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Transportation

***AIR TRANSPORTATION FUNCTIONS
AND AERIAL DELIVERY OPERATIONS***

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SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes include (1) the integration of Air Force Guidance Memorandum guidance on Aerial Delivery Operations, (2) official hyperlinks have been updated and renewed, (3) format and layout standardization for readability; and (4) improved the organization of chapters and content within each chapter.

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Chapter 1

ROLES AND RESPONSIBILITIES

1.1. Deputy Chief of Staff for Logistics, Engineering and Force Protection (AF/A4):

1.1.1. Develops and publishes passenger procedures for DAF passenger movement in accordance with Secretary of the Air Force delegated responsibilities.

1.1.2. Coordinates with other Headquarters Air Force offices and military services on Air Force and Joint air transportation matters.

1.2. Air Mobility Command Air Transportation Division (AMC/A4T):

1.2.1. Operates and provides organizational advice, planning, and oversight for AMC aerial ports.

1.2.2. Provides organizational advice to AMC terminals operated by other services supporting Department of Defense (DoD) components as established in accordance with Defense Transportation Regulation (DTR) 4500.9-R, Part III, *Mobility*.

1.3. Major Command Commanders: Oversee the operations of air terminals to support MAJCOM or service-specific authorized airlift requirements as established in accordance with DTR 4500.9-R, Part III.

1.4. Air Force Installation and Mission Support Center (AFIMSC):

1.4.1. Provides DAF-wide intermediate-level organizational advice, planning, and oversight for air terminals.

1.4.2. Consults, coordinates, and advises subordinate activities providing air transportation airlift support and aerial delivery operation support functions.

1.4.3. Coordinates with MAJCOM functional managers as required to support air transportation airlift and aerial delivery operation support functions.

Chapter 2

AIR TRANSPORTATION FUNCTIONS

2.1. Purpose. The air transportation functions (ATFs) are located within the Logistics Readiness Squadron (LRS) and their core capability and primary function is to prepare and support movement of associated installation, wing, and other populations and agencies (as outlined by approved supported agreements) ability to self-deploy. ATFs will assist the installation deployment officer (IDO) in training efforts, developing and strengthening installation and augmentee programs, and providing subject matter expert advice and guidance to unit deployment managers. (T-2)

2.1.1. Additionally, ATF personnel will also have a dual role to provide limited passenger, cargo and mission support for infrequent airlift traffic when not collocated with an AMC Aerial Port Squadron (APS) or Air Mobility Squadron (AMS). At these locations, ATF personnel typically serve as cargo deployment function (CDF) leads, joint inspectors, load plan validators and load team chiefs.

2.1.2. At locations with an AMC APS or AMS, those units will serve as the mobility force. (T-1) ATF personnel should develop professional working partnerships with APS or AMS leadership to ensure both units clearly understand their roles and have solid transition plan during deployment operations. Note: Although APS and AMS directives mandate a four-person Air Transportation load team, ATF's are uniquely manned to rely on the Wing's augmentee program to assist in mobility operations to include aircraft loading. ATF load teams will consist of at least one ATF to act as the Load Team Chief. (T-1) The three remaining load team members can be augmentees.

2.1.3. In support of mobility-based operations, the ATF serves as the IDO's primary focal point for installation and mobility cargo and passenger deployment support operations. ATFs will ensure fully qualified installation personnel are ready to serve as the deploying force augmentees as outlined by DTR 4500.9-R, Part III. (T-0)

2.1.4. ATF personnel will support the IDO by supervising and providing subject matter expert guidance to the installation and augmentees in both the CDF and personnel deployment function (PDF) areas. (T-1) ATF assigned personnel should refer to DTR 4500.9-R, Part III, AFI 10-403, *Deployment Planning and Execution*, and Installation Deployment Plan for additional guidance.

2.1.5. Units authorized to provide ATF support must be identified on unit manpower document (UMD) under Air Force Manpower Standard Functional Account Code (FAC) 42P9. (T-1) Note: With the exception of ATF units that are assigned the Fleet Service FAC 42P7 on their UMD, ATFs (FAC 42P9) are not manned nor funded to support Fleet Service operations. Note: AFRC manning found within LRSs that are earned under the FAC 42P0 are not considered an ATF as prescribed in this instruction.

2.2. Installation Deployment and Readiness Training Requirements. The IDO is ultimately responsible for the installation deployment and training program. ATFs will adhere to AFI 10-403 to assist with readying the base mobility mission which includes providing quarterly deployment training status updates to the IDO for use in briefing the installation commander. Assigned ATF personnel will provide training to individuals tasked to fulfill the wing's transportation related

deployment tasks. (T-1) The specific responsibilities of this workcenter include but are not limited to:

2.2.1. Develop, conduct, and document transportation-related training as identified in the Installation Deployment Plan and AFI 10-403.

2.2.2. Train personnel for responsibilities identified in AFI 10-403 and Air Force Manual (AFMAN) 24-604, *Preparing Hazardous Materials for Military Air Shipments*. For training which does not have a prescribed formal or standard training course, the local Deployment and Distribution Flight will develop and maintain lesson plans and conduct training as identified in this regulation, AFI 10-403, DAFI 36-2670 *Total Force Development*, and AFMAN 24-604. Personnel will ensure all lesson plans include basic Installation Deployment Plan overview, workcenter purpose, and provide enough detail to convey the trainee's role in wing deployment operations. (T-1) Note: Recommend ATF units use established air transportation training aids (i.e., career development courses, qualification training plans, task training guides, augmentee training guides) as a starting point when building installation augmentee training lesson plans. Augmentation Training guides can be found on AFIMSCs SharePoint®™ at <https://usaf.dps.mil/teams/1569/AirTrans/SitePages/Home.aspx>

2.2.3. Use readiness exercises to provide hands-on training to maximum extent possible. ATF personnel may create and utilize a wing-based augmentee program as needed in accordance with Air Force Pamphlet (AFPAM) 10-243, *Augmentation Duty*, to add existing manpower during surge operations.

2.3. Hazardous Materials Preparer's Certification Course. Air transportation personnel are authorized to attend the Hazardous Material Preparer's Certification course when directed by the unit commander to augment 2TOX1s in teaching the base level hazardous material Technical Specialist course or when primary duties are related to certifying hazardous materials. (T-2) Units may request through AFIMSC functional manager organization email: AFIMSC.A35S.AirTransportation@us.af.mil.

2.4. Load Planning. Integrated Computerized Deployment System (ICODES) formal training may be obtained through the Air Force Reserve Command Transportation Proficiency Center or Surface Deployment and Distribution Command functional management office. Assigned ICODES trainers will instruct classes or perform on-the-job training at home station and document training using AFI 24-605, Volume 5, *Air Transportation Standardization and Resources*, and DAFMAN 36-2689, *Training Program*, as a guide.

2.4.1. Unit commanders will ensure sufficient certified load planners, trained in accordance with (IAW) AFI 24-605, Volume 5, are available to support 24-hour contingency, exercise and deployment operations.

