the sortie. Accomplish a computer flight plan using PFPS to check mission timing and fuel requirements for all sorties outside of the local radar pattern. Coordinate training and formation requirements, if applicable. Review the Operational Risk Management (ORM) Aircraft Commander Risk Assessment worksheet. Confirm all crewmembers have been notified and phone numbers on the mission set-up sheet are correct.

10.2.2. Air Refueling Coordination. Crews should make every effort to contact tanker and receiver units to pre-coordinate training or evaluation requirements. When scheduled to air refuel with a Travis AFB tanker or receiver and prior coordination is unsuccessful, attempt contact on AMC Common frequency - UHF 319.4 (Preset Channel 10) during preflight activity.

10.2.3. Confirming Mission Fuel Loads. Aircraft commanders (or flight planner-349th AMW) will verify scheduled fuel load on all missions and locals and coordinate changes to fuel loads NLT 1600L the day prior to flight.

10.2.4. Planning Fuel Reserves.

10.2.4.1. Local sorties not requiring an alternate should plan on having 25,000 lbs. of useable fuel at the IAF (Req'd O/H Dest). Useable fuel does not include any identified trapped body tank fuel. It also does not include any ballast fuel required to prevent exceeding Center of Gravity (CG) limits (WARP modified aircraft). The flight engineer will document 10K additional overhead fuel requirement in the alternate block of AF Form 4091, Mission Data Worksheet. A time is not required in this block if an alternate is not required.

10.2.4.2. For local sorties requiring an alternate, insert the required alternate fuel and time in the alternate block of Section 34. To standardize the IAF fuel figure of 25K pounds of useable fuel, do not place less than 10K in the alternate block.

10.2.5. AF Form 4091 is designed to combine mission information on a single worksheet for mission planning, preflight, in-flight, and post-flight activity. Time/Fuel Analysis portion of AF Form 4091 meets the fuel planning requirements of AFI 11-202, Volume 3, *General Flight Rules*. Prior to engine start, aircraft commanders will coordinate destination alternate requirements with the flight engineer, review and initial Section 34 on AF Form 4091.

10.2.6. Alternate Airfields: The following is a list of airfields that may be used as alternates for planning purposes.

Table 10.1. Travis AFB KC-10 Alternate Airfields

AIRFIELDS	HDG/DIST	ALT/KIAS	APPR TIME	FUEL	REQ AT IAF
McClellan AFB (Day only)	045/35	120/250	+15	6.9	21.9
Beale AFB	024/57	120/250	+19	8.1	23.1
Vandenberg AFB	163/222	390/256	+38	13.1	28.1
Edwards AFB	135/280	390/256	+48	15.2	30.2
Palmdale (AF Plant 42)	100/287	390/256	+48	15.2	30.2
Fallon NAS	031/293	390/256	+48	15.2	30.2
March AFB	138/347	390/256	+55	16.6	31.6
Nellis AFB	108/351	390/256	+57	17.3	32.3
Hill AFB	066/490	390/256	1+16	21.6	36.6
McChord AFB	358/533	390/256	1+23	23.1	38.1
Fairchild AFB	017/591	390/256	1+32	25.2	40.2

NOTE 1: Departing MAP

NOTE 2: HDG is magnetic heading from Travis AFB

NOTE 3: DIST = ground distance

NOTE 4: Includes climb, cruise, descent, + 15 minutes holding at max endurance at sea level

NOTE 5: Final landing = 12,000 lbs.

NOTE 6: 50 knot headwind

NOTE 7: GW=300,000 lbs.

NOTE 8: The crew must account for any performance degradation (i.e., WARP, etc.).

NOTE 9: Do not use alternate divert fuel for normal cruise unless all planning factors are met.

10.2.6.1. The above fuel computations do not alleviate aircrew responsibility for checking indirect routings, weather, NOTAMS, stronger than normal winds, WARP drag index, and cruising at hemispheric altitudes, when planning an alternate airfield fuel requirement.

10.2.7. Portable Flight Planning System (PFPS) Guidance. For drag index on computer flight plans, use Figure 1-14 in T. O. 1C-10(K)A-1-1. There are PFPS flight plan forms available on the Crewdog Web Page, **http://orgs.travis.af.mil/crewdog/**. Here are some other considerations when constructing a flight plan:

10.2.7.1. For WARP aircraft change your empty gross weight from 250,000 to 255,000 pounds.

10.2.7.2. Double the drag index for WARP configurations since there are two pods installed on an aircraft. Therefore, the drag index for a clean wing with the hose and drogue retracted is ten. The drag index for a clean wing with the hose and drogue deployed is twenty-seven.

10.2.7.3. Use a drag index of 18.5 for tanker air refueling (16.5 - boom deployed, 2.0 - sighting door open).

10.2.7.4. For slow speed air refueling with slats or slats/flaps extended, the drag index does not apply since the aircraft is now in a flight envelope that PFPS does not recognize. Use the “Manual” cruise flight mode under these circumstances. Set the fuel flow to 23,000 pounds/hour for any slow speed AR below 510,000 pounds gross weight and 27,000 pounds/hour for gross weight above 510,000 lbs. requiring the slats or slats/flaps to be extended.

10.2.7.5. For receiver air refueling use a drag index of forty-four from the ARCP to AR Exit point.

10.2.7.6. Use a manual fuel burn of 18,000 pounds/hour during transition.

10.2.7.7. Save your flight plan during mission planning. Modify the flight plan as necessary to reflect actual conditions.

10.3. Transition Training.

10.3.1. Familiar Airfields. The following airfields are available for transition training. Aircraft commanders will review NOTAMs, IFR Supplement, AP/1, bird avoidance models and the Airfield Suitability Report and Restrictions (ASRR) for the transition field. Contact telephone numbers are listed in the Flight Crew Bulletin (FCB), Volume II. Aircraft commanders will consider training requirements, weather, and sortie duration in selecting a training field.

10.3.1.1. Travis AFB. Runways at Travis AFB are not grooved or porous. Therefore, the standard RCR is ten for takeoff and eight for landing when the runway is wet. There is a priority system during the periods of limited aircraft in the pattern. If there is a conflict concerning the number of aircraft in the pattern, ATC will send one aircraft into holding, and inform Command Post of the situation. Command Post will contact aircraft in the pattern to determine priority and inform ATC of the lowest priority aircraft. The aircraft with the lowest priority will make intentions known to ATC and Command Post (full stop, depart area, hold, or full stop to taxi-back). If departing Travis due to pattern saturation, advise Travis Command Post of intentions.

Table 10.2. Travis Transition Priority

Priority 1	Pilot check rides in progress.
Priority 2	Formal School Training (CCTS, Active Duty and Reserves).
Priority 3	Aircraft scheduled for local transition training.
Priority 4	Aircraft scheduled for off-station transition.
Priority 5	Transient aircraft performing practice approaches.

