

**BY ORDER OF THE
COMMANDER 920TH RESCUE WING**

**AIR FORCE INSTRUCTION 11-2HC-130,
VOLUME 3**



**920TH RESCUE WING
Supplement**

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Flying Operations

HC-130-OPERATIONS PROCEDURES

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This supplement implements and extends the guidance of Air Force Instruction (AFI) 11-2HC-130V3, *HC-130 Operations Procedures*. It provides guidance and describes 920th Rescue Wing (920 RQW) Flying Operations. It applies to all aircrew assigned or attached to the 39th Rescue Squadron (39 RQS), Patrick Air Force Base (AFB), Florida (FL). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include the organization to supplemental paragraphs throughout the AFI rather than just chapter 10. Other changed areas include new aircrew arming procedures, further defined Go/No-Go, added Bird/Wildlife Aircraft Strike Hazard (BASH) procedures, hearing protection, added SOV-3 approval, added rescue bin configuration, standard equipment list and flight engineer information guide.

1.1. This supplement establishes local policies and procedures not otherwise readily available to aircrew through aircrew publications. It promotes a safe, orderly and expeditious movement of

39 RQS aircraft. It does not apply when 39 RQS aircrew and aircraft experience a Change in Operational Control (CHOP), however crews should comply with the intent as much as possible.

1.3.2. Waiver authority for AFI 11-2HC-130V3_920RQW Supplement (SUP) is the 920 OG/CC. Submit waiver requests and revisions, in writing, to 39 RQS/DOV. Requests are forwarded to 39 RQS/CC and 920 OG/CC for approval.

5.8.3. (Added) Aircraft Lighting. Attachment 5 checklist page insert is for flight engineers and is provided to ensure proper lighting configuration during all phases of aircraft operation. The information therein has been extrapolated from AFI 11-202V3_Air Combat Command (ACC) SUP, *General Flight Rules*, AFI 11-218_ACCSUP, *Aircraft Operations and Movement on the Ground*, AFI 11-2HC-130V3, T.O.'s 1C-130(H)H-1, and 1-1C-1-20. This page is for information only and should be placed outside the blue cover pages that enclose the T.O. 1C-130(H) H-1CL-5 checklist pages.

5.8.3.1. (Added) Position Lights. These will be set to "flash" while on the ground and "steady" during flight.

5.8.3.2. (Added) Anti-Collision/Strobe Lights. All 39 RQS aircraft are equipped with strobe lights rather than a rotating beacon. Use of the strobe inhibit switch is applicable.

5.8.3.3. (Added) For normal aircraft operations, use the following guidance:

5.8.3.3.1. (Added) BEFORE STARTING ENGINES checklist. Position lights will be set to FLASH, strobe lights to RED/WHITE (whichever is applicable), strobe inhibit switch to ANTI-COLLISION.

5.8.3.3.2. (Added) LINEUP checklist. Position lights will be set to STEADY, strobe inhibit switch to OFF. This enables strobe light operation.

5.8.3.3.3. (Added) AFTER LANDING checklist. The position lights will be set to FLASH, strobe inhibit switch will be placed to ANTI-COLLISION.

5.8.3.3.4. (Added) For ACC HC-130 aircraft, red strobe lights should be used at night and white strobes should be used during daylight.

6.2.7.2. (Added) Reflective belts will be worn on the flightline during hours of darkness.

6.2.9.1. (Added) The Hostile Environment Repair Kit (HERK) is contained in a storage box which is comprised of two sections. The HERK portion of the kit is located in the top half of the storage box and the flight engineer's tool kit is located in the bottom half. The box is located, just behind the right paratroop door. It is marked for identification purposes and locked using a 4-digit numerical combination type lock. If either kit is used, or the box is found to be open during preflight, a complete inventory will be accomplished prior to leaving the work area. If any component within the kit is missing, an annotation in the Air Force Technical Order (AFTO) Form 781A will be made. This kit is the responsibility of the 39 RQS flight engineer's.

6.2.9.2. (Added) The HERK and procedures are intended for use in hostile/austere locations where maintenance support is not available. Approval authority for the use of the HERK resides in Air Force Special Operations Command Manual (AFSOCM) 11-201, *Hostile Environment Repair Procedures*. Each kit will be accompanied by a kit bag containing the 3 wood plugs. These items will be verified in place during the flight engineer's aircraft preflight. In addition, the flight engineer will also ensure that an alternating current generator pad and direct current power cord are in place on the aircraft. These two items are the responsibility of the 920th Aircraft Maintenance Squadron. (EXCEPTION: These items will normally be removed and placed in storage when the aircraft is scheduled for entry into extended modification or Programmed Depot Maintenance (PDM), Isochronal Inspection (ISO), etc. The flight engineer will then sign out a fly-away PDM tool kit from the flight engineer superintendent.)

6.3. 39 RQS tracks all Flight Crew Information File (FCIF)s electronically with PATRIOT EXCALIBUR (PEX).

6.3.3 (Added) Crewmembers without access to PEX (i.e. locked accounts or wrong passwords) will follow FCIF sign off procedures in accordance with (IAW) paragraph 6.3.2 of the AFI in which this supplements.

6.9. 39 RQS/DOK is responsible to maintain unit mission kits. The Airborne Mission Systems Specialist (AMSS) will check the kit for completeness on each aircraft preflight.

