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**Operations**



**LARGE PACKAGE WEEK AIR FORCE  
MISSION COMMANDER AND PLANNING  
STAFF GUIDE**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction formalizes Air Force procedures for planning, execution, and after-action activities in support of “Large Package Week” (LPW). It supplements guidance provided in AMC OPOD 17-76, Pope AFB Instruction 11-105, and other host unit instructions. This instruction is mandatory for all AMC and AMC-gained units participating in LPW. Other units and personnel participating in LPW operations are highly encouraged to follow the guidance in this instruction. This instruction will be updated annually. LPW Air Force Mission Commanders (AFMCs) and planning staff are encouraged to provide suggested changes to this instruction to the 21 AF LPW POC (21 AF/DOT). It replaces Twenty-First Air Force Instruction 10-2, 15 November 1999.

**SUMMARY OF REVISIONS**

Names 43 OG/CC as executive agent for 43 AW/CC. Requires AFMC to provide detailed logistics package and requirements to 743 MX/LGM. Requires AFMC to observe a previous LPW, attend previous LPW’s post-mission briefing, and build exercise as a joint operation. Requires each MDS have a dedicated mission planner available to AFMC. Requires unit be tasked by AMC to provide WIC graduate for each LPW. Adds 15 AF/DO, 21 AF/LG, and 21 AF/LGM to list of units receiving SITREPs. Deletes requirement of SID to be scheduled prior to LPW. Changes time of daily pre-outload meeting. Provides list of required attendees at daily pre-outload brief. Adds new paragraph on transportation and lodging. Updates **Attachment 3**, LPW Planning Schedule, to reflect above changes. Adds LPW Training Objectives as **Attachment 2**.

<b>Chapter 1—GENERAL INFORMATION</b>	<b>3</b>
1.1. Purpose. ....	3
<b>Chapter 2—CONCEPT OF LARGE PACKAGE WEEK</b>	<b>4</b>
2.1. Training Concept. ....	4

2.2. Planning/Scheduling. .... 4

Figure 2.1. LPW Organizational Flow Chart ..... 4

2.3. Command Relations. .... 4

2.4. Air Force Mission Commanders. .... 5

2.5. MDS Considerations. .... 5

2.6. NAF Oversight. .... 5

2.7. LPW Guidance. .... 5

**Chapter 3—PLANNING STAGE** ..... **6**

3.1. Objective. .... 6

3.2. Scheduling. .... 6

3.3. Staff Selection. .... 6

3.4. Logistics. .... 7

3.5. Special Tactics. .... 7

3.6. Static Displays and Unplanned Events. .... 7

3.7. Joint Planning. .... 7

3.8. Communications. .... 8

3.9. Transportation and Lodging. .... 8

**Chapter 4—PRE-/POST-EXERCISE BRIEFINGS AND REPORTS** ..... **9**

4.1. Briefings. .... 9

4.2. LPW/AFMC Continuity Guidance. .... 9

**Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION** ..... **10**

**Attachment 2—LARGE PACKAGE WEEK (LPW) TRAINING OBJECTIVES** ..... **12**

**Attachment 3—LPW PLANNING SCHEDULE** ..... **15**

## CHAPTER 1

### GENERAL INFORMATION

**1.1. Purpose.** Large Package Week (LPW) is a training exercise specifically designed to continuously improve our joint airborne war-fighting capability. Additionally, LPW is used to validate the combat readiness of leadership, planning staff, and aircrews through the employment of theater combat aerial delivery doctrine. Air Force Mission Commanders (AFMCs) should use LPW to train themselves, their staffs, and the crews to operate effectively in the joint arena, using many forms of tactical employment. LPW is scheduled to coincide with the Army's 8-week brigade training cycle, and is used by their leadership to validate the combat readiness of their Strategic Brigade (the next in line for national alert).

1.1.1. This instruction describes Large Package Week concepts, planning considerations, and execution, as well as the standard process for debriefing the week's activities. AFMCs comply with AMC OPOD 17-76 (as applicable) and host unit directives. Specifically, for operations in and around Pope AFB NC, AFMCs must comply with Pope AFB Instruction 11-105 and any other published guidance, and must coordinate with 43 OG/OGJ En route Operations. Contact 43 OG/OGJ for assistance in obtaining these specific publications. The host unit must approve deviations from local instructions. Additional information describing Large Package Week concepts, planning considerations, and execution can be found in 82D ABN DIV ASOP, [Chapter 4](#).

## CHAPTER 2

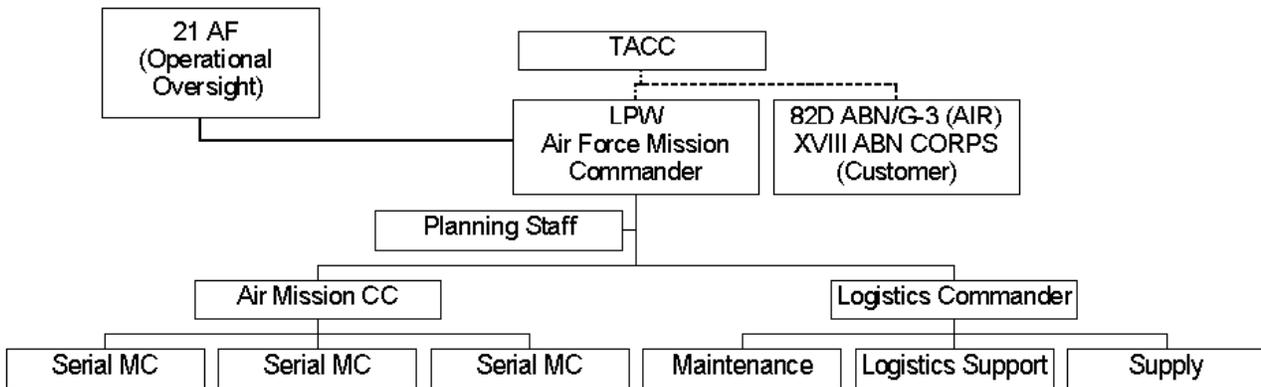
### CONCEPT OF LARGE PACKAGE WEEK

**2.1. Training Concept.** LPW helps meet some very basic training needs to ensure our nation has a fully-ready airborne capability. On very few other occasions are large numbers of aircraft dedicated to large-scale airborne training. This routine exercise, by focusing large numbers of airdrop-capable aircraft and crews on a single training event, provides:

- 2.1.1. Air Force training for Air Force Mission Commanders, operational staffs, and crews on situations where the Army requires Air Force support to rapidly put mass troops into an objective area.
- 2.1.2. Army large unit training and stability to their training schedule that is difficult to achieve with small numbers of aircraft.
- 2.1.3. Joint training for all players, to include command relationships, planning, and communications.

