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Operations

PACIFIC AIR MOBILITY OPERATIONS

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This publication implements Air Force Policy Directive (AFPD) 10-21, *Air Mobility Lead Command Roles and Responsibilities*. It provides guidance and procedures for aircrews, support functions, and users of U.S. Indo-Pacific Command (USINDOPACOM)-assigned and –attached organic common-user airlift and air refueling (A/R) forces. It applies to all USINDOPACOM-assigned and –attached active duty, Air National Guard (ANG), and Air Force Reserve Command (AFRC) forces tasked to execute airlift and tanker operations under the command and control (C2) of the 613th Air Operations Center's Air Mobility Division (613 AOC/AMD), hereafter called the AMD. The source documents for weapon system-specific information are the applicable Air Force Instruction (AFI) 11-2 mission design series (MDS)-specific Volume 3 (e.g., AFI 11-2KC-135, Volume 3). In the event this instruction conflicts with the governing MDS-specific instruction, the MDS-specific instruction takes precedence unless this instruction is more restrictive. Notify the appropriate office of primary responsibility (OPR) for corrective action. Flying units should make this instruction available to all aircraft commanders and place a copy in their aircrew/mission trip kit. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier

numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items.

SUMMARY OF CHANGES

This document has been substantially revised and must be thoroughly reviewed. It establishes requirements and updates, clarifies, and streamlines previous guidance.

Chapter 1

THE AIR MOBILITY DIVISION

1.1. Guidance and Information.

1.1.1. This instruction provides specific guidance on how the 613 AOC/AMD implements doctrine, instructions, and C2 concepts that support the Pacific Air Forces (PACAF), a Component Major Command (C-MAJCOM). In the event of a conflict between this instruction and a Higher Headquarters (HHQ) instruction (i.e., AFI, AFMAN, etc.) or operations orders (OPORD) the specific HHQ instruction and/or OPORD takes precedence.

1.2. 613 AOC.

1.2.1. The 613 AOC, hereafter called the AOC, supports USINDOPACOM and PACAF by providing operational-level C2 of combat air and mobility air forces (CAF/MAF) executing HHQ directed air, space and information operations.

1.2.2. Commander, Pacific Air Forces (COMPACAF), as the Theater/Joint Force Air Component Commander (T/JFACC), executes operational responsibilities through the AOC, supporting the full range of military operations for Commander, USINDOPACOM (CDRUSUSINDOPACOM) and established coalition/joint task force commanders (C/JFC).

1.3. 613 AOC/AMD.

1.3.1. Responsibilities. The AMD is the mobility C2 element within the AOC and plans, schedules, coordinates, tasks, executes, assesses, and logistically recovers AMD-tasked HHQ missions conducted by USINDOPACOM-assigned and -attached organic air mobility forces, or other missions and aircraft as directed by the AMD Chief. In accordance with JP 1, Chapter IV, paragraph 1b, AMD-tasked missions can be executed outside the USINDOPACOM area of responsibility (AOR) in order to accomplish CDRUSINDOPACOM or COMPACAF assigned missions. AMD also coordinates with 618 AOC/TACC for all non-613 AOC/AMD missions in the USINDOPACOM AOR and integrates USINDOPACOM forces and U.S. Transportation Command (USTRANSCOM) forces operating in the AOR and/or the joint operations area (JOA) in support of the JFC's requirements/objectives.

1.3.2. Mission Support. AMD-tasked HHQ-directed missions are planned and executed through the Global Decision Support System (GDSS) and/or the Air Tasking Order (ATO).

1.3.3. Specific Duties. The respective AMD planning team will ensure mission planning is complete and all issues resolved to include appropriate DIPs for DIP-cleared routes, PPRs, itinerary times, ground times, weight-bearing issues, payload, airfield operations hours, airfield suitability, fuel service coordination at non-military locations, NOTAMs, waivers, aircraft security support, etc. prior to mission execution for all AMD tasked missions, including directed backup aircraft such as tasked executive airlift support backup aircraft.

1.3.4. Organization. The AMD consists of five functionally oriented teams: the Airlift Control Team (ALCT), the Air Refueling Control Team (ARCT), the Aeromedical Evacuation Control Team (AECT), the Air Mobility Control Team (AMCT), and the Air Mobility Support Team (AMST).

1.3.4.1. ALCT. The ALCT provides functional expertise to plan airlift operations. ALCT is organized into requirements, airlift plans, and executive airlift support (EAS)/operational support airlift (OSA). When requested, the ALCT provides planning support to other AOC divisions. See **Chapters 3** and **Chapter 4** for roles and responsibilities.

1.3.4.2. ARCT. The ARCT provides functional expertise to plan tanker support requirements. The ARCT is organized into long range tanker plans (including Coronet or T/JFACC fighter movements) and short range/execution. See **Chapter 5** for roles and responsibilities.

1.3.4.3. AECT. The AECT provides functional expertise to plan and execute aeromedical evacuation (AE) requirements that support urgent, priority, and routine patient movements. The AECT is organized into AE Plans and Requirements and AE Execution. The Theater Aeromedical Evacuation System (TAES) Manager plans and supports force flow requirements within the USINDOPACOM AOR during contingencies. See **Chapter 6** for roles and responsibilities.

1.3.4.4. AMCT. The AMCT provides C2 for AMD-tasked HHQ missions and is responsible for synchronizing the AMD's efforts once a mission begins execution (within 24 hours of departing on first leg of the mission). The AMCT is organized into four sections: Mission Management, Flight Management, Logistics, and the Senior Director. See **Chapter 7** and **Chapter 8** for roles and responsibilities.

1.3.4.5. AMST. During day-to-day normal operations the AMST provides reports and briefs, exercise and information management support functions. Under contingency operations, various support functions to the AMD and is made up of nine support functions: report and briefs, strategy and tactics, weather, airspace management, information management, communications, ground liaison officer (GLO), force protection (FP), and contingency response group (CRG) liaison.

Chapter 2

GENERAL AIR MOBILITY MANAGEMENT GUIDANCE

2.1. Air Mobility Management.

2.1.1. AMD-tasked HHQ missions move from the planning phase to the execution phase 24-hours prior to the initial mission leg's departure from the designated location (home station or other designated location). Once the mission is closed it is assessed.

2.2. Interfly Agreements. When required to support AMD tasked missions, AMD will coordinate an interfly agreement to meet operational requirements IAW AFI 11-401, *Aviation Management*, applicable MDS Specific, Volume 3 instructions, or PACAF Special Instructions (SPINS).

2.3. International Airshows/Trade Exhibitions and Overseas Public/Military Events.

2.3.1. International tradeshows, exhibitions, or public military events may be USINDOPACOM- or PACAF-directed HHQ missions or Wing-tasked missions. The AMD provides C2/Integrated Flight Management (IFM) support for mission deployment and redeployment phases. The AMD also supports aircraft recoveries during deploy, employ and redeploy phases. While employed at events away from home station, the event's Mission Commander (Air Boss) has C2, but must address aircrew and aircraft waiver requests through AMD for PACAF/A3/6 approval. While employed, aircrews are responsible for updating AMD Mission Managers with sortie information (e.g., takeoff and land times, delays, etc.) who will in turn update GDSS.

2.3.2. When tasked by AMD, these missions will be counted as a tasked line for the applicable Wing's daily commitment. AMD will coordinate DTS (Transportation Working Capital Fund [TWCF]) relief and/or a training fence reduction (TFR), when required, to simultaneously support these events and other HHQ missions. In all cases, AMD may redirect event aircraft/aircrew to other higher-priority missions as directed by the T/JFACC.

2.4. Mission Essential Personnel (MEP). Non-standard/extra MEPs on AMD-tasked HHQ missions will be approved by the AMD Chief (or deputy) and will be handled IAW AFI 11-401 and the PACAF Supplement. MEPs can move on PACAF and/or AMC aircraft after coordination with the controlling agency IAW the Air Mobility Command (AMC)/PACAF Command-to-Command Agreement (CCA).

2.5. Aircraft Security--Deployed Security Requirements. Deployed aircraft security requirements are mandated by AFI 31-101, *Integrated Defense;* AFI 31-104, *Security Forces Specialized Missions*, and AFI 10-245, *Air Force Anti- Terrorism (AT) Standards*.

2.5.1. When dictated by force protection requirements, AMD Planners will coordinate with PACAF/A4S which will task appropriate units to provide FAST/RAVENS for AMD-tasked HHQ missions, and back-up aircraft when required. Tasked flying units will coordinate with tasked security forces units to include their team members on country personnel clearances to maximum extent possible. The AMD will follow PACAF Threat Working Group (TWG) guidance and consider AMC's TWG matrix.

2.5.2. AMD Planners will indicate required aircraft security location(s) and the PACAF/A4S-tasked unit, number of personnel and Security Forces Squadron (SFS) point of contact (POC) in the GDSS Mission Detail, Remarks section. See **Chapter 3** and **Chapter 4** for additional requirements.

2.5.3. Arrangements must be made to protect the aircraft while at deployed locations if flyaway security teams (FAST) or RAVENS do not deploy with the aircraft. In those cases, the aircraft commander will work with the U.S. Embassy responsible for that country, the requesting agency, and/or security personnel at the deployed location to coordinate for adequate security.

2.6. Aircrew Lodging. Aircraft commanders and Command Posts (CP)/Air Mobility Control Centers (AMCC) are responsible for coordinating aircrew and MEP lodging requirements. Aircrews will utilize Prime Knight where possible in order to increase mission velocity, enhance communication connectivity, and reduce temporary duty (TDY) costs. AMD Mission Managers may assist aircraft commanders when requested. Refer to AFI 34-135, *Air Force Lodging*, and applicable MDS Specific, Volume 3 instruction for additional guidance on Prime Knight.

2.7. Aircrew and Aircraft Equipment Waivers. Aircrews request waivers through the mission execution authority (AMD or TACC). The AMD will coordinate aircrew and aircraft waivers through established processes to the appropriate approval authority listed in MDS Volume 3 or updated by operation/contingency orders.

2.7.1. COMPACAF, as the Theater COMAFFOR and Theater JFACC, has delegated waiver authority for USINDOPACOM-assigned and -attached air mobility forces to PACAF/A3/6.

2.7.2. Unless SecDef formally transfers OPCON/TACON of USPACOM-assigned and -attached forces to USTRANSCOM or another combatant commander (CCDR), missions operated under 618 AOC (TACC) or another CCDR execution authority require coordination of aircrew and aircraft equipment waivers through AMD for approval by PACAF/A3/6. This includes missions executed by the Alaska and Hawaii ANG under Title 10 U.S.C. status.

2.7.3. The AMD will annotate waiver approval and/or denial information in the *Remarks* section of the aircraft's GDSS *Mission Detail* for missions under AMD's control.

2.8. AFMAN 24-204, Chapter 3 Approval Requests. When tactical, contingency, or emergency operations require deviation from normal preparation of hazardous materials (HAZMAT) for shipment aboard military air a **Chapter 3** procedural exception is necessary, AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*, provides procedures to coordinate approval for the combat loading of HAZMAT.

2.8.1. **Chapter 3** approval authority resides with USINDOPACOM/J3 for USINDOPACOM assigned assets on USINDOPACOM validated missions. Requests for strategic airlift not covered by an OPLAN which are validated by USTRANSCOM must be routed through the USTRANSCOM DDOC. PACAF coordination authority is PACAF/A3TV.

2.8.2. When approved, **Chapter 3** movement authorization and specifics will be included in the GDSS mission remarks section. Refer to the Defense Travel Regulation (DTR), 4500.9-R, Part II, *Cargo Movement*, Appendix Q and Part III, *Mobility*, Appendix J, for additional shipping guidance.