2.4.2. ICODES is the primary method for completing all load plans (e.g., preliminary and final).

2.4.3. Deploying forces will complete load plans in accordance with DTR 4500.9-R, Part III, Chapter 303, Figure 303-3; the completion of mobility documentation is the responsibility of the deploying unit. (T-0)

2.5. Deployment Workcenter Training. ATFs will provide the following training to installation augmentation forces (as required depending on specific location) to meet installation and deployment operations: (T-1)

- 2.5.1. Pre-deployment Cargo Preparation and Pallet Build-Up Course.
- 2.5.2. Hazardous Material Handler Course.
- 2.5.3. Hazardous Material Technical Specialist (when applicable to augment traffic management personnel).
- 2.5.4. ICODES Deploying Unit User Course.
- 2.5.5. Aircraft Load Team Augmentee Course.
- 2.5.6. Ramp Coordinator Augmentee Course.
- 2.5.7. CDF In-Check and Marshaling Augmentee Course.
- 2.5.8. Passenger Baggage Handlers Augmentee Course.
- 2.5.9. Passenger In-Check and Manifesting Augmentee Course.

2.6. Unit Move Documentation. The deploying unit will complete mobility documentation in accordance with DTR 4500.9-R, Part III, Chapter 303, Figure 303-3. (T-0) Documentation supporting the movement of unit equipment must be captured and documented in accordance with the DTR 4500.9-R, Part III and AFI 10-403. (T-0) A deploying unit may not be synonymous with the host or supporting installation LRS (or ATF). However, in many cases, deploying units lack expertise and experience to meet all requirements to successfully deploy or redeploy without assistance. Therefore, it is the responsibility of the host or supporting installation to assist, provide guidance, and ensure deploying units mobilize as seamlessly as possible. (T-1) ATF personnel, as the functional air transportation experts, when assigned, will provide assistance when appropriate. (T-1)

- 2.6.1. Maintain station file packages for all applicable inbound and outbound missions in accordance with AFI 10-403. (T-0) Flight packages assist with recording historical flight and workload data in order to better determine appropriate levels for personnel and equipment at respective locations. Documentation to be included in the flight package includes but is not limited to: aircraft load plans, inbound cargo and passenger manifests, outbound cargo and passenger manifests, hazardous materials inspection forms, and shipper's declarations, relative Logistics Module and Global Air Transportation Execution System (GATES) produced documentation, etc. Maintain flight packages in accordance with Air Force Records Information Management System Records Disposition Schedule.

2.7. In-Transit Visibility. ATF personnel will use GATES as systems of record for cargo and passenger documentation in accordance with the DTR 4500.9-R, Part III. (T-0) Units will ensure documentation requirements are met. (T-0) ATFs will ensure manifests are released within 30 minutes of aircraft departure. (T-1)

2.8. Cargo Manifesting. Personnel will utilize GATES to prepare cargo manifests for all DoD aircraft transporting cargo. (T-1) Personnel will utilize the DD Form 1385, *Cargo Manifest*, in lieu of automated systems during suspended or interrupted connectivity. (T-0) Refer to DTR 4500.9-R, Part III for cargo manifesting procedures depending on specific movement type.

2.9. Passenger Manifesting. Personnel will utilize GATES to prepare passenger manifests for all DoD aircraft transporting passengers. (T-1) Personnel will utilize the DD Form 2131, *Passenger Manifest*, in lieu of automated systems during suspended or interrupted connectivity. (T-0) Refer to DTR 4500.9-R, Part III for passenger manifesting procedures depending on specific movement type.

2.10. Passenger Terminal Requirements. If an ATF elects to have a passenger terminal, they will comply with the terminal requirements listed in DAFI 24-605, Volume 2, *Air Transportation Operations*, with the exception of the following items:

2.10.1. Not required:

2.10.1.1. Meeting AMC passenger terminal amenity standards as identified in the terminal design guide (2.4.1.).

2.10.1.2. Virtual roll call.

2.10.1.3. Overpacked In-flight Meal Service for Transportation Working Capital Fund (TWCF) channel missions.

2.10.1.4. In-flight meal schedule, complimentary snack and beverage service.

2.10.1.5. Transportation Working Capital Fund Cash Collection Procedures.

2.10.2. Optional:

2.10.2.1. Public address systems.

2.10.2.2. Monitors displaying flight info.

2.10.2.3. AMC visual aid.

2.10.2.4. Passenger terminal feedback.

2.10.2.5. AMC Form 76, *AMC Gram Passenger Travel Information*.

2.10.2.6. Information disseminated within terminal (posting flight schedules).

2.10.2.7. Passenger Terminal Website (managed by Public Affairs). Unless listed above, all other requirements in DAFI 24-605, Volume 2 apply. For ATFs that operate a passenger terminal that require passenger policy interpretation, contact Air Force Installation and Mission Support Center/Air Staff Operations Logistics Air and Ground Transportation (AFIMSC/A34OA) at AFIMSC.A34OA.TerminalOps@us.af.mil. (T-1)

2.11. Workload Data Tool (WDT). For relevant tracking of resources, manpower, and operations, all ATF locations will input workload data in AFIMSC WDT at <https://usaf.dps.mil/teams/13569/2t2/Module/Home.aspx?tab=Home>. (T-1)

2.11.1. Units will identify primary and alternate WDT contributors and validators to AFIMSC. (T-1) Units will input and validate the previous month's workload data into the WDT no later than 10th of each month. Example: January's workload data must be input and validated by 10 February.

2.11.1.1. For ARC units, WDT contributors and validators will be managed by their respective Air Force Reserve Command (AFRC) Numbered Air Force (NAF) functional managers or ANG/A4RDA. (T-2)

2.11.2. This requirement extends to ARC locations performing any home station mobility-based air transportation operations such as Aircraft Services (e.g., Fleet Services), cargo, and passenger movement by military, civilian, and contracted personnel. (T-2)

2.12. Installation Pallet and Net Assets Management. ATF personnel will serve as the installation/wing points of contact for 463L pallet and net assets in accordance with guidance outlined in AFI 24-605, Volume 5.

Chapter 3

AERIAL DELIVERY OPERATIONS

3.1. Purpose. The primary mission for aerial delivery personnel is to support the aircrew training development, augment the Joint Airdrop and Air Transportability Training program, enhance initial and refresher aircrew qualification production, and maintain mission ready aircrews with supported MAJCOMs.

3.1.1. Air transportation (military, civilian) and contractor personnel can perform these functions which consists of both aerial delivery and aircrew support training (ballast training loads and ground support training).

3.1.2. Requests for support to perform operational drops under the aerial delivery activity will be routed to respective MAJCOM Air Transportation Managers, Air Force Installation & Mission Support Center (AFIMSC), Air Force Reserve Command or the National Guard Bureau. (T-1) Units authorized to provide aerial delivery support must be identified on UMD under FAC 42P8. (T-1)

3.1.3. MAJCOM functional managers are the focal point for United States Air Forces in Europe (USAFE), Pacific Air Force (PACAF), Air Force Special Operations Command (AFSOC), AMC, Air National Guard (ANG), and AFRC aerial delivery operations; all other MAJCOMS will coordinate through AFIMSC. AFIMSC will be the focal point for obtaining official training line numbers for Parachute Rigging Course Phase 1 and Air Drop Load Inspector Course. Aerial delivery units must receive formal parachute training prior to preparing aerial delivery cargo loads. (T-1) ATF personnel will only receive training in Parachute Rigging Course, Phase 1. (T-1)

3.1.4. ATF personnel who have completed Parachute Rigging Course Phase 1 and have been rigging for 12 or more consecutive months may be awarded a rigging Special Experience Identifier (SEI). Note: The number of UMD SEI coded positions should not exceed 50% of FAC (42P8) authorizations, unless coordinated and approved by MAJCOM Air Transportation Managers. (T-2) Squadron commanders should appoint in writing DAF Form 2096, *Classification/On-The-Job-Training Action* when all Special Experience Identifier prerequisites are met. When 2T2X1 (Air Transportation) aerial delivery personnel are occupying a Special Experience Identifier -coded billet they are authorized to fill aerial delivery taskings, as required.

