

**BY ORDER OF THE COMMANDER
437 AIRLIFT WING (AMC)**



AIR FORCE MANUAL

11-2C-17V3

**JOINT BASE CHARLESTON
Supplement**

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Flying Operations

C-17 OPERATIONS PROCEDURES

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(JBCHARLESTON) AFMAN 11-2C-17V3, C-17 Operations Procedures, dated 30 July 2019 is supplemented as follows: This supplement applies to all personnel assigned or attached to the 437th/315th Airlift Wings (AW). This publication applies to Air Force Reserve Command (AFRC) Charleston assigned Units. This supplement implements AFRPD 11-2, Aircrew Operations. It defines and implements specific procedures and policies applicable to all C-17 crew members in the 437 and 315 AWs. This supplement applies to all C-17 and Aeromedical Evacuation Squadron (AES) aircrew members assigned or attached to the 437 and 315 AW. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, Records Management and Information Governance Program, and disposed of in accordance with (IAW) the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Management System (AFRIMS). This publication is subject to the requirements of AFI 33-332, *Air Force Privacy and Civil Liberties Program* and DAFI 16-1403, *Controlled Unclassified Information*. Ensure all records containing Privacy Act/Personally Identifiable Information created/processed/handled as a result of processes in this publication is safeguarded, maintained and disposed of IAW AFI 33-332 & DAFI 16-1403. 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 chain of command. This publication may not be supplemented at any level.

SUMMARY OF CHANGES

(437 AW) This supplement has been revised and requires review of all its updated contents.

Chapter 1

GENERAL INFORMATION

1.5.2.3. **(Added)** The 315/437th Operations Group Commander (OG/CC) is the waiver authority for AFMAN 11-2C-17V3_JBCHARLESTONSUP. Submit waivers through OG Standardization/Evaluation (OGV) to the respective OG/CC IAW the OG Waiver Process Guide.

1.5.2.4. **(Added)** It is imperative that crews on operational missions relay all information of unusual occurrences, aircraft damage, or waiver requests through their squadron operations officer and/or Stan/Eval offices. The pilot in command (PIC) shall consult with home station OGV for aircraft system problems prior to calling AMC to request a waiver. 437/315 OG/OGV personnel are on call 24/7 and can be contacted through the Joint Base Charleston (JB CHS) Command Post (CP). Ensure any waiver number received is documented in the AFTO Form 781A, Maintenance Discrepancy and Work Document.

1.9.1. **(Added)** 437 OG personnel will submit all Publication Change Requests through their respective flying squadron Stan/Eval office. 315 OG personnel will submit all Publication Change Requests through 315 OG/OGV.

Chapter 2

AIRCREW COMPLEMENT/MANAGEMENT

2.5.5. **(Added)** Excess Crewmembers. Squadron operations officers will request approval from OSS/OSO prior to manning any mission with more than seven crewmembers, including Mission Essential Personnel (MEP) and Additional Crew Members (ACMs). If OSO has not received and approved a request, extra crewmembers may be turned away due to mission requirements. During mission execution, coordinate last minute requests for ACMs/MEPs through appropriate C2 agencies.

2.5.6. **(Added-437th AW only)** Aircrews will contact their squadron operations officer if selected for an unplanned Phoenix Banner, Silver or Copper mission.

2.8.1. **(Added)** Deadhead Crew Alerts. Deadhead crew members are normally alerted with the primary crew. Deadhead crews will contact the JB CHS CP no later than two (2) hours prior and arrive at the aircraft no later than 1 hour prior to the scheduled mission departure time.

2.9.1. **(Added)** 437/315 AW units will process MEP requests through their respective Stan/Eval (OG/OGV) for OG/CC approval.

2.9.2. **(Added)** Manifesting MEPs. The loadmaster can manifest MEPs on DD Form 2131, Passenger Manifest, if not on the aircrew flight orders, complete the anti-hijacking inspection, and ensure the manifest is submitted to the ATOC representative or ramp controller at each station prior to departure. When the total number of MEPs and crewmembers is greater than seven personnel, the PIC will coordinate with the appropriate C2 agency in order to assess the impact to cargo and follow-on mission requirements.

2.9.3. **(Added)** Prior to an aircrew self-manifesting MEPs, the PIC will ensure the MEP status has been properly approved.

2.9.4. **(Added)** Ensure each individual has valid travel orders (if departing the local area) with an MEP approval statement in the remarks section (e.g., "MEP status authorized by 437 OG/CC on mission AJG12345 from 1-7 Oct 2020"). For local missions, a 437/315 OG/CC approved MEP letter is required.

2.9.5. **(Added)** If an MEP does not have the required documentation, aircrews will contact the JB CHS CP to determine MEP status and obtain a copy of the endorsed approval memorandum, if available. During normal duty hours, aircrews may also contact OG/OGV. If an approval memorandum is unavailable, then the individual's unit must be contacted to obtain valid travel orders.

2.14. (Added) Special Airlift (SA) Mission Management. Reference 437 AW Special Airlift Operating Instruction.

2.15. (Added) Monitoring/Assessing Crew Resource Management (CRM).

2.15.1. **(Added)** During the mission pre-brief, the PIC will appoint an individual crewmember to assess CRM throughout the mission. Aircrews are encouraged to use the IMT Form 4031, CRM Skills Criteria Training/Evaluation Form, as a guide to enhance their CRM.

