

**BY ORDER OF THE COMMANDER
AIR FORCE RESERVE COMMAND**

**AIR FORCE RESERVE COMMAND
INSTRUCTION 11-201**



11 APRIL 2022

Flying Operations

AFRC FLYING OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing web site at www.e-Publishing.af.mil

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: USAF/HQ AFRC/A3O

Certified by: USAF/AFRC/A3O
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Supersedes: AFRCI 11-201, 21 January 2020

Pages: 49

This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. It establishes responsibilities and prescribes procedures for planning, executing and reporting flying training missions flown under the authority of the Air Force Reserve Command (AFRC). This instruction applies to Air Force Reserve assigned to AFRC and Active Duty (AD) associate personnel while performing flying training missions under AFRC authority. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System Records Disposition Schedule. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all supplements must be routed to AFRC/A3 for coordination prior to certification and approval. 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 DAFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor’s commander for non-tiered compliance items in accordance with **paragraph 1.5** Compliance with the attachments in this publication is mandatory.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include: **Paragraph 2.7** Aircraft Rescue and Firefighting has been shortened with the removal of table 2.3 and refocused on the use of FAA and ICAO standards. **Chapter 3** Responsibilities has been modified to clearly delineate responsibilities between AFRC Command Center and FGC Battle Watch with OST execution authority exclusively falling under the FGC Battle Watch. **Chapter 8** has been substantially revised with the discontinued use of the term Threat Working Group and shifting to the term Risk Assessment Working Group. Some responsibilities in **Chapter 8** were shifted from the FGC to AFRC/A2 and final approval authority for RAWG missions is designated to the AFRC/A3. Many other administrative changes have been made including updating reference documents.

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Chapter 1

INTRODUCTION

1.1. Overview. This publication is intended to provide an overview of how Air Force Reserve Command (AFRC) conducts its flying training program and to serve as a reference for other governing publications. It describes organizational structure, command authority and the purpose of, responsibilities for and processes for managing AFRC's flying training program.

1.2. Department of Defense (DoD) Organization. The DoD is the executive agency charged with maintaining national security. It is administratively organized into service components for the purpose of organizing, training and equipping military forces, and operationally organized into Combatant Commands (CCMDs) for the purpose of employing those forces to accomplish national goals. For the purposes of this instruction, the term Unified Combatant Commands (UCCs) is used to encompass all forms of CCMDs listed in Joint Publication 1 (JP 1), *Doctrine for the Armed Forces of the United States*.

1.2.1. UCCs. The DoD's war-fighting capability is distributed among eleven joint (multi-service) UCCs to exercise command of US military forces in their assigned geographic or functional areas of responsibility (AORs).

1.2.2. Air Force component commands. Air Force component commands are the service components of the UCCs. Like the UCCs, they are organized geographically or functionally.

1.2.3. Major commands (MAJCOMs). The Air Force is organized into seven functional and two geographic MAJCOMs. Five of the nine MAJCOMs also serve as Air Force component commands.

1.2.4. Air Force Reserve Command. AFRC is the Air Force MAJCOM responsible for organizing, training and equipping Air Force reservists to perform assigned wartime and peacetime missions.

1.2.5. Air Force lead commands. MAJCOMs designated to advocate for and manage identified weapon system(s) are referred to as lead commands for those system(s). Air Combat Command (ACC), Air Mobility Command (AMC), Air Force Global Strike Command (AFGSC) and Air Force Special Operations Command (AFSOC) are lead commands for weapons systems which are assigned to AFRC as a "using" command. Lead commands are identified in DAFPD 10-9, *Lead Command/Lead Agent Designation and Responsibilities for United States Air Force Weapon Systems, Non-Weapon Systems, and Activities*.

1.3. Command Authority. MAJCOMs exercise administrative control (ADCON) to organize, train and equip forces. UCCs exercise operational control (OPCON) and tactical control (TACON) to execute their war-fighting missions.

1.4. Information Protection. Consider Operations Security (OPSEC), Communications Security (COMSEC), and Information Security (INFOSEC) during all phases of the mission. Follow guidance outlined in the appropriate Operations Plan (OPLAN), Deployment Order (DEPOD), Operational or Exercise Execute Order (EXORD), Operations Order (OPORD) and any theater Special Instructions (SPINS).

1.5. Waiver Authority. Unless otherwise indicated, AFRC/A3 is the waiver authority for provisions of this instruction. During the mission planning phase, units submit a setup sheet in

SMS with an attached AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*; during execution phase, cross-reference [paragraph 4.9](#).

Chapter 2

AFRC FLYING TRAINING PROGRAM

2.1. AFRC Training Missions. Insofar as the mission of AFRC is to organize, train and equip Air Force reservists to support DoD requirements, the primary purpose of flights conducted under ADCON authority of AFRC is aircrew training. Some training missions also serve a secondary, or collateral, purpose such as providing airlift, mission orientation or community relations.

2.2. Training Mission Approval. All AFRC training missions must be approved prior to flight. Mission approval consists of approving the itinerary, airfield suitability (runway length and width, terminal instrument procedures—“TERPS,” weight bearing capacities, etc.), Aircraft Rescue and Fire Fighting (ARFF) capabilities ([paragraph 2.7](#)), airfield security and mission purpose. The approval authorities and processes for various mission types are listed below.

2.2.1. Local training missions. Local training missions are those which originate and terminate at home station and which transit only local training airfields. A local training airfield is a civilian or military airfield in proximity to a flying unit’s home station used for aircrew training because of airspace restrictions, traffic saturation, or facility limitations at the home station. The operations group commander (OG/CC) may designate an airfield as a local training airfield if it is suitable for the aircraft Mission Design Series (MDS) in the Airfield Detail listed in United States Transportation Command’s (USTRANSCOM) Global Decision Support System (GDSS), and has adequate ARFF services IAW [paragraph 2.7](#). **Note:** The OG/CC will forward the list of designated local training airfields along with the selection rationale to the Force Generation Center, Operations Division (FGC/FGO). Units will update lists annually, not later than Apr 30 unless the last update was accomplished within the past six months, to accommodate changes in airspace or facilities utilization. **(T-2)** If the aircraft remains overnight at a local training airfield due to a maintenance issue or other reason, the FGC Battle Watch must be notified.

2.2.1.1. Passengers and cargo. AFRC units may transport unit personnel and equipment to/from approved local training airfields only if the transportation is in support of the training mission (e.g., drop zone/landing zone support personnel or equipment). Missions which transport other than mission support personnel and cargo to a local training base will be approved IAW the procedures for Off-Station Training (OST) missions. **(T-2)**

2.2.2. OST missions. OST missions are those training missions which transit other than home station or a designated local training airfield for the purpose of conducting enroute training (aeromedical evacuation, inflight refueling), destination training (Joint Airborne/Air Transportability Training (JA/ATT), exercises) or a secondary mission (airlift, aerial events); these missions require an AFRC mission identifier. **(T-2)**

2.2.3. Mission approval. FGC/FGO is approval authority for OST missions except as noted below. **Note:** Any flight requiring HQ AFRC approval must first be approved by the wing commander and the Numbered Air Force commander (NAF/CC). For questions about mission approval authority contact HQ AFRC/A3OR at hqafrc.a3or.aerialevents@us.af.mil. **(T-2)**

2.2.3.1. Orientation flights. Orientation flights are approved at command levels from the wing commander up through AFRC/CC IAW AFI 11-401_AFRCSUP, *Aviation Management*.

2.2.3.2. Aerial events. Event and participation approval authorities for aerial events, including funeral and memorial flyovers, are listed in AFI 11-209_AFRCSUP, *Participation in Aerial Events*, Attachment 2.

2.2.3.3. Public Affairs. Participation approval authorities (event approval) and operational approval authorities (unit approval) for the flight are listed in AFI 35-101, *Public Affairs Operations*.

2.2.3.4. Local training missions. Local training missions are approved by the OG/CC.

2.2.4. During outside the continental United States (OCONUS) OSTs, AFRC can support other MAJCOMs (MAJCOM-to-MAJCOM manning assistance) with incidental support and opportune missions as long as it is in compliance with other AF and DoD guidance. AFRC retains ADCON and Command and Control (C2) responsibilities via the FGC Battle Watch.

2.3. Approval Documentation. Document local training missions IAW published wing procedures. (T-3) Missions which are approved by FGC/FGO, AFRC Current Operations Division (A3O) or AFRC/A3 must be entered into the Single Mobility System (SMS) for approval. Missions which are approved by AFRC/CC or CD and those missions outside SMS capabilities require an electronic Staff Summary Sheet (e-SSS), processed through the program known as “Task Management Tool (TMT)” in addition to the SMS worksheet; cross-reference AFI 11-401_AFRCSUP and AFI 11-209_AFRCSUP.

2.4. Single Mobility System (SMS). SMS is a web-based software application developed by USTRANSCOM to provide information and visibility of airlift, distribution, surface, situational awareness, reference and administration of Mobility Air Forces (MAF) assets. AFRC also uses SMS for developing and allocating organic airlift requirements and for providing visibility of MAF and Combat Air Forces (CAF) OST missions.

2.4.1. Securing a SMS account. A “read only” SMS account can be obtained at the SMS website <https://sms.ustranscom.mil/sms> by selecting the “Get an Account” button and following the instructions. Only Air Force Reserve users (or those with a need-to-know) are granted access to the Air Force Reserve Command (AFRC) section of SMS. Once you have read-only access, you must be given specific privileges before creating or editing missions or requirements. The additional privileges listed below can be obtained by sending a request to udg_fgc_fgoe@us.af.mil through the wing SMS point of contact (POC).

2.4.1.1. Unit scheduler privileges. Unit scheduler privileges allow the SMS account holder to enter, edit and delete mission itineraries in SMS for HQ AFRC approval.

2.4.1.2. Wing commander privileges. Wing commander approval authority allows the SMS account holder to exercise proxy mission approval authority under written delegation from the wing commander.

2.4.1.3. Requirements-maker privileges. Requirements-maker privileges allow the SMS account holder to enter movement requests into SMS for validation and Movement Review Board (MRB) approval IAW AFRCI 10-200, *Air Force Reserve Exercise and Movement Request Process*.

2.4.2. Mission setup sheets. Submit an SMS setup sheet for HQ AFRC approval for: 1) all OSTs; 2) all training missions having a secondary mission purpose (e.g., aerial events, community relations flights); 3) waiver requests (attach AF Form 679, *Air Force Publication*

Compliance Item Waiver Request/Approval); 4) missions carrying passengers and/or cargo. The mission setup worksheet consists of identifying information (unit, MDS, aircrew), mission itinerary and comments blocks for entering the mission narrative, training events, secondary mission purpose, aircraft security arrangements, coordinating comments and verbatim Global Decision Support System (GDSS) remarks. FGC/FGO provides guidance for completing the SMS setup worksheet.

2.4.2.1. Extended ground time. Ground time in excess of 24 hours must be justified by circumstances (e.g., static load training, body clock adjustment, field operating restrictions, upload requirements, etc.) and explained in the mission narrative of the SMS setup sheet. **(T-2)**

2.4.2.2. Use of civilian airfields. Military airfields will normally be utilized as Remain Overnight (RON) locations. Requests to use a civilian airfield for RON must have a compelling reason and be justified in the mission narrative, and aircraft security arrangements. Details must include the name and contact information for security Point of Contact (POC) at the civilian airfield, must be described in the aircraft security block. **(T-2)**

2.4.2.3. Snowflake (AFRC version of electronic staff summary sheet). If a supplementary e-SSS is required for approval above AFRC/A3, it must be submitted in the Task Management Tool (TMT) through the NAF/A3 to HQ AFRC. Snowflake business rules are located in TMT under the help section. Contact AFRC/A3OR for guidance and routing instructions. **(T-2)**

2.4.2.4. Crew complement. Plan all AFRC training mission itineraries IAW basic crew guidance listed in AFMAN 11-202V3, *Flight Operations*. AFRC/A3 is the waiver authority for augmented crew operations and will consider circumstances on a case-by-case basis. **(T-2)**

2.4.3. Mission Identifiers (MIs).

2.4.3.1. Mobility Air Forces (MAF) MIs. Every MAF mission has a unique 12-digit alphanumeric MI constructed IAW AMC's Mission ID Encode/Decode Tables. SMS software incorporates the Encode/Decode Tables to auto-generate MIs for most MAF missions when the mission data is entered. For any mission for which an MI is not auto-generated (AMC or contingency support, JA/ATT, etc.), the MI must be obtained from the mission management authority and manually entered.

