

**BY ORDER OF THE COMMANDER
AIR MOBILITY COMMAND**

**AIR MOBILITY COMMAND
INSTRUCTION 10-2101**



15 JUNE 2018

OPERATIONS

**JOINT AIRBORNE/AIR
TRANSPORTABILITY TRAINING**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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

RELEASABILITY: There are no releasability restrictions to this publication.

OPR: HQ AMC/A3D

Certified by: HQ AMC/A3D
(Col Rodney L. Simpson)

Pages: 35

This instruction implements Air Force Policy Directive (AFPD) 10-21, *Air Mobility Lead Command roles and Responsibilities* and seeks to standardize the Joint Airborne Air Transportability Training (JA/ATT) processes and procedures. This instruction replaces AMC OPOD 17-76, *Joint Airborne/Air Transportability Training*. It establishes policies, responsibilities, and procedures for conducting JA/ATT missions. It is applicable to AMC, Air National Guard (ANG) and Air Force Reserve Command (AFRC) Mobility Air Forces (MAF) units. This instruction applies during peacetime, contingency, and wartime. This publications may not be supplemented or further implemented/extended. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Send comments and suggested improvements to this publication on AF Form 847, *Recommendation for Change of Publication*, through channels, to HQ AMC/A3D, 402 Scott Drive Unit 3A1, Scott AFB IL 62225-5302. Submit requests for waivers through the chain of command to HQ AMC/A3D in accordance with (IAW) [paragraph 1.4.](#) AFRC and ANG units submit requests for deviations from this instruction to the National Guard Bureau (NGB) A3 or HQ AFRC/A3 for approval.

Chapter 1— GENERAL POLICY

4

1.1. Background.....

4

	1.2.	JA/ATT Transportation Priority.	4
	1.3.	JA/ATT Mission Criteria.	4
	1.4.	Deviations and Waivers.	5
	Chapter 2— SCHEDULING		7
	2.1.	Concept of Operations.	7
	2.2.	JA/ATT Planning Cycle.....	7
Table	2.1.	JA/ATT Planning Cycle for Medium and Significant JA/ATTs	7
	2.3.	Scheduling Process.	8
	2.4.	Air Transportability Training.....	9
	2.5.	Heavy fly-away.....	10
	2.6.	Opportune airlift.	10
	Chapter 3— OPERATIONS		11
	3.1.	Training Missions	11
	3.2.	Service Missions.	11
	3.3.	Test Missions.	11
	3.4.	Mission Management.....	12
	3.5.	OCONUS JA/ATT Missions.	16
	3.6.	Significant JA/ATT.....	16
	3.7.	Mission Commander (MC).....	16
Figure	3.1.	Mission Commander Organization	17
	3.8.	Foreign Military Parachutists Requirements.	19
	3.9.	Specific MDS Operating Policy.....	19
	3.10.	Intelligence Operations.	20
	Chapter 4— SUPPORT INFORMATION		22
	4.1.	Off station Frequency Management.....	22
	4.2.	Aircraft Rescue Fire Fighting (ARFF) Scheduling.....	22
	4.3.	Joint Airdrop Inspection (JAI), and Joint Inspection (JI) support.	22
	4.4.	Material Handling Equipment.....	22
	4.5.	Night Vision Goggle (NVG) Operations.	23

4.6.	Drop Zone Control/Landin Zone Safety/Landing Zone Control Officer(s) (DZCO/LZSO/LZCO) Coordination.	23
4.7.	618 AOC/XOPM Mission Support Division.	24
4.8.	Tasking of Logistics Support by HQ AMC/A4O.	24
4.9.	Weather Support.	24
4.10.	News Media.	24
4.11.	ALEXANDRIA INTERNATIONAL AIRPORT.	24
4.12.	FORT POLK.	24
4.13.	Pope AAF Operations.	25
4.14.	Lawson AAF Operations.	25
4.15.	Campbell AAF Operations.	25
4.16.	Overseas Operations.	25
4.17.	Airdrop Tests.	26
4.18.	USA Quartermaster (USAQM) School Operations.	27
4.19.	GFLR Operations.	27
Attachment 1— GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		29
Attachment 2— EXAMPLE STAFF SUMMARY SHEET		34

Chapter 1

GENERAL POLICY

1.1. Background . JA/ATT is a Department of Defense (DOD) regulated, Joint Chiefs of Staff (JCS) directed, Air Force managed and funded program designed to provide airborne and proficiency/continuation training in a joint environment. JA/ATT offers US forces the opportunity to jointly develop tactics, knowledge and procedures, and to increase proficiency in airdrop, assault takeoff/landing and mobility operations. The AMC JA/ATT program facilitates support from AMC and AMC-gained airlift units. Aircraft from other MAJCOMs may participate on a case-by-case basis. HQ AMC/A3 establishes JA/ATT program policy through AMC/A3D. 618 AOC/XOBC manages the program schedule and JA/ATT Management System (JMS) website. Air Mobility Liaison Officers (AMLOs) aligned with or supporting the airlift user's unit will train, advise, and assist the supported unit on the JA/ATT program and JMS website. The key is to ensure that the tactical employment training needs of both the Air Force unit and the user are met. JA/ATT missions are not intended as a method to deliver cargo or provide transportation for personnel movement. A single tactical event with no additional aircrew training does not meet the intent of this requirement.

1.2. JA/ATT Transportation Priority. Defense transportation priorities for JA/ATT missions are IAW Joint Pub 4-01, *Joint Doctrine for the Defense Transportation System*, and apply to AMC JA/ATT missions validated through the AMC JA/ATT process. JA/ATTs normally carry a defense transportation priority of 3B1-3B4. CONUS-based wings supporting exercise and training events directly related to Concept of Operations Plans (CONPLAN) for special operations will assume the priority for the exercise they are supporting.

1.2.1. JA/ATT missions supported by ARC flying wings (not mobilized or contracted) and other MAJCOM-gained aircraft are protected from AMC reassignment unless approval is coordinated with the MAJCOM/A3 with OPCON authority.

1.2.2. AMC/A3Y will determine priorities for unit participation in exercises as specified in annual commander's training guidance (CTG) and associated exercise plans (EXPLANS).

1.2.3. AMC/A3D and 18AF/A3D will support AMC/A3Y with determining MAF training priorities on a semi-annual basis to incorporate into the supported exercises.

1.2.3.1. Once AMC/A3Y has determined training requirements, 618 AOC/XOB will be consulted to determine the sourcing solutions between ARC and active duty (AD) units. When ARC units are the sourcing solution, man-days must be available to support the activation of the ARC units.

1.3. JA/ATT Mission Criteria. Joint Training must be integral to mission concept and objectives. Aircraft selected for JA/ATTs should be optimally utilized, minimum of 2 lifts per day per aircraft (i.e., maximum training loads/number of jumpers, etc.) and meet a minimum of 8.5 points per day for each aircraft. JA/ATT assigned Priority Levels and point system is located at the following site: <https://jaatt.us.af.mil>

1.3.1. Authorized JA/ATT Missions.

1.3.1.1. Airdrop training.

1.3.1.2. Airland training will meet mission requirements as defined on the JMS website (<https://jaatt.us.af.mil>). Airland JA/AAT missions will include employment concepts and tactical events (e.g. assault landings, Semi Prepared Runway Operations (SPRO) or unimproved landing surface, low level, threat scenario integration, etc.).

1.3.1.3. Static load training

1.3.1.3.1. Minimum 2 hours loading time when not associated with an AMC affiliated course

1.3.1.3.2. Minimum 4 hours loading time or per course guidance when associated with an AMC affiliated course

1.3.1.4. Heavy Fly-Away.

1.3.1.5. Joint development/certification of new equipment or procedures.

1.3.1.6. Combat support training should be incorporated into JA/ATT missions (e.g. combat off-load, engine running on/off-load of cargo).

1.3.1.7. Other missions as agreed to by the supported Command(s) and the supporting Command(s) (i.e. AMC, ANG, AFRC, etc.).

1.3.2. Unauthorized JA/ATT Missions. Training using airlift primarily as a mode of transportation from one location to another, point to point air transportation not involving a combination of airdrop, airland (assault), and air transportability training (see note located at <https://jaatt.us.af.mil>). Movement of cargo and personnel within training areas for purposes of global movement training, example Global Response Force B-Echelon, and/or Theater Direct Delivery (TDD) like missions in support of Green Flag Little Rock (GFLR), is authorized.

1.4. Deviations and Waivers. Waivers. Directive guidance (will, shall, must, etc.) throughout this regulation are tiered IAW AFI 33-360, *Publications and Forms Management*. For examples of tiered waivers, see AFI 33-360. Units will forward a copy of approved long-term waivers, to this instruction, to HQ AMC/A3DT for follow-on action.

1.4.1. Tier 0: Annotated by “(T-0)”. Determined by respective non-AF authority (e.g. Congress, White House, Secretary of Defense, Joint Staff, etc.). The waiver authority is external to AF.

1.4.2. Tier 2: Annotated by “(T-2)”. Non-compliance may degrade mission or program effectiveness or efficiency and has potential to create moderate risk of mission or program failure, injury, legal jeopardy or unacceptable fraud, waste, or abuse.

1.4.2.1. AMC/A3/10 is the approval authority for T-2 waivers unless otherwise noted.

1.4.2.2. Tier 2 guidance includes instruction that lends to standardization across MAJCOM-specific wings and platforms. Once approved, HQ AMC/A3D, unless otherwise noted, will notify requestor within 5 duty days.

1.4.2.3. If you are operating under an EXORD the Tier 2 waiver authority is the 18 AF commander, coordinated through the 18 AF/A3 staff.

1.4.3. Tier 3: Annotated by “(T-3)”. Non-compliance may limit mission or program effectiveness or efficiency and has a relatively remote potential to create risk of mission or program failure, injury, legal jeopardy or unacceptable fraud, waste, or abuse.

1.4.3.1. Wing commanders, delegable no lower than operations group commanders or equivalent, will initiate and approve Tier 3 waiver requests. Once approved, wings will send an informational copy to HQ AMC/A3D within 5 duty days.

1.4.3.2. Tier 3 guidance includes instruction that is limited to wing- and location-specified rules that do not affect AF-level standardization.

1.4.4. “Users will” guidance denotes that failure of the requesting unit to comply with directive negates the agreed upon JA/ATT contract and flying units are not required to honor the JA/ATT contract. Flying units will notify 618AOC/XOBC when cancellations are due to the users.