**2.2. Planning/Scheduling.** To realize the most benefits from this training, planning must begin 4 to 6 months ahead of the individual LPW. Although the exact mix of aircraft is not identified until the JA/ATT conference, the LPW schedule and mission command units are coordinated many months ahead of the event. Mission command units are encouraged to develop the types of challenging, multiplayer scenarios they could face in actual contingency operations. The AFMC should review the sample LPW Planning Schedule ([Attachment 3](#)) and tailor, as needed, to the specific exercise.

**Figure 2.1. LPW Organizational Flow Chart**



**2.3. Command Relations.** Air Force Mission Commanders are responsible for execution of all LPW missions. The AFMC reports directly to 21 AF/CC, who maintains operational oversight through 21 AF/DO. AFMCs remain responsible for normal mission reporting requirements to AMC TACC/CC. While conducting flight operations from Pope AFB, AFMCs are obliged to follow local guidance concerning operation in the Pope AFB AOR, Restricted Area R-5311, and any Pope AFB Letters of Agreement. Local area procedures are available to mission planners from 43 OSS/OSK or can be found on the 21 AF/DOT web page.

- 2.3.1. 43 OG/CC directs flying activities at Pope AFB to include providing en route support for LPW missions. The 43 OG/CC as the executive agent for 43 AW/CC is responsible for the investigation of

aircraft/aircrew incidents, off-DZ drops, load malfunctions, etc. He will make determinations as to aircraft and aircrew status in conjunction and coordination with the AFMC and deployed unit's OG Commander.

**2.4. Air Force Mission Commanders.** AFMC schedule is coordinated by TACC/XOBC and published on the JA/ATT web site. The mission command wing/group will assign a colonel, normally the operations group commander, to be the LPW AFMC (see HQ AMC OPOD 17-76, Annex C, para 4.12.). This AFMC is responsible for conduct of the Air Force portion of the operation, to include a scenario/schedule that best meets training needs for all participants, selection/training of appropriate staff, execution, and after-action reports/briefings. The AFMC will have observed at least one previous LPW. The AFMC will attend the VTC for the previous LPW's post-mission briefing to gain an understanding of lessons learned. The AFMC will also review AMC OPOD 17-76 and the LPW section of the 21 AF/DOT web page (<http://www.mcguire.af.mil/21af/do/dot/lpw.htm>) prior to beginning the planning process. The AFMC will provide detailed logistics package to the 743 MX/LGM. The AFMC will, in coordination with other participants, endeavor to build the exercise as a joint operation, complete with command structure and communications formats. Normally, the AFMC designates a field grade deputy AFMC to conduct much of the pre-coordination and lay the groundwork for a successful LPW.

**2.5. MDS Considerations.** Normally, 6 C-17 and 5 C-130 equivalents should be dedicated to LPW. One spare should be planned if available. Multiple MDSs are encouraged; exact mix of aircraft will be determined by TACC. During multiple MDS participation each MDS will have a dedicated mission planner to the AFMC. The MDS mission planner (wing/group) will be determined at the JA/ATT conference. Spares should be provided if possible, but, aircraft/aircrew commitments to higher priority missions may preclude spares and, in extreme circumstances, the full complement of C-17 and C-130 equivalents.

**2.6. NAF Oversight.** HQ 21 AF personnel will periodically observe LPW planning and execution; interest areas will include maximizing training for all participants and maintaining a realistic focus.

**2.7. LPW Guidance.** The 21 AF/DO staff will maintain an LPW section on the 21 AF web site (<http://www.mcguire.af.mil/21af/do/dot/lpw.htm>). This web site will include this instruction, the LPW schedule (including AFMCs), after-action reports, slides and minutes of outbriefs, daily SITREP format, and a place for AFMCs to pass on lessons learned to future mission commanders.

2.7.1. Situation Reports (SITREPs). The AFMC will provide daily SITREPs, via Pope AFB Command Post (or host base command post), to TACC/XOZ, TACC/XOBC, participating units, HQ AMC/DOK, HQ AMC/LGM, 15 AF/DO, and 21 AF/CC/CV/DO/DOT/LG/LGM.

## CHAPTER 3

### PLANNING STAGE

**3.1. Objective.** The main objectives for Large Package Week (LPW) are outlined in [Attachment 2](#) of this instruction. Although each LPW provides the airlift for the 82d Airborne Division's Readiness Brigade Intensive Training Cycle, the AFMC should consider enhancing training and inter-wing cooperation through the use of non-AMC assets (i.e., J-STARS, AWACS, CAS, etc.). Airland missions should be scheduled to increase realism in the joint operation, including assault landing zone (ALZ) operations for participating C-17s and C-130s. Tactical deception plans, fighter aircraft and airborne command and control platforms may be used to provide realism to the exercise. Non-AMC assets need to be coordinated as far in advance as possible, thus an initial joint planning conference should be planned prior to the JA/ATT conference in which airlift assets are assigned.

**3.2. Scheduling.** Large Package Week long-term scheduling will be performed by TACC, with the active involvement of individual unit current operations and logistics staffs. To maximize training for all involved, a mix of crews (to include AFRC and ANG units) should be built into the plan.

3.2.1. Prior to LPW, a strategic inter-theater deployment (SID) may be scheduled, IAW an agreement between the Air Force and the Army, prior to implementing the LPW rotation of once every 8 weeks. The SID mission should be conducted 2 working days prior to LPW to give both the Air Force and the Army a train-up period.

3.2.2. Other than CAPSTONE, exercises, studies, visits, and inspections will not normally be scheduled in conjunction with LPW without 21 AF approval to ensure the integrity, intent, and training focus of LPW is not compromised. However, short-notice changes may be necessary due to HQ AMC requirements, real-world taskings, or unit requests. Additionally, 15 AF and 21 AF will not normally schedule in-flight evaluations for units involved with LPW during the scheduled time frame. Schedules will be updated as required and sent to affected units.

3.2.3. Airframes committed to LPW are a significant percentage of the nation's airlift capability. LPW scenarios must provide sufficient flying time and aircrew training events to fully exercise the significant capability allocated.

