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Flying Operations

***AMC, POPE AFB AIR MOBILITY TASK FORCE
COMBAT AIR DELIVERY OPERATIONS***

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This instruction implements 43d Airlift Wing Commander's directives. It expands the guidance provided in OPOD 17-76 and OPOD 17-76 Annex C, and provides detailed organizational structures and specific functional tasks relating to significant JA/ATT operations at Pope AFB, to include but not limited to Joint Forcible Entry Exercise (JFEX), Joint Readiness Training Exercise (JRTX)/CAPSTONE, Big Drop, MWS Graduation Exercise, and Organization Readiness Inspection/Exercise (ORI/ORE). It is tailored to the combat air delivery operations at Fort Bragg and Pope AFB. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123 (will convert to AFMAN 33-363), *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://afrims.amc.af.mil/>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include: Paragraphs have been renumbered and realigned, Large Package Week has been changed to read Joint Forcible Entry Exercise (JFEX). Routing requirements through 43 AW/XP has changed to 43 OG/OGJ and delegation of pre-deployment planning has changed from 43 OSS/OSOG to 43 OG/OGJ. This pub has changed Logistics Group to read Maintenance Group, and have added BOS coordination requirements for agencies not assigned at Pope AFB. OGJ will now coordinate with SG for billeting, messing and/or Prime Knight requirements instead of XP, Command and Control (C2) Infrastructures, **Chapter 3**, has been added, MCM 3-1 changed to AFTTP 3-1, C2IPS cuts changed to GDSS II cuts, added clearance/verification process for foreign participation, and updated office symbols and duty phone numbers. This revision has also added the mandatory **Attachment 1**, Glossary of Terms and Supporting Information. The responsibility for Air Drop Malfunction and Off Drop Zone investigations switched from 43 OSS/OSK to the deployed Mission Commander, with the 43 OG/CC as final approval authority. A bar (|) indicates changes since the last edition.

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Chapter 1

GENERAL INFORMATION

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

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

1.2. Changes to this instruction will be published as deemed necessary with an annual review completed on the anniversary of the publication of this instruction. The OPR for this instruction is 43 OSS/OSK. Submit recommended changes to 43 OSS/OSK, 1182 Hurst Drive Suite G Pope AFB, NC 28308, DSN 424-7668 or FAX DSN 424-7672, or <mailto:43oss.osk@pope.af.mil>.

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

1.4. Concept of Operations. Pope AFB's joint environment is uniquely suited to train and sustain proficiency of aircrews in the combat delivery mission. The XVIII Airborne Corps provides an almost limitless user requirement for the full range of combat delivery (airdrop, airland, follow-on outload). The 43 Airlift Wing (AW) Command Post (CP), aerial port and en route maintenance provide superior in-place mission support. The Pope AFB/Ft. Bragg joint environment is also well suited to train officers/NCOs and wing level leadership in the practical applications of mission command and control because of the mix of aircraft and personnel that routinely deploy and operate out of Pope's en route facilities. As such, Joint Forcible Entry Exercise (JFEX) and other significant JA/ATTs provide ideal opportunity to train future leaders on C2 for an Air Mobility Task Force. These facts, coupled with the proximity of Pope AFB to R-5311's drop/landing zones, create the premiere training environment.

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

1.4.1.1. En route support base with full support from all base support agencies-simulating a main operating base.

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

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

Chapter 2

COMMAND RELATIONSHIP

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

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

2.1.2. Maintenance Group. OGJ will coordinate internally for transportation and maintenance requirements. Agencies not assigned at Pope AFB must coordinate with XP through Gatekeeper for any BOS (e.g. IG inspections, ORI, etc.)

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

Chapter 3

COMMAND AND CONTROL (C2) INFRASTRUCTURE

3.1. General. Command and Control requirements will vary according to the complexities of each mission scenario and type of event planned. Primary elements of effective Command and Control consist of two separate responsibilities: Ground C2 operations and In-flight C2 operations. To achieve mission success, the Mission Commander must identify mission and scenario requirements and balance them against available assets in order to provide a seamless transition. The Pope/Ft. Bragg Joint community has developed several mechanisms along with a baseline infrastructure to accommodate the achievement of these goals. Additionally, a variety of airborne assets may be utilized to enhance training and integration.

3.1.1. Ground based C2 operations are based primarily on Pope's en route support agencies mission managed by Command Post. The Command Post consists of Operations Controllers, Maintenance Operations Center (MOC) controllers, ALCO controllers (GLO reps), and Aerial Port Information Controllers (APICs). Command Post personnel are highly proficient at all levels of joint operations/mission management and are capable of integrating with local Special Operations agencies and 18th ABN Corps/82d ABN Div C2 agencies, including the division Joint Operations Center (JOC). The CP will provide flight following/mission management along with all required OPREP reporting and personnel notifications as delineated by HQ AMC.

3.1.1.1. The CP can offer 3 levels of support/integration based on the BOS Option 1-3 described in paragraph 1.4.1. In Option 1, the Pope CP mission manages the entire ground op's utilizing normal base agency coordination, deployed Mission Command inputs and interfaces with the JOC with no other outside assistance required/utilized. In Option 2, the CP can vary between full mission management with partial home-station agency support (supplemented by outside tasked agencies) down to mission management oversight supplemented by other C2 agency personnel (other 1 C3 controllers, CRG/E personnel, etc.) and nearly 100% of support agencies provided from outside taskings, (ORE, IGX, Big Drop, etc.). Two-way JOC interface will still be accomplished as required. For Option 3, the CP will only provide oversight of C2 functions and will provide on request 1 Op's Controller, 1 MOC controller and an ALCO representative (manning permitting) to the tasked C2 agency (CRW, CRG/E, etc.). It is assumed that the tasked agency will have complete operational capabilities (qualified 1C3 personnel and the normal suite of communications gear required). Integration/communication with the JOC will be accomplished by the tasked unit. "Real World" reporting requirements will still be accomplished by Pope CP as the home station responsible CP per AMC guidance. Be advised, in all 3 Options Pope CP support is geographically limited to the "Host Nation" area. CP cannot support auxiliary airfield operations or MST requirements due to manning constraints.

3.1.2. Airborne C2 operations can be integrated via the Ground Mission Commander and JOC network utilizing various communication suites such as SECOMPS, SECOMPS-I and Combat Track II for real time reporting. Additionally, several airborne platforms may be available such as JACC/CP, J-STARS, and Navy/Marine assets like the P-3 Orion. All airborne platforms should be integrated early in the plan and support requests initiated as soon as possible to ensure availability.

3.2. Joint Operations Center (JOC). The All American Operations Center (AAOC) located at the 82d ABN Headquarters building on Ft. Bragg serves as the JOC or JAOC depending on requirements. The

JOC is centrally manned and functions as a baseline C2 integration point for Ground/Air Operations between the Army ground mission command network and Air Force Mission Command.

3.3. Contingency Response Wing/Group Participation. The Pope/Ft. Bragg Joint Community is an ideal training ground for virtually all facets of the CRW and/or CRG/E (formerly known as a TALCE). The availability of Mackall AAF and multiple drop zones/landing zones combined with large aircraft formations during JFEX, Significant JA/ATTs, and Emergency Deployment Readiness Exercises (EDRE), provides mission execution challenges that are rarely experienced elsewhere. AF Mission Commanders can readily integrate these unique training opportunities into the overall scenario and the C2 BOS Option flexibility will still provide a solid foundation for communications and mission management. Based on the scenario, Pope CP can provide any level of service as described in paragraph 3.1.1. above to allow maximum training potential for the CRW or CRG/E. Early integration into the joint scenario with available assets and identification of training requirements is essential. Direct contact with CP management to work details of training, OPREP reporting, unexpected events and communication lines is mandatory and should be worked prior to arrival.

Chapter 4

COMBAT OPERATIONS STAFF

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

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

4.1.1.1. The MC requests/coordinates support through OGJ to provide personnel to complete his/her staff for the particular event.

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

4.2. Deputy Mission Commander. Each weapons system/MDS (C-17, C-130 etc.) will have a deputy Mission Commander who will attend meetings and briefings (i.e. Joint Mission Briefing (JMB) and Out-load Coordination Briefing (OCB)) to represent the MDS/unit's interest and to ensure all coordination measures are accomplished.

4.3. Tower Liaison Officer. The Mission Commander will determine the requirement for a tower liaison and assign one if required. This individual should be a member of the planning staff and intimately familiar with the operation.

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

4.5. Tactics Liaison Officer. 43 OSS Tactics will provide a tactics liaison to the Mission Commander's staff to answer questions pertaining to Pope AFB operations, and will attend key operations activities. In the event of an off Drop Zone (DZ) drop, the deployed/TDY Air Force Mission Commander will task its own deployed/TDY tacticians (to include loadmasters to investigate load malfunctions) to investigate the incident and report to the 43 OG/CC. The deployed/TDY Air Force Mission Commander and the deployed/TDY tactics investigation team will work together with the 43 OSS/OSK and the 43 OG/CC to complete the investigation.