2.9. Training Fence Reductions (TFR). PACAF/A3/6 is the TFR authority for USPACOM-assigned and USINDOPACOM–attached aircraft. Upon assignment, PACAF/A3/6 may delegate TFR authority to the AMD Chief or the Deputy Chief for emergent operational requirements that occur after normal duty hours, when a mission is in its execution phase (24-hours prior to scheduled departure through mission completion), or as deemed necessary by PACAF/A3/6. If this occurs, AMD will notify PACAF/A3/6 of TFR action and justification as soon as practicable. TFR documentation should include comments on training impacts, which will be briefed to PACAF/A3/6. For time critical, emergent requirements, a TFR may be authorized without documentation of training impacts. Refer to the Association Plan (A-Plan) for 176 WG C-17 (AKANG) coordination requirements.

2.9.1. Units should track TFR's and forward training related issues to PACAF/A3T for tracking purposes. Information should be used to not only track training impact, but O&M funding and/or force requirements.

2.10. Diplomatic Clearances (DIP). AMD is responsible for requesting, monitoring, and updating diplomatic clearances for all AMD-tasked HHQ missions and ensuring GDSS is updated with accurate DIP information.

2.10.1. Normally, an aircraft will be allowed to proceed through U.S., allied, and neutral territory, with required DIPs for subsequent countries still pending. Under no circumstances will an aircraft be authorized to proceed from one AOR to another AOR or theater without confirmation that a DIP has been issued for at least the first diplomatic stop of the mission. Aircraft commanders will not fly beyond their point of safe return to a field for which they have diplomatic clearance while awaiting a subsequent country clearance.

2.11. Prior Permission Required (PPR) Airfields. When planning AMD-tasked missions to locations that require PPRs, AMD planners will ensure proper notification is provided to the airfield manager and acquire the appropriate PPRs. All PPR information will be annotated in the mission cut in GDSS.

2.12. Command Post and Aircrew Critiques. To improve the C2 system, aircrews and CPs should submit critiques to address issues with AMD-tasked HHQ missions. The AMD website provides links to critique forms which may be used to submit C2 feedback: *AMD Aircrew Survey, Aircrew Critique of Command Post* and *Command Post Critique of Aircrew*. To maintain chain of command integrity, the originating individual should provide a copy of the critique to their supervisor or commander.

2.13. Airlift and A/R Priorities.

2.13.1. T/JFACC Priorities. AMD tasking priorities are approved by the T/JFACC as published in the AOD and executed via the ATO or GDSS. Refer to Joint Publication (JP) 3-30, *Command and Control of Joint Air Operations*, concerning T/JFACC's mission prioritization.

2.13.2. JCS Priorities. Transportation priorities are assigned for cargo, passenger, and A\R requirements are assigned according to Chairman of the Joint Chiefs of Staff Instruction (CJCSI) 4120.02D, *List of Priorities—DoD Transportation Movement Priority System.* For all requirements (operational or exercise), units shall submit airlift requests along with hazardous materials (HAZMAT) requirements for service and command validation 60 days before execution. AMD should have the validated requirement NLT 45 days prior to mission

execution to allow for deliberate planning, diplomatic clearances and other coordination requirements. Airlift requirements within this 45 day window will be addressed on a case-by-case basis, and may require short-falling the requirement for USTRANSCOM support.

2.14. Aircraft Generation.

2.14.1. To support primacy of HHQ missions, wings will re-allocate aircraft, to mitigate delays to HHQ missions. The CP/AMCC will inform AMD Mission Managers as soon as factors may jeopardize an on-time departure, but not later than (NLT) 2 hours prior to scheduled departure. The AMD Senior Director, in coordination with the aircraft commander and Wing Command Post, will evaluate the mission timing and develop a plan to mitigate overall mission impact. If necessary, the AMD Senior Director will engage with aircraft commander and command post to coordinate tail swap to another aircraft; a TFR may be required. This requirement will be coordinated through the 176 WG/154 WG for missions operated by the Alaska/Hawaii ANG units respectively, or as specified in the A-Plan.

2.14.2. HHQ Defense Transportation System (DTS) missions that depart home station and air abort back to home station, or develop maintenance requirements while transiting home station will be recovered by the enroute Air Mobility Squadron (AMS). Under these conditions, if the mission timing is jeopardized, the AMD Senior Director may coordinate a tail swap with the OG and MXG; a TFR may be required. This requirement will be coordinated through the 176 WG/154 WG for missions operated by the Alaska/Hawaii ANG units respectively, or as specified in the A-Plan.

2.14.3. AMD tasked missions will be considered tasked from 0001z of the day of departure through 2359z of the day of return to home station upon mission completion. This applies to all C-130 and C-17 missions, and to KC-135 missions scheduled to depart home station. For KC-135 round robin missions of less than 12 hours, they will be tasked based on the ARCT.

2.14.4. PACAF mobility generation rates will be indexed to match AMC generation rates, including surge operations. AMC sortie generation rates will be briefed at the monthly apportionment meeting.

2.14.4.1. If required due to theater requirements, TJFACC may direct an operational surge, independent of AMC. If possible, AMD should notify units 72 hours prior to surge operations.

2.14.4.2. Surge operations are defined as periods when aircraft requirements exceed the AMD Aircraft Tasking Level. Surges are normally only approved for JCS Priority 1 and 2 missions and contingency requirements given the severe impact on training and health of the fleet, though TJFACC may direct surge for any/all theater priorities/requirements.

2.14.4.3. The duration and extent of the surge (number of aircraft and crews) will be coordinated through the chain of command to ensure feasibility. Depending on circumstances, surge ops may include tasking all aircraft and crew members.

2.14.4.4. Surge Recovery: The intent of surge recovery is to permit sufficient time for a unit to recover lost training and maintenance due to increased tasking levels. AMD will reduce the number of AMD taskings by the same amount that the unit surged. Surge recovery duration will be determined on a case-by-case basis and should be preplanned for expected longer surges. AMD should coordinate through the OSS to ensure training

and maintenance recovery. Planned recovery periods will not be over weekends, holidays, or no-fly days.

2.14.4.5. This requirement will be coordinated through the 176 WG/154 WG for missions operated by the Alaska/Hawaii ANG units respectively, or as specified in the A-Plan.

2.15. Mission Sets. HHQ and Unit missions are two mission sets supported by AMD.

2.15.1. HHQ-directed missions are any mission tasked by AMD including tasked airshows and exercises.

2.15.2. Unit missions include unit-volunteered airshows, exercises, off-station training (OST), depot in/outputs, aircraft transfers, and training missions. Training missions are flown for crew currency and proficiency as well as joint/combined theater training such as joint airborne and air transportability training (JA/TT). Unit missions may be supported by AMD Planners and/or Mission and Flight Managers on a workload permitting, non-interference basis; however, AMD will provide logistics recovery support to the maximum extent possible.

2.15.2.1. AMD Support to Unit Training Missions. The AMD may assist wings with planning actions, diplomatic clearance submissions/approvals and flight management support, if requested and existing workload permitting. A completed O&M support checklist and mission itinerary (constructed GDSS Mission Detail) must be provided in conjunction with requests for assistance in sufficient time to allow proper planning and to meet Foreign Clearance Guide (FCG) diplomatic clearance and host country support requirements.

2.15.2.1.1. DIPs. For AMD to meet Foreign Clearance Guide (FCG) mandated timelines, units should submit requests to either the ALCT or ARCT NLT the longest FCG lead time plus 5 business days. Please be aware that this may require a submission to AMD up to 40 calendar days prior to departure. Required information includes mission purpose, call sign, country flight information region (FIR) entry and exit points with Zulu-date/time, flight route/FIR within the country, funding, fuel, ground/aircraft servicing, crew transportation/billeting requirements, miscellaneous support requirements, and primary/alternate points of contact. Units should also provide alternate crew member names/information and alternate tail numbers to avoid last minute changes.

2.15.2.1.2. Flight Management. AMD Flight Managers (FMs) can support unit training missions on a workload-permitting, non-interference basis. Units should request FM support by contacting the FMs NLT 72 hours prior to initial departure. Support will not be provided for local area sorties or flights remaining within 75 nautical miles (NMs) of the departure airfield. FMs require the GDSS mission detail with comprehensive sortie information, passenger and cargo weights, hazardous cargo information, on/offload locations, PPRs, and an “on the road” 24/7 POC. If using a unit generated diplomatic clearance, the FMs also require the detailed route of flight and a copy of the approved Automated Personnel and Aircraft Clearance System (APACS) submission.

2.15.2.1.3. PPRs and Mission Management. Units should obtain all PPRs during the planning phase. When AMD provides FM support, the mission manager will coordinate changes to PPRs that occur in execution. Crews will provide contact and billeting arrangements to the mission manager in case of an emergency or an emergent requirement such as a weather event or HHQ re-tasking.

2.15.2.1.4. Aircraft Recoveries. AMD Logistics will support recovery of unit training and mission readiness airlift (MRA) missions under AMD FM as required. AMD Logistics can coordinate transportation resources when using mil air. Units are required to recover their own aircraft, requisition supplies, provide unit fund-cites for MRT/courier travel orders, and a transportation account code (TAC) for supply equipment shipments. Units should contact AMD Logistics prior to requisitioning supplies not available at home station. AMD Logistics will assist with space-blocking maintenance recovery team (MRT), supplies and equipment when using mil air.

2.15.3. Mission assignment is handled separately from methods of funding (TWCF, Operations & Maintenance [O&M]).

2.16. Originating Mission Setups. The AMD will enter all mission data into GDSS for AMD-tasked HHQ- missions. The wing current operations will enter mission data into GDSS for training missions NLT 24 hours prior to departure.

2.17. Operational Risk Management. The AMD will comply with AMC-approved ORM processes IAW Air Mobility Command Instruction (AMCI) 90-903, *Aviation Operational Risk Management (AVORM) Program.*

2.18. 96-Hour Rule (Short-Notice SAAM Requests or TPFDD Movements).

2.18.1. Short-notice requests to move USINDOPACOM requirements via USINDOPACOM-assigned and –attached organic air mobility forces do not require a 96-hour rule memo. Support, however, is based on organic aircraft availability, and may necessitate special coordination by AMD/ USINDOPACOM planners to meet available-to-load date (ALD) timing. Users requesting short-notice movements must ensure requests are complete and accurate (e.g., load plans, HAZMAT, etc.).

2.18.2. When USINDOPACOM organic airlift forces are not available, requirements will be shortfalled for movement by USTRANSCOM-assigned common-user airlift. Since USTRANSCOM's common-user forces support competing GCCs requirements any short-notice movement will require submission of a 96-hour rule memo. This aids USTRANSCOM re-prioritization (scheduling and allocation) of its forces to meet the short-notice requirement. The individual declaring the rapid reaction or emergency requirement will initiate the memo for endorsement by a general officer or civilian equivalent, which will include the approving official's name, rank, and duty phone. For SAAM requests, refer to Defense Transportation Regulation 4500.9R, Part II—Cargo Movement, Appendix Q for further guidance. For TPFDD requirements, refer to CJCSM 3122.02D, Joint Operation Planning and Execution System (JOPES), Volume III, Time Phased Force and Deployment Data for guidance.

Chapter 3

AIRLIFT PLANNING

3.1. PACAF Airlift Utilization. The ALCT is the focal point for planning and coordinating PACAF-executed airlift missions. PACAF C-130s and C-17s are part of the DoD's common user airlift system. PACAF KC-135s are dual role aircraft and will follow guidance in this chapter when tasked for PACAF airlift requirements. The goal of airlift planning is to efficiently use theater airlift assets to effectively meet user requirements and minimize their transportation induced non-operational time.

3.2. Airlift Operations.

3.2.1. Ground times will be planned IAW AFI 11-2 MDS Specific Volume 3 instructions and AMCI 11-208. Enroute ground times may be reduced by the AMD Chief or Deputy, or as authorized via PACAF OPORD for exercises and contingencies when mission requirements dictate. AMD will coordinate with the operating crew to ensure reduced ground times are feasible.