2.15.2. **(Added)** The PIC will debrief notable CRM events following the completion of each sortie/mission, including local training sorties. Each crewmember should discuss and critique crew coordination and the process used to make decisions.

Chapter 3

AIRCRAFT OPERATING RESTRICTIONS

3.1. Not Utilized.

Chapter 4

OPERATIONAL PROCEDURES

4.17.7. **(Added)** JB CHS Block-In/Out Procedures.

4.17.7.1. **(Added)** The painted boxes adjacent to each parking spot on the Joint Base Charleston parking ramp provide awareness for 10-foot wingtip clearance. Aircraft will not normally block in/out without a marshaller (i.e. maintenance and/or aircrew). Self-blocking is permitted only if maintenance stands and support equipment are positioned within the painted boxes.

4.17.7.1.1. **(Added)** Wing walkers are required when blocking in/out of local parking spots when visibility is restricted (i.e. weather below airfield CAT I minimums).

4.17.7.1.2. **(Added)** Self-blocking is permitted during a lightning warning.

4.18.1. **(Added)** Ram Air Turbine (RAT) Check Procedures. Aircrews are authorized to perform the RAT extension check in accordance with the procedures listed in T.O. 1C-17A-1, Section II Systems Procedures. The following additional restrictions apply:

4.18.2. **(Added)** A RAT flight check requires a current and qualified instructor pilot on the aircraft.

4.18.3. **(Added)** Do not flight check the RAT when landing crosswinds exceed 15 knots or landing gross weight exceeds 400,000 lbs.

4.29. (Added) JB CHS Local Fuel Jettison Area. The JB CHS local fuel jettison area is defined as the northwest corner of W133/134 or approximately the **CHS 180/21** (N32 32 42 W080 00 06). Crews will ensure they are clear of the coastal land mass either visually, or via RADAR before commencing fuel jettison. The minimum altitude for a controlled fuel jettison is 10,000 feet AGL (aircraft will jettison from highest practical altitude within prescribed airspace utilizing prescribed T.O. guidance). If circumstances prevent aircraft from utilizing the designated fuel jettison area, crews will make every effort to jettison away from congested areas or water supply sources. Circumstances permitting, the PIC will coordinate with Charleston Departure/Approach Control the altitude and airspace required to accomplish fuel jettison. Aircraft will jettison from the highest practical altitude within the designated airspace utilizing prescribed T.O. guidance.

Chapter 5

AIRCREW PROCEDURES

5.1.2. **(Added)** Squadrons will identify crewmembers departing on missions outside the CONUS without a valid passport on the IMT 4327a, Flight Authorization (FA). Any crewmember without a passport will carry AF Form 1631, NATO Travel Orders, completed IAW AFI 65-103, Temporary Duty/Special Orders, when scheduled on missions transiting European bases. In addition, squadrons will notify OSO of any crewmember without a passport. OSO in turn will make an appropriate remark in Global Decision Support System (GDSS).

5.1.3. Crewmembers will check the equipment inspection date on aircrew helmets and oxygen masks to ensure it will not expire prior to mission completion.

5.1.3.1. **(Added)** Crewmembers who are not permanently issued an oxygen mask or CRU-60 connector from Altus Air Force Base Aircrew Flight Equipment (AFE) will obtain these items from JB CHS on a space available basis prior to the mission (if required). AFE will fit all individual equipment prior to use.

5.1.3.2. **(Added)** Crewmembers will utilize helmet bags to transport helmets and oxygen masks. The helmet, mask, gloves and visor are the only items authorized to be stored inside helmet bags. Crewmembers may utilize the outside pockets to store personal items.

5.1.3.3. **(Added)** Return all life support equipment (i.e. Helmets, Night Vision Goggles (NVGs), Aircrew Eye Respiratory Protection (AERPS), etc. to AFE immediately after mission completion (including local training missions). Crewmembers will utilize the storage lockers located just inside the AFE front doors when returning equipment after normal duty hours except for the Combat Survivor Evader Locator (CSEL). Crewmembers will report all component malfunctions to AFE upon return. If returning an item with deficiencies after hours, aircrew will leave a note in the locker describing the issue along with their contact information.

5.1.3.4. **(Added)** Crewmembers who wear corrective lenses (N/A for contact lenses) must order prescription outcerts for their Aircrew Laser Eye Protection (ALEPS) from the optometry clinic. Crewmembers will store these outcerts with their helmet bag at AFE. AFE can assist with installation of the outcerts but cannot order them.

5.1.3.5. **(Added)** AFE requires 72 hours to accomplish repairs/inspections on helmets/masks and cannot guarantee last-minute requests will be completed.

5.1.4. **(Added)** The PIC will obtain a laptop computer from 437 OSS/AFE for each mission.

5.1.5. **(Added)** The PIC will contact their respective Intelligence Flight to schedule an intelligence pre-mission briefing during regular duty hours. When a mass pre-mission intelligence briefing is required, all available crewmembers will attend. During non-duty hours, contact the Command Post to call and have the on-call Intel personnel come in and provide the briefing.

5.1.5.1. **(Added)** Crewmembers with items of possible intelligence interest will debrief intelligence immediately upon mission completion. During non-duty hours, aircrews should contact Command Post to notify standby intelligence personnel to meet the crew.

5.1.6. **(Added)** Aircrew Tactics Briefing.

5.1.6.1. **(Added)** 437 AW aircrew will coordinate with their squadron tactics office prior to departing on all overseas missions to determine tactics briefing/defensive system configuration requirements and to receive a tactics binder (as applicable).