6.9.1. The CANON IP90 color printer is available and approved for use during all phases of flight and is intended to aid in dynamic changes in mission execution. The printers have been assigned to each tail number. The printers and all associated hardware and accessories with the exception of the universal serial bus (USB) cable and ink cartridges are stored in the aircraft mission kit. These items are accounted for by serial number and assigned to individual tail numbers. These printers use standard 8 ½" x 11" paper which is located in the front pocket of each mission kit. Printer cartridges and USB cable are stored in three AMSS Footballs available in the squadron. The cartridges should be removed from the printer after use due to extreme ramp temperatures on the flightline. These printers and consumables are the responsibility of the 39 RQS/DOK.

6.10.6. (Added) 39 RQS/DOK is responsible to maintaining aircraft Navigation Kits. The AMSS will check the kit for completeness on each aircraft preflight.

6.16.2 (Added) Filing Flight Plans.

6.16.2.1. (Added) Local visual flight rules (VFR) flight plans may be filed with Patrick AFB base operations via telephone Defense Switched Network (DSN) 854-2222 and all instrument flight rules (IFR) flight plans must be filed via facsimile (FAX) (DSN 854-6442). The aircraft commander or designated representative will confirm the flight plan has been received. The filing procedures are as follows:

6.16.2.2. (Added) Obtain local area weather (flimsy) from the 45th Weather Squadron homepage (click on the Local Area Flying Forecast link). Contact the forecaster (DSN 853-8488) for

updates, initials or to request a Faxed copy of a Department of Defense (DD) Form 175-1, *Flight Weather Briefing*, (Rescue Operations Center (ROC) FAX DSN 854-3245).

6.16.2.3. (Added) To telephonically file a local VFR flight plan, contact base operations and provide the required information from the DD Form 175, *Military Flight Plan*. Obtain the base operations representative initials and annotate the notice to airman (NOTAM) block of the form.

6.19.1.4. (Added) Lightning Warning. Cape Weather issues two lightning warnings for Patrick AFB. Phase I means that conditions are favorable for lighting within 5 nautical miles (NMs) of Patrick AFB within 30 minutes. Phase I does not restrict any ground or flight operations. Phase II means lightning is occurring or imminent within 5 NM of Patrick AFB or Melbourne International Airport. Phase II restricts personnel from continuing flight line ground operations. Phase II does not restrict aircraft taxiing to and from parking. Maintenance personnel will not be available to marshal the aircraft into parking during this time; therefore the aircraft commander will ensure proper taxi clearances are met. In addition, Instrument Approaches or VFR pattern activity other than mission essential will not be authorized.

6.21.3.1. (Added) Upon completion of the aircraft preflight, the aircraft may be sealed for the duration of the preflight period. In this case, an entry must be annotated in the AFTO Form 781A to include the following statement: "Aircraft Flight Engineer (FE), Loadmaster (LM), and AMSS preflights c/w IAW T.O.1C-130(H)H-1 at (local time). Aircraft sealed using seal # XXXX." In addition to this statement, the FE will add the current fuel and Liquid Oxygen (LOX) status. The actual aircraft seal number must be written in ink. If at any time the aircraft seal is broken then resealed, an annotation in the aircraft forms will be made stating the time, date, crewmembers name and new aircraft seal.

6.21.7. (Added) The helicopter air refueling system and air deflector doors will be preflighted for every initial preflight of the aircraft flying period. This meets the need for short notice/airborne tasking. Preflight the flare launcher system for every off-station and local training mission requiring its use.

6.21.8. (Added) When the airplane is flown more than once on the same day and assumed by a replacement crew (warm turn), the flight engineer will check areas where maintenance or servicing was performed, refit harness and oxygen quick-don mask, as well as perform a general inspection of the aircraft. Attachment 4 provides a checklist page that can be used as a guide to facilitate this warm turn inspection.

6.21.9. (Added) Crewmembers required to perform preflight will be given 12 hours of crew rest prior to assuming preflight duties. Preflight duty that is not scheduled to result in flying a sortie for that particular crewmember will not exceed a 12 hour shift from initial report time (including civilian employment report time).

6.21.10. (Added) Duty not involving flying (DNIF) crewmembers or crewmembers non-current for a Basic Sortie will not preflight aircraft.

6.55. (Added) Aircraft commanders and flight engineers will attend the maintenance debrief at Maintenance Operations Center (MOC) as soon as possible after a flight. In addition, a specific discrepancy may require the attendance of the crewmember most affected by the malfunctioning system. If MOC is unavailable, leave aircraft forms on the plane. FAX a copy of the AFTO Form 781 to MOC at DSN 854-8870.

6.55.2.7. (Added) Activate the birdbath by clicking the transmitter 5 times within 7 seconds on very high frequency (VHF) 148.45. Allow approximately one minute for the pressure to build up. Repeated attempts will disable the birdbath. As full spray begins, start taxiing slowly on centerline at a rate that allows adequate rinsing of the airframe. Exercise flight controls as water washes them.

6.55.2.7.1. (Added) If the aircraft performed live ordnance dispensing, the aircraft must be checked for hung ordnance prior to entering the bird bath. In this case, perform the ENGINE RUNNING ON/OFFLOAD checklist to facilitate the loadmaster exiting then re-entering the aircraft. (Reference 10.5.2.1. for specific loadmaster procedures.)

6.55.2.7.2. (Added) Large Aircraft Infrared Countermeasures (LAIRCM) equipped aircraft with Small Laser Turret Assemblies (SLTA) installed will not proceed through the bird bath as water intrusion may result in damage to sensors.