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

4.7. Other Staff Functions.

4.7.1. Intelligence, see [Chapter 7](#).

4.7.2. Communications, see [Chapter 11](#).

4.7.3. Safety, see [Chapter 9](#).

4.7.4. Ground Liaison Officer, see [Chapter 14](#).

Chapter 5

PLANNING CONSIDERATIONS

5.1. General. All deployments to Pope AFB will be coordinated through 43 OG/OGJ (43 AW/XP for Gatekeeper missions) along with the appropriate coordinating agency. OGJ manages base support tasks to preclude over commitment of base personnel and equipment. The 18th Airborne Corps initially coordinates requirements with 43 AW/XP. The Mission Commander will use this OI in conjunction with the more specific information located in the Pope OPOD to plan their mission.

5.2. Local Area.

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

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

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

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

5.3.1. The AMC Senior Officer/Mission Commander will ensure the agreed upon joint training matches the AMT and GDSS II cuts.

5.3.2. Coordinate required support with 43 OG/OGJ.

5.3.3. Foreign Participation. All foreign personnel participating in any JA/ATT at Pope AFB requires clearance and verification through 43 OG/OGJ. OGJ will coordinate with required agencies and verify/authenticate access limitations for those participants.

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

5.4. Aircraft Parking. 43 OG/OGJ scheduling will develop aircraft parking plans and ensure the green ramp operational MOG is not exceeded. This plan will be clearly discussed and briefed during the OCB.

5.4.1. Parking Process. The parking process begins at the JA/ATT conference. 43 OG/OGJ will determine at the JA/ATT conference if there are any conflicting requirements for ramp space and assets (maintenance, APS, personnel, and equipment). If there are problems, the OGJ representative will coordinate with the AMC/ JA/ATT representative on location and de-conflict at the time. 43 OG/OGJ will publish an agreed monthly Transient Aircraft Forecast at the JA/ATT conference (for planning purposes). OGJ will determine where an aircraft will park depending on its mission (static line, heavy equipment, or hot cargo).

5.5. Scheduling.

5.5.1. Air Movement Table (AMT). 43 OSS/OSO Range Scheduling office produces the Pope AFB AMT. The AMT assigns mission objective areas, routes of flight, and DZ/Landing Zone (LZ) escape paths. In addition, the AMT includes mission support information such as load time, takeoff time, arrival time, and other mission factors. 43 OSS/OSO Range Scheduling assigns objective areas based on mission needs. They de-conflict with other users requesting use of the Fort Bragg Ranges and ensure missions comply with Ft. Bragg Range Rules listed in XVIII Corps Installation Range Regulation 350-6. It is critical mission planners include 43 OSS/OSO Range Scheduling in their coordination process. The AMT and GDSS II must match and be as accurate as possible.

5.5.1.1. 43 OSS/OSO Range Scheduling office accumulates mission documents (JA/ATT contracts, Army Air Letters, Range Blocks, etc.) and publishes a SOFT AMT at 1600 hrs on the Wednesday two weeks prior to execution week. The SOFT AMT provides the opportunity for all Army users, air wings, and support agencies to review and request changes to the AMT.

5.5.1.2. 43 OSS/OSO Range Scheduling hosts a Change Meeting at 1300 hours, each Tuesday the week prior to execution week. This is the last formal opportunity to make changes to the AMT. All airlift units must submit requested changes by 1630 EST the Monday prior to the week of execution. Range Scheduling incorporates the proposed changes and publishes the HARD AMT at 1600 hours on the Wednesday prior to the week of execution. After Range Scheduling Publishes the HARD AMT, only changes for flight safety should be requested. After the HARD AMT is published, changes create significant turmoil and have a domino effect on other ground, air, and support units. Additionally, Changes to the HARD AMT requires concurrence by Ft. Bragg Range Control. For a more in-depth explanation of the AMT process, reference Pope OPORD 98-1.

5.5.1.3. Units lacking an arrival time for their positioning leg or departure time for the de-positioning leg prior to 1630L Monday will be assigned arrival and departure times based on minimum required crew rest/ground times applicable to their MDS.

Chapter 6

BASE OPERATIONS SUPPORT

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

6.2. Lodging and Transportation. Pope AFB is a Prime Knight base. The Prime Knight Manager (DSN 424-4839) is attached to 43 OG/OGJ and provides lodging and local transportation arrangements for all significant JA/ATTs. Lodging and transportation requests must be made as early as possible prior to arrival to the Prime Knight En Route Support Office (43 OG Headquarters, Building 900) and include full name, grade, SSAN and gender for all crew members. Crew integrity will be ensured through the use of contract quarters when adequate on base facilities are not available. The aircraft commander/Mission Commander is responsible for notifying the Prime Knight Manager prior to any crewmember changing rooms or locations. Inaccurate or late information will result in delays in issuing rental/u-drive vehicles, base passes, POL authorizations, and in making lodging arrangements. The Mission Commander/aircraft commander will also cancel reservations to preclude “no shows” and guaranteed hold charges being assessed due to mission changes, weather diverts, etc.

Chapter 7

INTELLIGENCE

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

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

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

7.4. Intelligence Activities.

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

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

7.5. Assumptions.

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

7.5.2. The Infrastructure identified is adequate to support the JA/ATT.

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

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

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

7.8. Resources.

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

7.8.2. System Hardware/Software. Desktop/laptop PCs with appropriate software are available to deploying personnel for archiving of message traffic and preparation of briefings. The standard office software suite is Windows XP Professional, and Office 2003. The Aircrew Briefing Room has a computer and projection systems supporting both softcopy and hardcopy (vu-graph) presentations.

7.8.3. Communications. Secure and non-secure voice phones are available in the 43 OSS/IN offices, along with the capability to send and receive both secure and nonsecure facsimiles (FAX).

Chapter 8

OPERATIONS

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

8.2. Range Procedures. R-5311 Range Procedures will be briefed upon arrival IAW Pope AFB OPORD 98-01. This information will be included in the Mass Aircrew Brief (aka Concept Brief) for all aircrew and support personnel during all significant JA/ATTs such as JFEX. For smaller JA/ATT missions, Command Post will ensure this information is given to the aircrews during their AMT review/planning briefing.

8.3. Off DZ Drops and Load Malfunctions. The deployed/TDY Air Force Mission Commander is responsible for tasking the deployed/TDY tacticians (to include loadmasters) with the investigation of off-DZ airdrops/load malfunctions etc., will convene aerial delivery review panel (as required), and will make determinations as to aircraft and aircrew status in conjunction and coordination with the deployed unit's OG Commander and the 43 OG/CC.

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

8.5. Briefings. The 43 OG/OGJ will maintain master briefings for the JMB, the OCB, and a local airspace briefing. These products will normally be available on the 43 OG/OGJ Webpage. The guidelines for the JMB are in [Attachment 2](#). This briefing format will be followed as a minimum. Copies of these briefings may be obtained from 43 OG/OGJ at DSN 394-8330 or by visiting the JFEX websites located on the 43 OG/OGJ Webpage. Mission Commanders are reminded the JMB is a military formation. Attendees will be seated five minutes before start time and the room will be called to attention IAW with proper military decorum.

8.6. Engine Running On-/Offloads (EROs). It may be operationally advantageous to ERO; however, permission to do so is not automatic. Prior permission for EROs must be coordinated through APS and AMXS. Once coordinated EROs must be requested no-less-than 20 minutes prior to landing, through CP, and the request will then be forwarded to ATOC and 743 AMXS. Approval may be granted based upon APS workload and availability of qualified ERO team members; however, please note ATOC is the only authorized approval authority for this request. Coordination prior to takeoff is acceptable. 3 APS point of contact is ATOC, DSN 424-7303. Mission Commanders will ensure passengers (jumpers and safeties) are coordinated through CP and accompanied by an authorized escort. Unaccompanied personnel in a

restricted area who are unfamiliar with flightline operations are inherently unsafe and are also a breach of flightline security and Pope Green Ramp operating procedures.

8.7. Command and Control Reporting.

8.7.1. General. For normal operations, Command and Control will be coordinated through the 43 AW/CP and all maintenance requirements will be coordinated through the 43 AW/MOC. During exercises, inspections, and significant JA/ATTs (e.g. JFEX), C2 duties will vary based on the infrastructure of the deployed units and joint training objectives. Details on C2 relationships during these operations are listed in **Chapter 3**, COMMAND AND CONTROL INFRASTRUCTURE. Report mission results IAW OPOD 17-76, Appendix 7, Annex C.

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

8.7.3. Reports. Pope CP will handle all normal reporting functions to home units and the MAJCOM/AF Command Center. OPREP reporting will be IAW AMCI 10-206 *Mobility Force Management*. 43 OG/OGJ and Pope CP will assist Mission Commanders in preparing and sending the Mission Commander Situation Report (SITREP), but the final responsibility for content and accuracy lies with the Mission Commander.