Chapter 2

SCHEDULING

2.1. Concept of Operations. JA/ATT is an integral part of continuation training required to maintain the combat ready status of US Forces as well as aircrew mission ready status. Skills and tactics developed in the unilateral training environment are sharpened and refined during joint operations.

2.1.1. Service airlift users must submit JA/ATT mission requests using the JMS to maximize training for both ground forces and aircrews. **(T-2)**. JMS requests should normally include a minimum of 2 lifts per day per aircraft of either equipment, personnel or a combination of both and meet a minimum of 8.5 points per day for each aircraft. **Exception:** Small units that do not have a large enough requirement for 2 lifts should offer other training opportunities to validate the JA/ATT. Prepositioning and depositioning days should be planned to include one lift per aircraft depending on the aircrew duty day available. The point system does not apply to test missions, heavy fly-away missions, significant JA/ATTs (see [paragraph 3.6.1.1](#) for requirements) or missions that fall under [paragraph 1.4.1.7](#).

2.1.2. All JA/ATT missions will include, at a minimum, one tactical event for each sortie the user is on the aircraft, as defined by individual 11-2C-MDS instructions. **(T-2)**. Examples would include airdrop, utilization of LZs and formation low-levels. A single tactical landing event (assault, SPRO, unimproved surface) with no additional aircrew tactical events does not meet the intent of this requirement.

2.2. JA/ATT Planning Cycle. See [Table 2.1](#) for the Medium and Significant JA/ATT timeline. Flying wings will maintain operational control on active JA/ATTs. 618 AOC/XOCG will provide limited flight following, (i.e. data entry in system of record, GDSS) consisting of daily arrival and departure times and delay code assignments as required. 618 AOC/XOCL will provide maintenance support IAW AMCI 21-108, *Logistics Support Operations*. Any contract changes before or during execution must be coordinated through 618 AOC/XOBC. Users will submit load plans to supporting wings NLT 10 days prior to mission execution.

Table 2.1. JA/ATT Planning Cycle for Medium and Significant JA/ATTs

TIMING	ACTION
6 months prior to the ground requestor's JA/ATT	Provide 618 AOC/XOBC with an estimate of dates, airlift requirements, and highest event approval level
Not later than 4 days prior to the start of Validation Week as posted in the JMS for the month the ground requestor's JA/ATT will be conducted	A request must be submitted through the JMS to 618 AOC/XOBC and Service LNOs to approve user request
3 days prior to the start of Validation Week as posted in the JMS for the month the ground requestor's JA/ATT will be conducted	JMS locked down will occur and any new mission requests will not be accepted for that validation period
JAATT Validation Week as posted in the	JA/ATT Coordination Period. Users, Wings,

JMS	and additional supporting agencies coordinate mission details (Significant JA/ATT missions brief published to the JMS website and AMC/A3E organizational account)
One duty day after the Validation Week	Validate completely coordinated missions

2.3. Scheduling Process. 618 AOC/XOB is the final validator for all JA/ATT missions. **(T-2)**. 618 AOC/XOB validates air support for Air Force active duty airlift units and ARC flying units (mobilized/contract) and assigns all AMC JA/ATT mission numbers. **(T-2)**. JA/ATT Contract coordination required during execution will be routed through 618 AOC/XOBC with follow-on to 618 AOC/XOCG, if required. HQ AFRC/A3OO approves AFRC airlift support and maintains operational control for non-mobilized Reserve assets. **(T-0)**. NGB/A2/3/6/10M approves ANG airlift support missions and maintains operational control for Air Guard missions. **(T-0)**

2.3.1. Request Procedures. Ground users will submit request through the JMS website <https://jaatt.us.af.mil> prior to the Validation week for the period that the training is required. The supporting AMLO will review JA/ATT mission requests for feasibility, accuracy and efficiency prior to submittal to the Service validator for consideration. Detailed instructions for mission entry and validation can be found on the website under the “Links & Downloads” section. Contact 618 AOC/XOBC, DSN 779-4748 (Comm (618) 229-4748) for JA/ATT mission scheduling and website related issues. **(T-2)**

2.3.2. Service Validation. The ground user’s Service validator will review the request for program eligibility and training content. Requests not meeting eligibility requirements will be returned to the ground user for correction or cancellation.

2.3.3. Priority Levels. JMS will automatically assign a priority level to the mission based upon the mission type entered by the user when the mission is created in JMS and per the definitions detailed within the Combined JA/ATT Priority List (<https://jaatt.us.af.mil>). **(T-2)**

2.3.4. JA/ATT Validation Period. Normally, flying wings will volunteer for JA/ATT request during the scheduled JA/ATT Validation Week. The JA/ATT Validation Week is an online coordination event that occurs six times per year and serves to validate training request that are two to three months in the future. During the JA/ATT Validation Week, airlift users, supporting AMLOs, flying wing representatives and additional support agencies such as Special Tactics Teams (STT), Contingency Response Forces (CRF), and Aerial Port representatives coordinate unit availability to support JA/ATT request. After all participants have coordinated support for the JA/ATT request, the ground user will forward the completed JA/ATT request for “HQ Review” within JMS. After MAJCOM-level reviews, 618 AOC/XOBC will be the final validator for all JA/ATT missions.

2.3.4.1. The CRF tasked to support a JA/ATT will review the requirement for feasibility, estimate resources required (CRF positioning, ground handling equipment, and support missions), and recommend scenario changes to provide better joint training. **(T-2)**

2.3.5. Post JA/ATT Validation Period. After the JA/ATT mission validation period, Service validators will process requests for mission add-ons and changes via JMS. Changes will be

supported only if other missions will not be degraded. **(T-2)**. MPA funding for ARC flying wings may not be available for add-on requests. Mission add-ons are mission requests after the scheduled JA/ATT validation week and/or mission requests that did not get picked up by a flying wing during the JAATT validation week.

2.4. Air Transportability Training. All MAF aircraft capable of loading cargo, may be allocated for static load trainers, such as the AMC Affiliated Contingency Load Planning Program Airlift Planner's Course (APC) or the Equipment Preparation Course (EPC). Static load trainers not in conjunction with an AMC affiliated course, require 2 on/off loads predominantly rolling stock for non-tanker aircraft. Joint Inspection (JI) support will not be provided for static load trainers. The AMLO, in coordination with the unit providing APC or EPC will ensure all JA/ATT requests for static load training are preceded by a scheduled APC or EPC, and that the unit is capable of preparing itself for airlift, except when conducted during GFLR exercises. **(T-2)**. Non-affiliated ground users should request presentation of the AMC Airlift Planner's Course through their chain of command to HQ AMC/A3CM. Personnel and equipment for JA/ATT static load training aircraft will be prepared and loaded in the same manner as in an actual deployment. Manifest, JI checklist, hazardous cargo documentation, and preparation of equipment will be IAW DTR 4500.9-R Part III, *Mobility*, AFI 10-403, *Deployment Planning and Execution*, and AFMAN 24-204. Loads not prepared IAW listed manuals will not be loaded. **(T-0)**

2.4.1. Tanker static load missions may be accomplished in conjunction with affiliation training. Onload/offload support for tanker missions should be planned for locations that have a wide-body loader and ground support. If not, users must coordinate surface transportation of the wide-body loader or purchase Special Assignment Airlift Missions (SAAM) support. If a SAAM is required, the request should be submitted NLT 10 calendar days after the JA/ATT mission validation period.

2.4.1.1. The tanker wing will provide the aircraft and aircrew to support JA/ATT activities and coordinate with the operating wing to arrange opportune air refueling to/from the training site. **(T-2)**

2.4.1.2. 618 AOC/XOPM will support JA/ATTs only at locations where wide-body steps are currently located (if not collocated the user is responsible of providing the steps or funding a SAAM to deploy/redeploy the steps on a C-5 or C-17). 618 AOC will also ensure capability exists at on load/offload locations to support wide-body elevator loader offload (minimum 25K loader and 10K forklift). **(T-2)**

2.4.1.3. The users will coordinate with 618 AOC/XOPM for CRF support and for wide-body loader support. The loader must have capability to handle rolling stock, four auxiliary loading ramps, and four ramp-toe adapters. The loader will be positioned early enough to allow loader reassembly prior to the JA/ATT (if not collocated the user is responsible of providing the wide-body loader or funding a SAAM to deploy/redeploy the wide-body loader on a C-5 or C-17). See <https://jaatt.us.af.mil> for additional support requirements.

2.4.2. Special Operations Cargo Rapid On/Off Loading and Special Operations Loading Exercise are not categorized as Air Transportability Training and are considered combat support training. **(Note:** Applies to Special Operations Low Level (SOLL II) crews only).

2.5. Heavy fly-away. Training must include both ground and aircrew personnel covering the spectrum from pallet building, loading, securing, and off-loading.

2.5.1. A valid heavy fly-away tanker JA/ATT mission will consist of over 50% of the pallet positions of cargo (not to include baggage pallets) with an air refueling event. The cargo can be a mixture of rolling stock and pallets. **(T-2)**

2.5.2. A valid heavy fly-away airlift JA/ATT mission will consist of multiple lifts with over 50% of the pallet positions of cargo (not to include baggage pallets) filled or will be in support of approved joint exercise. The cargo can be a mixture of rolling stock and non-standard pallet configurations (e.g. T-2, T-3, ISU, etc.) and can be loaded/un-loaded while static, engines running or combat off-load. **(T-2)**. Time will be built into the mission for crews to takeoff, fly a route, and then land at the same location. **(T-3)**. **Exception:** Ft. Bragg landing zones will be considered the same location as Pope AAF when operating out of Ft. Bragg.

2.6. Opportune airlift. Opportune airlift between JA/ATT static load missions is authorized, provided the following criteria are met:

2.6.1. An opportune airlift request is submitted and a Non-Revenue Authorization (NRA) number approved by USTRANSCOM. **Note:** Not applicable to airdrop.

2.6.2. On load and offload points are the same operating locations as the static loaders. Routing deviations are not acceptable. **Exception:** Airlift units participating in GFLR or other joint force exercises are authorized to move units participating to/from the exercise training area. The cargo carried will be in direct support of the parent exercise.

2.6.3. Unit personnel being trained/used for the static loaders are not the same at both locations.

2.6.4. Both static load missions require a minimum of 2 on/off loads and will be preceded by a scheduled AMC Affiliated Contingency Load Planning Program Airlift Planner's Course or Equipment Preparation Course **(T-2)**. **Exception:** AMC's Airlift Planner Course or Equipment Preparation Course are not required when static load training is conducted during a GFLR Exercise.

