

**BY ORDER OF THE COMMANDER  
317TH AIRLIFT WING (AMC)**



**AIR FORCE INSTRUCTION**

**11-2C-130J VOLUME 3**

**11 APRIL 2018**

**FLYING OPERATIONS**

**C-130J OPERATIONS PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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AFI 11-2C-130J V3 *C-130J Operations Procedures* dated 8 December 2009, is supplemented as follows: 317th Operations Group (OG) Supplement 1 defines local operating procedures for the 317th OG. It is applicable to all personnel assigned or attached to the 317 OG. Any deviations from these procedures are not authorized unless approved by the 317 OG/CC or the designated representative. 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 squadron Standardization/Evaluations (CCV) to 317th OG Standardization/Evaluations (OG/OGV).

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS) covers required information. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFD 37-1, *Information Management*, and AFMAN 37-123, *Management of Records*, and disposed of in accordance with the Air Force *Records Disposition Schedule (RDS)*, located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>.

**1.4.3. (DYESSAFB) Waivers.** Submit waiver requests requiring Operations Group Commander (OG/CC) coordination and/or approval through the chain of command to the appropriate waiver authority IAW para 4.3.1 of AFI 11-2C-130JV3, *Flying Operations, C-130J*

*Operations Procedures, dated ????* and the 317 OG/OGV Process Guide 18. Organizations submitting the waiver request will maintain a copy for 1 year.

1.7. **(DYESSAFB) Improvement Recommendations.** 317 OG personnel will use the 847 Central page for all 847 submissions IAW 317 OG/OGV Process Guide 13. The page can be found at: <https://cs1.eis.af.mil/sites/amcedc/SitePages/847%20Central.aspx>

2.2.1. **(DYESSAFB) Aircraft commanders (AC) or mission commanders (MC) for all off-station missions that support an outside user (i.e. Joint Airborne/Air Transportability Trainer (JA/ATT)s, Special Airlift Missions (SAAMs), Channels, ect.) will contact 317 OSS/OSO (Current Ops) to receive their mission paperwork. The Mission Commander (MC), Aircraft Commander AC, or designated representative will brief the respective Squadron Director of Operations (DO) (or designated representative) for all off-station missions supporting outside users (to include out-and-backs) and any mission that plans to remain overnight (RON) at a location other than Dyess Air Force Base (AFB).**

2.5.2. **(DYESSAFB) To aid in mission updates, Pilots in Command (PIC)s will relay mission progress to the Dyess Command Post at the end of each day when terminating at a location without a suitable C2 agent. This requirement only applies to missions in which the OG/CC is the execution authority (i.e. Off Station Trainers (OST) and JA/ATTs).**

2.5.2.1. **(DYESSAFB) When mission changes require arrival/departures to Dyess AFB outside of normal airfield operating hours PICs will coordinate with squadron Operations Duty Supervisors and 317 OSS/OSO on-call personnel prior to departure. Crews will not plan to arrive while Dyess airfield is closed unless approved by 317 OSS/OSO.**

2.5.8.1. **(DYESSAFB) Military Auxiliary Radio System (MARS).** MARS provides aircrew with an alternate means of HF radio communication when unable to make contact with C2 via the USAF High Frequency Global Communications System (HFGCS) described in the Flight Information Handbook. The primary frequency is 13.9270 and the secondary frequency is 7.6335. When using MARS, transmit approximate aircraft position (over a country or state) and advise the radio operator that the relay is required for official business. Do not transmit sensitive information over MARS as it is an unsecure means of communications.

2.5.4. **(DYESSAFB) Local Training Mission Reporting.** Mission Commanders will pass departure and arrival times to Dyess Command Post as soon as practical. When schedule deviations occur (e.g. late takeoff, early landing, air abort, etc.), PICs will pass sufficient information surrounding the deviation to command post controllers to facilitate proper documentation in Global Decision Support System (GDSS) II. Deviations will also be reported on mission recap forms upon mission termination.

2.5.4.1. **(DYESSAFB) PICs will request approval from Dyess Command Post prior to any planned overfly on local training missions. Crews may takeoff prior to 20 minutes from scheduled time, but must coordinate with the Production Superintendent for an early block out.**

3.8.4. **(DYESSAFB) Aircrew are permitted to perform simulator missions while DNIF, but must ensure that it is specifically approved on their AF Form 2992, *Medical Recommendation For Flying or Special Operational Duty*.**

3.11.1.6. **(DYESSAFB) When required, Dyess Command Post will alert PICs for missions originating at Dyess AFB. Operations Duty Supervisors will pass alert details (Legal for Alert**

(LFA) time, PIC name/contact number, remarks) to Dyess Command Post via the squadron Closure Letter, or other official means of coordination.