8.7.4. Medical Emergencies. See section 9.3.4.2.

8.7.5. Airdrop Malfunctions/Off DZ Drops/Injuries. See section 12.3.

8.7.6. In-flight Reports. Inbound aircraft will contact Pope CP no later than 15 minutes prior to landing.

Chapter 9

SAFETY

9.1. General. 43 AW Safety (SE) will be augmented by safety personnel from participating wings (tasked by the Mission Commander) and will be assigned to monitor “Green Ramp Operations” during significant JA/ATTs. Augmentation will consist of, as a minimum, one ground safety representative (5-level or above familiar with flightline and loading operations) and one FSNCO or above (the flying safety rep will not be a primary crewmember). These individuals will monitor outload operations on Green Ramp and be available to the Mission Commander. These augmentees will report to 43 AW/SE for a thorough orientation briefing and attend the mission concept brief. A rated member of 43 AW/SE will participate on any off-DZ/drop incident review board convened at the direction of the 43 OG/CC. Any questions concerning safety issues, call the 43 AW Safety Office at DSN 424-8395.

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

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

9.2.2. Mission Commanders will brief the Overall Exercise Risk Level during the JMB. A slide will be used displaying a LOW - MED - HIGH scale and an arrow depicting assessed risk along the scale (see **Figure 12.1.**). To avoid confusion between units, no number scale will be used (Individual unit ORM programs use different scoring techniques to achieve their result). Example: C-130 risk level = Low; C-17 risk level = Medium; Army risk level = Low; Overall Exercise Risk Level = MEDIUM (due to C-17 factors).

Figure 9.1. Low, Medium and High Scale



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

- 9.3.1. AMC Form 97, *AMC Unusual Occurrence*
- 9.3.2. AF Form 853, *AF Bird strike Report*
- 9.3.3. AF Form 457, *USAF Hazard Report*
- 9.3.4. AF Form 651, *Hazardous Air Traffic Report (HATR)*
- 9.3.5. DD Form 1748-2, *Joint Airdrop Malfunction Report*

NOTE: All above forms, when completed, will be turned into CP for processing.

9.4. Mishap Reporting Procedures.

9.4.1. Bird strike Reporting . Although Pope AFB is not on a major migratory route, we still have a large bird population in the area. Advise the tower of any bird activity. Report any known bird strike regardless of severity. In case of a bird strike, complete AF Form 853 during the next planned stop and visually inspect the aircraft for damage before continuing the mission. All bird strikes are reported daily to HQ AMC and are reviewed Bi-annually by the 43 AW Bird Hazard Working Group.

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

- 9.4.1.1.1. Takeoff time, TOT and DZ Route flown (Red, Yellow, Blue, SKE, or descent/traffic pattern profile)
- 9.4.1.1.2. Altitude (if unknown, use the altitude at which the mission profile was flown)
- 9.4.1.1.3. Time of Day

9.4.2. Airdrop Malfunction Reporting. **Notify CP immediately for all airdrop malfunctions or unusual occurrences (injury, damage to equipment/load, etc.).** They will provide prompt notification and mission status determination to all appropriate agencies. As a minimum, the following agencies will be notified: Mission Commander, MDS Mission Manager, 43 OG/CC, 43 OSS Tactics, Army GLO, 3 APS, and Safety. Finally during any airdrop malfunction, a DD Form 1748-2 must be completed.

9.4.3. Ground Mishap Reporting. A ground mishap is any ground incident involving personnel injuries, aircraft or equipment damage., (ref. AFI 91-204). All ground mishaps will be reported to the CP as soon as possible. CP will notify 43 AW/SE who will respond and start the mishap investigation. The following procedure will be used if an emergency exist.

9.4.3.1. Aircraft mishap/ground emergency.

- 9.4.3.1.1. Contact Ground or Tower to report the mishap. Give them location, aircraft tail number, number of personnel, amount of fuel, and armament or any hazardous cargo on board.
- 9.4.3.1.2. Tower will activate the primary crash net.
- 9.4.3.1.3. Do not move the aircraft, change the configuration, or alter the scene of the mishap in any way. Once the incident is resolved the on-scene commander from the fire department will cancel the emergency with ground or tower. The aircraft is then turned over to maintenance.

9.4.3.2. Personnel mishap/injury reporting.

9.4.3.2.1. Aircraft in flight. Any aircraft experiencing medical problems with either crewmembers, jumpmasters or paratroopers requiring ambulance services should declare a “medical in-flight emergency” and notify CP when able. CP will coordinate to have immediate parking and services standing by upon aircraft arrival.

9.4.3.2.2. Prior to taxi operations. Aircrew will notify CP if any medical conditions are encountered with loading personnel. **DO NOT DECLARE A GROUND EMERGENCY.** CP will coordinate appropriate medical response.

9.4.4. Flightline Vehicle Operations. For specifics on flightline vehicle operations refer to POPEAFBI13-101, *Flight Line Vehicle Operations*. A flightline familiarization briefing will be given by 743 MXS followed by an orientation drive. Due to the congestion on Green Ramp, and the nature and complexity of JA/ATT operations at Pope, this briefing and orientation drive is mandatory for all TDY personnel who will be driving on the flightline (Mission Commander, launch control officers and NCOs, including tactics loadmasters, and maintenance personnel etc.). Green ramp operations become extremely high paced with a high density of personnel and vehicular traffic. Vigilance and discipline are a must and specific procedures must be followed. These procedures may or may not be consistent with other home station flightline operations.

9.4.5. Base Safety Office. For any questions concerning safety issues, call the 43 AW/SE at DSN 424-8395.

Chapter 10

AERIAL PORT SQUADRON

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

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

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

10.4. Aerial Port Operations. (See [Attachment 5](#)).

Chapter 11

COMMUNICATIONS

11.1. General. The 43d Communications Squadron (43 CS) provides communications services at Pope AFB. Units requiring communications services from 43 CS need to coordinate their requirements at least 30 days in advance. Units planning to operate out of Pope AFB (e.g. for ORIs or as a forward operating location) need to coordinate through their wing representative or directly with 43 CS for communications support, such as telephones, network connections, radios, etc. This is accomplished by sending in their communications requirements through PWRR. They can contact 43CS/SCX (DSN 424-3215) for assistance. For large exercises, 43 CS should be involved in the planning from the onset and will assign a POC to work with the exercise planners.

11.2. Frequency Management. All frequency requirements will be coordinated through the Pope AFB frequency manager by sending a PWRR requirement to the Planning and Implementation Flight (43 CS/SCX) at DSN 424-3215. Organizations utilizing Pope AFB as an en route location or as a base of operations must use Pope AFB approved frequencies. For example, units bringing their own land mobile radios, must request frequencies at least 30 days in advance of arrival to Pope AFB.

11.3. Global Reach Communications Flight. The 43 CS has deployable communications assets garrisoned at Pope AFB. These assets may be available to support exercises on or around Pope AFB unless equipment is deployed or postured for deployment. Requests need to be forwarded to the 43 CS/CC (DSN 424-2258) for coordination/approval.

11.4. Exercise Support.

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

Chapter 12

MAINTENANCE

12.1. Mission. To directly support the XVIII ABN Corps, 43 AW, Joint Special Operations Command and other special operations units in the Pope/Fort Bragg community as well as units/aircrews transiting Pope AFB. To provide timely and efficient airlift support through responsive aircraft maintenance. Additional information is provided to deployed personnel in the 743 AMXS “Welcome Pamphlet.”

12.2. Maintenance Augmentation. Regardless of originating location, all augmentees and 743 AMXS personnel will integrate into one cohesive maintenance team supporting JA/ATTs and other exercises. When a TDY Readiness Spares Package (RSP) deploys to Pope AFB supporting Green Ramp operations the RSP monitor(s) will be temporarily assigned to the 743 AMXS.

Chapter 13

WEATHER

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

13.2. Responsibilities.

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

13.2.1.1. Coordinate with 43 OSS/OSW at least 30 days prior to the start of these missions, and provide the dates and approximate times of the missions.

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

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

13.2.2. The 43 OSS/OSW will:

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

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

13.2.2.3. Provide facilities and equipment necessary for the supplied weather briefer to prepare briefings.

13.2.2.4. Provide a POC at the base weather station for supplemental briefing support.

13.2.2.5. Provide/maintain a dedicated computer terminal in the Mission Planning Room (Building 900) for the deployed weather support personnel. Deployed weather personnel will contact 43 OSS/OSW for login instructions upon arrival at Pope AFB.

Chapter 14

GROUND LIAISON OFFICER (GLO) AND AIRLIFT COORDINATION OFFICE (ALCO)

14.1. General. This section provides capabilities and support function information pertaining to the GLO section to Air Mission Commanders and transient aircrews. While this briefing information is primarily oriented towards the JFEX missions, it can also apply to other significant JA/ATTs and Joint Readiness Training Exercise (JRTX) capabilities demonstrations. See [Attachment 3](#) for GLO SOPs.