2.6.5. The opportune airlift does not require additional personnel/equipment to be flown in to support the move.

2.6.6. User will prepare cargo and passenger load in accordance with DTR 4500.9-R, Part II, *Cargo Movement*, of the DTR (4500.9-R), including JI of the load.

2.6.7. The AMLO and supporting wing will collaborate to provide the user with estimates of capability required and suggestions to reduce non-productive support costs, increase joint training, and add realism to the airlift portion of the scenario. Where units have access to Airborne Departure/Arrival Control Groups (ADACG), they should be contacted to assess support capabilities and assist with MHE, pallet build up, JI, and load planning.

Chapter 3

OPERATIONS

3.1. Training Missions

3.1.1. Aircrew Training. Upgrade and continuation training for aircrews is authorized and encouraged on JA/ATT missions (IAW applicable AFI 11-2MDS). Following the completion of the joint portion of the mission, Air Force unilateral training rules apply.

3.1.2. Mission Planning. JA/ATT missions should be planned to simulate austere operating conditions with a focus on the full spectrum of threat environments. CRF/Aerial Port support should be used at a minimum. Combat tactics/methods of operation will be maximized, compatible with safety and peacetime restrictions. Missions should be planned to use existing Air Force or military airfields whenever possible. Emphasis should be placed on maximum user participation, i.e., load team composition, personnel processing, cargo inspection, and documentation IAW applicable service directions.

3.1.2.1. Mission planning tools and checklists can be found in AFTTP 3-3 MDS.

3.1.3. Scenario Development. Air operators, tacticians, mission planners, and mission commanders should work together to develop mission scenarios that meet all training requirements, with strong emphasis given to flying the tactics which best fit the threat scenario. Allocation of multiple aircraft does not require those aircraft to fly as a formation unless agreed upon by both services.

3.2. Service Missions. Service missions are training missions that may cross over into the JA/ATT program including Joint Readiness Training Center (JRTC)/Green Flag Little Rock (GFLR) rotations, Large Package Week (LPW)/Joint Operations Access Exercises (JOAX), JOAX CAPSTONE/Global Response Expeditors (GRE), Battalion Mass Tac Exercise, and Predictable Iron. These missions will be considered as JA/ATTs regardless of the JA/ATT point total to ensure tracking and effective communication of support requirements. These missions will be sourced through the CAAP process and tasked as MAJCOM requirements.

3.2.1. "A" priority JA/ATTs (basic airborne course, military free fall, etc.) will be included on the service mission schedule as service missions. They will be sourced through the COMAFFOR Apportionment and Allocation Process (CAAP) and tasked as MAJCOM requirements. Units can still volunteer to fill these priority "A" JA/ATTs through the JMS.

3.3. Test Missions. All test missions should be routed through AMC/TE. AMC/TE will make a determination on the best method to support the test. Tests will predominately be service missions and counted as MAJCOM taskings. If the test is determined to be best supported by the JA/ATT program, units supporting airdrop test missions at the following locations should be aware users cannot always maximize aircrew training due to requirements associated with testing: US Army Test and Evaluation Command (ATEC); Airborne Test Force (ATF), Yuma Proving Ground (YPG) AZ; Test and Experimentation Command (TEXCOM); US Army Operational Test Command (OTC), Airborne and Special Operations Test Directorate (ABNSOTD) Ft Bragg NC; Wright Labs, Wright-Patterson AFB OH; and Natick Soldier Research, Development and Engineering Center (NSRDEC), Natick, MA; and AMC Test and

Evaluation Squadron. Users should make every effort to enhance training whenever it will not adversely affect testing.

3.4. Mission Management.

3.4.1. Mission Authorization. The JMS website (<https://jaatt.us.af.mil>) contains detailed instructions for mission entry and validation. JA/ATT mission numbers are automatically generated by the JMS when the mission is validated by 618 AOC/XOBC. This constitutes authorization to operate the mission. Issuance of a JA/ATT AMC mission number is not clearance to perform in an air show, or other aerial event. Air show participation must be approved IAW AFI 11-209, *Aerial Event Policy and Procedure*. Issuance of a JA/ATT AMC mission number does not imply approval for any required waivers.

3.4.2. JA/ATT Contract. All missions will adhere to operating dates, times, itinerary locations, and tactical events on the JA/ATT schedule to prevent exceeding scheduled commitment. **(T-2)**. Aircraft will not be positioned earlier nor delayed beyond the dates indicated on the JA/ATT schedule without authorization from appropriate mission control authority. **(T-2)**. All Wings will load JA/ATT missions with assigned AMC mission number into GDSS. GDSS will include all sorties and events throughout the duration of the JA/ATT, not just initial arrival and departure from home station.

3.4.3. Mission identifiers. 618 AOC/XOC will issue support JA/ATT mission identifiers (consisting of the supported JA/ATT sequence number followed by 99, 98, etc.) when necessary to position mission support/augmentation forces and equipment.

3.4.4. Mission Changes. Units wishing to change JA/ATT missions after the validation process will submit their changes via the JMS website. **(T-2)**. The request will include coordination with the service validator, flying unit, and support agency. All changes to include IPT/TOT of more than 2 hours require flying unit's JA/ATT POC and 618 AOC/XOBC approval. **(T-2)**. A change in the operating dates to include mission extensions due to weather or maintenance requires 618 AOC/XOBC approval. **(T-2)**. The user will coordinate all changes to the mission and verifying concurrences of the operating wing and all support agencies. 618 AOC/XOBC will ensure changes are coordinated with 720 STG (OSS/OSOO) and 618 AOC/XOPM to prevent the deployment of personnel/equipment. **(T-2)**. 618 AOC/XOBC will update approved changes in JMS.

3.4.5. JA/ATT Add-On Mission Request. A JA/ATT Add-On Mission is any mission that is submitted by a user to the JMS after the JA/ATT Validation Period. Additionally, any JA/ATT mission that was submitted by a user prior to or during the validation period but did not get supported by a flying wing during that validation period will be considered an Add-on Mission. The request will include the coordination with the service validator, flying unit, and support agency. Directly request support from 618 AOC/XOPM for aerial port, augmentation manpower, and MHE NLT 1 week prior to the JA/ATT mission to ensure adequate time for resourcing. All coordination must be annotated on the Add-On mission request.

3.4.6. Cancellation Procedures. A ground unit may delete a mission request any time prior to validation. After validation the user must coordinate all changes with participants prior to contacting 618 AOC/XOBC via JMS and submit a change. Service validators contact users with an answer to the request via JMS. For cancellations or non-supports by the flying wing,

they must contact the user and the user must input a change request returning the mission into negotiation status or to cancel it. The request should only be submitted after all other means to fill the JA/ATT have been exhausted. The mission will not be considered canceled until approval from either the service or MAJCOM validator.

3.4.7. Mission Deviations. Major mission deviations are only authorized with prior coordination and approval from 618 AOC/XOBC, ANG/A2/3/6/10M, AFRC/A300, the ground user, and/or the supporting flying wing. Minor mission deviations such as number of jumpers, timeline adjustments, drop altitudes, etc., may be made between ground user, host base, and supporting flying wing/aircrew.

3.4.8. Weather Day. Weather days are not normally authorized for routine JA/ATT missions. 618 AOC/XOBC will address, on a case-by-case basis, weather day options for significant/high-visibility JA/ATT missions and Basic Airborne Course (BAC) during the JA/ATT planning cycle.

3.4.9. Spare Aircraft. 18 AF/CC is the approval authority for spare aircraft requests. Ground users with commanding general officer endorsement will submit justification for priority through 618 AOC/XOB.

3.4.10. User Responsibilities. Users will provide the following information to the lead wing and 618 AOC/XOBC in order to plan a JA/ATT mission:

3.4.10.1. Name of requesting unit/units and location.

3.4.10.2. Contact name, rank, DSN/commercial duty phone. Contact information for a 24-hour POC who can answer and address specific questions and issues relevant to the mission.

3.4.10.3. Operating date(s) including alternate dates of operation and expected positioning and de-positioning days.

3.4.10.4. In-place time (IPT) and closure time in Zulu (GMT).

3.4.10.5. On load location: Consider airfield operating hours, aircraft rescue firefighting equipment, security, waivers required, support available, costs of positioning support equipment, and maintenance support. Include alternate operating location that would satisfy objective should the primary field be unusable.

3.4.10.6. FLIP low-level Military Training Route (MTR) designation.

3.4.10.7. TOT for airdrops and time of arrival for airland operations.

3.4.10.8. DZ, LZ: Check currency of survey in the AMC Zone Availability Report (ZAR): <https://cs.eis.af.mil/sites/10358/default.aspx>. Do not include a DZ/LZ that does not appear in the ZAR. GFLR tactical DZs used during exercises, do not need to be included in the ZAR to use; however, they must fit entirely within the confines of an approved/current DZ included in the ZAR.

3.4.10.8.1. If the DZ or LZ survey is non-current and the user is not able to accomplish a new survey and submit requests IAW AFI 13-217, *Drop Zone and Landing Zone Operations*, and the AMC ZAR website NLT 120 days prior to operation.

- 3.4.10.8.2. Mission commanders will ensure compliance with FAR Part 105-Parachute Jumping for personnel airdrops made outside military restricted areas.
- 3.4.10.9. Number and types of sorties requested. Consider the following:
- 3.4.10.9.1. Number of race tracks/DZ length/troops, platforms, bundles per pass/other limitations, fuel, follow-on missions.
 - 3.4.10.9.2. Desired time between serials/elements/events.
 - 3.4.10.9.3. TOT/TOA separation/range, field limitations.
 - 3.4.10.9.4. Flying hours and configuration change time.
 - 3.4.10.9.5. Special crew qualifications, e.g., SOLL II, HALO, etc.
 - 3.4.10.9.6. Ground support: CRF, STT, DZST, fire truck, medical—whatever user can supply. The user will justify support that cannot be provided.
 - 3.4.10.9.7. Number of paratroopers/safeties, types of chutes, drop altitude, etc.
 - 3.4.10.9.8. Cargo: Tons, cube, largest single item, hazardous or dangerous cargo (identify IAW AFMAN (i) 24-204, <https://jaatt.us.af.mil>), pallets, rolling stock, door bundles, etc.
 - 3.4.10.9.9. The operating wing should receive completed load plans not later than 10 working days prior to mission date. **Exception:** Due to test requirements, YPG, ATF, ABNSOTD, NSRDEC, and AMC/TES are not required to send load plans to the operating wing, but will inform them of changes up to mission start date except for GFLR exercises.
 - 3.4.10.9.10. The user requesting the JA/ATT will ensure that transportation is available and provided for the aircrew and support personnel when the mission is in an austere location or not on a USAF base. If the mission is on a USAF base, the aircrew will arrange for transportation through the local Command Post.
 - 3.4.10.9.11. Wings and users involved in significant JA/ATTs are required to submit a tactics after-action report (TAAR) of training IAW AMCI 11-207. **(T-2)**
- 3.4.11. Wing Responsibilities. All wings will load missions with assigned AMC mission ID in GDSS in order to receive 618 AOC/XOCL support at off-station locations should the aircraft become non-mission capable (NMC) during mission execution. Wings not AMC-gained must ensure their mission is input into GDSS prior to departure. Wings will place the following comment into GDSS2 “This is an AMC validated JA/ATT”. In addition if it is an “A” priority JA/ATT the following comment will be entered into GDSS: “This is an “A” priority JA/ATT. XOCG controllers are asked to notify the JA/ATT barrel at office 229-4748/non-duty hours cell (618) 604-5733 of any delays in missions that would extend mission into the next 24-hour day on returning to home station.” **(Note:** For aircrews: “A” priority JA/ATTs are actively tracked by 618 AOC/XOCG. At a minimum, initial take-off and final land times each day must be updated in GDSS/SMS in a timely manner via Command Post or by calling XOCG directly at 1-800-AIR-MOBL or DSN 779-0321. Any maintenance issues must also be reported to 618 AOC/XOCL (DSN 779-0363) for resolution.)