Table 10.3. Travis Transition Window

0600 – 0659L	Takeoffs to depart the area and full stop landings only.
0700 – 0859L	Takeoffs to depart area or to VFR pattern. VFR pattern maximum of three aircraft.
0900 – 2259L	Maximum of 4 aircraft in VFR/Radar pattern combined.
2300 – 2359L	Maximum of 3 aircraft in VFR/Radar pattern combined.
0001 – 0559L	Maximum of 2 aircraft in VFR pattern.

10.3.1.2. Beale AFB. Available for use between 0600L and 2300L. Transition training is permitted on a case-by-case basis. The PAR is not normally available on weekends and after 2200L during the week. Do

not over fly the Pave Paws radar site east of the field. Coordinate with Beale Command Post or Supervisor of Flying (SOF) to avoid conflict with priority traffic.

10.3.1.3. Redding MAP. Low approach approved only. Avoid over flight of residential housing. For non-precision approaches, plan your arrival at MDA to avoid prolonged low altitude flight at high power settings. Hours of operation are 0630-2130.

10.3.1.4. Sacramento IAP. Available between 0700L and 1900L, Monday through Friday only. Approach work is limited to a combined maximum of two instrument approaches and two VFR approaches. Do not over fly the tower and passenger terminal areas. Circling maneuvers for training are not authorized. Plan instrument approaches to 16L/34R when available. If non-precision approaches are flown, plan your arrival at MDA to avoid prolonged low altitude flight at high power settings. When executing climb out from an instrument approach (Runway 16R/16L), start turn immediately after crossing the I-5 freeway. Coordinate with TRACON to avoid a flight path near the homes located along the river. VFR approaches will only be flown to 16L/34R. When flying VFR approaches to Runway 16L, start crosswind turns as soon as possible after crossing I-5.

10.3.1.5. Stockton MAP. Airfield hours for transition are 0800-1500 Local. Expedite climb for noise abatement. Remain at or above 1500 feet MSL within 15 NM of Sharpe AAF (four and one half miles south of the airport). Do not over fly San Joaquin General Hospital (one and one half miles northwest of the airport) or the city of Manteca (two miles south of the airport). Normal transition is on Runway 29R. Requests for circling approaches or transition outside of the 0800-1500L window can be made with the airfield manager.

10.3.1.6. Palmdale (AF Plant 42). Runway 25 is approved for IMC and nighttime operations provided the ILS is operational and flown. Runways 4, 7 and 22 are restricted to Day/VMC operations.

10.3.1.7. Vandenberg AFB, CA.

10.3.1.8. NAS Lemoore, CA.

10.3.1.9. NAS Fallon, NV.

10.3.1.10. Edwards AFB CA. During transition stay within R-2515. Flight through R-2508 will be avoided.

10.3.2. 60 OG/CC (349OG/CC for AFRC) or designated representative must approve transition training at airfields other than those listed in Paragraphs 3.1.1. through Paragraph 3.1.10.

10.3.3. Tactics training is authorized at the following airfields: Travis AFB, NAS Lemoore, NAS Fallon, Beale AFB, Palmdale, Vandenberg AFB, and NAS Diego Garcia (during deployed operations). If tactics training is conducted off-station, coordinate with the airfield prior to departure. Tactics training is encouraged primarily at Travis AFB.

10.3.4. Unauthorized Transition Airfields. Transition training is not authorized within the San Francisco Class B Airspace, these airfields include Metropolitan Oakland IAP, Moffett Field Federal Airport and San Francisco IAP.

10.4. Local Procedures.

10.4.1. Engine Start Procedures for Parking Spots 516/517/518. Aircraft parked in spots 516 and 518 must be towed prior to engine start. Crews will not start the #2 engine in spot 517. Heavy aircraft requiring all three engines to taxi will be towed out of spot 517 prior to engine start.

10.4.2. Controlled Takeoff Times. Aircrews will coordinate with Travis Command Post for controlled takeoff times. If a mission is falling behind in the pre-launch sequence of events, Travis Command Post will coordinate the takeoff priority with ground and tower control, and advise the aircrew. Inform Ground Control of the controlled takeoff time at request for engine start.

10.4.3. Monitoring Command Post Radios in the Local Pattern. Crews will monitor Command Post's VHF frequency (141.9) in-flight (normally a crewmember other than the pilots in primary crew positions). If Command Post needs to contact a crew in flight, they will do so on VHF (141.9). Phone patch capability is available from Travis Command Post on 141.9. Any calls initiated by the crew, such as block times, MX status, checking on tanker/receiver status, etc., will be made on UHF.

10.4.4. Traffic Advisory Procedures for Travis TACAN A and B Approaches: All aircrews flying the Travis TACAN A or B approaches (or otherwise operating in the vicinity of Rio Vista Airport) will make every effort to self-announce their aircraft position and/or intentions on the UNICOM frequency. Example: (called in-the-blind on 122.8 approaching lead radial to final approach course on TACAN-A) "Rio Vista traffic, Quest 52, heavy KC-10, two miles south of Rio Vista airport, 3000 feet, descending to 1800 feet, turning west to Travis AFB, for Rio Vista traffic." Try to use generic VFR terminology to relay your position relative to Rio Vista Airport. Using an additional crewmember to make these radio calls will minimize distraction from normal duties.

10.4.5. Mid-Air Collision Potential. The heavy congestion in the Travis traffic pattern requires extreme vigilance from every crewmember. High volume VFR traffic to and from airports in the area and along I-80 requires dedicated clearing. Sailplane flights along the Vaca Hills up to 6000 feet MSL are common. Activity increases on weekends.

10.4.6. Radio Terminology. "*To Follow"* and *"Traffic Is"* is terminology used frequently by Travis Approach Control to convey your position in traffic sequencing. You will always be turning behind the traffic, regardless of runway, *unless* specifically cleared otherwise (e.g., terminology such as "traffic is...turn inside of that traffic" may be used). The following information is provided:

10.4.6.1. "TO FOLLOW" - Informs a pilot to follow an aircraft that is making an approach to the same Runway. Example: "Siera 42, number two *to follow* a heavy C-5, four mile final, Runway 21L. Report base behind that traffic." Your instructions are that you are number two behind a C-5 to the same Runway 21L.

10.4.6.2. "TRAFFIC IS" - Informs a pilot to follow an aircraft that is making an approach to a different runway. Example: "Orca 33, you're number one, 21L, *traffic is* a heavy C-5 five miles final 21R. Report base 21L behind that traffic." You are the first airplane to 21L but will turn behind the C-5 going to 21R.

10.4.7. Local Mission Cancellation/Termination. Mission cancellation authority rests with the flying squadron leadership (Operations Officer for 60th AMW; Aircraft Commander for 349th AMW). Coordinate early termination through Travis Command Post. Sorties may be terminated prior to scheduled duration if training is complete. Aircraft Commanders will obtain approval from Travis Command Post if they wish to continue flying beyond scheduled landing time.