3.1.4.1. ARC MAJCOM Functional Managers will be the deciding factor in the execution and use of SEIs within the AFRC (42P0) and ANG portfolios.

3.1.5. Training loads and ballast loads are defined as any load that is used solely for the purpose of training and not in an operational capacity or condition.

3.1.5.1. Training loads and ballast loads are usually low cost and may consist of a variety of ballast materials if materials meet aircraft weight requirements.

3.1.5.2. Aerial delivery units will not utilize LRS based funding lines (Program Element Code **540, **541, **542) to establish or sustain aerial delivery assets and ballast loads. (T-2) All aerial delivery mission support, Temporary Duty and associated funding must be established through the supporting unit's MAJCOM Operations Directorate. (T-2)

3.2. Aerial Delivery Training Load Types. Units performing aerial delivery functions will coordinate with assigned flying squadrons to establish a sustainable inventory of aerial delivery loads to enable aircrew training. (T-1)

3.2.1. All operational loads are standard loads. Standard loads are all loads for which Technical Order (TO) 13C7-XXX series technical publications and or Air Transportability and Test Loading Activity (ATTLA) certifications have been established and fall within published aircraft limitations and procedures including airdrop speed and altitude as published in aircraft flight manuals and associated instruction documents.

3.2.2. Non-standard loads are defined as anything defined in MIL-STD 1791-1, *Department of Defense Design Criteria Standard, Criteria For Nonstandard Airdrop Equipment and Payloads*, Paragraph 3.1.2.

3.2.3. Aerial Delivery personnel will utilize all applicable guidance provided by Fort Gregg-Adams Aerial Delivery and Field Services Department (ADFSD). All aerial delivery assembly, fabrication and procedural waivers must be coordinated through appropriate MAJCOM air transportation managers and approved by the ADFSD. (T-2) Note: All DAF units will utilize the electronic Tooling Information Management System as the primary method to receive publications and changes. (T-1) Units must subscribe to each publication needed. (T-1)

3.2.4. Requests for aerial delivery units to prepare and recover non-standard aerial delivery loads must be submitted, via email, to the applicable MAJCOM air transportation Manager points of contact (PACAF, USAFE, AFSOC, AFIMSC, National Guard Bureau, AFRC). (T-1) Units will provide MAJCOMs all applicable rigging regulations for desired request. MAJCOM Air Transportation Managers will review each request to ensure all requirements in MIL-STD 1791-1 have been met and for accountability and safety concerns. (T-1)

3.3. Aerial Delivery Functions. Operations vary based on location, frequency and scope of support required by MAJCOMs and airframes, but all aerial delivery operations have the following basic stages to include preparation and fabrication, packing and rigging functions, drop zone operations, and recovery/reconstitution efforts.

3.3.1. Preparation and fabrication consist of building various aerial delivery load platforms and components from blueprints, samples, and/or specific TO instructions and measurements.

3.3.1.1. Preparation and fabrication personnel will:

3.3.1.1.1. Ensure aerial delivery platforms are constructed and installed with all required components. (T-0)

3.3.1.1.2. Remove, replace or repair defective components as necessary and troubleshoot problems. (T-0)

3.3.1.1.3. Not deviate from applicable DoD aerial delivery guidance, field manuals, policy, regulations, and instructions without coordination through appropriate MAJCOM Air Transportation Managers and approval by the ADFSD at Fort Gregg-Adams, Virginia. (T-0)

3.3.1.2. Work centers will contain a variety of hand and power tools to repair and assemble aerial delivery training loads. (T-3) All tools used in preparation or fabrication of aerial

delivery loads will have established lesson plans, and follow applicable DAFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, guidance and all training will be documented within preparer and/or fabricator training records. (T-1)

3.3.1.3. Other fabrication functions such as parachute repair may be performed locally by contract manpower equivalent positions, civilians as authorized within their core personnel documents, and/or 1POX1, Aircrew Flight Equipment (AFE) personnel. Note: AFE support is limited to units specifically cited to support cargo parachute repair in the AF Manpower Standard Functional Account Code 32C1. Air Transportation (2T2X1) personnel may attend Parachute Rigging Academy's Senior Rigger Course at unit the commander's discretion and will be unit funded. (T-1)

3.3.1.4. If an Aerial Delivery load malfunction occurs, preparers/fabricators will examine remaining debris and recovered equipment for points of failure and provide feedback to supervision and ADFSD at <https://usaf.dps.mil/sites/LARADO> IAW Air Force Joint Instruction (AFJ) 13-210_IP, *Joint Airdrop Inspection Records, Malfunction/Incident Investigations, and Activity Reporting*. (T-1)

3.3.1.5. Aerial delivery supervision will appoint a primary and alternate supply custodian to manage airdrop supplies and equipment. (T-1)

3.3.1.5.1. Aerial Delivery supply custodians will receive training on supply requisition procedures from their local LRS customer service and ensure the aerial delivery unit has a robust, sustainable airdrop bench stock program. (T-3)

3.3.1.5.2. An accurate inventory will be maintained to support the Aerial Delivery mission. Inventory will be kept at levels that local management determines necessary to be capable of meeting the assigned mission demand. (T-1)

3.3.1.5.3. Units will utilize AFIMSC's Aerial Delivery Operations Inventory Tool located at <https://usaf.dps.mil/teams/IZTools/UATInventory/Module/Home.aspx?page=Home> to track all aerial delivery supply items. Units will update the tool no later than the 10th of the following month and when orders for new supplies are made or received. (T-1)

3.3.1.5.4. Aerial Delivery supervision will ensure units are not maintaining excessive levels of supply thus impacting worldwide, operational availability of aerial delivery components. (T-1)

3.3.1.5.5. An inventory list of common aerial delivery national stock numbers and suggested bench stock quantities are listed in **Attachment 2**.

3.3.1.5.6. Units will work with their local supply flight to remedy supply delays and should submit a Supply Assistance Request for critical lows that may affect aircrew training. (T-3)

3.3.2. Packing and rigging consists of verifying aerial delivery loads are properly assembled, packed, equipped (rigged) with serviceable parachutes in accordance with applicable TOs or Technical Manuals.

3.3.2.1. Packing and rigging personnel will:

3.3.2.1.1. Validate automatic release mechanisms are properly attached, activated, and adjusted. (T-1)

- 3.3.2.1.2. Determine the number and type of parachutes to be used, attachment of static lines, and deployment devices. (T-1)
 - 3.3.2.1.3. Inspect aerial delivery loads slotted to be airdropped are correctly outfitted and rigged. (T-1)
 - 3.3.2.1.4. Carefully lay out parachutes on packing table, checks for presence and condition of all components and accessories, proper alignment of suspension lines, gores, etc. (T-1)
 - 3.3.2.1.5. Packs parachutes and associated devices following detailed and exacting procedures and techniques prescribed in technical manuals which vary according to the specific type and model of parachute, the purpose for which used, type of aircraft involved, altitude of deployment, etc.
 - 3.3.2.1.6. Annotate and certify rigging documents as required. (T-1)
- 3.3.2.2. Aerial delivery facilities can vary in size based on the particular aerial delivery loads being built and the airdrop mission being supported. When designing or upgrading packing and rigging areas, aerial delivery units and their leadership should ensure:
- 3.3.2.2.1. Security control measures are established for the control of casual and/or systematic pilferage from storage or other areas.
 - 3.3.2.2.2. Large cargo parachutes are normally packed on the floor; therefore, sufficient floor space is required for these packing operations.
 - 3.3.2.2.3. Protective covered space is available for select equipment and operating supplies.
 - 3.3.2.2.4. Packing sections provide a minimum floor space of approximately 24,000 square feet when operating in a single location.
 - 3.3.2.2.5. Floor space provides adequate room for packing tables to stretch and inspect parachutes.
 - 3.3.2.2.6. Designated rigging areas can be utilized as dual usage areas such as fabrication area, empty ready lines or additional pack floors.
 - 3.3.2.2.7. Adequate storage is available for shelving equipment, pre-packed parachutes, line bags, etc. prior to final aerial delivery training load assembly.
- 3.3.3. Drop zone operations include aerial delivery load recovery efforts. Drop Zone Control Officer, Drop Zone Safety Officer, and Malfunction Officer duties may be performed by 2T2X1 personnel; however, units will NOT receive additional manpower for supporting these duties. If 2T2X1 personnel are performing Drop Zone Control Officer, Drop Zone Safety Officer, or Malfunction Officer duties, they must be properly trained and appointed in accordance with AFJ 13-210_IP, and DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*. (T-1)
- 3.3.3.1. Drop zone teams will consist of a minimum of two personnel. (T-1) Depending on type of aerial delivery loads, recovery actions required, and materiel handling equipment (MHE) needed, the required drop zone team may vary in size.

3.3.3.2. Drop zone team support is based on the approved time-over-target airdrop schedules. Note: Units need to coordinate with supported flying units to receive schedules.

3.3.3.3. Drop zone team reviews airdrop schedule to determine how many personnel and vehicles are needed to recover aerial delivery loads.

3.3.3.4. Drop zone team lead will conduct a safety briefing for all personnel at the drop zone.

3.3.3.4.1. Drop zone safety briefing, at a minimum, will cover potential hazards, designated bug-out locations and incident reporting procedures. (T-1)

3.3.3.4.2. Drop zone team lead will ensure all personnel have proper personal protective equipment, appropriate warm or cold weather gear, food and water to cover operation timeframe, and reflective belts if recovery operations will occur during hours of darkness. (T-1)

3.3.3.5. Only government owned vehicles and/or contractor vehicles will be used to transit between drop zones and perform drop zone recovery operations. (T-1)

3.3.3.6. To ensure equipment longevity and avoid potential vehicle abuse, units should only use government owned vehicles on established driving surfaces (i.e., paved or gravel roads). Drop zone teams should use 10K all-terrain forklifts, utility vehicles, all-terrain vehicles, snowmobiles, and other rugged equipment for off-road operations and recovery efforts. 3.3.3.7. Prior to utilizing any drop zone location, aerial delivery supervision will develop and sign an individualized drop zone concept of operations (CONOPS) plan outlining each area's capabilities and known limiting factors. (T-1)

3.3.3.7.1. Drop zone CONOPS will include at a minimum:

3.3.3.7.1.1. Maps with directions to and from zones. (T-1)

3.3.3.7.1.2. Distance and travel time from local base. (T-1)

3.3.3.7.1.3. Operational drop zones and safe zones. (T-1)

3.3.3.7.1.4. Vehicle parking location at zones. (T-1)

3.3.3.7.1.5. Potential zone hazards. (T-1)

3.3.3.7.1.6. Equipment, vehicle and facilities on-site (if available). (T-1)

3.3.3.7.1.7. Types of airdrop and/or airland training which can be accomplished at this particular zone. (T-1)

3.3.3.7.1.8. Nearest emergency facilities. (T-1)

3.3.3.7.1.9. Adverse weather plan (what team does during weather watches, warnings and advisory notifications). (T-1)

3.3.3.7.1.10. Conditions and procedures for declaring drop zones unrecoverable and/or unworkable. (T-1)

3.3.3.7.1.11. Malfunction and/or Incident reporting procedures (to include reporting malfunction occurrence). (T-1)

3.3.3.7.1.12. Off-the-zone airdrop reporting procedures. (T-1)

- 3.3.3.7.2. Conditions for unrecoverable zones need to be transparent and not subjective since this action will also affect actual flying and time-over-target schedules.
- 3.3.3.7.3. Aerial Delivery units will provide signed copies of CONOPS to supported flying units for planning purposes. (T-3)
- 3.3.3.8. The transportation of aerial delivery loads recovered from drop zones and landing zones will only be accomplished by military, civilian or contracted personnel that meet the licensing requirements as outlined in AFI 24-301, *Ground Transportation*, Paragraph 5.4. (T-3)
- 3.3.4. Reconstitution efforts consist of drying, cleaning, inspecting, and minor repairs aerial delivery loads.
 - 3.3.4.1. Aerial delivery facilities can vary in size based on the type of aerial delivery training loads and the airdrop training mission supported. The following are suggestions for Unilateral Aircrew Training (UAT) units and their leadership when designing or upgrading reconstitution areas:
 - 3.3.4.1.1. Require space for both an enclosed parachute shakeout area and drying tower.
 - 3.3.4.1.2. Shakeout area is required to clean debris from recovered parachutes.
 - 3.3.4.1.3. Drying tower requires a height of 60 to 100 feet (18.3 to 30.5 meters) with additional environmental controls to aid in drying parachutes.
 - 3.3.4.2. Hardhats will be worn anytime individuals utilize drying tower hoists, overhead hook systems, overhead cranes when placing parachutes in drying position to prevent potential head injury. (T-1)
 - 3.3.4.3. Reconstitution areas must remain clear of congestion to allow sufficient room to perform functions. (T-1) Reconstitution areas will not be used for long term storage. (T-1)
 - 3.3.4.4. All aerial delivery platforms will be cleaned, vacuumed and inspected for reuse. (T-1)
 - 3.3.4.5. Aerial Delivery personnel will carefully examine all parachutes and return to inventory if serviceable. (T-1)
 - 3.3.4.5.1. If parachute is not serviceable and minor repairs are possible then contact 1P0X1 (AFE) personnel, qualified civilians, converted contract manpower equivalent positions, or qualified 2T2X1 personnel. All repairs must adhere to applicable TO repair procedures. (T-0) Note: AFE support is limited to units specifically cited to support cargo parachute repair in the Air Force Manpower Standard Functional Account Code 32C1.
 - 3.3.4.5.2. If parachute is not repairable, then units may dispose of damaged asset in accordance with local policy.

3.4. Malfunction Review Board. Aerial delivery units will budget for key personnel to attend tri-annual boards hosted by Ft Gregg-Adams, Virginia/ADFSD. (T-1) These boards discuss changes, improvements, trends, and bring resolution to aerial delivery training, incidents, and/or causes of malfunctions. It is imperative units with malfunction events have attendance at these

boards for education and communication throughout the community. (T-1) Additionally, aerial delivery units will submit the Joint Airdrop Summary Report to ADFSD at <https://usaf.dps.mil/sites/LARADO>. (T-0)

3.5. Aircrew Support Training. Aircrew support training varies by location and aircrew needs but most commonly consists of loading pre-established training loads, bulk weights and/or ballast pallets (i.e., pet rocks, railroad ties, steel cages), forklift bare-tine loading operations, aircraft combat offload method-A operations, aircraft combat offload method-B operations, aircraft combat offload method-C operations, simulated austere and/or bare landing zone operations, engine running offload and/or onload (ERO) operations, and night vision goggle (NVG) familiarization and/or loading training.

3.5.1. Actual aircraft load plans and manifests are not possible, nor required for aircrew support training loads (since these training loads are not actual DoD based cargo but instead aircrew training aids); however, Aerial Delivery personnel must provide actual and valid weights to aircrew. (T-0) Aircrew will prepare and document the appropriate aircraft weight and balance calculations and DD Form 365-4, *Weight and Balance Clearance Form F—Transport/Tactical*. (T-1) All aircrew support training loads will have local identifier, accurate weights and dimensions that are clearly visible and marked on each piece. (T-1) Units should consider permanently marking all aircrew support training loads with their local unit identifier, weight and dimensions to eliminate any potential confusion during loading operations. Aerial Delivery personnel may develop pre-prepared manual cargo labels, documentation and manifests for aircrew support training loads as required by local LRS management. Pre-established training loads or ballast weight will not be input into GATES or Cargo Movement Operations System. (T-1)

3.5.2. Pre-established training loads are mock aircrew training aids that simulate real world cargo on local training missions. Training loads are established based on the need of and jointly developed with supported flying units to meet their training needs. Aerial delivery units should work with local flying units' aircrew Standardization Evaluation office to develop pre-established training loads. If aerial delivery personnel utilize pre-established training loads as part of initial Air Education and Training Command-based aircrew training, loads must be developed in conjunction with corresponding schoolhouse aircrew instructors. (T-1)

3.5.3. Units may use vehicles and other rolling stock as pre-established training loads or ballast weight under the following conditions:

3.5.3.1. All vehicles and other rolling stock used as pre-established training loads will be marked "For Training Only." (T-1)

3.5.3.2. Units will account for vehicles and other rolling stock by maintaining local files containing source documents showing vehicles sourced from the Defense Reutilization and Marketing Service (DRMS). (T-1)

3.5.3.3. Units will maintain accountability until the vehicle is turned back in to DRMS. (T-1)

3.5.3.4. Vehicles will only be used as aircrew support training loads when they are not intended for operational use post airdrop and will not be prepared or used for any other purpose. (T-1)

3.5.3.5. To obtain these vehicles, units will comply with requirements of DAFI 23-101, *Materiel Management*.

3.5.3.6. Vehicles must comply with AFMAN 24-604 and Air Transportation Test Loading Activity (ATTLA) office requirements (if applicable). (T-0)

3.5.4. Ballast loads are training loads used when aircrew only need certain weight for training missions. Accurate weights and dimensions will be clearly marked and visible on each piece of ballast load. (T-1)

3.5.4.1. Pet rocks is the colloquial name for the most common form of ballast weight. Pet rocks consist of concrete blocks built and secured on Type V platforms or 463L pallets.

3.5.4.2. Ballast loads can also consist of Rumber™, plywood, and railroad ties.

3.5.4.3. Forklift bare-tine loading operations may be conducted when required by supported flying units only to support their aircrew training qualifications and only with prior coordination. Note: Standard Air Transportation loading method utilizes rollerized tines to prevent potential aircraft ramp damage; bare-tine loading should only be used to support aircrew training not operational missions. Although APS and AMS directives mandate a four-person air transportation load team, aircrew support training load teams should consist of at least two aerial delivery personnel (acting as the Load Team Chief and MHE operator) and the remaining load team members can consist of aircrew personnel.

3.5.5. Aircraft combat offload method-A operations occurs when ballast loads on Type V platform are quickly released from the aircraft ramp while taxiing down the runway, commonly called “speed-offs”. When performing aircraft combat offload method-A operations, Type V platforms will be used in lieu of 463L pallets to minimize asset damage. (T-1)

3.5.6. Aircraft combat offload method-B operations occur when ballast pallet trains are offloaded utilizing steel barrels, in lieu of K-loader or forklifts, to simulate a rapid offload at an austere location with no MHE.

3.5.7. Aircraft combat offload method-C operations occur when ballast loads on 463L pallets are offloaded utilizing auxiliary ground loading ramps. Local flying units will provide wood for ground loading ramp protectors (GLRP). (T-1)

3.5.8. Landing Zone Operations. Landing zone team will consist of minimum of three personnel with a least one qualified load team chief and all remaining personnel trained in ERO loading operations. (T-1)

3.5.8.1. Prior to utilizing any landing zone, aerial delivery supervision will develop and sign an individualized landing zone CONOPS plan outlining each area’s capabilities and known limiting factors. (T-1) CONOPS will include:

3.5.8.1.1. Maps with directions to and from zones. (T-2)

3.5.8.1.2. Distance and travel time from local base. (T-3)

3.5.8.1.3. Operational landing zones and safe zones. (T-2)

3.5.8.1.4. Vehicle parking locations. (T-2)

3.5.8.1.5. Potential hazards. (T-1)

- 3.5.8.1.6. On-site equipment, vehicle and facilities (if available). (T-3)
 - 3.5.8.1.7. Types of training which can be accomplished at this particular zone. (T-1)
 - 3.5.8.1.8. Nearest emergency facilities. (T-1)
 - 3.5.8.1.9. Adverse weather plan (weather watches, warnings and advisory notifications). (T-1)
 - 3.5.8.1.10. Conditions that make zones unrecoverable and/or unworkable. (T-1)
 - 3.5.8.1.11. Incident reporting procedures. (T-1)
- 3.5.8.2. Conditions for unrecoverable zones need to be transparent and not subjective since this action will also affect actual flying schedules. (T-1)
- 3.5.8.3. Aerial Delivery units will provide signed copies of CONOPS to supported flying units for planning purposes. (T-3)
- 3.5.8.4. Prior to beginning operations, the Load Team Chief will conduct a safety briefing with all personnel at the landing zone covering potential hazards, designated bug-out locations and incident reporting procedures. (T-1) The Load Team Chief will ensure all personnel have proper personal protective equipment, appropriate warm or cold weather gear, food and water, as well as reflective belts (if loading operations will occur during hours of darkness). (T-1)
- 3.5.9. For ERO operations, reference DTR 4500.9-R, Part III, Appendix Y, and DAFI 24-605, Volume 2. Note: In all instances, aerial delivery personnel will ensure risk management practices and techniques are applied during all ERO operations. (T-1)
- 3.5.10. For NVG familiarization and loading training, Aerial Delivery personnel will reference applicable NVG 2T2X1 Task Training Guides and AFI 24-605, Volume 5. NVG operations play an important role in deployed situations and aircrew familiarization and loading training can be benefit for both aircrew and ground airfield support teams. The ability to conduct effective, tactical NVG operations during hours of darkness with limited visibility often based on the following situations: operators understanding the NVG equipment and MHE capabilities and/or limitations, amount of ambient (available) light, operating location and terrain familiarity. Note: Operating MHE and performing loading operations while utilizing NVG is not an easy task. In all instances, Aerial Delivery personnel will ensure proper risk management practices and techniques are applied during all NVG operations. (T-1)
- 3.6. Workload Data Tool (WDT).** For relevant tracking of resources, manpower, and operations, all UAT locations will input UAT-based workload data into the AFIMSC WDT at <https://usaf.dps.mil/teams/13569/2t2/Module/Home.aspx?tab=Home>. (T-1)
- 3.6.1. Units will identify primary and alternate WDT contributors and validators to AFIMSC. Units will input and validate the previous month's workload data into the WDT no later than 10th of each month. Example: January's workload data must be input and validated by 10 February. (T-1)
 - 3.6.2. For ARC units, WDT contributors and validators will be managed by their respective AFRC NAF Functional Managers or ANG/A4RDA. (T-2)

3.6.3. This requirement extends to ARC locations performing any home station Aerial Delivery services by military, civilian, and contracted personnel. (T-2)

Chapter 4

AGILE COMBAT EMPLOYMENT-CONTINGENCY SUPPORT TEAMS (ACE-CSTS)

4.1. Responsibilities. HQ PACAF has primary responsibility to support tactical and strategic airlift operations in the Indo-Pacific Theater. HQ PACAF exercises operational planning in conjunction with its NAFs: 5th Air Force, Yokota AB, Japan; 7th Air Force, Osan AB, Korea; and 11th Air Force, Joint Base Elmendorf- Richardson, Alaska. HQ AMC is responsible for providing United States Transportation Command-assigned and attached common-user airlift forces to meet shortfall United States Indo-Pacific Command (USINDOPACOM) airland/airdrop requirements. In accordance with Joint Publication (JP) 3-30, *Joint Air Operations*, serves as the Theater Joint Force Air Component Commander, and prioritizes USINDOPACOM requirements via the Theater Joint Force Air Component Commander Air Operations Directive, and executes via USINDOPACOM-assigned and –attached organic forces. Competing geographical combatant commander common-user requirements executed by United States Transportation Command assigned and –attached common-user forces are prioritized in accordance with Chairman, Joint Chief of Staff Instruction (CJCSI) 4120.02D, *List of Priorities – Department of Defense Transportation Movement Priority System*.

4.1.1. PACAF ACE-CSTs responsibilities include support of Operation Plan taskings, real world contingencies, Joint Chiefs of Staffs/USINDOPACOM/PACAF exercises, PACAF C-130/C-17 Special Assignment Airlift Missions, and humanitarian assistance/disaster relief mission support.

4.1.2. At home station, when not otherwise tasked, PACAF ACE-CSTs are primarily tasked with maintaining mobility skillsets required while tasked (e.g., Joint Inspection, Hazmat, MHE operations, NVGs). When collocated with AMC AMSs, ACE-CSTs can and should be involved to max extent possible with operations to maintain critical skills.

4.1.2.1. PACAF ACE-CST Superintendents are responsible for obtaining and taking advantage of local training opportunities for ACE-CST personnel, while ensuring personnel are not assigned to fill local AMS requirements.

4.2. Mission. PACAF ACE-CSTs are highly trained, self-sufficient, mobile teams that provide limited aerial port capability. One of the primary functions of an ACE-CSTs is to establish and operate non-fixed air terminals at employment sites where no permanent air terminal organization exists in support of ACE requirements. The limited amount of ACE-CST personnel does not allow the ACE-CSTs to participate in long-term sustainment operations other than AFFORGEN rotations as required. If a situation exists where long-term sustainment appears imminent, the MAJCOM Functional Manager will coordinate to ensure sustained operations are met.

4.3. Execution. Headquarters PACAF ACE-CSTs provide USINDOPACOM limited rapid airfield opening capability in accordance with the Designed Operational Capability statement. All teams are Operation Plan tasked, responsible for initial air transportation reception (stand-up) at various collocated operating and forward operating bases) throughout the USINDOPACOM theater of operations.

4.3.1. PACAF ACE-CSTs are a theater resource only found in the Indo-Pacific and as such, sole tasking authority for specific missions remains with the 2T2X1 Functional Area Manager in HQ Pacific Air Forces/Air Staff Logistics Readiness Division (PACAF/A4RD).

4.3.2. During peacetime, ACE-CSTs will respond to short-notice theater deployments responsible for supporting Agile Combat Support requirements (contingency or other), at the direction of HQ PACAF/A4RD.

4.3.3. PACAF ACE-CSTs provide air transportation capability (e.g., Joint Inspection, MHE operations) throughout the USINDOPACOM area of responsibility in support of a variety of non-Unit Line Number mission types (e.g., PACAF Special Assignment Airlift Missions, Foreign Military Sales, Aircraft Training Relocation). Funding for these requirements is provided via Defense Travel System cross-organization from the respective Wing (or flying squadron) tasked with the respective mission(s). PACAF/ A4RD coordinates between the ACE-CSTs and the flying Wing, if necessary, to coordinate use of appropriate Defense Travel System funding labels and lines of accounting.

4.3.4. PACAF ACE-CSTs support strategic and tactical airlift operations, and when tasked can support unilateral airdrop/airland training when collocated with UAT personnel as required and mission permitting.

4.3.4.1. PACAF ACE-CSTs can operate with or without a Contingency Response Group (CRG). When deployed in conjunction with CRG, ACE-CSTs personnel fall under the operational control of that CRG regardless of MAJCOM affiliation.

4.3.5. ACE-CSTs personnel frequently deploy on short notice in support of exercises, contingencies, and humanitarian operations to foreign countries. To sustain rapid-response capability, to every extent possible, ACE-CST personnel will attempt to obtain and maintain an official passport upon arrival to their units. **(T-1)**

4.4. Tasking Process. HQ PACAF/A4RD is the sole tasking authority for ACE-CST personnel and support equipment. PACAF installations will coordinate ACE-CST requirements with respective NAFs, who in-turn will contact PACAF/A4RD for validation and sourcing of the appropriate ACE-CST(s). **(T-1)** The PACAF /A4RD functional manager will coordinate with Pacific Air Forces/Air Staff Operations (PACAF/A3), AFRC or AMC for augmentation if unable to support with PACAF ACE-CST resources. **(T-1)**

4.4.1. HQ AMC may request use of PACAF ACE-CSTs for Joint Chief of Staff exercises within the PACAF area of responsibility when AMC and PACAF agree to do so based on mission effectiveness and cost. TACC/XOPM will coordinate directly with PACAF/A4RD or may utilize 515 Air Mobility Operations Wing (515 AMOW)/LG for availability planning. ACE-CSTs are sourced by HQ PACAF Air Transportation functional manager after coordination.

4.4.2. ACE-CST personnel will complete a trip report within 5 days of their return and provide it to their Superintendent, who will provide a copy to PACAF/A4RD. **(T-1)** These reports help the PACAF Air Transportation functional manager determine if aerial port personnel are best suited for similar requirements or if alternate Air Force Specialty Codes should be tasked to support future taskings.

4.4.3. Tasked ACE-CST personnel will contact their Superintendent as soon as feasible upon arrival at the temporary duty location and when mission is completed. Every effort must be made to contact ACE-CST leadership no later than 12 hours after team arrival and prior to departure, when capability exists. **(T-1)**

4.5. Training. Each squadron commander exercising administrative command of ACE-CST personnel will ensure mission readiness by maintaining oversight of formal training and supports ACE-CST Superintendent with securing On-The-Job training opportunities as needed. **(T-1)**

4.5.1. Squadron leadership ensures local host base tenant support agreements are continually updated to incorporate 2T2X1 core tasks and critical wartime training requirements as identified in the Career Field Education and Training Plan with tenant AMS or A capabilities.

4.5.2. ACE-CST Superintendents will ensure that the minimum qualification percentage of assigned positions is maintained to ensure core the Designed Capability Document statement (+10%) and local mission requirements are met. These minimum qualification percentages for each required skillset will be documented in an automated system or locally produced tracking mechanism (e.g., MyTraining, GO81, Excel Spreadsheet) and will be provided to PACAF/A4RD upon request. **Note:** Civilian personnel (if assigned and authorized) will maintain training proficiency based on their respective Air Force Core Personnel Document as required.

4.5.3. All personnel will be trained according to their respective Unit Type Code posturing, prior to completing other ACE-CST training requirements. **(T-1)** Newly arriving personnel have up to 6 months to fulfill their core Unit Type Code tasks as defined in their respective Master Task Listing. Technical school graduates (2T231) have a maximum of 12 months to fulfill core Unit Type Code training requirements due to Career Development Course and Core Task Training. Timelines for additional required training are established and documented by the ACE-CST Superintendent.

4.5.4. If required, ACE-CST personnel will maintain weapons and report status in accordance the unit Designed Operation Capability statements. ACE-CST personnel will maintain arming group B qualifications in accordance with DAFI 31-117, *Arming and Use of Force*, and DAFI 36-2670. **(T-1)**

4.6. General. Work schedules for deployed aerial port operations are based on individuals working 12-hour shifts. Adverse climatic conditions may dictate shorter work periods. After completion of a continuous duty period, commanders and supervisors must ensure personnel are provided a rest period of sufficient duration to allow a minimum of 8 hours uninterrupted sleep.

4.6.1. ACE-CST personnel will use proper safety and professional equipment (hearing protection, gloves, reflective belts/vests, etc.) when loading/unloading aircraft. **(T-1)**

4.7. Administrative and Logistics. PACAF ACE-CSTs are administratively assigned to the 773rd LRS, Joint Base Elmendorf-Richardson, Alaska; 647th LRS, Joint Base Pearl Harbor-Hickam, Hawaii; 374th LRS, Yokota AB, Japan; and the 36th LRS, Anderson AFB, Guam.

4.7.1. Though administratively assigned to a home station wing, ACE-CST personnel will not be assigned/committed to any base deployment process or augmentee program. ACE-CST personnel can be used as subject matter experts or technical advisors for the base deployment process. **(T-1)** Additionally, ACE-CST personnel may augment (not substitute) the installation AMS for specific Unit Type Code tasked roles (e.g., Joint Inspection, MHE operator, load planning) during installation deployment exercises as determined by PACAF/A4RD in coordination with 515 AMOW. Performing these Air Terminal functions will afford ACE-CST personnel integral training and proficiency opportunities related to the deployed ACE-CST

mission, theater exercise, contingency or real-world deployment initiatives supported by the ACE-CST.

4.7.2. ACE-CST personnel and equipment Unit Type Codes should be tasked to deploy during wing deployment exercises. When not tasked to deploy, personnel can perform Wing Inspection Team duties or technical advisors if the duties do not interfere with anticipated operational requirements.

4.7.3. ACE-CST Superintendents (or senior ranking enlisted member) will monitor current and projected Temporary Duty requirements as well as ACE-CST personnel training. Superintendent's will coordinate with PACAF/A4RD to provide readiness report/availability of personnel as required, but no less than monthly.

4.7.4. ACE-CST personnel, by virtue of the command-directed mission, are authorized access, upon coordination with the MAJCOM War Reserve Materiel monitor(s), and non-reimbursable use of War Reserve Materiel vehicles and MHE, as required, to comply with taskings.

4.8. Funding. All ACE-CST requirements are submitted through the Wings annual execution plan. Funding levels are validated and approved through the Wing and MAJCOM financial management corporate process. Emergency and special program Code "CM" is used to track all ACE-CST obligations.

TOM D. MILLER, Lt Gen, USAF
Deputy Chief of Staff
DCS/Logistics, Engineering & Force Protection

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

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- DoDI 5400.11, *DoD Privacy and Civil Liberties Program*, 29 January 2019
- DTR 4500.9-R, Part III, *Mobility*, June 2016
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- JP 3-30, *Joint Air Operations*, 25 July 2019
- DAFPD 24-6, *Distribution and Traffic Management*, 12 October 2022
- DAFI 23-101, *Materiel Management*, 3 September 2024
- DAFI 24-605, Volume 2, *Air Transportation Operations*, 30 Jan 2025
- DAFI 31-117, *Arming and Use of Force*, 28 Jan 2025
- DAFI 36-2670, *Total Force Development*, 25 June 2020
- AFI 10-403, *Deployment Planning and Execution*, 17 April 2020
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TO 13C5-2-41, *Extraction Line Panel*, March 2001
TO 13C5-26-2, *15 Ft Diameter Cargo Extraction Parachute*, December 2004
TO 13C5-29-2, *26 Ft Diameter HV Cargo Parachute*, March 2008
TO 13C5-32-2, *64 Ft Diameter Model G-12D&E Cargo Parachute*, December 2013
TO 13C7-1-5, *Rigging Airdrop Platforms*, May 2013
TO 13C7-1-8, *Rigging Typical Supply Loads*, July 2013
TO 13C7-1-11, *Rigging Containers*, March 2016
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TO 13C7-52-22, *Type V Airdrop Platform*, September 2002
TO 1C-130J-1, *Flight Manual USAF Series, C-130J Aircraft*, June 2018
TO 1C-17A-1-4, *Airdrop Crew Manual USAF Series, C-17 Aircraft*, October 2008
TO 13C5-2-41, *Extraction Line Panel*, March 2001
TO 13C5-27-2 22, *Ft Diameter Cargo Extraction Parachute*, August 1989
TO 13C7-1-51, *Dual Row Airdrop Systems Volumes 1 & 2*, May 2013
TO 14D1-2-467-2, *35Ft Diameter Model T-10*, June 2013

Prescribed Forms

None

Adopted Forms

DAF Form 76, *AMC Gram Passenger Travel Information*
DAF Form 847, *Recommendation for Change of Publication*
DAF Form 2096, *Classification/On-The-Job-Training Action*
DD Form 365-4, *Weight and Balance Clearance Form F—Transport/Tactical*
DD Form 1385, *Cargo Manifest*
DD Form 2131, *Passenger Manifest*

Abbreviations and Acronyms

ACE-CST—Agile Combat Employment-Contingency Support Teams
ADFSD—Aerial Delivery Field Service Department
AF—Air Force
AFE—Aircrew Flight Equipment
AFI—Air Force Instruction

AFIMSC—Air Force Installation and Mission Support Center

AFR—Air Force Reserve

AFMAN—Air Force Manual

AMC—Air Mobility Command

AMS—Air Mobility Squadron

ANG—Air National Guard

APS—Aerial Port Squadron

ATF—Air Transportation Function

CONOPS—Concept of Operations

DAF—Department of the Air Force

DoD—Department of Defense

DTR—Defense Transportation Regulation

ERO—Engine Running Onload/Offload

GATES—Global Air Transportation Execution System

ICODES—Integrated Computerized Deployment System

IDO—Installation Deployment Officer

LRS—Logistics Readiness Squadron

NVG—Night Vision Goggle

MAJCOM—Major Command

MHE—Materiel Handling Equipment

UAT—Unilateral Aircrew Training

UMD—Unit Manpower Document

WDT—Workload Data Tool

Office Symbols

515 AMOW—515 Air Mobility Operations Wing

AFIMSC/A340A—Air Force Installation and Mission Support Center/Air Staff Operations
Logistics Air and Ground Transportation

PACAF/A3—Pacific Air Forces/Air Staff Operations

PACAF/A4RD—Pacific Air Forces/Air Staff Logistics Readiness Division

AMC/TACC—Air Mobility Command/Tactical Air Control Center

Attachment 2

AERIAL DELIVERY BENCH STOCK

Table A2.1. Common Aerial Delivery National Stock Numbers and Suggested Bench Stock Quantities.

Item	National Stock Numbers	Critical Low	Max Stock
Heavy Equipment			
Latch assembly, coupling	1670-01-470-3696	18	30
Actuator	1670-01-182-1979	10	20
Bracket assembly	1670-01-353-8424	5	10
G-12E	1670-01-065-3755	30	50
M-1	1670-01-097-8816	10	20
Timing block	1670-01-099-2380	15	40
Timing mechanism	6645-01-108-3457	15	40
Cables	1670-00-434-5797	15	30
Main panel (4/pkg) (# indicates # per pkg)	1670-01-304-3006	6	8
Rear panel (2/pkg) (# indicates # per pkg)	1670-01-304-1057	3	5
Platform rail 8ft (2/pkg) (# indicates # per pkg)	1670-01-162-2371	7	10
Roller pad 8ft (4/pkg) (# indicates # per pkg)	1670-01-162-2386	7	10
Tandem link	1670-01-162-2381	20	60
Latch connector assembly(3 point)	1670-01-307-0155	10	20
Large D-rings	1670-00-937-0147	30	60
Adapter link (black plates)	1670-01-493-4618	10	20
Arming wire	4010-00-431-8490	25	100
Release knife	1670-00-836-2231 1670-00-998-0116	15	30
Slide, toggle lock w/pin	5325-01-087-1605	10	25
Retainer clamp	1670-01-087-1604	10	15
9ft multi-loop	1670-01-062-6304	20	40
11ft multi-loop	1670-01-063-7760	30	40
12ft multi-loop	1670-01-062-6303	30	40
20ft multi-loop	1670-01-062-6302	30	40
Center line	1670-01-064-4928	30	50
Lashings	5340-00-937-0273	30	50

Load binders	3990-00-937-0272	30	50
Actuator safety pins	5315-00-166-5441	25	50
Actuator mounting pins	5315-01-347-4163	20	35
Actuator safety pin wires	4010-01-216-6763	15	30
Cargo Delivery System (CDS)			
26ft chute	1670-00-872-6109	40	60
Honeycomb	1670-00-753-3928	24	48
6-inch connector strap (JPADS)	1670-01-487-5466	20	40
A-22 sling	1670-00-360-0491 1670-00-587-3421 (w/bag)	30	50
Skid boards	Procurement determined by local management	75	200
Low-Cost/Low-Altitude			
T-10 chutes	1670-01-551-5433 (one-time use) 670-01-247-7151 (multi-use)	30	80
T-10 chute bags	1670-01-578-6771	30	80
A7a slings	1670-00-251-1153	20	40
G-14 clevis	4030-00-678-8560	70	100
Static lines	1670-01-136-9820	30	60
Low-cost/low-altitude skid boards	local lumber yard	20	60
Simulated Airdrop Training Bundle			
Pilot chute	1670-00-216-7297	25	50
Burlap bag (hd)	8105-00-285-4744	25	50
Red bag	various vendors	25	50
Extraction			
15ft ext. chute	1670-01-063-3715	10	20
15ft bag		20	40
Cotter pins (hd)	5313-00-012-0123	50	200
Swaging sleeves	4030-00-431-5536	100	300
Bridal ext. line	1670-01-035-6054	10	20
60ft multi-loop	1670-01-064-4452	12	25
Leaf, line bag	1670-01-183-2678	20	40
Extr. link assembly (2 point)	1670-01-493-6418	4	12
Link extraction	1670-01-072-1378	5	20

(H block C-130J)			
Link extraction (H block C-17A)	1670-01-483-8259	5	20
Textiles/Materials			
Type VIII webbing 1 sl = 100 yds (narricot)	8305-00-260-2564 8305-00-263-3591	25	50
Type XXVI webbing sl = 100 yds. (narriocot)	8305-00-177-5069	5	10
Type IV braided nylon (1000 lb) 1 sl = 400 yds (c.s.r. ind)	4020-00-262-2020 4020-00-283-4785	30	50
1/4" cotton webbing (green) 1 sl = 500 yds	8305-00-264-2088 8305-00-268-2411	40	80
1" tubular nylon 125 yds	8305-00-268-2455	5	10
1/2 " tubular nylon 1 sl = 400 yds (narricot)	8305-00-082-5752	8	15
9/16 tubular nylon 320 yds	8305-00-082-5750	2	6
Type 1 nylon (small clevis tie)	4020-00-240-2154	2	5
Ticket 5 8/7 rolls (eddington thread)	8310-00-917-3945	20	50
Ticket 3 8/4 rolls (eddington thread)	8310-00-279-6073	20	50
Felt		0.5	1
550 cord (top-green, bottom-natural)	4020-00-246-0688 4020-00-240-2146	30	50
Sticky parachute mending cloth	1670-00-176-1802	1	2
36" kraft paper rolls	8135-00-160-7759	1	3
Retainer bands box	1670-00-568-0323	100	200
Filament tape	7510-00-582-4772 local purchase	4	10
LAPES tape	7510-00-266-5016 local purchase	12	24
Masking tape	7510-00-680-2471 local purchase	12	24
NOTES: Unit of Measure - (ro) roll (bx) box (SL) spool (yd) yard (ea) each (tu) tube (pg) package (hd) hundred			