3.2.2. All airlift missions are planned for maximum allowable cabin load (ACL). Cargo will not be offloaded to facilitate a nonstop flight without approval from the controlling C2 agency.

3.2.3. Early mission departures will be approved with concurrence of the user and within down line Contingency Response Elements (CREs)/Command Posts/Air Mobility Squadrons to verify station capacity (operating hours, working maximum on ground (WMOG), quiet hours, etc.).

3.2.4. Overflight of enroute fuel/opportune cargo stops will be approved, if there is no movement requirement; DIPs are not violated; the destination's operating hours allow; WMOG has capacity; and the scheduled airfields are advised of the decision to overfly.

3.3. Collaboration and Tasking Process:

3.3.1. Requests for airlift assets should be received by AMD Requirements NLT 96-hours prior to the required mission execution (initial departure) time. If a request does not meet this criterion, AMD Requirements may "non-support" the requirement or require the requestor to adjust their timing. AMD will attempt to task flying wings at least 96-hours prior to departure, but at a minimum, the tasking will meet the home-station pre-departure crew rest requirements IAW AFI 11-2MDS, Volume 3.

3.3.2. Airlift will not be assigned to any request without first being validated by the service component SAAM validator and by the USINDOPACOM validator. Upon the validation of a TPFDD or SAAM request, users collaborate mission specifics directly with AMD Requirements. AMD Requirements will then verify aircraft availability against the user's requirements.

3.3.3. If aircraft are available, AMD Requirements will forward the request to the AMD Airlift Planners for planning and execution. Once planned, the AMD Airlift Planners will release the GDSS Mission Detail tasking to the wing.

3.3.4. If aircraft are not available, AMD Requirements will work with the requester for an alternate date or time. If aircraft are not available, or an alternate date/time cannot be established, AMD Requirements will notify the requester and the USINDOPACOM Validator the tasking will be "non-supported." Based on the JCS Priority and the Geographic Combatant Commander's (GCC) priority of the requirement, AMD may consider recommending a TFR to accomplish the mission or requesting TRANSCOM support.

3.4. C-130 Policy and Allocation Process. Scheduling is an iterative process between AMD and the tasked airlift unit, with a goal of maximizing quality training opportunities and TWCF missions. For operations, the allocation will be 75 percent of the possessed aircraft and 25 percent for maintenance. Aircraft will be fenced for 374 AW training according to the number of possessed aircraft.

Table 3.1. PACAF C-130 Allocation.

Possessed Aircraft	14	13	12	11	10	9	8	7	6
Maintenance Allocation	4	4	3	3	3	2	2	2	1
Training Allocation	4	3	3	3	3	3	3	3	3
Taskable	6	6	6	5	4	4	3	2	2

3.5. C-17 Policy and Allocation Process. The C-17 operational allocation will be 70 percent of the possessed aircraft and 30 percent for maintenance. Two aircraft will be "fenced" for training and the remainder will be made available for AMD HHQ taskings. For 176 WG, these numbers are based on the current A-Plan, which takes priority over this instruction.

Table 3.2. PACAF C-17 Allocation.

Possessed Aircraft	8	7	6	5	4	3
Maintenance Allocation	2	2	1	1	1	1
Training Allocation	2	2	2	2	2	2
Taskable	4	3	3	2	1	0

3.6. Airlift Mission Categories. There are five categories/types of TWCF missions: channel, SAAM, contingency, and exercise. The fifth category, support, is generated to recover in-progress TWCF missions with maintenance issues. More information on the different categories of missions may be found in AMCI 11-208.

3.6.1. USINDOPACOM/J43, in coordination with its service components and 618 AOC (TACC)/XOG, determines channel mission requirements within the USINDOPACOM AOR, to include routing and frequency of missions, based on customer requirements. USINDOPACOM/J35, in conjunction with the service component co-validator (primary channel user), validates all channel missions in the USINDOPACOM AOR. USINDOPACOM/J43, in coordination with 618 AOC (TACC)/XOG, is the final authority to determine service component requirements developing new, or changes to, channel airlift

missions. The DTR 4500.9-R, Part I, *Passenger Movement*, Appendix K, details actions for establishing, changing, suspending and cancelling AMC channels.

3.6.2. SAAM Validation Process. Users must submit airlift request via the SAAM Request System (SRS). SAAMs require special consideration because of the location, number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement. These services are billed by flying hour for organic aircraft. For commercial aircraft, the services are billed to recover the commercial contract cost plus a 10% cost recovery rate. All unit airlift requests must be reviewed and submitted by local Small Air Terminal section, IAW AFI 24-114, *Air Transportation Operations (Non-aerial).* PACAF/A4RDC is the MAJCOM component validator of requests from PACAF units, which includes airlift requests for exercises, contingencies, and deployments, IAW DTR 4500.9-R, Part II, Appendix Q. See also, PACAF Pamphlet 24-1. A SAAM Request System account may be obtained from **https://campsweb.maf.ustranscom.mil/**.

3.6.3. For both exercises and contingencies, AMD Requirements passes validated requirements for movements using theater-assigned air mobility assets to the respective AMD planning cell (airlift or tanker).

3.6.4. Contingency/Exercise missions will not normally be recut within 24 hours of execution, except by the AMD Mission Manager and after coordination with ALCT Plans and Requirements Sections, as applicable.

3.6.5. Airdrop, A/R, and enroute support team (EST) missions may require adjustments to meet scheduled timing (time over target, ARCT) or user requirements. The AMD Mission Manager may recut these specific missions to reflect actual time of departure after appropriate coordination, and explain the reason for recut in the Remarks section of the GDSS Mission Detail.

3.6.6. Contingency/Exercise Mission Priorities. For contingency operations and CJCS exercises, USINDOPACOM/J31 will provide the CJCS operation name, and supported OPLAN information for combatant commander (CCDR) aircraft. For operational control (OPCON) aircraft, TACC/XOBA provides this data. The TACC contingency cell will provide the mission symbols for Air Force Technical Order (AFTO) Form 781, *ARMS Aircrew/Mission Flight Data Document* entry.

3.6.6.1. Mission numbers are constructed IAW AMC *MAF Mission ID Mission Encode/ Decode Procedures*.

3.6.6.2. CJCS exercises/contingencies are billed based on mission symbols. It is critical aircrews log the correct mission symbol in the AFTO Form 781.

3.6.6.3. Contingency Operations will use "C" or "P" for the first alpha-numeric character of the mission symbol as logged in AFTO Form 781. The second and third characters will designate a specific operation.

3.7. AMD TWCF Mission Responsibilities.

3.7.1. Airlift Plans will enter Channel missions flown by PACAF aircraft (or units AMD coordinates with to fly PACAF missions) into GDSS. Passenger-bookable channels will be scheduled and entered into GDSS at least 90-days prior to mission execution. Cargo-

bookable only channel missions will be scheduled and entered into GDSS at least 30-days prior to mission execution.

3.7.1.1. AMD Airlift Planners will only schedule an add-on channel when requested by 618 AOC (TACC)/XOG (offshore bookies) and coordinated through AMD Requirements. 618 AOC (TACC)/XOG, normally contacts AMD Requirements for an aircraft, when an excessive cargo backlog exists at an AMS enroute station.

3.7.2. Upon receipt of a validated SAAM/Contingency/Exercise/Channel request, AMD Requirements will review availability of aircraft to support the mission. AMD Requirements will either support or non-support the mission based on overall airlift capability. AMD Requirements will allocate aircraft using the T/JFACC's AOD.

3.7.2.1. If AMD is unable to support a SAAM/Contingency/Exercise mission during the requested period, AMD Requirements will contact the user to find another mutually-agreeable date. If the user cannot be contacted, AMD Requirements will notify the validating agency request cannot be supported and airlift request needs to be resubmitted.

3.7.2.2. If supportable, the responsible AMD planning cell will build a GDSS Mission Detail and forward to the supporting wing's current operations office, as part of a written tasking of the mission, and accomplish required planning actions.

3.7.2.3. In some cases, especially contingencies, the AMD planning cell may provide the flying unit verbal tasking to expedite placing the crew(s) in crew rest to facilitate a short-notice mission. The AMD planning cell will follow up verbal taskings by forwarding a GDSS Mission Detail to the responsible wing current operations, as part of a written tasking of the mission.

3.7.3. Airlift Planners will forward a SAAM recap to HQ AMC/FMFAB on the 21st day of each month, but no later than the 24th. The recap will list the mission number, whether the mission qualifies for a 10 percent discount (when requested more than 30 days prior to execution), billing information, and include remarks for missions cancelled or significantly changed.

3.8. Wing and Unit HHQ Mission Responsibilities. Upon receipt of a GDSS Mission Detail, the tasked wing current operations will review the mission for errors or omissions and accomplish the following:

3.8.1. Load the aircraft tail number, call sign and aircraft commander's name into the GDSS NLT 24-hours prior to the estimated time of departure (ETD). If the local C2 system is not operational, the responsible wing organization will notify the AMD by telephone and request assistance in loading the information into GDSS.

3.8.2. Per the FCG, send crewmember names and passport information to the United States Defense Attaché Office (USDAO) with a courtesy copy to the AMD Airlift Planners.

3.8.3. Confirm final aircraft configuration, itinerary, operating times, load information and required support equipment with the user and AMD Airlift Planners.

3.9. Joint Airborne/Air Transportability Training (JA/ATT) Operations. PACAF JA/ATT is an integral part of aircrew continuation training required to maintain the combat ready status of US forces, as well as aircrew mission ready status. PACAF units will register as a JA/ATT provider or user, as appropriate, at: **https://pacaf.ops.hickam.af.mil/amocc/tools/jaatt/**

3.9.1. When planning PACAF JA/ATT missions, attempt to accommodate the maximum number of training events for participating provider and user. PACAF has not designated "Mission Critical JA/ATTs" which must be supported before other JA/ATTs are filled. PACAF prioritizes the support of competing requirements based on the JA/ATT Point System in **Table** 3.1.

Table 3.3. JA/ATT Point System.

EVENT	POINTS	EVENT	POINTS
PERSONNEL		MULTI-ELEMENT FORMATION AD	7
Static	3	ICDS	5
HALO/HAHO/ Mass TAC	5	JPADS	7
HEAVY EQUIPMENT		NIGHT AIRDROP	7
Single	5	A/R	
Sequential	6	Formation	6
CONTAINER DELIVERY SYSTEM		Single Ship	2
1-20 CDS	3	ASSAULT LANDING	5
21-40 CDS	4	SPRO	7
DUAL ROW	7	STATIC LOAD	2
BOAT DROP	7	MOUNTAINOUS LOW LEVEL	6
FORMATION AD	4	UNFAMILIAR LOW LEVEL	4

3.9.2. Use the following as planning guidance to create the most effective training:

3.9.2.1. JA/ATT missions should provide multiple training events per hour of flight time.

3.9.2.2. Plan missions to operate in a simulated combat environment.

3.9.2.3. Combat tactics and techniques should be used whenever possible, keeping them within peacetime restrictions.

3.9.2.4. Plan missions to simulate austere operating conditions, however, better support will be realized if operations are conducted from air bases. Minimum CRE/aerial port support will be used and, whenever possible, a combat-operating environment simulated.

3.9.2.5. It is imperative airborne forces and air mobility assets maintain proficiency and currency in joint airdrop. Air mobility units are encouraged to make joint airdrop a priority of their semi-annual training plan to gain the highest level of interoperability and wartime readiness.

3.9.2.6. Airland forces should focus on Joint Forcible Entry and austere airfield operations, integrating with other USAF platforms, delivering ground forces for direct engagement, and combat fueling operations.