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

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

14.4. Operations. The **GLO** provides the following functions in support of airlift operations:

- 14.4.1. Coordinates Army/Air Force critical time lines (e.g. load/pax showtime, load time, station time, DZ TOT).
- 14.4.2. Coordinates direct contact between the supported unit (Army) and the supporting unit (USAF) as required.
- 14.4.3. Conducts the joint weather decision with Army and Air Force element representatives.
- 14.4.4. Provides Army elements with the aircraft-parking plan.
- 14.4.5. Assists in the coordination of information for the OCB and JMB.
- 14.4.6. Serves as a single point of contact for all planning and actual load plans.
- 14.4.7. Provides institutional and doctrinal expertise on Army Standard Operating Procedures (SOP).
- 14.4.8. Provides direct communications with airborne commander/unit via radio and telephone through the Departure Airfield Control Officer (DACO).
- 14.4.9. Provides a single point of contact to relay critical information between all elements involved in the operations (i.e. Army unit, Arrival/Departure Airfield Control Group (A/DACG), Heavy Drop Rig Site (HDRS), Aerial Port Squadron (APS), Maintenance (MXS), Special Tactics Squadron (STS), USAF Mission Commander, and CP controllers).

Chapter 15

SPECIAL TACTICS

15.1. General. The 21 STS provides assault zone support for Significant JA/ATT missions in R-5311 when required and coordinated 60 days in advance. An STS Mission Commander is assigned for each exercise (normally an officer from the operational alert flight). This STS Mission Commander will be available by cellular phone for the duration of the exercise. He will conduct pre-mission briefs and hot washes with the AMC, aircrews and 82nd ABC as required. He will also brief the STS portion of the Joint Mission Brief. Coordination for Significant JA/ATT missions can be made through 21 STS Current Operations at DSN 424-1601. Mission Commander's cellular phone number will be given to Command Post and the JOC prior to all missions. Drop zone scores will be determined IAW AFI 13-217, Assault Zone Procedures (i.e., SAT or UNSAT for a mass tactical airdrop). When Tactical Satellite (TACSAT) Channels are available and planned into the scenario all weather and DZ information will be passed on the TACSAT net (Primary), Line of Sight radio transmission (Secondary) or it will be passed administratively over the cellular phone (Tertiary) by the Mission Commander. Drop Zone Markings should be limited to the greatest extent possible in order to realistically simulate the combat environment. IR markings are the primary STS method for Assault zone markings for both airdrop and air land operations.

15.2. STS Procedures for all Missions on R-5311:

15.2.1. Weather: STS MC, DZC or authorized AIC personnel will pass weather, SITREP, and DZ status report to the Command Post one hour prior to the first Time Over Target (TOT). Information should be reported to Command Post via Range Control or cell phone. Marginal weather observations will be reported to Command Post using the above mentioned procedure at the time of the observation and every 30 minutes thereafter while adverse weather conditions exist.

15.2.2. DZ Establishment: In order to perform realistic wartime readiness training, all LZ/DZ markings will be made using the minimum amount of lighting to safely accomplish the marking pattern as per AFI 13-217. Infrared (IR) lights are the preferred marking pattern for both LZ and DZ markings. All LZ/DZ markings will be briefed thoroughly by STS at each JMB. If this is not possible for aircrew to train to this standard, notify STS no later than 24-hours prior to first TOT.

15.2.3. Range Clearance: All aircraft are responsible for attaining their own range clearance from Range Control (R-5311) or the airspace-controlling agency prior to entering the restricted airspace. For all missions conducted outside R-5311, remind the user of the requirement to establish NOTAMs for DZ operations and ensure current NOTAMs are briefed at the JMB.

15.2.4. No Drop /Abort Procedures: Army DZSO makes drop/no drop call due to high winds. STS will be co-located with DZSO. Visual Flight Rules (VFR) no-drop procedures will be IAW AFI 13-217, Paragraph 2.12.4. Visual No-Drop Signals. Instrument Meteorological Conditions (IMC) no-drop procedures will be IAW AFI 13-217, paragraph 2.12.4.1-5.22. The absence of positive two-way ground-to-air communication within one minute of the coordinated TOT or a verbal "NO DROP" transmitted to the formation lead constitutes a no-drop.

15.2.5. Scoring: Drop scores will not be passed during high visibility drops or exercises unless otherwise briefed by STS. When requested, drop scores will be relayed/faxed to Command Post after mission completion. Unless previously coordinated, the overall assessment for formation drops is SAT/

UNSAT. All other relays such as “Alibi Reports” will be coordinated and executed IAW AFI 13-217, paragraph 2.20.

15.2.6. Incidents/Mishaps: STS personnel will remain in contact with the DZSO until it is certain there are no incidents or mishaps. STS will not be required to control MEDEVAC aircraft. Report any incident/mishap, including malfunctions, to command post.

TIMOTHY M. ZADALIS, Colonel, USAF
Commander

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

AMC OPORD 17-76, *Joint Airborne/Air Transportability Training*

AMCI 10-205, *Large Package Week Air Force Mission Commander and Planning Staff Guide*

MDS-Specific AFI 11-2MDS, Volume 3,

AFTTP 3-1, Volumes 22, 25 and 35

AFTTP 3-3, Volumes 22, 25 and 35

JFEX link on Pope AFB 43 OG Enroute Operations Website

(<https://private.pope.af.mil/main/43OG/ENROUTE/Index.htm>)

HQ AMC JA/ATT Website for JFEX Schedule and lead Wing Agency

(<https://private.af.mil/jaatt/login.asp>)

Abbreviations and Acronyms

AAR—After Action Review

ACP—Air Check Points

ACME—Airspace Control Measures

A/DACG—Army unit, Arrival/Departure Airfield Control Group

ADVON—Advanced Liaison

AGE—Aircraft Ground Equipment

APS—Aerial Port Squadron

AFRES—Air Force Reserve

AFOSI—Air Force Office of Special Investigation

ALCO—Airlift Coordination Office

AMC—Air Mobility Command/Air Mission Commander

AMCC—Air Mobility Command Center

AMT—Air Movement Table

APIC—Aerial Port Information Controller

ATOC—Air Terminal Operations Center

AW—Airlift Wing

AWADS—Adverse Weather Aerial Delivery System

BLOG—Web Log

BOS—Base Operating Support
CAT—Crisis Action Team
CEOI—Communications-Electronics Operating Instructions
CDS—Combat Delivery System
CP—Command Post
COS—Combat Operations Staff
CS—Communication Squadron
DACO—Departure Airfield Control Officer
DIRLAUTH—Direct Liaison Authority
DZ—Drop Zone
EA—Emergency Action
EDRE—Emergency Deployment Readiness Exercise
EENT—End of Evening Nautical Twilight
ERO—Engine Running Offloads
FAA—Federal Aviation Administration
FCA—Fund Cite Authorization
FOL—Forward Operating Location
FORSCOM—United States Army Forces Command
FRV—Force Rendezvous
FSNCO—Flight Safety Non Commissioned Officer
GLO—Ground Liaison Officer
GOV—Government Vehicle
HATR—Hazardous Air Traffic Report
HDRS—Heavy Drop Rig Site
HE—Heavy Equipment
HEPI—Heavy Equipment Point of Impact
IFR—Instrument Flight Rules
IMC—Instrument Meteorological Conditions
ISB—Intermittent Staging Base
JMB—Joint Mission Brief
JFEX—Joint Force Entry Exercise
JRTX—Joint Readiness Training Exercise

LMR—Land Mobile Radio
MC—Mission Commander
MC&G—Mapping, Charting, and Geodesy
MDS—Mission Design Series
MHE—Material Handling Equipment
MCM—Multi-Command Equipment
MOG—Maximum On Ground
MXS—Maintenance Squadron
NAF—Numbered Air Force
OPORD—Operations Order
OI—Operating Instruction
OPT—Off Post Training
ORM—Operational Risk Management
PERS—Personnel
POL—Petroleum, Oil, and Lubricants
JA/ATT—Joint Airborne, Air Transportability Training
RSP—Readiness Spares Packages
RTB—Return to Base
SATCOM—Satellite Communications
SE—Safety
SECOMP—Secure En Route Communications Package
SEMA—Special electronic Mission Aircraft
SKE—Station Keeping Equipment
SLN—Slot Enable
SMO—Senior Maintenance Officer
SOP—Standard Operating Procedure
SFS—Security Forces
STS—Special Tactics Squadron
SVML—Standard Vehicle Mounted Launcher
TACC—Tanker Airlift Control Center
TACP—Tactical Air Control Party
TACSAT—Tactical Satellite

TOT—Time On Target

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

ZM—Zone Marker

Attachment 2

MISSION COMMANDER'S PLANNING GUIDE

A2.1. General. 82nd ABN DIV regulation 350-1 requires infantry battalion task forces to conduct a battalion size operation at least once a quarter. Since it is not cost effective to deploy a large number of aircraft to support isolated battalion jumps, XVIII Abn Corps, FORSCOM, and AMC agreed to consolidate battalion airborne operations into once every 6 weeks. This is JFEX. This agreement assures availability of aircraft and provides sufficient training events for air wings to justify deployment costs. The type of operations supported include exercising strategic airdrop missions during task force ground training, JRTC insertion, EDRE, Exercise Evaluations for sub-units, off-post training deployments, make-up for brigades that do not participate in JRTC, and exercise rigging capability for large scale operations. The next alert force has first priority during JFEX. They practice a particular contingency tasking before assuming alert status. The 82nd Abn Div supports deliberate plans for unified commands. Please note General Officers and Brigade Commanders jump with units on virtually every line. In short, JFEX is the bread and butter of large unit maneuvers and is the snapshot of AMC support of airdrop requirements.