3.11.1.6.1. **(DYESSAFB)** Unless coordinated through squadron Operations Duty Supervisors and higher headquarters C2 agencies, Command Post will alert the PIC for all 618 Tanker Airlift Control Center (618 TACC)-directed missions. Aircrew members will report one hour after alert unless directed otherwise.

3.11.1.6.2. **(DYESSAFB)** Crew members will normally self-alert for local training missions.

4.9. **(DYESSAFB) Aircraft Limitation Exceedances.** PICs should land as soon as practical following any known or suspected aircraft exceedance. If available, maintenance personnel will run the maintenance card download to confirm whether or not an actual exceedance occurred. PICs will immediately notify the Squadron Operations Supervisor to provide details of known or suspected exceedances.

5.2.2.1. **(DYESSAFB)** If a qualified loadmaster must occupy a pilot seat on the ground to guard the brakes, the PIC will ensure the loadmaster is thoroughly briefed prior to leaving his/her seat. The brief will ensure the loadmaster is fully aware of the sequence of events, inadvertent brake release, brake malfunction and any ground equipment/obstacles within 50 feet of the aircraft.

5.9.6. **(DYESSAFB) Use of Cellular Phones on the Flight Line.** Cellular phones may be used on the flight line for official business only. Remain outside of a 50-foot radius from the aircraft during refueling and/or oxygen servicing.

5.18.4.1.1. **(DYESSAFB)** The ASRR contains a complete listing of Certification Airfields requiring additional certification due to unique hazards or operating procedures. 317 OG/CC is the waiver authority for certification airfield restrictions in accordance with AMCI 11-211, *Destination Airfield Suitability Analysis, para 3.4.*

5.19.3. **(DYESSAFB)** Aircrew will not taxi within 50 feet of a pressurized fuel carrying servicing component, i.e. servicing hose, fuel nozzle, single point receptacle (SPR), ect. Crews must remain vigilant when taxiing into parking areas without marshallers to preclude violating this restriction.

5.20.4. **(DYESSAFB)** [Reference DAFBI 11-250, *Flying Operations, Airfield Operations and Base Flying Procedures*] The emergency fuel dump area is between 30 and 80 DME while established on the Abilene VORTAC 220 radial. Altitudes are from 10,000' MSL to FL200.

5.21.4.1.1.1. **(DYESSAFB)** 317 OSS/OSO planners will notify the squadron barrel master when higher headquarters tasked missions require operations at Certification Airfields so that experienced crews may be scheduled if available.

5.22.1.3.1. **(DYESSAFB)** If departure or arrival is required at Dyess AFB during Bird Watch Condition Severe, the 317 OG/CC is the approval authority.

5.22.4.1. **(DYESSAFB)** Mission Commanders will use AHAS to identify areas of substantial bird activity on planned low-level routes. When Avian Hazard Advisory System (AHAS) reports indicate "Severe" for any portion of the route, initially fly the low-level portion at 1000 feet above ground level (AGL) to evaluate the actual bird strike risk. If there is no evidence of severe bird activity, mission commanders may descend the formation to the planned low-level altitude. If increased quantities of birds are sighted on low-level route, fly at no lower than 1000 feet AGL

or terminate low-level operations. During Bird Aircraft Strike Hazard (BASH) phase II operations, avoid low level routes one hour before and after sunset.

5.22.5. **(DYESSAFB) Local Post-Bird Strike Procedure.** Turn in the AF IMT 853-2, *Air Force Wildlife Strike Report* (with 317 OG overprint), and AMC Form 97, *AMC In-Flight Emergency and Unusual Occurrence Worksheet* to maintenance debrief along with a copy of crew orders. Make a note on the mission recap that the AF IMT 853-2 and AMC Form 97 were submitted.

5.23.1. **(DYESSAFB)** Any flight that requires the use of the T.O. 1C-130J-6CF-1, *Acceptance or Functional Check Flight Procedures* procedures is considered a Functional Check Flight (FCF). Therefore, only current and qualified FCF crews are permitted to reference this checklist in flight. For a flight with only a particular system being checked, Quality Assurance (QA) will specify which portion(s) of T.O. 1C-130J-6CF-1 will be performed. When additional items not required by QA are performed to accommodate FCF aircrew training, complete all required FCF items prior to accomplishing the FCF training.

5.23.10. **(DYESSAFB)** IAW AFI 21-101, *Aircraft and Equipment Maintenance Management*, Operational Check Flights (OCF) will be kept to a minimum and will not replace Dash-6 FCF requirements. As a minimum, OCF crews will consist of an Instructor Pilot and Instructor Loadmaster. OCFs will use normal Dash-1 procedures and checklists. Do not use T.O. 1C-130J-6CF-1 procedures on OCFs. QA will brief aircrew prior to all OCFs.