10.4.8. Thunderstorm and lightning at Travis AFB.

10.4.8.1. In accordance with TAFBI 15-101, *Weathe*r, and AFOSHSTD 91-100, *Aircraft Flight Line - Ground Operations and Activities*, the Travis Base Weather Station will issue thunderstorm and lightning activity weather information through command post, tower and ATIS. A Weather Watch for Lightning is

issued thirty minutes prior to thunderstorm activity within a five NM radius of Travis AFB. A Weather Warning for Lightning is issued when lightning is observed within five NM of Travis AFB.

10.4.8.2. During a Weather Warning for Lightning, personnel in affected locations will cease all outside activities and seek shelter. Enclosed aircraft, buses and other vehicles with metal tops and bodies are considered suitable shelter during thunderstorm activity. Wheel wells are extremely hazardous during thunderstorms and should be avoided.

10.4.8.3. In accordance with 660 AGS MOI 21-107, *Severe or Inclement Weather*, when lightning is within five NM, maintenance will stop all flight line operations and evacuate the flight line until the termination of the lightning hazard. Furthermore, AVPOL will cease all fueling operations.

10.4.8.4. Aircrews that have not arrived at the aircraft will remain indoors or in the crew bus until the lightning threat passes. Crews will be notified of the lightning threat by the most expeditious means (e.g., maintenance truck, crew chiefs, or command post). If already at the aircraft, the crew will remain in the aircraft with all doors closed and at least one door armed for emergency evacuation. The crew may continue interior preflight duties (up to engine start) while awaiting lightning hazard passage. In the event an aircraft lands during lightning threat periods, the tower will direct taxi operations. The crew can expect parking delays upon clearing the runway.

10.5. Aircrew Procedures.

10.5.1. Aircraft Taxi/Observer Procedures. Aircraft commanders requesting the assistance of a crewmember to monitor the taxi from a forward (1 L/R) or mid-cabin (2 L/R) door should not commence taxiing until communications are established and cleared to taxi by the observer. Open the door only as much as required to safely monitor taxi. Taxi observer will not stand or kneel directly in front of door opening.

10.5.2. In accordance with AFI 11-202V3, Paragraph 5.17.3.1., for all ground operations, display the red anti-collision lights (BOTH/RED) immediately before engine start to after engine shutdown. When the aircraft is cleared to cross or take an active runway, the anti-collision lights will be switched to sequential or as required.

10.5.3. Use of UHF Radios. UHF radio frequencies should be used to the maximum extent possible when operating at military installations. This does not preclude the use of VHF radios when specifically assigned one by ATC, nor does it preclude VHF radio use for safety reasons, training, etc.

10.5.4. Seat changes for primary crewmembers will not begin on departure until the aircraft reaches 1,000 feet AGL. Seat changes will not be made during flap extension or retraction.

10.5.5. Crews will ensure that the headset communications cord is connected through the oxygen mask communications cord during operations in all primary crew positions (including the ARO). In the event that an oxygen crew communications cord is inoperative, attempt to switch quick-don masks. Write-up the problem in the AF Form 781A, Maintenance Discrepancy Sheet. Plugging the headset communications cord directly into the communications panel is not permitted.

10.5.6. Opportune Air Refueling/Cargo Missions. Aircrews will contact Current Operations, 60OSS/OSO, before requesting opportune missions from TACC that will extend the TDY beyond the scheduled return time (SRT) to de-conflict scheduling of the crew/aircraft.

10.5.7. Aircraft commanders will ensure the main landing gear chocks are in place prior to the release of the parking brake. The ground crew may chock the nose wheel during initial parking as an additional

safety measure, but are required to advise the aircrew when the main landing gear chocks are in place. The nose wheel chock, by itself, does not adequately satisfy the chocking requirement of the aircraft.

10.5.8. Off-station Logistics Support.

10.5.8.1. The TACC Logistic Group Readiness Control (LGRC) is the AMC logistics component of the command and control system that works in unison with the director of operations and mission management. AMC TACC/LGRC will support all KC-10A aircraft that are Non Mission Capable (NMC) away from home station.

10.5.8.2. For operational matters, the appropriate TACC/DOC geographical cell should be called. For logistics support call LGRC. When at non-AMC locations, direct contact with the TACC is appropriate. LGRC will evaluate and pass information from this call (i.e., request for parts, MRT or equipment) to the home station through the appropriate base Maintenance Airlift Control Center (MACC) that is tasked to support the aircraft recovery.

10.5.8.3. LGRC has overall responsibility for recovery of NMC aircraft from the time of notification until the aircraft is in the “green”. Therefore, aircrews must ensure the LGRC is kept in the loop regarding maintenance status, recovery options, and actions. Allow LGRC the opportunity to aid in resolving the problem.

10.6. Formation.

10.6.1. Formation procedures will be IAW Chapter 18 of this supplement, T. O. 1-1C-1-32, and T. O. 1-1C-1-33. The following guidelines will be used for flight planning:

10.6.1.1. Aircraft departing in formation should file a northbound departure to expedite join-up and avoid air traffic congestion to the south of Travis AFB. Formations with activity scheduled to the south should file to the Williams (ILA) VORTAC and then to Hangtown (HNW) VOR. The formation leader may request clearance off of the departure and direct to the next position for timing purposes.

10.6.1.2. Mission Development will pad the profile with fifteen minutes to avoid three and four ship formation breakups at ILA. In the event the formation does break up in the vicinity of Williams (ILA), all members of the formation should state, “Form breakup after ILA” in the remarks section of the flight plan to aid Oakland ARTCC. Furthermore, add another remark stating call sign and break up request (e.g., Siera 25 dct ENI after form breakup).

10.6.1.3. When planning a formation departure using a departure transition point, followed by direct to another point that is also a departure transition point (e.g., TEALL1.ILA FMG), ARTCC computers may override your request and issue you the departure that takes you to the second point (e.g., TEALL1.FMG). If this is unacceptable (due to timing constraints, training, etc.) request that Clearance Delivery amend the clearance.

10.6.1.4. Los Angeles Center requests formations that intend to break-up at the southern end of the Beatty corridor plan to do so at Beatty VORTAC. In all cases, avoid break-ups at or near the Boulder City VORTAC where traffic is heavy.

10.6.1.5. When accomplishing random air refueling advise the ARTCC of your intended point of termination and end air refueling request.

10.6.2. Sympathetic Delays and Alternate Missions. The formation leader will thoroughly brief a contingency plan should any aircraft in the formation be unable to make the scheduled takeoff time. This also applies to briefing alternate missions in the event the scheduled activity changes. Aircraft commanders

should give copies of their flight plans to all other aircraft commanders. This will allow all crews to fly any mission if cancellations dictate. Aircraft commanders not qualified to be lead aircraft will notify the lead aircraft commander during mission planning.

10.6.3. Communications. All aircrews should accomplish HAVE QUICK (P260) and Secure Voice (P270) on formation local training missions. Unauthorized UHF frequencies will not be used to conduct HAVE QUICK and/or Secure Voice training (e.g., 300.0 or 300.025) IAW the Federal Communication Commission (FCC). Travis has the frequencies 311.0 and 321.0 available for this training. The approved VHF interplane frequencies for Travis KC-10s are: Primary - 138.875 and Secondary - 139.925

10.7. Non-Engine Running Crew Change (NERCC) Missions.

10.7.1. NERCCs are missions where crews are changed in minimum time between landing and subsequent takeoff. Plan a one-hour ground time for taxi in, crew change, and taxi out. Hold maintenance involvement to an absolute minimum (i.e., check aircraft, assist crews in changeover, etc.). Missions involving aircrew qualification training (CCTS) and AFI 11-202, Volume 2, *Aircrew Standardization/ Evaluation Program*, evaluations should not be scheduled for the second half of a NERCC mission. NERCC missions will be annotated on the weekly flying schedule.

10.7.2. Inbound Crew. Prior to landing, the inbound crew will advise Travis Command Post of their maintenance status, fuel status, gross weight, landing CG, and expected block time for coordination with the outbound crew. Leave the flight information publications (FLIP) on the aircraft.

10.7.2.1. The inbound boom operator will complete a Load Management Computer (LMC) strip tape or a DD Form 365-4, Weight and Balance Clearance Form F, with actual fuel readings and the total number of outbound crewmembers verified through the Travis Command Post. Give both copies to the outbound boom operator. Complete the AF Form 791, Aerial Tanker In-flight Issue Log, if required, and turn in with the mission paperwork. The inbound boom operator will inform the outbound boom operator of the time since the boom hydraulic system was pressurized.

10.7.2.2. After starting the APU and parking the aircraft, the inbound crew will complete the Parking-Engine Shutdown Checklist, check the INU error rates, and align the INUs. Do not accomplish the Leaving Aircraft Checklist.

10.7.2.3. The inbound aircraft commander will close out the aircraft maintenance forms and brief the outbound aircraft commander on aircraft status. Maintenance personnel will complete an exceptional release, if required.

10.7.2.4. The inbound crew will not take the aircraft maintenance forms. The inbound crew will proceed to maintenance debrief to brief the status of the aircraft and receive a MMCS number on the AFTO Form 781, AFORMS Aircrew/Mission Flight Data Document. If the outbound crew is not at the aircraft when the inbound crew is ready to depart, the inbound aircraft commander or designee will remain at the aircraft until the outbound crew arrives.

10.7.3. Outbound Crew. Check aircraft status and fuel load with Travis Command Post, obtain parking spot, and expected block time. Additionally, the outbound Aircraft Commander will request the crew bus to wait for the inbound crew at the aircraft, if appropriate.

10.7.4. The outbound crew will meet the aircraft and receive a maintenance status update from the inbound crew. The outbound flight engineer will perform an exterior inspection and check the CAC. The entire outbound aircrew will perform interior inspection scans to verify proper switch positions. The Cockpit Preparation Checklist and subsequent normal checklists will be accomplished. The outbound air-

crew is responsible for CG and TOLD calculations. Consider brake temperatures when verifying takeoff data. The outbound aircraft commander will sign the DD Form 365-4, Weight and Balance Clearance Form F, and give to maintenance.

10.8. C-Check Procedures.

10.8.1. When aircraft are taken to C-check, work orders require removal of specific equipment (e.g., seats, oxygen regulators). Additionally, the cargo barrier net may be removed for repair prior to C-Check input. This is considered a standard configuration, and does not require a waiver. Maintenance configuration checklists account for removal of life support equipment and the appropriate changes to DD Form 365 Charts A and C. If they do not, extract the information from the Chart A and make the appropriate corrections.

Table 10.4. Life Support Equipment Removed from the Aircraft for C-Check Inputs

Quick-Don Oxygen Masks with Smoke Goggles	6 each
Emergency Passenger Oxygen Mask	10 each
Adult Child Life Preserver	11 each
Six Foot Communication Hoses	4 each
Infant Cots	5 each
MB-1 Life Preserver	2 each
Anti-Exposure Suits	4 each
Aircrew Decontamination Kit	1 each

Table 10.5. Life Support Equipment Remaining with the Aircraft for C-Check Inputs

Quick-Don Oxygen Masks and Smoke Goggles	10 each
Emergency Passenger Oxygen Mask	3 each
Emergency Passenger Oxygen Mask	2 each
Emergency Passenger Oxygen Mask	16 each
Adult Child Life Preserver	10 each
Auxiliary Survival Kit	1 each

10.8.2. It is the responsibility of the crew chief, aircraft commander or designated representative to notify the applicable squadron Aircrew Life Support when the crew compliment is larger than ten personnel in order to provide extra life support equipment for each squadron C-Check Input, as necessary. When the aircraft arrives at the C-Check facility, the aircraft commander or designated representative with the C-Check personnel will make every effort to insure that life support equipment is properly stored and returned to the designated aircraft upon completion of the C-Check.

10.8.3. Do not carry passengers on KC-10 C-Check inputs or outputs to/from the Boeing Aerospace Support Center at Kelly AFB. The passenger terminal will not announce flights leaving Travis AFB for C-Check inputs.

10.9. Fuel Procedures.

10.9.1. TDYs: When away from home station, all ground and in-flight fuel receipts will be placed in the AF Form 664, Aircraft Fuels Documentation Log. This form is maintained in the aircraft forms binder. Write the aircraft commander's name, rank and squadron on the upper left side of the form and the mission number on the upper right side. If the crew changes, the aircraft commander will draw a line under the last entry of his/her mission. Write "Last entry by *Squadron* on *Date, Print Name and Rank*" then sign entry. The crew taking over the aircraft will start entries on the next open line.

10.9.2. AVCARD Procedures.

10.9.2.1. Research the AVCARD Web site for "Government into-Plane Contractor" at all commercial locations to ensure the lowest rate available. The AVCARD can be used to purchase all Fuel, Oil and Ground Services required during a mission.

10.9.2.2. The aircraft commander will ensure the AVCARD and identiplate are in the aircraft forms. If either card is not present at home station notify the maintenance supervisor. Maintenance supervision will order a new AVCARD prior to mission departure and provide the crew with a card number to use during the remainder of the mission.

10.9.2.3. If the card is lost enroute, make an entry on the AF Form 781A. Include all relevant details (e.g., "BP vendor at EGPK [Mr. Driver] misplaced card. Ensuing search failed to recover Card."). If the card is missing from a deployed aircraft, inform maintenance and document the missing card in the 781As, stating that it was missing upon your arrival at the aircraft. Call 1-800-AVCARD-1; inform the AVCARD technician the AVCARD for your aircraft is lost. The technician will give you a card number to use for the remainder of the mission. Insure a new card is ordered upon mission return. Use the AF Form 315, USAF Avfuels Invoice, and AF Form 15, USAF Invoice, only as required at subsequent stops.

10.9.2.4. If you cannot obtain a card or a card number and the fuel vendor will accept nothing else, call TACC and inform them of your situation.

10.9.3. AF Forms 15 and 315 Procedures (when not able to use AVCARD).

10.9.3.1. Trip kits issued by the squadron contain AF Forms 15, 315 and TAFBI 23-102, *Aviation Fuels (AVPOL) Management Program*. TAFBI 23-102 contains guidance and instructions for using these forms. Aircraft commanders and flight engineers should review AFI 23-202, *Buying Petroleum Products and other Supplies and Services Off-Station*, and TAFBI 23-102 to ensure they understand the proper procedures for completing and documenting aircraft fuel purchases. Guidelines for filling out the form are clearly written on the back of each form.

Table 10.6. AF Form 15 and AF FORM 315 Addresses

AF Form 315 – Block 4 (unless preaddressed)	AF Form 15 – Block 4
SA-ALC/SFRF Attn: Invoice Validation Section 1014 Billy Mitchell Blvd. Suite 1 Kelly AFB TX, 78241-5603	DFAS-SB/FPC 111 E. Mill St, Rm. 114 San Bernardino, Ca. 92408

10.9.3.2. The aircraft commander or designated representative will sign Validating Official's Certification Block (25-29) on both forms. For aircraft not assigned to Travis, leave the fund citation (Block 30) and the Validating Officials Certification blocks blank.

10.9.3.3. Complete Block 1 “Pay To” Block. Include the complete name and mailing address of the vendor, or they will not be paid. Block 14 (Unit Price) should include the proper currency. Ensure vendor/commercial receipts are attached to either the AF Form 315 or AF Form 15 for all purchases. Ensure method of payment is clearly identified for all purchases prior to departure from location. For example, embassy payment should be clearly written in Block 11 of AF Form 315. If the vendor gives you a local receipt without a signed AF Form 315, ask what the method of payment is going to be used. If the vendor refuses fill out an AF Form 315 attach a written explanation. Place a copy of AF Form 15 in the 664 package and make a line entry on the front of 664 package.

10.9.4. JP-8 + 100 Fuel.

10.9.4.1. JP-8 + 100 is used for high temperature stability and cleans deposits in turbine engines. It is used at AETC, ACC, and ANG bases. JP-8 +100 is not authorized for use in KC-10 aircraft. Bases issuing JP-8 + 100 have separated it from their normal “clean” fuel and are aware that transiting aircraft are not to receive this product.

10.9.4.2. If the onload of JP-8 +100 is unavoidable due to an extreme operational necessity, the aircraft commander will sign an AFTO Form 148 (Acknowledgement Form presented by fuels personnel) prior to the fueling operation. If JP-8 + 100 is inadvertently received or absolutely must be used, enter the quantity onloaded in the AFTO Form 781A, and notify HQ AMC/DOV via TACC for further guidance.

10.9.5. In-flight Fuel Jettisoning.

10.9.5.1. Fuel jettison is IAW prescribed technical orders and MAJCOM directives. Aircrew will coordinate with Radar Approach Control/Oakland ARTCC for area and altitude. If the emergency dictates, the recommended fuel jettison holding pattern instructions within Travis airspace boundaries are northeast on the TZZ 324 radial, ten-mile fix, fifteen mile legs. Altitudes 10,000 feet or below will allow aircraft to remain within Travis delegated airspace. Altitudes above 10,000 feet will require a clearance with Oakland ARTCC.

10.9.5.2. If the aircraft commander decides the emergency does not warrant jettisoning in the local traffic pattern, Radar Approach Control will vector the aircraft to W-513, west of Sausalito VORTAC. Oakland ARTCC will give clearance to enter. The coordinates for the center of this area are N37 50.0 W123 30.0. This area will keep the aircraft in the immediate vicinity of Travis; if the situation deteriorates further, an eastbound turn will place the aircraft on final for San Francisco International Airport.

10.9.5.3. Pilots will proceed to the selected fuel jettison area and determine if the airspace below is clear of traffic. When jettisoning fuel, aircrews must comply with AFI 11-2KC-10, Volume3, Paragraph 5.17.

10.9.5.4. If circumstances prevent the aircraft from utilizing the designated fuel dump area, every effort will be made (within safe operation) to dump off federal airways, away from urban areas, agricultural regions, or water supply sources.

10.9.5.5. Annotate amount of fuel jettisoned and a brief reason on an AF Form 791.

10.10. Crew Communications.

10.10.1. On formation sorties, crews will check out a loaded KYK-13 that includes: M4, AMCTRN secure voice, HQUS (for training only), and GPS.

10.10.2. For operational missions, coordinate with Crew Comm. 24 hours in advance. Weekend and Monday departures will call NLT Friday 1200L. Crews will receive a KYK-13, a KOI-18 (loader), a cable, applicable COMSEC, the training guide (handout) and batteries.

10.10.3. Crewmembers picking up COMSEC from Crew Comm. or Base Operations will have their ID card and flight orders available at pickup to expedite clearance verification.

10.11. Aircraft Documentation and Forms.

10.11.1. Life Support Documentation. All items on AFTO Form 46, Pre-positioned Life Support Equipment, have been installed and inventoried by Life Support personnel. Aircrews are not required to physically inventory those items. However, boom operators accomplishing the aircraft preflight/thru-flight will perform a cursory inspection to ensure sufficient quantities are available for the mission. The aircraft commander or designated representative, usually the boom operator, will sign and date the AFTO Form 46 prior to each flight. This acknowledges that the cursory inspection has been accomplished.

10.11.1.1. Life Support items coming due while an aircraft is on alert status or away from home are placed on a Red Dash until the aircraft goes off alert or returns to home station before upgrading to a Red X, IAW T.O. 00-20-1.

10.11.2. Maintenance Equipment Documentation. All items on AMC Form 222, Aircraft Dash 21 Equipment Inventory, have been physically inventoried by maintenance. Aircrews are not required to physically inventory those items. However, when accomplishing the aircraft preflight/thru-flight, a cursory inspection is required to ensure sufficient quantities are available for the mission.

10.11.3. AMC Form 97, USAF Aircraft Mishap Report Worksheet, AMC Unusual Occurrence/Birdstrike Worksheet Procedures.

10.11.3.1. Chapter 8 of this supplement provides specific criteria on when to complete an AMC Form 97. AMC Form 97 is a tool used by commanders and safety personnel to report, investigate, and ultimately prevent mishaps. AMC Form 97 is a limited use document and commanders must protect information contained in the form (it may not be used for adverse action against a crew). IAW these regulations, report mishaps as soon as possible in the following manner:

10.11.3.2. Retain a copy of all relevant information and turn it in to the 60th/349th Safety Office. Fax a copy to 60 AMW/SE and 60 AMW/CP as soon as possible. 349th AMW crews will also fax a copy to the 349 AMW/WCC and 349 AMW Safety Office. Fax numbers for these offices are listed in the Flight Crew Bulletin (FCB), Volume II.

10.11.3.3. Notify TACC and your squadron commander or operations officer as soon as possible. If you are not able to fax at the location where the incident occurred, do so at the first opportunity. Be sure to contact 60 AMW/SE and 60 AMW/CP in all cases.

10.11.3.4. All reporting requirements resulting from the incident have shifted to the Wing Command Post from higher headquarters level. The Wing is responsible for reports affecting Travis assigned aircraft and aircrews even if flying another wing's aircraft. Any time a Travis crew is flying another wing's aircraft and an AMC Form 97 is required, use the notification guidelines in Paragraph 10.11.4.2., and fax a copy of the same information to the Command Post of the wing owning the aircraft.

10.11.4. AFTO Form 781-Clearing Red X Symbols. 60th LG authorizes the flight engineer to clear Red X symbols on their airplane at enroute stations when qualified maintenance personnel are not available to satisfy these requirements. This authority is limited to those items listed in the exception note of AFI 11-2KC-10, Volume 3, Chapter 12.3. Clearance of any other Red X entry will require approval from 60th LG/CC or designated alternate. The technician/crew chief accomplishing the work should sign the "Corrected By" block and the flight engineer should sign off the "Inspected By" block and initial the symbol. Use call back procedures through Travis Command Post.

10.11.5. Mission Numbers and Symbols.

10.11.5.1. Mission numbers are listed for each leg on AMC Form 59, AMC Mission Tracking, or the Crewdog Web Page. The related mission symbol is derived from this number. Current Operations will strive to provide crews with correct mission numbers and symbols prior to their departure from Travis.

10.11.5.2. The Wing Operations Plan (WOP) monthly supplement contains a matrix to determine the mission symbol using the mission number. If launched from alert status, recut while off station, or not given a mission symbol, use this matrix to derive the correct mission symbol. There must be a valid twelve-digit mission number to determine your three-digit mission symbol. Query command and control for this twelve-digit mission number when recut. If unable to compute a mission symbol, contact Current Operations.

10.11.5.3. Mission symbol information changes frequently; the matrix in the current month's WOP must be used to derive the proper mission symbol. All squadron mission kits should include the monthly WOP.

10.11.5.4. The mission number and mission symbol on the flight authorization is normally for the first leg only. A common mistake is to use the same mission information for positioning, execution, and depositioning legs.

10.11.6. AFTO Form 781, Debrief Process.

10.11.6.1. Aircrews will report to Maintenance Debrief. Debrief will attempt to input all required data from the AFTO Form(s) 781 into G081 while the crew is debriefing the sortie. After AFTO Form 781 data is input into G081, Debrief will apply the proper MMICS number and initials on the original AFTO Form(s) 781 and return the AFTO Form(s) 781 to the crew. The crew will hand carry the AFTO Form(s) 781 to their squadron for disposition. NOTE: Anytime a crew "deadheads" home with AFTO Form(s) 781 the crew must take all original AFTO(s) 781 to Maintenance Debrief.

10.11.6.2. If Maintenance Debrief is unable to enter the AFTO Form(s) 781 data into G081 while the aircrew is debriefing maintenance, Debrief will make unofficial copies of the affected form(s) for the aircrew. Copies will be stamped in red ink "Unofficial copy-not for flight records use." Debrief will also annotate on the unofficial copy(s) the reason the data could not be entered into G081. If AFTO Form 781 data cannot be entered into G081 due to mission symbol/number conflict, the aircrew should attempt to correct the error. If the aircrew cannot resolve the conflict, Debrief and 60th OSS Current Operations will resolve the conflict during normal duty hours. Aircrew delays at Maintenance Debrief to process G081 should be kept to a minimum.

10.12. Air Refueling.

10.12.1. Air refueling will not be conducted during departure climb out or descent for approach except in emergency situations. Air refueling may be accomplished during intermediate climbs/descents provided the activity is briefed.

10.12.2. Receiver and tanker timing criteria for a point parallel or enroute rendezvous are contained in FAA 7610.4H, Chapter 10, *Aerial Refueling*. Any timing outside the appropriate windows must be coordinated with receiver unit and track schedulers. ARTCC is not the approval authority for entry/exit time changes. They can only deconflict traffic where you delay, not the track itself.

10.12.2.1. Aircrews will not change an enroute rendezvous into a point parallel (or vice versa) resulting in changes to their scheduled entry/exit times or ARCT over the ARCP without prior coordination

through scheduling. Track schedulers may schedule other aircraft on the track at the same altitude with minimum spacing.

10.12.2.2. To avoid air refueling communications from interrupting other aircraft rendezvous, crews will use the communications plan for the active air refueling track (for example, on AR-7BA, switch to the communications plan for AR-7A at the turn). When an interplane frequency is used as the air refueling frequency on an AR track or anchor, monitor the frequency on the communications plan for the associated track or anchor.

10.12.3. Aerial Refueling of Foreign Aircraft under Foreign Military Sales. Crews will annotate the AF Form 3578, Tanker Activity Report, with the proper six letter alpha numeric Foreign Military Sales case number. The case number will be annotated in the "Receiver Unit" block of the form. If the Foreign Military Sales missions are attached to a Coronet movement, annotate the Coronet identifier on the AF Form 3578 in the remark's section (i.e., CE-100). This information is also required on the AF Form 791.

Table 10.7. Foreign Military Sales Case Numbers

National Air Force	Squadron	Location	Case Number
Singapore Air Force	425 FS	56 FW Luke AFB, AZ	FN-D-NCO
Singapore Air Force	428 FS	56 FW Luke AFB, AZ	SN-D-NCP
German Air Force	N/A	49 FW Holloman AFB, NM	GY-D-NBQ

10.12.4. B-1B Conflict in Air Refueling Procedures. There is a conflict between the B-1B air refueling manual and the KC-10A T.O. 1-1C-1-33, *Tanker Air Refueling Procedures*. The B-1B's current rendezvous visibility requirements allow them to close to one-half mile and 500 feet below rendezvous altitude without having visual contact with the tanker. Their manual goes on to say, "Rendezvous closure will not be continued inside 1/2 NM range (2 NM for multiple receiver formations) unless visual contact is established with the tanker(s)". This is in direct conflict with the T.O. 1-1C-1-33 which requires rendezvous closure to be discontinued at 1 NM and 1000 feet below tanker rendezvous altitude until visual contact is established with the tanker (Paragraph 2-6, and Figure 7-2). Until the B-1B's Technical Order is revised, comply with T.O. 1-1C-1-33 procedures. When scheduled for a B-1B refueling pre-coordinate these procedures in the event the rendezvous is conducted in IMC conditions (make sure they are aware of the 1 NM and 1000 feet below restriction).

10.12.5. During local training missions, do not transfer fuel as a tanker without first receiving an 8-digit tail number from the receiver aircraft. This will not apply during emergency refueling situations.

10.13. Functional Check Flights.

10.13.1. 60 OG/OGV is the OPR for all Functional Check Flights (FCF). FCFs will be flown by FCF-trained crewmembers certified by 60 OG/CC. AR634, located within W283 and W285, is Travis AFB designated FCF airspace.

10.14. Boom Operator Procedures.

10.14.1. General Procedures. If cargo is transported, identify a second fully qualified boom operator as the cargo boom. The cargo boom will accomplish the cargo checklist, pre-mission coordination with the appropriate agencies, and assure the passenger information required for the DD Form 365-4 is provided to the primary boom. The cargo boom will be the primary crewmember responsible for passengers and accomplish all required customs and agriculture procedures. The cargo boom will also brief the aircraft

commander on any hazardous or special cargo on the aircraft IAW AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*.

10.14.1.1. For load briefing information at Travis AFB refer to Wing Operations Plan Sequence of Events (SOE) Y.

10.14.3. TA-40 Loader. This loader has an adapter that is used for loading the lower lobe of a B-747. It protrudes out from the front edge of the loader but does not run the entire width of the loader platform. When positioned against the door of the KC-10 there is a gap on the loader operator's side of the loader approximately forty inches long and twenty inches deep from the doorsill to the loader. This gap presents a safety hazard. The boom operator will request removal of the loader extension to eliminate the gap.

10.14.4. Hazardous Materials.

10.14.4.1. The only document that will be used to certify hazardous materials is the Shipper's Declaration for Dangerous Goods. DD Form 2133, Joint Airlift Inspection Record, will not be used as a hazardous materials certification document for vehicles and wheeled support equipment during mobility/contingency operations.

10.14.4.2. DD Form 1387-2, Cargo Manifest, will be utilized for identifying special handling instructions of classified, sensitive, and non-hazardous items, and if required, signature service protected items.

10.14.4.3. When a DD Form 2130, Series Load Plan, or similar automated product is used to manifest cargo, the controlled items of the shipment will be specifically identified on the associated load list or on the load plan. Do not transport controlled items using only the transportation control number (TCN) assigned to the entire pallet, since visibility of the specific item may not be possible.

10.14.4.4. Lithium Batteries. The recommended fire agents listed in AFJMAN 24-204, are water, CO2 or a Class D fire extinguisher. These agents will only help reduce the intensity of the fire until the lithium expends itself. Shipping agencies have advised crews to use aircraft potable water systems as fire suppressants. The use of any water is not recommended on KC-10s because water presents a hazard to electronic equipment located in the center accessory compartment and the ARO compartment. AFJMAN 24-204, Paragraph 1.10., Protective Equipment, states that the shipper must provide any special equipment required. If they do not, the boom operator can refuse to carry the dangerous goods.

10.14.4.5. Aircrew members may still encounter DD Form 1907, Signature and Tally Record, when transiting non-AMC bases. At these locations, it may be used instead of the cargo manifest to transfer shipments.

10.14.4.6. The KC-10 aircraft will not be used for transportation of hazardous waste.

10.14.5. Enhanced Boom Operator Procedures. This paragraph establishes a system to utilize qualified KC-10 Boom Operators to ensure on-time load completion during accelerated operations such as ORIs, CREs, contingencies, special missions or exercises. They are not for support of normal channel or routine missions.

10.14.5.1. When necessary, 60th OG or 349th OG Commander will task the squadrons for boom operators to perform cargo loading operations (349th based upon availability of personnel). This tasking will be scheduled through Current Operations.

10.14.5.2. The squadron will schedule individuals for enhanced boom operator duties. Duty Not to Include Flying (DNIF) booms may be scheduled for duties prescribed in this supplement, if the individual is current and medically fit for ground duty. Squadron operations officer or boom operator superintendent

must concur. Coordination with the flight surgeon may be necessary to determine an individual's fitness for duty. Squadron operations staff will define a "normal duty work day" (i.e., 0700-1700).

10.14.5.3. Notification procedures. Travis ATOC will determine load time and notify Travis Command Post. Travis Command Post will notify the applicable squadron scheduler, who will alert the enhanced boom operators. Boom operators will be alerted in time to allow them to be in place at the aircraft at the scheduled load start time.

10.14.6. Customs procedures. When required, make sure all aircraft doors remain closed until a customs agent requests them to be opened. When delays are encountered, maintenance personnel may deplane to accomplish required after-landing maintenance actions. When returning to the United States, the aircraft commander or designated representative will make sure the crew completes their individual customs declaration prior to the outbound customs inspection.

10.14.6.1. Permits to Proceed. If there is only one copy of the thru-load manifest, it should remain with the Permit to Proceed package. If Aerial Port personnel insist on taking the thru-load manifest, include a statement along with the individual's name and rank with the Permit to Proceed package.

10.14.7. Passenger movement. Passengers may observe air refueling when they are escorted by a crewmember to and from the ARO station. Primary crewmembers will be notified when passengers are in transit between the passenger compartment and the ARO station. Brief passengers on the use of the quick-donning oxygen system. The total number of individuals in the ARO compartment at any one time will not exceed the number of seats with seat belts and operable oxygen regulators.

10.14.8. Removal/Addition of Aircraft Equipment. Configuration waivers are needed any time you place equipment in aisle spaces, equipment that hinders access to emergency equipment/oxygen, aircraft seats installed facing aft, cargo barrier nets/environmental curtain not installed in correct position, and the cargo handling system used not as designed (i.e., moving rails, lock pawls, etc.). This is by no means a complete list, but provides a starting point. Anytime a piece of equipment is installed in a place it was not designed for, or if it will hinder evacuation of the aircraft, a waiver is required. Furthermore, the addition of equipment that is not listed in DD Form 365-1, Basic Weight Checklist Record, Chart A that has not been tested or certified for use in the KC-10 also constitutes a nonstandard configuration.

10.14.9. KC-10 Joint Task Force Command Module (JTF/CCM).

10.14.9.1. Configuration Change. T.O. 1-1C(K)A-2-25TP-7 directs removal of existing cargo handling components and installation of new cargo handling components. The configuration change will be made on the DD Form 365-4, Weight and Balance Clearance Form F, by using the information provided in the configuration change checklist. The checklist is in the aircraft weight and balance binder opposite the latest Chart C. The following loading guidance applies:

10.14.9.1.1. The cargo door must be open to the full open position for loading.

10.14.9.1.2. Seven pallets will be loaded in 13L, 12L&R, 11L&R and 10L&R. Some will be for pre-palletized equipment and some will be sub floor. All rings must be in the up position for the pallets that do not have pre-palletized equipment.

10.14.9.1.3. The module is properly secured by the repositioned center guide rails attached to twenty-four cross track assemblies. This side and vertical restraint equipment must be centered on each unit of the module. The module has hard rubber bumpers that snug it against the fore and aft locks and prevent it from shifting. There are no lips on the fore and aft edge of the module. The fore and aft locks are for lon-

gitudinal restraint only. Restraint requirements are nine G's in the forward direction for all equipment and cargo since passengers are in the cargo compartment.

10.14.9.1.4. The weight of each section of the module is marked on data plates located on the left side at the center of balance of each unit. This data will be used to complete DD Form 365-4, Weight and Balance Clearance Form F.

10.14.9.1.5. There are several models of galley pallets. The weight of the galley pallet will be provided for inclusion in the DD Form 365-4. Unless there is a waiver provided from AMC for methods not listed in the T.O. 1C-10(K)A-9, use only authorized devices to provide the required restraint cited in T.O. 1C-10(K)A-9, Section 5D.

10.14.9.2. Oxygen (JTF/CCM). A Yokota module will have approximately thirty Emergency Passenger Oxygen System (EPOS). McGuire module will have Passenger Oxygen Kits (POK). Twelve POKs are required for this configuration. This provides an adequate number of POKs for missions that carry as many as four stewards. Ten EPOS/bottles are pre-positioned in the Command Module to be used during depressurization emergencies. Two EPOS/bottles are for stewards performing duties in areas where oxygen capability does not exist.

10.14.9.3. Stewards (JTF/CCM). Stewards from Andrews AFB are not qualified in the KC-10; stewards from Yokota are trained. It will be up to the boom operator to brief the stewards, as required, on equipment operation.

10.14.9.4. Emergency Shutdown Procedures (JTF/CCM). When considering the emergency shutdown procedures there could be two possible situations. In the first case, the JTF/CCM power distribution is from the floor outlet directly to the JTF/CCM. In the second case, both the JTF/CCM and the Comm. Module power distribution are from the floor outlet, connecting the JTF/CCM through the Comm. Module.

10.14.9.4.1. In the case of a JTF/CCM only, emergency shutdown procedures involves two steps. There is a red emergency button, located inside the JTF/CCM to the right of the entry door. Pushing this button will disconnect power to the JTF/CCM. Power from the floor to the JTF/CCM can be removed by opening the CARGO COMPARTMENT AUX. PWR circuit breaker on the flight engineer's upper main circuit breaker panel.

10.14.9.4.2. When carrying both the JTF/CCM and the Comm. Module, emergency shutdown procedures involve three steps. The red emergency button located inside the JTF/CCM disconnects power to the JTF/CCM. Disconnecting power to the Comm. Module involves depressing the red button on the circuit breaker panel that is located to the left of the entry door. Power from the floor to the JTF/CCM can be removed by opening the CARGO COMPT AUX. PWR circuit breaker on the flight engineer's upper main circuit breaker panel.

10.15. Travis Bird Aircraft Strike Hazard (BASH) Plan.

10.15.1. When Phase II is in effect (normally 1 October through 30 April), Current Operations will make every effort not to schedule departures or recoveries for missions during the designated BASH window.

10.15.1.1. Total number of missions scheduled that fall within an identified BASH window will be annotated and approved (for scheduling purposes) in the monthly Wing Operations Plan. Additionally, missions will be reviewed and approved on a daily basis at the Air Operations Directive meeting.

10.15.1.2. If mission requirements dictate a departure during this period, Current Operations will task Airfield Management to visually inspect the departure runway for birds twenty minutes prior to the scheduled takeoff time (see 60 AMW OPLAN 127-15, *Travis BASH Plan*, for more details). All AMC-controlled aircraft takeoffs during this period require 60 OG/CC approval.

10.15.1.3. Prior to transitioning at NON-DOD airfields, planner/aircrews will obtain any available bird activity information. Aircrews experiencing high bird activity at these locations will advise their respective safety office BASH representative.

10.15.1.4. At military or civilian airfields that do not have BASH programs, aircrews will use the Bird Hazard Condition (BHC) definitions and the operational restrictions as a guide when assessing the risk of bird hazards to flight operations.

10.15.2. Bird Hazard Conditions defined.

10.15.2.1. SEVERE - High bird populations (more than fifteen large birds or thirty small birds) on or immediately above the active runway or other specific location (taxiways, in-field areas, and departure or arrival routes) that represents a high potential for strike. A single bird in a critical location may elevate the BHC to SEVERE.

10.15.2.2. MODERATE - Increased bird population (approximately five to fifteen large birds (waterfowl, raptors, gulls, etc.) or fifteen to thirty small birds (terns, swallows, blackbirds, etc.) in locations that represent an increased potential strike.

10.15.2.3. LOW - Sparse bird activity within fifteen NM of the airport.

10.15.3. Aircrew Procedures.

10.15.3.1. Any time Travis BHC is SEVERE, all AMC flight operations (takeoffs, landings and approaches) are prohibited. Airborne aircraft will divert or hold. Deviations require 60 OG/CC (or higher) approval.

10.15.3.1.1. Aircrews requesting waivers while at NON-AMC locations will coordinate with the AMC/DO through the TACC. Recommended guidance during SEVERE BHC is to delay departures and arrivals until birdwatch condition is MODERATE or less.

10.15.3.1.2. In all cases, operational mission priority must be weighed in determining waiver approval. When a waiver is approved for operation during SEVERE BHC at AMC locations, the local OG/CC (or higher) must actively monitor launch and recovery of aircraft.

10.15.3.1.3. When Travis Bird Hazard Condition is MODERATE or SEVERE, all aircraft will be issued the appropriate BHC by Base Operations, ATC and Travis Command Post. If the condition persists, it may also be broadcast on ATIS.

10.15.3.2. During the Phase II BASH window or anytime a MODERATE BHC has been declared:

10.15.3.2.1. Initial takeoffs and final landings allowed only when departure and arrival routes avoid identified bird activity.

10.15.3.2.2. All local IFR/VFR traffic pattern activity will cease (airborne aircraft/crews will terminate transition training in the Travis local pattern).

10.15.3.2.3. All AMC-controlled aircraft takeoffs require approval by 60 OG/CC after Airfield Management has visually surveyed the runways/airfield environment for significant bird activity. ATC and Travis

Command Post, in coordination with Airfield Management, will advise aircraft of the anticipated delay, if known, for bird dispersal or a return to LOW BHC.

10.15.3.2.4. Airborne aircraft will divert, hold, or full stop. Aircraft commanders should assess the risk by considering fuel status, weather, bird location, etc., when making this decision.

10.15.3.2.5. For aircrews on AMC tasked missions, transition (practice patterns, approaches and landings) at NON-DOD airfields will not be accomplished during that airfield's BASH window. In addition, missions should be scheduled to avoid other known peak bird activity periods for particular airfields.

10.15.4. Bird Avoidance Procedures at Travis AFB.

10.15.4.1. In conjunction with the Bird Aircraft Strike Hazard (BASH) Program, consider the following to avoid bird strikes in the local pattern. There are many birds in the vicinity of the Potrero Hills landfill which lies beneath the base turn for the circle and VFR pattern to Rwy 3L (there is a book in Base Operations with pictures of nesting locations). Follow these guidelines for bird avoidance:

10.15.4.1.1. Runway 03: Plan circling approaches and VFR patterns to Rwy 3R. Circles and VFR patterns to Rwy 3L will avoid over flight of the Potrero Hills landfill. If extending beyond the landfill while circling, use Category E minima to ensure obstacle clearance.

10.15.4.1.2. Runway 21: Do not over fly the Potrero Hills landfill on extended upwind VFR patterns or circling to 21L/R from a Rwy 3 approach.

ARTHUR M. PACKARD, Colonel, USAF
Director of Wing Staff