3.9.3. AMD JA/ATT Roles. AMD Airlift Planners will verify higher priority JA/ATTs are supported when competing requirements exist. The AMD will:

3.9.3.1. Validate USINDOPACOM JA/ATT requests and assign mission numbers on the PACAF JA/ATT home page. Requests for validation will include (AFRC, ANG and IMA) man-day allocation. If required man-days are not available, the mission will not be validated.

3.9.3.1.1. Military Personnel Appropriation (MPA) requests are made through the command man-day allocation system (CMAS) website at **https://cmas.scott.af.mil//M4S/login/login.cfm** PACAF man-days are sourced through PACAF/A3/6.

3.9.3.2. Manage the PACAF JA/ATT mission listing posted on the AMD website. Users build their requirements on the JA/ATT web page, after which the AMD Airlift Planners validate the requirement. The airlift unit that "buys" the JA/ATT then coordinates with the user to ensure training objectives/criteria are satisfied for all parties involved in the event.

3.9.3.3. If highlighted by the wing, review mission commander after action reports as necessary to highlight and correct problem areas. After action reports should be distributed to AMD/ALCT (**613AOC.AMD.ALCT@us.af.mil**) and PACAF/A3TV (**pacaf.a3tv@us.af.mil**).

3.9.3.4. Maintain a list of user airlift units and support contacts for the USINDOPACOM AOR.

3.9.4. Wing/Unit JA/ATT Responsibilities:

3.9.4.1. The airlift unit will enter itinerary into the GDSS Mission Detail and perform all planning associated with JA/ATT execution, including DIPs and/or country/personnel clearances, PPR, Airfield Suitability and Restrictions Report (ASRR), Notices to Airmen (NOTAMs), etc. AMD will assist per paragraphs 2.15.2 – 2.15.2.1.4. Unit will load mission planning point of contact in notes section of GDSS along with contact information.

3.9.4.2. Users should coordinate with the airlift unit to determine required JA/ATT mission support. Such support includes, but is not limited to, special tactics squadron/combat control team, drop zone safety officer, crash-fire-rescue, tactical airlift liaison officer, medical and load recovery.

3.9.4.3. Load the aircraft tail number and aircraft commander's name into the GDSS system NLT 24-hours prior to scheduled departure. If the local GDSS is not operational, the unit will notify the AMD Mission Manager by telephone and request assistance in loading the information in to GDSS.

3.9.4.4. Advise AMD Airlift Planners when JA/ATTs are added, rescheduled or cancelled via email to **613aoc.amd.jaatt@us.af.mil**.

3.9.4.5. Submit mission commander after action reports, or sections thereof, when issues arise that require HHQ involvement. After action reports should be distributed to AMD/ALCT (**613AOC.AMD.ALCT@us.af.mil**) and PACAF/A3TV (**pacaf.a3tv@us.af.mil**).

3.9.4.6. Obtain approval(s) IAW DoDI 4515.13, *Air Transportation Eligibility*, when foreign or non-DoD personnel are participants/passengers on a JA/ATT mission.

3.10. Nuclear Airlift Operations. The 3 WG and 15 WG C-17s can execute emergency nuclear airlift operation (ENAO). Special procedures and restrictions apply to ENAO missions. Refer to AFI 11-2C-17, Volume 3, for guidance. PACAF will follow AMCI 11-208 for Nuclear Airlift Operations. See also USAF Special Weapons Overflight Guide and AF Nuclear Weapons Security Classification Guide for Nuclear Weapons.

Chapter 4

OPERATIONAL SUPPORT AIRLIFT (OSA)

4.1. OSA Overview. The ALCT's EAS and OSA sections provide centralized scheduling and planning support for PACAF's fixed-wing OSA requirements and coordinate out-of-theater DV requests for PACAF rotary-wing support.

4.2. OSA Scope. PACAF OSA aircraft are assigned to the 65th Airlift Squadron (65 AS) at Joint Base Pearl Harbor-Hickam; the 517th Airlift Squadron (517 AS) at Joint Base Elmendorf-Richardson, Alaska; and the 459th Airlift Squadron (459 AS) at Yokota AB, JA. The 65 AS aircraft are designated combatant commander support aircraft (CCSA) which provide executive airlift for SECDEF-designated "required use" travelers, Tiers 1-4 travelers and other DoD-approved senior officials.

4.2.1. Day-to-day control of PACAF-assigned OSA aircraft is exercised through the 613 AOC/AMD Chief.

4.3. Aircraft Utilization. Normal tasking levels for the 459 AS and 517 AS C-12s are two aircraft daily and both aircraft for the 65 AS. The AMD will coordinate with the flying unit DO, or designated representative, to confirm the actual number of aircraft available for tasking. Any desired tasking above identified levels requires flying unit CC or DO approval prior to scheduling.

4.3.1. The AMD's coordination is required prior to utilizing OSA aircraft as part of an exercise. The OG/CC or PACAF/IG will make a written request to the AMD Chief to utilize OSA aircraft for exercise purposes.

4.3.2. PACAF agencies responsible for contingency and wartime plans may include OSA aircraft in applicable plans. Plans will be identified and coordinated through PACAF/A3/6, AMD, and the appropriate NAF, wing and flying unit.

4.4. Requesting OSA. AFI 24-602V1, Passenger Movement, outlines USAF guidance and USINDOPACOM theater-specific guidance is provided in USPACOMINST 0614.6, *Military Airlift Requests*. Detailed PACAF airlift request procedures and policies for users are contained in the PACAF OSA User's Guide available at **https://pacaf.ops.hickam.af.mil/cfm/default.cfm** (613 AOC/ AMD/EAS/OSA (ALCT)). See also DoDD 4500.56 and DoDI 4500.43.

4.4.1. PACAF-assigned personnel requests for OSA support will be submitted using electronic DD Form 2768, *Military Air Passenger/Cargo Request*, via the Task Management Tool (TMT) program using the Senior Leader Approval Process (SLAP) for PACAF/CV authorization.

4.4.1.1. Routine MILAIR requests will be submitted to PACAF in TMT SLAP no later than eight duty days prior to requested departure date. Increased lead time may be necessary, based on specific coordination requirements. Approval must be obtained NLT 4 duty days prior to travel start for AMD and operating unit notification and coordination.

4.4.1.2. If travel includes spouses or foreign nationals not otherwise eligible in DoDI 4515.13, requests must be submitted to PACAF NLT 10 duty days prior to travel, due to additional coordination required with PACAF/JA and AFIMSC. Final approval must be

obtained NLT 4 duty days prior to travel start for AMD and operating unit notification and coordination.

4.4.1.3. Any requests submitted outside the above timelines will require in-depth justification.

4.4.1.4. Emergency and contractor maintenance travel for the Alaskan Radar System sites will be accommodated to allow teams to meet contracted request submissions and urgent maintenance response times.

4.4.1.4.1. Pacific Regional Support Center (PRSC) leadership may forward "emergency" requests via TMT directly to PACAF Tasker Workflow to obtain deputy commander authorization.

4.4.2. The OSA Scheduler will provide the Requester the name of the supporting unit and mission timing NLT three days prior to scheduled support, excepting short-notice requests.

4.4.3. OSA schedulers will combine requests to the maximum extent possible and will not dedicate a C-12 support mission for exclusive use of a single user without approval from the PACAF/A3/6.

4.4.4. Requests for "required use" and other DoDD 4500.56-identified Tier 1-4 traveler support via PACAF Executive Airlift will be coordinated with the designated ALCT EAS planner.

4.5. OSA Authorizing Officials. U. S. Air Force personnel will follow AFI 24-602V1. Users outside of the USAF will refer to DoDD 4500.56 for appropriate level of authorizing official. Valid airlift requests should be approved by authorizing officials to allow the cost comparison to be conducted by the appropriate OSA centralized airlift scheduling agency, when cost is part of the decision process to provide MILAIR. The ALCT OSA schedulers exercise final PACAF aircraft scheduling discretion.

4.5.1. See USPACOMINST 0614.6 for additional guidance, including COMUSFJ approval authority for subordinate officials.

4.5.2. The NAF/A3 Director may act as request approval authority for emergency airlift/movement, when unable to obtain timely HQ PACAF coordination/approval. Accomplish after-the-fact documentation through normal channels on the next business day following the emergency mission.

4.5.3. Approval authority for aeromedical evacuation airlift will be in accordance with applicable MDS Specific, Volume 3 instruction and coordinated through the AMD's AECT.

4.5.3.1. A Patient Movement Request (PMR) will be used to initiate OSA AE patient airlift in lieu of DD Form 2768. The AE controller will send ALCT a PMR extract that will include airlift precedence, number of patients/attendants, on/offload locations and any flight restrictions.

4.6. Request Validation. The DoD OSA priority system is used to validate, task, and schedule OSA missions. Authorized PACAF OSA requests will be forwarded to the AMD OSA Validators for the assignment of priority, urgency, justification and category (PUJC) codes and for scheduling consideration.

4.6.1. Validators will limit eligibility for passenger and cargo movement to those authorizations in DoDI 4515.13, *Air Transportation Eligibility*. Address requests for clarification of the provisions of DoDI 4515.13 to AFIMSC/IZS, with information copies to PACAF/A3T, PACAF/A4RD and ALCT OSA.

4.6.2. Validators will determine PUJC codes using the Priority and Urgency codes specified in DoDI 4500.43 and Justification and Category codes as listed in the PACAF OSA User's Guide.

4.6.3. Validators will enter authorized and validated DD Form 2768 OSA request information into the Joint Air Logistics Information System (JALIS) for OSA aircraft scheduling visibility and data retrieval.

4.6.4. The AMD Chief is delegated authority to designate HQ PACAF Command OSA Validators. In addition to PACAF personnel, these Validators may validate OSA requests for DoD agencies and commands who are tenant units at PACAF bases and apply theater validation for requests from DoD visitors assigned outside the USINDOPACOM AOR.

4.6.5. Non-PACAF personnel must process their requests through the appropriate Service/ component/agency Validator.

4.7. Aircraft Scheduling. The ALCT plans, schedules and tasks the 15 WG, 3 WG and 374 AW for fixed wing OSA support. Units are tasked via the GDSS and the JALIS. The OSA Scheduling Website includes the PACAF OSA User's Guide, scheduling policies, procedures and responsibilities for use by Requesters, Validators, flying units and other customers in the OSA system.

4.7.1. C-12 Scheduling. Dedicated and critical training missions will be considered prior to scheduling airlift support. Dedicated training missions will not be cancelled or used to support a routine airlift support requirement, unless there is no impact to the scheduled training and the cancellation is approved by the flying unit operations officer.

4.7.1.1. A Priority 2 or Tier 1-4 requirement may preempt a dedicated training mission.

4.7.1.2. A Priority 2, Urgency 4 or higher requirement may preempt a critical training mission, with the concurrence of the OG/CC.

4.7.1.3. Validated C-12 Priority 3 requests that conflict with wing/base training days, safety down days, federal/host-nation holidays may be non-supported due to aircraft availability, at the discretion of the OSA flying unit commander. Notification of intent to non-support should be made as soon as possible, but NLT three days prior to the requested support mission. Priority 3 requests are not normally flown on weekends and holidays, without the concurrence of the OSA flying unit CC or DO.

4.7.1.4. Priority 1 requests will be supported, within aircraft availability, regardless of request submission time.

4.7.2. OSA planners will only schedule and task backup aircraft for missions when directed by the PACAF/A3/6.

4.7.2.1. When directed by PACAF/A3/6, the AMD will coordinate with USTRANSCOM, the 618 AOC (TACC), the executive airlift scheduling activity

(EASA), etc., to effect non-PACAF aircraft back-up requirements, or alternate support means, as required.

4.7.3. EAS planners will receive travel forecasts from theater "required use" and other Tier 1-4 travelers and provide that information to the 15 WG, 15 MXG, and 65 AS ASAP after receipt. The DV's staff initiates all mission itinerary changes through the EAS planners, who will review and coordinate changes with the 65 AS and publish updated itineraries to concerned parties.