3.4.11.1. Aircrew Responsibility. The aircraft commander or mission commander will provide an after action trip report. Information such as number of seats/pallet positions available, seats/pallet positions filled, seats still filled post drop, and reasons for alibis or mission cancellation (user or AF related). Upon completion of the JA/ATT the Aircraft commander or Mission commander will complete the After Action Metrics report and provide it to their unit's JMS POCs for entry into the mission in JMS located at <https://jaatt.us.af.mil>. (T-2)

3.4.12. Air Reserve Component (ARC) missions under MPA authority. To accommodate certain mission requests that the active duty force cannot support, the ANG and AFRC may be authorized the use of MPA days to support the mission. MPA JA/ATT allocation is managed by 618 AOC/XOBC and will be allocated at the close of the validation period. ARC units desiring to fly missions must realize MPA may not be authorized.

3.4.12.1. 618 AOC/XOB will coordinate projected MPA budget request for JA/ATT ARC augmentation with AMC/A3OP and AMC/A1RM during the programming year (two years out), the budget planning year (one year out), and the execution year (current year). During the execution year, AMC/A1MR will allocate MPA to 618 AOC/XOB based on AMC/A3 established priorities and availability.

3.4.12.2. Crew Complement. MPA days will be issued based on the following standard crew complements multiplied by the duration of mission days:

3.4.12.2.1. C-130H – 3 Officers/3 Enlisted.

3.4.12.2.2. C-130J – 2 Officers/2 Enlisted.

3.4.12.2.3. C-17 – 2 Officers/2 Enlisted.

3.4.12.2.4. C-5 – 3 Officers/5 Enlisted.

3.4.12.2.5. KC-10 – 2 Officers/3 Enlisted.

3.4.12.2.6. KC-46 – 2 Officers/2 Enlisted.

3.4.12.3. Crew Augmentation. The following standard crew augmentation may be authorized, depending on mission events and duration.

3.4.12.3.1. One additional enlisted crew member when the JA/ATT mission requires a Joint Airdrop Inspector (JAI).

3.4.12.3.2. One additional officer for JPADS/ICDS airdrop as a PADS Operator.

3.4.12.3.3. For C-130/C-17 aircraft, one crew chief is allowed for JA/ATT missions that must RON away from home station. Two crew chiefs will be allowed for C-5/KC-10 aircraft requiring a RON.

3.4.12.3.4. Additional crew augmentation must be justified based on safety or mission performance considerations. Additional personnel required to satisfy Wing or other MAJCOM-unique training requirements will be unit funded.

3.4.13. Ground Unit Requesting Airlift and Supporting Wing. Units will provide Post Mission results (to include actual training events accomplished and numbers of Jumpers/Cargo exiting aircraft) in the JA/ATT contract provided on the JA/ATT website. This needs to be accomplished within three working days of mission completion.

3.5. OCONUS JA/ATT Missions. On a case-by-case basis, MAJCOM A3s may approve JA/ATT missions outside the 48 contiguous states. (T-2). Authorization for MPAs will be at the discretion of 618 AOC/XOBC.

3.6. Significant JA/ATT . A Significant JA/ATT is defined as 5 or more aircraft or aircraft from multiple airlift wings operating to achieve a common objective and requires a mission commander. Six months prior to execution of a significant JA/ATT, users should provide 618 AOC/XOBL with an operation summary (i.e. date of operation, number of aircraft, aircraft type, training events, and name of highest requesting official). 618 AOC/XOBC will construct an “operation” in JMS and coordinate with 618 AOC/XOBL to see if long range schedule placement is appropriate. Wings/users must relay the following information about significant JA/ATTs to 618 AOC/XOBC and HQ AMC/A3D NLT one week prior to the execution date for pre-brief.

3.6.1. Command Structure. Command structure will include mission planning wing, mission commander, mission commander’s unit and mission commander’s duty position.

3.6.2. Mission Profile. Mission profile will include unit or units supported, date, location, number/type of aircraft, sorties scheduled, number of troops, and type of equipment.

3.6.3. Mission Events. Mission events will include desired TOT, planned DZ/LZ, number and type of aircraft to each, number and type of events.

3.6.4. Tactics. Tactics employed will be reported including any alternate tactics being utilized.

3.7. Mission Commander (MC).

3.7.1. Requirements. Planning and coordination between the AF and the users is critical to assuring effective training will be accomplished during JA/ATTs. All JA/ATTs require a mission commander to facilitate the operation or exercise. The size or visibility of the JA/ATT determines the level of mission command required.

3.7.1.1. Routine JA/ATT. Operations involving a single airlift wing and 4 or less aircraft, the MC will be the lead Pilot/Navigator, or an individual designated by the Operations Group Commander IAW AFI 11-2MDS vol. 3. These JA/ATTs are normally unit level support.

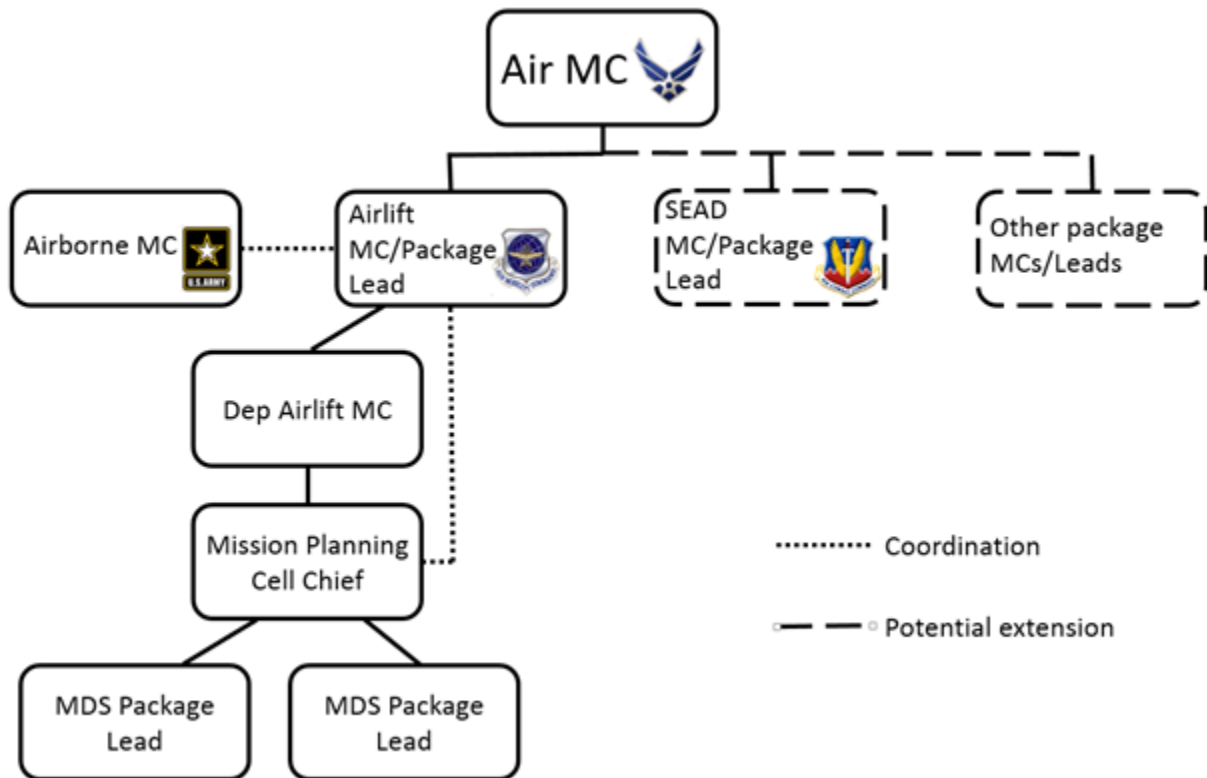
3.7.1.2. Medium JA/ATT. Typical support is being provided to a battalion level user and can have operations involving multiple airlift wings/MDS. The airlift MC will be a rated O-5, AMC/A3D can approve an O-4, with tactical experience in the mission sets conducted during the exercise. HQ 18 AF will coordinate with 618 AOC/XOBL through AMC/A3Y for lead wing selection.

3.7.1.3. Significant JA/ATT and High-Visibility JA/ATTs. An Airlift MC/Package Lead will be appointed per AFI 11-2MDS vol. 3 and the guidance below and will be a non-primary aircrew. The Airlift MC/Package Lead, and Mission Planning Cell Chief (MPCC)/Lead Planner should be from the lead wing. The wing will provide the name of the Airlift MC to HQ AMC/A3D, 18 AF/A3X, and 618 AOC/XOBL NLT 90 days prior to execution. These JA/ATT missions typically are supporting brigade or higher level users, i.e. CAPSTONE or JOAX event. **Figure 3.1** provides a structure for MC relationships.

3.7.1.3.1. For significant and high-visibility JA/ATT missions, HQ 18 AF will coordinate with 618 AOC/XOBL through AMC/A3Y for lead wing selection six months prior to the ground.