2.4.3.2. Combat Air Forces (CAF) MIs. The AMC Encode/Decode Tables do not include CAF aircraft; however, logic was added to the SMS software to auto-generate MIs for AFRC CAF OST missions.

2.4.4. Approval lead time. To allow adequate time for review, units must submit mission requests in SMS IAW the pre-departure lead times below. Units must justify the reason for submitting requests inside these timelines in the mission narrative portion of the SMS setup sheet or Snowflake. **(T-2)**

2.4.4.1. If FGC/FGO is the approval authority (routine OSTs), 72 hours (within a normal M-F workweek).

2.4.4.2. If AFRC/A3O (static displays) or AFRC/A3 (see AFI 11-209_AFRCSUP and AFI 11-401_AFRCSUP) is the approval authority, 10 business days. If the event occurs OCONUS and requires AFRC/A3 approval, 20 business days. If AFRC/CC or AFRC/CD (see AFI 11-209_AFRCSUP and AFI 11-401_AFRCSUP) is the approval authority, 22 business days (or as posted IAW TMT Business Rules).

2.4.4.3. If HAF or DoD is the approval authority, factor in an additional 45 business days (22 days for AFRC/CC approval plus 45 days for AF or DoD equates to a lead time of 67 business days).

2.4.4.4. Emergency response missions can be approved by contacting FGC Battle Watch at any time ([paragraph 4.9](#)). **Note:** The above timelines assume that the SMS setup sheets and e-SSSs are complete (mission itinerary, training events, passenger and/or cargo validations, and mission purpose), do not require collateral approvals (non-standard procedures, waivers, Risk Assessment Working Group (RAWG)) and have been properly coordinated and approved by the wing commander (or as delegated).

2.5. Passenger and Cargo Validation. All passengers and cargo must be validated for transportation on AFRC aircraft.

2.5.1. Passenger validation.

2.5.1.1. Space-required/Duty passengers. Duty passengers are those military or civilian personnel on official orders who have been directed or authorized to travel via military airlift. Validation of duty passengers is the responsibility of the command or agency to which the passengers are assigned. DoDI 4515.13, *Air Transportation Eligibility*, describes space-required passenger movement. AFRC duty passengers are validated for travel IAW AFRCI 10-200. **(T-3)**

2.5.1.2. Space-available (Space-A)/Non-duty passengers. Non-duty passengers are those who, although not directed to travel, are permitted to travel on DoD aircraft IAW DoDI 4515.13. The passenger terminal validates non-duty passengers IAW AFI 24-605V2, *Air Transportation Operations*. **(T-0)**

2.5.2. Cargo validation. Cargo on AFRC aircraft may be transported as revenue airlift, non-revenue airlift (NRA), Space-A (Opportune), or AFRC organic airlift.

2.5.2.1. Revenue airlift. Revenue (airlift) cargo is funded for shipment IAW the Transportation Working Capital Fund (TWCF) and validated for shipment by the command or service to which it is assigned. Transportation of TWCF cargo is described in [Chapter 5](#) and [Chapter 9](#). **(T-0)**

2.5.2.2. Non-revenue airlift (NRA). NRA cargo is that which is transported on a Space-A basis as a byproduct of airlift training at no cost to the owning agency. NRA cargo is validated for shipment by the command or service to which it is assigned; however, as part of the validation process, USTRANSCOM must verify that command/service does not have funds to transport the cargo under TWCF. Users submit requests through their respective validator using the same procedures used for Special Assignment Airlift Missions (SAAMs, see [paragraph 5.2.1](#)). A listing of current mission validators may be obtained from USTC TCJ3-SS. POC for NRA is: USTC TCJ3- SS, Commercial: (618) 220-5751. DSN: 770-5751. **(T-0)**

- 2.5.2.2.1. Space-A (Opportune) airlift is the NRA of low priority cargo between AMC cargo ports. Opportune airlift missions can be scheduled through the Trader Board in SMS or by contacting the base Air Terminal Operations Center (ATOC). DoDI 4515.13 explains Space-A cargo. **(T-0)** Denton Amendment cargo refers to humanitarian cargo donated by private citizens and/or other non-governmental organizations that may move on a Space-A basis on DoD assets. POC for Denton Operations is 437 APS/DPX, Commercial: (843) 963-6423/6424/6425; Fax: (843) 963- 6426; DSN: 673-6424/6425; Fax: 673-6426. **(T-0)**
- 2.5.2.2.2. Counterdrug (CD) airlift. CD is NRA of passengers and cargo in support of the US Drug Enforcement Agency (USDEA) or other similar civilian law enforcement agencies or task forces. CD missions are validated by the owning command/service in association with HQ AFRC/A3OH. **(T-0)**
- 2.5.2.3. Organic airlift. Organic airlift is the transportation of cargo assigned to AFRC on AFRC aircraft. Refer to AFRCI 10-200 for cargo validation procedures. **(T-2)**
- 2.5.3. Operational Support Airlift (OSA). OSA is the movement of high-priority passengers and cargo with time, place, or mission-sensitive requirements, or “other official travelers.” OSA missions are a special classification of airlift mission support to provide for the timely movement of limited numbers of priority personnel or cargo IAW DoD Instruction (DoDI) 4500.43, *Operational Support Airlift*. **Note:** OSA is normally accomplished using aircraft specifically designated for that purpose under the mission management authority of the Joint Operational Support Airlift Center (JOSAC) at USTRANSCOM; however, if OSA requirements exceed the capacity of available OSA-designated aircraft AFRC units may volunteer to airlift OSA passengers on training missions. **(T-0)**
- 2.5.4. Public Affairs (PA) missions. PA (community relations) missions are those which transport media representatives, employers, and community leaders for the purpose of furthering their understanding of the roles and missions of AFRC, the Air Force and the DoD. **Note:** AFRC/PA is responsible for establishing the request format and approval timelines for participation approval of PA missions. **(T-2)**
- 2.5.5. Orientation flights. Orientation flights are conducted to reward exemplary conduct, to familiarize individuals with USAF aircraft and missions, and to familiarize military spouses with unit aircraft and missions IAW AFI 11-401_AFRCSUP. **(T-2)**
- 2.5.6. Aerial events. Aerial events are displays of military equipment and/or capabilities for community relations or military ceremonial purposes. **Note:** A list of approved aerial events can be found on the Secretary of the Air Force, Public Affairs (SAF/PA) Aerial Events Support website at <https://www.airshows.pa.hq.af.mil>. **(T-2)** Also reference AFI 11-209_AFRCSUP, *Participation in Aerial Events*.
- 2.5.6.1. Funeral and memorial flyovers. Funeral/memorial flyovers are aerial events conducted to honor certain deceased military members. Procedures for validating eligibility and requesting memorial flyovers are governed by DAFI 34-160, *Mortuary Affairs Program*. **Note:** If an aerial event, an orientation flight or a PA mission which has been approved by another MAJCOM is subsequently assigned to an associate AFRC unit, HQ AFRC approval can be expedited by forwarding documentation of MAJCOM approval to AFRC/A3OR.

2.6. Outside Continental US (OCONUS) Training Missions. FGC has limited ability to support OCONUS training missions for airlift and tanker aircraft. The aircrew and parent wing assume responsibility for mission planning, aircraft maintenance and aircraft security on OSTs.

2.6.1. Mission planning. FGC does not currently provide Integrated Flight Management (IFM) and routine diplomatic clearance support for AFRC OCONUS missions. 618 Air Operations Center (AOC)—formerly Tanker Airlift Control Center (TACC)— may provide this support to AFRC airlift and tanker aircrews on an “as able” basis; however, aircrews must be prepared to plan the mission and secure diplomatic clearances. **Paragraph 2.8** provides security guidance. Once the mission begins, the FGC Battle Watch can assist in coordinating changes to diplomatic clearances.

2.6.2. Aircraft maintenance. AFRC wings are usually responsible for recovering aircraft that become non-mission capable (NMC) away from home station; contact the FGC Battle Watch for coordination. See **paragraph 4.7** for more information.

2.6.3. Cargo ports. Whenever possible, plan OCONUS airlift missions to transit AMC cargo ports and accept available opportune cargo and passengers IAW DoDI 4515.13. **Note:** Aircrews flying OCONUS training missions must be aware that AFRC training (“Q”) missions have no priority for limited ramp space at OCONUS airfields. Even when prior permission (PPR) has been issued, it may be cancelled because aircraft on higher priority missions exhaust the Maximum on Ground (MOG) limits. Aircrews operating on a training MI should actively ensure that planned ramp space is available and previously approved PPRs remain valid.

2.7. Aircraft Rescue and Fire Fighting (ARFF). This section provides ARFF guidance for AFRC mission planners and crews on AFRC training missions. AFI 32-2001, *Fire and Emergency Services Program*, contains more guidance and information on ARFF. AFPAM 32-2004, *Aircraft Fire Protection for Exercises and Contingency Response Operations*, provides guidance for contingency response operations lasting a maximum of 120 days. Planners use this guidance to determine the minimum number of Fire Emergency Services (FES) and ARFF manpower and vehicles necessary to provide fire suppression for Air Force aircraft during major exercises and real world contingencies. These operations may include exercises for training purposes, disaster response, humanitarian relief operations, or other non-combat type operations. AFPAM 32-2004, ICAO Annex 14, and FAA Part 139 are the main source documents for information in the following sections. The Airfield Detail section of GDSS provides the aircrew/planner with the airfield’s ARFF capability; however, the airfield’s local base fire emergency services (FES), airfield management and the Notices to Airmen (NOTAM) system are the best reference sources for determining current capabilities and levels of service at specific airfields.

2.7.1. ARFF waivers, approval authorities and exceptions. AFPAM 32-2004 contains amplified explanations of risk management and planning guidance. When airfields do not meet Reduced Levels of Service minimums for specific MDS aircraft, particularly during extended operating periods, consider working with the airfield manager to inquire about the possibility of increasing ARFF capabilities (may involve additional financial obligations to the unit), or consider use of an alternate airfield. The following information will help aircrew and planners, with abbreviated information, to determine proper ARFF levels for their specific aircraft and the associated waiver approval authority.

2.7.1.1. **Table 2.1.** helps determine ARFF requirements for DoD airfields. When paired with **Table 2.2** (associated firefighting agent in gallons), it’s also used to compare Federal

Aviation Administration (FAA) or International Civil Aviation Organization (ICAO) levels of service and helps determine the proper level of ARFF service required for a specific aircraft and if required, proper waiver authority. Most DoD airfields have ICAO or FAA ARFF categories listed in GDSS, if not use flight publications or contact the airfield operations for specific capabilities for use in [Table 2.1](#).

2.7.1.1.1. Optimum Level of Service (OLS): All emergency response objectives are expected to be accomplished.

2.7.1.1.2. Reduced Level of Service (RLS): Presents increased risk of loss and may prevent meeting fire and emergency services objectives. **Note:** Operation in RLS is normal.

2.7.1.1.3. Critical Level of Service (CLS): When only seven firefighters are available to respond to an emergency within response time standards. Property involved is expected to be severely damaged. CLS requires OG/CC approval. **(T-3)**

2.7.1.1.4. Inadequate Level of Service (ILS): Consists of six firefighters or less. Property involved is expected to be destroyed. ILS requires AFRC/A3 approval. **(T-2)**

2.7.1.1.5. Aircrew/planners submit ARFF waiver requests using AF Form 679 (IAW DAFI 33-360, paragraph 1.9.), as an attachment, through SMS (prior to execution) or verbally through the FGC Battle Watch while in execution. Waiver requests must contain the following information: date(s); type of exercise or operation with projected number of takeoff/landings; type aircraft; description of available ARFF assets (manpower, firefighting agent, ARFF vehicles) and associated [Table 2.1](#) level of service; mission impact statement. When planning OSTs which will operate at locations with Critical Levels of Service, greater than frequencies listed in [paragraph 2.7.1.1.4](#), annotate OG/CC approved waiver information in SMS.