6.66.5. (Added) During ground operations, the aircrew will accomplish the engine running crew change (ERCC) checklist anytime a primary crewmember is changing out of his/her primary crew position, otherwise run the engine running onload/offload (ERO) checklist when not utilizing the Infil/Exfil checklist. Coordinate the location of the ERO with participating aircrew members, King Operations, and MOC.

6.66.5.1. (Added) Deplaning Crew: Ensure a sufficient number of SATBs and pyrotechnics for both missions are delivered to the aircraft prior to initial takeoff. Also ensure the fuel load is sufficient for both missions. Complete the weight and balance form and take off and land data (TOLD) card for the enplaning crew. List all discrepancies in the Air Force Technical Order AFTO Form 781A. The departing loadmaster will take the signed weight and balance form when departing the aircraft.

6.66.5.2. (Added) Enplaning Crew: The oncoming aircraft commander will sign the weight and balance form. The flight engineer/loadmaster will fit or stow parachute/restraint harness as required. All crewmembers will discuss discrepancies with counterparts.

7.5.1.1. (Added) Aircrew Arming and Handling of Weapons. Normally, the loadmaster and flight engineer will arm for all missions outside the contiguous United States (CONUS) or as directed by the squadron commander. Other crewmembers may arm on a weapons availability basis. Load M-9 pistol with 15 rounds of ammunition for anti-hijack purposes.

7.5.1.2.. (Added) Aircrew members must ensure they have the following items when receiving weapons from 920th Operations Support Squadron (920 OSS) Life Support (Armory):

7.5.1.3.. (Added) Flight Authorization.

7.5.1.4. (Added) AF Form 522, *Ground Weapons Training Data* or AF Form 523, *Authorization to Bear Firearms*.

7.5.1.5. (Added) Correct size/type of holster or survival vest. A concealed holster must be used when retrieving weapons for anti-hijacking purposes.

7.5.7. (Added) Turn-in aircrew weapons to 39 RQS Armory located in 920 OSS/Life Support immediately upon return to home station. Staffing the armory for the return of aircrew weapons will be coordinated a minimum of 24 hours prior to the aircrew's return to home station by calling DSN 854-2297 (King Operations) during normal duty hours. If 39 RQS personnel are unavailable, crews may store weapons at the 45th Space Wing (45 SW) security police armory (DSN 854-2000) on a temporary basis. The weapons must then be picked up from the police armory and returned to the Life Support armory on the next business day. At no time will personal vehicles be used to transport firearms. Use government vehicles to and from the armory. All weapons will be returned cleared using a clearing barrel and stored in a sealed ammo can. Ammo cans will contain the 2 M-9's and 4 15-round magazines originally issued and be sealed using a box car seal obtained from the armory prior to storage.

10.2. (Added) 39 RQS Local Operating Procedures

10.2.1. (Added) Avoid areas: Do not fly below 1,500' above ground level (AGL) inside the indicated radius of the points listed in Table 10.1.

Table 10.1. Areas to Avoid.

<u>POINT</u>		<u>RADIUS</u>	<u>REASON</u>
N 27 47.06	W 081 12.30	2 nautical miles (NM)	Noise Abatement
N 27 20.54	W 080 41.46	1 NM	High Bird Activity

10.2.2. (Added) Local Training Bases. In addition to Patrick AFB, FL use the following airfields for transition training. Use of these fields does not require a mission identifier (MI) unless remaining overnight.

10.2.2.1. (Added) Cape Canaveral Air Force Station Skid Strip, FL (KXMR)

10.2.2.2. (Added) Gainesville Regional, FL (KGNV)

10.2.2.3. (Added) Homestead Air Reserve Base (ARB), FL (KHST)

10.2.2.4. (Added) Hunter Army Airfield (AAF), GA (KSVN)

10.2.2.5. (Added) Jacksonville Naval Air Station (NAS), FL (KNIP)

10.2.2.6. (Added) Key West NAS, FL (KNQX)

10.2.2.7. (Added) MacDill Aux Field (Avon Park), FL (KAGR)

10.2.2.8. (Added) Mayport Naval Station, FL (KNRB)

10.2.2.9. (Added) Melbourne International, FL (KMLB) (Use runway 09R/27L only due to gross weight restrictions)

10.2.3. (Added) C-130E Usage. C-130E including C-130E Group 3 aircraft (WC-130H) may be used for all flight profiles except SCAs, HAR due to no AR pods and NVG operations. Even though not specifically addressed in the Ready Aircrew Program (RAP) Tasking message there are no restrictions to flying CARP/HARP Airdrop, Jumpmaster Directed Airdrop, ramp bundles, CDS, Search Patterns, MA 1/2, parabundle, freefall, pyrotechnic operations, Short Field Operations and all Non-RAP events. Refer to AFI 11-2HC-130V1, *HC-130-Aircrew Training*, for specific items that can be logged per individual crew position.

10.2.3.1. (Added) C-130E currency. HC-130 crewmembers are required to fly the C-130E including Group 3 aircraft (WC-130H) once every 180 days. If currency in this aircraft is lost, the crewmember must then review the Differences Power Point presentation and complete an AF Form 1522, *ARMS Additional Training Accomplishment Report* prior to flight. In addition, if any crewmember is overdue their Basic Sortie requirement in the HC-130, they will need to fly with an Instructor of the same crew position to regain currency in the C-130E. This currency will not update the HC-130 Basic Sortie requirement.

10.2.3.2. (Added) 39 RQS/DOV maintains a pubs kit for this aircraft, which is located on the aircraft. Flight Engineers are responsible for checking its contents when arriving at the aircraft. Checklists and associated items will be returned to the pubs kit upon completion of the mission. Use this kit in association with your HC-130 required in-flight pubs.