A2.1.1. The air package consists of a mix C-130 and C-17 aircraft. Composition varies, but designed primarily around the requirements of the ground mission plan. Army units participating will not only airdrop personnel, but also exercise the airdrop of their equipment assets as well. Typical split for a JFEX is 60% personnel, 40% Heavy equipment, CDS, and Rolling Stock. With this composition, JFEX is capable of supporting not only the Joint training objectives, but also the separate Army and Air Force training requirements as well. Changes to the JFEX composition require approval by the XVIII Abn Corps Commander.

A2.1.2. The emphasis is on night time (after end of evening nautical twilight (EENT)) personnel mass tactical maneuvers with times over target (TOT's). Any loss of airlift requires coordinated bump planning and cross loading to successfully meet the Joint force training needs. Several constraints exist when multiple MDS are participating. Additionally, successful use of a spare aircraft requires it to be in-place prior to the Joint Mission Brief (JMB), configured for personnel airdrop, and preflight complete. Reference AMC OPOD 17-76 for more information on JA/ATT Operations.

A2.1.3. This attachment [planning guide] is provided for the Mission Commander to ensure all requirements for the missions are met. The Mission Commander has the overall responsibility for the completion of these items.

A2.2. Joint Forcible Entry Exercise - 120-45 days out:

A2.2.1. The JA/ATT planning conference occurs on a bi-month basis. This is where the JA/ATT missions are bought for JFEX. A 43 OG/OGJ scheduler will attend all JA/ATT planning conferences in order to "validate" all transient aircraft arriving at Pope AFB to ensure that the base MOG (Maximum On Ground) is not exceeded. All transient JA/ATT aircraft coming to Pope AFB must be validated using the JA/ATT planning conference process and authorized by the 43 OG/OGJ scheduler at the conference.

A2.2.2. Although Green Ramp can support up to a total 20 C-130 and C-17 aircraft, the "Working" MOG of aircraft is much less - based on support issues (MX, APS, etc.). For example: limited MHE and cycle times, augmentation/manpower, WRSK, and the 82 ABN desire to park PAX aircraft on Romeo row [closest to Pax Sheds] due to the high incidence of injuries when walking long distances to

aircraft when soldiers are in full combat gear. JFEX is the largest scheduled exercise at Pope and fully utilizes all support functions in support of this effort. Due to support issues, it is vital that coordination for the size of the exercise is known well in advance so that support planners can determine work force requirements and request (through AMC) additional augmentation necessary to meet the needs of the exercise.

A2.2.3. The Mission Commander (or designated delegate) will coordinate with the Pope AFB Prime Knight Manager (DSN 424-4839) to get consolidated lodging for entire package. This “one stop” for all your lodging and vehicles (both rentals and Motor Pool) will process group lodging requirements. Due to the sheer number of rooms and vehicles required for this large exercise, all units participating in the JFEX should contact the Prime Knight office early to initiate the required paperwork and ensure the adequate accommodations are provided. Crew integrity is paramount and most likely, will necessitate aircrews to be lodged in several hotels in the Fayetteville and Spring Lake area in addition to on-base billeting.

A2.2.4. Mission Command (MC) unit must contact user (82 ABN G-3AIR, DSN 239-0784) immediately after the JA/ATT conference to validate time lines (crew duty day); Drop Zone compatibility such as size, IFR requirements, and ATC exemption # 4371B compliance; review mission profiles and support requirements; order mission materials to include TLM 1:50,000 charts and imagery. These items take time to get closure on, so start early.

A2.3. Joint Forcible Entry Exercise - 45-30 days out:

A2.3.1. 743 AMXS prepares the support augmentation message and transmits it to AMC/A4 for official tasking orders to units.

A2.3.2. The Mission Commander will prepare vehicle requests for the entire package. The following are suggested quantities based on historical requirements.

A2.3.2.1. MX EX: (2) 15 PAX vans, (2) ½ Ton pickups with pintle hooks, (2) 6 PAX pickups, (1) 1 or 1.5 Ton pickup.

A2.3.2.2. Mission Commander Staff: (1) Sedan, (1) 9 PAX Van.

A2.3.2.3. Aircrew: (1) 15 PAX Van per crew.

A2.3.3. Send vehicle request letter to the Prime Knight office for coordination. Any other requirements by Mission Commander should be routed through 43 OG/OGJ (DSN 424-8330).

A2.4. Joint Forcible Entry Exercise - 30-15 days out:

A2.4.1. Confirm host base vehicular support through Prime Knight office. Vehicle shortfalls and contracting needs are established. The Prime Knight office will work with MC to process any required paperwork needed for additional vehicle requirements to fill shortfalls (e.g. AF Form 616, *Fund Cite Authorization (FCA)*).

A2.4.2. Confirm billeting needs are met. As soon as possible, units should send in exact numbers with individual names so that unneeded rooms can be released or additional room arrangements are started.

A2.4.3. Ft. Bragg Range blocks are released two weeks in advance to the AMT schedulers. This is the earliest opportunity to clarify mission parameters. Change requests or mission updates by the Mission Command unit may be made through AMT schedulers at Pope AFB.

A2.5. Joint Forcible Entry Exercise - 15-10 days out:

- A2.5.1. Submit any protocol and/or DV requirements.
- A2.5.2. Finalize total lodging numbers and rental vehicles required through the Prime Knight office.
- A2.5.3. Inform planners of any limiting factors and answer general questions. Such as off post air-drops and support at an ISB, ramp construction, other ORI activity, or special planning needs.
- A2.5.4. Mission Commander or lead wing planner will confirm AMC augmentation requests are met and identify any shortfalls to 743 AMXS and 43 OG/OGJ for additional coordination requirements.

A2.6. Joint Forcible Entry Exercise - 10 days out:

- A2.6.1. Contact host transportation to arrange for pickup of UDI vehicles.
- A2.6.2. Confirm with Prime Knight Manager that rental vehicles are dropped off at Bldg 900.
- A2.6.3. Confirm Final room numbers with Prime Knight Manager. NLT than the Friday preceding event, gather final crew orders and send/fax to Prime Knight Office.
- A2.6.4. Make sure planning facility is available.
- A2.6.5. Contact respective wing's tactics/Mission Commander for crew orders/setup sheets.
- A2.6.6. Mission Commander ensures:
 - A2.6.6.1. C21PS, AMT, and mission profile all match. These are the sources of all support scheduling. If they don't match, there will be problems.
 - A2.6.6.2. Contact the 43 OG/OGJ scheduler (DSN 424-7388) at Pope AFB for parking plan of arriving aircraft.
 - A2.6.6.3. De-conflict various training needs to ensure appropriate crew qualifications.

A2.7. Employment Phase:

- A2.7.1. Mission Commander will deploy an ADVON to establish liaison with the host wing's subordinate groups and to coordinate reception requirements with PRIME KNIGHT. In addition, the ADVON will meet the participating crews in the front lobby and/or the Aircrew Briefing Room in Bldg 900. The briefing room will be reserved through 43 OG/OGJ (424-8330). The ADVON planning team will, in conjunction with 43 OG/OGJ, develop the Concept Briefing. A template for this can be found on the JFEX website or by contacting 43 OG/OGJ.
- A2.7.2. Mission Commander in-processes crews, maintenance and other support personnel.
- A2.7.3. On the first day resolve any billeting or rental car issues. As crews arrive, their first stop is the Prime Knight window (Building 900 outside of Aircrew Briefing Room) for vehicle keys and lodging arrangements. After scheduled closure of all aircraft, 43 OG/OGJ and the lead unit planning team will conduct a Concept Brief in the Aircrew Briefing Room. All participants and support personnel are required to attend the Concept Brief. This briefing will officially start the employment phase of the JFEX.
- A2.7.4. One day prior to end of exercise, ensure all personnel are planned for billeting checkout, follow-on mission requirements are met, and vehicles are fueled and ready for turn-in. Ensure roll-up plans are complete. Ensure augmented 2T2 Air Shipper Specialist prepares AGE and load plans (this

should be preplanned from home station). Ensure follow-on mission plans are properly cut into GDSS-II and revised if necessary.

A2.7.5. Attend the Joint After Action Review (JAAR) with 82 ABN G-3 Staff and Commander. Recaps of the week's mission effectiveness and joint issues are brought out.