### 5.31. **(DYESSAFB) Home Station Aircraft Recovery Procedures.**

5.31.1. **(DYESSAFB) Reconfiguring Returning Aircraft.** Aircrews will make every effort to reconfigure aircraft returning to home station to a TAC-1 configuration unless otherwise coordinated with maintenance production superintendents. While reconfiguring in flight, working aircrew members will make every attempt to maintain communication with the Pilot Flying, and announce when they are unable to do so over interphone. PICs will ensure that flight conditions and maneuvers will not jeopardize the safety of personnel reconfiguring in flight.

5.31.2. **(DYESSAFB) Aircraft Cleanliness.** PICs will keep aircraft in an orderly, professional manner and return it to maintenance in a clean condition. Loadmasters will empty all waste receptacles into a plastic trash bag and place it in the middle of the cargo compartment floor (as close to LS 345 as possible, extra airplane equipment permitting) prior to leaving the aircraft. If trash bags are not available, all trash receptacles will be emptied into the galley trash receptacle.

5.31.3. **(DYESSAFB) Toilet Service Procedures.** Dyess AFB does not maintain lavatory service equipment on station. AMXS currently schedules service with Abilene Regional twice per week, but only the aircraft on the ramp at this time will be serviced. To ensure that off-station aircraft receive servicing, crews should attempt to have the toilet serviced at off-station facilities prior to returning to Dyess AFB.

5.32. **(DYESSAFB) Propeller Arc Danger Area.** Personnel will not walk through the static propeller arc unless necessary in the performance of duties. This area is defined as: fuselage abeam the inboard propeller to the outer edge of the outboard propeller. Performance of duties includes performing the exterior aircraft inspection (as depicted in Figure 2A-3 of TO 1C-130J-1, *C-130J Flight Manual*). Additionally, crewmembers will remain clear of static propeller arcs anytime bleed air is applied to the aircraft. Crewmembers should exercise extreme caution in the vicinity of the propellers during periods of high winds.

6.2.10.1. **(DYESSAFB)** Squadron tool kit monitors will build and maintain loadmaster tool kits and make them readily available to squadron loadmasters. Each squadron will establish procedures to issue and replenish tool kits as required. Loadmasters will inventory tool kits prior to stepping to the aircraft and again before leaving the aircraft. If a tool is unaccounted for on post-flight inventory, the loadmaster will notify maintenance production superintendents and place a Red X in the forms to initiate a search for the missing item.

6.2.10.2. **(DYESSAFB)** As a minimum, loadmaster tool kits will consist of the following items: tape measure, fuse puller, safety wire, adjustable wrench, and two screwdrivers (either Phillips or common) at least six inches long and no more than one-quarter inch in diameter.

6.2.12. **(DYESSAFB) Professional/Personal Equipment.** 317 OG publications managers issue Electronic Flight Bags (EFB) with stamped identification numbers. Aircrew will not make additional permanent markings to engrave or identify EFBs. If desired, aircrew may affix labels/tape with additional identification information (name, email, phone number, etc.). In this case, all labels and adhesive remnants will be cleaned and removed prior to device turn-in.

6.2.12.1. **(DYESSAFB)** The EFB is approved for use in the classified Dyess Simulator building provided the following items are accomplished: cover microphone and both cameras with tamper-proof tape, place Automated Data Processing Equipment (ADPE) sticker and green unclassified sticker on back so that they are visible through the case, and ensure that the EFB remains in Airplane Mode at all times. The Publications Office maintains the items required to accomplish these steps. C-130J Maintenance and Aircrew Training System (JMATS) instructors are required to inspect all EFBs for compliance prior to use in the simulator.

6.2.12.2. **(DYESSAFB)** Crewmembers will account for all equipment and personal items after each flight and document lost items on the AFTO Form 781A, *Maintenance Discrepancy and Work Document*. Notify maintenance Production Superintendents anytime items are suspected of being lost on the aircraft.

6.3.1.4. **(DYESSAFB)** To the maximum extent possible, MCs will be allocated one full duty day to perform mission planning duties IAW the 317 OG *Aircrew Flimsy*. For off-station missions that require 24 hour pre-mission crew rest, PICs/MCs will be allocated sufficient time to plan the mission prior to entering crew rest. If desired, squadrons may establish a mission planning cell (MPC) to accomplish planning duties. When used, the MPC will ensure PICs/MCs are thoroughly briefed and prepared to accomplish assigned missions. In all cases, Squadron DOs are responsible for ensuring missions are properly planned and briefed for safe execution.

6.4.1. **(DYESSAFB) Aircrew Publications Requirements.** Aircrew will reference the 317 OG Flight Crew Bulletin (Section 4) to determine individual publications and EFB requirements.