10.2.3.3. (Added) The AMSS is not part of the basic/mission crew complement. Omit AMSS responses from tactical checklists. They are encouraged to fly as an ACM to maintain a rescue crew posture and assist the crew as much as possible. When a AMSS flies on this aircraft, flight time may be logged as "Other" and duty position will be XK.

10.2.4. (Added) Standard Aircraft Configuration.

10.2.4.1. (Added) Navigation System Equipment. Configuration should include the following navigation system equipment:

10.2.4.1.1. (Added) Global Positioning System (GPS) antenna

10.2.4.1.2. (Added) GPS antenna cable

10.2.4.1.3. (Added) GPS power/data cable

10.2.4.1.4. (Added) Cigarette adaptor (used in conjunction with the GPS power/data cable)

10.2.4.1.5. (Added) Surge Protector

10.2.4.1.6. (Added) Power Inverter

10.2.4.1.7. (Added) Do not remove any equipment listed above, unless delivering the aircraft for PDM, etc. After completing the engine shutdown checklist, unplug the inverter from the copilot's twist-lock plug. **NOTE:** As a minimum, mission-planning backpacks will contain GPS receiver, laptop, laptop power adapter, and a functional data transfer module (DTM) cartridge with the local reference library installed.

10.2.4.2. (Added) Loadmaster Equipment. Loadmasters will prepare, load, and download training aids. All training aids not used will be removed by the loadmaster and returned to loadmaster storage. Training aids that are airdropped will be returned by the drop zone controller (DZC) to the same facility.

10.2.4.2.1. (Added) Packing Material will never be dumped at sea, IAW International Maritime Law. Retain all packing and containers not required for the deployment of pyrotechnics or sea dye markers for disposal upon mission termination.

10.2.4.2.2. (Added) Use of chemlights during night airdrops. Attach chemlights with 80-lb. cotton webbing to all airdrops at night. SATB require two chemlights for each bundle.

10.2.4.2.3. (Added) Meals Ready to Eat (MRE). Pre-positioned MREs, located in the rescue bins, are used for actual search air rescue (SAR) airdrop and not for individual consumption.

10.2.5. (Added) Communications Security (COMSEC) Procedures. The AMSS will obtain and safeguard all required classified documents and COMSEC material. Required COMSEC material will be as per training and mission requirements. If the AMSS is not available or not required for the flight, the copilot is responsible for handling, controlling and safeguarding COMSEC material required for flight. The copilot will sign a hand receipt for the COMSEC package from the AMSS. Aircrews must have COMSEC user training to receive COMSEC material.

10.2.6. (Added) Operational Check Flights (OCF)/Functional Check Flights (FCF). OCF is defined as a training/operational flight that performs a system/component check when requested by 920th Maintenance Group Quality Assurance office (920 MXG/MXQ). OCF's will be flown by experienced aircrews and FCF qualification is not required. FCF is defined as a flight dedicated to determining whether an aircraft and its components are functioning according to T.O. 1C-130E(H)-6CF specifications prior to its release for operational use. In addition to OCF/FCF required by maintenance, the 39RQS will perform an FCF on each aircraft that comes out of both Major and Minor ISO.

10.2.6.1. (Added) Perform FCFs from 5 to 30 distance measuring equipment (DME) between the Patrick Tactical Air Navigation (TACAN) COF-095 degree and 155 degree radials.

10.2.6.2. (Added) Pilots and flight engineers will complete a training folder prior to certification. Navigators and loadmasters will fly an FCF with an instructor prior to certification. These

certified crewmembers will be tracked on the squadron Letter of X's. AMSS's are not required on FCF but should be scheduled for the aircraft preflight where feasible.

10.2.6.3. (Added) FCF qualified pilots may perform duties from either seat.

10.2.7. (Added) Space Operations Procedures. All crewmembers participating in King 1 or 2 operations during shuttle launches and Mode VIII exercises will attend an aircrew and Joint Task Force-Space Transportation System (JTF-STTS) briefing unless arrangements are made with the aircraft commander. Crews should plan on preflighting, loading and sealing the aircraft the day prior to launch. Crews will receive at least the minimum crew rest prior to a launch and show with an entire crew duty day for this mission. Once an aircraft is sealed, the operations supervisor or alert crewmember approval is needed to break the seal; once broken the aircraft will be continuously monitored by any squadron aircrew member. Failure to follow these procedures requires the dash 1 preflight be reaccomplished. NVGs and shot records will be carried on all King 1 or 2 mission.

10.3. (Added) Prepermission

10.3.1. (Added) Mission Management. The Aircraft Commander is the primary point of contact for the mission. Mission preparation and mission execution decisions are ultimately the Aircraft Commanders. The Operations Supervisor and the Operations Duty Controller are there to advise, coordinate and support the Aircraft Commander.

10.3.2. (Added) Flight Following. Aircraft commanders will ensure the operations duty controller (ODC) is informed of the mission profile and aircraft location during the flight. Leave a copy of the flight authorization, operational risk management (ORM), flight plan and any other pertinent documentation at the operations desk before proceeding to the aircraft.

10.3.3. (Added) Mission Identifiers. Open the MI, report takeoff time, report landing time, and close the MI with 920 RQW/CP or AFRC/CP (when 920 RQW/CP is closed). Aircrew should use the operations supervisor/ODC to facilitate the process. The aircraft commander is responsible for ensuring the AMSS opens the MI a minimum of one hour prior to scheduled departure. Any change in the estimated time of departure (ETD) of more than 1 hour will be reported to AFRC/CP. The aircraft commander is responsible to close the MI with AFRC/CP within one hour of return to home station.