A2.7.6. Typical Daily Schedule:

A2.7.6.1. Normally 6 hours prior to departure, OGJ and Planning Staff will conduct a staff meeting to review previous day's results, identify issues and clarify requirements. Maintenance status of aircraft will also be briefed. This information will be used to develop a plan which will be briefed at the OCB.

A2.7.6.2. Outload Coordination Brief (OCB) is held in the Aircrew Briefing Room in Building 900 approximately 1.5 hours prior to the JMB. This simulates a N+5 brief. All applicable organizations are represented (MX, APS, CP, ALCO, User, etc). At the conclusion of the OCB, everyone should have a clear understanding of the exact plan, aircraft status, chalk numbers, and times (load, taxi, takeoff, TOT, land, etc.) for the entire evening's events.

A2.7.6.3. A Joint Mission Brief (JMB) will be given to all aircrews, users, and support personnel. Timing of JMB should be as close to Aircrew Show Time as possible to maximize available Crew Duty Time (12 hours tactical) for all of the evening's exercise events. Duration of the JMB should not exceed 30 minutes. Format and template for the JMB can be found on the JFEX website or directly from 43 OG/OGJ.

A2.7.6.4. The Aircrew Mission Brief is conducted immediately following JMB. Lead planners and aircrew will conduct this briefing. MC and lead planners will determine content and participation requirements (i.e. combined C-130 and C-17 brief or separate MDS meetings), and locations of this briefing.

A2.8. The Joint After Action Review (JAAR) is conducted the final day of the JFEX after all training events are complete. This is primarily an Army-centric meeting targeting the 82 ABN CG, the Air Force Mission Commander, and the host wing leadership. 82 ABN G-3AIR will build the meeting and request inputs from Air Force MC and 43 OG/OGJ as needed. Attendance is open to all participants and support personnel. Since this meeting official ends a JFEX, it usually follows by an awards presentation recognizing outstanding performers from both the Army and Air Force leadership.

A2.9. Hotwash/Lessons Learned:

A2.9.1. Within 2 weeks of the conclusion of the JFEX, 43 OG/OGJ will conduct a JFEX Hotwash chaired by 43 OG/OGJ. This is an open invite to all JFEX participants to include base support agencies as well as external units (attend via telecon).

A2.9.2. While informal in nature the meeting is designed to discuss good points as well as key areas for improvement. These identified items will be compiled and entered in a "Lessons Learned" document for reference in planning future JFEXs and other significant JA/ATTs. This document is posted on the JFEX Web Log (BLOG) in the Enroute website (<https://private.pope.amc.af.mil/main/43OG/ENROUTE/>)

A2.9.3. Participants unable to attend either in person or via telecon can send their inputs to 43 OG/OGJ and they will ensure their topics will be addressed during the Hotwash.

Attachment 3

JOINT MISSION BRIEF (JMB)

A3.1. Airborne Commander and Mission Commander Joint Mission Brief (JMB) (Ref 82nd Abn Div ASOP, Chapter 4, Pages 4-39 - 4-43). During large tactical drops or operations entailing special requirements, the Airborne Commander will conduct a joint mission briefing with the Air Mission Commander and all air crews participating in the mission.

A3.1.1. Definition. The JMB is an informative briefing conducted to all Army and Air Force participants and is a broad overview of the roles and responsibilities of each participating unit. It does not replace the Air Force aircrew/formation briefs or the Jumpmaster/Crew briefing.

A3.1.2. Timing. Normally conducted within 30 minutes of scheduled Aircrew Show Time (approximately 3 hours prior to takeoff). Due to the potential to directly impact Crew Duty Day and follow-on mission requirements, the timing of the JMB must be a joint coordination effort between the Air Force Mission Commander and the Army leadership participating (G-3AIR, G-3PLANS, and Ground Force Commanders). Briefing time should not exceed 30 minutes.

A3.1.3. Participants required to attend JMB.

A3.1.3.1. Overall USAF Air Mission Commander (co-chair).

A3.1.3.2. Army Airborne Commander (co-chair) and designated staff members.

A3.1.3.3. General Officer for all JRTX/BN and larger operations.

A3.1.3.4. Mission Commander formation leaders, and crew members as needed by the Air Mission Commander.

A3.1.3.5. STS Mission Commander (normally from the 21st Special Tactics Squadron).

A3.1.3.6. Air Force Weather Briefer.

A3.1.3.7. Air Force Intelligence Officer.

A3.1.3.8. ALO/TALO (TACP) as required.

A3.1.3.9. G-3 Air/ALCO.

A3.1.3.10. Maintenance and 3 APS Representative

A3.1.3.11. Command and Control (CP, CRG-E, JOC, etc.)

A3.1.3.12. JOC/CAOC/Battle Staff. If unable to attend in-person, a distributed communications process will be established (Telecon, VTC, etc.). Note that JMB is normally briefed on an UNCLASSIFIED level. If any portion of the JMB is classified, then VTC/Telecon is not authorized unless a classified communications channel is established.

A3.1.4. The JMB is required for each day of JFEX, EDRE, JRTX, off post training (OPT), and actual contingency missions. Due to the shift of participants (aircrew, Battalion Commanders, external support, etc.), a good rule of thumb is that a JMB should be conducted whenever there is a change in leadership controlling future events. Small formations transporting VIP's during JRTX will also require a JMB. This ensures all participants and leadership are aware of their impact on mission accomplishment.

A3.1.5. The overall Air Mission Commander is responsible for the conduct of the briefing; however, the Army unit is responsible for coordinating specific requirements with the USAF. Normally, the JMB is conducted in the auditorium of Building 900. Location change to alternate sites requires joint coordination/approval.

A3.1.6. The JMB is not a decision meeting; all information is coordinated with the USAF through OCB which preceded it approximately 1.5 hours prior. If no OCB was required (Non-JFEX level missions), all information will be coordinated with the USAF through the G-3 Air/ALCO prior to the briefing.

A3.1.7. The best time to coordinate for all large packages is NLT 2 days before the mission. Normally, the USAF crew uses the day prior to the mission as a planning day to finish all mission details. There is very limited time available for coordination the day of execution. G-3 Air should FAX or e-mail all information to the Air Wing prior to the positioning day.

A3.2. JMB briefing slide structure. Normally, the JMB is a PowerPoint slide briefing with all required agencies inserting their specific sections into the master template. This is usually accomplished by the Air Force planning staff designated by the Air Force Mission Commander.

A3.2.1. Unless otherwise coordinated, participants will provide PowerPoint slides to the Air Force Mission Commander (or his appointed planning staff) for inclusion into the JMB briefing not later than 1 hour prior to the scheduled briefing time.

A3.2.2. The Master Template for JMB briefing can be found on the JFEX website or by contacting 43 OG/OGJ.

A3.2.3. Content of the JMB includes (but not limited) to the following topics:

A3.2.3.1. Seating Chart

A3.2.3.2. Time Hack

A3.2.3.3. Mission Command – Identify Army/Air Force key leadership

A3.2.3.4. Participating Units – list all Army and Air Force units

A3.2.3.5. Joint Objectives

A3.2.3.6. Concept of Operations

A3.2.3.7. Timeline/ Description of Operations – overview of the night's events

A3.2.3.8. Weather brief – Pertinent to both Air and Ground events.

A3.2.3.9. Intelligence Briefing

A3.2.3.10. Army ground objectives

A3.2.3.11. STS Support/Coordination

A3.2.3.12. Questions

A3.2.3.13. Commander's Comments. (Rank order low-hi – General Officer goes last)

Attachment 4**ALCO SOPS****A4.1. ALCO STANDARD OPERATING PROCEDURES DURING JFEX**

A4.1.1. An ALCO NCO is present at the CP console from pre-load activities to receipt of drop zone. Flash report (approximately 3-4 hours after the last TOT).

A4.1.2. ALCO is the Army's single POC for issuance of both planning and actual load plans to USAF elements.

A4.1.3. The Air Mission Commander/Planner designates the USAF single POC for receipt of all load plans.

A4.1.4. Individual aircrews/planners will receive load plans from the designated USAF POC. Normally, the ALCO will present the POC with actual load plans NLT one hour prior to the Outload Brief, except when two mission sorties are covered in one Outload Brief.

A4.1.5. The Air Mission Commander provides ALCO with the chalk order (include any deviations to parking and flying order), to include tail numbers for the mission NLT one hour prior to the Outload Brief. The ALCO will notify the appropriate Army elements.

A4.1.6. ALCO will attend the Outload Brief.

A4.1.7. ALCO will provide the Air Mission Commander/Planner communications with the Airborne Commander through the Airborne Commander's DACO.

A4.1.8. Both Army and USAF elements will relay ANY changes through the CP and ALCO to ensure all appropriate agencies receive timely notification of the change.

A4.1.9. ALCO will provide the Air Mission Commander/Planner with the number of pax manifested and number of alibis returned, and total number jumped, by chalk number, after all aircraft have returned to base.

A4.1.10. ALCO will assist with the resolution of any issues involving Army units.

A4.1.11. The ALCO will assist in the expeditious relaying of all Off-DZ strike information as it becomes available through the normal channels.

NOTES:

1. The ALCO does NOT have any means of direct communications with the DZSO, STS, or any elements on the Drop Zone.
2. The ALCO section exerts all efforts to support the JFEX mission, however, does not have the manpower nor equipment to dedicate total focus exclusively to the mission. Cooperation and understanding is appreciated, various other units are supported along with their airborne/airlift missions, simultaneously, during JFEX.
3. The ALCO NCO or CP Controllers will contact the ALCO NCOIC if their presence is needed. The NCOIC is available on a 24 hours per day, 7 days per week basis.

| A4.2. 82nd AIRBORNE DIVISION UNITS

DIVISION ARTILLERY

DIVISION AVIATION

DIVISION SUPPORT COMMAND

Attachment 5**43 AW COORDINATION MESSAGE****A5.1. The typical 43 aw coordination message will include:****A5.1.1. Personnel**

A5.1.1.1. One 2T2XI outload coordinator from the Mission Commanding Wing will be available to the 3APS and to supervise the redeployment of cargo and personnel. This individual must be able to load, plan, and complete shippers declarations. We also require this individual to remain on station until the last aircraft departs. This Mission Command unit should bring copies of all shippers declarations and load plans to facilitate the outload.

A5.1.1.2. All crew chiefs participating will be ****performing non-flying duties**** while deployed.

A5.1.1.3. Per AMC OPOD 17-76 support personnel will be sourced through HQ AMC LGRM.

A5.1.1.4. All aircraft maintenance specialists deployed must receive additional training to perform APG tasks such as marshaling and refueling. All deployed maintenance personnel will integrate with and be under the supervision of the 743 MXS/CC.

A5.2. Equipment as Tasked

A5.2.1. C- 141 TA Segment RSP and SO Segment RSP (SKE) with special attention to SKE RT's and coder/decoder will be required.

A5.2.2. All aircraft will arrive configured for their specified missions, i.e. ADP2 configurations for PAX missions and slick floor for heavy drop missions.

A5.2.3. Try to load heavy drop A/C with WRSK and other equipment to eliminate need for reconfiguration at Pope AFB.

A5.3. The Mission Commanders will contact and be briefed by the 43 OG/CDJ no later than five working days prior to arrival, DSN 424-7339.

A5.4. To limit confusion, all requests for logistical and base operational support at Pope AFB will be coordinated through the 43 AW/XP. This is to ensure crew receive the support they need.. Wing planners will not contact Pope AFB agencies without initial coordination with the 43 AW/XP.

A5.5. Provide the following information:

A5.5.1. Names and AFSCs for Maintenance and Aerial Port for lodging purposes and shift schedules. Send any changes immediately.

A5.5.2. All vehicle requirements, both rental and GOV, contact the 43d Transportation (LGTO) for help when sizing requirement.

A5.5.3. Lead Mission Commander by name, office and phone.

A5.5.4. Inbound load plans, taxing them is best.

A5.5.5. Any required government forms, i.e. AF Form 616 for rentals.

A5.5.6. A copy of all Mission Frags to include alert times so transportation can accurately meet crew transport requirements.

A5.5.7. The APS Liaison must contact 3 APS ATOC, at DSN 424-7228 no later than five duty days prior to arrival.

A5.5.8. Senior Maintenance person from each unit must contact the 743 MXS at DSN 424-6015/16, Fax 6008, NLT 10 days out for coordination purposes concerning deploying personnel.

A5.5.9. Wings must send aircrew orders to 43 AW Lodging Office (SVML) no later than 1500 one duty day prior to arrival. These should be complete with minimal or no changes.

Attachment 6

AERIAL PORT OPERATIONS

A6.1. STANDARD POLICIES

A6.1.1. The required number of tiedown assets must accompany each aircraft. 3 APS will not provide these assets to off station aircraft.

A6.1.2. Aircrews for off station aircraft will be responsible for providing their own water coolers due to minimal on-hand supply levels. 3 APS will provide water and ice to off station aircraft.

A6.1.3. Appropriate dunnage should accompany all 463L pallets.

A6.1.4. Shoring kits will be provided by the using unit.

A6.1.5. ERO's will only be accomplished if supporting "training" requirements and must be coordinate through the CP and the Air Terminal Operations Center to ensure appropriate resources are available. The ATOC Duty Officer must approve all ERO's. Reference Section 5.6. of this Instruction for specific guidelines.

A6.1.6. Fleet Service is not equipped to store or perform maintenance on comfort pallets.

A6.2. JFEX

A6.2.1. All aircraft must be pre-flighted and properly configured NLT scheduled load time.

A6.2.2. K-Loaders will be pre-positioned behind the aircraft 15 minutes prior to scheduled load time.

A6.2.3. At load time, cargo or personnel will be crossing the threshold of the aircraft ramp. These two bullets depend upon crew show. In order to meet these requirements aircrews must adhere to A7.2.1.

A6.2.4. Aircrews will not load personnel without completed passenger manifests.

A6.2.5. If a spare aircraft will be utilized, it must be pre-flighted and properly configured prior to executing a bump plan.

A6.2.6. Latest bump plan for a complete passenger chalk will be initiated NLT scheduled load time.

A6.2.7. Latest bump plan for key passengers only will be initiated NLT scheduled block time.

A6.2.8. Latest bump plan for heavy/airland chawks will vary depending on complexity of load and will be finalized during the daily outload coordination briefing.

A6.2.9. For most expedient loading, MHE spotting will be accomplished by an Aerial Port load team member with the concurrence of the loadmaster.

A6.2.10. The Lead Wing for Large Package/JFEX operations will provide one load plan qualified Outload Coordinator for de-positioning aircraft.

A6.2.11. Outload Coordinator will report to the Air Terminal Operation Center/Capability Forecasting immediately upon arrival.

A6.2.12. Outload Coordinator will ensure all cargo documentation is completed and accurate. All Large Package/JFEX support equipment must be processed through the 43 LRS Traffic Management

Flight prior to redeployment to home station. Equipment will be made available to 3 APS NLT six hours prior to aircraft departure for inspection, processing and manifesting procedures.

A6.2.13. Plastic will accompany heavy airdrop loads during periods of potential adverse weather. Aircrews will accept plastic with their platforms to ensure chutes are protected from weather should a no-drop occur and download is required. 3 APS Freight Services will remove plastic from aircraft if drops do occur.

A6.2.14. Should a "lightning within 5 nautical miles" call be made, personnel chinks will remain on the aircraft if already loaded.

A6.2.15. Should a "lightning within 5 nautical miles" call be made prior to the loading process, personnel chinks will be directed to the PAX shed.

A6.2.16. Aircrews will not direct personnel chinks to de-rig until Mission Commander approval is received.

A6.3. OPERATIONAL READINESS INSPECTIONS

A6.3.1. The 3d Aerial Port Squadron has operational control over loading operations for all aircraft on Pope Air Force Base. A7.3.2. Deployed unit personnel will be integrated into all applicable activities of the Aerial Port.

A6.3.2. The Aerial Port does not have the assets available to provide deployed units with LMRS. A7.3.4. The Aerial Port does not have the facilities available to provide deployed personnel with adequate workspace.

A6.3.3. The Aerial Port does not have MHE and personnel available to transport equipment for deployed units. All transportation will be coordinated through 43 LRS Vehicle Management Flight.

A6.3.4. All deployed CRG-Es must coordinate with the Air Terminal Operations Center and CP throughout the duration of the inspection period.

A6.3.5. Deploying units will send appropriate representation to all planning and coordination meetings prior to arrival to ensure expectations meet with available resources.

A6.3.6. In order to meet the needs of the Aerial Port's wartime mission, all planning and execution activities involving Emergency Deployment Readiness Exercises will be conducted under Aerial Port supervision. Deployed units will not "stand alone".

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

Points of Contact

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

Commander 7225

Operations Officer 7260

Air Terminal Operations Center 7270/7271/7268

Scheduling 7274/7275n276

Air Freight Flight 7738/7740

Fleet Service Flight 6527

Passenger Service Flight 6527

Aerial Delivery Service Flight 7282

Loadmasters 7241

Attachment 7

JFEX MISSION PLANNING GUIDE

A7.1. This guide also available as a separate document on the JFEX Web Log (BLOG) (https://private.pope.af.mil/main/43OG/ENROUTE/JFEX/ALL/jfex_blog.htm)

A7.2. A Joint Forcible Entry Exercise (JFEX) (<https://private.pope.af.mil/main/43OG/ENROUTE/Index.htm>) is a primary tool for the 82d Airborne Division's brigades to train for real-world contingency operations. Many times, a JFEX is the last chance for these units to prepare before assuming "Ready" status as the on-call "Division-Ready Brigade".

A7.3. With this in mind, it is crucial for all supporting Air Force units to also prepare for a JFEX as if they were "deploying" to Pope AFB. This can entail any range of training events to include unit recall, mobility line processing, etc. Scope of the "deployment" is based on the unit's training needs – to borrow the sometimes over-used phrase, "Train like you fight".

NOTES:

1. Although a JFEX is considered "Joint" training, the needs of the supported Army units should drive all other priorities. AF training requirements should be integrated into the plan as much as possible without interrupting the Army's ultimate goal of preparing their soldiers for "Ready" status.
2. Lead unit (identified in the JA/ATT Website above) will work directly with the 82d G-3 to coordinate the supported Brigade objectives and to integrate ALL air assets available.
3. The lead unit is responsible for working with G-3 Air to publish the Joint Coordination Checklist (JCC). Since this checklist [JCC] is the primary document used for joint collaboration efforts, it is crucial for the Lead planner and G-3 Air to work together to finalize the product and keep it updated. This latest product will then be posted on the JFEX website and will be the ONLY valid JCC until it is superseded and/or replaced on that website.
4. All airspace issues will be worked through the 43 AW Airspace Manager (DSN 424-7650).
5. Work all range issues through the 82d G-3 and Pope Current Ops for AMT integration.
6. Work all C-130/C-17 interfly issues, C-17 SPRO, HAZMAT waivers, digging permits, and foreign jumpmaster approvals through appropriate agencies EARLY to prevent approval delays. Work with 743 AMXS to draft augmentation request, send to AMC for processing (deployed MX, APS, JAI, Weather Forecaster, Intel, Life Support, etc.)
7. Work JOC issues through G-3 Plans (DSN 239-0790) and the Joint Air Operations Center (JAOC) (DSN 907-1232). If 82d JAOC is not operational, coordinate use of Battle staff facilities through 43 AW/XP (DSN 424-1714).
8. All Prime Knight issues (lodging, rental cars, motor pool, etc.) must be directed toward the 43 AW Prime Knight Manager (DSN 424-4893, Cell 910-309-6577). Pope AFB and surrounding Fayetteville community is a very busy environment and local hotels fill up rapidly. Accommodations must be arranged early to get the best hotels and prevent arrival delays and long commutes. **CONSIDER YOURSELF WARNED!**

9. Lead unit and primary planner is responsible for coordinating all Aerial port issues through 3 APS (DSN 424-7277/7274). Manpower and MHE is limited, so coordinate early for all requirements. **Special Note:** Lead unit is also responsible to provide a JI and Load Plan qualified “Outload coordinator” (request this support via the AMC Augmentation Request Form identified in item 7 above).
10. Lead unit will work with 43 OSS/OSK for all tactics-related issues. OSK is deeply embedded in Pope Tactical Operations and can provide a wealth of information covering the entire spectrum of aircraft employment and tactics. (DSN 424-8289/8319/7650).

A7.4. 43 OG/OGJ Enroute Operations Duties

A7.4.1. Enroute Operations (OGJ) is the primary focal point for all JFEX related issues. All issues relating to the “Joint” aspect of mission planning will be routed through OGJ to ensure that everybody is informed of events and changes affecting the JFEX. Most unilateral issues (i.e. low level route, Army ground objectives, etc.) do not have to be routed through OGJ. Basic rule of thumb: If it involves 2 or more agencies, it needs to be routed through OGJ for information dispersal.

A7.4.2. OG/OGJ will compile a contact list of all participants and update/publish this file to website.

A7.4.3. OGJ is currently the primary POC for the JFEX websites. All required updates will be sent to the webmaster for publishing on the website.

A7.4.4. The JFEX link identified above should be used as your primary source for information. All required documents (contact lists, Joint Coordination Checklist, etc.) will be posted on that site as well as scheduling information (telecon dates/times, suspenses, etc.) necessary for successful accomplishment of the exercise.

A7.4.5. Due to the liquid nature of planning large exercises, changes to this website are numerous and frequent – especially DURING and the few days preceding the event. It is incumbent of all to frequently “refresh” their web browser (Internet Explorer, hit “F5” key) to ensure they have the most current data displayed.

A7.4.6. OGJ will coordinate with Air Force [Lead unit] and Army to schedule telephone conference (Telecon) meetings. The participants on these telecons should be limited to lead planners of each participating unit [Army and AF], support agencies, and other prior-coordinated “guest help”. Additional participants are welcome to the telecon meetings provided they are attending as “observers” and do not interfere with or delay the conference.

A7.4.7. Agenda of telecons should be limited to “Joint” concerns involving AF and Army issues. Due to limited time for telecon events, other “Unilateral” discussions will be tabled and, if required, scheduled for additional meetings/telecons outside of the joint environment.

A7.4.8. OGJ will work with the lead unit’s primary planner to establish a valid parking plan and proposed taxi plan for each day. This plan will be briefed during the daily Outload Coordination Briefings and Joint Mission Briefings (described below).

A7.4.9. OGJ will provide overall oversight of Green Ramp operations at all times and advise command control (C2) elements [Mission Commander, Command Post, etc.] of any issues that may potentially impact safe and successful execution of ground operations.

A7.4.10. All ADVON, Deployment, and Re-Deployment movements of aircraft will be coordinated through OGJ Scheduling (DSN 424-7388). During mission execution phase, OGJ will provide oversight of Green Ramp operations and pass important information to the appropriate C2 agency (JAOC, CP, TALCE, CRG, etc.)

Table A7.1. JFEX Schedule of Events

Timeframe	Action
6 Weeks prior	Initial Planners-Only Telecon (ITC) – Define Training Objectives
5 Weeks Prior	Army-Air Force Coordination Briefing – Match Aircraft with Army training needs
3 Weeks prior	Initial-planning Telecon (IPTC) – 70% solution
2 Weeks prior	Mid-planning Telecon (MPTC) – 80 % solution
1 Week prior	Final-planning Telecon (FPTC) – 90% solution, Range Control Coordination review
3-4 Days Prior	ADVON Team arrives, set-up planning cell
Day 1	Force arrives at Pope AFB 1700 Local – Mass Aircrew Briefing / JFEX Concept Briefing Pre-mission airdrop may be required, based on Army training scenario
Day 2, 3, 4, etc. (Times estimated)	NLT 0800 CST (0900 CDT) SITREP sent to AMC (AF Mission CC) H-3+00 Daily Staff Meeting / Pre-OCB coordination H-1+30 Outload Coordination Brief (OCB) H-0+15 Crew Show H-Hour Joint Mission Briefing (JMB) H+3+00 First aircraft departs for mission NLT 0800 CST, Mission Commander sends daily SITREP to AMC
Last Day	NLT 0800 CST (0900 CDT) SITREP sent to AMC (AF Mission CC) 1300 Joint After Action Report (JAAR) Briefing (Final Outbrief) As Required - Force departs Pope AFB

Attachment 8

POINTS OF CONTACT

(Local dialing: AF 910-394-XXXX, Army 910-432-XXXX)

Agency & Office Symbol	DSN Number	DSN Fax
Tactics 43 OSS/OSKW	424-7662	424-7672
En route Operations 43 OG/OGJ	424-8330	424-8080
Command Post 43 AW/CP	424-9038	424-9086
G-3 Air 82 ABN/G3	239-0784	239-1814
Army GLO 43 AW/CPO	394-9337	424-9096
ATOC 3 APS/TRO	424-7268	424-7272
Maintenance 743 AMXS/MXA	424-6015	424-6008
Current Operations 43 OSS/OSO	424-7377	424-8132
Airfield Operations 43 OSS/OSA	424-5892	424-6520
Weather 43 OSS/OSW	424-6543	424-6548
MOC 43 MOS/MXOOM	424-9022	424-9098
Special Tactics Sq. (STS) 21 STS	424-1601	424-1602
Prime Knight Manager 43 OG/PKT	424-4839	424-7892
S-3 Air 82 ABN/ 1stBDE	432-3811	432-5578
Transportation 43 TRNS/LGTO	424-7477	424-6905
Lodging 43 SVS/SVMF	424-2762	424-4912
Airspace Manager 43 OSS/OSTA	424-7650	424-7352
Plans 43 AW/XP	424-1778	424-2372
43 Security Police 43 SFS	424-2800	
AF Office of Special Investigations	424-4264	

Attachment 9

DISTRIBUTION LIST

ADDRESSEE	COPIES	ADDRESSEE	COPIES
43 AW/CC	1	3 APS/CC	1
43 OG/CC	1	43 OSS/OSA	1
43 AW/SE	1	43 OSS/OSO	1
43 AW/XP	1	43 OSS/IN	1
43 AW/CP	1	43 OSS/OSW	1
2 AS/CC	1	743 AMXS/CC	1
41 AS/CC	1	21 STS/CC	1
43 AES/CC	1	305 AMW OG/CC	1
43 OSS/CC	2	305 AMW XP/CC	1
43 OSS/OSK	1	437 AW OG/CC	1
62 AW OG/CC	1	437 AW XP/CC	1
62 AW XP/CC	1	317 AG/CC	1
463 AG/CC	1	317 AG/XP	1
463 AG/XP	1	3 AW/CC	1
XVIII ABC/G3A	1	15 AW/CC	1
621 CRW/CC	1	615 CRW/CC	1