2.7.1.1.6. During infrequent operations, waivers are not required for the following exceptions: 1) Aircraft in USAF Vehicle sets 1 through 3, when takeoff and landings do not exceed four (4) each within seven consecutive days; 2) aircraft in USAF Vehicle Sets 4 through 6, when takeoff and landings do not exceed two (2) each within seven consecutive days. Waivers are not required for the first aircraft into an airfield and the last aircraft out when carrying ARFF equipment.

2.7.2. FAA Airfields. Determining ARFF capabilities and limiting factors, when planning for operations at FAA airfields, can be challenging. Aircrew and planners should refer to the Planning Section of the Airfield Detail listing in GDSS for ARFF information; however, the specific airfield manager is the best source for updated information. Firefighters and vehicles available, both factor together to determine the gallons available; however, when extracting FAA info from [Table 2.2](#) and cross-referencing [Table 2.1](#), gallons are the only entering argument (vehicle set, numbers of firefighters are n/a). After determining the FAA ARFF category, the aircrew/planner: 1) enters [Table 2.2](#) with the FAA ARFF category and extracts the associated gallons; 2) enters [Table 2.1](#) at the Aircraft Type column; 3) moves across to the reference number of gallons (derived from [Table 2.2](#), in step 1 above) and moves up the column in order to derive the associated level of service and waiver authority (as listed above), if required. For more information on FAA ARFF categories see FAA Part 139.317 *Aircraft Rescue and Firefighting: Equipment and Agents*.

2.7.3. ICAO Airfields. Aircrew and planners must be aware of ICAO airfields and their limitations; minimums and waiver requirements listed in [paragraph 2.7.1](#) above apply. Determining ARFF capabilities and limiting factors, when planning for operations at ICAO airfields, can be challenging. Aircrew and planners should refer to the Planning Section of the Airfield Detail listing in GDSS for ARFF information; however, the specific airfield manager is the best source for updated information. Firefighters and vehicles available, both factor together to determine the gallons available; however, when extracting ICAO information from [Table 2.2](#) and cross-referencing [Table 2.1](#), gallons are the only entering argument (vehicle set, numbers of firefighters are n/a). After determining the ICAO ARFF category, the aircrew/planner: 1) enters [Table 2.2](#) with the ICAO ARFF category and extracts the associated gallons; 2) enters [Table 2.1](#) at the Aircraft Type column; 3) moves across to the reference number of gallons (derived from [Table 2.2](#), in step 1 above) and moves up the column in order to derive the associated level of service and waiver authority (as listed above), if required.

Table 2.1. ARFF Requirements (derived from AFPAM 32-2004).

Aircraft Type		Optimum Level of Service (1)		Reduced Level of Service (2)		Critical Level of Service (3)		Inadequate Level of Service	
Aircraft	AF Vehicle Set	OLS - Fire fighters	OLS - Gallons Q1+Q2+Q3	RLS - Fire fighters	RLS - Gallons Q1+Q2	CLS - Fire fighters	CLS - Gallons Q1	ILS - Fire fighters	ILS - Gallons
A-10, C-21, F-15, F-16, F-22, F-35, F-117, T-37B, BQM-34, MQ-1A/B, T-38, AT-38, MQM-107, T-6A, UV-18, QF-4, CV-22, UH-1N, C-38A, T-1, RQ-4, and C-12	1	14	2,500 - 1,340	13 - 8	1,339 - 513	7	512 - 325	6 or below	324
C-20	2	14	4,000 - 2,760	13 - 8	2,759 - 1,316	7	1,315 - 752	6 or below	751
C-9, C-22, C-32, C-37, C-40, C-130, E-3, E-8, T-43,	3	14	5,000 - 4,880	13 - 8	4,879 - 3,027	7	3,026 - 1,322	6 or below	1,321

MH-53 and RC-135									
B-1, B-2, B-52, C-17, KC-46 and KC-135	4	16	8,000 - 7,780	15 - 8	7,779 - 4,364	7	4,363 - 1,732	6 or below	1,731
E-4 (747), KC-10 and VC-25	5	17	10,000 - 9,570	16 - 8	9,569 - 6,292	7	6,291 - 2,330	6 or below	2,329
C-5	6	18	13,000 - 12,626	17 - 8	12,625 - 7,508	7	7,507 - 2,589	6 or below	2,588

Note: Firefighter numbers are on a per shift basis

(1) Below Optimum Level of Service – Aircrew Awareness (NOTAM)

(2) Below Reduced Level of Service – OG/CC approval

(3) At or Below Critical Level of Service – AFRC/A3 approval (or designated representative)

Table 2.2. ARFF Category Classifications for FAA and ICAO Airfields.

FAA			ICAO		
Index	Fire Trucks	Gallons	Category	Fire Trucks	Gallons
A	1	100	1	1	92
			2	1	264
			3	1	475
			4	1	951
			5	1	2,139
B	1	1,500	6	2	3,117
C	2	3,000	7	2	4,807
D	3	4,000	8	3	7,211
E	3	6,000	9	3	9,615
			10	3	12,733

Notes: FAA section derived from FAA website (Part 139 airfield certification); ICAO section derived from ICAO Annex 14; Airfield Management and Fire Emergency Services personnel are the best source of information. FAA and ICAO capabilities do not normally include interior rescue; rather, they assume passengers would self-evacuate while firefighters provide exterior coverage. This table should not necessarily be used to cross-reference FAA and ICAO ARFF capabilities: the FAA indices are based upon aircraft fuselage length; whereas, the ICAO categories are based upon fuselage length but also consider fuselage width.

2.8. Aircraft Security.

2.8.1. Unit planners, assisted by the unit security forces personnel, and ultimately the Aircraft Commander, must review and ensure aircraft security requirements are IAW DAFI 31-101, *Integrated Defense (ID)* and AFMAN 11-2MDS, *Flying Operations*, Vol 3, **Chapter 7**. Units will review security to ensure it conforms to these listed publications and so state in the “Aircraft Security Statement” portion of the SMS setup sheet. (T-2)

2.8.2. Risk Assessment Working Group (RAWG). Approval of the HQ AFRC RAWG is required for any mission transiting an OCONUS installation designated by FGC/FGO and AFRC/A3O for RAWG review. Procedures for submitting a risk assessment (RA) for RAWG approval are contained in **Chapter 8**.

Chapter 3

RESPONSIBILITIES

3.1. HQ AFRC.

3.1.1. Commander (AFRC/CC)

3.1.1.1. Is participation approval authority for specified aerial events IAW AFI 11-209_AFRCSUP.

3.1.1.2. Is participation approval authority for specified orientation flights IAW AFI 11-401_AFRCSUP.

3.1.2. Deputy Commander (AFRC/CD).

3.1.2.1. IAW AFRCI 10-200, *Air Force Reserve Exercise and Movement Request Process*, chairs the HQ AFRC MRB; is the approval authority for directing support of high priority AFRC airlift requirements.

3.1.3. Director of Air, Space and Information Operations (AFRC/A3):

3.1.3.1. Manages the AFRC flying hour program through A3R. Is participation approval authority for specified aerial events IAW AFI 11-209_AFRCSUP.

3.1.3.2. Is participation approval authority for specified orientation flights IAW AFI 11-401_AFRCSUP.

3.1.3.3. Is operational approval authority for specified Public Affairs airlift missions and media flights IAW AFI 35-101, *Public Affairs Operations*.

3.1.3.4. Is waiver authority for equipment requirements or operating restrictions IAW AFMAN 11-2MDS, Vol 3.

3.1.3.5. Is approval authority for requests to cannibalize parts from AFRC aircraft IAW AFI 21-101_AFRCSUP, *Aircraft and Equipment Maintenance Management*, and AMCI 21-108, *Logistical Support Operations*.

3.1.3.6. Approves AFRC OST missions as recommended by the AFRC RAWG and A3O.

3.1.3.7. Chief, Current Operations Division, Directorate of Operations, (AFRC/A3O). Is the participation approval authority for aircraft static displays in the CONUS, Alaska, Hawaii and Canada IAW AFI 11-209_AFRCSUP. Coordinates approvals for and waivers to operating directives for AFRC/A3. Coordinates public affairs flights for A3. Reviews OST missions submitted by the flying units for the AFRC RAWG and A3 approval.

3.1.3.7.1. Counterdrug Support Branch, Current Operations Division, Directorate of Operations, (AFRC/A3OH). Coordinates validation of passengers and cargo on counter narco-terrorism and counterdrug support missions.

3.1.3.8. Chief, Combat Air Forces Division, Directorate of Operations, (AFRC/A3D). Assumed the duties normally associated with CAF Aircrew Tactics and Training (formerly AFRC/A3T) and flight standards (formerly AFRC/A3V). Reviews all CAF training related aircrew waivers submitted for A3 approval. Reviews requests for waivers to CAF equipment requirements or operating restrictions and recommends approval/disapproval to

AFRC/A3. Ensures CAF units and AETC associated units utilize SMS to build MIs for OST missions.

3.1.3.9. Chief, Air Mobility Forces Division, Directorate of Operations, (AFRC/A3M). Assumed the duties normally associated with MAF Aircrew Tactics and Training (formerly AFRC/A3T) and flight standards (formerly AFRC/A3V). Reviews all MAF training related aircrew waivers submitted for A3 approval. Reviews requests for MAF waivers to equipment requirements or operating restrictions and recommends approval/disapproval to AFRC/A3. Ensures MAF units utilize SMS to build MIs for OST missions.

3.1.3.10. Chief, Special Operations/Personnel Recovery Division, Directorate of Operations, (AFRC/A3J). Assumed the duties normally associated with Special Operations and Personnel Recovery (PR) Tactics and Training (formerly AFRC/A3T) and flight standards (formerly AFRC/A3V). Reviews all Special Operations and PR training related waivers submitted for A3 approval. Reviews requests for Special Operations and PR waivers to equipment requirements or operating restrictions and recommends approval/disapproval to AFRC/A3. Ensures SOF/PR units utilize SMS to build MIs for OST missions.

3.1.3.11. HQ AFRC Command Center (AFRC/A3NC).

3.1.3.11.1. Serves as the command's central point of C2 policy and as a proxy command post for all AFRC units when their command posts are not manned 24/7. Responsibilities include Emergency Action Messages, Emergency Management, and Operational Reporting.

3.1.4. Director of Intelligence, Surveillance and Reconnaissance (AFRC/A2). Provides intelligence analysis to the AFRC RAWG in support of AFRC mission requirements or as directed by AFRC/CC.

3.1.5. Chief, Maintenance Division, Directorate of Logistics, Engineering and Force Protection (AFRC/A4M). Coordinates requests for waivers to aircraft equipment requirements, requests to cannibalize parts from AFRC aircraft, and requests to test procedures and equipment on AFRC aircraft.

3.1.6. Chief, Logistics Readiness Division, Directorate of Logistics, Engineering and Force Protection (AFRC/A4R). Certifies eligibility of non-duty passengers and non-revenue cargo which have not otherwise been validated for transportation on AFRC aircraft; coordinates issuance of Invitational Travel Orders (ITOs) and exceptions to transportation policy IAW DoDI 4515.13.

3.1.7. Office of Public Affairs (AFRC/PA). Coordinates/secures participation approval and operational approval for PA events; certifies eligibility of media representatives, employers, and community leaders for travel on military aircraft; certifies that such travel adds to the public understanding of DoD activities and does not compete with commercial air transportation.

3.2. Force Generation Center (FGC).

3.2.1. Security Cooperation (SC) and Exercises Division (FGC/FGX). IAW AFRCI 10-200, coordinates AFRC SC activities and CJCS exercise activities with UCCs/AORs. Manages SC

and exercise coordination activity between AFRC units and the organization conducting the event. Provides oversight for AFRC participation in SC events and exercises.