3.7.1.3.2. For CJSC-accredited exercises HQ 18 AF will task designated lead wing(s) to identify lead planner(s) within seven days of tasking. Additionally, for CJSC-accredited exercises the lead wing will ensure lead planner(s) coordinate with AMC/A3Y to attend planning conferences and develop CONOPS that achieve unit, MAF, and sponsored Command Exercise Objectives.

Figure 3.1. Mission Commander Organization.



3.7.2. Mission Commander (MC) Responsibilities.

3.7.2.1. The Air MC will: (This role is typically not used for training/exercise missions)

3.7.2.1.1. Provide the guidance and acceptable level of risk for an entire operation.

3.7.2.1.2. Further information regarding the Air MC is found in AFTTP 3-1.General Planning.

3.7.2.2. Airlift MC/Package Lead will: (required for significant and medium JA/ATTs)

3.7.2.2.1. For a significant JA/ATT, the airlift MC will be a rated O-6 or above with tactical experience in the mission sets conducted during the exercise (i.e. airdrop, air refueling, etc.). 18AF/CC can approve an O-5 airlift MC. 18AF/CC will not approve an O-5, regardless of qualifications, for the combined CAPSTONE or JOAX airdrop

capabilities demonstration. If no qualified Airlift MC is available, then the wing will coordinate with 18 AF to fill the requirement.

3.7.2.2.1.1. For a medium JA/ATT, the airlift MC will be a rated O-5 or above with tactical experience in the mission sets conducted exercise (i.e. airdrop, air refueling, etc.). AMC/A3D can approve an O-4 airlift MC.

3.7.2.2.2. Will appoint a deputy airlift MC/package lead that can execute the mission in the MC's absence. Will be a rated O-5 or above with tactical experience in the mission sets conducted during the exercise.

3.7.2.2.3. Serve as final authority for event participation

3.7.2.2.4. Attend previous Significant JA/ATT After-Action-Review or VTC (if applicable).

3.7.2.2.5. Meet with users' senior officers to discuss the mission and potential problems.

3.7.2.2.6. Attend Mass/Joint Mission Brief.

3.7.2.2.7. Coordinate with the Airborne MC (Army typically 1 or 2-Star) on the Joint execution checklists and/or go/no-go criteria for the mission.

3.7.2.2.8. Ensure safety and maximum joint training.

3.7.2.2.9. Accompany or appoint escort(s) for DVs to view operations.

3.7.2.2.10. Attend debriefings and Joint After-Action Review sessions.

3.7.2.2.11. As a minimum report daily JA/ATT mission results to command post. Report to 618 AOC IAW AMCI 11-208, *Tanker/Airlift Operations*. Guidance for GFLR exercises will be IAW [paragraph 4.19.6](#).

3.7.2.2.12. Submit final after-action report containing results, lessons learned, and recommendations along with accompanying documentation for all airdrops, assault landings, and air refueling to HQ AMC/A3D and OG/CCs of participating units.

3.7.2.3. The MPCC/Lead Planner will:

3.7.2.3.1. Will be an O-3 or above with tactical experience in the mission sets conducted during the exercise. Recommend a minimum grade of O-4 when executing with a battalion sized force or higher.

3.7.2.3.2. Oversee entire JA/ATT mission planning from planning to execution.

3.7.2.3.3. Coordinate with tasked wings and users to ensure valid mission objectives.

3.7.2.3.4. Attend all debriefings and provide updates to the Airlift MC.

3.7.2.3.5. Ensure all mission sorties, including local legs, are valid in GDSS reporting system NLT 72 hours prior to execution. During GFLR exercises, the GFLR AMD will update GDSS reporting system with mission information.

3.7.2.4. Recurring Significant JA/ATT missions. For recurring significant and high-visibility JA/ATT missions (such as JOAX), 18 AF/CC and 618 AOC/XOBL will

coordinate lead wing responsibilities prior to the annual AMC Operations Group Commander Conference.

3.8. Foreign Military Parachutists Requirements. IAW AFI 11-410, *Personnel Parachute Operations*, foreign military parachutists participating in JA/AATS are authorized to conduct military jumps from aircraft owned or operated by the USAF

3.8.1. Approval authority for foreign jumpers is delegated to unit AW or AG/CC's operating the aircraft by AMC/CC IAW AFI 11-410. The AW or AG/CCs will submit an info copy to AMC/A3TF at AMC.A3TF.ARM@us.af.mil or call DSN 779-4423. A sample electronic staff summary sheet (SSS) is located in **Attachment 2**. ANG and AFRC aircraft must contact ANG/NGB/A2/3/6/10M and AFRC/A300 for approval procedures. **Exception:** The USA Basic Airborne Course, USA JFKSWC Military Free-Fall School, USAF Combat Control School, USAF Pararescue and Combat Rescue Officer School are not required to submit foreign jumper requests provided the jumpers meet the requirements listed below and complete the ground training portion of the course prior to jumping from an USAF aircraft.

3.8.2. US Jump Host will ensure all requirements within AFI 11-410 paragraph 8.6 and the following are met.

3.8.2.1. Identify foreign jumper operations by checking the foreign jumper block in JMS and annotating the nationality and number of jumpers on the request.

3.8.2.2. Ensure each jump aircraft will have, for the duration of the jump operation, at least one person that speaks both English and the language of the participating jumpers.

3.8.2.3. Ensure equipment compatibility IAW the Approved For Use List (AFUL) or certified via Air Transportability Test Loading Activity (ATTLA).

3.9. Specific MDS Operating Policy.

3.9.1. Assault Landing Zone Training. Landing Zones used for JA/ATTs will have a AMC signed AF 3822 published on the ZAR or the airfield will be published and coded as suitable in the Airfield Suitability and Restrictions Report (ASRR)/Giant report. Paved runways that have the physical dimensions that require, according to 11-2MDS, assault/SPRO procedures qualify as LZs for JA/ATT purposes. For runways that have sufficient dimensions where normal procedures can be used, the use of painted boxes or lights to mark an assault SPRO strip do not qualify as an LZ for JA/ATT purposes. The ZAR is located at: <https://cs.eis.af.mil/sites/10358/default.aspx>. Semi-prepared LZs are required to be assessed as condition Green. The condition values for C-17s and C-130s can be found in the ASRR Policy & Guidance section.

3.9.1.1. All LZs must have a STT, AMLO or authorized Contingency Response (CR) personnel trained IAW AFI 13-217 present to perform Landing Zone Safety Officer (LZSO) duties. A certified Landing Zone Control Officer (LZCO) is required if Air Traffic Control functions are more than four same type aircraft or, if there are more than two of any combination of dissimilar type aircraft operating in the same pattern.

3.9.1.2. Troops involved in airfield seizure must be outfitted and equipped to engage in their combat task immediately upon arrival at the forward operating location. Coordinate STT and other support requirements with 720 STG. LZ operations at Ft. Bragg complex

should be coordinated with Pope Range Scheduling via JMS prior to the validation period.

3.9.2. Drop Zones. JA/ATT airdrop will only be conducted on current surveyed drop zones listed in the AMC Zone Availability Report (ZAR). For drop zones with multiple surveys, ensure the most current survey is submitted to the ZAR manager for review and publication to the ZAR. Download information via JMS, Links and Downloads (https://jaatt.us.af.mil/Links_Downloads/Links_Downloads.aspx). GFLR tactical DZs used during exercises, do not need to be included in the ZAR to use; however, they must fit entirely within the confines of an approved/current DZ included in the ZAR.

3.9.3. Hazardous Materials. Chapter 3 procedures from AFMAN 24-204_IP are not authorized on JA/ATT missions unless waived by USTRANSCOM. Except during GFLR exercises. AFMAN (i) 24-204 Chapter 3 procedures during GFLR exercises are limited to move all vehicles and equipment with $\frac{3}{4}$ tank of fuel, personnel will carry and jump with their basic load of individual issued blank ammunition, 1.4S. Unpackaged hazardous materials and incompatible hazardous materials are not authorized for transportation via military airlift.

3.10. Intelligence Operations.

3.10.1. Mission. Intelligence personnel will provide operational intelligence to unit staffs and aircrews participating in planning and execution of large scale, significant, or high visibility JA/ATTs. This will develop knowledge of operational systems, enhance operations-intelligence interface, and ensure intelligence proficiency for combat support of airlift operations in a joint environment.

3.10.2. Concept of Intelligence Operations. Participating intelligence personnel will interact with their operations/mission planners to develop meaningful intelligence scenarios for simulated combat missions. The scenarios will be used to conduct mission planning, threat identification, develop proper mission tactics, conduct briefings, and exercise intelligence reporting. Project intelligence personnel will deploy to forward operating locations if required by the mission. Intelligence personnel will deploy with appropriate equipment to ensure communication connectivity to intelligence databases and force protection information. Unit personnel will submit Situation Reports and Mission Reports (IAW current MAF Intelligence Reporting Directive guidance), distinctly identifying each as EXERCISE reports. Refer to the GFLR section of this document for GFLR exercise operations.

3.10.3. Intelligence Scenarios. The basic intelligence scenario should reflect USAF airlift support of a friendly/allied nation. Intelligence scenarios may be based on the actual locale to be used/flown over or may be based on user requirements (i.e. JOAX/JRTC pre-deployment scenarios). However, all references to actual countries and AORs should be removed from the intelligence scenario. SOLL II scenarios will be developed in coordination with the user(s) and will task aircrews appropriately. STT, AMLO, Drop Zone Support Team (DZST) operations, detailed ground-related threats, and troop movements should be highlighted. Scenarios will be developed to allow for various threat levels and tailored to be consistent with other participating units' scenarios whenever possible.

3.10.4. Estimation of Enemy Operations. Scenario writers should use the following country force designations to enumerate military activities: BLUE nation or forces (US), RED (enemy), WHITE (nation the US is supporting), GREEN (nations allied to US), ORANGE (RED supported or allied nations), and YELLOW (non-aligned nations). Avoid using actual foreign nation designations and personalities, but describe actual military equipment, capabilities, and doctrines. The airspace used for airlift employment should be varied in threat levels to either permit or prohibit use of airlift aircraft. This heightens the development of tactics to be used. Threat ranges should be developed for air, ground, and naval related mission employments.

3.10.5. Intelligence Support. Lead units should plan the use of their own intelligence resources but may request support from other AMC units. If personnel augmentation is required, units will coordinate with HQ AFRC/A2OX, NGB/A2X or HQ AMC/A2XP.

3.10.5.1. Intelligence personnel at units involved in JA/ATT scenario support are authorized contact with their non-AMC counterparts to establish support and realistic scenario development.

3.10.5.2. Units should submit Joint Universal Lessons Learned Systems (JULLS) reports to A2X upon completion of JA/ATT activities.