5.1.6.2. **(Added)** 315 AW aircrew departing from Charleston (without transiting a preposition location with tactics support) and require Special Instructions (SPINS), Airspace Control Order (ACO) or other theater specific information will receive a tactics briefing, defensive system configuration requirements and tactics binder (as applicable) from 315 OSS/OSK.

5.5.4. **(Added)** Required Aircrew Items.

5.5.4.1. **(Added)** AF Form 1199, Restricted Area Badge.

5.5.4.2. **(Added)** AF Form 523, Authorization to Bear Firearms.

5.5.4.3. **(Added)** Headset.

5.5.4.4. **(Added)** Nomex Flight Gloves.

5.5.4.5. **(Added)** Approved flight boots.

5.5.4.6. **(Added)** Concealed type holster (as required by mission requirements).

5.5.4.7. **(Added)** Tape measure (loadmasters).

5.5.4.8. **(Added)** Military ID/Common Access Card (CAC).

5.8.3. **(Added)** Departure Prioritization. Local training missions should yield to scheduled operational mission departures, local airdrop missions and any mission with a controlled departure time.

5.19.5. **(Added)** To perform a flare/System Check, approach the dispensers at an angle and use caution to avoid jet engine exhaust. Do not approach the dispensers any closer than necessary to inspect for a hung flare. The deplaned crewmember will check the dispensers in the following order: left forward, left gear pod, right forward and right gear pod.

5.19.6. **(Added)** Upon notification of hung ordinance, the PIC will initiate the Ground Evacuation checklist and evacuate all personnel to a distance not closer than 600 feet. Immediately notify Command and Control that EOD and the fire department are needed.

5.20. (Added) Bird Watch Condition (BWC) definitions and guidance are found in AFI 91-212, AMCSUP, Bird/Wildlife Aircraft Strike Hazard BASH Management Program. Crews will obtain BWC, if available, prior to initial departure from, or arrival into, all airfields. Crews will immediately notify tower, base operations, or JB CHS CP of any observed bird activity that may present a hazard for other aircraft. If crews observe or receive notification of bird conditions worse than the last identified BWC, they will follow guidance for the more restrictive condition.

5.20.1. **(Added)** The JB CHS BASH Phase II period is recommended by 437 AW/SE, implemented by the 437 OG/CC, and coordinated with 315 OG/CC. OGV will announce BASH Phase II periods via FCIF. During BASH Phase II, aircrews should be especially aware of increased bird activity and bird strike risks along migratory routes.

5.20.1.1. **(Added)** JB CHS BASH Phase II Restrictions. Reference local Flight Crew Information File (FCIF) for most current guidance.

5.20.1.2. **(Added)** During planning and regardless of current BASH phase, crews will review the Bird Avoidance Model (BAM), Avian Hazard Advisory System (AHAS), and other published regulatory guidance (AP/1, NOTAM, IFR Supplement, etc.) providing bird conditions and restrictions. Crews will plan BASH flight restrictions based on the results of this data. If required, the PIC will address the potential effect of any forecast bird conditions for the mission with the operations officer to determine the absolute minimum required training for the sortie.

5.20.2. **(Added)** In execution, crews will apply BASH flight restrictions based upon current observed conditions, reported BWC, if available, or other regulatory guidance (AP/1, NOTAM, etc.). Crews will utilize the latest BAM/AHAS data as an awareness tool while flying on low level routes or in the vicinity of airfields without BWC reporting capability. **NOTE: BWC codes are based on observations of local airfield bird activity and are independent of BAM or AHAS risk hazard levels.**

5.20.2.1. **(Added)** AHAS Bird Risk Low. No restrictions. Maintain vigilance.

5.20.2.1.2. **(Added)** AHAS Bird Risk Moderate. Crews will fly no faster than 250 KIAS when below 2500 feet AGL and fly no lower than 500 feet AGL. When above 2,500 feet AGL there is no speed restriction.

5.20.2.1.3. **(Added)** AHAS Bird Risk Severe. The PIC will obtain OG/CC approval prior to commencing any flight on affected route segments. If approved, crews will fly no faster than 250 knots and no lower than 1,000 feet AGL during the day, or 2,500 feet AGL at night on affected route segments.

5.20.3. **(Added)** The PIC will immediately report all bird strikes to the nearest C2 facility to ensure appropriate maintenance and safety personnel are available upon arrival. Enter all bird strikes into the AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*, whether or not they caused damage. Complete an AF Form 853, *Air Force Bird Strike Report*, for all bird strikes as soon as possible after landing. Complete an AMC Form 97, *AMC In-Flight Emergency and Unusual Occurrence Worksheet*, for all damaging bird strikes as soon as possible after landing, and ensure proper notification to Wing Flight Safety (437 AW/SEF).

5.21. (Added) 437/315 OSS/OSO is the OPR for coordination of air shows/statics/flyovers or demonstrations with the user(s) and higher headquarters. PICs will receive a briefing from 437 OSS/OSO for all aerial events.

5.21.1. **(Added)** Operations officers will select appropriately qualified crew members for air show/flyover tasking's. Only certified aircrews will perform Aerial Demonstrations. Reference 437/315 OG/OGV Wing Demo Team Process Guide and AFMAN 11-246V6, *Aircraft Demonstrations (C-17, C-130, KC/NKC-135)*, for further guidance.

5.22. (Added) JB CHS Engine Run Policy.

5.22.1. **(Added)** There are two types of maintenance engine run power requirements: idle and power (any setting above idle). All parking spots are approved for idle power engine runs. If required to accomplish a power engine run, the PIC will coordinate with JB CHS CP and Maintenance for the proper parking location.

5.22.2. **(Added)** Maintenance will coordinate all maintenance engine runs and runway closures. The PIC will notify ground/tower prior to commencing the power engine run and maintain radio contact with command post and ground/tower throughout the engine run.

5.23. (Added) Tactics After-Action Report (TAAR). TAARs are designed to create a forum for aircrews to share lessons learned from exercises and tactical events. Mission commanders involved in major exercises, deployments involving tactical operations, or involvement in a valid AMC-conducted tactics development and evaluation flight (TD&E) should complete a TAAR and email it to 437oss.tactics@us.af.mil. TAARs should contain a general synopsis of the exercise or event to include; unit, date of event, point of contact information, a detailed description of the event and mission commander summary, threats, battlefield situation, tactics attempted, results and problems encountered, any applicable analysis, and recommendations and observations to include changes to existing tactics, invalid tactics or areas which require tactics development. TAARs containing classified information and above should be mailed to 437ossosk@us.af.smil.mil. Aircrew can view previous TAARs on the tactics website under “JA/ATT”, “After Action Reports”.

5.24. (Added) Crew Bus Backing Operations Around Aircraft. Two spotters are required when backing a crew bus in the vicinity of an aircraft for on/off-loading. The spotters will monitor clearances between the vehicle and aircraft and have direct visual contact with the driver. Brief the vehicle driver on hand signals. Pre-position a chock when the vehicle is within 25 feet of the aircraft and do not back the bus closer than 10 feet of the aircraft.

5.25. (Added) Lightning Procedures.

5.25.1. **(Added) General.** Current standards require Air Force personnel to cease outside activities and seek shelter when a lightning warning is issued.

5.25.2. **(Added)** Aircrew responsibilities for Lightning Warnings and Watches.

5.25.2.1. **(Added)** Lightning Watches. Ref DAFMAN 91-203, *Air Force Occupational Safety Fire and Health Standards*, for information on Lightning Watches.

5.25.2.1.1. **(Added)** Aircraft Operations. There are no specific procedures for lightning watches, but a lightning watch is an important factor in planning the sequence of events for departure. Aircrew wishing to depart before the lightning passes through the area should plan to finish all ground operations (including engine start and block-out) within 30 minutes. If aircrew cannot block out within 30 minutes, be prepared to cease operations as soon as lightning is within 5 NMs of the field. If the crew desires transportation to an alternate shelter, they should request transportation well before lightning reaches within 5 NMs of the airfield.

5.25.2.2. **(Added)** Lightning Warnings. Ref DAFMAN 91-203 for information on Lightning Warnings.

5.25.2.2.1. **(Added)** General. The PIC will not deplane passengers or crewmembers during a lightning warning. **EXCEPTION:** Situations may arise when the hazard and risk associated with personnel remaining on the aircraft outweigh the risk associated with lightning. The PIC maintains authority to make appropriate time-critical, life and death decisions. Examples include fire/smoke/fumes in the aircraft, extreme aircraft-induced health hazards, etc. Contact JB CHS CP for immediate fire, medical, or transportation assistance. Non time-critical, situations will be approved by the Wing Commander on a case by case basis; use the JB CHS CP to request approval. Under no circumstance will aircrew deplane the aircraft during a lightning warning for simple convenience or comfort.

5.25.2.2.2. **(Added)** Aircraft Operations Before Takeoff. Crews should remain in contact with the local weather service to remain aware of approaching thunderstorms. Do not start aircraft engines during a lightning warning. If engines are already started and departing the airfield is not possible, all personnel will remain inside the aircraft.

5.25.2.2.3. **(Added)** Aircraft Operations After Landing. Crews should remain in contact with the local weather service to remain aware of approaching thunderstorms. If a lightning warning is issued after landing, the PIC will coordinate with the JB CHS CP for a parking spot that does not require a block-in crew. If one is not available, the aircraft commander will position the aircraft at an appropriate temporary location on the airfield. Do not deplane a crewmember for block-in or engine shutdown.

5.25.2.2.4. **(Added)** Extended engine operation during the period of lightning warning is at the PIC's discretion.

5.26. (Added) JB CHS Required Forms Completion.

5.26.1. **(Added)** AFTO Form 781 ARMS Aircrew/Mission Flight Data Document /AF Form 664 Aircraft Fuels Documentation Log. Aircrews will ensure the AFTO 781 and AF 664 are properly completed using the 437/315 AW Forms Guide.

5.26.1.1. **(Added-437th AW only)** The electronic AFTO 781 is the primary method for documenting flying time. Aircrews will utilize Puckboard or another approved program.

5.26.2. **(Added)** JB CHS Form 212, *Aircrew Mission History*. JB CHS crews will complete a mission history for all missions. 437 AW crews will use the CAFB version from Global Reach. 315 AW crews will complete the 315 OG IMT 07, 20200204 for all missions including local trainers. Reserve crewmembers flying with active duty aircrews will complete the 315 OG IMT 07, 20200204 and turn in to the 315 AW WOC.

5.27. (Added) Chocks and Grounding Wires. Ensure chocks and grounding wires are onboard the aircraft for all missions departing JB CHS and that the same chocks/grounding wires are returned to JB CHS.

Chapter 6

AIRCRAFT SECURITY

6.6.1. **(Added)** Aircrews will observe the Laws of Armed Conflict while in the combat zone. Aircrews will not conduct force protection measures with a weapon loaded with hollow point ammunition. Hollow point ammunition is specifically for anti-hijacking protection, while limiting the risk of damage to the aircraft. If weapons are provided to aircrew for force protection against the enemy, use ball ammunition.

Chapter 7

TRAINING AND OPERATING LIMITATIONS

7.6.3. **(Added)** Reference In Flight Guide JB CHS for Table of Allowable Maneuvers (437 AW). The 315 AW will delineate Mobility Pilot Development (MPD) restrictions on 315 AW ORM worksheet.

7.9.3. **(Added)** The PIC will coordinate with JB CHS CP and/or their respective squadron operations officer as indicated below prior to changing or cancelling any training mission.

7.9.4. **(Added)** Training Cargo/Airdrop Load Cancellation. Schedulers will coordinate all training/airdrop loads with OSS/OSO the day prior to scheduled mission execution. Once the cargo load appears on the Aerospace Operations Directive (AOD), the training cargo should fly with the aircraft. Aerial Port Squadron (APS) will not normally download an aircraft prior to flight unless an aircraft tail or crew change occurs that necessitates download.

7.9.5. **(Added)** Delays for Maintenance Discrepancies. The PIC will advise JB CHS CP of any maintenance discrepancy that may preclude an on-time departure of the primary or subsequent training mission. If required, ensure JB CHS CP notifies the tanker unit of the delay.

7.9.6. **(Added)** Cancellations for Weather/Maintenance. If weather or maintenance causes the PIC to request a training mission cancellation, the PIC will coordinate their request through their respective flying squadron operations officer and then contact JB CHS CP for final approval. The 437/315 OG/CC (or designated representative) is the approval authority for training cancellation. The crew is not released until notified of the approval by JB CHS CP.

7.9.7. **(Added)** Changing or Cancelling North Auxiliary Air Field (NAAF) Times. During duty hours on planning day for the local mission, the PIC will contact the OSS training bookie (x5554) during duty hours to amend NAAF time. After alert, the PIC will coordinate changes or cancellations through JB CHS CP or directly with NAAF (if changes occur in-flight.) When using JB CHS CP to relay NAAF changes, be directive with the Command Post controller (i.e., "Please call North CCT and cancel/change my North Field times to...") Prompt notification of changes/cancellations is important to permit NAAF controllers to maximize NAAF operations.

7.9.8. **(Added)** Extending Training Missions. JB CHS CP, after conferring with MOC and AMXS, is the approval authority for extending any training mission beyond the scheduled termination time annotated on the daily AOD. The PIC will not extend any training mission beyond the scheduled termination time without proper approval.

7.9.9. **(Added)** Air Refueling Mission Coordination. Prior to departing on any mission segment (operational or training) with a scheduled air-to-air refueling, the PIC will contact the appropriate C2 agency to verify tanker status (if known).

7.10. (Added) Local Training Airfields. Condensed information and procedures for local training airfields are available in the In-Flight Guide JB CHS. However, each aircrew must also perform a thorough review of information contained in the Airfield Suitability and Restrictions Report (ASRR), FLIP AP/1 Area Procedures, IFR Supplement, Flight Crew Bulletins (FCBs), and other applicable publications prior to flight. The PIC will also ensure full coordination with C2 and ATC agencies at the field of intended use. Use military fields to the maximum extent practical to accomplish training objectives.

7.11. (Added) Assault Landing Zone Operations. Unilateral Training Missions: For unilateral training, assault landing zone procedures are limited to North AAF, Lakehurst NAS, Moses Lake, Blackstone AAF, Shelby Aux Field One, Patrick AFB, and Altus AFB. Operational missions and JA/ATTs are unrestricted. Do not use assault landing zone procedures at civilian airfields, airfields without crash/fire rescue, or uncontrolled airfields. Crew study is required to ensure suitability. The 437 & 315 OG/CCs have authorized the painted ALZ on Runways 03 and 21 at KCHS to be used for continuation training (per AFMAN 11-2C-17V1, C-17 Aircrew Training n P7.5.1.6) and recurring evaluations (per AFMAN 11-2C-17V2, C-17 Aircrew Evaluation Criteria, P2.4.2) on a case-by-case basis with the following restrictions. All ALZs to RWY 03/21 will be conducted during Dday conditions and IAW AFMAN 11-2C-17V3.

7.11.1. (Added) Additional ALZ locations must be coordinated through 437/315 OSS/OSO and approved by 437 & 315 OG/CCs.

7.12. (Added) Combat Offload Malfunctions. If a malfunction occurs during a combat offload, the crew will leave all switches in place and notify 437/315 OG/OGV before continuing operations. Include the following information in the AFTO 781 write up: specific lock number, floor configuration, LM panel switch configuration, indications, & sequence of events. This data, along with a detailed write up, will expedite the troubleshooting process and allow maintenance to compile trend data on the aircraft rail/locks.

7.13. (Added) Local Low Level Training.

7.13.1. (Added) Locally developed, non-FLIP low-level routes are approved for C-17 operations to min 500' AGL. AFMAN 11-202v3 rules apply. Due to environmental restrictions, do not fly below 500' AGL between North Field and NORMS (CAE/195/032) on any route.