10.3.4. (Added 920RQW) Go/No-Go. The Go/No-Go program is designed to ensure that aircrews have the latest safety of flight guidance, prevent them from flying while GROUNDED and ensure they are flying in supervised status if they are non-current or unqualified. The 39 RQS program follows guidance in AFI 11-202V1, 2, 3 AFI 11-401, AFI 11-2HC-130V1, 2, 3 and 920 OG/CC guidance. The following are the aircraft commanders' and individual aircrew members' responsibilities.

10.3.4.1. (Added) Prior to the crew stepping to the aircraft, the aircraft commander will:

10.3.4.1.1. (Added) Check the Flight Authorization for discrepancies and make any necessary changes.

10.3.4.1.2. (Added) Review Individual Currency Summaries or Mission Accomplishment Report (MAR) for non-current items.

10.3.4.1.3. (Added) Check PEX Go/No-Go page to ensure all crewmembers are green in DNIF, FCIF, TRAINING, TESTING and S/E. No crew member can fly while red in one of these items. *EXCEPTION:* Boldface and SEPT. If these items are accomplished and the AF Form 1522 submitted to the ODC/Ops Supervisor, then the individual can be cleared to fly.

10.3.4.1.4. (Added) Sign orders to verify Go/No-Go was checked

10.3.4.2. (Added) Prior to stepping to the aircraft, individual aircrew members will:

10.7.4.2.1. (Added) Check the current FCIF Parts B and C in PEX.

10.3.4.2.2. (Added) Review their Individual Currency Summary or MAR. If the crewmember is scheduled for an event for which they are non-current/ unqualified, notify the aircraft commander and section supervisor.

10.3.4.2.3. (Added) Not step to fly or preflight while grounded.

10.3.4.2.4. (Added) Not accomplish any events in-flight for which they are either unqualified or non-current (unless under instructor/evaluator supervision).

10.3.4.2.5. (Added) Provide a copy of the AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*, to 39 RQS/DOTF when placed on DNIF status. Aircrew members will immediately notify their supervisor, scheduler, and Aviation Resource Management (ARM) personnel regarding their DNIF status.

10.3.4.3. (Added) Visiting aircrews will provide proof of medical, physiological, and aircrew qualification prior to flight. Instruct visiting aircrew members to send a copy of their ARM Individual Data Summary and Individual Training Summary to 39 RQS/DOTF. 39 RQS/DOTF clears visiting crews to fly by placing them on the Flight Authorization. Visiting aircrew personnel will complete an initial review of the FCIF, Part B and annotate it on the crew orders prior to flight.

10.3.4.4. (Added) The 308 RQS manages their own Go/No-Go process. If they show with a Flight Authorization, Aircraft Commanders may assume they have complied with their Go/No-Go procedures and place them on the AFTO Form 781. When Combat Rescue Officer (CRO)/Pararescue Jumper (PJ) do not have a Flight Authorization then aircraft commanders will assume the Go/No-Go has not been complied with. Do not fly them as aircrew and do not place them on the AFTO Form 781. If the user is willing to take responsibility then the user may perform jump duties in MEGP status.

10.3.4.4.1. (Added) IAW AFI 11-401, Pararescue aircrew members assigned to authorized flying billets, on active flying aeronautical order (AOs) and qualified in the MDS, who are required in addition to the normal aircrew complement (3 PJ/CRO) to perform in-flight duties for mass rescued aircrew member/personnel missions may log secondary time when performing simulated patient duties or Mission Coordinator duties on mass personnel recovery training missions. Secondary time is authorized only during such time those in-flight duties are performed. In this case, the PJ Team Leader will ensure one of the following statements is annotated on the back of the AFTO Form 781; 1) In-flight patient eval/treatment, 2) In-flight rescue equipment deployment preparation, 3) In-flight rescue scenario crew coordination, 4) In-flight rescue scenario analysis and preparation, or 5) In-flight rescue recovery scanning. The use of any of these statements will be accompanied by the signature of the PJ Team Leader/CRO.

10.3.4.4.2. (Added) During periods when the PJ is not performing "in-flight" duties associated with the rescued members or mission coordinator, or non-current for that MDS, only "Other" flight time will be logged.

10.3.5. (Added) Changes to the Flight Authorization. All write-in changes to the flight authorization must be initialed by an individual authorized to sign Flight Authorizations prior to the aircrew stepping to the aircraft. The squadron commander has delegated his authority to authorize flights without a navigator or radio operator to the Operations Supervisor. The aircraft commander has the authority to release individual crewmembers from a flight down to a basic crew compliment.

10.3.6. (Added) Bird/Wildlife Aircraft Strike Hazard (BASH). The 39 RQS will follow BASH guidance contained in AFI 91-202, The US Air Force Mishap Prevention Program, and Air Force Pamphlet (AFPAM) 91-212, *BASH Management Techniques*.

10.3.6.1. (Added) Aircrews will obtain and monitor Bird Watch Condition (BWC) advisories prior to departure, low-altitude flight (if available) and arrival. Aircrews will adhere to the following BWC guidance:

10.3.6.1.1. (Added) BWC SEVERE. Takeoffs and landings are prohibited.

10.3.6.1.2. (Added) BWC MODERATE. Takeoffs and full stop landings are allowed if the departure and arrival route avoids identified bird activity. Traffic pattern activity to include planned low approaches is prohibited (other than takeoff and full stop landing)

10.3.6.1.3. (Added) BWC LOW. No restrictions to aircraft operations.

10.3.7. (Added) Hearing Protections. Personnel will have two forms of hearing protection (ear plugs and headsets/muff-type ear defenders or aircrew helmet) available when entering the flight line. Ear defenders are available for use at the Operations desk.

10.3.7.1. (Added) At least one form of hearing protection will be used when:

10.3.7.1.1. (Added) Within 25 feet of in-use powered aerospace ground equipment.

10.3.7.1.2. (Added) Within 100 feet of running aircraft engines, Auxiliary Power Unit (APU) or Gas Turbine Compressor (GTC).

10.3.7.2. (Added) Ear plugs and one other form of hearing protection will be used within 50 feet of running aircraft engines, APU or GTC.

10.4. (Added) Enroute

10.4.1. (Added) Turbulence Encountered on Low Level Missions. When winds exceed 25 knots across a ridgeline or mountaintop, there is a high potential for significant mountain wave turbulence. When this occurs, crews should avoid flying on the downwind side of ridges and peaks. Fly upwind or above significant terrain. Avoid terrain-masking flights, which place the aircraft in narrow canyons, and valleys where turbulence can be enhanced by the venturi effect.

10.4.1.1. (Added) Do not fly low-level in mountainous terrain when surface winds exceed 40 knots (reported or observed).

10.4.1.2. (Added) Flight in areas of forecast severe turbulence is prohibited.

10.4.2. (Added) AFRC CRO/PJs are approval for use of the SOV-3 parachute system. It is a square parachute similar to the MT1-X with a forward speed of 20.8 Kts. These K factors have been validated and approved by Natick Airdrop/Aerial Delivery Directorate.

10.4.2.1. (Added) Aircrews and jumpmasters will calculate SOV-3 parachute release points utilizing K=25 for HALO and K=45 for HAHO parachute deployments. Use ballistics for MT1-X parachutes from AFI 11-231, Computed Air Release Point Procedures, Table 9.21 to complete SOV-3 HARP computations.

10.4.3. (Added) Helicopter Air Refueling (HAR) Procedures. Perform HAR on published AR tracks or within the confines of a military operating area (MOA) to the maximum extent possible.

10.4.3.1. (Added) Coordinates for Marion MOA AR track are:

10.4.3.1.1. (Added) North IP N27 49.44 W080 59.00

10.4.3.1.2. (Added) North CP N27 43.44 W080 59.00

10.4.3.1.3. (Added) South CP N27 20.50 W080 59.00

10.4.3.1.4. (Added) South IP N27 14.50 W080 59.00

10.4.4. (Added) Hose Jettison. The primary jettison area is the west side of runway 02/20 at Patrick AFB. The initial approach may be to either runway 02 or 20. If the hose fails to cut attempt to avoid flying over populated areas. Avoid jettison of hose over the instrument landing system (ILS) transmitters (red lights at night) on the west side of the approach end of runway 20.

10.4.5. (Added) Pyrotechnic Training Operations. Pyrotechnic operations are permitted at Cavallo Drop Zone and other approved ranges. Coordinate with the US Coast Guard, command post, base operations, and Patrick ATC services. When planning pyrotechnic operations, add the following to the remarks section of DD Form 175: "Pyro drops (flares/smokes) at Cavallo Drop Zone (COF 115/40) 20 NM radius, altitude, and time frame".

10.4.5.1. (Added) To aid the Eastern Air Defense Sector (EADS) in aircraft identification, the use of the IFF/SIF Mode 3 code of 5015 will be used when penetrating the Air Defense Identification Zone (ADIZ) during Cavallo DZ operations. This code is valid within 250 miles of KCOF. Only one aircraft may squawk this code at any given time. Additional squawks may be obtained from Huntress as required.

10.4.6. (Added) Tactical Recoveries. All tactical recovery procedures will be flown IAW Air Force Tactics, Techniques, and Procedures (AFTTP) 3-3.33, *Combat Aircraft Fundamentals-HC/MC-130* and 45th Space Wing Instruction (45 SWI) 13-203, *Airfield Operations Procedures*. Altitudes above 2500 mean sea level (MSL) will be coordinated with the tower.

10.5. (Added) Postflight

10.5.1. (Added) Hung Ordinance Procedures. Following training involving the live firing of chaff/flares:

10.5.1.1. (Added) After final landing, taxi to an arm/de-arm area and check for hung ordnance as follows: The loadmaster will exit the crew entrance door to scan both chin dispensers first using the inspection mirror obtained from the Rescue Equipment Bin. Then, re-enter the aircraft, close the crew entrance door and open the cargo ramp and door to inspect the tail, armpit and pylon dispensers. This procedure will enable the loadmaster to maintain constant interphone communications with the cockpit crew.

10.5.1.2. (Added) If partially ejected ordnance is identified, notify the MOC, operations supervisor, and local base controllers to have container recovery system/electronic counter measure (CRS/ECM) and explosive ordnance disposal (EOD) meet the aircraft. Remain in arm/de-arm area until EOD personnel can clear all partially ejected ordinances.

10.5.2. (Added) Life Support Equipment. Aircraft returning after normal duty hours will leave the NVGs in the locked container onboard the aircraft.

10.5.3. (Added) Operations Debrief. After all missions, leave the flight folder with completed individual mission accomplishment reports, mission accomplishment summary, AFTO Form 781 and a corrected Flight Authorization in the flight management in-box.

14.3.1.1. (Added) Visual Flight Rules Operations. Advisory calls shall be made to all airports whether controlled or uncontrolled on the VFR route using appropriate airfield frequencies while transiting its airspace. Advisory calls will include call sign, type of aircraft, position, altitude and direction.

17.15. Adopted Forms.

AF Form 522, *USAF Ground Weapons Training Data*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*

STEVEN W. KIRKPATRICK, Col, USAFR
Commander

Attachment 1
GLOSSARY OF REFERENCES AND SUPPORTING DOCUMENTS

References

45 SWI 13-203, *Airfield Operations Procedures*, 1 February 2007
AFI 11-2HC-130V1, *HC-130-Aircrew Training*, 2 May 2007
AFI 11-2HC-130V3, *HC-130 Operations Procedures*, 30 June 2007
AFI 11-202V3_ACC SUP, *General Flight Rules*, 27 February 2007
AFI 11-218_ACC SUP, *Aircraft Operations and Movement on the Ground*, 17 November 2005
AFMAN 33-363, *Management of Records*, 1 March 2008
AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, 1 February 2004

Abbreviations and Acronyms

39 RQS - 39th Rescue Squadron
920 MXG/MXQ – 920th Maintenance Group Quality Assurance
920 OG – 920th Operations Group
920 OSS – 920th Operations Support Squadron
920 RQW – 920th Rescue Wing
AAF – Army Airfield
ACC - Air Combat Command
AFB – Air Force Base
AFMAN – Air Force Manual
AFPAM – Air Force Pamphlet
AFSOCM – Air Force Special Operations Command Manual
AFTO – Air Force Technical Order
AGL - Above Ground Level
AMSS - Airborne Mission Systems Specialist
AO – Aeronautical Order
APU – Auxiliary Power Unit
ARB - Air Reserve Base
ARM – Aviation Resource Management
BASH – Bird/Wildlife Aircraft Strike Hazard
BWC - Bird Watch Condition

CC - Commander

CHOP – Change in Operational Control

COMSEC – Communications Security

CONUS - Contiguous United States

CRO – Combat Rescue Officer

DD – Department of Defense

DME – Distance Measuring Equipment

DNIF – Duty Not Involving Flying

DSN - Defense Switched Network

DTM – Data Transfer Module

EEBD – Emergency Escape Breathing Device

EOD - Explosive Ordnance Disposal

EPOS – Emergency Passenger Oxygen System

ERCC - Engine Running Crew Change

ERO – Engine Running Onload/Offload

ETD – Estimated Time of Departure

FAX - Facsimile

FCF - Functional Check Flight

FE – Flight Engineer

FL - Florida

GPS – Global Positioning System

GTC - Gas Turbine Compressor

HARP – High Altitude Release Point

HERK - Hostile Environment Repair Kit

ISO - Isochronal Inspection

JTF-STTS - Joint Task Force-Space Transportation System

LAIRCM - Large Aircraft Infrared Countermeasures

LM - Loadmaster

LOX – Liquid Oxygen

LPU – Life Preserver Unit

MAR - Mission Accomplishment Report

MI - Mission Identifier

MOA - Military Operating Area

MOC – Maintenance Operations Center

MRE - Meals Ready to Eat

MSL – Mean Sea Level

NAS – Naval Air Station

NM - Nautical Mile

NOTAM - Notice To Airman

OCF - Operational Check Flights

ODC - Operations Duty Controller

ORM – Operational Risk Management

PEX - PATRIOT EXCALIBUR

PDM - Program Depot Maintenance

PJ - Pararescue Jumper

RAP - Ready Aircrew Program

RDS – Records Disposition Schedule

ROC – Rescue Operations Center

SAR - Search Air Rescue

SLTA – Small Laser Terret Assembly

TACAN – Tactical Air Navigation

TOLD - Take Off and Land Data

TPRS – Tailed Personnel Retrieval System

USB – Universal Serial Bus

VFR - Visual Flight Rules

VHF – Very High Frequency

Attachment 3 (Added)
LOADMASTER GUIDE
RESCUE BIN CONFIGURATION

<u>F.S. 349</u> Open Storage	<u>F.S. 370</u> LPU-10P	<u>F.S. 401</u> G-14 Cargo Chutes G-8 Cargo Chutes LPU-6P Adult Child LPU
<u>F.S. 357</u> Anti-Exposure Suits EEBD'S EPOS		<u>F.S. 399</u> BA-22 Parachutes
		<u>F.S. 368</u> Loadmaster Mirror TPRS
		ML-4 Kit Survival Vests
		Binoculars Secure Bin
<u>F.S. 351</u> Drop Radios Mission Kit		
Open Storage	Maintenance Equipment	<u>F.S. 402</u> MA-1 Kit

NOTE: The Rescue Bin will be used to store equipment and materials required for daily flight operations only. All other equipment required to be stored on the aircraft will be weighed and their location annotated on an AFTO Form 781E Accessory Replacement Document. This information will be kept in the aircraft Weight and Balance Handbook.

39RQS STANDARD EMERGENCY EQUIPMENT LIST

Item	Unit Wt.	Qty	Total Wt.	Location / F.S.	Moment
Adult/Child	2.12	4	8.48	Rescue Bin/.401	3
Anti-Exposure	5.72	10	57.2	Rescue Bin/.357	20
Emergency Radio	7.63	2	15.26	Rescue Bin/.351	5
EPOS *See Note	1.8	20	36	Rescue Bin/.357	13
EEBD *See Note	5.5	4	22	Rescue Bin/.357	8
LPU 10P *See Note	3.12	10	31.2	Rescue Bin/.370	12
LPU 6P	4	2	8	Rescue Bin/.401	3
BA-22 Parachute	31.3	10	313	Rescue Bin/.399	125
ML-4 Kit	21.03	10	210.3	Rescue Bin/.399	84
Totals			701		273

NOTE: King 55 and 64 are equipped with racks for EEBD's at F.S. 245/617/flight deck

NOTE: Alternate location for A-Bag of LPU'S is the litter stanchion at F.S. 432

NOTE: 3 EPOS are located on the flight deck

39RQS STANDARD EXTRA EQUIPMENT LIST

Item	Unit Wt.	Qty	Total Wt.	N.E.W.	Location (F.S.)	Moment	
Binoculars Case	12	1	12		Rescue Bin/.368	4	
TPRS	10	1	10		Rescue Bin/.368	4	
Defensive System Bucket Mirror	2.5	1	2.5		Rescue Bin/.368	1	
Datum Marker Buoy	22	2	44		Rescue Bin/.337	15	
MA-1 Kit	232	1	232		Rescue Bin/.402	93	
Mission Kit	30	1	30		Rescue Bin/.351	11	
G-14 Parachute	34.65	2	69.3		Rescue Bin/.401	28	
G-8 Parachute	3.29	5	16.45		Rescue Bin/.401	7	
TPRS	10	1	10		Rescue Bin/.368	4	
LUU-4	17	10	170		123	893 L&R	152
M-59	1.4	12	16.8			Cargo Door Stowage Bin 9/.980	16
MK-25	4	16	64		32	Cargo Door Stowage Bins 5 & 7/.943	60
MK-6	16	5	80		20.4	Cargo Door Stowage Bins 1 & 3/.932	75
MK-6 Deploy Kit	5	1	5		Cargo Door Stowage Bin 8/.943	5	
Total Weight			762	175	Normal Configuration	475	
					MA-1 Rigged on Ramp/.850	672	

NOTE: This attachment contains lists of items carried onboard 39 RQS aircraft for local operations. It is the responsibility of the Loadmaster to check for any deviations and make the appropriate corrections on the DD Form 365-4.

NOTE: The total Net Explosive Weight of a standard 39 RQS pyrotechnic load is 174lbs.

Attachment 4 (Added)
FLIGHT CREW INFORMATION GUIDE (Front View)

FLIGHT CREW INFORMATION GUIDE		
CREW POSITION: FLIGHT ENGINEER	UNIT: 39 RQS	
<u>EXTERNAL AIRCRAFT LIGHTING</u>		
<u>CHECKLIST</u>	<u>POSITION</u>	<u>NOTE</u>
<u>BEFORE STARTING ENGINES</u>		
<u>& AFTER LANDING</u>		
A. Strobe Inhibit Switch-----	ANTI-COLL	
B. Strobe Light Switches Top & Bottom--	ON	White-Day Red-Night
C. Navigation Lights-----	FLASH / BRIGHT	
D. Formation Lights-----	BRIGHT / BOTH	
E. Leading Edge Lights-----	ON	
F. Pod & Hose Illumination---	WHITE	
<u>LINEUP</u>		
A. Strobe Inhibit Switch-----	OFF	
B. Navigation Lights-----	STEADY	
<u>NVG LOW-LEVEL</u>		
A. Formation Lights-----	OFF / BOTH	
B. Navigation Lights (1) Beaver Tail / Wing-----	BRIGHT	
C. Strobe Light Switches----- Top & Bottom--	ON	Red
D. All Other Lights-----	OFF	
<u>NVG HAR</u> (No earlier than 1/2 NM in trail and no later than abeam.)		
A. Pod & Hose Illumination--	IR / BRIGHT	
B. Pod Status Lights-----	DIM	
B. Formation Lights-----	OFF / BOTH	
C. All Other Lights-----	OFF	
SOURCE: AFI 11-202V3, ACC Supp 1; AFI 11-218, AFI 11-2HC-130V3 & T.O. 1C-1-20		
FOR INFO/REFERENCE ONLY		

FLIGHT CREW INFORMATION GUIDE (Back View)

FLIGHT CREW INFORMATION GUIDE	
CREW POSITION: FLIGHT ENGINEER	UNIT: 39 RQS
<u>FLIGHT ENGINEER'S WARM TURN CHECKLIST</u>	
At a minimum, the following items will be completed for aircraft on which the flight engineer's preflight inspection has been previously accomplished for that day.	
<u>EXTERIOR INSPECTION:</u>	
A. General Condition	Checked
B. Panels	Secure
C. Landing Gear Doors	Checked/Secure
D. SPR Panel	Checked/Secure
<u>INTERIOR INSPECTION:</u>	
A. General Condition	Checked
B. AFTO Forms 781	Checked
C. Exit/Hatch Pins	Removed/Stowed
D. Hydraulic Reservoirs	Checked
E. Hydraulic Accumulators	Checked
F. Emergency/Spare Fluids	Checked
G. H.E.R. and Tool Kit	Checked/Secure
<u>TOP OF AIRCRAFT: (if required)</u>	
A. Dry Bays	Checked/Secure
B. Panels	Secure
RESTRAINT HARNESS	Checked/Fitted
OXYGEN	Checked/Fitted
FUEL QUANTITY/DISTRIBUTION	Checked
FOR INFO/REFERENCE ONLY	