6.8.4. **(DYESSAFB) Monthly BOLDFACE Review.** All crewmembers will complete a BOLDFACE in Graduate Training Information Management System (GTIMS) prior to the first flight of each month. If an individual fails their monthly BOLDFACE in GTIMS, that individual will complete a paper BOLDFACE and an Instructor or the Aircraft Commander will initial after completed correctly. That paper BOLDFACE will be given to the respective Stan/Eval office to make corrections in GTIMS. The individual is cleared to fly after completing the paper version.

6.10. **(DYESSAFB) Unit Mission Kits.** The 317 OG Publications Office will build and maintain mission kits on all 317 OG assigned aircraft. PICs will verify that all required items are available in the mission kit prior to departure.

6.11.2. **(DYESSAFB)** Until HQ AMC authorizes EFB Phase II operations, the 317 OG Publications Office will maintain paper copies of DoD Flight Information Publications (FLIP) on 317 OG assigned aircraft. FLIP kits will contain one full set of United States FLIP listed in Table 6.2 of AFI11-2C-130JV3. PICs will inventory the FLIP kit prior to flight and verify currency of each publication required for the mission (including alternates, if required). If missing/outdated publications are found, contact the 317 OG Publications Office for replacement; do not take FLIP from another aircraft. An on-call phone number is located on the door of the 317 OG Publications Office for use outside of normal duty hours.

6.11.3.1. **(DYESSAFB)** For outside the Continental United States (OCONUS) missions, PICs will request required FLIP products from the 317 OG Publications Office at least two duty days prior to departure. Publications office personnel will build all required FLIP kits. For launches outside of normal duty hours, crews will pick up FLIP kits NLT the duty day prior to departure unless coordinated otherwise with Publications Office personnel.

6.21.6.4. **(DYESSAFB)** Squadron Operations Supervisors will utilize every means available to contact aircrews if a weather recall is initiated (e.g. Command Post, 7 Bomb Wing (BW) Supervisor of Flying, or tower). Mission Commanders and PICs will weigh the value of the training against the potential for mission impact when severe weather is forecast.

6.21.6.5. **(DYESSAFB)** PICs and MCs should exercise good judgment when thunderstorms are in the vicinity during local training missions. Flightline ground personnel will be cleared from the ramp when lightning is within 5 NM of the field. Use extreme caution and plan accordingly to avoid takeoffs and recoveries when operating under these conditions. PICs will not normally allow personnel to deplane onto the flightline when lightning has been observed within 5 NM of the airfield. Crews should remain in the aircraft until the warning is lifted by Command Post.

6.24.4. **(DYESSAFB) Sealed Aircraft Preflight Procedure.** A qualified loadmaster with proper crew rest may preflight and seal any aircraft as directed by the Operations Duty Supervisor. Duties Not to Include Flying (DNIF) crewmembers will not perform preflight or loading duties unless specifically authorized on the AF Form 2992. Upon completion of the -1 and -9 inspections seal the aircraft with a numbered boxcar seal and enter "INFO NOTE: Loadmaster -1 and -9 preflight completed at (local time). Aircraft configuration:\_\_\_\_\_, Fuel quantity:\_\_\_\_\_, Liquid Oxygen (LOX) Quantity:\_\_\_\_\_, Seal # : \_\_\_\_\_." and any special notes for the accepting crew in the 781A. This note will be made using a pen in order to prevent tampering. Preflight loadmasters will make every effort to accomplish all items on the -1 and -9 inspection checklist with the exception of fitting the harness and preflighting oxygen equipment. If unable to complete any portion of the preflight, annotate in the 781A the items not accomplished.

6.24.4.1. **(DYESSAFB)** Maintenance Production Superintendents will coordinate with the Operations Duty Supervisor prior to performing any maintenance or inspections on a sealed aircraft. Operations Duty Supervisors will determine whether the actions performed invalidate the TO 1C-130J-1 preflight. As a minimum, maintenance personnel will describe the actions performed with an info note in the 781A prior to resealing the aircraft. Aircrew will visually inspect any areas where maintenance and/or inspections were performed.

6.46.6. **(DYESSAFB) Local Customs Procedures.** Dyess AFB is a special foreign clearance base and not a port of entry. At Dyess, Military Customs Inspectors (Excepted) [MCI(E)] perform custom inspector duties for U.S. Customs. Flights originating OCONUS may land and

clear customs at Dyess (or any special foreign clearance base) only if all persons on board the aircraft are DOD military, DOD civilians, NATO personnel on official military orders, or official DOD/NATO identification card holders, and all returning cargo is U.S. military equipment or personal baggage. Crews should attempt to notify responsible agencies at Dyess 72 hours prior to arrival if Customs processing is required.

6.58.3.1. **(DYESSAFB)** Aircrew will not attempt to correct any suspected hung ordnance. Explosive Ordnance Disposal (EOD) and fire department personnel are the only personnel authorized to safe a hung ordnance situation. Crews will notify tower of the hung ordnance, shut down engines and egress the aircraft a minimum of 600 feet. Do not chock a wheel adjacent to the hung ordnance. Crews should consider the location of the hung ordnance prior to egress.

6.58.5. **(DYESSAFB) Local Ordnance Procedures.** Prior to pattern entry at Dyess, crews will turn OFF the counter measures dispenser system (CMDS) and install the CMDS Safety Pins if flares or chaff are loaded. Reference DAFBI 11-250 for chaff/flare jettison procedures.

7.13.7. **(DYESSAFB) Local Weapons Handling Procedures.** 317 OG crews will arm for anti-hijacking purposes IAW Air Force Transportation Command Special Instructions (AFTRANS SPINS) on all off-station missions unless otherwise directed. Additional guidance may be available for specific missions/AORs (e.g. Operation Order (OPORD), SPINS, GDSS Remarks). Unless otherwise directed, armed crewmembers will carry hollow point ammunition for the purposes of anti-hijacking.

7.13.8. **(DYESSAFB)** When directed by theater-specific guidance, crews will carry ball ammunition. While hollow point ammunition is preferred for anti-hijacking purposes, it is acceptable to use ball ammunition under certain circumstances. 317 OG crews are authorized to use ball ammunition for anti-hijacking on all missions transiting the USCENTCOM AOR to include all transient stops (iron swaps). When the use of ball ammunition is directed, crewmembers will not exit the aircraft in theater with hollow point ammunition loaded in a weapon.

7.13.8.1. **(DYESSAFB)** When aircrew arming is required, PICs will notify Aircrew Flight Equipment (AFE) at least one duty day prior to departure. Submit official requests using arming request forms available in the AFE helmets section. Crewmembers must bring a valid AF IMT 522, *USAF Ground Weapons Training Data*, AF IMT 523, *USAF Authorization to Bear Firearms* (if issued), and holster at the time of issue.

7.13.8.2. **(DYESSAFB)** The carrying of weapons and/or ammunition in the consolidated operations/maintenance building outside of the AFE section should be avoided to the max extent possible. Aircrew should normally arm just prior to stepping and proceed directly to the aircraft. Upon return, armed crewmembers should proceed directly to the AFE section to disarm. Disarming will be completed prior to any other post-flight duties in the consolidated operations/maintenance building. If AFE support is not available, crewmembers are permitted to complete post-flight activities within the consolidated operations/maintenance building while armed until support is available. If no AFE support is available, crews will coordinate for crew transportation to the armory to turn in weapons prior to leaving Dyess AFB.

7.13.8.3. **(DYESSAFB)** For arming/disarming outside of normal duty hours, contact on-call AFE personnel through Dyess Command Post.

7.13.8.4. **(DYESSAFB)** When returning to home station with armed crewmembers, PICs will advise Dyess Command Post to notify AFE personnel 30 minutes prior to arrival.

8.4.3. **(DYESSAFB)** If a reportable mishap occurs away from home station, PICs will notify the nearest safety office (via the controlling C2 agency) and the Operations Duty Supervisor. Upon return to home station, turn in a copy of the AMC Form 97 and Flight Authorization to the unit safety office. Attach another copy of the AMC Form 97 to the Mission Recap.

8.10.1. **(DYESSAFB) Local Airdrop Incident Reporting and Investigation Procedures.** IAW 317 OG Flimsy: All confirmed or suspected off DZ drops, malfunctions, rigging errors, unusual occurrences, or damages to aircraft or equipment are to be considered an airdrop incident and must be reported.

11.8. **(DYESSAFB)** Crews may sign out a local mission planning laptop at any time through the 317 OG Publications Office. For off-station use, crews requiring the use of a PFPS laptop/tablet (mission planning kit) will notify 317 Operational Support Squadron Tactics (OSS/OSK), NLT 1 duty day prior to pick-up.

11.8.1. **(DYESSAFB)** Return Portable Flight Planning Software (PFPS) laptops/tablets checked out from 317 OSS/OSK immediately upon return. Outside of normal duty hours, return the laptops/tablets on the first duty day following post-mission crew rest. Crewmembers may store unclassified laptops behind the duty desk or in squadron tactics until returned to 317 OSS/OSK. Do not store laptops at a personal residence or in a personally operated vehicle (POV) unless commercial travel is required.

11.8.2. **(DYESSAFB)** Crewmembers will arrange return of classified computers with 317 OSS/OSK upon check-out. If unable to return classified hard drives to 317 OSS/OSK upon arrival, aircrews will coordinate with Dyess Command Post for storage. The crewmember that checked out the classified material is responsible for returning it to 317 OSS/OSK the next duty day regardless of post-mission crew rest.

12.4.4. **(DYESSAFB)** To help in fuel conservation and dollar savings, ensure servicing/refueling sources selected for all flights are consistent with source requirements found in *AFI 23-202, Buying Petroleum Products, and Other Supplies and Services Off Station*. For off-station mission planning, review Giant Reports and the IFR supplement for availability of services, contract fuel, and type of fuel available. PICs should reference [www.avcard.com](http://www.avcard.com) for a list of available services by ICAO identifier. When viewing this list, select a refueling source consistent with the priorities described in *AFI 23-202*.

12.4.4.1. **(DYESSAFB)** The AVCARD is the preferred method of payment when purchasing fuel and other ground services at non-DOD locations. When required, coordinate cash payments for services through the local finance office. Reference the DOD Foreign Clearance Guide and paragraph 8.6. of AFI11-2C-130JV3 for additional guidance regarding cash purchases.

12.6.1.5. **(DYESSAFB)** PICs will ensure that no personnel enter the nose gear well when engines are operating. Prior to entry, ensure that engines are shut down (not including auxiliary power unit, (APU)), aircraft chocks are installed, and other crewmembers are aware that personnel will be in the nose gear well.

12.6.2. **(DYESSAFB)** At Dyess AFB, aircrew may perform above ground idle engine runs provided the parking spot directly behind the aircraft is vacant. A loadmaster or crew chief will

scan the area behind the aircraft for safety hazards. PICs will request approval from ground controllers prior to performing above ground idle engine runs.

**13.7. (DYESSAFB) Aircraft Configuration.** Maintenance personnel will configure the aircraft according to the 317 OG Daily Flying Schedule. Incorrect configurations will be entered as a discrepancy in the aircraft forms and reported on the Mission Recap. Normally, maintenance personnel will correct configuration errors. Loadmasters should assist with aircraft configurations after completing all other normal preflight inspections.

**14.1.1. (DYESSAFB) Local Fuel Tracking.** In response to AMC's fuel conservation initiative, crews will track all fuel information required on the mission recap sheet and enter the data into the AMC website at the end of the mission. Adhere to AMC Pamphlet 11-3, *Aviation Fuel Efficiency* and 317 OG-specific fuel conservation measures described in the Fuel Efficiency section of the Aircrew Aids Package.

**16.6.1.5. (DYESSAFB) Minimum Altitudes for Low-Level Orbits.** To reduce the volume of noise complaints and increase the margin of safety, crews should accomplish all orbits no lower than 1,000 ft AGL during the day and 500 ft above the leg minimum safe altitude (MSA) at night.

**16.7.4.1. (DYESSAFB) IMC Airdrop NOTAM.** Crews will verify that an IMC airdrop NOTAM is active prior to conducting instrument meteorological conditions IMC airdrops. Comply with guidance published in the 317 OG Aircrew Flimsy for local drop zones.

**16.6.8.3. (DYESSAFB)** 317 OG aircrews are authorized to fly one-time-use routes outside the Dyess AFB Low Altitude Tactical Navigation (LATN) down to 300-foot AGL. Refer to 317 OG Aircrew Flimsy for the route/chart approval process.

**17.5.7. (DYESSAFB) Engines Running Crew Change (ERCC).** ERCC procedures are applicable when primary crewmembers are swapping out. The enplaning crew will file a flight plan (if required) prior to step. The enplaning PIC will conduct the aircraft commander's briefing and brief ERCC procedures before arrival at the aircraft. The enplaning crew will meet at the parking spot before the aircraft scheduled block-in time.

**17.5.7.1. (DYESSAFB)** Close all doors after enplaning the replacement crewmembers to reduce noise. The enplaning PIC will plug in to an unused intercom control system (ICS) panel. The deplaning PIC and Loadmaster will brief enplaning counterparts on aircraft status and any discrepancies. The deplaning PIC will vacate his/her seat and allow the enplaning PIC to take his/her place. Command of the aircraft is transferred at this point and the new PIC will direct completion of follow-on seat swaps.

**17.5.7.2. (DYESSAFB)** Crews will use the Engine Running Onload/Offload (ERO) checklist for the ERCC. After the deplaning crew departs, the enplaning crew will continue the ERO checklist at Step #7 (Taxi Clearance) and ensure the checklist is completed prior to departure. Deplaning crewmembers will brief the enplaning crew of any switch positions that were changed after landing and are not part of the ERO checklist (i.e. IFF, Radar Modes, Exterior lighting, etc.).

**17.5.7.3. (DYESSAFB)** The enplaning PIC will notify Command Post of the crew change and provide a list of all personnel onboard.

18.6.2.1.1. **(DYESSAFB)** 317 OG crews will not use HAVE QUICK or secure voice as the primary interplane frequency during formation takeoffs.