Chapter 4

SUPPORT INFORMATION

4.1. Off station Frequency Management. Except for Pope Army Airfield (AAF) Operations, submit all off-station SKE/Interplane/Zone Marker requests to tacc.spectrum@amc.af.mil 60 days prior to execution for CONUS, 90 days for OCONUS. For questions contact 18AF/A3M Spectrum Managers at DSN 576-8511.

4.2. Aircraft Rescue Fire Fighting (ARFF) Scheduling. It is the requesting user's responsibility to provide required fire protection, manpower, and equipment at all landing zones IAW AMCI 11-208, Chapter 10. Aircraft maximum on the ground (MOG) tables in AMCI 11-208, Chapter 12 apply. ARFF vehicles which approximate the extinguishing agent and delivery capabilities of the USAF Type A/S32P-4 or A/S32P-19 and A/S32P-20 are acceptable substitutes. Prior to mission launch, planners, Mission Commanders, and/or Aircraft Commander must verify ARFF Level of support being provided and ensure waivers, if required, are requested and approved IAW AMCI 11-208 prior to operations. Airlift users may request AMC/A4/A4OC to provide Air Force personnel/equipment at user cost. To request Air Force assets, check the "ARFF" block on the JA/ATT request in JMS.

4.3. Joint Airdrop Inspection (JAI), and Joint Inspection (JI) support. For operations from other than Pope AAF, the wing flying the JA/ATT provides the JAI support, if required. However, there are cases when the host base or another unit will provide JAI. The wing flying the JA/ATT will coordinate with the user if they are unable to provide JAI support. **(T-2)**. JI normally will not be provided for a JA/ATT unless there is an actual fly-away involved. Most users have at their disposal an ADACG (Airfield Departure Arrival Control Group) or equivalent that has JI-qualified personnel. Therefore, JI requirements will be assessed on a case-by-case basis. JAI for airdrop loads will be performed IAW AR 59-4/AFJ 13-210, *Joint Airdrop Inspection Records, Malfunction Investigations, and Activity Reporting*. JI for airland cargo loads will be performed IAW AFMAN (i) 24-204 and 4500.9-R DTR, Part III (Mobility). **(T-0)**

4.4. Material Handling Equipment. (Wide-body loaders, forklifts, K-loaders, wide-body steps) The user will ensure the proper loading/offloading equipment is available at the on load/offload locations to support the requested JA/ATT.

4.4.1. User self-support. When users self-support a JA/ATT with MHE, they will identify type of equipment available and a POC with their mission request. Users should consider locally contracted support equipment prior to requesting 618 AOC/XOPM support.

4.4.2. Request for 618 AOC/XOPM to support. When the user cannot self-support a JA/ATT or cannot go to a location where the proper MHE support is available, one of the following must be accomplished by the user:

4.4.2.1. Contact 618 AOC/XOPM to find an alternate location with the proper equipment to support the JA/ATT.

4.4.2.2. Request 618 AOC/XOPM provide the proper MHE to support the on load/offload of the JA/ATT via the JMS Aerial Port check button. 618 AOC/XOPM will inform the user where the equipment will be deployed from, and that the user is required

to support/provide the movement/airlift of the MHE deployment and redeployment. This can be accomplished in one of the following ways.

- 4.4.2.2.1. Request surface movement of MHE through 618 AOC/XOPM during the JA/ATT mission validation period. The user's original JA/ATT will depend upon the arrangement of the surface transportation. Once surface transportation is confirmed, the user will provide the unit transporting the MHE a fund cite/billing number. Prior to 618 AOC/XOPM entering the unit into the JMS request, the user will provide 618 AOC/XOPM with a point of contact for billing, IPT, type of MHE required, and a POC at the destination in the remarks block in the JMS Mission Detail section.
 - 4.4.2.2.2. The user may request a SAAM mission to move MHE equipment to/from the JA/ATT mission location. Users should submit SAAM requests to the unit validators for approval NLT 10 calendar days after the JA/ATT mission validation period.
 - 4.4.2.3. Mission loading/offloading requirements
 - 4.4.2.3.1. For C-5, C-17, & C-130 aircraft: The minimum requirement to up/download a single 463L pallet requires a standard 10K forklift. At a minimum a 25K-Loader is required to load/offload 2 and 3 pallet trains.
 - 4.4.2.3.2. For tanker aircraft: The up/download of single, multi-pallet trains or rolling stock requires a 60K Tunnor Loader, or the 25K NGSL loader (single pallets may be loaded with a 10K forklift). The loader needs to be positioned early enough to allow required preparation (if needed) prior to first mission arrival (24 hours minimum). If the loader(s) is not available at the required point of use, the user is responsible for the movement of these items to the support location.
 - 4.4.2.4. The owning AMC unit will provide a unit-determined qualified team with a maintenance technician.
 - 4.4.2.5. JA/ATTs will not be validated until MHE issues at all locations are resolved.
- 4.4.3. Tasked Aerial Port units will check the JMS schedule for their requirements. Units will contact the POCs prior to deploying and ensure requirements posted on the JMS schedule and/or Air Movement Table (AMT) are still valid.

4.5. Night Vision Goggle (NVG) Operations. NVG Operations will be used to the maximum extent possible during scheduled night missions. (T-3). Users, Landing Zone Safety/Control Officers, and airlift wings need to ensure proper coordination of drop zone, landing zone, and cargo compartment lighting requirements during mission scheduling, planning, and execution.

4.6. Drop Zone Control/Landin Zone Safety/Landing Zone Control Officer(s) (DZCO/LZSO/LZCO) Coordination. The following will be utilized when scheduling LZC/DZC.

- 4.6.1. Airdrop operations: All airdrop operations require a DZCO and/or Drop Zone Support Team (DZST) provided or coordinated for by the user. Users, DSCO, DZST, and airlift wings will ensure proper coordination of all aspects of DZ mission scheduling, planning and execution has been accomplished. Aircrews will directly coordinate with the DZCO/DZST prior to mission execution.

4.6.2. LZ operations: Users are responsible to coordinate for LZSO and /or LZCO IAW **paragraph 3.8.1.1.**, Users, LZSO/LZCOs, and airlift wings will ensure proper coordination of all aspects of LZ mission scheduling, planning and execution has been accomplished. Aircrews will directly coordinate with the LZSO/LZCO prior to mission execution.

4.6.3. Missions requiring STT will be annotated on the JMS contract. The 720 STG (OSS/OSOO) is the approving office for STT support.

4.6.4. ANG and AFRC support is conditional and based on personnel availability. When ANG or AFRC units provide LZC support, MPA man-days will be provided by 720 STG.

4.6.5. Support for add-on missions and last-minute changes will be coordinated with the 618 AOC/XOBC, 618 AOC/XOPM, AFRC/A3OO, ANG/A3XE, 720 STG, Service Validators, and individual flying unit JA/ATT managers by the requesting ground user.

4.6.6. ANG and AFRC requirements for LZC will be finalized during the JA/ATT mission validation period.

4.7. 618 AOC/XOPM Mission Support Division. Sources and tasks the deployment of aerial port resources, and directs the redistribution of aerial port equipment to meet worldwide mission requirements. Ensures mission support requirements for humanitarian relief, SAAMs, JA/ATTs, exercises, and contingencies worldwide, and determines availability and readiness of aerial port resources. (Straps and chains are unit purchase items and units should seek organization/service representative for pallets and nets).

4.8. Tasking of Logistics Support by HQ AMC/A40. JA/ATT missions validated by authorized service validators are considered validated AMC missions. As such, Active Duty/AFRC/ANG aircraft performing validated JA/ATTs (away from home station) receive full 618 AOC/XOCL support, according to AMCI 21-108, *Logistics Support Operations*. This support is contingent upon the flying units entering their mission into GDSS. When a JA/ATT requires logistics support personnel and equipment and is coordinated via an Air Mobility Tasking message, it will be done using standard UTCs that are pared and tailored to fit the mission (no XXZ99).

4.9. Weather Support. Each individual service will use their appropriate weather sources. MSN CC will work with supported unit to reach a joint weather decision.

4.10. News Media. News media representatives on JA/ATTs must be requested by name and submitted to HQ AMC/PA and HQ AMC/A3V, with info copy to 618 AOC/XOBC, NLT 15 working days prior to mission operation. Concurrence of the AMC operating wing commander is required in all cases. On missions supported by ARC, coordinate with appropriate component public affairs office, NGB/A2/3/6/10M and AFRC/A3OO NLT 30 days prior to mission.

4.11. ALEXANDRIA INTERNATIONAL AIRPORT. AMC/A3Y through the 34 CTS coordinates logistical support in conjunction with GFLR Exercises. There is no equipment or maintenance support assigned to Alexandria; therefore, deploying units will be required to provide support.

4.12. FORT POLK. AMC/A3Y through the 34 CTS coordinates logistical support in conjunction with GFLR Exercises. There is no equipment or maintenance support assigned to Fort Polk; therefore, deploying units will be required to provide support.

4.13. Pope AAF Operations : For all JA/ATT activity at Pope AAF, the 43 AMOG/CC is Air Mobility Command's local representative to Army users at Ft Bragg. The 43 AMOG/CC is the command's local interface and continuity with the Army, responsible to the 18 AF/CC for an effective and mutually beneficial joint relationship. Furthermore, the 43 AMOG/CC is AMC's senior commander responsible for all JA/ATT ground and offload operations on PAAF. The 43 AG role is to launch JA/ATT aircraft in concert with the aircrew. 43 AMOG/CC is the 18 AF/CC's designated local decision authority for all matters pertaining to preparation and launch for routine JA/ATTs. For medium or significant JA/ATTs where 18 AF/CC has designated an Airlift MC, the 43 AMOG/CC will be a support commander to the Airlift MC. The 43 AMOG/CC and the Airlift MC will work together to meet requirements of the supported user.

4.13.1. 43d OSS/OSOE (Enroute Operations Support Office, DSN 424-8211) is the focal point for all mission support coordination and questions regarding operations at Pope AAF. All Mission Commanders will comply with 43 AMOGI 11-105, *Flying Operations*, for operations at Pope AAF. Contact 43 OSS/OSOE for electronic copies of 43 AMOGI 11-105, the local in-flight guide, and other planning guidance.

4.14. Lawson AAF Operations . Mission supports the US Army Infantry School (USAIS).

4.14.1. Aircrews should coordinate support requirements, including aircrew transportation with the user. Lawson Base Operations will provide GOVs for USAF units supporting Basic Airborne School. Call Lawson AAF Base Operations, DSN 835-3524 commercial (706) 545-3524, or JA/ATT POC at DSN 835-6496, for additional information. All missions should be prepared to be self-supporting. Check in with Base Operations upon arrival.