3.2.2. Operations Division, Force Execution Branch (FGC/FGOE). IAW AFRCI 10-200, manages the Air Force Reserve Movement Request (MR) Process and conducts the quarterly AFRC Airlift Allocation Planning Council (AAPC).

3.2.2.1. Approves/coordinates flying unit requests for OST missions, with the exception of missions requiring A3 approval due to the RAWG or special aerial events.

3.2.2.2. Manages Reserve Airlift Support (RAS). Validates, prioritizes and schedules short-notice AFRC airlift requirements for movement; develops and transmits the RAS schedule to the supporting airlift/tanker wing; directs RAS mission execution with AFRC command and control through the Battle Watch.

3.2.2.3. Facilitates and reviews risk assessments (RAs) and participates in the AFRC RAWG.

3.2.2.4. Coordinates AFRC support for MAJCOM, UCC, joint training, exercise and airlift requirements.

3.2.2.5. Validates and approves Joint Airborne/Air Transportability Training (JA/ATT) missions for AFRC participation.

3.2.2.6. Designates AFRC missions that will transit high threat locations or may have significant consequences should they be delayed or canceled, as “AFRC Close Watch” missions; coordinates these missions with Battle Watch and AFRC Command Center.

3.2.2.7. Maintains a list of airfields designated by wing OG/CCs as local training airfields.

3.2.3. Force Generation Center Battle Watch (FGC/FGOB).

3.2.3.1. Serves as the command’s air operations center with execution authority of all AFRC OST missions. Manages all AFRC OST missions in execution from initial crew alert to mission closure, and provides 24/7 C2. Battle Watch Senior Duty Officers (SDOs) are delegated authority to authorize deviations to missions when warranted. OSTs are training missions flown to bases other than home station or OG approved local transition bases. FGOB has execution authority for OSTs, and will be the focal point for aircrew updates on mission progress and changes.

3.2.3.2. Actively solicits arrival and departure times of AFRC Close Watch missions from aircraft commander and other sources when expected times are exceeded.

3.2.3.3. Coordinates maintenance support, maintenance recovery teams, and alternate movement for passengers and cargo for NMC aircraft.

3.2.3.4. Coordinates requests for cannibalization of parts of/for AFRC aircraft.

3.2.3.5. Coordinates waivers for OSTs including equipment requirements or operating instructions, (**paragraph 4.9**). Coordinates with aircraft parent wing, AFRC/A4M and 618 AOC (TACC), Maintenance Support Division (GADM) prior to requesting AFRC/A3 approval to cannibalize parts from AFRC aircraft.

3.2.3.6. Publishes daily/weekly reports to ensure visibility of AFRC missions, and other activities.

3.2.4. Force Generation Center, Data Analysis Branch (FGC/FGSD). Provides data analysis and analytics to enable corporate decision makers to improve the efficiency and effectiveness of AFRC operations.

3.3. AFRC Flying Wings.

3.3.1. Wing Commander (WG/CC):

3.3.1.1. Reviews all mission requests requiring HQ AFRC approval, or as delegated. (T-2).

3.3.1.2. Ensures aerial events are planned, performed and reviewed IAW AFI 11-209_AFRCSUP, AFMAN 11-246, *Air Force Aircraft Demonstrations* (applicable MDS volume), AFMAN 11-2MDS guidance as well as other official publications. (T-2)

3.3.1.3. Approves local training missions and certain specific orientation flights IAW AFI 11-401_AFRCSUP. (T-2)

3.3.1.4. Provides oversight of operations group reporting instructions IAW **Chapter 10** guidance.

3.3.1.5. Ensures OST missions are entered into SMS for accurate tracking of AFRC assets.

3.3.2. Operations Group Commander (OG/CC):

3.3.2.1. Ensures flying training mission requests have been submitted to the appropriate approval authority. (T-2)

3.3.2.2. Designates local training airfields IAW **paragraph 2.2.1**; coordinates these fields with FGC/FGOE. (T-2)

3.3.2.3. Ensures requests for aviation support, received from other than HQ AFRC, are forwarded to FGC/FGOE for review and validation. (T-2)

3.3.2.4. Ensures risk analyses are submitted in SMS for mission review for OCONUS OSTs to locations without a US or allied military presence. (T-2)

3.3.2.5. Ensures compliance with the reporting requirements in **Chapter 10**. (T-2)

3.3.2.6. Reviews aircrew requests to return to base (RTB) when a NMC aircraft cannot be returned to service within the aircrew's Scheduled Return Time (SRT). (T-2)

3.3.2.7. Ensures compliance with this and other instructions as well as guidance listed in AFI 11-401_AFRCSUP, "Authorization for Using US Air Force Aircraft" .(T-2)

3.3.3. Aircraft Commander (AC): complies with guidance in official Air Force and MAJCOM publications concerning mission planning, execution and reporting. Coordinates OST activity with FGC/FGOB Battle Watch. Refer to **Chapter 10** for reports and communications procedures.

Chapter 4

AFRC MISSION EXECUTION

4.1. Mission Management Authority. FGC Battle Watch exercises command and control (C2) and execution authority of AFRC OST training missions, aerial events, PA missions, orientation flights, JA/ATT missions ([paragraph 5.3.1](#)), tanker Business Efforts (BEs) ([paragraph 5.2.2](#)) and test missions under its administrative control (ADCON) authority through FGC Battle Watch.

4.2. C2 Systems. C2 systems comprise the facilities, equipment, communications, procedures and personnel essential for a commander to plan, direct, and control operations of assigned and attached forces in order to accomplish assigned missions. Parent wing command posts (CPs) exercise C2 of most AFRC missions. Battle Watch exercises C2 over the RAS, command-directed missions and manages all AFRC OST missions in execution.

4.3. Mission Monitoring System. AFRC uses GDSS to monitor AFRC MAF mission execution. Missions are entered into GDSS either by the mission approval authority “pushing” the mission from SMS or by the mission planner entering the mission directly into GDSS. Missions approved less than 24 hours prior to scheduled departure must be manually entered into GDSS by the mission planner. Contact FGC/FGOE or Battle Watch to expedite approval of missions which were input into SMS or to have them reappraised if the itinerary has been changed within 24 hours prior to scheduled departure. **Note:** Mission approval in SMS is rendered invalid if the itinerary and activity entered into GDSS is not identical to that approved in SMS. IAW AFI 11-207, *Fighter Aircraft Delivery*, AFRC relies on the services of the Air Combat Command (ACC) Air Operations Squadron (AOS) for movement control of CAF crews on a Coronet mission.

4.4. Opening the Mission. Opening a MAF mission requires entry of the aircrew data and aircraft tail number into GDSS by the wing, squadron, maintenance operations squadron, or CP typically. Opening a CAF mission occurs when the crewmember contacts the local command post and the local command post contacts FGC Battle Watch. For last-minute missions (i.e., SAR, MAFFs, MASS, WX, etc.), where advanced planning is not possible, the Battle Watch can open a mission by providing approval in SMS and entering the mission details into GDSS when local or Command Center support is not available.

4.5. Mission Reporting and Communications. [Chapter 10](#) of this instruction explains mission reporting and communications requirements.

4.6. Enroute Itinerary Changes. Changes in the itinerary of OST missions in execution must be approved by the FGC Battle Watch. Unplanned changes caused by weather, maintenance or other problems should be reported to the FGC Battle Watch and entered into GDSS as soon as possible. (T-2)

4.7. Non-Mission Capable (NMC) Aircraft.

4.7.1. Report NMC aircraft IAW [Chapter 10](#).

4.7.2. In the event that a NMC aircraft performing an FGC/FGOB Battle Staff controlled mission cannot be returned to service within the aircrew’s SRT, the OG/CC may authorize the aircrew to leave the aircraft and return to home station. Before departing the aircraft location, the AC must arrange for aircraft security pending arrival of the Maintenance Recovery Team (MRT) and inform the Battle Watch of the aircrew’s planned return to home station. (T-3)

4.7.3. Except as listed below, AFRC wings are responsible for recovering aircraft that become NMC away from home station. If requested, Battle Watch will assist in sourcing airlift of parts and/or a MRT, along with coordinating logistical support. Battle Watch retains coordination and oversight of the recovery, but may delegate the coordination of the recovery event to an appropriate authority. The aircraft parts needed to repair NMC aircraft are provided/funded by the wing to which the aircraft is assigned.

4.7.4. 618 AOC/GADM will provide limited assistance to recover AMC associate NMC aircraft performing AFRC missions IAW AMCI 21-108. Parts support will be provided by the Supply Management Activity Group (SMAG) IAW AFI 23-101, *Materiel Management Policy*. If provided a fund cite by the parent wing, 618 AOC/GADM will provide and/or transport a MRT and parts to recover AFRC unit-equipped (UE) transport and tanker aircraft. **Note:** JA/ATT missions are considered AMC missions for purposes of this paragraph.

4.8. Parts Cannibalization. 618 AOC/GADM may cannibalize parts from AMC aircraft including those operated by an AFRC associate unit executing an AFRC mission IAW AMCI 21-108. However, unless the owning AFRC wing is activated/mobilized, 618 AOC/GADM may not cannibalize parts from AFRC-assigned UE aircraft without coordination with AFRC. Upon request from another MAJCOM to cannibalize parts from UE aircraft, Battle Watch will coordinate with the AFRC Command Center, home unit OG/CC and MXG/CC for final AFRC/A3 approval.

4.9. Waiver Requests (missions in execution). Requests to waive aircrew duty limits, aircraft operating procedures, minimum equipment requirements, or approvals to standing AFIs must be initiated/accepted by the AC. Unless otherwise specified or delegated to the OG/CC in AFMAN 11- 2MDS, Vol 3, waiver authority is AFRC/A3. After securing OG/CC concurrence, the AC contacts FGC Battle Watch. FGC Battle Watch initiates a conference call with AFRC Command Center, A3M (or A3D/A3J) and DA3 to resolve the request. Waivers involving associate aircraft will be coordinated with the owning MAJCOM (T-2)

4.10. Closing the Mission. The AC will close the mission within one hour of returning to home station through the FGC Battle Watch.

Chapter 5

UNIFIED COMBATANT COMMAND (UCC) & MAJCOM SERVICE MISSION MANAGEMENT

5.1. Command Relationships (COMREL). Depending upon the established COMREL, AFRC aircrews normally fly operational missions for UCCs during mobilization or when voluntarily activated on Military Personnel Appropriation (MPA) orders as assigned or allocated by the Secretary of Defense. AFRC flying units may volunteer to perform steady-state/recurring airlift, air refueling, joint forces training, SC events, exercises and disaster response/relief missions through the appropriate scheduling/C2 agency. COMREL for these missions normally flows in one of two methods: 1) under the OPCON/TACON of the Combatant Commander (CCDR), when assigned or allocated by SecDef—for the purposes of discussion, this also includes a Joint Force Commander (JFC)—through the Air Operation Center (AOC) of a Commander of Air Force Forces (COMAFFOR); 2) under “Coordinating Authority” if the mission is in support of one of our partner MAJCOMs as a Service Mission tasked to them directly by Headquarters Air Force (HAF). The missions also come with a Chairman of the Joint Chiefs of Staff (CJCS) priority code IAW CJCSI 4120.02E, *List of Priorities – Department of Defense Transportation Movement Priority System* (available at <http://www.jcs.mil/library/>). **Note:** AFRC wings should forward requests for aviation support received directly from other MAJCOMs or agencies to FGC/FGOE for appropriate referral. AFI 10-301, *Managing Operational Utilization Requirements of the Air Reserve Component Forces*, provides guidance. **Chapter 9** of this instruction explains orders and funding for these missions.