18.9.3.1. **(DYESSAFB)** Shackles, cross turns, and half cross turns are not recommended at night. Other tactical formation maneuvers (TFM) may only be flown at night provided Night Vision Goggles (NVG)s are worn and MCs thoroughly brief TFM contracts (airspeed, MSL altitude, and bank angle), visual illusions, spatial disorientation considerations, and termination criteria during the formation briefing.

18.9.3.2. **(DYESSAFB)** PICs should demonstrate and instruct AFTTP 3-1.C-130J defensive maneuvers against simulated threats on tactical routes. PICs should ensure that all crewmembers are properly restrained or prepared for maneuvering to prevent injury during simulated threat maneuvers. Crewmembers should advise the PIC if they need to move about the cabin and will be unprepared for a defensive maneuver during tactical routes. PICs will verify that all crewmembers on board have appropriate security clearances prior to accomplishing or discussing classified maneuvers.

18.9.5.1. **(DYESSAFB)** Aircraft in the same formation may airdrop different loads. When dropping at different altitudes, crews will ensure that trailing aircraft will pass no closer than 500 feet above another aircraft's airdrop load. For drops below 500 feet (Low cost low altitude (LCLA)), the preceding load must be calculated to on the ground prior to the trailing aircraft passing overhead if dropping below 500 feet. An accurate analysis of true airspeed and time of fall is necessary to ensure safety. All calculations and terminate criteria must be briefed during the formation briefing.

19.3.1. **(DYESSAFB)** Dyess loadmasters are not issued a consolidated airdrop kit. However, each loadmaster will obtain at least the minimum airdrop kit material from the loadmaster section and/or resource advisor before stepping to the aircraft.

19.5.1. **(DYESSAFB) Chemical Light Requirements for Night Airdrop Loads.** Use chemical lights for all night airdrops (except actual personnel). Aerial Delivery will provide adequate chemical lights for each planned airdrop load. Attach chemical lights on opposite ends/sides (i.e., forward and aft or left and right, etc.). Also, attach a green chemical light to the extraction line approximately 24 inches above the floor at tiedown ring 39D. **NOTE:** For JA/ATTs and "real-world" missions, the user will determine marking requirements.

19.6.6. **(DYESSAFB) Loadmaster Coordinated Task Brief/Interphone Procedures.** Loadmasters will brief all verbal and visual signals (to include NVG considerations) during the coordinated task briefing. Each loadmaster will be familiar with loss of interphone communications, and emergency procedure expectations. Do not continue an airdrop unless the minimum number of loadmasters have transmit and receive capability. Activate the AIRDROP HOLD switch if interphone transmission is not possible.

19.6.7. **(DYESSAFB)** Use NVGs to the maximum extent possible for all night tactical training sorties. Loadmasters experiencing an NVG malfunction prior to the one-minute advisory will notify the Aircraft Commander. If the crew chooses to continue the drop without using NVGs in the cargo compartment, place the forward dome lights in the bright position. Do not attempt to access the aft lighting controls when dropping actual loads.

19.16.4.1. **(DYESSAFB) Heavy Equipment Emergency Procedures Guidance.** Heavy equipment emergency procedures were specifically written to release the extraction parachute

from the load as soon as possible. Regardless of aircraft performance and ability to tow an extraction chute behind the aircraft, the priority is to cut the extraction chute as soon as possible IAW the Heavy Equipment Malfunction Checklist in TO 1C-130J-1. Refer to the Airdrop Incident checklist in the 317 OG Aircrew Flimsy for further guidance.

19.16.5.2.1. **(DYESSAFB)** During manual gate cut operations, loadmasters will cut the gate from the opposite side as the static line.

19.16.7. **(DYESSAFB) Alternate Forward Barriers.** When using two or more tiedown chains to rig the alternate forward barrier for container delivery system (CDS) airdrops, tape the hook(s) and any excess chain length (using cloth backed or masking tape) where it contacts the load.

19.16.8. **(DYESSAFB)** If circumstances require the crew to land with 317 OG CDS loads onboard (including touch-and-go landings and assaults), loadmasters will re-inspect the bundles to determine suitability for airdrop. If the honeycomb is significantly damaged, the 80 pound tie on the guillotine knife is broken, or the knife has made contact with the gate, a joint airdrop inspector (JAI) will re-inspect the airdrop load. When inspecting the honeycomb for 317 OG CDS loads, loadmasters should ensure that any damage will not impede a safe exit from the aircraft (load survivability is not important). For non-317 OG CDS loads, a JAI will re-inspect the load prior to airdrop after any type of landing regardless of the results of the loadmaster inspection.