4.7.4. OSA planners centrally receive and manage all requests for PACAF fixed-wing OSA. Additionally, USINDOPACOM/PDDOC routes fixed and rotary-wing OSA requests by out-of-theater senior officials through AMCT OSA for tasking support.

4.7.4.1. OSA planners will accept validated requests for support consideration NET 30 days and NLT four duty days prior to requested support. Emergency requests or those validated as Priority 1 may be added within the four-day window.

4.7.4.2. OSA planners will notify requesters of support/non-support, NLT three duty days prior to requested support date, via telephone or email.

4.7.4.3. OSA planners will notify the requester of any significant changes to scheduled DV support missions due to weather or other unforeseen operational constraints, as well as non-support or preemption of key NAF and wing personnel, as soon as possible.

4.7.5. All requested itinerary changes must be approved by the AMD, in coordination with the supporting OSA flying unit.

4.7.5.1. When assigned dedicated support, a DV Code 4 or higher or the PACAF IG Team Chief may request enroute changes to departure/arrival times, within crew rest and operational constraints, including airfield operating hours/days and diplomatic clearances. The AMD will make every attempt to accommodate.

4.7.5.2. The SQ/CC, or designated representative may adjust mission itineraries, times and destinations for O-6 and below OSA missions based on weather conditions and available alternate airfields. AMD will be notified as soon as possible of the changes.

4.7.5.3. Missions ISO O-7 and above travelers, other than 11 AF/ALCOM, must pre-coordinate deviations from the GDSS Mission Detail through the AMD, prior to execution.

4.7.5.4. Orientation visits to Long Range Radar Sites (LRRS) must have a designated alternate LRRS identified on the DD Form 2768, or the aircraft may not proceed to the alternate site in case of required route deviations.

4.7.6. OSA planners will not schedule airlift via fixed-wing assets between airfields within two hours driving time, absent exceptional scheduling considerations.

4.7.7. The use of ground transport and/or USFK OSA support must be considered first and exhausted before PACAF OSA aircraft will be brought into Korea solely for movement within Korea. Aircraft will only be positioned to Korea to accomplish passenger movement between airfields in Korea when:

4.7.8.1. Directed by the AMD Chief, after obtaining PACAF/A3/6 concurrence, or

4.7.8.2. Support can be combined with other missions originating/terminating outside Korea, or

4.7.8.3. Mission is designated a Priority 2 or higher and no other assets are available in Korea.

4.7.9. Scheduling of rotary-wing airlift will be accomplished by the 374 OG through the 459 AS/CC. Except when operational demands dictate, the 459 AS will accept validated UH-1 support requests NET 30 days, but NLT 0100Z four duty days prior to the requested support date.

4.8. Flying Unit Responsibilities. In addition to actions outlined in **Chapter 2**, the tasked flying unit or wing current operations will:

4.8.1. Contact the OSA planner at least once a day to confirm mission tasking and review pending schedules (459 AS, 517 AS).

4.8.2. Provide the AMD, CDRUSINDOPACOM and COMUSFK Aides-de-camp or Trip Coordinators, and the COMPACAF Trip Coordinator an updated 90-day projection of 65 AS aircraft utilization and scheduled maintenance on a weekly basis (65 AS).

4.8.3. Provide OSA Planners with quarterly aircraft maintenance schedules and weekly updates when appropriate, as well as local and HHQ exercise schedules, which may impact mission scheduling (65 AS, 459 AS, 517 AS).

4.8.4. Indicate a "training" or "non-training" mission designation when making aircraft available for scheduling in JALIS, or as otherwise directed IAW DoD and/or PACAF guidance. This designation will be indicated in the GDSS Mission Detail (459 AS, 517 AS).

4.8.5. Coordinate ground transportation, ice and water, fleet service, and aerospace ground equipment (AGE) requirements with providers/USDAO, as required, or provide those requirements to OSA planners when requested via the aircraft DIP request (65 AS, 459 AS, 517 AS).

4.8.6. Schedule missions with DV Code 2/Tier 2 passengers to have an instructor pilot-in-command, to the maximum extent possible (459 AS, 517 AS).

4.8.7. Coordinate aircraft travel and administrative requirements with the tasked FAST/RAVEN unit (65 AS, 459 AS, 517 AS).

4.8.8. Provide OSA planners an aircrew list, to include flying crew chiefs (FCC)/Contract Logistics Support (CLS) maintenance technicians and FAST/RAVENs, with required passport and weapon information, etc. in a timely manner, for missions requiring aircraft DIPs (65 AS, 459 AS, 517 AS).

4.8.8.1. Personnel clearances for FAST/RAVEN names received by OSA planners outside the DIP message submission deadlines, or when traveling separately, are the responsibility of the supporting security forces squadron (SFS) (65 AS, 459 AS, 517 AS).

4.8.9. Send personnel clearance requests for required crewmembers when staging aircrew, to include FAST/RAVENs, when traveling concurrently (65 AS, 459 AS, 517 AS).

4.8.10. Obtain required visas for crewmembers and confirm all accompanying MEPs, maintenance technicians and FS/RAVENs have required visas (65 AS, 459 AS, 517 AS).

4.8.11. Make billeting/hotel arrangements for crewmembers and accompanying FAST/ RAVENs, or provide crewmember billeting/hotel requirements to EAS & OSA Planners, when requested in conjunction with the aircraft DIP request and/or USDAO coordination (65 AS, 459 AS, 517 AS).

4.8.12. Obtain/maintain passenger lists and relay any changes to scheduled passenger/cargo on-load/offload information to the applicable C2 facility, to include AMD for tasked missions, when transiting locations without DoD facilities capable of those services (65 AS, 459 AS, 517 AS).

4.8.13. Place all passengers on a passenger manifest. The DD Form 2768 may be used in lieu of the DD Form 2131 for validated MILAIR travelers (65 AS, 459 AS, 517 AS).

4.8.13.1. Upon mission completion, forward copies of all DV passenger manifests, with any revisions, to the EAS planners for retention, IAW DoD guidance (65 AS).

4.8.14. Confirm final dates/times, pick-up/drop off locations and other details of scheduled support with requesters or on-board contact, NLT one duty day prior to support (65 AS, 459 AS, 517 AS).

4.8.15. Keep AMD apprised of any itinerary and aircraft status changes, prior to and during mission execution, especially changes to DV/staff and/or crew loads (65 AS, 459 AS, 517 AS).

4.8.16. Contact the AMD Mission Manager enroute to relay pertinent information to include takeoff/landing times, any delay codes/remarks, takeoff gross weight, payload, MEL/CDL, maintenance status or other relevant data. This also allows for visibility of maintenance problems by AMD Logistics and timely interface with the Contracting Officer Representative, as necessary (65 AS, 459 AS, and 517 AS aircrews).

4.8.17. Upon mission completion, forward the post mission report and *OSA Mission Feedback* form to AMD OSA Planners electronically or complete the *End of Mission* report in JALIS, as applicable (459 AS, 517 AS).

4.8.18. Provide PACAF/A3/6T and the AMD a copy of any MDS Specific, Volume 3 supplements (65 AS, 459 AS, 517 AS).

4.9. Reimbursement for Non-DoD Travel on OSA.

4.9.1. IAW DoD 7000.14-R, *DoD Financial Management Regulation*, Volume 11A, Chapter 3, guidelines, OSA missions may be flown ISO non-DoD travelers on a reimbursable basis, e.g., for Department of State, other federal agencies or Cabinet Secretaries. Validators and planners will identify reimbursable missions to the tasked flying unit. Validators will provide post-mission details to PACAF/FMAO for reimbursement processing. Contact PACAF/FMAO for further information.

4.10. Off-station Training Missions (OST). OSA aircraft are limited in number, generally in high demand and, in the case of CCSA, the required means of transportation for designated senior DoD officials. The availability of these assets for unit training and support of senior officials, in particular, when needed, is critical and is a joint endeavor of EAS & OSA planners and flying units. The flying units and EAS & OSA will closely coordinate non-local-area training use of OSA assets, to meet acceptable mission generation timelines for unplanned, high-priority requirements. **(T-3)**

4.10.1. WG/CCs and OG/CCs are approval and execution authority over local training missions and transition training on positioning and de-positioning mission legs, as coordinated with the AMD **(T-3)**.

4.10.1.1. Units will give special consideration to the potential for negative public perception of OSA/EAS aircraft at planned enroute stops and remain overnight locations, in particular **(T-3)**.

4.10.1.2. When in conjunction with AMD-tasked Support missions, coordinate enroute, local-area transition training requests with EAS and OSA planners, during the mission planning phase, to ensure there is no conflict with the supported travelers' schedules **(T-3)**.

4.10.2. The 15 OG will inform PACAF/CV when O-6 and above passengers are scheduled to be transported in conjunction with 65 AS off-station training missions **(T-3)**.

4.10.3. For 65 AS OSTs originating and terminating at home station:

4.10.3.1. Route the OST eSSS to the AMD for coordination, prior to final OG/CC and/or WG/CC approvals. AMD will confirm the planned OST timeline does not conflict with known or forecast support requests **(T-3)**.

4.10.3.2. Consideration should be made to return NLT 36 hours prior to the departure time of any tasked mission **(T-3)**.

4.10.3.3. In case of a no-notice, high priority tasking, AMD will recall aircraft and crew to home station by notifying the 65 AS/DO. The crew should posture themselves to ensure they can receive a recall at any time (must have 24/7 communication capability) and arrival back at home station within 24 hours of AMD notification **(T-3)**.

4.10.3.4. The OST request should include a maintenance recovery plan, in case the aircraft becomes not mission capable (NMC) during the OST **(T-3)**.

4.10.3.4.1. Advise the AMD Senior Director of any significant changes to the approved routing/timing during OST **(T-3)**.

4.10.3.4.2. The aircraft commander will ensure the GDSS mission details are kept up-to-date. In the event the command post is unable to enter updates, contact the AMD Mission Manager for assistance **(T-3)**.

4.10.3.5. A fully qualified crew should be available at home station to fulfill any short-notice requirement that may arise. For the C-40, an augmented crew should be available **(T-3)**.

4.10.4. For 65 AS OSTs originating and terminating from an enroute station during a tasked mission:

4.10.4.1. Route the OST eSSS to the AMD for coordination, prior to final OG/CC and/or WG/CC approvals. The AMD will confirm the OST does not conflict with the DV's travel schedule and gain the DV's travel staff approval for the aircraft to be away from station for the coordinated time(s). Approval will be on a case-by-case basis **(T-3)**.

4.10.4.2. Aircraft should return to the DV's location at the completion of the basic training day and NLT 36 hours prior to next DV movement **(T-3)**.

4.10.4.3. If the supported DV's travel schedule changes, AMD will notify the 65 AS/DO of the need for OST modification or cancellation **(T-3)**.

4.10.4.4. OST requests should include a maintenance recovery plan in case the aircraft becomes NMC during the OST **(T-3)**.

4.10.5. The 459 AS and 517 AS will coordinate with OSA planner for OSTs which RON outside the local training area, before gaining final approvals from the OG/CC and WG/CC **(T-3)**.

4.11. In-transit Visibility (ITV). The unique natures of PACAF's OSA movements present ITV challenges, often embarking and disembarking passengers at non-AMC supported locations which lack ITV systems and processes, or reliable communications capabilities. The PACAF OSA ITV process supplements existing Air Force procedures.

4.11.1. OSA users, OSA flying units, PACAF command posts, AMC passenger processing and servicing facilities, and the AMD share responsibility for OSA ITV.

4.11.2. Passenger manifesting. The ALCT planners will forward the DD Form 2768 to the tasked flying unit after the appropriate validator review and aircraft availability is confirmed, to aid in creation of the aircraft passenger manifest.

4.11.2.1. The OSA flying unit or wing current operations, as applicable, will review the AMD-forwarded DD Form 2768 for completeness.

4.11.3. Passenger processing. All passengers should plan to process through the AMC facility, where available, with the exception of DVs (O-6s/civilian equivalents and higher) and their accompanying executive officers, aides and spouses. The Air Passenger Terminal, or designated agency/representative, is the primary manifesting/processing point for passengers traveling on OSA missions.

4.11.3.1. DVs may have their designated representative coordinate reporting times and locations with the flying unit scheduler, or terminal check-in times with AMC terminal management, as applicable, to expedite their departure.

4.11.3.2. Passengers should contact the passenger facility directly to determine the appropriate show time for processing.

4.11.3.3. OSA flying units are responsible for ensuring an accurate passenger manifest (DD Form 2131 or DD Form 2768) is provided to Base Operations, unit schedulers or the AMD, when passengers go directly to the aircraft, bypassing the terminal. For those direct-to-aircraft passengers, the aircraft commander or designated representative shall ensure they comply with USAF/TSA screening standards.

4.11.4. Passenger validation**.** AMC facilities do not process information on empty aircraft. Accurate ITV requires identifying the presence as well as the absence of passengers and cargo on an aircraft. Command posts and flight following agencies bear responsibility to capture accurate information on these aircraft.

4.11.4.1. Prior to departure, aircrews will contact command post and confirm passengers and cargo on-board, if any deviations from the OSA scheduler planned Load information.

4.11.4.1.1. If the aircraft commander reports there are no passengers or cargo, command post controllers will enter zero in the GDSS Mission Detail.

4.11.4.1.2. If the aircraft commander reports there are passengers and cargo, the command post does not enter any data, as the passenger processing entity should have made these entries.

4.11.4.1.3. Should the aircraft commander advise of direct-to-aircraft passengers and/or cargo deviations not captured by the passenger processing entity at the departure location, command posts will enter the aircraft commander-provided passenger/cargo totals in the Load Section of GDSS.

4.11.4.2. Report load variations to the AMD mission manager when requesting Positive Launch. The AMD Mission Manager will record full passenger name, rank, branch of Service and organization as a GDSS Mission Remark.

4.11.5. Operating locations without AMC facilities:

4.11.5.1. Aircraft Commanders will notify the AMD Mission Manager or via ACARS, of any changes to the passenger movement plan, prior to departing these locations, to include space available passengers. Changes will include the full name, rank, branch of Service and organization for each unscheduled passenger embarking, or scheduled passengers failing to disembark.

4.11.5.1.1. The Mission Manager will update the GDSS Load Section information for that leg; annotate aircrew-provided passenger changes in the GDSS Mission Detail Notes Section; and inform the EAS or OSA planner via email of the action.

4.11.5.2. UH-1 aircrews will notify the 374 AW CP or 459 AS “Centaur Ops” of any changes to the scheduled passenger movement plan, prior to departing a location.

Chapter 5

TANKER PLANNING

5.1. Air Refueling Control Team (ARCT). The ARCT is a vital lynchpin for USINDOPACOM A/R missions and is responsible for apportioning all PACAF assigned/attached tanker assets. The AMD's AMCT execution assumes C2 responsibility for AMD-tasked HHQ missions of KC-10, KC-46, and KC-135 aircraft in coordination with respective C2 centers. ARCT will refer to 618 AOC (TACC) responsibilities listed in AFI 11-221, *Air Refueling Management (KC-10, KC-46, & KC-135),* when applicable.

5.2. Relationships. The AMD is the tasking authority for all PACAF assigned and attached tanker aircraft and aircrews.

5.2.1. Coronet Operations. The AMD may grant authority to Long Range Coronet Planning (618 AOC (TACC)/XOOKP) to schedule PACAF assigned and attached tankers for the execution of Coronet missions for an agreed time period. PACAF retains OPCON of PACAF-assigned tanker aircraft. Aircraft will not be reassigned to other missions or be scheduled outside the agreed time period without prior coordination with the AMD. Mission planning for Coronet operations will be accomplished by the assigned tanker detail planner (TDP). Once a Coronet mission has commenced, any mission changes will be coordinated through the delivery control officer (DCO), 618 AOC (TACC)/XOCGT, and the TDP responsible for the Coronet in question.

5.2.2. ARCT will transition mission responsibility to AMCT 24 hours prior to mission takeoff or alert. All mission data and responsibility are transferred at this time.

5.3. KC-135 Policy and Allocation Process. Scheduling is an iterative process between AMD and the tasked air refueling unit, with a goal of maximizing quality training opportunities and TWCF missions. A percentage of the tanker unit's PAA are allocated for operations and training; this percentage is known as the commitment threshold. The allocation number is rounded down to the nearest integer value. The remaining aircraft are made available to maintenance for training and to sustain the fleet.

5.3.1. Allocation will be 67% of possessed aircraft for operations and 33% for maintenance and training. Therefore, with a PAA of 15 KC-135 aircraft, 10 aircraft will be made available for flying operations (of those eight will be AMD/HHQ taskable, and two aircraft will be "fenced" for 18 OG training). The remaining five aircraft will be for scheduled or unscheduled maintenance and a dedicated maintenance trainer. The aircraft selected as the maintenance trainer, cannot be re-tasked by AMD without a Training Fence Reduction (TFR) coordinated through 18 MXG/MXOT.

Table 5.1. PACAF KC-135 Allocation.

Possessed Aircraft	15	14	13	12	11	10	9	8	7
MC rate and Scheduled and Unscheduled Maintenance	4	4	4	4	4	4	3	3	3
Maintenance Training	1	0	0	0	0	0	0	0	0

Allocation									
Ops Training Allocation	2	2	1	0	0	0	0	0	0
Taskable	8	8	8	8	7	6	6	5	4

5.4. Responsibilities. The AMD is the single point of contact for coordinating all PACAF A/R support in the USINDOPACOM AOR.

5.4.1. The AMD will:

5.4.1.1. Validate PACAF A/R requests.

5.4.1.2. Conduct an initial review of validated tanker mission requests before accepting missions from requesting units. The review will include, but is not limited to; mission priority, A/R control time and date, type of receiver(s) (boom/drogue), number of receivers, required fuel offload, A/R track information, ALTRV information, A/R flight level, type of rendezvous, number of primary tankers required, number and type of spare tankers required, ROBE requirements, and alert posture.

5.4.1.3. Conduct a planning review of validated tanker missions before tasking tanker units. For missions landing at or departing from off-station location, this review will include but is not limited to:

5.4.1.3.1. ASRR and NOTAM review of off-station runway, taxiway and parking apron width, length, and weight bearing capacity, airfield restrictions, approach and departure procedures, jet fuel availability and airfield remarks.

5.4.1.3.2. Initiate HHQ waiver and Terminal Instrument Procedures (TERPS) approval for AMD tasked short-notice missions, as required.

5.4.1.4. Task validated tanker missions to assigned tanker units and input mission profiles and A/R requirements into the GDSS. Some information may be masked due to sensitive nature. **Note**: In coordination with unit commanders, ARCT may task units to assume alert status before formally accepting and tasking a mission in order to meet mission requirements.

5.4.1.5. Develop tanker mission concept of operations (CONOPS) procedures, as required.

5.4.1.6. Coordinate changes and cancellations to AMD-tasked missions with the appropriate receiver unit and/or scheduling agency and notify tanker units as soon as possible, preferably within 2 hours. AMD is responsible for cancelling AMD-tasked missions in GDSS. **Note:** For AMD tasked A/R missions, receiver units must cancel their A/R requirements with the ARCT or the AMCT. If a receiver unit attempts to cancel directly with the executing tanker unit, they will be directed to the AMD. Once notified of the receiver's cancellation, AMD will subsequently cancel or reassign the tanker mission.

5.4.2. Tanker units will:

5.4.2.1. Conduct mission planning for local and off-station training missions. Given sufficient notice of the itinerary (at least 48-hours prior to initial departure) by the wing current operations office or from the crew itself, AMD Tanker Planners may assist with planning these missions.

5.4.2.2. PACAF and PACAF-gained aircrews will have a Scheduled Return Date (SRD) established on their flight orders IAW AFI11-2KC-135 Vol 3.

5.4.2.3. Altitude Reservations (ALTRVs). Receiver units are responsible for requesting and coordinating ALTRVs through the Pacific Military Altitude Reservation Function (PACMARF) IAW USPACOMINST 0533.2, *Pacific Military Altitude Reservation Function*. The PACMARF SharePoint site is **https://cs2.eis.af.mil/sites/10639/A3TA/PACMARF/Home.aspx**.

Chapter 6

AEROMEDICAL EVACUATION

6.1. General. The Aeromedical Evacuation Control Team (AECT) is the AMD Chief's link to all AE operations in the USINDOPACOM AOR. Guidance on intra- and inter-theater AE operations is contained in JP 4-02, *Health Service Support*, AFI 11-2AE Volume 3, *Aeromedical Evacuation (AE) Operations Procedures*, AFI 48-307, Volume 1, *Enroute Care and Aeromedical Evacuation Medical Operations*, and AFTTP 3-42.5 *Aeromedical Evacuation (AE)*.

6.2. Relationships.

6.2.1. The AECT provides a critical link between AMD operations and the Theater Patient Movements Requirements Center-West (TPMRC-W). AECT personnel have extensive knowledge of flight physiology, AE airlift capabilities, and information technologies such as: operational mission planning, tasking, scheduling, and mission monitoring of AE airlift assets in support of patient movement. The AECT plans, coordinates, procures, and flight follows all AE missions in theater.

6.2.2. The TPMRC-W is the initial agency contact for all patient movement requirements in the Pacific. TPMRC-W is tasked with clinical and administrative validation for patient movement requirements originating in USINDOPACOM's AOR. The TPMRC-W provides in-transit visibility of all patient movement with the use of USTRANSCOM Regulating and Command and Control Evacuation System (TRAC2ES). The TPMRC-W also validates in-flight medical equipment requirements. The theater Validating Flight Surgeon (VFS) and the TPMRC-W provide clinical oversight of the patients while in the AE system.

6.2.3. The AECT is tasked with analyzing all potential aircraft availabilities and determining optimal aircraft sourcing to meet specific AE mission requirements. Once a proposed airlift source is identified and it is determined to best suit the patient movement requirement under consideration, the AMD will task the appropriate PACAF unit or coordinate with the 618 AOC (TACC). The AECT may also coordinate airlift sourcing with the United States Coast Guard through the Joint Personnel Recovery Center (JPRC) or sister service C2 agencies.

6.3. Responsibilities. The AECT will provide the following functions regardless of aircraft origin.

6.3.1. Coordinate all theater patient movement requirements with the TPMRC-W to assure airlift meets patient needs.

6.3.2. Ensure 18 Aeromedical Evacuation Squadron (AES) and Detachment 1, 18 AES maintain appropriate levels of in-flight medical equipment to support both scheduled and unscheduled AE missions.

6.3.3. When required, coordinate with the 618 AOC (TACC) to use 618 AOC (TACC) controlled aircraft to move unscheduled Urgent/Priority patient requirements.

6.3.4. Coordinate the PACAF AE channel mission itinerary with the AMD Mission Manager based on patient requirements. Weekly mission stops may include all of the following, but are not limited to: Yokota AB, Misawa AB, Iwakuni MCAS, Fukuoka Int'l Airport and Osan AB. The mission itinerary will be determined by patient conditions and may vary from

standard routing. If there is no patient requirement for the weekly AE channel mission, the AECT will notify the AMD Mission Manager to cancel the mission no later than 24-hours prior to execution. The AMD Mission Manager will then notify the respective CPs that the mission was canceled as soon as possible, preferably within 2 hours.

6.3.5. Maintain current status of alert crews and aircraft.

6.3.5.1. The AECT will coordinate mission information with the AMD Mission Manager, Senior Director, TPMRC-W, the 18 AES and AES detachments, as well as the appropriate CPs and AMCCs. The AECT will communicate changes to the TPMRC-W in a timely manner to ensure necessary adjustments are made for ground transportation to and from the aircraft.

6.3.5.2. The AECT will flight follow the mission and all operational aspects of the patient move, and will notify the AMD Senior Director of all alert gaps.

6.3.6. AE Mission Cut and Mission Planning. These duties are shared between AMD's Airlift/Tanker Planners, Flight/Mission Managers and the AECT as appropriate. Once the mission is planned, the AMD Mission Manager will notify the appropriate command post to schedule alert times for the aircrews (front-end and AE crew). AE Missions that originate within PACAF will be coordinated by the AECT with 18 AES. The AMD will provide the following functions:

6.3.6.1. Control PACAF AE assets during execution, determine method to accomplish mission, make final airlift decisions, schedule airlift routes/missions, and task mission to the appropriate agency.

6.3.6.2. Provide support for all active PACAF AE missions, and support AMC AE missions as requested by the 618 AOC (TACC) (maintenance support, IFM mission packages, waivers, PPRs, etc.)

6.3.6.3. Provide all planning and coordination for PACAF alert aircraft launches (mission cut, DIPs, IFM mission packages, ground servicing coordination, FCG requirements, ASRR, PPRs, TERPS validation, etc.).

6.3.6.4. Determine where alert crews will be pre-positioned/staged throughout theater to meet requirements. In the event of typhoon evacuation, inputs should be provided to affected agencies prior to the convening of wing strike meetings.

6.3.6.5. Flight follow all active AE missions.

6.3.7. Units tasked with AE missions will:

6.3.7.1. Provide qualified crews and properly configured aircraft to execute routine channel and Urgent/Priority theater AE missions. The Medical Crew Director (MCD) is responsible for communicating any and all mission delays to the AECT as soon as possible.

6.3.7.2. Enter crew data into GDSS.

6.4. Alert Requirements. To support unscheduled Urgent and Priority AE missions, PACAF normally tasks the 18 AES and an appropriate airlift asset to maintain augmented crews on modified BRAVO alert, capable of departure within 4+15 hours. When a crew is alerted,

additional AE crewmembers (AECM) will be placed into crew rest to maximize theater alert coverage.

6.4.1. AES Alert requirements. PACAF AE alert posture is normally fulfilled by the 18 AES. AES augmented crews will consist of two flight nurses (FN) and three aeromedical evacuation technicians (AET) capable of providing a 24-hour flight duty period (FDP). At the time of mission notification, the 18 AES chief nurse may adjust the AE crew complement for patient acuity or to meet mission requirements. The minimum 18 AES crew complement includes at least one FN and two AETs for missions requiring less than a 16-hour FDP.

6.4.2. Removed.

6.4.3. Aeromedical Evacuation Alert Requirements. When tasked by the AMD, the wing will generate/maintain one fully mission-capable (FMC) or partially mission-capable (PMC) aircraft and an augmented flight crew ISO of AE alert requirements. Flight crews will maintain a modified BRAVO alert posture capable of take-off within 4+15 hours of alert notification. Use of any crew other than augmented requires AMD approval. The wing will designate an additional aircraft and augmented crew for AE alert regeneration, capable of being Legal For Alert (LFA) within 13 hours of the first alert launch, provided OG/CC waives the first 12 hours of pre-departure crew rest. The AMD Senior Director is the tasking authority and alert gaps at Kadena AB will be avoided to the greatest extent possible.

6.4.3.1. The AE alert aircraft may be used for local training with AMD approval. The AE alert aircraft will retain the AE configuration and remain within 90 minutes of alert location. 718 AMXS/909 AMU must concur with release of AE alert aircraft.

6.4.3.2. If the AE alert is tasked for a patient movement, the decision to recall for AE launch should be expedited. In these instances, 1.5 hours is needed to recall the aircraft and approximately 6 hours to make the aircraft mission ready (4.5 hours to refuel/turn the aircraft, 1.5 hours for preflight/taxi and take off) for a total minimum turn-around time from recall will be 7.5 hours.

6.5. AE SAAM/In-System Select (ISS). SAAM/ISS are generated from one of three entities depending upon patient movement requirements and aircraft availability; PACAF, 618 AOC (TACC) or unit owned trainers operating in the PACAF theater.

6.5.1. For PACAF controlled assets, the AMD Mission Manager acquires a mission number from the ALCT requirements database, which is then validated by AECT. The AMD Mission Manager, prior to tasking, will coordinate with the AMD Requirements and Airlift/A/R Planners for C-17, C-130 and KC-135 AE ISS aircraft to determine tasking levels and priority cargo.

6.5.2. For 618 AOC (TACC) controlled assets, the AECT will contact the 618 AOC/XOPAC and provide the AE controller with current mission and tail number of aircraft requested for use. If the request is approved, the 618 AOC (TACC) will apply its own SAAM number, which does not require AECT validation. The 618 AOC (TACC) then recuts the mission with a timeline provided by AECT for the movement including stops and special considerations (e.g., altitude restrictions and ground times).

6.5.3. For individual unit run trainers, the request for use will be vetted through the AMD Mission Manager to the aircraft's home unit. The 618 AOC (TACC) does not have tasking

authority and will not make requests on the AECT's behalf. Approval for these missions is given by the Wg/CV and must be accepted by the aircraft commander. Once accepted, the mission can be adjusted in the same manner as PACAF assets.

6.6. Medical Emergencys In-Flight. The crew will report all in-flight occurrences to the AMD through the AECT. The AECT will establish a phone patch with the theater medical authority. Upon completion of the mission, the MCD will contact the AECT to coordinate follow-up actions and requirements.

6.7. End of Mission (EOM) Report. All PACAF assigned and gained AE crews will contact the AECT with EOM report. The MCD is responsible for a timely "End of Mission/Patient Status" report to the AECT at the end of each AE mission. If the AE channel mission continues over a period of days, the MCD will pass the report at the end of each travel day. On AMC missions, the AECT will conference in the 618 AOC (TACC)/XOPAC and TPMRC-W for EOM report.

Chapter 7

AIR MOBILITY EXECUTION

7.1. Air Mobility Control Team. The AMCT serves as the centralized source for PACAF air mobility C2 during mission execution. The execution phase normally starts 24 hours prior to initial departure and ends after the final landing and the mission is closed in GDSS. The AMCT is made up of four sections that operate 24/7 and is also augmented by three additional positions based on mission requirements.

7.1.1. Senior Director. The Senior Director (DSN 315-448-8880) is the single point of contact for PACAF mobility mission execution and serves as the AMD Chief's representative for coordination across all commands. The Senior Director leads the execution team, synchronizes mobility C2 with the rest of the AOC, and provides immediate 24/7 oversight and decision making for all PACAF mobility C2.

7.1.2. Mission Management. Mission Managers (DSN 315-448-8888) direct and perform air mobility operations through coordination, monitoring, and scheduling of air-refueling, airlift, and aeromedical evacuation crews in support of the T/JFACC. The Mission Managers are responsible for ensuring current and accurate mission data is reflected in MAF C2 systems for missions in execution.

7.1.3. Flight Management. FMs (DSN 315-448-8877) are Federal Aviation Administration-(FAA) and USAF-trained and certified aircraft dispatchers that provide mobility mission support IAW AFI 11-255. FMs proactively manage sorties 6 hours prior to departure and publish the Aircrew Departure Papers 4 hours prior.

7.1.4. Logistics. Logistics (DSN 315-448-8856) is responsible for the recovery of PACAF flight-restricted NMC and flight impaired partial mission capable (PMC) air mobility aircraft, including EAS/OSA aircraft, operating away from home station. See **Chapter 8**.

7.1.5. Tanker Duty Officer (TDO). The ARCT (DSN 315-448-8857) is the representative who supports the AMCT. The TDO is responsible for supporting AMCT to manage the execution of A/R missions under AMD C2, monitoring the status Coronets, and assisting with all aspects of mission changes.

7.1.6. Airlift Duty Officer (ALDO). The ALCT (DSN 315-448-8855) is the representative who supports the AMCT. The ALDO is responsible for supporting AMCT to manage the execution of airlift missions and assisting with all aspects of mission changes.

7.1.7. AE Controller. The AECT (DSN 315-448-1607) representative is the liaison between AMCT and TPMRC-W. The AE Controller is responsible for notifying AMCT of validated PMR, tasking the AE unit to provide an AE crew, providing C2 for the AE crews while in execution and notifying AMCT and TPMRC-W of any changes.

7.2. Responsibilities.

7.2.1. PACAF Command Posts (CP). CPs/AMCCs are the conduits between the aircrew and the AMD. When PACAF-assigned or –attached C-17s, C-130s or KC-135s execute a TWCF or Coronet mission, aircrews will be supported via the AMCC (if assigned). If there is no

AMCC or designated AMC representative assigned, then the CP is responsible for coordinating aircraft support outlined in this instruction. The CP will:

7.2.1.1. Use GDSS to track missions transiting their location and to determine necessary support requirements. Effective coordination between the aircrew and CP is essential to ensure appropriate support for mission execution. Once notified of an aircraft's inbound status, controllers will relay that information to support agencies and ensure support is available upon the aircraft's arrival.

7.2.1.2. Contact the AMD Mission Manager if circumstances prevent mission information from being entered into GDSS IAW AFI 10-207, *Command Posts*.

7.2.1.3. Coordinate maintenance support.

7.2.1.4. Coordinate Prime Knight Service as described in paragraph **2.6**.

7.2.2. Aircrew Responsibilities at Locations without a CP/AMCC. When landing at locations without a PACAF CP, the aircraft commander, or designated representative, will contact the AMD Mission Manager with pertinent mission information (i.e., landing time, maintenance status, etc.). Once the aircrews establish billeting arrangements, the aircraft commander will call the AMD Mission Manager and provide contact numbers. At this time, alert time and procedures, weather, flight plans, and any other mission support requirements for subsequent mission legs will be coordinated between the AMD and aircraft commander.

7.2.3. Aircrew Responsibilities at Locations with a CP/AMCC. Aircrews must be proactive in contacting the PACAF CP. Upon arrival, relay landing and block times and any pertinent updates to include crew alerts to C2 agent or AMD Mission Manager. For AE missions, inbound calls are paramount.

7.3. Mission changes/"Recuts". The AMCT will coordinate all changes to AMD-tasked HHQ missions in execution with the ALDO, TDO, or outside downline agencies as required. Units are responsible for coordinating mission schedule changes with all outside agencies for training and MRA missions that are not managed by AMD. Units should update GDSS as soon as possible. Units will coordinate with the AMD for all training and MRA missions supported by the AMD (See paragraph **2.15**).

7.4. Mission Closeout. For missions terminating without a C2 presence, the AMD will review the mission and ensure all mission data is entered in GDSS (i.e. all actual times are entered, delayed departures have deviation information, etc.). After verifying all data is entered, the AMD will "close" the mission.

7.5. Flight Management. AMD FMs will provide support for AMD-tasked HHQ missions IAW AFI 11-255 Volume 3, *Flight Manager Responsibilities and Procedures*. All AMD flight managed missions will be identified in the GDSS mission details.

7.5.1. Aircrew Departure Papers. The FM will use GDSS as the primary means to deliver Aircrew Departure Papers (ADPs). If aircrew are unable to retrieve the ADP from GDSS, they should contact the FM to coordinate an alternate method.

7.6. Aircrew Management. Ground time changes that affect original mission timing and any other mission changes must be coordinated with the AMD Mission Manager. Aircraft commanders will notify the CP/AMCC, who in-turn will notify the AMD Mission Manager, when post-flight duties are delayed. If no CP/AMCC exists, aircrews must contact the AMD

Mission Manager directly via any means available (i.e., DSN/Comm, Iridium, HF phone patch) for follow-on mission setup.

7.7. Alerting Procedures. C2 agencies will follow aircrew alerting procedures outlined in the MDS Specific Volume 3 Instruction. Any decision to delay alerting a crew will be coordinated with the AMD. The AMD will coordinate alert procedures for all additional crew members to include the AE MCD, FAST or Ravens, flying crew chief (FCC), deadhead crews, etc.

7.7.1. The CP will coordinate alert times with the aircraft commander upon landing and prior to entering crew rest. If an alert time requires a change to the scheduled takeoff time, contact the AMD Mission Manager. When no C2 agency is available, crews shall coordinate alert times and procedures with the AMD Mission Manager.

7.7.2. Units will establish local alert procedures for all missions originating from home station.

7.8. Aircraft Recoveries. The aircraft commander will ensure the FCC contacts the AMD Logistics section to coordinate the recovery of a PMC Mission Essential or NMC aircraft that is away from home station or transiting the home station's AMS while enroute. It is essential that the FCC will remain in contact with the AMD throughout the recovery. See **Chapter 8** for further guidance on aircraft recoveries.

7.9. Early Departures. Early departures must be coordinated and approved by the AMD Mission Manager and will be IAW applicable MDS Specific, Volume 3 instruction. Early departures for frequency channel missions are normally limited to no more than 30- minutes from scheduled departure time.

7.10. 65 AS. Procedures may vary for 65 AS EAS missions due to their unique mission requirements. Normally, the ALCT EAS Planners will load these missions into GDSS NLT 72 hours prior to mission execution. Once the mission is in execution, the aircraft commander will ensure the AMD Mission Manager is kept abreast of mission status, including any changes to DV/staff and/or crew loads.

7.10.1. The EAS aircrew will contact the AMD Mission Manager (see paragraph **1.3**) directly to ensure all pertinent mission information is flowed into GDSS.

7.11. Enroute Support. For airlift missions transiting PACAF bases, CPs/AMCCs will contact the necessary support agencies to meet the aircraft upon landing, and provide any additional support requested by the crew. Types of enroute support include: maintenance or transient alert, crew transportation, cargo preparations (contingent on cargo load changes), customs and agriculture and fleet service. PACAF C-17, C-130 and KC-135 aircraft on a TWCF mission will be supported by the tenant AMCC (if assigned) at PACAF bases.

7.11.1. When an aircraft lands at a base without a CP/AMCC and is conducting an off-station JA/ATT, exercise, or training mission, etc., the aircraft commander (or designated representative) will call their home station CP with landing times and reason(s) for any delay(s), if applicable. At this time, procedures and alert times (i.e., self-alert or CP alerting), weather, flight plans, and any other mission support requirements for subsequent mission legs will be coordinated between the CP and aircraft commander.

7.12. CONFERENCE HOTEL/SKYHOOK. Aircraft Commanders may initiate a CONFERENCE HOTEL/SKYHOOK to assist with an in-flight emergency or condition that

requires expertise not available aboard the aircraft. Only the aircraft commander may request that a conference be established. Conferences are convened at the lowest level having the required expertise. When expertise is not available locally, AMD should be contacted for assistance (i.e. if convening a conference for an aircraft type other than that operated by the host CP or a transient aircraft). Do not elevate this conference for the sole purpose of keeping AMD informed.

7.12.1. WG/CCs will ensure base CPs have the required communication systems to provide the capability of rapidly convening a CONFERENCE HOTEL/SKYHOOK. This capability must entail the ability to phone patch and conference call several offices at one time.

7.12.2. CP chiefs/superintendents will ensure CONFERENCE HOTEL/SKYHOOK procedures are developed to include contact information IAW AFI 11-418, *Operations Supervision*.

7.12.3. CPs should test procedures with all local conferees on a monthly basis. Evaluation factors include conferee availability, readability, voice communication quality, and the amount of time taken to establish the conference. Conferences must be established within 10-minutes of notification. Once a quarter, conference tests will be conducted with the next HHQ.

Chapter 8

LOGISTICS

8.1. Purpose. This chapter establishes the functional responsibilities unique to the recovery of AMD controlled and managed aircraft executing higher headquarters or unit missions.

8.2. Concept of Support. AMD Logistics is PACAF's C2 element responsible for the recovery of PACAF flight-restricted NMC and flight–impaired partial mission-capable (PMC) air mobility aircraft, including EAS/OSA aircraft, operating away from home station. Refer to Aircraft Recovery Command-and-Control in **Attachment 2.** Upon request, AMD Logistics will assist PACAF-assigned E-3 aircraft that are disabled off-station.

8.2.1. AMD Logistics works in concert with various wing and MAJCOM logistics resource-providing organizations to develop and execute aircraft recovery plans. Recovery support is available 24/7 by contacting AMD Logistics or the AMD Mission Manager.

8.2.2. PACAF Operations, Maintenance, and Mission Support Group commanders will ensure personnel under their control are familiar with the processes and functional responsibilities prescribed in this instruction. MXG/CCs will incorporate the requirements found in this chapter in the unit's FCC initial and reoccurring training programs and consider placing a copy of **Attachment 2** and **Attachment 3** within the aircraft's 781-series forms for reference.

8.3. Aircraft Recovery C2. AMD Logistics is authorized to task PACAF operations and logistics resources necessary to support MRTs or couriers, supply and equipment sourcing, and resource movement requirements to recover PACAF mobility aircraft executing HHQ missions or other aircraft as directed by the AMD Chief. When tasking resources that fall under Joint Basing regulations, AMD Logistics will consult with the local Mission Support Group / Air Base Group to ensure the correct supporting agencies are tasked to support the mission. AMD Logistics will assist units as required when recovering wing missions. AMD Logistics is able to assist with recoveries conducted by other MAJCOMs, DoD services, federal agencies and allied nations that transient the USINDOPACOM AOR when directed by the AMD Senior Director.

8.3.1. For HHQ missions under AMD C2, Logistics collaborates with the disabled aircraft's FCC and home-station to devise a feasible recovery plan prior to tasking for supply, equipment or MRT/courier resources. Supply requirements will be coordinated through the applicable Supply Chain Management Group's (SCMG) Quick Response Flight (QRF) IAW AFI 23-101, *Air Force Materiel Management,* AMCI 21-108, *Logistics Support Operations*, and AMCI 23-102, *Expeditious Movement of AMC MICAP/VVIP Assets*.

8.3.2. For wing tasked missions, the FCC or aircraft commander will initiate the recovery effort to include MRT requirements from the disabled aircraft's home station. Supply requirements will be requisitioned by the base supply activity at the transient base or home station if an Air Force Supply entity is not available at the recovery site IAW AFI 23-101 and AMCI 21-108.

8.3.2.1. AMD Logistics will provide assistance to the home station unit as required and collaborate with PACAF/A4 as necessary, to facilitate recoveries.

8.4. Responsibilities.

8.4.1. AMD Logistics will:

8.4.1.1. Provide recovery support IAW PACAF/AMC CCA, AFI 13-103, *AFFOR Staff Operations, Readiness and Structures*, AFI 21-101, AFI 23-101, AFD ANNEX 3-30, *Command and Control*, AMCI 21-108, and AMCI 23-102.

8.4.1.1.1. Support HHQ missions. As required tasks home-station aircraft maintenance, supply, and/or transportation functions to recover the off-station discrepant aircraft using the most expeditious means possible. This includes sourcing and moving parts, MRTs and addressing financial issues.

8.4.1.1.2. For PACAF C-17s executing a TWCF mission, AMD Logistics will coordinate MRT support with the 618 AOC (TACC)/XOCL. XOCL will provide MRT/courier from an AMC OCONUS Enroute to recover disabled PACAF C-17s. If AMC does not have the requested capability at its enroute locations (i.e. back shop specialties) AMD Logistics will assist by requesting a PACAF unit provide the recovery support. AMD Logistics will manage and coordinate maintenance recoveries of PACAF owned and gained C-130 and KC-135s within the theater on TWCF missions.

8.4.1.1.3. AMD Logistics will provide assistance as required for PACAF-active and -gained ANG aircraft conducting wing missions such as OST, exercises, airshows and MRA. Recovery of such missions is the responsibility of the home station. As required, AMD Logistics will provide assistance with coordinating transportation of supplies and equipment if using the Defense Transportation System. Units are required to requisition supplies and provide the necessary fund-cite for MRT/couriers travel orders and TAC for supply/equipment shipments.

8.4.1.2. Collaborate with the FCC or aircraft commander and home station production supervisor to determine recovery requirements, including local recovery efforts, and coordinate resumption of the mission, and interface with the home station maintenance operations center (MOC) concerning recovery activities. AMD Logistics will task units of all recovery requirements to include MRT/courier support, parts, equipment, tooling, funding, etc.

8.4.1.3. Maintain ITV and monitor all resources employed for a recovery from dispatch to their return to home station and/or resolution of parts and equipment accountability. Priority transportation is authorized for all resources to/from the recovery site.

8.4.1.4. Generate a logistics support record for each recovery under the GDSS Aircraft Management section, responsible for the accuracy, reliability, and timely updates of each record, to include the aircraft's estimated time in commission (ETIC).

8.4.1.5. As requested by the CLS,AMD Logistics will provide the contractor information on available MILAIR transportation to move resources (e.g., CLS , equipment, tooling, etc.) and support coordination of flight line access or assist in other contractor requirements supporting PACAF assigned EAS/OSA aircraft.

8.4.1.6. Request and coordinate cannibalization (CANN) action for assigned and attached aircraft to meet mission needs when supplies are not immediately available

within the USINDOPACOM AOR. CANNs will be approved by the CANN Authorities (CA) approved by the aircraft's home station MXG/CC or equivalent IAW AFI 21-101.

8.4.1.7. Coordinate with 618 AOC (TACC)/APCC to space block MRT/couriers aboard MILAIR or AMC-contracted aircraft (e.g., DC-8, B747, and L-100).

8.4.2. Aircraft FCC and/or MRT Chief will:

8.4.2.1. Immediately notify AMD Logistics when a NMC/PMC condition prohibiting mission continuance is discovered. Refer to *Aircraft Recovery Command-and-Control* in **Attachment 2.**

8.4.2.2. Maintain periodic communication with AMD Logistics. Communication will include duty day notification (i.e. start and end of the work period, meal breaks), and an end-of-day repair action recap.

8.4.2.3. Coordinate with home station production supervisor to determine specific manpower, supply and/or equipment requirements. Production supervisor will forward to AMD. AMD will conglomerate data and begin sourcing and moving the resources.

8.4.2.4. Reference **Attachment 3**, *MRT Chief Responsibilities* for more specific information. **Note:** These responsibilities expand the MRT Chief's Responsibilities identified in AFI 21-101.

8.4.3. Maintenance Group Organizations will:

8.4.3.1. Ensure wing MOCs distribute AMD Logistics generated tasking memo to appropriate wing agencies and serve as a conduit between AMD Logistics and tasked functions at home station and the recovery locations. Provide aircraft status updates as required.

8.4.3.2. Ensure qualified personnel by skill-level and certification are assigned to the MRT as specified in the tasking memo.

8.4.3.3. Generate the country clearance request, Force Protection plan and TDY orders for the MRT or courier, as applicable, or as tasked by AMD Logistics. Ensure eligible FCC, MRT and courier personnel have a current U.S. Passport valid for at least six months beyond the intended date of departure.

8.4.3.3.1. Ensure the travel orders include the statement: MILAIR/commercial travel authorized…variations authorized…excess baggage authorized…MEP authorized…MRS authorized. This enables the MRT or courier to obtain correct travel arrangements from passenger service functions.

8.4.3.3.2. