

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

AIR FORCE INSTRUCTION 11-289

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Flying Operations

**PHOENIX BANNER, SILVER, AND
COPPER OPERATIONS**



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, and is consistent with directives pertaining to airlift operations, including Air Force Instruction (AFI) 10-301, *Managing Operational Utilization Requirements of the Air Reserve Component Forces*. It provides guidance for airlift in support of the President of the United States, the Vice President, and other Presidential-directed missions. This instruction applies to all civilian employees and uniformed members of the Regular Air Force (RegAF), Air Force Reserve and Air National Guard who operate and support presidential airlift missions. This instruction applies to C-5, C-17, C-130 and KC-10 aircrew and augments other directives pertaining to airlift operations. This instruction requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10, United States Code, Section 9013. The applicable System of Records Notice (SORN), F011 AF XO A, Aviation Resource Management System (ARMS), is available at: <https://dpcl.d.defense.gov/privacy/SORNS.aspx>. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command. This Instruction may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing and unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. Refer to Department of the Air Force (DAF) Instruction 33-360, *Publications and*

Forms Management, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, as directed at [paragraph 1.4](#) within this publication.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This revision updates office symbols and contact information, and revises compliance item tiering.

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CHAPTER 1

INTRODUCTION

1.1. General. This instruction applies to all organizations and aircrew who are responsible for the operation and support of airlift aircraft flying missions in support of presidential requirements. The responsibility for operations security associated with special assignment airlift mission (SAAM) Phoenix Banner (supporting the President of the United States), Silver supporting the Vice President of the United States, and Copper supporting White House-directed missions when not supporting the President or Vice President) missions rests with all personnel involved. Commanders at all levels must ensure their units are fully aware of the importance and sensitivity of these missions. **(T-2).** Limit the dissemination of pertinent information to those having operational and/or leadership responsibilities. **(T-2).** In reference to these missions, and particularly to the travel of Distinguished Visitor (DV)s on these missions, do not use the terminology “Phoenix Banner,” “Phoenix Silver” or “Phoenix Copper” when using non-secure transmission modes (radio, telephone, e-mail, fax, fiber optics, etc.); rather, use the Global Decision Support System (GDSS) mission numbers to identify these missions. **(T-2).** Do not associate the names, duty titles or ranks of the DV traveling with any mission unless using secure communications. **(T-2).** Ensure all actions relevant to this AFI comply with the guidance in AFI 10-701, *Operations Security (OPSEC)*. **(T-2).** For the purpose of this instruction 618th Air Operations Center, Tanker Airlift Control Center (618 AOC [TACC]) will be referred to as 618 AOC.

1.2. Airlift Priority. 618 AOC/Airlift Operations Division, Executive Missions Branch (ALDPA) assigns Phoenix Banner and Phoenix Silver missions Department of Defense (DoD) Transportation Movement Priority System (DTMPS) priority 1A1 and Phoenix Copper missions are assigned DTMPS priority 1B1, in accordance with CJCSI 4120.02E, *List Of Priorities -- DOD Transportation Movement Priority System*.

1.3. Mission Tasking Authority. White House Military Office (WHMO) Airlift Operations utilizes SAAM Request System to submit airlift requests for C-5, C-17, C-130, and KC-10 aircraft. After SAAM validation, United States TRANSCOM (USTRANSCOM)/Operations and Plans Directorate (J3) will task 618 AOC in accordance with 618 AOC Operating Instruction 13-1, *Operations*, [paragraph 6.3](#)

1.3.1. Tasking Non-Air Mobility Command (AMC) Assets (Pacific Air Forces [PACAF]/United States Air Forces Europe [USAFE]/Air Forces Central Command [AFCENT]). For United States Pacific Command, United States European Command, United States Africa Command and United States Central Command theaters, the USTRANSCOM/J3 will contact the respective Joint Movement Center (JMC). The JMC then directs the appropriate theater or MAJCOM mobility airlift command and control (C2) facility to contact 618 AOC/ALDPA, to coordinate mission details.

1.3.2. Tasking Non-AMC Logistics Assets (Air Combat Command, Air Education and Training Command, Air Force Global Strike Command, Air Force Materiel Command, Air Force Reserve Command, Air Force Space Command, and Air Force Special Operations Command). Users validated requests will be passed to AMC/Logistics Operations Division (A4O). AMC/A4O will task all logistics assets to include but not limited to aerospace

ground equipment, materiel handling equipment, vehicles and support personnel. For vehicles, AMC/A4O coordinates with 441st Vehicle Supply Chain Operations Squadron for sourcing solution. AMC needs to have visibility of AMC capabilities that are being tasked by other MAJCOMs. MAJCOMs should coordinate with AMC/A4O prior to use of Air Mobility Wing-assigned assets.

1.4. Deviations and Waivers. AMC Director of Operations is the waiver authority for this instruction unless otherwise specified in cited source references. Submit requests to deviate from the guidance in this instruction, or for specific waivers to operational procedures, to AMC/Operations Management Division (A38) for disposition.

1.4.1. AMC/Aircrew Standardization and Evaluation Division is the point of contact (POC) for waivers to operational procedures. Requests for waivers to aircraft operating procedures are through normal methods established in accordance with AFMAN 11-2mission design series (MDS)V3, *MDS-Specific Operations Procedures* guidance. When extraordinary conditions arise with such short notice as to preclude prior approval for deviations or waivers, the aircraft commander may exercise command authority to deviate from this instruction. In all such cases, aircraft commanders will furnish a written explanation to their commanders within 24 hours, providing copies through channels to 618 AOC/ALDPA and AMC/A38. **(T-2).**

1.4.2. Aircrew should contact 618 AOC/Global Operations Division (MODO) to request deviations. 618 AOC/ALDPA forwards requests to AMC/A38. Non-AMC aircrew will request authorization to deviate from this instruction through their normal chain of command to their controlling MAJCOM mobility airlift C2 facility which, in turn, forwards the requests to 618 AOC/MOGO. **(T-2).**

1.5. Distribution. MAJCOMs will establish a control system for distributing this AFI and changes. Unit commanders will provide copies of this instruction to all aircrew and associated support personnel. **(T-2).** Units will maintain one copy of this instruction in each C-5, C-17, C-130 and KC-10 electronic flight bag (EFB). **(T-2).** Additionally, one copy is maintained by each of the following:

- 1.5.1. Each mission trip kit, unless a copy is available through the aircraft commander's EFB. **(T-2).**
- 1.5.2. Command posts, operations centers and Air Mobility Control Centers. **(T-2).**
- 1.5.3. Staff operations, all levels. **(T-2).**
- 1.5.4. Air Terminal Operations Centers. **(T-2).**
- 1.5.5. Air Terminal Manager. **(T-2).**
- 1.5.6. Air Freight Manager. **(T-2).**
- 1.5.7. Fleet Service. **(T-2).**
- 1.5.8. Director, Airlift Operations, WHMO. **(T-2).**

CHAPTER 2

ROLES AND RESPONSIBILITIES

- 2.1. WHMO.** Overall OPR for Phoenix Banner, Silver and Copper missions.
- 2.2. AMC and 618 AOC.** Support all validated requirements from WHMO and 89th Airlift Wing, from mission planning to mission completion.
- 2.3. MAJCOMs.** Responsible for directing and training forces and for ensuring the respective operators and ground personnel are capable of accomplishing the Phoenix Banner, Silver and Copper missions.

CHAPTER 3

AIRCREW PROCEDURES

3.1. Aircrew Mission Procedures. GDSS provides detailed mission tasking information. Unless GDSS directs an augmented aircrew, units will assign a basic aircrew with three loadmasters on C-5 aircraft, two loadmasters on C-17 aircraft, and one loadmaster on C-130 aircraft (two loadmasters or one loadmaster and another qualified aircrew are necessary if more than 40 passengers are carried on a C-130). **(T-2)**. On KC-10 aircraft, the basic aircrew will include an extra boom operator if cargo operations are necessary or an extra boom operator qualified to handle passengers (or an extra aircrew knowledgeable in passenger procedures) when more than 40 total people are on board. **(T-2)**. Outside the continental United States (OCONUS) missions are normally tasked as an augmented aircrew.

3.1.1. Aircrew evaluations on Phoenix Banner support missions are authorized. Evaluators should contact 618 AOC/ALDPA prior to evaluation for any mission-related details. Evaluators should use discretion, and consider the sensitive nature and logistical ramifications, if necessary, to conduct evaluations on Phoenix Banner support missions in accordance with AFI11-202V2_AMCSUP 1, *Aircrew Standardization/Evaluation Program*. Evaluators must be fully current and qualified within their weapons system and aircrew specialty. **(T-2)**. If warranted, the evaluator will be prepared to assume the duties of the evaluated crew member for the remainder of the mission leg. **(T-2)**. The evaluator will also be prepared to continue follow-on missions if directed by the execution authority. **(T-2)**.

3.1.2. Aircrew Selection. Squadron commanders and operations officers will ensure that aircrew chosen for these missions are certified and highly capable. **(T-3)**. Selection should be based on qualification, proficiency, experience, maturity and mission complexity. At a minimum, the aircrew must be qualified and current to fly the aircraft's lowest certified instrument approach minimums capability (i.e., Air Force Manual (AFMAN) 11-2C-17V3, *C-17 Operations Procedures*). **(T-1)**.

3.1.2.1. Aircraft Commanders. Squadron commanders will select the aircraft commanders to command Phoenix Banner, Silver or Copper missions from among their most qualified aircraft commanders. **(T-3)**. Selection is a judgment call, based on the overall performance of candidate aircraft commanders and on their experience level since upgrade to aircraft commander. The aircraft commander must have logged at least 100 hours in command since aircraft commander certification. **(T-1)**. Aircraft commanders will review the mission concept of operations prior to mission execution. **(T-3)**.

3.1.2.2. WHMO Airlift Operations must approve foreign exchange aircrew (pilots and or loadmasters) prior to supporting WHMO SAAMs. **(T-2)**. Wing current operations will submit requests to the 618 AOC for coordination. **(T-2)**.

3.1.3. Aircrew Certification. All aircrew will complete the following training program and be certified prior to flying unsupervised on a Phoenix Banner, Silver or Copper mission. **(T-2)**. Training should focus on the unique circumstances that differentiate this mission from other missions. Aircrew may enter Phoenix Banner, Silver or Copper mission training once they begin mission qualification training (airland only). Wings will establish and maintain

Phoenix Banner training programs. **(T-2)**. As a minimum, the training program should consist of:

3.1.3.1. An in-depth instructor-led review of this instruction, including a discussion of tasking and execution agencies for Phoenix Banner missions and how the aircrew interfaces with these agencies. It must also include a discussion of POCs that the aircrew must coordinate with in case of diversion or delay, including the Air Force Advance Agent and the troop commander from the United States Secret Service (USSS), White House Communications Agency (WHCA), Marine Helicopter Squadron One (HMX-1), White House Support Missions (WHSM), and Presidential Airlift Group (PAG). **(T-2)**. The goal is to educate aircrew on the interface required between aircrew and the users.

3.1.3.2. An open book examination of the material covered in this instruction, minimum passing score of 80 percent; corrected to 100 percent.

3.1.3.3. A memorandum of certification signed by the squadron commander. For AMC, annotate certification on AF FORM 4324, *Aircraft Assignment/Aircrew Qualification Worksheet* and on the unit's Letter of X's. The operations group commander must review the Phoenix mission-series certifications at the Standardization/Evaluation Board. **(T-3)**. For other MAJCOMs, a memorandum of certification signed by the squadron commander can be annotated on training letter of transmittal, Aviation Resource Management System, or AF Form 1381, *USAF Certification of Air Crew Training*, and file in accordance with MAJCOM directives.

3.1.4. Briefings. The operating wing's operations support squadron will brief the aircraft commander on all aspects of the mission. **(T-3)**. The aircraft commander will then brief the remainder of the aircrew. **(T-3)**. The aircraft commander or a designated aircrew will then discuss these aspects with the designated troop commander. **(T-3)**. The troop commander is the single POC representing the user. The aircraft commander will ascertain the identity of the troop commander prior to departure. **(T-3)**. The briefing should include the following:

3.1.4.1. Mission number and priority.

3.1.4.2. Airfields to be transited. Review whether or not an airfield location on the itinerary has a limiting restriction in GDSS such as "day only" operations, as well as whether or not a terminal instrument procedures review is necessary for some or all airfields to be transited.

3.1.4.3. Parking locations.

3.1.4.4. Remain overnight restrictions. Fly mission as planned. Remaining overnight at an unplanned stop is problematic and normally is not approved.

3.1.4.5. Servicing at civilian airfields.

3.1.4.6. Load, takeoff and landing times.

3.1.4.7. Names and telephone numbers of contacts.

3.1.4.8. Load information, to include cargo description, number of passengers, and name of highest-ranking passenger (DV code 6 or higher).

3.1.4.9. Meal requirements.

3.1.4.10. Security procedures.

3.1.4.11. C2 Procedures. If the aircrew enters crew rest, the aircraft commander will ensure the troop commander is aware of the existing C2 at that location (local command post, Contingency Response Forces [CRF], 618 AOC, Air Terminal, etc.). **(T-2)**. This is especially important if there is a chance that another aircrew might assume the mission.

3.1.4.12. Overseas intelligence briefing and customs procedures, if applicable.

3.1.4.13. Diplomatic clearance information.

3.1.4.14. Aircrew passports, visa requirements (emphasizing expiration dates and single-entry verses multiple-entry visas), international certificates of vaccinations and any other unique host nation specific requirements as stated in the Foreign Clearance Guide (FCG). Immediately notify 618 AOC/Airlift Allocations Directorate, (AAD) if aircrew passports or visas are scheduled to expire during the duration of the trip including up to 14 days afterwards.

3.1.4.15. Takeoff, enroute and destination weather.

3.1.4.16. Mission directives (aircraft commander should check mission information in GDSS and other messages pertaining to the mission, when available).

3.1.4.17. Any additional items deemed appropriate.

3.1.5. Crew Duty Time (CDT) and Flight Duty Period (FDP). Both CDT and FDP are in accordance with the appropriate AFMAN 11-2 MDS-specific, V3 series. CDT and FDP begin one hour after alert. Any time it is necessary for aircrew to show before the standard aircrew show time, the CDT and FDP start when the aircrew arrives to perform duties. For ALFA alert standby, CDT and FDP begin at alert.

3.1.6. ALFA, BRAVO, and CHARLIE Alert. Alert definitions are expanded as follows when constituted in support of Phoenix Banner, Silver or Copper missions:

3.1.6.1. ALFA Alert Standby. Aircraft and aircrew capable of departing 1+00 hour after alert for C-17, C-130 and KC-10 and 1+30 hours for C-5.

3.1.6.2. BRAVO Alert Standby. Aircraft and aircrew capable of departing 3+00 hours after alert for C-17, C-130, and KC-10 missions and 3+45 for C-5 missions.

3.1.6.3. CHARLIE Alert Standby. Aircraft and aircrew capable of entering crew rest within 2 hours after notification and becoming legal for alert 12 hours after entering crew rest. Aircrew may then be placed in ALFA alert, BRAVO alert, or tasked to fly. C-130 aircraft and aircrew will be capable of departing a maximum of 17+15 hours after entering crew rest. **(T-2)**. C-17 aircraft and aircrew will be capable of departing a maximum of 17+45 hours after entering crew rest. **(T-2)**. KC-10 and C-5 aircraft and aircrew will be capable of departing a maximum of 18+15 hours after entering crew rest. **(T-2)**.

3.1.7. Aircrew Apparel. The aircrew uniform is the only uniform normally required on Phoenix Banner, Silver or Copper missions. Civilian attire may be required at some overseas locations when directed by the FCG or as directed in other mission-specific directives.

3.2. Mission Trip Kits. The trip kit should include, at a minimum, the following:

3.2.1. A copy of this instruction, unless a copy is available through the aircraft commander's EFB.

3.2.2. Sufficient copies of Standard Form (SF) 44, *Purchase Order-Invoice-Voucher*.

3.2.3. Appropriate customs clearance forms for the aircrew and passengers.

3.2.4. A copy of the unclassified sections of the FCG for missions transiting overseas locations, if not already located with the Flight Information Publications.

3.3. Aircrew C2. Aircrew and controllers will follow C2 procedures as outlined in **paragraph 5.6 (T-2)**. For aircrew on AMC-tasked missions, "C2" refers to 618 AOC. For aircrew on missions tasked by USAFE, C2 refers to Force Projection Operations Center (FPOC). For PACAF or AFCENT-tasked missions, C2 refers to Air Mobility Division (AMD). Aircrew will forward mission problems to the 618 AOC, FPOC or AMD, as appropriate. **(T-2)**.

3.4. Contacts. The primary POC for Phoenix Banner, Silver or Copper mission planning is WHMO Airlift Operations. The primary POC for aircrew is 618 AOC/Mission Director (MODS), the theater FPOC or AMD, as appropriate. The 89th Aerial Port Squadron (APS) is the single POC for aerial port issues on Phoenix Banner, Silver or Copper missions which originate or transit Joint Base Andrews. Normally, at all off-load stations for Phoenix Banner missions an Air Force Advance Agent represents WHMO. If time permits, WHMO provides the name of its POC and Advance Agent to 618 AOC/ALDPA, who adds the information in the GDSS. If present, the Air Force Advance Agent meets the aircraft upon arrival. The aircraft commander will provide the Air Force Advance Agent with instructions for contacting the aircrew during overnight stays (to include a telephone number); in turn, the Advance Agent will provide a telephone number to the aircraft commander where the agent can be reached. **(T-2)**. The Advance Agent will not violate the aircraft commander's crew rest. **(T-2)**. The aircraft commander will inform the Advance Agent and 618 AOC/MODO (or the appropriate theater FPOC or AMD) of any maintenance problems, load problems, or schedule changes. **(T-2)**.

3.5. Ground Times, Early Arrivals and Departures. At onload and off-load stations, the planned ground times for Phoenix Banner, Silver or Copper missions are 2+15 hours for the C-130 aircraft, 2+45 hours for the C-17, and 3+45 hours for the C-5 and the KC-10. At enroute stations without cargo on load or off-load, planned ground times for these missions are 2+00 hours for the C-130, 1+45 hours for the C-17, and 2+45 hours for the C-5 and KC-10. WHMO may request shorter ground times consistent with mission requirements and safety considerations. Aircrew may request early departure if all cargo and passengers are loaded. The 618 AOC/MODS SAAM Duty Officer can approve early departures less than 1+15 hours. With C2 concurrence, WHMO authorizes all early arrivals and early departures greater than 1+15 hours. **Note:** For OCONUS missions, diplomatic clearance validity must be considered prior to requesting or authorizing early departures and arrivals (many diplomatic clearances do not allow early arrival). **(T-2)**.

3.6. Diplomatic Clearances. Required clearances normally are obtained before home station departure. In some instances, this may not be possible and special assistance by the State Department may be required. Aircraft commanders will become familiar with the provisions of Section III of the FCG and their in-flight responsibilities for all countries to be over flown or transited. **(T-1)**. Aircraft commanders must ensure proper clearances have been received before entering foreign airspace. **(T-2)**. When in-flight deviations are necessary due to emergencies or

other contingencies, contact the appropriate C2 agency for assistance. Aircraft commanders will keep the appropriate C2 agency informed of all actions taken or any assistance required. **(T-1)**.

3.7. Aircraft Configuration. Configure Phoenix Banner, Silver and Copper missions as defined in GDSS. Maintenance will ensure chocks and ground wires are on board. **(T-3)**. Maintenance will also ensure C-130 missions have a cargo ramp support (milk stool) and operational cargo winch on board. **(T-2)**. Maintenance will coordinate with 89 APS for any 463L equipment needed. **(T-1)**.

3.8. Passenger Requirements.

3.8.1. In-flight Feeding.

3.8.1.1. MAJCOM/A3 may authorize the dispensing of alcoholic beverages on Phoenix Banner, Silver or Copper missions in accordance with AFI 34-219, *Alcoholic Beverage Program*.

3.8.1.2. Hot meals are not available unless USAF in-flight passenger service specialists (flight attendants) are onboard and meal service has been pre-coordinated.

3.8.1.3. WHMO Airlift Operations coordinates the number and type of meals with USTRANSCOM. The meal request is added into GDSS. Meals are requested for departures from RegAF installations when legs are four hours or more. At stations other than RegAF installations, users are responsible for in-flight meals. The 89 APS will deliver meals to the aircraft for missions departing Joint Base Andrews. **(T-2)**.

3.8.1.3.1. Do not over pack frozen or boxed meals. Meals ready-to-eat may be over packed, if requested by the user through WHMO.

3.8.1.3.2. In accordance with AFMAN 34-240, *Appropriated Fund (APF) Food Service Program Management*, in-flight kitchens issue meals on a credit basis. The senior passenger representative(s) will collect meal money from all passengers and turn the money over to the aircraft loadmaster or boom operator for turn-in at their home base food service location upon mission termination. **(T-3)**. In-flight kitchens will provide snacks, free of charge to passengers, using the Transportation Working Capital Fund for departures from RegAF Installations. **(T-2)**.

3.8.2. Ground Requirements. At enroute stops, the aircrew is not responsible for special requests of passengers unless directly related to the operation of the aircraft or the mission (as determined by the aircraft commander). Individual passengers are responsible for ensuring their baggage is on the aircraft.

3.8.3. Staircase Truck Operations for 89th Airlift Wing assigned aircraft. The PAG Commander, as the mission execution authority, directs staircase truck operations when supporting Air Force One and associated Presidential Aircraft. This unique direction should include specific instructions on the use of staircase truck outriggers, chocking procedures and the movement of the staircase truck to and away from Air Force One, its back-up and any and all other designated Presidential Aircraft. Staircase truck operators and ground personnel will comply with all Presidential Advance Agent procedures and directions. **(T-2)**.

3.8.4. Aircraft Manifesting. WHMO is the manifesting authority for all Phoenix Banner, Silver and Copper missions.

3.8.4.1. Passenger Access and Seating. Space available and unrelated duty passengers are not authorized on active legs except by very specific exception and approval. Do not manifest, load or airlift unrelated passengers or cargo unless specifically approved by the user. C2 agencies will coordinate any requests with the WHMO. (T-2). Space available passengers are allowed on positioning and de-positioning legs. Space available passengers are not allowed on aircraft positioning from or de-positioning to Marine Corps Base Quantico. (T-2).

3.8.4.2. C-5 Courier Compartment Access. WHMO will coordinate through 618 AOC/ALDPA and then requirements are published in GDSS. Aircrew should anticipate the use of the courier compartment on all Phoenix Banner or Phoenix Silver missions. The following restrictions apply:

3.8.4.2.1. Courier compartment seating is limited to six seats. One of the six seats is reserved for the HMX-1 security guard who will accompany all USAF aircrew who require access to the cargo area when HMX-1 helicopters are carried. (T-0).

3.8.4.2.2. Normal access to areas other than courier compartment and lavatory requires approval of the aircraft commander.

3.8.4.3. HMX-1 Passengers in the Cargo Area. During the movement of HMX-1 assets, personnel (including aircrew) requiring access to the cargo compartment must be accompanied by HMX-1 security or HMX-1 maintenance personnel. (T-0). During emergencies, aircrew are allowed access to the C-5 cargo compartment without escort. If a problem exists with a HMX-1 helicopter or with the cargo, HMX-1 security or maintenance personnel should be granted access to the cargo area accompanied by an aircrew. An aircrew member will brief HMX-1 security and maintenance on the use of emergency equipment prior to accompanying aircrew during in-flight checks in the C-5 cargo compartment. (T-2).

3.8.4.4. When a military working dog is carried, the dog handler requires frequent access to the canine to monitor its health and welfare. If the canine is in a non-passenger area, an aircrew will escort the dog handler. (T-3).

3.9. Waivers. The following standing waivers are applicable to Phoenix Banner, Silver and Copper missions only.

3.9.1. USSS and HMX-1/WHSM security personnel are authorized to carry weapons and ammunition on active legs of SAAM, in accordance with paragraph F.1., of the Defense Transportation Regulation (DTR), Part III, Appendix BB, *Procedures for Transporting Weapons, Ammunition, and Hazardous Materials (HAZMAT)*. Additionally, these personnel may place unloaded weapons in vehicles or cargo onboard the aircraft when escorting their equipment on Phoenix Banner, Silver and Copper missions.

3.9.1.1. USSS agents' badges and photo identification serve as their authorization to carry weapons onboard DoD-owned and/or controlled aircraft. HMX-1/WHSM personnel must have a statement in their trip roster, manifest or orders authorizing them to be armed while in the performance of their duties. (T-2).

3.9.1.2. These authorized individuals may carry up to three (3) magazines of ammunition on their person and up to three (3) additional magazines of ammunition in their checked

baggage. No HAZMAT packaging and certification are required for the magazines and ammunition, per paragraph F.2., of the Defense Transportation Regulation (DTR), Part III, Appendix BB.

3.9.1.3. Foreign security personnel traveling under the supervision and direction of USSS are authorized to carry weapons in accordance with [paragraph 3.9.1.2](#) above. USSS will brief aircraft commanders prior to loading. **(T-1)**. Aircrew will ensure foreign security personnel are escorted at all times by USSS when armed onboard the aircraft. **(T-1)**. Additionally, for tracking purposes, annotate Foreign Security personnel in the remarks section in GDSS.

3.9.2. Helicopters, vehicles and support equipment under direct control and escort of USSS, WHCA, HMX-1, WHSM, and PAG may be transported without hazardous materials shipper certification, packing lists, load lists, placards and markings (Center of Balance, Front Axle Weight, etc.). Standing waivers of [paragraph 3.9](#) do not apply to personnel and equipment (e.g., CRF, mission support team, maintenance recovery team) deploying to support Phoenix Banner, Silver and Copper missions.

3.9.2.1. Helicopters, vehicles and support equipment should be prepared for air shipment according to AFMAN 24-604, *Preparing Hazardous Materials for Military Air Shipments*. Aircrew will inspect the cargo to verify proper preparation for air shipment. **(T-2)**. The user will correct deficiencies before loading cargo. **(T-1)**. Users will validate the weights and dimensions of cargo on their load plans to ensure aircrew have accurate data for computing the aircraft weight and balance. **(T-2)**. All cargo is weighed prior to upload and the data provided to the aircrew.

3.9.2.2. For initial departure, an accurate load plan from the 89 APS suffices for valid weight and dimension data. Enroute, users will weigh all cargo prior to upload and provide the new data to the aircrew. **(T-2)**.

3.9.3. Escorts will brief the aircraft commander or designated representative on all hazardous material being transported. **(T-2)**. The briefing should include all items required by AFMAN 24-604, Attachment 21, *Briefing Agency Requirements*. The aircraft commander will ensure escorts or their designees have received the necessary briefing before departure. **(T-3)**.

3.9.4. All WHMO SAAMs are AFMAN 24-604, Chapter 3-authorized movements. [Chapter 3](#) approval will be included as part of airlift mission execution documentation (e.g., GDSS Mission Detail/ Form 59, Flight Advisory, etc.), in accordance with AFMAN 24-604, paragraph 3.3.1.

CHAPTER 4

AREA STANDBY FORCE AND BACKUP AIRCRAFT PROCEDURES

4.1. Area Standby Force.

4.1.1. General:

4.1.1.1. To support short-notice Phoenix Banner and Phoenix Silver missions, AMC maintains one C-17 aircraft and one C-17 augmented aircrew in continuous BRAVO alert at a continental United States (CONUS) location determined by 618 AOC/Strategic Airlift Allocations Division (AADA). WHMO must approve changes to the aircrew complement or alert status, regardless of duration. **(T-0)**.

4.1.1.2. 618 AOC/AADA, the MAJCOM mobility airlift C2 facility, as appropriate, will task specific BRAVO or ALFA alert area standby aircraft and crews to support scheduled Phoenix Banner and Phoenix Silver missions. Authority to release the area standby resides with 618 AOC/ MODS or the MAJCOM mobility airlift C2 facility, as appropriate. Coordination with the 618 AOC/AADA is strongly encouraged.

4.1.1.3. Coordinate all unplanned changes to the Phoenix Banner and Phoenix Silver alert posture. WHMO area standby requirements are in addition to other AMC requirements. The MAJCOM mobility airlift C2 facility will task non-AMC controlled area standby requirements, as appropriate. **(T-2)**.

4.1.2. Aircraft configuration. Chocks, ground wires, milk stool and operational winch (as applicable) are necessary for all standby aircraft. **(T-2)**. Configure standby aircraft as follows:

4.1.2.1. C-5 aircraft to configuration passenger-2 according to AFMAN 11-2C-5V3, *C-5 Operations Procedures*, ADDENDA A, unless otherwise directed by WHMO through 618 AOC/AADA. **(T-2)**.

4.1.2.2. C-17 aircraft to C-2 according to AFMAN 11-2C-17V3, *C-17 Operations Procedures*, ADDENDA A, unless otherwise directed by WHMO through 618 AOC/AADA. **(T-2)**.

4.1.2.3. C-130 aircraft to C-1 according to AFMAN 11-2C-130HV3, *C-130 Operations Procedures*, ADDENDA A, unless otherwise directed by WHMO through 618 AOC/Tactical Airlift Allocations Division (AADC). **(T-2)**.

4.1.2.4. KC-10 aircraft with a "B" configuration in accordance with AFMAN 11-2KC-10V3, *KC-10 Operations Procedures*, ADDENDA A, unless otherwise directed by WHMO through the 618 AOC/Air Refueling Allocation Division (ARDA). **(T-2)**.

4.1.3. Status. Area standby forces are normally in BRAVO alert status. This may be upgraded to ALFA alert status by 618 AOC on a case-by-case basis after consultation with WHMO. 618 AOC may direct an additional augmented aircrew in CHARLIE alert status to facilitate area standby force reconstitution. Area standby aircraft in BRAVO alert status may be used for local training sorties so long as they remain in radio contact with local C2 agency and are capable of being on the ground at the alert location within one hour of being recalled. If a maintenance discrepancy is discovered that would prevent the aircraft from being

launched on a mission, terminate the local training and have the necessary maintenance performed before accomplishing further training. **(T-2)**.

4.1.4. Mission Validation. Validated WHMO requirements are normally filled using home station launches. If there is insufficient lead time, the area standby alert force is used with WHMO Airlift Operations approval. The area standby force is reconstituted in accordance with **paragraph 4.1.5** WHMO will confirm the tasking and launch approval with 618 AOC/MODS (**Exception:** Banner Express).

4.1.5. Reconstitution. Area standby force reconstitution process begins when notification is received that the area standby force is being launched. Reconstituted area standby forces must be legal for alert no later than 14 hours from the time of notification. **(T-2)**. 618 AOC/MODS will notify WHMO through normal channels when the reconstituted forces are legal for alert. Area standby forces may be used to support other short-notice requirements with concurrence of WHMO. They are launched from BRAVO alert to support the new mission.

4.1.6. Alternate Standby Force Tasking. When adverse weather conditions are forecast to impact the primary standby alert force, 618 AOC will establish an alternate standby force at a location with more favorable weather to ensure uninterrupted coverage. Advise WHMO of the standby force alternate location and when the standby force has been reconstituted at the original location.

4.2. Backup Aircraft Procedures.

4.2.1. Backup Aircraft. All missions requiring backup in accordance with **paragraphs 4.2.1.1, 4.2.1.2, and 4.2.1.3** should be backed up with like MDS, or larger aircraft, if required by the individual dimensions or weights of the cargo. If the load can be moved on a combination of aircraft smaller than the primary aircraft, the backup can be accommodated with one or more dissimilar aircraft with the approval of WHMO. Units will configure backup aircraft, or substitute, to support the load requirements. **(T-2)**.

4.2.1.1. Phoenix Banner Backup. 618 AOC/AADA will establish at least one aircraft and aircrew in BRAVO alert status to cover Phoenix Banner active mission segments (CONUS and OCONUS). The backup aircrew complement (basic vs. augmented) should be sufficient to operate the mission if the primary aircrew cannot. This may be upgraded to ALFA alert status by 618 AOC on a case-by-case basis after consultation with WHMO. The BRAVO alert aircraft and aircrew will be legal for alert no later than one hour prior to the scheduled departure time for active mission segments. The MAJCOM mobility airlift C2 facility will establish at least one aircraft and aircrew in BRAVO alert status when a theater-tasked Phoenix Banner or Silver mission is on active mission segments.

4.2.1.2. Phoenix Silver Backup. CONUS Phoenix Silver missions do not normally require a backup aircraft. Phoenix Silver missions tasked to OCONUS locations require backup aircraft to include the departure from the CONUS onload locations. Backup procedures to OCONUS Phoenix Silver are the same as those for Phoenix Banner missions in **paragraph 4.2.1.1** above.

4.2.1.3. Phoenix Copper Backup. Phoenix Copper missions do not require a backup aircraft unless specifically tasked by WHMO and 618 AOC (or theater FPOC or AMD, as appropriate).

4.2.2. Home Station Departures. No AMC-directed requirement exists for dedicated spare aircraft for Phoenix Banner, Silver and Copper missions departing home station. BRAVO alert or in-system-select aircraft should fulfill backup requirements. Unit commanders may dedicate a mission spare from their Wing Aircraft Allocation at their discretion.

4.3. Enroute “In-System Select” Aircrew and Aircraft Requirements.

4.3.1. Aircrew. For an aircrew to be considered qualified to operate a Phoenix Banner, Silver, or Copper mission, only the aircraft commander and one loadmaster or boom operator must meet the selection and certification criteria. (T-2). The selection and certification criteria is in [paragraphs 3.1.1](#) and [3.1.2](#) of this AFI.

4.3.2. Aircraft requirements. In-system select aircraft may be partially mission capable (PMC) as long as the selected aircraft can meet the requirements of the mission being operated.

CHAPTER 5

SECURITY AND COMMAND AND CONTROL

5.1. Aircraft Security. Security procedures prescribed in appropriate MAJCOM security regulations apply to Phoenix Banner, Silver and Copper missions.

5.1.1. For Phoenix Banner, Silver or Copper missions operating into foreign airfields, 618 AOC/ALDPA will inform AMC/Security Forces Division (A4S) as far in advance as practical. AMC/A4S will assign Phoenix Raven personnel to missions in compliance with AMC Threat Working Group (AMC/TWG) Raven guidance. If security vulnerabilities exist and host nation support is inadequate or unavailable, AMC/A4S will assign available Phoenix Raven personnel to the mission and advise both AMC TWG and WHMO of the requirement.

5.1.2. For Phoenix Banner, Silver or Copper missions operating into foreign locations, 618 AOC/ALDPA will provide flight itineraries to the AMC AIS ISR Operations Division (A2O) as far in advance as practical. A2O in coordination with the Intelligence Analysis Division (A2A) will prepare a mission threat assessment for ALDPA planners. In addition, A2O Senior Intelligence Duty Officer will direct and provide 24/7 intelligence flight follow for situational awareness and threat warning support to the 618 AOC.

5.1.3. The aircraft commander will ensure all security force personnel tasked to support a Phoenix Banner, Silver, or Copper mission receive the applicable briefings. **(T-3).**

5.2. Command and Control (C2).

5.2.1. Phoenix Banner, Silver and Copper missions are of high level interest and get special attention in accordance with established CLOSE WATCH procedures. Immediately bring any problems that affect the mission to the attention of 618 AOC for AMC-controlled assets or theater FPOC or AMD, as appropriate, for theater-controlled assets. The senior controller or the director will take the necessary action to ensure the mission operates on schedule.

5.2.2. Command:

5.2.2.1. AMC-tasked missions. The AMC Commander retains operational control of Phoenix Banner, Silver and Copper aircrew and aircraft. Control is exercised through the 618 AOC or theater FPOC or AMD, as appropriate. For theater-tasked missions, the theater MAJCOM commander retains operational control, which is exercised through the FPOC or AMD. The 618 AOC or theater FPOC or AMD will update all applicable MAJCOMs on the status, changes or requirements. For missions when cargo transitions from the 618 AOC to theater FPOC or AMD-controlled assets, 618 AOC will fully coordinate all mission details with the appropriate FPOC or AMD to ensure precise details are passed, agreed upon and coordinated. For missions where cargo transitions from the theater FPOC or AMD to 618 AOC, the theater FPOC or AMD, as appropriate, will initiate the communication for the above compliance.

5.2.2.2. AMC-tasked crews will use mobility air forces C2 to contact 618 AOC to the maximum extent possible. **(T-2).** Theater tasked crews will use the FPOC or AMD C2 system to the maximum extent possible. **(T-2).** Aircrew will forward mission problems to 618 AOC/ MODO or to the theater FPOC or AMD, as appropriate. **(T-2).**

5.2.2.3. When AMC bases are transited, normal C2 reporting procedures apply. At non-AMC stations, aircraft commanders will report all arrivals and departures to 618 AOC/MODO by any means necessary, including high frequency radio, High Frequency-Automatic Link Establishment, L-Band Satellite Communication, commercial telephone or through Flight Service Stations. **(T-2)**. Non-AMC controlled units should ensure their report is received by their theater FPOC or AMD, as appropriate.

5.2.2.4. When an aircraft departs during non-duty hours, the C2 agency updates the GDSS database and notifies all concerned stations. **(T-2)**.

5.2.2.5. The appropriate C2 agency (618 AOC/MODO or theater FPOC or AMD) must relay to WHMO Airlift Operations any mission delays and problems that affect any active legs. **(T-2)**. Aircrew should not normally contact WHMO directly.

5.2.2.6. WHMO Airlift Operations is the sole validation authority for changes to Phoenix Banner, Silver or Copper missions. Air Force Advance Agents and the user (USSS, WHCA, and HMX-1) do not have the authority to alter scheduled missions. If the aircraft commander is approached with a proposed change, the aircraft commander will refer the requesting party to their operations section or to WHMO Airlift Operations. **(T-2)**.

5.2.3. Communications:

5.2.3.1. Along with normal airborne reporting, remarks should include any special requirements such as fuel, transportation, parking, security and in-flight meals.

5.2.3.2. Aircrew have limited access to WHCA facilities and should use existing commercial, DSN and radio equipment for routine communications. As a last alternative, an aircrew requiring WHCA assistance should contact the WHCA Trip Officer or Air Force Advance Agent.

5.2.3.3. For C-130 support to HMX-1 on CONUS cross-country helicopter ferry missions, contact the HMX-1 Operations Duty Officer for a briefing upon arrival at Marine Corps Base Quantico. This briefing includes the primary point of contact, helicopter call sign, planned route of flight (to include divers) and frequencies. The call sign and frequencies are necessary for in-flight communication with the ferrying helicopter. Planners will ensure that the airfields are at least suitable for C-130 aircraft. **(T-2)**. HMX-1 Operations phone number is DSN 278-2760/2209 or commercial (703) 784-2760/2209.

CHAPTER 6

LOGISTICS PROCEDURES

6.1. General. This chapter provides guidelines for aircraft selection and preparation for Phoenix Banner, Silver and Copper missions. It applies to all maintenance personnel who support or conduct these support airlift missions. The most highly qualified technicians available should do all inspections, repairs, and verifications.

6.2. Aircraft Selection and Preparation. Aircraft are selected like all high priority SAAM missions to meet the highest standards of reliability and cannot have an uncorrected history of repeat or recurring malfunctions. PMC aircraft may be used as long as the selected aircraft can meet the requirements of the mission being flown.

6.3. Flying Crew Chief (FCC). Units with FCCs will assign them to Phoenix Banner, Silver and Copper missions. **(T-2).** For OCONUS Phoenix Banner, Silver and Copper missions, one FCC and one additional maintenance mission essential personnel are necessary due to the possibility of operating in unique and/or austere locations. 618 AOC/ALDPA in coordination with AMC/Directorate of Logistics, Engineering and Force Protection (A4) may determine a need for additional FCCs. Annotate this requirement in GDSS. The FCC is responsible for all aircraft inspections, maintenance and servicing after home station departure. At enroute locations, the FCC will coordinate, direct and participate in all maintenance support activities due to mission security requirements. **(T-2).** The FCC will be responsible to report all grounding conditions to the aircraft commander and the 618 AOC or the theater FPOC or AMD, as appropriate. **(T-2).** Phoenix Banner, Silver and Copper aircraft logistics recovery is accomplished as prescribed in MAJCOM directives.

6.4. Chemical, Biological, Radiological and Nuclear (CBRN) Passive Defense Operations. Issue aircrew appropriate individual protective equipment (IPE) when theater commanders determine there is a credible CBRN threat or actual use of CBRN during Phoenix Banner, Silver and Copper missions. **(T-2).** AMC units will ensure their aircrew are issued IPE in accordance with AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, and AFI 10-2501, *Emergency Management Program*, for ground crew IPE requirements and current AMC special instructions. **(T-1).**

CHAPTER 7

AIRCRAFT LOADING

7.1. Helicopter and Vehicle Loading. Loadmaster will ensure vehicles and helicopters are secured using 1C-XXX-9 restraint criteria per aircraft regulation and with the below guidance.

7.1.1. Users will ensure that loadmasters and boom operators are aware of all additional unplanned cargo placed in vehicles or helicopters. **(T-3)**. This ensures the loadmaster or boom operator can calculate the proper weight and balance.

7.1.2. USSS vehicles should be driven onto the C-17 and C-130 facing forward, rather than being backed on. Normally USSS vehicles are driven on the C-5 through the forward doors in the drive-in mode. Aft doors may be used at the discretion of the loadmaster. At a minimum, loadmasters will ensure that four tie-down chains are on each end of the vehicle (total of eight). **(T-3)**. Loadmasters will ensure at least two 25,000-pound tie-down chains are part of the total tie-down requirement for forward restraint. **(T-3)**.

7.1.3. Aircraft vehicle-loading ramps. The loadmaster will ensure aircraft vehicle-loading ramps, and or any shoring, are provided by users for proper onload and off-load of vehicles. **(T-3)**. Ramps remain with vehicles for use on the return trip. Once vehicle loading ramps are properly positioned for loading or off loading, the loadmaster will secure aircraft auxiliary loading ramps with two 5,000-pound cargo straps. **(T-3)**. Loadmaster will ensure the ratchet end of the strap to tie-down rings are attached to the sides of vehicle loading ramps and the hook end to a cross member of the aircraft auxiliary ramp. **(T-3)**. This procedure should only be used when vehicles have no other type of approach shoring.

7.1.4. HMX-1 Support Missions. Loadmasters will load the aircraft in accordance with user-provided load plans. **(T-3)**. Loadmasters may adjust or deviate from the load plan only when the load plan exceeds an aircraft limitation, jeopardizes safety of flight or conflicts with command guidance.

7.1.4.1. Aircrew will accomplish loading or offloading a HMX-1 VH-3D helicopter on a C-17, with minimal aircraft fuel due to possible clearance issues with less than full stabilizer strut extension. **(T-3)**. Additional fuel to include tanker fuel may cause extensive missions delays. Refueling should be conducted after VH-3D operations are complete.

7.1.4.2. VH-60 helicopters are restrained by members of HMX-1 using standard tie-down patterns. For ease of on and offload, the helicopter should be loaded down the centerline of the transporting aircraft. Normally the tie-down consists of two 25,000 and six 10,000 pound chains for forward restraint, two 25,000 and two 10,000 pound chains for aft restraint, two 10,000 pound chains solely for lateral restraint and one 5,000 pound strap securing the tail wheel. The remaining lateral and vertical restraint requirements are normally met by the combination of all chains. Loadmasters will not change the tie-down of helicopters to meet personal preference. **(T-3)**. The overall responsibility to ensure the cargo is restrained adequately still rests with the aircraft loadmaster.

7.2. White House Support Missions. Load time is established by WHMO Airlift Operations and Phoenix Banner, Silver and Copper users as the time aircraft doors are open and aircrew is

ready to load cargo or equipment. WHSM personnel should load and secure mobile support equipment in accordance with user supplied load plans and Air Transportability Test Loading Activity Certifications.

7.2.1. WHSM personnel should ensure that loadmasters are aware of all additional unplanned cargo placed in support equipment storage, if applicable.

7.2.2. Support equipment should be loaded on the C-17 facing forward. Loadmaster will ensure support equipment is loaded on the C-5 through the forward doors. **(T-3)**.

7.2.3. WHSM personnel provide and maintain loading ramps for all WHSM loading operations.

7.2.4. Loadmasters will adjust or deviate from the load plan only when the load plan exceeds an aircraft limitation, jeopardizes safety of flight, or conflicts with command guidance. **(T-2)**.

7.2.5. Users will validate the weights and dimensions of cargo on their load plans to ensure aircrew have accurate data for computing the aircraft weight and balance. **(T-2)**. Users will weigh all cargo prior to upload and the data provided to the aircrew. **(T-2)**. For initial departure, an accurate load plan from the 89 APS will suffice for valid weight and dimension data. Enroute users will weigh all cargo prior to upload and the new data is provided to the aircrew. **(T-2)**.

JOSEPH T. GUASTELLA Jr., Lt Gen, USAF
Deputy Chief of Staff, Operations

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

Title 10, United States Code, Section 9013, *Secretary of the Air Force*

Defense Transportation Regulation (DTR), Part III, Appendix BB, *Procedures for Transporting Weapons, Ammunition, and Hazardous Materials (HAZMAT)*, 31 January 2020

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Prescribed Form

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 1381, *USAF Certification of Air Crew Training*

AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*

AF Form 4348, *USAF Aircrew Certifications*

GDSS Mission Detail/Form 59

SF 44, U.S. Government *Purchase Order – Invoice - Voucher (Storage Safeguard Form)*

Abbreviations and Acronyms

618 AOC (TACC)—618th Air Operations Center (Tanker Airlift Control Center)

A2A—Intelligence Analysis Division

A2O—Intelligence Operations Division

A3—Directorate of Operations

A38—Operations Management Division

A4—Directorate of Logistics, Engineering and Force Protection

A4O—Logistics Operations Division

A4S—Security Forces Division

AAD—Airlift Allocations Directorate

AADA—Strategic Airlift Allocations Division

AADC—Tactical Airlift Allocations Division

AFCENT—Air Forces Central Command

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

ALDPA—Airlift Operations Division, Executive Missions Branch

AMC—Air Mobility Command

AMD—Air Mobility Division

AOC—Air Operations Center

APS—Aerial Port Squadron

ARDA—Air Refueling Allocation Division

C2—Command and Control

CBRN—Chemical, Biological, Radiological, and Nuclear

CDT—Crew Duty Time

CRF—Contingency Response Forces
CONUS—Continental United States
DoD—Department of Defense
DSN—Defense Switched Network
DTMPS—DoD Transportation Movement Priority System
DTR—Defense Transportation Regulation
DV—Distinguished Visitor
EFB—Electronic Flight Bag
FCC—Flying Crew Chief
FCG—Foreign Clearance Guide
FDP—Flight Duty Period
FPOC—Force Projection Operations Center
GDSS—Global Decision Support System
HAZMAT—Hazardous Material
HMX-1—Marine Helicopter Squadron One
IPE—Individual Protective Equipment
J3—Operations and Plans Directorate
JMC—Joint Movement Center
MAJCOM—Major Command
MDS—Mission Design Series
MODO—Global Operations Division
MODS—Mission Director
OCONUS—Outside the Continental United States
OPR—Office of Primary Responsibility
PACAF—Pacific Air Forces
PAG—Presidential Airlift Group
PMC—Partially Mission Capable
POC—Point of Contact
RegAF—Regular Air Force
SAAM—Special Assignment Airlift Mission
SF—Standard Form
TWG—Threat Working Group

USAFE—United States Air Forces in Europe

USSS—United States Secret Service

USTRANSCOM—United States Transportation Command

WHCA—White House Communications Agency

WHMO—White House Military Office

WHSM—White House Support Missions

Terms

463L equipment—Air cargo assets (pallets, cargo nets, restraint straps).

Banner Express—the deployment of aircraft, aircrew, maintenance personnel, support equipment and a command element to sustain the anticipated high operations tempo of Phoenix Banner and Silver operations within the continental United States (CONUS) during an election season.

Letter of X—AMC unit certification document replacing AF Form 1381 and AF Form 4348, *USAF Aircrew Certifications*. A Letter of X is generated by the unit training officer and signed by the squadron commander or authorized official. It is the basic source document to provide a current list of each individual's flying certifications. The Letter of X's is populated by signed AF Form 4324.

MAJCOM Mobility Airlift C2 Facility—this generic expression identifies C2 facilities or organizations within an AOC which provide command and control over mobility airlift missions. The following organizations are examples: Force Projection Operations Center (FPOC) within United States Air Forces in Europe (USAFE), Air Mobility Division (AMD) within Pacific Air Forces (PACAF) or Air Forces Central Command (AFCENT), 618 AOC within AMC.

Phoenix Raven—security personnel assigned for aircraft and crew protection.

Special Assignment Airlift Mission—is operated (other than by the 89th Airlift Wing) to satisfy a requirement to pick up or deliver cargo and/or personnel at locations other than those established within the normal channel structure. It is a mission needing special consideration because of the number of passengers, weight of the cargo, size of the cargo, urgency, sensitivity of movement, or other special factors.