5.1.1. UCC Missions. The CCDR tasks these missions to the specific Service Component Commander, acting as a COMAFFOR. In the case of a USTRANSCOM mission, the 618 AOC (TACC), acting under AFTRANS, operates with TACON delegated from the COMAFFOR. AMCI 10-2102, Vol 6, *Mission Management and Reliability Reporting System (MMRRS)* provides guidance. AMCI 11-208, *Mobility Air Forces Management*, would also apply to USTRANSCOM missions; 618 AOC/CC would have waiver authority. 618 AOC (TACC) determines the MI using the AMC Encode/Decode table. AFI 10-402, *Mobilization Planning*, explains the process to order units and individuals of the ARC to active duty to support the national defense across the full spectrum of military operations, including sustained operational missions.

5.1.2. MAJCOM Service Missions. AMC does not exercise C2 of Air Force Reserve Command forces executing non-USTRANSCOM missions. For more details see AMCI 10-2102 V1, *Roles, Responsibilities, Relationships, and Authorities*.

5.1.3. Administrative Control (ADCON). IAW Title 10 US Code Section 10174, and AFI 10-301, *Managing Operational Utilization Requirements of the Air Reserve Component Forces*, AFRC retains ADCON; this applies even during full mobilization. Under certain instances, AFRC may relinquish certain specified elements of ADCON or in the case of force protection, certain specified elements of ADCON may be assumed while TDY.

5.2. Types of UCC Missions.

5.2.1. Channel missions and Special Assignment Airlift Missions (SAAM). Channel missions and SAAMs generate revenue for US Transportation Command (USTRANSCOM);

commonly referred to as Transportation Working Capital Fund (TWCF) missions; these missions fall under the OPCON of USTRANSCOM and TACON of 618 AOC (TACC) IAW AMCI 11-208. AFRC units normally volunteer to support these missions by contacting the specific MDS barrel at (618 AOC/AAD) with aircraft/aircrew availability. Once flown, the unit will then be reimbursed with TWCF flying hours.

5.2.2. Air Refueling (AR) missions. Coronet missions provide air refueling to assist receiver aircraft movements—usually fighters—to OCONUS locations. IAW AFI 11-207, the ACC Air Operations Squadron exercises movement control for all ACC AOS Coronet missions; they coordinate with flight leads, tanker aircraft commanders and 618 AOC (TACC) Execution Cell. The 618 AOC (TACC), ARD office schedules AR missions IAW AFI 11-207, AFI 11-221, *Air Refueling Management (KC-10, KC-46 and KC-135)* and AMCI 11-208. Due to their low priority, AFRC exercises C2 of Business Efforts (BEs) and priority 3 through 5 training-support missions. When searching for AR training opportunities, units should use the Air Refueling Scheduling Tool (ARST) as defined in Chapter 4 of AFI 11-221, CJCSI 4120.02E lists the AR mission priorities.

5.2.3. Dual-role missions. Dual-role missions provide air refueling for combat aircraft while simultaneously transporting the unit's cargo and/or personnel. If cargo movement is the primary purpose of the mission, a dedicated funded SAAM is required.

5.2.4. Wildland fire fighting (WFF). WFF missions are conducted by the 302 AW at Peterson AFB, CO, using C-130 aircraft equipped with the Modular Airborne Fire Fighting System (MAFFS). In accordance with the CJCS Defense Support of Civil Authorities (DSCA) EXORD, WFF missions are executed under OPCON authority of Commander, US Northern Command (CDRUSNORTHCOM). TACON authority over DoD wildland firefighting forces is normally delegated to Commander Air Forces Northern (CDRAFNORTH)/Joint Forces Air Component Commander (JFACC) for the duration of the mission. The National Interagency Fire Center (NIFC) is the interagency body responsible for coordinating federal resources in support of domestic WFF operations. CDRUSNORTHCOM relinquishes OPCON authority upon MAFFS forces departure from the USNORTHCOM WFF operating area. Procedures for requesting, validating, and conducting wildland fire fighting missions are contained in USNORTHCOM's OPOD 01-11, Appendix 29 to Annex C and USNORTHCOM's Wildland Firefighting (WFF) Concept of Operations (CONOPS).

5.2.5. Aerial spray. The 910 AW at Youngstown ARS, OH, conducts aerial spray missions using C-130 aircraft equipped with the Modular Aerial Spray System (MASS). In accordance with the DSCA EXORD, aerial spray missions to control vector-borne diseases or mitigate agricultural or environmental damage following a declared emergency in the USNORTHCOM AOR are executed under OPCON authority of CDRUSNORTHCOM. TACON authority is normally delegated to CDRAFNORTH/JFACC for duration of the mission. OPCON is relinquished upon MASS forces departure from the USNORTHCOM spray operating area. AFMAN 32-1053, *Integrated Pest Management Program*, explains the procedures to request, validate and conduct aerial spray operations. AFMAN 11-2C-130, Volume 3, Addenda C, *C-130 Modular Aerial Spray System (MASS) Procedures*, explains the aircraft operating regimes and limits. **Note:** DoD inter/intra-departmental aerial spray missions, which dispense actual pesticide but which are conducted for training rather than in response to a health emergency, are executed under ADCON authority of HQ AFRC IAW [Chapter 2](#) and [Chapter 5](#) of this instruction.

5.2.6. Search and Rescue (SAR). Civil SAR missions are conducted by the 920 RQW at Patrick AFB, FL, the 943 RQG (920 RQW) at Davis Monthan AFB, AZ, and the 304 RQS, Portland ANGB, OR, using HC-130 and HH-60 aircraft, and Guardian Angel Weapon System teams, during/following distress situations, accidents and natural/man-made disasters to prevent/mitigate loss of life, or serious injury. Civil SAR missions in the CONUS are executed under the commander's Immediate Response Authority and coordinated by the Air Force Rescue Coordination Center (AFRCC) IAW the *National Search and Rescue Plan of the United States* (available at <https://www.hsdl.org/?abstract&did=481626>). During contingencies, when the Joint Personnel Recovery Center (JPRC) stands up, SAR missions in the CONUS AOR are executed under TACON of the AFNORTH JFACC. The CSCS DSCA EXORD delineates pre-identified resources as well as the command relationships (OPCON/TACON).

5.2.7. Weather Reconnaissance (WR). WR missions are conducted by the 403 WG at Keesler AFB, MS, using specially configured WC-130J aircraft to monitor a variety of environmental threats. DoD WR requirements during times of war may be fulfilled as required. For Defense Support of Civil Authorities (DSCA) missions, these threats include tropical cyclones in the Atlantic Ocean, Gulf of Mexico, Caribbean Sea, eastern and central Pacific Ocean and winter systems (to include Atmospheric Rivers) in the Atlantic Ocean, Gulf of Mexico, and Pacific Ocean. WR DSCA missions support the National Oceanic and Atmospheric Administration (NOAA) and are coordinated by the Chief, Aerial Reconnaissance Coordination, All Hurricanes (CARCAH) office embedded at the National Hurricane Center (53 WRS-OL A). While in the USNORTHCOM area of operations (AO), missions are executed under TACON authority that is transferred to CDRUSNORTHCOM once a tasked aircraft is airborne (wheels up) and relinquished upon the landing of the aircraft (wheels down). While in the USINDOPACOM AO, missions are executed under TACON authority of CDRUSINDOPACOM upon entry into the USINDOPACOM AO and is relinquished upon exiting of the AO. These transitions and authorities are defined in the SECDEF's standing DSCA EXORD. Procedures for conducting weather reconnaissance missions are contained in FCM-P12-2021, *National Hurricane Operations Plan (NHOP)* and FCM-P13-2020, *National Winter Season Operations Plan (NWSOP)*. Look for annual updates to these documents to be published by the Interagency Council for Advancing Meteorological Services (ICAMS) (Available at <https://www.icams-portal.gov>).

5.2.8. Operation NOBLE EAGLE. AFNORTH plans, conducts, controls, and coordinates all Air Force forces for the NORAD-NORTHCOM Commander. AFRC units involved with this operation work with ACC or AMC and AFNORTH.

5.3. Types of MAJCOM Service Missions.

5.3.1. Joint Airborne/Air Transportability Training (JA/ATT). JA/ATT missions consist of airdrop, air land and aircraft load training; the 618 AOC (TACC) ALDS allocates and processes JA/ATT missions; FGC Battle Watch has C2 of JA/ATT missions in execution. **Chapter 6** describes the JA/ATT process.

5.3.2. Exercises. Exercises can be service exercises (e.g., Red Flag), joint training, or full-scale rehearsals of military maneuvers to enhance readiness and improve crisis response capabilities. Exercises may be executed under control of AFRC, a service component or a

UCC/Joint Forces Commander as directed in the planning order (PLANORD) or execute order (EXORD).

5.3.3. Test missions. Missions to test procedures or equipment on AFRC aircraft are approved by AFRC/A3 after coordination with the System Program Office (SPO), AFRC/A4M, the Directorate of Strategic Plans and Programs (AFRC/A8M or /A8W), AFRC/A3M (MAF) or AFRC/A3D (CAF) or AFRC/A3J (SOF/PR) if required, the flying unit and the lead MAJCOM Test and Evaluation Center. FGC Battle Watch has C2 of test missions in execution. **Note:** Airdrop tests are validated through 618 AOC's JA/ATT process.

Chapter 6

AFRC AIRDROP TRAINING

6.1. Overview. AFRC Current Operations works with the AFRC Personnel Parachute Program Manager (PPPM) to resolve airdrop issues and questions; the Guardian Angel Weapon System FAM (AFRC/A3J) is the PPPM for AFRC. AFI 10-3503, *Personnel Parachute Program*, and DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*, provide primary guidance for airdrop operations. AFRC airdrop training operations normally fall under the program objectives and procedures published in AMCI 10-2101, *Joint Airborne/Air Transportability Training*; however, other exercises and local training missions, notably civil/combat search and rescue and special operations missions, may occur outside the JA/ATT process. JA/ATT is a DoD joint training program designed to develop tactics and increase proficiency in combat airlift/airdrop operations.

6.2. Types of JA/ATT Missions. JA/ATT missions involve the following types of training: airdrop, assault landing, strategic airlift via direct delivery, static-load, combat off-load, engine-running on-/off-load, and joint development/certification of new equipment or procedures.

6.3. JA/ATT Validation. FGC/FGOE must validate JA/ATTs before AFRC units may perform them; SMS facilitates this process. If foreign jumpers are scheduled, then this must be so-stated in the JA/ATT contract and approved IAW [paragraph 6.12](#).

6.4. Scheduling JA/ATTs. 618 AOC/AAD publishes validated JA/ATT missions in the Joint Management System (JMS) on the JA/ATT website. Units volunteer to perform the missions by entering unit data in an open requirement. Issuance of a JA/ATT sequence number by 618 AOC/AAD constitutes acceptance of the offer and authorization to perform the mission.

6.5. Drop Zone (DZ) Survey. The AC must ensure the planned drop zone has a current survey; if not listed in the Zone Availability Report (ZAR), then certified IAW DAFMAN 13-217.

6.6. JA/ATT and Other Airdrop Aerial Events. If the JA/ATT is performed as part of an airshow or other aerial event, participation approval for the aerial event must also be secured IAW AFI 11-209_AFRCSUP.

6.7. Mission Changes and Cancellations. Procedures for changing or canceling an existing JA/ATT contract are contained in AMCI 10-2101.

6.8. AMC Support for NMC aircraft. AMC will support repair and recovery of an NMC aircraft performing a high priority JA/ATT mission if the following statement appears in the AMC Form 59 remarks, “For 618 AOC/GADM: This is a validated AMC mission, reference JA/ATT Line #.”

6.9. Security Cooperation and Exercises. If an airdrop, including JA/ATTs, is part of a named exercise, the supporting unit must complete the movement request form IAW AFRCI 10-200.

6.10. OCONUS Airdrop. If the OCONUS airdrop mission is listed as an AMC JA/ATT, then consult AMCI 10-2101. Airdrops outside of the contiguous 48 states may be conducted, funded and coordinated IAW procedures established by the respective geographic UCCs. In all cases, consult with theater special instructions and the planning staff. Refer to [Chapter 2](#) for recommended mission planning actions.

6.11. Unilateral Airdrop Training. Airdrop training in which an AFRC airlift unit drops only AFRC-assigned equipment and/or jumpers, may not fall under the JA/ATT program. If the aircraft and equipment/jumpers are assigned to a single wing, the wing commander is the approval authority for the mission. If the aircraft and equipment/jumpers are assigned to different AFRC wings, FGC/FGOE is the approval authority as part of an OST mission. For ops outside the normal JA/ATT process, reference AFI 10-3503, DAFMAN 13-217 and AFI 13-210, *Joint Airdrop Inspection Records* guidance.

6.12. Foreign Military Parachutists. Foreign military parachutists may be authorized to jump from Air Force aircraft IAW AFI 10-3503.

6.12.1. Jump host responsibilities. See AFI 10-3503 and DAFMAN 11-401, *Aviation Management*.

6.12.2. Foreign jumper approval. AFI 10-3503 designates MAJCOM A3 as the approval authority for foreign jumpers.

6.12.3. Information disclosure. If classified military information or controlled unclassified military information will be disclosed to the foreign jumpers, foreign disclosure approval is required IAW DAFMAN 16-201, *Department of the Air Force Foreign Disclosure and Technology Transfer Program*.

Chapter 7

RESERVE AIRLIFT SUPPORT (RAS) PROGRAM

7.1. Overview. The RAS Program is the process by which FGC schedules aircraft and crews to support AFRC priority or short-notice organic airlift requirements. MAF flying units are normally scheduled to provide RAS support at the quarterly AAPC but may be tasked after the conference to support unfilled priority requirements.

7.2. Tour of Duty. The RAS tour of duty runs from Friday to Tuesday.

7.3. RAS Crew Requirements. The crew requirements are as follows:

7.3.1. C-17: 2 pilots, 2 loadmasters, 1 crew chief.

7.3.2. C-130H: 2 pilots, 1 navigator, 1 engineer, 2 loadmasters, 1 crew chief.

7.3.3. C-130J: 2 pilots, 2 loadmasters, 1 crew chief.

7.3.4. KC-135: 2 pilots, 2 boom operators, 2 crew chiefs.

7.3.5. KC-46: 2 pilots, 2 boom operators, 3 crew chiefs (one avionics specialist)

7.4. Reimbursement. HQ AFRC uses Reserve Personnel Appropriation (RPA) to fund pay and allowances, as well as travel and per diem for the personnel flying the RAS. **Note:** Wings will be reimbursed only for the specified number of required RAS personnel. Additional personnel in excess of stated requirements are not reimbursed. If active associate personnel are assigned to fly on the RAS, their travel and per diem costs are not reimbursed.

7.5. Aircraft Configuration. Aircraft must be capable of being configured to accept passengers, cargo, or Aeromedical Evacuation (AE) crews/equipment when departing home station. C-130 aircraft will have an operable winch. KC-135 aircraft will have two baggage bins and sufficient rollers to support 3 pallet positions. KC-135 airline seats are not required unless specified in the schedule.

7.6. Passenger and Cargo Validation. Passengers and cargo on RAS missions are validated as described in [Chapter 2](#).

7.7. RAS Schedules. FGC/FGOE prioritizes and schedules airlift requirements for the RAS and sends a schedule to the supporting wing current operations office. The schedule includes an itinerary with departure and arrival times, a brief description of the amount and type of passengers/cargo and the name and phone number of the airlift POC. FGOE sends subsequent changes to wing current operations prior to departure or directly to the aircrew once the mission is in execution.

7.8. Mission Planning. The AC is responsible for conducting all mission planning.

7.9. Call Sign. The RAS call sign is “Cody 01.” FGOE assigns additional RAS aircraft, operating concurrently, with the call sign “Cody 02” etc.

7.10. Command and Control (C2). FGC Battle Watch exercises C2 of the RAS; aircraft commanders will call the FGC Battle Watch for coordination and support. The FGC Battle Watch flight follows the mission, compiles mission reports, inputs mission data to GDSS, coordinates problem resolution and waiver requests with AFRC Command Center, and provides other assistance as required.

7.11. Mission Execution. The aircrew will open the mission through the home station wing command post and fly the scheduled itinerary. Aircrew-initiated itinerary deviations for reasons other than enroute weather or aircraft malfunctions must be approved by FGC prior to execution.

7.12. RAS Communications. To ensure timely communication of schedule changes or problems with the aircraft, passengers/cargo, weather, crew rest/duty day, etc., the RAS AC must contact the FGC Battle Watch prior to departure from home station, prior to each day's initial mission leg, and at each enroute stop to update mission status and confirm the schedule. At remain overnight (RON) locations, the AC will also provide billeting and telephone contact information. The AC is responsible for contacting mission POCs when mission delays will impact scheduled airlift. If unable to establish contact with the FGC Battle Watch, the AC will call the AFRC Command Center. [Chapter 10](#) provides contact information.

Chapter 8

HQ AIR FORCE RESERVE COMMAND RISK ASSESSMENT WORKING GROUP (RAWG)

8.1. Overview. For the purposes of this instruction, the use of the term RAWG only applies to AFRC flying training missions. The AFRC RAWG is a panel composed of representatives from Intelligence (A2), Current Operations (A3OR), Security Forces (A4S), Health Services (SG) and chaired by the FGC/FGO. It is responsible for evaluating threats to the safety and security of AFRC personnel and equipment traveling to locations outside the United States and its possessions which do not have a US or allied military presence as described below. FGC is the OPR for the AFRC RAWG process in SMS; AFRC/A3 is the final approval authority for RAWG missions. **Note:** The AFRC RAWG does not review OSTs to military bases in Canada, Australia, New Zealand, Japan, South Korea, or NATO countries. The RAWG may also recommend overseas airfields to exempt from review to the A3, but these airfield must be resubmitted every fiscal year.

8.2. RAWG Process. AFRC uses SMS as the primary tool to review AFRC OSTs. In certain cases, the RAWG may direct units to submit mission data in slide format to FGC/FGO via SIPRNet email (see [paragraph 8.3](#)).

8.2.1. RAWG review. The AFRC RAWG reviews unit-generated setup sheets in SMS; the RAWG makes recommended actions directly in SMS. In the event the mission details warrant convening a RAWG meeting, A2 prepares a brief on behalf of the flying wing to present the risk assessment. The A2 Division Chief shall decide if a meeting is required due to RAWG location(s), or short-notice OSTs.

8.2.2. For OSTs requiring RAWG review, an FGOE created entry will be made in the AFRC RAWG catalog in SIPRNet SMS, identified by the NIPRNet SMS-generated sequence number. Designated stakeholders will be able to provide classified (up to SECRET) information in the entry which may assist the RAWG in making its decision to approve or not approve the mission.

8.3. Mission Data. The unit must submit mission information in SMS with sufficient detail regarding aircrew and aircraft security and possible threat mitigation measures; include information in paragraphs [8.3.1](#) through [8.3.9](#). Units must submit a setup sheet in SMS in order to meet the timeline listed in [paragraph 2.4.4.3](#); this allows proper RAWG analysis prior to A3 approval. If the RAWG cannot accomplish the review through SMS, the unit must submit the following information in slide format via SIPRNet email to the FGC/FGO Workflow (usaf.robins.afrc.mbx.fgc-fgo-workflow@mail.smil.mil). The slide will be added to the applicable entry in the AFRC RAWG catalog in SIPRNet SMS.

8.3.1. Flying unit designation.

8.3.2. Mission dates.

8.3.3. Type and number of aircraft.

8.3.4. Number of personnel.

8.3.5. Purpose of mission.

8.3.6. Supported agency.

8.3.7. Itinerary.

8.3.8. Ground transportation and billeting arrangements. Include potential risk mitigation measures for all stops that would require Ravens, regardless of ground time. Countermeasures listed in SMS should include the local US military representative, or US Defense Attaché Office contact information, in case there are unforeseen issues such as maintenance delays that may require an actual RON in a higher risk environment.

8.3.9. Aircraft security arrangements must be IAW the AFMAN 11-2MDS, Vol 3 Chapter 7; otherwise, include risk mitigation measures recommended by unit security forces personnel.

8.4. Risk Assessment (RA). Based on the information submitted by the unit (paragraphs **8.3.1** through **8.3.9**), the AFRC RAWG develops a virtual RA in SMS in order to identify threats and recommend countermeasures.

8.4.1. Threats. Possible threats include injury or damage caused by terrorist, criminal, or military forces. Other concerns are illnesses caused by food, water, or insect-borne diseases and threats to US interests from foreign intelligence activity.

8.4.2. Countermeasures. Countermeasures include restrictions on OST locations, ground transportation, lodging, diet, personal contacts, requirements for personal and aircraft protective equipment, aircraft tactical maneuvering and physical barriers/security enhancements. Physical security enhancements include fencing, entry control points, lighting and the presence of security personnel, such as US military, foreign military, local police or contract security. Crewmembers must be prepared to remain with the aircraft if an unforeseen event (weather or maintenance delay) forces a delayed takeoff and pushes the ground time window into the Raven required parameters.

8.4.3. AFRC Close Watch Mission. FGOE may designate a mission “AFRC Close Watch”; this usually follows a RAWG review. This term applies to missions that transit high threat locations or missions with significant impacts if delayed or cancelled. Aircrew must be diligent in contacting the FGC Battle Watch with takeoff and land times at each location. Battle Watch actively monitors these missions; if takeoff and land times exceed 30 minutes from scheduled times, they initiate communications, beginning with the aircrew, before contacting the home station command post or wing commander, the local on-station military representative, or the US Defense Attaché Office for updates.

8.5. Phoenix Raven Program. The Phoenix Raven Program provides enroute security for USTRANSCOM assigned aircrews and equipment transiting high threat areas. If on-site security at a planned transit location is unknown or deemed inadequate, Phoenix Raven security personnel, in teams of three or six, perform airfield assessments and close-in aircraft security. DAFI 31-101 provides guidance.

8.5.1. AMC/A4S maintains a worldwide database entitled “AMC Phoenix Raven Locations List,” in which each airfield is coded to indicate whether Ravens are “required,” “required above 6 hours,” or “not required.” There is a fourth category, “consider above 6 hours (consider 6hrs+)” when Ravens are not required, but HQ AMC/A4SC (and HQ AFRC/A4S) will monitor flights and take action if specific threats or special circumstances warrant. The AFRC RAWG uses the Raven List to recommend whether to assign Ravens to a particular mission. Contact AFRC/A2, AFRC/A4S or FGC/FGO for the AMC Raven list.

8.5.2. The RAWG process in SMS facilitates the assignment of Ravens through AFRC/A4S. If an AFRC Raven team is required for a USTRANSCOM mission, AMC/A7 must submit a request for forces (RFF) through USTRANSCOM to SecDef for reallocation of AFRC forces; if AFRC Ravens are not available as reallocated by SecDef for a USTRANSCOM mission, AMC must provide Ravens. For AFRC generated missions where AFRC Ravens are available, the AFRC unit will fund the Ravens. For AFRC generated missions where AFRC Ravens are not available, the unit must provide the fund cite for travel and per diem if AMC agrees to support the mission with Ravens. Coordinate AMC Raven requirements through AFRC/A4S. Units must meet the timeline listed in [paragraph 2.4.4.3](#) Designate Phoenix Ravens as MEP on AF Form 41, Flight Authorization, AF Form 4327, *ARMS Flight Authorization (FA)*, or AF Form 4327a, *Crew Flight (FA) Authorization*, as applicable to the unit aircraft, IAW DAFMAN 11-401.

8.6. Recommendations and Approval. After reviewing the recommendations of the AFRC RAWG members, AFRC/A3OR may recommend A3 approve the OST with or without countermeasures or cancel the OST. If the mission is approved, recommendations of the AFRC RAWG are directive; AFRC personnel must comply unless otherwise stated in the SMS setup sheet. If a mission is approved for Ravens and an event prevents Ravens from supporting the mission, the mission must be resubmitted for approval or the leg requiring Ravens must be terminated.

Chapter 9

MISSION FUNDING

9.1. Flying Hour Funding. AFRC/A3RZ manages the AFRC Flying Hour Program. Normally the owning command is responsible for funding flying hour costs. When the aircraft are assigned to another command, AFRC reimburses that command when AFRC aircrews perform training missions in those aircraft.

9.1.1. UE aircraft assigned to AFRC. Hours flown in UE aircraft to train AFRC aircrews are funded using AFRC Operation and Maintenance (O&M) funds. Airlift hours flown in support of UCC operational requirements are funded using O&M; however, the flying hour cost is reimbursed to HQ AFRC by the supported command IAW the mission symbol or Emergency and Special Program (ESP) code entered in the Air Force Technical Order (AFTO) Form 781, *ARMS Aircrew/Mission Flight Data Document*. UE air refueling hours are normally funded using O&M but may be reimbursable to HQ AFRC if flown in support of UCC operational requirements. Flying hours for the RAS program are funded from the supporting unit's O&M allocation using mission symbol T37R. When Active Associate units fly AFRC aircraft, they reimburse AFRC for fuel, Central Asset Management (CAM) for Depot Level Repairables (DLRs) and Consumables.

9.1.2. Associate aircraft assigned to AMC or ACC. Hours flown in associate C-5 and C-17 aircraft to train AFRC aircrews are reimbursed to AMC at the Training, Test and Ferry (TTF) rate. Hours flown in other MDS associate aircraft to train AFRC aircrews are also reimbursed but at the owning MAJCOM Air Force Cost Analysis Improvement Group (AFCAIG) rate. At Classic Associate units, AFRC reimburses CAM except for Government Purchase Card (GPC), which goes to the unit.

9.1.3. The Transportation Working Capital Fund (TWCF) is USTRANSCOM's revolving transportation fund from which AFRC receives reimbursement for performing USTRANSCOM airlift missions [through AMC/618 AOC (TACC)]. TWCF missions flown by AFRC associate airlift units are not reimbursable to AFRC. The missions are reimbursable to the command owning the aircraft. TWCF is normally used to fund SAAMs, contingency and channel missions but, because airlift is considered a secondary purpose, TWCF does not fund dual-role tanker missions. Missions and cargo funded by TWCF may be referred to as "TWCF missions" and "TWCF cargo."

9.2. Pay and Allowances, Travel and Per Diem.

9.2.1. AFRC missions. AFRC aircrews flying training missions in military status utilize wing Reserve Personnel Appropriation (RPA) funds for pay, allowances, travel and per diem. Air Reserve Technicians (ARTs) flying training missions in civilian status utilize wing O&M funds for pay and allowances and travel and per diem. Active Guard Reserve members (AGR) utilize O&M funds for travel and per diem. **Note:** See AFRCI 36-803, *Air Reserve Technician Time and Attendance Procedures and Audits*, for applicable rules governing an ART's required and permissible status (military/civilian) when performing flying missions.

9.2.2. UCC missions. In accordance with AFRC/CC policy that we provide operational capability, strategic depth and surge capacity, we must remain a well-trained and world-wide relevant force; therefore, this must necessarily require that we utilize multiple funding sources

to execute UCC operational missions. AFRC aircrews generally volunteer to fly in support of other MAJCOMs (service missions) or UCCs (operational missions) in order to obtain required seasoning and flying currency requirements; they may utilize Military Personnel Appropriation (MPA) funds from a centrally managed account IAW message traffic or Memorandums of Agreement (MOAs) with those commands for pay and allowances; funds for travel and per-diem would also flow from those same MAJCOM or UCC sources. An ART may use other MAJCOM or UCC funds for just the travel and per-diem portion without MPA mandays when traveling in civilian status IAW AFRCI 36-803 and AFGM to AFI 65-601V1, *Budget Guidance and Procedures* "when performing training or engaging in their primary ARC duties – Organize, Administer, Instruct, or Train (OAIT), including repair of equipment of the armed forces, funded by the ARC component, is also supporting a RegAF operational mission at the formal request of the RegAF, all associated operational costs (non-personnel costs) shall be paid from the appropriate RegAF appropriation (use of ARC O&M appropriations is not authorized except for technician payroll cost)." The MAJCOM or UCC authorizing use of MPA will identify the funding source for travel and per diem in writing. Pay and allowances for JA/ATT missions are funded IAW the point system described in AMCI 10- 2101.

9.2.2.1. Air refueling missions. Pay and allowances for Coronet missions, Business Efforts and alert for OPLAN support may utilize MPA funded by AMC for personnel in military status. ARTs performing training with incidental support may travel in civilian status. In both cases, AMC will provide the necessary travel and per diem.

Chapter 10

REPORTS AND COMMUNICATIONS

10.1. General. This chapter establishes and/or restates authority for reporting requirements by mission type. Operations group commanders are responsible for ensuring crew/AC compliance with the reporting requirements below.

10.2. Movement Reporting. During OST missions, the AC must contact the FGC Battle Watch to report arrival and departure times and any problems/delays. Contact the passenger/cargo POC to report mission delays and deviations. ACs on AFRC Close Watch missions must contact the FGC Battle Watch at the earliest opportunity when projected deviations exceed 30 minutes.

Table 10.1. Battle Watch Contact Numbers.

Commercial	478-327-1234; Toll free 1-800-223-1784 (ext 497-1234)
DSN	312-497-1234

Table 10.2. HQ AFRC Command Center Contact Numbers.

Commercial	478-327-0680; Toll free 1-800-223-1784 (ext 497-0680)
DSN	497-0680

10.3. Aerial Refueling Reports. The AC completes and submits the appropriate inflight air refueling reports and logs IAW the IAW AFMAN 11-2KC-MDS, Vol 3, *KC-MDS Operations Procedures*.

10.4. Aerial Refueling Receiver Reports. The AC will complete and submit the air refueling receiver reports IAW AFI 11-221.

10.5. Remain Over Night (RON) Procedures. ACs must contact FGC Battle Watch to provide updated aircrew billeting and telephone contact information.

10.6. Non-Mission Capable (NMC) Aircraft. The AC of an NMC aircraft must report the information below to the parent wing CP and the FGC Battle Watch:

10.6.1. Tail number, aircraft type, location.

10.6.2. AC's name, phone number, crew rest location, room number.

10.6.3. Mission-essential maintenance conditions, fault isolation number, if applicable, when discovered, trouble-shooting actions accomplished thus far.

10.6.4. Progress of maintenance actions to date.

10.6.5. If parts are required, provide the following:

10.6.5.1. Noun (part nomenclature).

10.6.5.2. Quantity.

10.6.5.3. Part Number.

10.6.5.4. National Stock Number (NSN).

10.6.5.5. Technical Order Reference--illustrated parts breakdown.

10.6.5.6. Work Unit Code (WUC) or reference designation (GO81).

10.6.6. Whether an MRT is required.

10.6.7. Whether the airlift POCs for subsequent mission legs have been notified.

10.7. JA/ATT Missions. File daily aircraft activity reports with the wing CP IAW AMCI 10-2101.

10.8. Security Cooperation and Exercises. File a post-mission report following participation in a Joint Chiefs of Staff (JCS), AF or AFRC exercise IAW AFRCI 10-200. The specific exercise or OPORD may direct additional reporting actions.

10.9. Event/incident Reports. Operations Reports (OPREPs) are the responsibility of the C2 network IAW AFMAN 10-206, *Operational Reporting (OPREP)*; however, because the information chain often begins with the aircrew, ACs will report the following types of OPREP-reportable incidents to the nearest command post and to the AFRC Command Center.

10.9.1. Aircraft emergencies.

10.9.2. Flight safety incidents.

10.9.3. Inflight diversions as a result of aircraft malfunctions.

10.9.4. Airdrop malfunctions/incidents.

10.9.5. Weapons incidents.

10.9.6. Compromise of classified information.

10.9.7. Serious injury or death of personnel.

10.9.8. Damage, loss or theft of government equipment or similar events/incidents. **Note:** AFMAN 91-223, *Aviation Safety Investigations and Reports*, directs the safety office to investigate incidents that result or could potentially have resulted in damage to equipment or injury to personnel. If an incident or information is likely to result in a safety investigation, AC's should make a record of OPREP-reportable info rather than assume that the command post/command center will forward the information to the safety office.²⁸

10.10. Aerial Demonstrations. Aerial demonstrations will be critiqued/reviewed and negative feedback reported IAW AFI 11-209_AFRCSUP or AFMAN 11-246 (applicable MDS volume).

10.11. 302 AW Wildland Fire Fighting. File reports IAW the USNORTHCOM OPORD 01-11 Appendix 29 to Annex C or appropriate Fragmentary Order (FRAGO) when flying wildland fire missions under OPCON of USNORTHCOM.

10.12. 920 RQW Search and Rescue (SAR). Report SAR missions IAW AFMAN 10-206.

10.13. 403 WG Weather Reconnaissance. Submit daily mission reports IAW AFMAN 10-206 with copies to AFRC Command Center when executing weather reconnaissance missions under TACON of CDRUSNORTHCOM or CDRUSINDOPACOM. Follow the operational reporting requirements as published in applicable UCC's Execute or Tasking Orders.

10.14. 910 AW Aerial Spray. Cross-reference AFMAN 11-2C-130V3, Add C.

D. SCOTT DURHAM, Brig Gen, USAF
Director of Air, Space and Information Operations

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

- AFI 10-301, *Managing Operational Utilization Requirements of the Air Reserve Component Forces*, 20 December 2017
- AFI 10-402, *Mobilization Planning*, 8 March 2018
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Prescribed Forms

None

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AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*

AF Form 847, *Recommendation for Change of Publication*

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

Abbreviations and Acronyms

AAPC—Airlift Allocation Planning Council

AC—Aircraft Commander

ACC—Air Combat Command

AD—Active Duty

ADCON—Administrative Control
AFCAIG—Air Force Cost Analysis Improvement Group
AFGSC—Air Force Global Strike Command
AFI—Air Force Instruction
AFNORTH—Air Forces Northern
AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command
AFRCC—Air Force Rescue Coordination Center
AFSOC—Air Force Special Operations Command
AFTO—Air Force Technical Order
AFTRANS—Air Force Component to US Transportation Command
AMC—Air Mobility Command
AOC—Air Operations Center
AOR—Areas of Responsibility
AR—Air Refueling Mission
ARC—Air Reserve Component
ARFF—Aircraft Rescue and Firefighting
ARMS—Air Refueling Management System
ARS—Air Reserve Station
ASRR—Airfield Suitability and Restrictions Report
ATOC—Air Terminal Operations Center
BE—Business Effort
C2—Command and Control
CAF—Combat Air Forces
CAM—Central Asset Management
CARCAH—Chief, Aerial Reconnaissance Coordination, All Hurricanes
CCDR—Combatant Commander
CCMD—Combatant Command (the organization)
CD—Counter Drug
CJCS—Chairman of the Joint Chiefs of Staff
COCOM—Combatant Command (Command Authority)
COMAFFOR—Air Component Commander

COMREL—Command Relationships
COMSEC—Communications Security
CONOPS—Concept of Operations
CP—Command Post
DEPORD—Deployment Order
DLR—Depot Level Repairables
DoD—Department of Defense
DSCA—Defense Support to Civil Authorities
ESP—Emergency and Special Program
E-SSS—Electronic Staff Summary Sheet
EXORD—Execute Order
FAA—Federal Aviation Administration
FES—Fire Emergency Services
FGC—Force Generation Center
FGO—Force Generation Center, Operations Division
FMS—Foreign Military Sales
FRAGO—Fragmentary Order
GDSS—Global Decision Support System
GPC—Government Purchase Card
HAF—Headquarters Air Force
IAW—In Accordance With
ICAO—International Civil Aviation Organization
INFOSEC—Information Security
JA/ATT—Joint Airborne/Air Transportability Training
JFACC—Joint Force Air Component Commander
JFC—Joint Force Commander
JMS—Joint Management System
JOSAC—Joint Operational Support Airlift Center
MAFFS—Modular Airborne Fire Fighting System
MAF—Mobility Air Forces
MAJCOM—Major Command
MASS—Modular Aerial Spray Systems

MDS—Mission Design Series (defines the aircraft type)
MI—Mission Identifiers
MMRRS—Management Reliability and Reporting System
MOA—Memorandum of Agreement
MPA—Military Personnel Appropriation
MRB—Movement Review Board
MRT—Maintenance Recovery Team
NAF—Numbered Air Force
NMC—Not Mission Capable or Non-Mission Capable
NORAD—North American Aerospace Defense Command
NOTAM—Notice to Airmen
NRA—Non-Revenue Airlift
O&M—Operation and Maintenance
OCONUS—Outside the Continental United States
OG—Operations Group
OPCON—Operational Control
OPLAN—Operations Plan
OPORD—Operations Order
OPREP—Operations Report
OPR—Office of Primary Responsibility
OPSEC—Operations Security
OSA—Operational Support Airlift
OST—Off-station training mission
PA—Public Affairs
PLANORD—Planning Order
POC—Point of Contact
PPR—Prior Permission Required
PR—Personnel Recovery
RA—Risk Assessment
RAS—Reserve Airlift Support
RAWG—Risk Assessment Working Group
RON—Remain Overnight

RPA—Reserve Personnel Appropriation
RTB—Return to Base
SAAM—Special Assignment Airlift Mission
SAR—Search and Rescue
SMS—Single Mobility System
SOF—Special Operations Forces
SPINS—Special Instructions
SPO—System Program Office
SRT—Scheduled Return Time
TACON—Tactical Control
TERPS—Terminal Instrument Procedures
TMT—Task Management Tool
TTF—Training, Test and Ferry
TWCF—Transportation Working Capital Fund
UCC—Unified Combatant Command
UE—Unit-equipped
USAFE—AFAFRICA—US Air Forces in Europe and Africa
USDEA—US Drug Enforcement Agency
USINDOPACOM—US Indo—Pacific Command
USNORTHCOM—US Northern Command
USTRANSCOM—US Transportation Command
WFF—Wildland Fire Fighting
WX—Weather
ZAR—Zone Availability Report

Terms

618 Air & Space Operations Center (AOC)—The AMC (AFTRANS) air operations center responsible for worldwide command and control of tanker, airlift and aeromedical evacuation aircraft. Formerly called the 618 Tanker Airlift Control Center (TACC).

Administrative Control (ADCON)—Direction or exercise of authority over subordinate or other organizations in respect to administration and support, including organization of service forces, control of resources and equipment, personnel management, unit logistics, individual and unit training, readiness, mobilization, demobilization, discipline, and other matters not included in the operational missions of the subordinate or other organizations (JP 1).

AFRC Training Missions—Flying missions conducted under AFRC ADCON, including organic airlift, NRA, opportune airlift, counterdrug airlift, OSA (by non-OSA-designated aircraft), Public Affairs airlift, aerial events and orientation flights, the primary purpose of which is aircrew training.

Air Combat Command (ACC)—A major command of the Air Force responsible for providing fighter, reconnaissance, battle-management and electronic-combat aircraft, and command, control, communications and intelligence systems.

Airfield Suitability and Restrictions Report (ASRR)—See Giant Report.

Air Force Component Commands—The five USAF geographic components are US Air Forces Central (AFCENT), US Air Forces Northern (AFNORTH), US Air Forces Southern (AFSOUTH), Pacific Air Forces (PACAF), and US Air Forces in Europe (USAFE). The four USAF functional components are Air Mobility Command (AMC), Air Force Special Operations Command (AFSOC), Air Force Space Command (AFSPC) and Air Force Global Strike Command (AFGSC). USAFE serves as the USAF component for both US European Command and US Africa Command (JP 1).

Air Forces Central (AFCENT)—The air component of US Central Command (USCENTCOM).

Air Forces Northern (AFNORTH)—The air component of US Northern Command (USNORTHCOM).

Air Forces Southern (AFSOUTH)—The air component of US Southern Command (USSOUTHCOM).

Air Force Major Commands (MAJCOMs)—The nine MAJCOMs organized geographically [United States Air Forces Europe and AFRICA (USAFE-AFAFRICA) and Pacific Air Forces (PACAF)] or functionally [Air Combat Command (ACC), Air Education and Training Command (AETC), Air Mobility Command (AMC), Air Force Global Strike Command (AFGSC), Air Force Material Command (AFMC), Air Force Special Operations Command (AFSOC) and AFRC].

Air Force Rescue Coordination Center (AFRCC)—A 24/7 command center, located at Tyndall AFB, FL, which coordinates Air Force support to civil search and rescue, and personnel recovery operations in the NORAD-USNORTHCOM area of operations.

Air Force Special Operations Command (AFSOC)—The air component of US Special Operations Command (USSOCOM).

Air Force Technical Order (AFTO) Form 781—The aircraft maintenance, inspection, and flight operations record.

Air Mobility Command (AMC)—A major command of the Air Force responsible for providing airlift, air refueling, air mobility support, and aeromedical evacuation capability. AMC (AFTRANS) is the air component of US Transportation Command (USTRANSCOM).

Air Reserve Component (ARC)—The Air Force Reserve Command and the Air National Guard.

Business Effort (BE)—A tanker OST to a known location for a set time period to provide recurring air refueling training in support of an operational unit or Foreign Military Sales (FMS).

Channel Airlift—Common-user airlift provided on a scheduled basis between two points. “Frequency channels” occur at regular intervals whereas “requirements channels” are scheduled according to the volume of traffic.

Close Watch Mission—An AFRC mission having elevated visibility because of the threat level in the area of operations, the importance of the passengers and/or the criticality of the schedule.

Combat Air Forces (CAF)—Those air components responsible for monitoring the battlespace, controlling and operating weapons delivery systems and conducting combat search and rescue.

Combatant Command (command authority-COCOM)—Nontransferable command authority established by Title 10 (“Armed Forces”), United States Code, Section 164, exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the Secretary of Defense. Combatant command (command authority) cannot be delegated and is the authority of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. Combatant command (command authority) should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Combatant command (command authority) provides full authority to organize and employ commands and forces as the combatant commander considers necessary to accomplish assigned missions. Operational control is inherent in combatant command (command authority) (JP 1).

Combatant Commander (CCDR)—A commander of one of the unified or specified combatant commands established by the President. Also called **CCDR**. (DOD Dictionary and JP 3-0).

Contingency Operation—A military operation in which members of the Armed Forces may become involved in hostilities or which results in the call-up to active duty of members of the Armed Forces either under certain enumerated statutes or during war or national emergency.

Coordinating Authority—The commander or individual who has the authority to require consultation between the specific functions or activities involving forces of two or more services, joint force components, or forces of the same service or agencies, but does not have the authority to compel agreement.

Coronet—A mission designator used to denote movement of air assets, usually fighter aircraft, in support of contingencies, rotations, and exercises or aircraft movements for logistics purposes under the movement control of ACC AOS and supported by tanker aircraft.

Denton Program Airlift—A program jointly administered by the Agency for International Development (AID), Department of State (DoS) and DoD to transport privately donated humanitarian cargo on a space-available basis to foreign countries under the Denton Transportation Authority (10 USC. Section 402).

Dual-Role Missions—Air refueling missions with a secondary airlift role.

Federal Emergency Management Agency (FEMA)—An agency of the Department of Homeland Security responsible for coordinating the response to disasters occurring in the United States which are outside the capabilities of local and state authorities.

Force Generation Center Battle Watch (BW)—Serves as the AFRC air operations center that manages AFRC OST missions in execution from initial crew alert to mission closure.

Giant Report—AMC’s worldwide airfield database containing location-specific information on instrument approaches, runways, taxiways, parking aprons, operating restrictions, and suitability assessments by MDS for mobility aircraft. Also known as the Airfield Suitability and Restrictions Report, it is accessible through GDSS and SMS from any ".mil" computer.

Global Decision Support System (GDSS)—The AMC C2 system which provides mission schedules, cargo/passenger information, movement reporting, and aircraft status data for airlift and air refueling aircraft.

Joint Airborne/Air Transportability Training (JA/ATT)—The DoD joint training program designed to develop tactics and procedures and increase knowledge and proficiency in combat airlift/airdrop operations.

Mobility Air Forces (MAF)—Those air components responsible for delivering personnel and equipment and providing tanker support to during wartime and peacetime operations.

Non-Revenue Airlift (NRA)—The transportation of space-available (“space-A”) cargo on US military aircraft at no cost to the user.

Operational Control (OPCON)—Command authority that may be exercised by commanders at any echelon at or below the level of combatant command. Operational control is inherent in combatant command and may be delegated within the command. Operational control is the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. Operational control includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. Operational control should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Operational control normally provides full authority to organize commands and forces and to employ those forces as the commander in operational control considers necessary to accomplish assigned missions; it does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training (JP 1).

Pacific Air Forces (PACAF)—A major command of the Air Force and the air component of US Indo—Pacific Command (USINDOPACOM).

Phoenix Ravens—Trained security personnel who perform airfield assessments and close-in aircraft security for aircrews and equipment transiting high threat areas.

Scheduled Return Time (SRT)—The date/time entered in the aircrew flight orders and GDSS itinerary (“mission cut”) at which an aircrew is scheduled to return to home station.

Single Mobility System (SMS)—A web-based software application used by USTRANSCOM to manage cargo and passenger movement and provide visibility of transportation assets and used by AFRC for scheduling organic airlift requirements and managing off-station training missions.

Special Assignment Airlift Mission (SAAM)—An airlift mission which, because of the pickup or delivery locations, the number of passengers, the weight or size of the cargo, the urgency or sensitivity of the movement, or other special factors, cannot move on scheduled channel airlift.

Tactical Control (TACON)—Command authority over assigned or attached forces or commands, or military capability or forces made available for tasking, that is limited to the detailed direction and control of movements or maneuvers within the operational area necessary to accomplish missions or tasks assigned. Tactical control is inherent in operational control. Tactical control may be delegated to, and exercised at any level at or below the level of combatant command. Tactical control provides sufficient authority for controlling and directing the application of force or tactical use of combat support assets within the assigned mission or task (JP 1).

Transportation Working Capital Fund (TWCF)—A revolving account managed by USTRANSCOM to fund the costs of transportation from fees charged transportation users.

Unified Combatant Commands (UCCs)—UCCs are joint (multi-service) commands which exercise combatant command (COCOM) authority of assigned and attached US military forces in their geographic or functional Areas of Responsibility (AORs). The seven geographic UCCs are US Africa Command (USAFRICOM), US Central Command (USCENTCOM), US European Command (USEUCOM), US Northern Command (USNORTHCOM), US Indo-Pacific Command (USINDOPACOM), US Southern Command (USSOUTHCOM) and US Space Command (USSPACECOM). The four functional UCCs are US Cyber Command (USCYBERCOM), US Special Operations Command (USSOCOM), US Strategic Command (USSTRATCOM), and US Transportation Command (USTRANSCOM).

US Air Forces in Europe and AFRICA (USAFE-AFAFRICA)—A major command of the Air Force and the air component of US European Command (USEUCOM).

US Central Command (USCENTCOM)—The geographic UCC for the Middle East, North Africa, and Central Asia.

US Cyber Command (USCYBERCOM)—The functional UCC for cyber operations.

US Indo-Pacific Command (USINDOPACOM)—The geographic UCC for portions of Asia, Australia, Antarctica, the eastern portion of the Indian Ocean and the Pacific Ocean.

US Northern Command (USNORTHCOM)—The geographic UCC for the United States, Canada and the Gulf of Mexico.

US Southern Command (USSOUTHCOM)—The geographic UCC for Central and South America and the Caribbean.

US Space Command (USSPACECOM)—The geographic UCC for space.

US Special Operations Command (USSOCOM)—The functional UCC responsible for providing rapidly deployable forces for unconventional warfare such as precision application of firepower, infiltration/exfiltration, foreign internal defense, special reconnaissance, psychological warfare, and counter-terrorism.

US Transportation Command (USTRANSCOM)—The functional UCC for global mobility.