7.13.2. (Added) Restricted area R-3004 (15 NMs west of Bush Field) is not depicted on TPC or ONC products because it is activated by NOTAM. 437 AW low-level training routes published in the JB CHS In Flight Guide do NOT transit R3004, but aircrews need to be aware of its location to avoid entering a potentially active restricted area.

7.14. (Added) Local Airdrop Training.

7.14.1. (Added) Discrete Interplane. Aircrews should use "Have Quick or Secure Voice" for interplane communications during all formation flights. 437 OG local training flights will use 314.45. Local SOP training sorties will use 340.6 or 141.7. 315 OG flights will use 315.0. Off-station training (non-local) and missions require de-conflicted SKE and interplane frequencies; contact 437 OSS/OSK.

7.14.2. (Added) North Auxiliary Field Restrictions. For unilateral training, the aircrew must visually acquire all North Field DZs for execution of actual airdrops.

7.15. (Added) Local Trainer Cargo Offload. Local trainers will call JB CHS CP 30 minutes prior to block time with cargo offload requirements. Crew duty day permitting, loadmasters will remain at the aircraft up to 30 minutes after block-in for APS to arrive. Approval for Aerial Port Expeditor (APEX) download is an APS management function. If APS does not show after 30 minutes, contact JB CHS CP for release or further guidance. NOTE: Airdrop training loads cannot be offloaded using APEX procedures.

7.16. (Added) Accomplishing ALZs at KCHS.

7.16.1. **(Added)** Every attempt will be made to complete ALZ requirements at NAAF unless weather, MOG, or airfield closure prevent training or evaluation completion.

7.16.2. **(Added)** Aircrew will review photographs and diagrams before conducting ALZs at KCHS.

7.16.3. **(Added)** On initial contact, notify tower that you will be conducting training and “request the option 03 or 21 assault.” If a go around is performed, notify tower immediately.

7.17. (Added-437th AW only) Airland crews will not open the cargo door and ramp in-flight unless directed to do so by an emergency procedure checklist. Crews will not simulate emergency checklists in order to open the cargo door and ramp in-flight IAW AFMAN 11-2C-17V3, **paragraph 7.4.1.**

7.17.1. **(Added-437th AW only)** Airdrop crews are restricted from opening the cargo door and ramp in-flight prior to the Slowdown Checklist for actual equipment/CDS drops unless directed by an emergency procedure checklist. If crews desire to open the cargo door and ramp in flight, other than between Slowdown and Escape of an actual drop, it must be done after all actual airdrop passes are concluded with any remaining airdrop equipment de-rigged (drogue removed from PDM and disconnected from extraction link) (eg: opening of the cargo door and ramp in flight on a spouse flight will not be conducted until the aircraft is Winchester or de-rigged, unless directed by an emergency procedure checklist.)

Chapter 8

NAVIGATION PROCEDURES

8.2.6. **(Added)** The PIC will download the mission to disk whenever a navigation anomaly is known or suspected. Annotate each mission history disk with the mission number and date. The mission computer IDENT for each mission history file will use the following naming convention: first and last name initials of the PIC followed by the three-digit Julian day (i.e., JP123). In the event of two mission history download requirements during the same Julian day, append the IDENT with the suffix "B" (i.e., JP123B).

Chapter 9

AIRCREW MAINTENANCE SUPPORT PROCEDURES

9.2.1. **(Added)** The PIC (or designated crewmember) will report the aircraft maintenance status (Alpha 1, 2, or 3) to the C2 agency during the 30-minute out call. Ensure all engine related maintenance issues that may require an engine run spot are identified to the controller on initial contact (e.g., engine SOV failures, thrust reversers, etc.).

Chapter 10

CARGO AND PASSENGER PROCEDURES

10.6.4. **(Added)** Crew Baggage. Crew members should not offload personal items until all passengers have deplaned.

10.7.1. **(Added)** The following personnel are also authorized to carry weapons on our aircraft:

10.7.1.1. **(Added)** State Department couriers, as identified by diplomatic passport,

10.7.1.2. **(Added)** DCS (Defense Courier Service) couriers possessing DCS Form 9, *Defense Courier Service Identification Card*, when such members have been designated as security guards.

10.7.1.3. **(Added)** Properly identified federal law enforcement officials. Proper identification presented by civilian federal law enforcement will suffice as authority to carry weapons.

10.7.1.4. **(Added)** Positioning/De-positioning AMC aircrew members on presentation of flight orders and AF Form 523, USAF Authorization to Bear Firearms, may carry unloaded weapons aboard AMC military aircraft.

10.7.1.5. **(Added)** Couriers and escorts NOT associated with either DCS or the State Department and who are authorized to carry weapons as stated in their orders are required to temporarily relinquish both weapons and ammunition to the custody of the PIC or representative after boarding the aircraft until arrival at the destination. This requirement also applies to armed guards accompanying prisoners and Accounting and Finance Office guards.

10.8.3. **(Added)** If the loadmaster identifies discrepancies that will require repositioning or downloading of cargo, the on-station evaluator/shift supervisor will be notified immediately and deficiencies corrected.

Chapter 11

FUEL PLANNING AND CONSERVATION

11.1. Not Utilized.

Chapter 12

AIR REFUELING

12.1. Not Utilized.

Chapter 13

COMBAT MISSION PLANNING

13.1. Not Utilized.

Chapter 14

MISSION EMPLOYMENT/TACTICAL PROCEDURES

14.6. (Added) Defensive Systems. PICs must check the SPINS, VRAD and Operations Order (OPORD) and assess any briefed threats to determine appropriate defensive system employment and minimum number of flares required for the mission.

14.6.1. **(Added)** All aircrew members will remain outside a 50-foot radius from the aircraft during actual loading or unloading of munitions into the Countermeasures Dispensing System (CMDS).

14.6.2. **(Added)** Aircraft configured with flares for subsequent missions may fly local training sorties with flares installed provided:

14.6.2.1. **(Added)** The safety switch pins are verified installed.

14.6.2.2. **(Added)** CMDS and Missile Warning System (MWS) may be turned on if used in the training mode function. If Large Aircraft Infrared Countermeasures (LAIRCM) will be used during the training mission, ensure the MWS/IRCM switch is in the MWS position.

Chapter 15

AIRCRAFT FORMATION

15.1. Not Utilized.

Chapter 16

AIRDROP

16.17.1.4. **(Added)** Taping of the Paratroop Door/Jump Lights During Personnel Airdrop.

16.17.1.4.1. **(Added)** Follow the procedures for inspecting paratroop doors in the Personnel Airdrop Preparation and Loading Checklist (Dash-1). If the door is in need of repair, turn it over to maintenance or do not drop from that door. Maintenance has specific procedures (TCTO) for repairing the door that requires an epoxy based filler, not speed tape. Do not use tape to cover an area that does not pass the inspection.

16.17.1.4.2. **(Added)** Do not allow the user to put tape on the paratroop door. If the Jumpmaster or Safety has an area of concern with the door they can reject it and not jump.

16.17.1.4.3. **(Added)** Do not allow the user to tape over any of the jump lights. Use the Aft Loadmaster Panel jump signal dimming rheostat to reduce the jump signal lights intensity.

16.22. (Added) Computed Air Release Point (CARP) Verification Procedures.

16.22.1. **(Added)** Pilots will coordinate no drop parameters prior to each airdrop mission.

16.22.2. **(Added)** Aircrews will carry an accurate drop zone (DZ) mosaic with a grid to plot CARPs for all actual airdrops, unless operational necessity dictates otherwise. When the use of a DZ mosaic is impractical, mission commanders/PICs will ensure a detailed route study is accomplished.

16.22.2.1. **(Added)** Plot the Mission Computer CARP with reference to the grid overlay. This position should be correlated with ground references, reviewed by both pilots and used to back up MC performance. This procedure does not constitute a visual drop. It is merely a way to visually identify the MC-generated CARP. Update the CARP and ground references for each airdrop pass.

16.22.2.2. **(Added)** If the aircraft flight director course guidance is not tracking to the plotted release point, as confirmed by visual ground references, or when the aircraft arrives at the plotted release point and the MC has not begun the airdrop sequence (Caution and Warning System (CAWS) counting or Heads Up Display (HUD) countdown in progress), the crew will initiate a no-drop. Annotate the MC Figure of Merit (FOM) and the NAV ERR/ANP figures on the AD PROGRESS page. Further airdrops may be attempted if the source of the navigation error can be identified and deselected for update. Notify 437 OSS/OSK and 437 OG/OGV as soon as possible after the mission.

16.23. (Added) Data Verification.

16.23.1. **(Added)** One pilot will enter all airdrop data into the mission computer. Another airdrop pilot will verify all data in the airdrop pages.

16.23.2. **(Added)** Crews will verify all Point of Impact (PI) coordinates (surveyed vs. user requested) are within the boundaries of the DZ (i.e., plot using the Consolidated Airdrop Tool (CAT)) and when applicable, comply with DAFMAN13-217 minimum DZ requirement.

16.24. (Added) Dry Pass Door Operations. Opening the doors for dry passes is accomplished at the discretion of the mission commander/PIC and in compliance with [paragraph 7.17.1](#).

16.25. (Added) Airdrop Malfunctions/Incidents.

16.25.1. **(Added)** Accomplish immediate action/airdrop malfunction procedures in accordance with published procedures and advise DZ of intentions.

16.25.2. **(Added)** Record position of platform/bundle/paratrooper exit or drogue/parachute release/cutaway if other than the intended release point (i.e. "Green Light").

16.25.3. **(Added) Immediately notify the Drop Zone Controller (DZC) so the load/paratrooper can be located, isolated, and/or inspected.**

16.25.3.1. **(Added)** In the event of an incident or malfunction, no further actual airdrops will be conducted by any aircraft in the formation to ensure the malfunction platform on the ground is not disturbed, preventing a proper investigation. The non-malfunctioning aircraft may continue training at North Field, to include actual airdrops, with the concurrence of the DZC. The malfunctioning aircraft will NOT attempt any further airdrops and return to base as soon as practical.

16.25.3.1.1. **(Added)** EXCEPTION: The malfunctioning aircraft may continue dry passes and air land training with approval from 437/315 OG as appropriate, coordinated through 437/315 OGV and 437 OSS/OSK. The Mission Commander/PIC may make the decision to continue dry passes and air land training (without approval from 437/315 OG) for the following scenarios, but will notify Command Post, OSK and OGV immediately after the termination of the sortie.

16.25.3.1.1.1. **(Added)** Failure to get logic for unknown reason.

16.25.3.1.1.2. **(Added)** Not located door bundle that the DZ controller observes is on the DZ..

16.25.3.1.1.3. **(Added)** During training missions, regardless of location, if a drogue malfunction due to "cigar rolling" or blown panels occurs and the crew is able to successfully jettison the drogue without using the emergency drogue jettison switch.

16.25.3.1.1.4. **(Added)** For shifting CDS bundles, if able to be properly secured, personnel air drops/dry passes and air land training may be continued at the PIC's discretion.

16.25.4. **(Added)** As soon as practical, notify nearest C2 agency (if in the local area JB CHS Command Post will initiate the quick response checklist (QRC) & contact appropriate on-call personnel). Be prepared to relay call sign, drop time, drop zone, type load & procedures used (VIS, SKE, AUTO), and a short explanation of the incident.

16.25.5. **(Added) Unless a greater hazard exists, crews will not derig the aircraft or reposition or adjust the airdrop systems or equipment.** Record the complete mission computer Recall page and download the mission history.

16.25.6. **(Added)** Use the DD Form 1748-2, *Joint Airdrop Malfunction Report*, to report and describe airdrop malfunctions and/or incidents. The DD 1748-2 is required for "cigar rolling" drogue malfunctions and blown panels.

16.25.7. **(Added)** All airdrop system malfunctions and damage to aircraft equipment require an entry in the AFTO 781.

16.25.8. **(Added)** Attach the mosaic/stick diagram, mission computer "Airdrop Recall" data, mission history disk, weather sheet, crew orders, load plan, DD Form 365-4, *Weight & Balance*,

DD Form 1748, *JAI Record*, and release point coordinates to the DD 1748-2, deliver to OSK immediately upon landing and prior to entering post mission crew rest.

16.25.9. **(Added)** Formation Debrief. All pilots will attend the formation debrief. If a malfunction or incident occurs, the loadmaster involved will also attend.

16.26. (Added) During airdrop operations at NAAF, aircrews will announce the intended DZ and type of pass on all radio calls to the NAAF DZ controller. END CHAPTER

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

AFMAN 11-2C-17V3, *C-17 Operations Procedures*, 30 July 2019

AFPD 11-2, *Aircrew Operations*, 31 January 2019

AFI 33-322, *Records Management and Information Governance Program*, 28 July 2021

T.O. 1C-17A-1, *Flight Manual, USAF Series, C-17A Aircraft*, 15 October 2008

AFI 65-103, *Temporary Duty/Special Orders*, 15 August 2019,

AFI 91-212_AMCSUP, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program*, 24 June 2020

AFMAN 11-246V6, *Aircraft Demonstrations (C-17, C-130, KC/NKC-135)*, 17 November 2020

DAFMAN 91-203, *Air Force Occupational Safety Fire and Health Standards*, 25 March 2022

AFMAN 11-2C-17V1, *C-17 Aircrew Training*, 12 February 2020

AFMAN 11-2C-17V2, *C-17 Aircrew Evaluation Criteria*, 4 August 2021

DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*, 22 April 2021

Prescribed Forms

None

Adopted Forms

AF IMT 847, *Recommendation for Change of Publication*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

DD Form 2131, *Passenger Manifest*

IMT Form 4031, *CRM Skills Criteria Training/Evaluation Form*

IMT 4327a, *Flight Authorization (FA)*

AF Form 1631, *NATO Travel Orders*

AF Form 1199, *Restricted Area Badge*

AF Form 523, *USAF Authorization to Bear Firearms*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

AF Form 853, *Air Force Bird Strike Report*

AMC Form 97, *AMC In-Flight Emergency and Unusual Occurrence Worksheet*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

AF Form 664, *Aircraft Fuels Documentation Log*

DCS Form 9, *Defense Courier Service Identification Card*

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

DD Form 365-4, *Weight & Balance, DD Form 1748, JAI Record*

Abbreviations and Acronyms

ACO—Airspace Control Order

AERP—Aircrew Eye Respiratory Protection

AFE—Aircrew Flight Equipment

AHAS—Avian Hazard Advisory System

ALEP—Aircrew Laser Eye Protection

AOD—Aerospace Operations Directive

APEX—Aerial Port Expediter

ARMS—Aviation Resource Management System

BAM—Bird Avoidance Model

BWC—Bird Watch Condition

CARP—Computed Air Release Point

CAT—Consolidated Airdrop Tool

CAWS—Caution and Warning System

CDS—Container Delivery System

CSEL—Combat Survivor Evader Locator

CMDS—Countermeasures Dispensing System

CRM—Crew Resource Management

DZ—Drop Zone

EOD—Explosive Ordnance Division

FCB—Flight Crew Bulletin

FLIP—Flight Information Publication

GDSS—Global Decision Support System

HUD—Heads Up Display

IFR—Instrument Flight Rules

LAIRCM—Large Aircraft Infrared Countermeasures

MEP—Mission Essential Personnel

MOCC—Maintenance Operations Control Center

MPD—Mobility Pilot Development
MWS—Missile Warning System
NAV ERR/ANP—Navigational Error/Actual Navigation Performance
NVG—Night Vision Goggles
ONC—Operational Navigational Chart
OPORD—Operations Order
PIC—Pilot in Command
QRC—Quick Response Checklist
SPINS—Special Instructions
TAAR—Tactics After-Actions Report
TD&E—Tactics Development and Evaluation Flight
TPC—Tactical Pilot Chart
VRAD—Virtual Risk Assessment Database

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