4.15. Campbell AAF Operations.

4.15.1. Operating hours: Reference IFR Supplement & NOTAMS. Plan arrivals and departures during these hours. For missions scheduled outside operating hours, users and wings will coordinate with host base agencies.

4.15.2. Simultaneous JI/loading cannot normally be supported.

4.15.3. Logistics support for JA/ATT should be coordinated as early as possible. Some planning factors are as follows:

4.15.3.1. No enroute maintenance support available. Mission command wings plan for crew chiefs on all routine JA/ATT missions. For large scale JA/ATTs, mission command wings should plan to position a maintenance support team on the first prime mission aircraft.

4.15.3.2. There is limited AGE. Recommend sending an augmented package. No Liquid Oxygen (LOX), aircraft parts, high reach vehicles, or tire change capability available. Deicing is limited to one "deicer" incapable of high-reach deicing of C-5 and C-17 airframes.

4.15.3.3. Contact the Army ADACG in place to coordinate aerial port support.

4.16. Overseas Operations. Prior to executing an OCONUS JA/ATT mission, the wing will review standard OCONUS mission information such as any applicable theater SPINS, the AFTRANS SPINS, and the A3 policy through the AMC Aircrew Portal located on JMS Links and Downloads. OCONUS JA/ATT missions will still be validated through JMS.

4.16.1. PACOM/PACAF Operations. PACAF Air Mobility Division (AMD) administers the PACOM JA/ATT program, and manages support from PACOM-based airlift users and PACAF-gained airlift units. Users with operations that start in the PACOM AOR should submit their JA/ATT requests through its JA/ATT webpage at <https://www.ops.hickam.af.mil/amocc/tools/jaatt>. Website can only be accessed by PACAF units due to security server credential criteria. All operations in PACOM require additional coordination. All coordination for lodging, aircraft servicing, etc., is the responsibility of the unit operating the aircraft. Units conducting JA/ATT at Elmendorf AFB, AK must contact 3rd OSS/OSK. The JA/ATT POC at PACAF/AMD can be reached at DSN 315-448-8858.

4.16.2. SOUTHCOM Operations. Operations in the SOUTHCOM AOR require additional coordination with the 612th Theater Operations Group (TOG) Current Operations Flight at Davis-Monthan AFB, AZ. The SOUTHCOM AOR includes all islands in the Caribbean as well as Central and South America. During duty hours, contact the 612 TOG Current Ops Flight at DSN 228-7034/5915 (DSN 228-1769/1677 during non-duty hours).

4.16.3. EUCOM/USAFE Operations. The 86 OSS/OSO manages EUCOM JA/ATT program, primarily supporting EUCOM-based airlift users and USAFE-gained airlift wings. Operations in the USEUCOM AOR require additional coordination with USAFE/AMD and 86 OSS/OSK, Ramstein AB GE. Contact 86 OSS/OSK, DSN 314-478-2882 NLT 30 days prior to mission execution to ensure a complete listing of airspace and operational restrictions. Flying units must coordinate with USAFE/AMD NLT 72 hours prior to TOT, at DSN 314-478-5311/2053. Low-level or airdrop missions into Italy require further coordination with USAFE/AMD 314-478-7444 and 86 OSS/OSO 314-480-5311 NLT 45 days in advance.

4.16.3.1. Crews will receive a brief from 86 OSS/OSK prior to flying low-level in Germany, 31 OG/OGV prior to flying low-level in Italy, or host nation Defense Attaché Office prior to flying low-level in all other countries within the USEUCOM AOR. Units may be required to transit Ramstein and collect European Low-Level Charts. Crews will deconflict SKE frequency usage with 86 OSS/OSK.

4.16.3.2. 86 OSS/OSK maintains a European Zone Availability Report (ZAR) for all approved drop zones in the United States European Command (USEUCOM) area of responsibility (AOR) IAW AFI 13-217 USAFE Sup 1. Download information via 86 OSS/OSK AF Portal web site: https://www.my.af.mil/gcss-af/USAF/AFP40/d/1075099200/Files/USAFE_AZAR.xls.

4.17. Airdrop Tests.

4.17.1. All nonstandard aerial delivery hardware or procedures used during airdrop missions and all new airdrop loads, or the reconfiguration of existing loads presented for airdrop, require written approval from both ASC/ENFC and HQ AMC/TEA. The user and/or testing agency must provide a copy of the written approval memorandums and a copy of the approved Proposed Test Program (PTP) to the aircraft commander prior to conducting the airdrop test. (AFRC/A3OO requires all PTP paperwork to be submitted NLT 2 weeks prior to execution).

4.17.2. The JA/ATT sequence number issued by 618 AOC/XOBC, the ASC/ENFC Memorandum, and the HQ AMC/TEA Memorandum together constitute authorization to operate the mission. The wing's mission planning branch will coordinate with the user/testing agency to obtain all mission details including aircraft configuration, copies of the approval memorandums, the PTP, and aircrew qualification requirements NLT 5 duty days before home station departure. **Note:** If any user/testing agency requests the aircrew to perform procedures which conflict with current directives and have not been approved in the ASC or HQ AMC memorandums, the user/testing agency must obtain a waiver from HQ AMC/A3V.

4.17.3. The aircraft commander is the final authority for the safe conduct of the mission. If mission safety or success is jeopardized, contact HQ AMC/A3V through 618 AOC/XOCG (1-800 AIR-MOBL, DSN: 779-0322).

4.17.4. Contact HQ AMC/TEA at DSN 779-3156 for approved airdrop tests.

4.18. USA Quartermaster (USAQM) School Operations.

4.18.1. The mission project wing supplies the Joint Airdrop Inspection, jump door platforms, buffer stop assemblies, and centerline vertical restraint. HQ AFSOC 720 Special Tactics Group (STG), Hurlburt Field FL, provides Special Tactics Team (STS).

4.18.2. Mission project wing will contact USAQM, Ft. Lee VA, and Langley/Byrd Field airfield management office at least 10 days prior to operation to coordinate mission details.

4.19. GFLR Operations.

4.19.1. The 34th Combat Training Squadron (34 CTS) at Little Rock AFB is the agent for theater combat delivery forces participating in Joint Readiness Training Center (JRTC) exercises at Ft Polk, LA. AMC/18 AF may task up to six must-fill GFLR exercises per year, in accordance with AMC/A3Y requirements. In conjunction with the NGB/AFRC, AMC will task ARC units as full participants in a minimum of two exercises a year. One C-17 and one KC-135 is required for all must-fill exercises.

4.19.2. The GFLR/JRTC scenario is designed to test players with battlefield situations which are representative of actual or anticipated military operations, including military operations other than war. The focus of GFLR/JRTC is to practice wartime skills most likely to be exercised as a member of a small joint task force deployed into an austere location. The intelligence scenario is generated by the GFLR/JRTC white cells and mission planning cells (intelligence support) should conduct their pull for information via normal means, but through the white cells.

4.19.3. The planning cycle is 210 days for each rotation. AMC/A3Y will coordinate with 618 AOC to identify lead unit NLT 180 days prior to D-Day. Units should designate a trusted agent to begin planning their training NLT 120 days prior to D-Day. Mission commanders will be chosen 90 days prior to D-Day and must attend the D-45 day conference held at Little Rock AFB. **(T-2)**. Participating units should forward desired training objectives to the 34 CTS for coordination.

4.19.4. 34 CTS/CC, in coordination with participating units, will compile and forward a Tactics After Actions Report (TAAR) to HQ AMC/A3Y, AMC/A3D, 618 AOC/XOBC, 18

AF/A3X, and the Joint Lessons Learned Information System (JLLIS) no later than 15 days after ENDEX. (T-2)

4.19.5. SKE/Interplane frequencies is coordinated through the 19 OSS/OSO.

4.19.6. Normally units will deploy to GFLR with their own maintenance UTC.

4.19.6.1. In the event of a MRT requirement, 618 AOC/XOCL will support all GFLR tasked aircraft.

4.19.7. There are limited spare parts at Little Rock AFB. When aircraft deploy to GFLR, a readiness spares package may be required.

4.19.8. AMC/A3CM will task CRF to provide a minimum working MOG of 3 at Alexandria International Airport and working MOG of 2 at the LZ. If CRF is unavailable, then AMC/A3CM will coordinate with AMC/A4RM to provide logistics support at tasked airfield/LZ locations.

SAM C. BARRETT, Major General, USAF
Director, AMC A3/A10

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

DTR 4500.9-R, Part II, *Cargo Movement*, May 14 (<http://www.ustranscom.mil/dtr/index.cfm>)

DTR 4500.9-R Part III, *Mobility*, Jun 16 (<http://www.ustranscom.mil/dtr/index.cfm>)

Joint Pub 4-01, *Joint Doctrine for the Defense Transportation System*, 06 Jun 13

AFI 10-403, *Deployment Planning and Execution*, 20 Sept 12

AFI 11-209, *Aerial Event Policy and Procedure*, 4 May 06

AFI 11-209_AMCSUP, *Aerial Event Policy and Procedure*, 4 May 06

AFI 11-410, *Personnel Parachute Operations*, 04 Aug 08

AFI 11-2C-130, Vol 3, *C-130 Operations Procedures*, 23 Apr 12

AFI 11-2C-130J, Vol 3, *C-130J Operations Procedures*, 8 Dec 09

AFI 11-2C-17, Vol 3, *C-17 Operations Procedures*, 16 Nov 11

AFI 11-2C-5, Vol 3, *C-5 Operations Procedures*, 24 Feb 12

AFI 11-2KC-10, Vol 3, *KC-10 Operations Procedures*, 30 Aug 11

AFI 13-217, *Drop Zone and Landing Zone Operations*, 10 May 07

AFJI 13-210, *Joint Airdrop Inspection Records, Malfunction Investigations, and Activity Reporting*, 23 Jun 09

AFTTP 3-3.C-17, *Combat Aircraft Fundamentals C-17*, 12 Jul 16

AFTTP 3-3.C-130, *Combat Aircraft Fundamentals C-130H*, 12 Jul 16

AFTTP 3-3.C-130J, *Combat Aircraft Fundamentals C-130J*, 12 Jul 16

AMCI 11-208, *Tanker/Airlift Operations*, Jun 00

AMCI 21-108, *Logistics Support Operations*, 16 December 2011

COMAFFOR Apportionment & Allocation Process (CAAP) CONOPS, May 12

43 AMOGI 11-105, *Flying Operations*, Jan 14 (Contact 43 OSS/OSOE for updates)

Prescribed Forms

No Forms Prescribed

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

A2—Director of Intelligence

A3—Director of Air, Space and Information Operations

A3D—Combat Operations Division

A3DT—Combat Tactics Branch

A3G—Air National Guard Advisor

A3H—Reserve Advisor

Terms

Assault Landing Zone (LZ) Training—Assault landing zone operations are those conducted for the training of troops who are tasked with an airland requirement for employment directly into a hostile ground environment.