DAVID L. OWENS, Colonel, USAF  
Commander

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

AF IMT 522, *USAF Ground Weapons Training Data*

AF IMT 523, *USAF Authorization to Bear Firearms*

AF Form 847, *Recommendation for Change of Publication*

AF Form 2992, *Medical Recommendation For Flying or Special Operational Duty*

AF IMT 853-2, *Air Force Wildlife Strike Report*

AFI 11-2C-130J Volume 3, *Flying Operations, C-130J Operations Procedures*

AFI 21-101, *Aircraft and Equipment Maintenance Management*

AFI 23-202, *Buying Petroleum Products, and Other Supplies and Services Off Station*

AMC Form 97, *AMC In-Flight Emergency and Unusual Occurrence Worksheet*

AMCI 11-211, *Destination Airfield Suitability Analysis*

AMC Pamphlet 11-3, *Aviation Fuel Efficiency*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

DAFBI 11-250, *Flying Operations, Airfield Operations and Base Flying Procedures*

T.O. 1C-130J-1, *C-130J Flight Manual*

T.O. 1C-130J-6CF-1, *Acceptance or Functional Check Flight Procedures*

317 OG Aircrew Flimsy

***Abbreviations and Acronyms***

**AC**—Aircraft Commander

**ADPE**—Automated Data Processing Equipment

**AFB**—Air Force Base

**AFE**—Aircrew Flight Equipment

**AFTRANS**—Air Force Transportation Command

**AGL**—Above Ground Level

**AHAS**—Avian Hazard Advisory System

**APU**—Auxiliary power unit

**BASH**—Bird Aircraft Strike Hazard

**BW**—Bomb Wing

**CCV**—Squadron standardization/evaluation

**CDS**—Container delivery system

**CMDS**—Counter measures dispenser system  
**DNIF**—Duties Not to Include Flying  
**DO**—Director of Operations  
**EFB**—Electronic Flight Bag  
**EOD**—Explosive Ordnance Disposal  
**ERCC**—Engine running crew change  
**ERO**—Engine running onload/offload  
**FCF**—Functional Check Flight  
**FLIP**—Flight Information Publications  
**GTIMS**—Graduate Training Information Management System  
**HFGCS**—High Frequency Global Communications System  
**ICS**—Intercom control system  
**IMC**—Instrument meteorological conditions  
**JAI**—Joint airdrop inspector  
**JA/ATT**—Joint Airborne/Air Transportability Trainer  
**JMATS**—C-130J Maintenance and Aircrew Training System  
**LATN**—Low Altitude Tactical Navigation  
**LCLA**—Low Cost Low Altitude  
**LFA**—Legal for Alert  
**LOX**—Liquid Oxygen  
**MARS**—Military Auxiliary Radio System  
**MC**—Mission Commander  
**MCI(E)**—Military Customs Inspectors (Expected)  
**MPC**—Mission Planning Cell  
**MSA**—Minimum safe altitude  
**NVG**—Night Vision Goggles  
**OCF**—Operational Check Flights  
**OCONUS**—Outside the Continental United States  
**OG**—Operations Group  
**OG/CC**—Operations Group Commander  
**OGV**—Operations Group standardization/evaluation  
**OPORD**—Operations Order

**OSK**—Tactics

**OSO**—Current Operations

**OSS**—Operational Support Squadron

**OST**—Off Station Trainer

**PFPS**—Portable Flight Planning Software

**PIC**—Pilot in Command

**POV**—Personally operated vehicle

**RON**—Remain Overnight

**QA**—Quality Assurance

**SPINS**—Special instructions

**SQ/CC**—Squadron Commander

**TACC**—Tanker Airlift Control Center

**TFM**—Tactical Formation Manuever

### *Terms*

**Bird Aircraft Strike Hazard (BASH)**—An Air Force program designed to reduce the risk of bird strikes.

**Command and Control (C2)**—The exercise of authority and direction by a properly designated commander over assigned and attached forces in the accomplishment of the mission. Command and control functions are performed through an arrangement of personnel, equipment, communications, facilities, and procedures employed by a commander in planning, directing, coordinating, and controlling forces and operations in the accomplishment of the mission. Also called C2.

**GDSS II**—AMC's primary execution command and control system. GDSS is used to manage the execution of AMC airlift and tanker missions.

**Process Guide**—All Process Guides referenced throughout this instruction can be found on the 317 AG/AGV Sharepoint at [https://cs1.eis.af.mil/sites/dyess/317airlift\\_grp/AGstaff/317AGV/default.aspx](https://cs1.eis.af.mil/sites/dyess/317airlift_grp/AGstaff/317AGV/default.aspx)

**618 Tanker Airlift Control Center (618 TACC)**—The Air Mobility Command direct reporting unit responsible for tasking and controlling operational missions for all activities involving forces supporting US Transportation Command's global air mobility mission. The Tanker Airlift Control Center is comprised of the following functions: current operations, command and control, logistics operations, aerial port operations, aeromedical evacuation, flight planning, diplomatic clearances, weather, and intelligence. Also called TACC.

**TAC-1**—All cargo handling system rail sections and roller conveyors installed. Number of platforms governs seat availability.