3.2.4. To maximize the training time available during LPW, additional training items will be added to aircrew profiles when possible. These events should include, but are not limited to, airland missions, including C-130 and C-17 ALZ operations, tactical arrivals/departures, low-level training, strange routes, and formation air refueling.

**3.3. Staff Selection.** AFMCs should ensure their staff is balanced with enough experienced operations and logistics planners, MDS and subject area experts, and trainees to meet the objectives of the exercise. Experience has shown the need for experienced planners and experts from each MDS while building the plan-any qualified aircrew or jumper should be able to execute a good plan, but even the most experienced professional can't always save a bad plan.

3.3.1. WIC Graduates. AFMCs will have at least one graduate of the USAF Weapons Instructor Course on their staff to assist in scenario planning. At the time AFMCs are identified, specific units will be tasked by AMC to provide a WIC graduate.

3.3.2. TACC, in coordination with the mission command unit, will make every attempt to decrease other missions that need experienced crews during LPW.

**3.4. Logistics.** The LPW plan must include solid logistics planning, to include options when problems arise. Planning must include the development or incorporation of the OPLAN/OPORD being exercised or executed and take into consideration aircraft maintenance, ground equipment, spare parts, ground transportation, fuel availability, logistics command and control, and spare aircraft availability. Compliance with AFI 10-403, Deployment Planning and Execution, and the use of Integrated Deployment Modules with the use of tailored unit type codes (UTCs) for tasking purposes will have a positive training impact and ensure completeness. Using these codes is the preferred method.

3.4.1. Planners and support personnel involved with LPW should be familiar with AMC OPORD 17-76, Annex D, Logistics, Appendix 1, Logistics Personnel Augmentation, and Appendix 9, Aerial Port Personnel/Equipment Augmentation.

3.4.2. The AFMC will coordinate with host base maintenance to include the following data in the daily SITREP: A summary of maintenance cancellations, by aircraft system (i.e., engines, hydraulics, fuel, etc.), to include a further breakdown for engine cancellations (i.e., starter valve, etc.); air aborts, by system, resulting in lost chutes and/or loads; and maintenance delays, by system, and resulting number of lost chutes and/or loads.

**3.5. Special Tactics.** 720 STG has functional control over all special tactics forces. The 21 STS has unit affiliation with the XVIII Airborne Corps and primary responsibility for DZ/LZ coverage during LPW operations. Contact 21 STS/DOX via telephone or e-mail (<mailto:21sts.do@pope.af.mil>) to coordinate LPW operations, including any nonstandard DZ/LZ operations or markings. A special tactics mission commander will normally be designated NLT 4 weeks prior to any LPW and can be contacted through 21 STS/DOX.

**3.6. Static Displays and Unplanned Events.** LPW AFMCs and planning staff will make every reasonable attempt to minimize the geographical separation of LPW aircraft on the airfield; this includes static displays for other exercises (CAPSTONE, etc.). This dispersal can unnecessarily complicate maintenance, loading, and aircraft launch.

3.6.1. LPW requirements should take priority over other exercise requirements for aircraft placement. LPW AFMCs should approve movement of all aircraft and personnel. Aircraft commanders will ensure incentive riders understand the ROE and their priority.

**3.7. Joint Planning.** The LPW schedule is published several months in advance, in conjunction with the JA/ATT buy process cycle. With this much lead time, units should be able to begin joint planning of each LPW months prior to execution. Because major changes to training events by one player can significantly affect training for others, it is imperative that planning sessions be joint and include as many LPW planners as possible, including host base support. Air Force Mission Commanders will coordinate logistics support requirements through the wing logistics plans office and Installation Deployment Officer (IDO), who will employ local deployment processes to task requirements to the logistics group's unit deployment managers.

3.7.1. LPW AFMCs and planning staff should use the planning schedule ([Attachment 3](#)) provided in this instruction. This schedule is provided as a planning guide only and can be altered by the LPW

AFMC and planning staff to reflect individual unit needs. However, it is essential to conduct a joint planning session (including functional area planners from Operations, Logistics Plans, Maintenance, Vehicles and Supply, Communications, Intel, etc.) as early as possible to allow for individual unit needs.

3.7.2. A daily pre-outload meeting is conducted by the AFMC prior to the joint outload brief. The pre-outload will consist of, but not limited to, AFMCs support staff, all MDS planners, 43 En route Operation, and 743 MXS. This meeting will allow AFMC to make final coordination and to assure that all support personnel are aware of AFMCs plan of operation for that day's lift. The pre-outload brief is followed by the joint outload brief chaired by the Army G-3 Air 5 hours prior to takeoff. The brief will cover load and bump plans, the aircraft parking plan, aircraft status, abort criteria, and finalization of the timeline. This is a critical brief for it allows both the Army and Air Force to make any last-minute face-to-face changes prior to finalization of the mission.

**3.8. Communications.** Communications difficulties with conflicting or incompatible nets/equipment can adversely affect LPW execution and must be considered thoroughly with the host base and all players during the planning stage. LPW AFMC and planning staff will provide centralized communications planning functions for all LPWs and coordinate all requirements with necessary players/users. When JACC/CP is included, planners should incorporate the onboard G3 Air representative into the communications plan. The 82d Airborne Division needs takeoff status, en route status, and an alibi count sent to the JACC/CP.

**3.9. Transportation and Lodging.** The AFMC and staff will coordinate all transportation and lodging requirements through 43 OG/OGJX En route Ops as early as possible, but NLT 30 days prior to the mission. Due to the number of personnel deployed during LPW, transportation and lodging is a key issue. Participating units will coordinate for rental vehicles with the use of AF Form 616 and submit total number of personnel to 43 OG/OGJX for lodging purposes. It is the responsibility of the AFMC to oversee all transportation and lodging reservations for the LPW.

## CHAPTER 4

## PRE-/POST-EXERCISE BRIEFINGS AND REPORTS

**4.1. Briefings.** Twenty-First Air Force will perform oversight of LPW planning and operations. The following briefing requirements will allow adequate oversight, strengthen the coordination process among operating units, and provide a forum for LPW process improvement. The LPW AFMC's unit is responsible for scheduling the pre-exercise and post-exercise briefings. Example pre- and post-exercise briefing slides are available at <http://www.mcguire.af.mil/21af/do/dot/lpw.htm>.

4.1.1. Pre-exercise Briefing. 21 AF and 15 AF LPW AFMCs and planning staff will provide LPW JRTX/CAPSTONE brief to 21 AF/DOT by FAX or e-mail (<mailto:21af.dot@mcguire.af.mil>) 1 week prior to exercise start date. The brief should include (but is not limited to) a description (as detailed as possible) of the LPW plan, to include an overview of planned operations, tactical scenario, locations, units and aircraft involved, joint and individual unit training requirements, AF unit training objectives, limiting factors, and potential work-arounds/solutions.

4.1.2. HHQ Briefings During Execution. TACC/XOBC will provide mission briefing slides to TACC/XON for briefing CINCTrans or his designated AMC representative on the Friday prior to mission execution. The brief should include AFMC, units participating, and timeline of exercise events. TACC/XOBC will also prepare event recap shells to TACC/XOCE. TACC/XOCE will complete these slides with information in the daily LPW SITREP and provide to TACC/XON for daily TACC briefing.

4.1.3. Post-exercise Briefing. AFMCs and planning staff will conduct a post mission briefing to the 21 AF/CC (CV or DO if CC is unavailable) as soon as practical following the execution of LPW operations. This briefing will include the mission commander of the next LPW and should include a representative from each unit involved in LPW activities. This formal briefing will normally be a VTC coordinated with 21 AF/DOT, conducted by the AFMC and chaired by 21 AF/CC/CV. If schedules permit, a face-to-face briefing can be conducted at Pope AFB. Regardless of the forum used, this briefing should include (but is not limited to) a review of actual vs. planned events, actual vs. planned joint/unit training objectives, actual vs. planned AF-specific individual and unit training events, limiting factors, and potential solutions. Facilitators will use this forum to emphasize the "continual improvement" objective of this briefing and strive for input/suggestions from all units involved. Forward the briefing (or briefing minutes) to 21 AF/DOT (<mailto:21af.dot@mcguire.af.mil> or FAX).

**4.2. LPW/AFMC Continuity Guidance.** LPW AFMCs and planning staff will submit suggestions and "lessons learned" for the 21 AF/DOT LPW web page following the after-action VTC. These changes are intended to assist future LPW AFMCs and their planning staffs in the completion of planning, execution, and after-action duties. Additionally, LPW AFMCs and planning staffs are encouraged to provide suggested changes to this instruction to the 21 AF LPW POC (21 AF/DOT).

ROGER A. BRADY, Maj Gen, USAF  
Director of Operations

**ATTACHMENT 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 10-403, *Deployment Planning and Execution*

HQ AMC Operation Order 17-76, *Joint Airborne/Air Transportability Training*

Pope AFB Instruction 11-105, *Air Mobility Task Force Combat Air Delivery Operations*

82d Airborne Division Airborne Standard Operating Procedure

***Abbreviations and Acronyms***

**AAR**—After-action Report

**ACP**—Airspace Coordination Plan

**AFMC**—Air Force Mission Commander

**ALZ**—Assault Landing Zone

**AMC**—Air Mobility Command (USAF)

**AMT**—Air Movement Table

**AR**—Aerial Refueling

**ATO**—Air Tasking Order

**AWACS**—Airborne Warning and Control System

**C3**—Command, Control, and Communications

**CAP**—Combat Air Patrol

**CDS**—Container Delivery System

**CP**—Command Post

**DV**—Distinguished Visitor

**DZ**—Drop Zone

**EMCON**—Emission Control

**ETIC**—Estimated Time in Commission

**FM**—Frequency Modulation

**FORSCOM**—Forces Command (US Army)

**HE**—Heavy Equipment

**IDO**—Installation Deployment Officer

**IPC**—Initial Planning Conference

**JA/ATT**—Joint Airborne/Air Transportability Training

**JACC/CP**—Joint Airborne Communications Center/Command Post

**JAI**—Joint Airdrop Inspection

**JI**—Joint Inspection

**J-STARS**—Joint Surveillance, Target Attack Radar System

**LPW**—Large Package Week

**LZ**—Landing Zone

**MDS**—Mission Design Series

**MEGP**—Mission Essential Ground Personnel

**NAF**—Numbered Air Force

**OPSEC**—Operations Security

**PA**—Public Affairs

**SEAD**—Suppression of Enemy Air Defenses

**SID**—Strategic Inter-theater Deployment

**SINCGARS**—Single-channel Ground and Airborne Radio System

**SITREP**—Situation Report

**SKE**—Station Keeping Equipment

**SPINS**—Special Instructions

**TACC**—Tanker Airlift Control Center

**TOA**—Time of Arrival

**TOT**—Time over Target

**UHF**—Ultra-High Frequency

**UTC**—Unit Type Code

**VHF**—Very High Frequency

**WX**—Weather

*Addresses*

21 AF/DOT: <mailto:21af.dot@mcguire.af.mil>

21 STS: <mailto:21sts.do@pope.af.mil>

Websites

21 AF/DOT website: <http://www.mcguire.af.mil/21af/do/dot/lpw.htm>

AMC Operation Order 17-76, Joint Airborne/Air Transportability Training:  
<https://www.amc.af.mil/do/dok/info/17-76.pdf>

## ATTACHMENT 2

### LARGE PACKAGE WEEK (LPW) TRAINING OBJECTIVES

**A2.1. AIR FORCE LARGE PACKAGE WEEK MISSION OBJECTIVE.** The overall Air Force objective for LPW is to provide the airlift capability to the 82d Airborne Division's 8-week brigade training cycle exercise while at the same time preparing our mobility forces for joint airborne war-fighting operations. Operations will be accomplished using current combat aerial delivery doctrine and instructions. Mission Commanders will accomplish appropriate planning and execution to ensure the training objectives of both the Air Force and Army are met.

**A2.2. AIR FORCE MISSION COMMANDER (AFMC) TRAINING OBJECTIVES.** Early AFMC involvement is important to ensure complex USAF training objectives can be incorporated into LPW plans. The AFMC or representative should contact each USAF unit participating in the LPW to ascertain their training goals and objectives for the deployment. Once USAF training objectives are determined, participate in the US Army Initial Planning Conference (IPC) providing the lead-time to affect scenarios. Current operations and wing tactics must be involved prior to JA/ATT conferences so sufficient airframes, airspace reservations for AR tracks, restricted areas, etc., are requested as early as possible at the appropriate conference.

A2.2.1. The AFMC should consider the following training objectives:

A2.2.1.1. Integral part of joint decision making

A2.2.1.2. Understand LPW lessons learned and develop plans to mitigate their reoccurrence

A2.2.1.3. Understand concepts of joint mission command structure and development of the AF mission command structure

A2.2.1.4. Develop clear objectives based on comprehensive campaign

A2.2.1.5. Develop and communicate commander's intent

A2.2.1.6. Introduction of Army planning through participation in "Rock Drill"

A2.2.1.7. Demonstrate ability to integrate multiple MDS, C3 platforms, and multiple mission profiles into realistic airdrop/airland scenarios

A2.2.1.8. Coordinated Army/Air Force Intel Scenarios

A2.2.1.9. Continue future training through detailed SITREPs and AARs

**A2.3. MISSION PLANNING TRAINING OBJECTIVES.**

A2.3.1. The following are the Mission Planning Training objectives:

A2.3.1.1. Effective Deployment/Redeployment planning

A2.3.1.2. Multi-wing/MWS planning

A2.3.1.3. Close coordination with IN to ensure aircrews understand ground and air orders of battle

A2.3.1.3.1. Ensure AF and Army scenarios compliment each other

A2.3.1.4. Escape and Evasion Planning

A2.3.1.5. Use of Air Tasking Order (ATO)/Special Instructions (SPINS)/Airspace Coordination Plan (ACP)

A2.3.1.6. OPSEC employment procedures and protection of AMC Critical Information

#### A2.4. OPERATIONS TRAINING OBJECTIVES.

A2.4.1. The following are the Airdrop/Airland Training objectives:

A2.4.1.1. Personnel employment from various MDSs

A2.4.1.2. Heavy Equipment (HE) (Large/Sequential) and Mass Container Delivery System airdrops (CDS)

A2.4.1.3. Assault Landing Zone (ALZ) Operations to short and narrow (near min size) ALZs

A2.4.1.4. Perform Combat Offloads

A2.4.1.5. Engine Running On/Offloads (Personnel, Rolling Stock, Palletized Cargo)

A2.4.1.6. In-flight rigging

A2.4.1.7. Inadvertent Weather Procedures and Lost Wingman Procedures

A2.4.1.8. Formation Air Refueling training

A2.4.1.8.1. Minimum one night prior to the airdrop

A2.4.1.8.2. Minimum one night after the airdrop

A2.4.1.8.3. Forward Area Refueling operations

A2.4.1.9. Lead and wing upgrade training

A2.4.1.10. Perform Direct Delivery operations (C-17s)

A2.4.2. The following are the Tactics Training objectives:

A2.4.2.1. Use of Night Vision Goggles into covert DZs and LZs

A2.4.2.2. Use and knowledge of Defensive Systems by flying routes through threat simulation ranges

A2.4.2.3. Use HI-LOW route profiles

A2.4.2.4. Incorporate use of AWACS, AC-130s, J-STARS, CAP, SEAD, as well as Army aviation

A2.4.2.5. Multi-axis ingress/egress from DZs and ALZs

A2.4.2.6. Alternate Formation Geometries and Tactical Formation Maneuvers

A2.4.2.7. 9-Line airdrops and TOT changes (ROLEX)

A2.4.2.8. Tactical Approached to TOAs

A2.4.2.9. Aeromedical Evacuation Training

#### A2.5. INFORMATION OPERATIONS TRAINING AND TACTICAL DECEPTION OBJECTIVES.

A2.5.1. The following are the Information Operations Training and Tactical Deception objectives:

A2.5.1.1. Protection of AMC Critical Information through use of good OPSEC procedures

A2.5.1.2. Emphasis on Information Operations through Emission Control (EMCON)

A2.5.1.2.1. Silent Launch and Recovery Procedures

A2.5.1.2.2. Secure and Anti-Jam Communications through use of SINGARS, HAVE QUICK, and Secure UHF

A2.5.1.3. Plan and employ Tactical Deception

A2.5.1.4. Appropriate EMCON procedures during AR operations

## ATTACHMENT 3

## LPW PLANNING SCHEDULE

Table A3.1. LPW Planning Schedule.

<b>Base:</b>	<b>LPW Dates:</b>	
<b>Unit:</b>	<b>Mission Commander:</b>	
	<b>D-DAY +/- DUE DATE</b>	<b>DATE COMPLETED</b>
<b>ASSIGN AFMC WING</b>	D-120	
PLANNING (SEE <b>Chapter 3</b> AND <b>Attachment 2</b> OF THIS INSTRUCTION AND AMC PAMPHLET 10-405)	D-120	
- IDENTIFY KEY STAFF PERSONNEL (NOTIFY XPL/LGX OF LARGE PACKAGE MISSION)	D-60	
- IDENTIFY KEY UNITS (AIRLIFT AND TANKER UNITS TASKED BY TACC, CONSIDER FIGHTER UNITS FOR FIGHTER SUPPORT, ETC.)	D-60	
- REVIEW 21 AF LPW WEB SITE <a href="http://www.mcguire.af.mil/21af/do/dot/lpw.htm">HTTP://WWW.MCGUIRE.AF.MIL/21AF/DO/DOT/LPW.HTM</a>	D-60	
- FINALIZE KEY STAFF PERSONNEL AND UNIT INVOLVEMENT E-MAIL LIST TO <a href="mailto:21af.dot@mcguire.af.mil">mailto:21AF.DOT@MCGUIRE.AF.MIL</a>	D-60	
- SCHEDULE INITIAL JOINT PLANNING SESSION (CONSIDER MAXIMUM PARTICIPATION, BUT KEEP DATE EARLY IN PLANNING CYCLE)	D-60	
-- A FACE-TO-FACE MEETING IS PREFERRED		
-- A 1-DAY VISIT SHOULD SUFFICE (NORMALLY AT G-3 AIR, FT. BRAGG)		
-- INTEGRATE WIC GRADUATES AND MDS PLANNERS AS EARLY AS POSSIBLE INTO PLANNING SEQUENCE		
-- DO NOT DEAL WITH INDIVIDUAL ARMY UNITS (ALONE); WORK WITH ARMY UNITS THROUGH G-3 (AIR)		
- REVIEW PREVIOUS "LESSONS LEARNED" ON 21 AF LPW WEB SITE TO IDENTIFY POTENTIAL "BOTTLE NECKS" AND BEGIN REVIEW OF POSSIBLE WORK-AROUNDS	D-60	
- REVIEW JOINT AND AF UNIT TRAINING PRIORITIES FOR ALL UNITS	D-60	
- INITIATE SCENARIO AND TACTICAL DECEPTION PLANNING (IF APPLICABLE)	D-60	
- REVIEW AND FINALIZE TRAINING PRIORITIES	D-60	

- FINALIZE PLANNING STAFF ROSTER (TO INCLUDE GROUND MISSION COMMANDER AND POCS FROM ALL UNITS INVOLVED)	D-60	
- BEGIN DEVELOPMENT OF ACTION PLAN (D-DAY EVENTS)	D-60	
- CONSIDER LOGISTICS OF PROPOSED PLAN; CONSIDER SPARE PACKAGES TO ENSURE MAXIMUM D-DAY INVOLVEMENT	D-60	
<b>DEPLOYMENT PLANNING</b>	<b>D-60 THROUGH D-5</b>	
- DEVELOP PA PLAN (CONTACT AMC/PA FOR GUIDANCE/ ASSISTANCE)	D-60	
- CONTACT USING AIRBORNE UNIT	D-60	
-- REVIEW TRAINING PLAN		
-- CONDUCT INITIAL REVIEW OF DZ'S AND TOT'S		
-- CONTACT 21 STS/DOX (mailto:21STS.DO@POPE.AF.MIL) TO COORDINATE DZ/LZ OPERATIONS		
-- 82D ABN/G-3 (AIR) CAN BE REACHED AT DSN 239-0784/85		
-- SPECIAL REQUIREMENTS (IN-FLIGHT RIGGING, HOT CARGO, ETC.)		
-- VERIFY NUMBER OF JUMPERS PER AIRCRAFT		
-- LOAD PLANS FOR HE PLATFORMS		
-- WX DAY PLANS		
-- JACC/CP PARTICIPATION		
- DETERMINE WHICH WING(S) HAVE LOGISTICS TASKING(S) IN COORDINATION WITH 743 MXS/LGM	D-60	
-- GATHER PRELIMINARY DATA	<b>D-60 THROUGH D-15</b>	
--- FORSCOM FORM 612R FOR EACH JA/ATT		
--- ANNEX CHARLIE		
--- SOFT AMT FROM TACC (OBTAINED THROUGH POPE CP)		
--- TACC TASKINGS (AMT)		
--- MAINTENANCE PACKAGE		
--- OTHER SUPPORT PACKAGES		

--- 2T2 TASKING (ROLL-UP SPECIALISTS)		
--- CONFIGURATION SPECIALISTS		
--- SOFT FRAGS		
--- PRE-COORDINATION LETTER FROM AIRBORNE USER (JMB, OUTLOAD, TOT, AAR TIMES)		
--- CURRENT DZ SURVEYS		
-- DETERMINE LOGISTICS REQUIREMENTS (COORDINATE WITH 43 AW/XPE) (COORDINATE WITH WING XP OR LGX)	D-60 THROUGH D-15	
--- CREW CHIEF PER AIRCRAFT		
--- DEPLOYABLE READINESS SPARES PACKAGES		
--- AIRCRAFT MAINTENANCE PERSONNEL BY TYPE		
--- ADD CENTERLINE OXYGEN FOR FLIGHT ABOVE 10,000 FT WITH TROOPS		
--- AIRCRAFT GROUND EQUIPMENT (WHEN REQUIRED)		
--- FIRE BOTTLES (WHEN REQUIRED)		
--- OTHER LOGISTICS PERSONNEL AND EQUIPMENT AS REQUIRED		
- CONFIRM WHICH WING IS FLYING WHICH POSITIONS IN EACH FORMATION; CONFIRM CREW QUALIFICATION REQUIREMENTS	D-30	
- DETERMINE AIRCRAFT EQUIPMENT REQUIREMENTS	D-30	
-- AWADS / SKE		
-- GPS		
-- TACSAT—USTS		
-- SECOMPS		
-- HAVE CURRENT OPERATIONS TASK CONFIGURED, FUELED SPARE AIRCRAFT FOR LARGE FORMATION DEPARTURES		
- DETERMINE LIFE SUPPORT REQUIREMENTS	D-30	
-- ARMY USUALLY WANTS 4 EXTRA PARACHUTES		
PRE-DEPLOYMENT LPW BRIEFING	<b>D-40 Through D-30</b>	
- COORDINATE FOR PRE-MISSION BRIEFING (ENSURE ALL AFFECTED OFFICES ARE REPRESENTED)		
-- DETERMINE DATE, TIME, PLACE, ATTENDEES (IF 21 AF/CC OR CV WANTS TO ATTEND, COORD WITH 21 AF/CCE)		

-- WHO WILL BUILD/WRITE/GIVE THE BRIEFING?		
-- SEND ADVANCE COPY OF INITIAL PRE-MISSION BRIEFING TO ALL BRIEFING ATTENDEES AND <a href="mailto:21AF.DOT@MCGUIRE.AF.MIL">mailto:21AF.DOT@MCGUIRE.AF.MIL</a>	D-30	
- CONDUCT INITIAL PRE-MISSION BRIEFING		
FINALIZE DEPLOYMENT PLANNING	D-30 THROUGH D-5	
- LODGING REQUIREMENTS (COORDINATE WITH 43 OG/ OGJX)	D-30	
- COORDINATE FINAL LOGISTICAL REQUIREMENTS WITH XPL/LGX TRANSPORTATION REQUIREMENTS (NEED SIGNED AF FORM 616 FROM EACH WING) (COORDINATE WITH 43 AW/XPE)	D-30	
-- 1 VAN AND SEDAN OR 2 VANS FOR EACH CREW		
-- VEHICLE FOR SENIOR OFFICER		
-- VEHICLE FOR AIR FORCE MISSION COMMANDER AND/ OR DMC		
-- VEHICLE FOR "FLOATING" OR "RAMP" LOADMASTER		
-- VAN FOR PLANNING CELL		
-- FUEL KEY (IF NEEDED)		
- IDENTIFY (BY NAME) PLANNING CELL MEMBERS	D-30	
-- LEAD PILOT, LEAD NAV, WING NAV PLANNER, RAMP LOAD, GROUND MISSION COORDINATOR (AIRDROP/ LEAD CP), INTEL OFFICER/NCO (IF NEEDED), WEATHER OFFICER, SAFETY OFFICER, MX OFFICER/SUPER		
- DETERMINE IF MINIMUM ESSENTIAL GROUND PERSON- NEL HAVE ANY TRANSPOR/BILLETING REQUIREMENTS (COORDINATE WITH 43 OG/OGJX)	D-30	
- CONFIRM INDIVIDUAL WING IN-FLIGHT TRAINING/ CURRENCY REQUIREMENTS	D-30	
-- FINALIZE AF UNIT-SPECIFIC TRAINING GOALS BY CREW POSITION		
- DETERMINE PLANNING CELL REQUIREMENTS	D-30	
-- COPIER, EXTRA PAPER, TONER, BINDERS, FAX MACHINE, LAPTOPS, TACTICS RADIO, ETC.		
- CONTACT PROTOCOL TO MAKE RESERVATIONS FOR O-6'S (AND ABOVE) ATTENDING (COORDINATE WITH 43 OG/OGJX)	D-30	

- FINALIZE (BY NAME) FIELD GRADE GROUND MISSION COMMANDER	D-30	
- FINALIZE (BY NAME) LEAD PILOT AND NAVIGATOR	D-30	
- DEVELOP/COORDINATE BUMP PLAN WITH AIRBORNE USERS	D-15	
- SCENARIO AND TACTICAL DECEPTION PLAN FINALIZED (IF APPLICABLE)	<b>D-10</b>	
- SEND FINAL PRE-MISSION BRIEFING TO <a href="mailto:21AF.DOT@MCGUIRE.AF.MIL">mailto:21AF.DOT@MCGUIRE.AF.MIL</a>	<b>D-7</b>	
PRE-DEPLOYMENT	<b>D-5 THROUGH D-1</b>	
- CONDUCT PRELIMINARY DEPLOYMENT BRIEFING WITH ALL KEY PERSONNEL; SUPPORT REQUIREMENT WILL BE COORDINATED WITH XPL/LGX	D-5	
- PRE-COORDINATE ANY SPECIAL TACTICAL REQUIREMENTS (TACTICAL DEPARTURE, SILENT LAUNCH, ETC.)	D-5	
- COORDINATE ARRIVAL PLAN WITH HOST BASE (43OG/OGJ)	D-5	
-- COORDINATE WITH EACH UNIT TO HAVE ALL CREWS ARRIVE POPE THE DAY PRIOR TO THE FIRST LIFT FOR WELCOMING BRIEF BY AFMC (SAFETY AND RANGE BRIEFING WILL BE GIVEN BY 43 OG/OGJ)		
- CONFIRM PARKING SPOTS FOR ALL AIRCRAFT (TO INCLUDE HOT CARGO, IF NEEDED)	D-3	
- GET FINAL ORDERS FROM EACH WING	D-3	
- GET COPIES OF MEGP LETTERS	D-3	
- CONSIDER/COORDINATE ZM OR LOCAL SKE CHECKS PRIOR TO DEPARTURE	D-3	
- CONTACT IN-FLIGHT KITCHEN TO COORDINATE FOR LARGE PACKAGE DEPARTURE	D-3	
- PRE-COORDINATE BRIEFING TIMES/REQUIREMENTS WITH WX AND AIR FORCE AND ARMY INTEL	D-3	
- PRE-COORDINATE CREW BUS REQUIREMENTS	D-3	
- CONSIDER AUGMENTING SQUADRON DUTY OFFICER/ CREW CONTROL FOR DEPARTURE DAY	D-3	
- COORDINATE WITH DV EXECS TO DETERMINE WHO WILL ATTEND FORMAL DEPARTURE BRIEFING	D-3	
- DEVELOP POWERPOINT BRIEFING FOR WING STAFF MEETING	D-3	

- CONFIRM OFF-LOAD/ON-LOAD REQUIREMENTS WITH HOST BASE ATOC	D-2	
- COMPLETE GDSS MISSION CUTS FOR EACH MISSION LEG TO BE FLOWN	D-2	
- CONDUCT FINAL DEPLOYMENT BRIEFING WITH ALL KEY PERSONNEL	D-2	
-- CONFIRM CARGO LOAD TIME, CREW/PAX SHOWTIME, ETC.		
<b>DEPLOYMENT DAY</b>	D-DAY	
- CONFIRM TAIL NUMBERS, PARKING SPOTS, FUEL LOADS, MX STATUS, ETC.		
- PERIODICALLY CHECK WITH RAMP LOAD TO MONITOR TIMELINE DEVIATIONS		
- BRIEF MC, DMC, AND GROUND MC ON ANY UPDATES		
- HAVE PLANNING CELL IN PLACE PRIOR TO TAKEOFF (5 HOURS PRIOR AS A SUGGESTION)		
- ASSIST CREWS AS NECESSARY (FUEL, LOADING, MX PROBLEMS, ETC.)		
- CONSIDER ACCELERATING TIMES FOR LARGE FORMATIONS (I.E., START TIMES, TAXI TIMES, ETC.)		
- CONSIDER HAVING MX AVAILABLE IN HAMMERHEAD FOR LAST-MINUTE FIXES (SPARE SKE PARTS, RADAR PARTS, ETC.)		
<b>ARRIVAL PLAN</b>	D-DAY	
- ENSURE AIRCRAFT ARE PARKED, AS NEEDED, FOR FIRST DAY OF FLYING (MOVE AIRCRAFT OR ALTER PLAN AS NECESSARY)		
- CONFIRM ARRIVAL TIMES OF ALL AIRCRAFT AND COORDINATE WITH POPE CP		
- PROVIDE CP WITH A COPY OF EACH FRAG AND CREW ORDERS; CONFIRM C2IPS/GDSS IS CORRECT		
- CONFIRM AVAILABILITY OF PLANNING AREA FOR PLANNING CELL		
- CONFIRM AVAILABILITY OF BRIEFING ROOM FOR JMB		
- PLAN TO MEET WITH EACH CREW AND ENSURE BILLETING/TRANSPORTATION REQUIREMENTS ARE MET		
- CONFIRM FINAL MX STATUS OF EACH AIRCRAFT; COORDINATE ETIC'S WITH CP		
- COMPLETE MISSION COMMANDER'S WORKSHEET FOR NEXT DAY'S ACTIVITIES	D-DAY	

-- PROVIDE COPIES TO CP AND GLO		
- CHAIR THE WELCOMING BRIEF		
- REVIEW PLAN: LOOK FOR HOLES AND POTENTIAL WORK-AROUNDS		
<b>DAILY EXECUTION / LAUNCH / RECOVERY</b>	<b>D-DAY THROUGH MISSION COMPLETION</b>	
- PERIODICALLY CONTACT CP TO CONFIRM MX STATUS OF FORMATION AIRCRAFT		
- PLAN TO SHOW NLT 6 HOURS PRIOR TO FIRST TAKEOFF		
- PRE-OUTLOAD MEETING CONDUCTED PRIOR TO OUT-LOAD BRIEF		
-- DISCUSS THE DAY'S PLAN WITH STAFF, PLANNERS, 43 EN ROUTE, CP		
- N+5 MEETING (OUTLOAD BRIEFING) IS CONDUCTED 5 HOURS PRIOR TO TAKEOFF		
-- CONFIRM ALIBI CRITERIA, WX CRITERIA, NUMBER OF PASSES, ETC.		
-- CONFIRM MX AND WX STATUS PRIOR TO MEETING		
-- CONFIRM LOAD PLANNING AND BUMP PLAN		
-- CONFIRM CONTINGENCY SEQUENCE OF EVENTS		
-- CONFIRM DOOR BUNDLES (IF ANY)		
-- CONFIRM CHALK/SEQUENCE NUMBER		
-- CONFIRM DV/OBSERVER AIRCRAFT (IF ANY)		
-- CONFIRM DV ATTENDANCE AT JMB		
- WX DECISION TIME IS USUALLY MADE 3+30 PRIOR TO TAKEOFF; USAF AND ARMY MISSION COMMANDERS JOINTLY MAKE DECISION (USE WX FROM USAF MISSION COMMANDER, NOT "ARMY" WX)		
- JMB NORMALLY 3 HOURS PRIOR TO TAKEOFF		
-- ENSURE CORRECT TAIL NUMBERS, PARKING SPOTS, LOAD REQUIREMENTS, RETURN PARKING SPOTS, WX SHEET, ETC.		
- LOADMASTER SPECIALIST BRIEFING (C-141 ONLY) NORMALLY 3 HOURS, 15 MINUTES PRIOR TO TAKEOFF		
- HEAVY EQUIPMENT LOAD TIME IS USUALLY 2 ½ TO 3 HOURS PRIOR TO TAKEOFF		

- PERSONNEL LOAD TIME IS NORMALLY 1 HOUR PRIOR TO TAKEOFF		
- ARMY STATIONS TIME (PERSONNEL DROP) IS 35 MINUTES PRIOR TO TAKEOFF		
- USAF STATIONS TIME NORMALLY 30 MINUTES PRIOR TO TAKEOFF		
- ENGINE START NORMALLY 25 MINUTES PRIOR TO TAKEOFF		
- TAXI TIME NORMALLY 15 MINUTES PRIOR TO TAKEOFF		
- MISSION COMMANDER SHOULD HAVE AN EXECUTION CHECKLIST WITH TIME SEQUENCE IN IT		
- HAVE GROUND MISSION COORDINATOR ARRANGE FOR FOOD (IF NEEDED) BETWEEN LIFTS		
- ASSESS MX STATUS FOR ALL AIRCRAFT AFTER EACH LIFT		
- CHECK FINAL AMT FOR NEXT DAY'S LINES		
- COMPLETE SIGNIFICANT JA/ATT REPORT AND FAX OR E-MAIL TO THE FOLLOWING LOCATIONS:		
-- TACC/XOZ, PARTICIPATING UNITS, HQ AMC/DOK, 21AF/CC, 21AF/CV, 21 AF/DO, 15 AF/DO, AND 21 AF/DOT		
- CONTACT TACC/XOZ (SENIOR CONTROLLER) TO REVIEW REPORT BEFORE DEPARTING CP		
<b>REDEPLOYMENT</b>	<b>MISSION COMPLETION</b>	
- HAVE REDEPLOYMENT ASSISTANCE TEAM (RAT) FINALIZE ROLL-UP PLAN THE DAY PRIOR (OR SOONER) TO REDEPLOYMENT (COORDINATE WITH HOME STATION XPL/LGX FOR RECEPTION PLAN)		
- ENSURE AIRCRAFT GROUND EQUIPMENT CAN RECEIVE JI AT PLANE SIDE OR HAVE THEM PULLED FROM LINE FOR JI	<b>MISSION COMPLETION</b>	
- PLAN TO LOAD AIRCRAFT UPON LAST LANDING FROM LAST TURN		
-- CONFIRM WHICH AIRCRAFT ARE DEPARTING THAT NIGHT AND COORDINATE THEIR DEPARTURE (DEPENDING ON HOME WING LOCATION, CREW REST, ETC.)		
- ENSURE DEPARTING CREWS CHECK OUT OF HOTELS, RETURN VEHICLES, ETC.		

-- COORDINATE FOR CREWS TO REFUEL VEHICLES PRIOR TO THEIR RETURN		
-- COORDINATE FOR A SHUTTLE TO GET CREWS FROM VEHICLE OPERATIONS TO AIRCRAFT		
<b>AFTER-ACTION ITEMS</b>	MISSION COMPLETION THROUGH AFTER-ACTION BRIEFING	
- CONDUCT POST-EXERCISE BRIEFING WITH ARMY MISSION CC AND FORWARD COPY OF BRIEFING TO <a href="mailto:21AF.DOT@MCGUIRE.AF.MIL">mailto:21AF.DOT@MCGUIRE.AF.MIL</a>	MISSION COMPLETION	
- CONDUCT A FORMAL POST-EXERCISE BRIEFING BY VIDEO TELECONFERENCE WITH 21 AF/CC (CV OR DO CAN SUBSTITUTE) AND PARTICIPATING UNITS CONDUCT FACE-TO-FACE BRIEFING AT POPE AFB IF PRACTICAL	RETURN + 4 OR AS REQUIRED FOR MAXIMUM PARTICIPATION	
-- USE EXAMPLES FROM 21 AF/DOT WEB SITE FOR GUIDANCE ON CURRENT FORMAT/DESIRED METRICS		
-- WORK WITH 21AF/DOT TO DETERMINE DATE, TIME, ATTENDEES		
-- SEND ADVANCE COPY OF BRIEFING TO ALL BRIEFING ATTENDEES AND <a href="mailto:21AF.DOT@MCGUIRE.AF.MIL">mailto:21AF.DOT@MCGUIRE.AF.MIL</a>		