Mission Commander—A rated officer charged with exercising control over operational issues and support requirements necessary to successfully accomplish a specific mission.

Air Force Joint Airdrop Inspection (JAI)—Joint Inspection with a qualified Air Force loadmaster certified IAW AFJ 13-210 to perform joint inspection of airdrop loads.

Air Mobility Liaison Officer (AMLO)—A rated United States Air Force mobility officer selected, trained, and equipped to assess, train, advise, and assist with mobility air forces and ground force integration for air movement and sustainment. AMLOs qualified and current are authorized to survey and control drop zones and act as LZSO, as well as instruct personnel to survey and control drop zones.

Aircraft Rescue Fire Fighting (ARFF)—Firefighting equipment and personnel required by USAF to conduct airfield/landing zone operations.

Airframe Day—Any type of aircraft used/flown for any portion of a day. Example: Three C-17s flying a 4-day mission would be counted as 12 airframe days.

Airfield Suitability and Restriction Report (ASRR)—An alphabetical listing of airfields capable of supporting AMC aircraft and associated runway data/restrictions

Assault Landing—Training designed to give pilots experience landing the aircraft at short and austere airfields.

Block In Time (BIT)—The time when the aircraft engines are shut down (or the aircraft is parked for ERO) after arrival at the on-load base. Mission commanders will schedule BIT so as to make good the in-place time (IPT).

Combat Expendable Platform (CEP)—Custom sized wooden platforms used to drop items like Combat Rubber Raiding Craft (CRRC), fuel blivets, small vehicles and other items. Also known as Special Operations Combat Expendable Platform (SOCEP).

Contingency Response Force (CRF)—A composite AMC organization made up of functional areas tailored to support airlift missions transiting locations where command and control, mission reporting, or support functions are required, and are non-existent.

Closure Time—The latest time by which a mission must be complete. For employment missions, the closure time is termination of the last training event. In general, do not include deposition of aircraft.

Drop Zone Controller (DZC)—Qualified individual in charge of a drop zone operation that represents the appropriate commander as provided in the mission directive. Refer to AFI 13-217 for complete duty requirements.

Drop Zone Safety Officer (DZSO)—Furnished by the airdropped unit. Determines those conditions that may be hazardous to operations and makes the decision to continue with or cancel airdrops. During unilateral AF operations, the DZC and the DZSO duties may be combined. Refer to AFI 13-217 for complete duty requirements.

Drop Zone Support Team (DZST)—DZSTs are qualified IAW the Memorandum of Agreement (MOA), “Airdrop Operations Without Air Force Combat Control,” and unit standard operating procedures implementing this MOA. These personnel may perform DZC duties during joint and unilateral Air Force training airdrops. DZSTs are restricted to formation airdrops of four or less aircraft unless on a military range with active range control. Refer to AFI 13-217 for complete duty requirements.

Emergency Deployment Readiness Exercise (EDRE)—Simulated wartime deployment (no notice or short notice) designed to practice executing missions in support of contingency requirements.

Engine Running On/Offload (ERO)—The on/offload of cargo with engines running.

Forward Area Refueling Point (FARP)—As defined in AFI 11-235, and supplemental AF MAJCOM guidance. These operations are transfer of fuel aircraft to aircraft with engines running. **Note:** SOLL II only.

Hot Defueling/Refueling—Hot defueling/refueling is the transfer of fuel to/from any containers other than other aircraft (fuel truck, bladders, etc.) with one or more engines operating. This includes fuel transfer from internal aircraft fuel tanks, auxiliary tanks, or internally loaded fuel bladders, such as the Aerial Bulk Fuel Delivery System (ABFDS) with or without Alternate Capability Equipment (ACE).

High-Visibility JA/ATT—Any operation that AMC deems necessary to support with an Air Force Mission Commander (MC). JOAX/CAPSTONE is an example of a high-visibility JA/ATT.

In-Place Time (IPT)—The time when aircraft and crew are at the predetermined location and ready to load for the mission.

Joint Airdrop Inspection (JAI)—The inspection activity of airdrop loads prior to aircraft loading (before loads) and after loading/rigging is completed (after loads) in the presence of the user (other than unilateral training), a qualified Air Force (AF) JAI loadmaster and the aircraft loadmaster.

Jump Host—The manifesting organization or unit sponsoring a foreign jumper, is considered the “*Jump Host*”

Joint Inspection (JI)—Inspection of the cargo (pallets/rolling stock not rigged for airdrop) and associated paperwork to ensure it meets the proper standards for air shipment. Inspection takes place in the presence of the user and a qualified JI person.

Joint Precision Air Drop System—A family of systems that includes self-guided cargo parachute systems, mission planning and weather systems, and military free-fall parachute systems. The primary navigation sensor is a global positioning system (GPS).

Landing Zone Controller (LZC)—The ranking combat controller in charge of LZ operations. Refer to AFI 13-217 for complete duty requirements.

Landing Zone Safety Officer (LZSO)—The qualified individual appointed to oversee operations on an LZ and to act as liaison between the LZC and the supported unit. Refer to AFI 13-217 for complete duty requirements.

Routine JA/ATT—Single airlift wing and 4 or less aircraft.

Service Validator—Official approving authority for initial JA/ATT mission request, add-on missions, mission detail changes, cancellations, and program management within a DOD Service/component. Validators will screen missions for program eligibility. Validators are normally:

HQ AMC/LNA—For all Army units and components missions.

HQ AMC/LNM—For all Navy and Marine units and components missions.

618 AOC/XOBC—For Air Force. **Note:** The FORSCOM G-3 or the Department of Personnel, Headquarters Marine Corps can appoint alternate Service validators if the above positions are vacant.

Significant JA/ATT—Any operation that uses five or more aircraft or aircraft from multiple airlift wings. This applies to airframes on a single contract or as part of a single formation or operation. It is not for a single ground unit operations out of more than six airframes if they are on different contracts with different flying wings who are not inter-flying and have time separation over the DZ.

SOLL II Flying Communication—Airborne personnel must establish communications with external air and/or ground personnel to enable C2 functions (SOLL II only).

Special Operations Loading Exercise—Joint event conducted IAW AFI 11-2C-17 vol 1, 437AW Sup I. Requires no less than 2 on-loads and 2 off-loads, and egress training. Must be accomplished with specifically approved joint forces, but is not dependent on specific equipment used (SOLL II Only).

Special Operations Rapid On/Off Loading—Training employing Joint Standard Operating Procedures. Must be accomplished with specific approved joint forces, but is not dependent on specific equipment used (SOLL II Only).

Special Operations Unique Airdrop—Airdrops conducted using procedures authorized only for special operations qualified aircrews that cannot be accomplished unilaterally.

Special Tactics Team (STT)—Air Force ground teams that control airdrop and assault landing operations.

Static Load Trainer—Nonoperational loading and unloading event where JI is not accomplished. Must be performed in conjunction with an affiliation course or phase 2 of an EDRE. Minimum of 4 hours of training per event. 2 points for JA/ATT priority are awarded.

Theater Airlift Manager (TAM)—AMC manager of in-theater assets (in South America, CDRUSSOUTHCOM; in the Pacific, CDRUSPACOM; in Europe and Africa, CDRUSEUCOM; and in Central Asia, CDRUSCENTCOM).

Zone Availability Report (ZAR)—World-wide list of approved drop zones (DZs) and landing zones (LZs) maintained by AMC for use by DOD aircraft. The ZAR contains CONUS surveys and OCONUS surveys forwarded by the owning theater/command. You can access the ZAR at <https://cs.eis.af.mil/sites/10358/default.aspx>, or via the JMS, <https://jaatt.us.af.mil>.

Attachment 2

EXAMPLE STAFF SUMMARY SHEET

Table A2.1. For Foreign Jumper Request.

1. PURPOSE. Request HQ AMC/A3 approval for foreign parachutists to jump with the XXX AW IAW AMCI 11-201, paragraph 4.15.1-4.15.5.

2. DISCUSSION. (Provide basic exercise/airdrop description) Two XXX AW aircraft supporting COBRA GOLD (11 February - 20 February) will provide the 4/25 IBCT (ABN) the opportunity to jump with the Royal Thai Army, Navy, Marines and Air Force allowing them to perform Joint airborne operations and earn a foreign airborne badge.

a. 4/25 IBCT (ABN) is the US Army unit acting as a sponsor and has ensured that all requirements of AFI 11-410 have been met (details below).

i. Ensure foreign jumpers are physically, physiologically, professionally, and administratively qualified to perform the parachute operations in accordance with applicable foreign military standards.

ii. Ensure foreign jumpers are authorized to perform the parachute operations by the foreign commander of airborne forces.

iii. Gain approval to conduct parachute operations according to paragraph 8.6.3.

iv. Inform the USAF flying unit of the participation of foreign military personnel.

v. Ensure that foreign military personnel receive system specific training if they will utilize US systems or equipment.

b. IAW Foreign Military Jumper Certification, the Army has ensured that all requirements of AMCI 11-201 have been met (details below).

i. Ensure foreign jumpers are qualified to perform the jump IAW that country's applicable military standards.

ii. Ensure jumpers are authorized by their appropriate foreign commanding officer to conduct the proposed operation.

iii. Gain approval to conduct the airborne operations through the host's appropriate chain of command IAW their governing regulations.

iv. Inform the USAF flying unit of their intent to include foreign military personnel in the jump operation.

v. Ensure each jump aircraft will have, for the duration of the jump operation, at least one person that speaks both English and the language of the participating jumpers.

c. Names: (List names of all foreign jumpers covered in this request)

3. RECOMMENDATION: AW/CC approve foreign jumper participation with XX AW aircraft and provide HQ AMC/A3TF.

//SIGNED//

JOHNNIE A. AIRDROPPER, Capt, USAF

XX OSS/OSK

3 Tabs

1. XX AW/CC Foreign Jumper Approval Request
2. AMC AMCI 11-201, 3.8 Extract
3. AFI 11-410, 8.6 Extract

(Include any amplifying items as well)