

**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*. It further provides guidance for providing airlift in support of the President of the United States, the Vice President, and other Presidential-directed missions. It is applicable to all units assigned to or gained by Major Command (MAJCOM) providing these services; and applies to commanders, operations supervisors, and aircrews assigned or attached to all flying activities of these commands. This instruction applies to C-5, C-17, C-130 and KC-10 aircrews and augments other directives pertaining to airlift operations. It also applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units IAW Air Force Instruction (AFI) 10-301, *Responsibilities of Air Reserve Component (ARC) Forces*. The Privacy Act System Number F011 AF XOA, Air Force Operations Resource Management Systems (AFORMS), covers required information. Comments and suggested improvements to this instruction should be submitted on AF Form 847, *Recommendation for Change of Publication*, through command channels to Headquarters (HQ) Air Mobility Command (AMC)/A3O, 402 Scott Drive Unit 3A1, Scott AFB, IL 62225-5302, using procedures outlined in AFI 11-215, *USAF Flight Manuals Program (FMP)*. MAJCOMs may supplement this instruction after coordination with AMC, the lead command for this instruction. Forward a copy of all published supplements/chapters to the MAJCOM Office of Primary Responsibility (OPR), HQ AMC/A3O. When the guidance in this AFI conflicts with information contained elsewhere, this instruction takes precedence. Contact HQ AMC/A3O for conflict resolution. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1 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, to the Publication OPR for non-tiered compliance items. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Major changes include allowing HHQ evaluations on PHOENIX support missions, updates to mission certification procedures, elimination of hot meals requirement without USAF In-flight Passenger Service Specialists (Flight Attendants) on board, new guidance when loading HMX-1 VH-3D helicopter on a C-17, clarification of security personnel arming procedures on active legs of Special Assignment Airlift Mission (SAAM), changes to aircrew procedures to reflect AFI 11-2 Mission Design Series (MDS), Volume 3 policy, and the authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement.

Chapter 1—POLICIES	4
1.1. General.	4
1.2. Deviations and Waivers.	4
1.3. Distribution.	4
1.4. Supplements.	5
1.5. Operations Security (OPSEC).	5
1.6. Terminology.	5
1.7. Airlift Priority.	6
1.8. Mission Tasking Authority.	6
Chapter 2—AIRCREW PROCEDURES	8
2.1. Aircrew Mission Procedures.	8
2.2. Mission Trip Kits.	10
2.3. Aircrew Command and Control (C2).	10
2.4. Contacts.	10
2.5. Ground Times, Early Arrivals and Departures.	11
2.6. Diplomatic Clearances.	11
2.7. Aircraft Configuration.	11
2.8. Passenger Requirements.	11
2.9. Waivers.	13

Chapter 3—AREA STANDBY FORCE AND BACKUP AIRCRAFT POLICIES	15
3.1. Area Standby Force.	15
3.2. Backup Aircraft Policies.	16
3.3. En Route “In-System Select” Aircrew and Aircraft Requirements.	17
Chapter 4—SECURITY AND COMMAND AND CONTROL (C2)	18
4.1. Aircraft Security.	18
4.2. Command and Control (C2).	18
Chapter 5—LOGISTICS PROCEDURES	20
5.1. General.	20
5.2. Aircraft Selection and Preparation.	20
5.3. Flying Crew Chiefs.	20
5.4. Chemical, Biological, Radiological, and Nuclear (CBRN), Passive Defense Operations.	20
Chapter 6—AIRCRAFT LOADING	21
6.1. Helicopter and Vehicle Loading.	21
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION	23

Chapter 1

POLICIES

1.1. General. This instruction applies to all organizations and aircrews who are responsible for the operation and support of airlift aircraft flying missions in support of presidential requirements. Commanders at all levels must ensure their units are fully aware of the importance and sensitivity of these missions. The guidance in this publication takes precedence over any conflicting guidance issued by field units. **(T-1)**

1.2. Deviations and Waivers. The HQ AMC Operations Management Division (AMC/A3O) is OPR for this instruction. Unless otherwise specified in cited source references, HQ AMC Director of Operations (AMC/A3) is waiver authority. Submit requests to deviate from the guidance in this instruction, or for specific waivers to operational procedures, to HQ AMC/A3O for disposition. HQ AMC Standardization/Evaluation Division (AMC/A3V) is the point of contact (POC) for waivers to operational procedures. Aircrews should contact 618th Air and Space Operations, Tanker Airlift Control Center, Current Operations Directorate (618 AOC [TACC]/XOO) through the Global Operations Division (618 AOC [TACC]/XOCG) to request deviations. 618 AOC (TACC)/XOO will forward such requests to AMC/A3O. Non-AMC aircrews will request authorization to deviate from this instruction through their normal chains of command to their controlling MAJCOM Mobility Airlift command and control (C2) Facility (Para. 1.6.9) which, in turn, will forward the requests to 618 AOC (TACC)/XOCG. Requests for waivers to aircraft operating procedures will be through normal methods established IAW MDS guidance. When extraordinary conditions arise with such short notice as to preclude prior approval for deviations or waivers, the aircraft commander (A/C) 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 (TACC)/XOO and HQ AMC/A3O.

1.3. Distribution. MAJCOMs will establish a control system for distributing this regulation and changes. Unit commanders will provide copies of this instruction for all aircrew members and associated support personnel. **(T-3)**

1.3.1. One copy of this instruction will be maintained in each C-130, C-5, C-17 and KC-10 Electronic Flight Bag (EFB). **(T-3)**

1.3.2. Additionally, one copy will be maintained by each of the following: **(T-3)**

1.3.2.1. Each mission trip kit, unless a copy is available through the aircraft commander's EFB.

1.3.2.2. Command Posts, Operations Centers and Air Mobility Control Centers (AMCC).

1.3.2.3. Staff operations, all levels.

1.3.2.4. Air Terminal Operation Centers (ATOC).

1.3.2.5. Air Terminal Manager.

1.3.2.6. Air Freight Manager.

1.3.2.7. Fleet Service.

1.3.2.8. Director, Airlift Operations, White House Military Office (WHMO).

1.4. Supplements. MAJCOMs may supplement this AFI after coordination with AMC, the lead command for this instruction. Forward a copy of all published supplements or chapters to the OPR, AMC/A3O, and to WHMO. Supplements and local procedures will not duplicate, alter, amend, or be less restrictive than the provisions of this basic AFI or of flight manual publications.

1.5. Operations Security (OPSEC). The responsibility for OPSEC associated with PHOENIX BANNER, SILVER, and COPPER missions rests with all personnel involved. Limit the dissemination of pertinent information to those having operational and or leadership responsibilities. 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. Do not associate the names, duty titles or ranks of the DVs traveling with any mission details unless using secure communications. Ensure all actions relevant to this regulation comply with the guidance in AFI 10-701, *Operations Security (OPSEC)*.

1.6. Terminology.

1.6.1. Special Assignment Airlift Mission (SAAM). A SAAM 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.

1.6.2. PHOENIX BANNER. A SAAM supporting the President of the United States.

1.6.3. PHOENIX SILVER. A SAAM supporting the Vice President of the United States.

1.6.4. PHOENIX COPPER. A SAAM supporting White House-directed missions when not supporting the President or Vice President.

1.6.5. ALFA, BRAVO, and CHARLIE Alert. Alert definitions are expanded as follows when constituted in support of PHOENIX BANNER, SILVER, or COPPER missions:

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

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

1.6.5.3. CHARLIE 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. C-130 aircraft and aircrew will be capable of departing a maximum of 17+15 hours after entering crew rest. C-17 aircraft and aircrew will be capable of departing a maximum of 17+45 hours after entering crew rest. KC-10 and C-5 aircraft and aircrew will be capable of departing a maximum of 18+15 hours after entering crew rest. Aircrews may then be placed in ALFA, BRAVO, or tasked to fly.

1.6.6. Load Time. The time 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. All servicing activities should be accomplished prior to this time. *EXCEPTION:* When loading a HMX-1 VH-3D helicopter on a C-17, accomplish aircraft refueling after loading due to possible clearance issues with less than full stabilizer strut extension.

1.6.7. Common Users of This Mission. The single POC for each of these users on a given flight is referred to as the troop commander.

1.6.7.1. United States Secret Service (USSS).

1.6.7.2. White House Communications Agency (WHCA).

1.6.7.3. Marine Helicopter Squadron One (HMX-1).

1.6.7.4. White House Support Missions (WHSM).

1.6.7.5. Presidential Airlift Group (PAG).

1.6.8. Banner Express. This expression refers to the deployment of aircraft, aircrews, maintenance personnel, support equipment, and a command element to sustain the anticipated high operations tempo of PHOENIX BANNER/SILVER operations within the continental United States (CONUS) during an election season.

1.6.9. 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 US Air Forces Central Command (AFCENT), 618 AOC (TACC) within AMC.

1.7. Airlift Priority. Department of Defense (DoD) Transportation Movement Priority System (DTMPS).

1.7.1. DTMPS priority 1A1 applies to PHOENIX BANNER and PHOENIX SILVER missions.

1.7.2. DTMPS priority 1B1 applies to PHOENIX COPPER missions.

1.8. Mission Tasking Authority. WHMO Airlift Operations validates PHOENIX BANNER, SILVER, or COPPER missions and assigns SAAM numbers.

1.8.1. C-130, C-5, C-17 and KC-10 Tasking:

1.8.1.1. During Normal Duty Hours. WHMO Airlift Operations validates SAAM airlift requests to United States Transportation Command (USTRANSCOM) Operations Directorate (TCJ3). The TCJ3 forwards validated requests through 618 AOC (TACC)/XOO to 618 AOC (TACC)/XOB Mobility Management Directorate, who will task the appropriate airlift wing via telephone, facsimile or other electronic means.

1.8.1.2. Other Than Normal Duty Hours. WHMO Airlift Operations validates SAAM airlift requests to TCJ3 through 618 AOC (TACC). TCJ3 passes validated requests to 618 AOC (TACC)/XOB through 618 AOC (TACC)/XOO and informs the 618 AOC (TACC)/XOZ, Director of Operations, and 618 AOC (TACC)/XOC, Command and Control Directorate, of the new taskings. 618 AOC (TACC)/XOB, through 618 AOC

(TACC)/XOC, then tasks the appropriate airlift wing/group through the Operations Support Squadron (OSS) or command post.

1.8.2. Tasking Non-AMC Assets (PACAF / USAFE / AFCENT). WHMO Airlift Operations validates SAAM requests to TCJ3, who passes validated requests to 618 AOC (TACC)/XOO. For US Pacific Command (PACOM), US European Command (EUCOM) and US Central Command (CENTCOM) theaters, the TCJ3 should contact the respective Joint Movement Center (JMC). The JMC then directs the appropriate theater or MAJCOM Mobility Airlift C2 Facility to contact 618 AOC (TACC)/XOOO, Special Assignment Airlift Mission Division, to coordinate mission details.

Chapter 2

AIRCREW PROCEDURES

2.1. Aircrew Mission Procedures. GDSS provides detailed mission tasking information. Unless GDSS calls for an augmented aircrew, units will plan on using 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 member are required if more than 40 passengers are carried on a C-130). On KC-10 aircraft, the basic aircrew will include an extra boom operator if cargo operations are required, or an extra boom operator qualified to handle passengers (or an extra aircrew member knowledgeable in passenger procedures) when more than 40 total people are on board. Outside the continental United States (OCONUS) missions will normally be tasked as an augmented aircrew. **(T-2)**

2.1.1. HHQ evaluations on PHOENIX support missions are authorized. Evaluators should contact 618 AOC (TACC)/XOOOD, Executive Airlift Mission Branch 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 support missions IAW AFI 11-202V2_AMCSUP_1, *Aircrew Standardization/Evaluation Program*, paragraph 4.3.7.1. Evaluators must be fully current and qualified within their weapons system/aircrew specialty. If warranted, the evaluator will be prepared to assume the duties of the evaluated crew member for the remainder of the mission leg. The evaluator will be prepared to continue follow-on missions if directed by the execution authority. **(T-1)**

2.1.2. Aircrew Selection. Squadron commanders and operations officers will ensure that aircrew members chosen for these missions are certified IAW para 2.1.3., and highly capable. Selection should be based on qualification, proficiency, experience, maturity, and mission complexity. As a minimum, the aircrew must be qualified and current to fly the aircraft's lowest certified instrument approach minimums capability (i.e., AFI 11-2C-17, V3, *C-17 Operations Procedures*, **Para 6.42.6.1**). **(T-1)**

2.1.2.1. Aircraft Commanders. Squadron commanders will select the aircraft commanders to command PHOENIX BANNER, SILVER, or COPPER missions from among their most qualified aircraft commanders. Selection is a judgment call, based on the overall performance of candidate A/Cs and on their experience level since upgrade to A/C. The aircraft commander must have logged at least 100 hours in command since A/C certification. **(T-1)** Note: Aircraft commanders will review the mission CONOPS prior to mission execution. **(T-2)**

2.1.3. Aircrew Certification. All aircrew members will complete the following training program and be certified prior to flying unsupervised on a PHOENIX BANNER, SILVER, or COPPER mission. Training will focus on the unique circumstances that differentiate this mission from other missions. Aircrew members 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 will consist of:

2.1.3.1. 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

will interface with these agencies. It must also include a discussion of POCs that the aircrew will have to coordinate with in case of diversion or delay, including the Air Force Advance Agent and the troop commander from the USSS, WHCA, HMX-1, and WHSM. The goal is to educate aircrew members on the interface required between aircrew members and the users. (T-2)

2.1.3.2. An open book examination of material covered in AFI 11-289, minimum passing score of 80 percent, corrected to 100 percent. (T-2)

2.1.3.3. 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 (OG/CC) must review the PHOENIX mission-series certifications at the Standardization/Evaluation (STAN/EVAL) Board. For other MAJCOMs, annotate on training letter of transmittal, Aviation Resource Management System, or AF Information Management Tools (IMT) 1381, *USAF Certification of Air Crew Training* and file IAW MAJCOM directives. (T-2)

2.1.4. Briefings. The operating wing's OSS will brief the aircraft commander on all aspects of the mission. The aircraft commander will then brief the remainder of the aircrew. The aircraft commander or a designated aircrew member will then discuss these aspects with the designated troop commander. The troop commander is the single POC representing the user. The aircraft commander will ascertain the identity of the troop commander prior to departure. The briefing will include the following: (T-2)

2.1.4.1. Mission number and priority.

2.1.4.2. Airfields to be transited.

2.1.4.3. Parking locations.

2.1.4.4. Remain overnight (RON) restrictions. Fly mission as planned. To RON at an unplanned stop is problematic and normally will not be approved.

2.1.4.5. Servicing at civilian airfields.

2.1.4.6. Load, takeoff and landing times.

2.1.4.7. Names and telephone numbers of contacts.

2.1.4.8. Load information, to include cargo description, number of passengers, and name of highest-ranking passenger (DV code 6 and Senior Executive Service, level I or higher).

2.1.4.9. Meal requirements.

2.1.4.10. Security procedures.

2.1.4.11. Command and Control (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, Tanker Airlift Control Element [TALCE], 618 AOC [TACC], Passenger Service, etc.). This is especially important if there is a chance that another aircrew will assume the mission.

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

2.1.4.13. Diplomatic clearance information.

2.1.4.14. Aircrew member 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 (TACC)/XOB if aircrew member passports or visas will expire during the duration of the trip including up to 14 days afterwards.

2.1.4.15. Any additional items deemed appropriate.

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

2.1.4.17. Take-off, en route, and destination weather.

2.1.5. Crew Duty Time (CDT) and Flight Duty Period (FDP).

2.1.5.1. Both CDT and FDP are in accordance with the appropriate AFI 11-2 MDS-Specific, Volume 3 series.

2.1.5.2. Normally CDT and FDP begin one hour after alert. **EXCEPTIONS:** Any time an aircrew member is required to show before the standard aircrew show time, the CDT and FDP start when the aircrew member arrives to perform duties. For ALFA standby, CDT and FDP begin at alert.

2.1.6. 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.

2.2. Mission Trip Kits. The trip kit will include, as a minimum, the following: **(T-2)**

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

2.2.2. Sufficient copies of AF IMT 15, *United States Air Force Invoice*.

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

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

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

2.3. Aircrew Command and Control (C2). Aircrews and controllers will follow C2 procedures as outlined in para 4.2. For aircrews on AMC-tasked missions, "C2" refers to 618 AOC (TACC). For aircrews on missions tasked by USAFE, C2 refers to FPOC. For PACAF- or AFCENT-tasked missions, C2 refers to AMD. Aircrews will forward mission problems to 618 AOC (TACC), the FPOC or AMD, as appropriate. **(T-2)**

2.4. Contacts. The primary POC for PHOENIX BANNER, SILVER, or COPPER mission planning is WHMO Airlift Operations. The primary POC for aircrews is 618 AOC (TACC)/XOCG, 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 offload 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 (TACC)/XOOO, who sends the information in the GDSS. If present, the Air Force Advance Agent will meet the aircraft upon arrival. The aircraft commander will provide the Air Force Advance Agent with instructions for reaching the aircrew during overnight stays (to include a telephone number); in turn, the Advance Agent provides a telephone number to the aircraft commander where the agent can be reached. The Advance Agent will not violate the aircraft commander's crew rest. The aircraft commander will inform the Advance Agent and 618 AOC (TACC)/XOCG (or the appropriate theater FPOC or AMD) of any maintenance problems, load problems, or schedule changes.

2.5. Ground Times, Early Arrivals and Departures. At on load and offload 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 en route stations without cargo on load or offload, 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. Aircrews may request early departure if all cargo and passengers are loaded. With C2 concurrence, WHMO must authorize all early arrivals and early departures greater than 1+15. The 618 AOC (TACC)/XOC SAAM Duty Officer can approve early departures less than 1+15. For OCONUS, diplomatic clearance validity must be considered prior to requesting or authorizing early departures and arrivals (many diplomatic clearances do not allow early arrival).

2.6. Diplomatic Clearances. Required clearances normally will be 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 DoD FCG and their in-flight responsibilities for all countries to be over flown or transited. Aircraft commanders must ensure proper clearances have been received before entering foreign airspace. When in-flight deviations are required due to emergencies or other contingencies, contact the appropriate C2 for assistance. Aircraft commanders will keep the appropriate C2 informed of all actions taken or any assistance required. **(T-1)**

2.7. Aircraft Configuration. Configure PHOENIX BANNER, SILVER, and COPPER missions according to the GDSS. Chocks and ground wires will be on board. C-130 missions will have a cargo ramp support (milk stool) and operational cargo winch on board. 89 APS will coordinate the exact quantities of 463L equipment needed. **(T-1)**

2.8. Passenger Requirements.

2.8.1. In-flight Feeding.

2.8.1.1. MAJCOM/A3 may authorize the dispensing of alcoholic beverages on PHOENIX BANNER, SILVER, or COPPER missions according to AFI 34-219, *Alcoholic Beverage Program*.

2.8.1.2. Hot meals will not be available unless USAF In-flight Passenger Service Specialists (Flight Attendants) are onboard and meal service has been pre-coordinated.

2.8.1.3. WHMO Airlift Operations coordinates the number and type of meals with USTRANSCOM. The meal request is added to the GDSS. Meals are requested for departures from Regular Air Force (RegAF) Installations when legs are four hours or

more. At stations other than RegAF Installations, users are responsible for in-flight meals.

2.8.1.3.1. 89 APS will deliver meals to the aircraft for missions departing Joint Base Andrews.

2.8.1.3.2. Do not over pack frozen or boxed meals. Meals Ready to Eat (MRE) may be over packed, if requested by the user through WHMO.

2.8.1.3.3. IAW AFMAN 34-240, *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 will turn the money over to the aircraft loadmaster for turn-in at the next station's in-flight kitchen or to their home station in-flight kitchen office upon mission termination.

2.8.1.4. IAW AFMAN 34-240, the in-flight kitchen will provide snacks, free of charge to passengers, using the Transportation Working Capital Fund (TWCF) for departures from RegAF Installations.

2.8.2. Ground Requirements.

2.8.2.1. At en route 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).

2.8.2.2. Individual passengers are responsible for ensuring their baggage is on the aircraft.

2.8.2.3. Staircase Truck Operations for Presidential Aircraft.

2.8.2.3.1. The Presidential Airlift Group Commander (PAG/CC), as the Mission Execution Authority, will direct staircase truck operations when supporting Air Force One and associated Presidential Aircraft. This unique direction will 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/all other designated Presidential Aircraft. Staircase truck operators and ground personnel will comply with all Presidential Advance Agent procedures and directions. **(T-2)**

2.8.2.3.2. This policy only applies to Presidential Airlift Group operations, regardless of type aircraft used.

2.8.3. Aircraft Manifesting. WHMO is the manifesting authority for all PHOENIX BANNER, SILVER, and COPPER missions.

2.8.3.1. 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 and 618 AOC (TACC)/XOOO (or the MAJCOM Mobility Airlift C2 Facility), who will coordinate with WHMO. Space Available passengers are allowed on positioning and depositioning legs. **EXCEPTION:** Space Available passengers are not allowed on aircraft positioning from or depositioning to Marine Corps Base Quantico (KNYG).

2.8.4. Passenger Access and Seating.

2.8.4.1. C-5 Courier Compartment Access. WHMO will coordinate through 618 AOC (TACC)/XOOO and the requirements will be published in the GDSS. Aircrews should anticipate the use of the Courier Compartment on all PHOENIX BANNER or PHOENIX SILVER missions. The following restrictions apply:

2.8.4.1.1. Courier Compartment seating is limited to six seats. One of the six seats will be reserved for the HMX-1 Security Guard who will accompany all USAF aircrew members who require access to the cargo area when HMX-1 helicopters are carried.

2.8.4.1.2. Normal access to areas other than Courier Compartment and lavatory requires approval of the aircraft commander.

2.8.4.2. 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. **EXCEPTION:** During emergencies, aircrew members will be 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 shall be granted access to the cargo area accompanied by an aircrew member. HMX-1 security and maintenance personnel will be briefed by an aircrew member on the use of emergency equipment prior to accompanying aircrew members during in-flight checks in the C-5 cargo compartment.

2.8.4.3. 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 member will escort the dog handler.

2.9. Waivers. The following standing waivers are applicable to PHOENIX BANNER, SILVER, and COPPER missions only.

2.9.1. USSS, and HMX-1/Senior Executive Service (SENEX) security personnel are authorized to carry weapons and ammunition on active legs of SAAMs, IAW paragraph 5, of the Defense Transportation Regulation (DTR), Part III, Appendix BB, *Procedures for Transporting Weapons, Ammunition, and Hazardous Materials (HAZMAT) Aboard Commercial Aircraft in Scheduled Service and Department of Defense (DOD)-Owned or Controlled Aircraft*. 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.

2.9.1.1. USSS agents' badges and photo identification serve as their authorization to carry weapons onboard DoD-owned and/or controlled aircraft. HMX-1/SENEX personnel must have a statement in their trip roster, manifest, or orders authorizing them to be armed while in the performance of their duties.

2.9.1.2. These authorized individuals may carry up to three (3) clips of ammunition on their person and up to three (3) additional clips of ammunition in their checked baggage and do not require HAZMAT packaging and certification.

2.9.2. 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 (C/B), Front Axle Weight (FAW), etc.).

2.9.2.1. All helicopters, vehicles and support equipment will be prepared for air shipment according to AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*. Aircrew will inspect the cargo to verify proper preparation for air shipment. The user will correct deficiencies before loading cargo. **(T-1)**

2.9.2.2. The standing waivers of para 2.9. do not apply to personnel and equipment (e.g., TALCE, Mission Support Team, Maintenance Recovery Team) deploying to support PHOENIX BANNER, SILVER and COPPER missions.

2.9.2.3. Users will validate the weights and dimensions of cargo on their load plans to ensure aircrews have accurate data for computing the aircraft weight and balance. All cargo will be weighed prior to upload and the data provided to the aircrew. For initial departure, an accurate load plan from the 89 APS will suffice for valid weight and dimension data. En route, users will weigh all cargo prior to upload and the new data will be provided to the aircrew.

2.9.3. Escorts will brief the aircraft commander or designated representative on all hazardous material being transported. The briefing will include all items required by AFMAN 24-204 IP, Attachment 21. The aircraft commander will ensure escorts or their designee has received the necessary briefing before departure. **(T-1)**

Chapter 3

AREA STANDBY FORCE AND BACKUP AIRCRAFT POLICIES

3.1. Area Standby Force.

3.1.1. General:

3.1.1.1. 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 CONUS location determined by 618 AOC (TACC)/XOB. Changes to the aircrew complement or alert status, regardless of duration, must be approved by WHMO. (T-0)

3.1.1.2. 618 AOC (TACC)/XOB, the MAJCOM Mobility Airlift C2 Facility, as appropriate, will task specific BRAVO or ALFA area standby aircraft and crews to support scheduled PHOENIX BANNER and PHOENIX SILVER missions. Authority to release the area standby resides with 618 AOC (TACC)/XOZ or the MAJCOM Mobility Airlift C2 Facility, as appropriate. Coordination with the 618 AOC (TACC)/XOB Barrel is strongly encouraged.

3.1.1.3. Unplanned changes to the PHOENIX BANNER and PHOENIX SILVER alert posture must be coordinated with WHMO. WHMO area standby requirements are in addition to other AMC requirements. Non-AMC controlled area standby requirements will be tasked by the MAJCOM Mobility Airlift C2 Facility, as appropriate.

3.1.2. Aircraft configuration. Chocks, ground wires, milk stool and operational winch (as applicable) are required for all standby aircraft.

3.1.2.1. Standby C-130 aircraft will be configured C-1 according to AFI 11-2C-130, Volume 3, *C-130 Operations Procedures*, ADDENDA A, unless otherwise directed by WHMO through TACC Combat Delivery Division (618 AOC (TACC)/XOBC).

3.1.2.2. Standby C-5 aircraft will be configured CP-2 according to AFI 11-2C-5, Volume 3, *C-5 Operations Procedures*, ADDENDA A, unless otherwise directed by WHMO through TACC Airlift Allocation Division (618 AOC (TACC)/XOBA).

3.1.2.3. Standby C-17 aircraft will be configured C-2 according to AFI 11-2C-17, Volume 3, *C-17 Operations Procedures*, ADDENDA A, unless otherwise directed by WHMO through 618 AOC (TACC)/XOBA.

3.1.2.4. Standby KC-10 aircraft will be prepared with a "B" configuration IAW AFI 11-2KC-10, Volume 3, *KC-10 Operations Procedures*, ADDENDA A, unless otherwise directed by WHMO through the Tanker Allocation Division (618 AOC (TACC)/XOBK).

3.1.3. Status. Area standby forces are normally in BRAVO status. This may be upgraded to ALFA alert status by 618 AOC (TACC) on a case-by-case basis after consultation with WHMO. 618 AOC (TACC) may direct an additional augmented aircrew in CHARLIE status to facilitate area standby force reconstitution. Area standby aircraft in BRAVO status may be used for local training sorties so long as they remain in radio contact with local C2 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.

3.1.4. Mission Validation. Validated WHMO requirements will normally be filled using home station launches. If there is insufficient lead time, the area standby alert force will be used with WHMO Airlift Operations approval. The area standby force will be reconstituted IAW para 3.1.5. WHMO will confirm the tasking and launch approval with 618 AOC (TACC)/XOZ (*EXCEPTION*: Banner Express).

3.1.5. Reconstitution. Area standby force reconstitution process begins when notification is received that the area standby force will be launched. Reconstituted area standby forces must be legal for alert NLT 14 hours from the time of notification. 618 AOC (TACC)/XOB will notify WHMO through normal channels when the reconstituted forces will be legal for alert. Area standby forces may be used to support other short-notice requirements with concurrence of WHMO. They will be launched from BRAVO alert to support the new mission.

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

3.2. Backup Aircraft Policies.

3.2.1. Backup Aircraft. All missions requiring backup IAW **paras 3.2.1.1, 3.2.1.2, and 3.2.1.3** will 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. Backup aircraft, or substitute, will be configured to support the load requirements.

3.2.1.1. PHOENIX BANNER Backup. 618 AOC (TACC)/XOB will establish at least one aircraft and aircrew in BRAVO status to cover PHOENIX BANNER active mission segments (CONUS and OCONUS). The aircrew complement (basic vs. augmented) will be sufficient to operate the mission if the primary aircrew cannot. This may be upgraded to ALFA status by 618 AOC (TACC) 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 status when a theater-tasked PHOENIX BANNER or SILVER mission is on active mission segments.

3.2.1.2. 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 on load locations. Backup procedures to OCONUS PHOENIX SILVER are the same as those for PHOENIX BANNER missions in **para 3.2.1.1**, above.

3.2.1.3. PHOENIX COPPER Backup. PHOENIX COPPER missions do not require a backup aircraft unless specifically tasked by WHMO and 618 AOC (TACC) (or theater FPOC or AMD, as appropriate).

3.2.2. 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 will fulfill backup requirements. Unit commanders may dedicate a mission spare from their Wing Aircraft Allocation at their discretion.

3.3. En Route “In-System Select” Aircrew and Aircraft Requirements.

3.3.1. For an aircrew to be considered qualified to operate a PHOENIX BANNER, SILVER, or COPPER mission, only the aircraft commander and one loadmaster/boom operator must meet the selection and certification criteria in paras 2.1.1 and 2.1.2 of this regulation. 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 4

SECURITY AND COMMAND AND CONTROL (C2)

4.1. Aircraft Security. Security procedures prescribed in appropriate MAJCOM security regulations apply to PHOENIX BANNER, SILVER, and COPPER missions.

4.1.1. For PHOENIX BANNER, SILVER, or COPPER missions operating into foreign airfields, 618 AOC (TACC)/XOO will inform HQ AMC Installation & Mission Support Directorate, Security Forces Division (AMC/A7S) as far in advance as practical. AMC/A7S will conduct the airfield security assessments, to include host nation security capability, and apprise HQ AMC Threat Working Group (AMC/TWG) of assessment results. If security vulnerabilities exist and host nation support is inadequate, or unavailable, AMC/A7S will assign available PHOENIX RAVEN personnel to the mission and advise both HQ AMC TWG and WHMO of the requirement.

4.1.2. For PHOENIX BANNER, SILVER, or COPPER missions operating into foreign locations, 618 AOC (TACC)/XOO will inform HQ AMC Intelligence Directorate (AMC/A2) as far in advance as practical, providing the planned flight itineraries. HQ AMC Force Protection Intelligence Analysis & Integration Division (AMC/A2A) will assess the current threat of such operations, apprising HQ AMC TWG of results. HQ AMC Force Protection Intelligence Operations & Applications Division (AMC/A2O) will use the planned itineraries to provide “24/7” intelligence flight following for the 618 AOC (TACC).

4.1.3. The aircraft commander will ensure all security force personnel tasked to support a PHOENIX BANNER, SILVER, or COPPER mission receive the applicable briefings. (T-2)

4.2. Command and Control (C2).

4.2.1. PHOENIX BANNER, SILVER, and COPPER missions are of high level interest and must get special attention in accordance with established CLOSE WATCH procedures. Any problems that affect the mission will be immediately brought to the attention of 618 AOC (TACC) for AMC-controlled assets or theater FPOC or AMD, as appropriate, for theater-controlled assets. The senior controller/director will take the necessary action to ensure the mission operates on schedule.

4.2.2. Command:

4.2.2.1. AMC tasked missions. The Commander, AMC, retains operational control of PHOENIX BANNER, SILVER, and COPPER aircraft and aircrews. Control is exercised through 618 AOC (TACC) and the en route FPOC or AMD, as appropriate. For theater-tasked missions, the theater MAJCOM commander retains operational control, which is exercised through the FPOC or AMD. 618 AOC (TACC), or the theater FPOC or AMD, will update all applicable MAJCOMs on the status, changes, or requirements. For missions when cargo transitions from the TACC to theater FPOC or AMD-controlled assets, 618 AOC (TACC) 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 (TACC), the theater FPOC or AMD, as appropriate, will initiate the communication for the above compliance.

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

4.2.2.3. 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 (TACC)/XOCG by any means necessary, including high frequency radio, High Frequency-Automatic Link Establishment, L-Band Satellite Communication, commercial telephone or through Flight Service Stations. Non-AMC controlled units should ensure their report is received by their theater FPOC or AMD, as appropriate.

4.2.2.4. When an aircraft departs during non-duty hours, the C2 agency updates the GDSS database and notifies all concerned stations.

4.2.2.5. The appropriate C2 agency (618 AOC (TACC)/XOCG or theater FPOC or AMD) must relay to WHMO Airlift Operations any mission delays and problems that will affect any active legs. Aircrews should not normally contact WHMO directly.

4.2.2.6. 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 A/C will refer the requesting party to their operations section or to WHMO Airlift Operations. (T-0)

4.2.3. Communications:

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

4.2.3.2. Aircrews have limited access to WHCA facilities and will 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.

4.2.3.3. 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 will include 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. HMX-1 Operations phone number is DSN 278-2760/2209 or Commercial (703) 784-2760/2209.

Chapter 5

LOGISTICS PROCEDURES

5.1. 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.

5.2. Aircraft Selection and Preparation. Aircraft are selected like all high priority SAAM missions to meet the highest standards of reliability and must not 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.

5.3. Flying Crew Chiefs. Units with Flying Crew Chiefs (FCC) will assign them to PHOENIX BANNER, SILVER, and COPPER missions. For OCONUS PHOENIX BANNER, SILVER, and COPPER missions, one FCC and one additional maintenance mission essential personnel (MEP) are required due to the possibility of operating in unique/austere locations. 618 AOC (TACC)/XOO in coordination with AMC/A4 may determine a need for additional FCCs. This requirement will be annotated in GDSS. The FCC will be responsible for all aircraft inspections, maintenance and servicing after home station departure. At en route locations, the FCC will normally coordinate, direct, and participate in all maintenance support activities due to mission security requirements. The FCC will be responsible to report all grounding conditions to the aircraft commander and the 618 AOC (TACC), or the theater FPOC or AMD, as appropriate. PHOENIX BANNER, SILVER, and COPPER aircraft logistics recovery will be accomplished as prescribed in MAJCOM directives.

5.4. Chemical, Biological, Radiological, and Nuclear (CBRN), Passive Defense Operations. Aircrew will be issued 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. AMC units will ensure their aircrews are issued IPE IAW AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, and AFI 10-2501, *Air Force Emergency Management (EM) Program, Planning and Operations*, for ground crew IPE requirements. (T-1)

Chapter 6

AIRCRAFT LOADING

6.1. Helicopter and Vehicle Loading. Secure vehicles and helicopters using 1C-XXX-9 restraint criteria and this paragraph.

6.1.1. Users will ensure that loadmasters/boom operators are aware of all additional unplanned cargo placed in vehicles or helicopters. This will ensure the loadmaster/boom operator can calculate the proper weight and balance.

6.1.2. USSS vehicles will be driven on the C-17 and C-130 facing forward, rather than being backed on. Normally USSS vehicles will be 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. As a minimum, use four tie-down chains on each end of the vehicle (total of eight). When possible for forward restraint, use at least two, 25,000-pound tie-down chains as part of the total tie-down requirement.

6.1.2.1. C-130 aircraft vehicle-loading ramps. 89 APS maintains vehicle-loading ramps for the C-130. Ramps will remain with vehicles for use on the return trip. After 89 APS vehicle loading ramps are properly positioned for loading or off loading, secure them to aircraft auxiliary loading ramps with two 5,000-pound cargo straps. Attach the ratchet end of the strap to tie-down rings of the sides of vehicle loading ramps and the hook end to a cross member of the aircraft auxiliary ramp. 89 APS will retrieve ramps on termination of the mission. This procedure should only be used when vehicles have no other type of approach shoring.

6.1.3. HMX-1 Support Missions. Loadmasters will load the aircraft IAW user-provided load plans. 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.

6.1.3.1. When loading an HMX-1 VH-3D helicopter on a C-17, accomplish aircraft refueling after loading due to possible clearance issues with less than full stabilizer strut extension.

6.1.3.2. 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. The overall responsibility to ensure the cargo is restrained adequately still rests with the aircraft loadmaster.

6.1.4. User cargo preparation. See section 2.9 for waivers concerning cargo preparation.

6.1.5. User provided cargo documentation. See section 2.9 for waiver of user-provided documentation.

6.1.6. Users will validate the weights and dimensions of cargo on their load plans to ensure aircrews have accurate data for computing the aircraft weight and balance. All cargo will be weighed prior to upload and the data provided to the aircrew. For initial departure, an accurate load plan from the 89 APS will suffice for valid weight and dimension data. En route users will weigh all cargo prior to upload and the new data will be provided to the aircrew.

TOD D. WOLTERS, Lt Gen, USAF
DCS, Operations

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

AFI 10-2501, *Air Force Emergency Management (EM) Program, Planning and Operations*, 24 January 2007

AFI 10-301, *Responsibilities of Air Reserve Component (ARC) Forces*, 16 August 2006

AFI 10-701, *Operations Security (OPSEC)*, 8 June 2011

AFI 11-202V2_AMCSUP_1, *Aircrew Standardization/Evaluation Program*, 2 March 2011

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AFI 11-2C-5V3, *C-5 Operations Procedures*, 24 February 2012

AFI 11-2C-17V3, *C-17 Operations Procedures*, 16 November 2011

AFI 11-2C-130V3, *C-130 Operations Procedures*, 23 April 2012

AFI 11-2KC-10V3, *KC-10 Operations Procedures*, 30 August 2011

AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009

AFI 33-360, *Publications and Forms Management*, 25 September 2013

AFI 34-219, *Alcoholic Beverage Program*, 17 October 2007

AFMAN 24-204 IP, *Preparing Hazardous Materials for Military Air Shipments*, 3 December 2012

AFMAN 34-240, *Food Service Program Management*, 2 May 2005

AFPD 11-2, *Aircrew Operations*, 19 January 2012

Defense Transportation Regulation (DTR), Part III, Appendix BB, *Procedures for Transporting Weapons, Ammunition, and Hazardous Materials (HAZMAT) Aboard Commercial Aircraft in Scheduled Service and Department of Defense (DOD)-Owned or Controlled Aircraft*, 1 December 2014

Adopted Forms

AF IMT 15, *United States Air Force Invoice*

AF Form 847, *Recommendation for Change of Publication*

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

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

SF 44, *Purchase Order-Invoice Voucher (Storage Safeguard Form)*

Abbreviations and Acronyms

618 AOC (TACC)—618th Air and Space Operations Center

A2—(HQ AMC) Intelligence Directorate

A2A—(HQ AMC) Force Protection Intelligence Analysis & Integration Division
A2O—(HQ AMC) Force Protection Intelligence Operations & Applications Division
A3—(HQ AMC) Operations
A3O—(HQ AMC) Operations Management Division
A3V—(HQ AMC) Standardization/Evaluation Division
A4—(HQ AMC) Directorate of Logistics
A7S—(HQ AMC) Installation & Mission Support Directorate, Security Forces Division
A/C—Aircraft Commander
AFI—Air Force Instruction
AFCENT—US Air Forces Central Command
AFORMS—Air Force Operations Resource Management Systems
AFMAN—Air Force Manual
AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command
AMC—Air Mobility Command
AMCC—Air Mobility Control Center (AMC)
AMD—Air Mobility Division (PACAF, and AFCENT)
ANG—Air National Guard
AOC—Air Operations Center
APS—Aerial Port Squadron
ARC—Air Reserve Component
ATOC—Air Terminal Operations Center
C2—Command and Control
C/B—Center of Balance
CBRN—Chemical, Biological, Radiological, and Nuclear
CDT—Crew Duty Time
CENTCOM—US Central Command
CONUS—Continental United States
DoD—Department of Defense
DSN—Defense Switching Network
DTMPS—DoD Transportation Movement Priority System
DTR—Defense Transportation Regulation

DV—Distinguished Visitor
EFB—Electronic Flight Bag
EUCOM—US European Command
FAW—Front Axle Weight
FCC—Flying Crew Chief
FCG—Foreign Clearance Guide
FDP—Flight Duty Period
FMP—Flight Manuals Program
FPOC—Force Projection Operations Center
GDSS—Global Decision Support System
HAZMAT—Hazardous Materials
HMX-1—Marine Helicopter Squadron One
HQ—Headquarters
IAW—In Accordance With
IMT—Information Management Tools
IPE—Individual Protective Equipment
JMC—Joint Movement Center
KNYG—Marine Corps Base Quantico
MAJCOM—Major Command
MEP—Mission Essential Personnel
MDS—Mission Design Series
MRE—Meal Ready to Eat
OCONUS—Outside the Continental United States
OG/CC—Operations Group Commander
OPR—Office of Primary Responsibility
OPSEC—Operations Security
OSS—Operations Support Squadron (Current Operations)
PACAF—Pacific Air Forces
PACOM—US Pacific Command
PAG—Presidential Airlift Group
PMC—Partially Mission Capable
POC—Point of Contact

RDS—Records Disposition Schedule
RegAF—Regular Air Force
RON—Remain Overnight
SAAM—Special Assignment Airlift Mission
SENEX—Senior Executive Service
SF—Standard Form
STAN/EVAL—Standardization/Evaluation
TACC—Tanker Airlift Control Center
TALCE—Tanker Airlift Control Element
TCJ3—US Transportation Command, Operations Directorate
TWCF—Transportation Working Capital Fund
TWG—Threat Working Group
USAFE—United States Air Forces in Europe
USSS—United States Secret Service
USTRANSCOM—United States Transportation Command
WHCA—White House Communication Agency
WHMO—White House Military Office
WHSM—White House Support Missions
XOB—618 AOC (TACC) Mobility Management Directorate
XOBA—618 AOC (TACC) Airlift Allocation Division
XOBC—(618 AOC (TACC)) Combat Delivery Division
XOBK—618 AOC (TACC) Tanker Allocation Division
XOC—618 AOC (TACC) Command and Control Directorate
XOCG—618 AOC (TACC) Global Operations Division
XOO—618 AOC (TACC) Current Operations Directorate
XOOO—618 AOC (TACC) Special Assignment Airlift Mission Division
XOOD—618 AOC (TACC) Executive Airlift Mission Branch
XOZ—618 AOC (TACC) Director of Operations (“Senior”)

Terms

Letter of "X"—AMC unit certification document replacing AF Form 1381, *USAF Certification of Air Crew Training* 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, *Aircraft Assignment/Aircrew Qualification worksheet*.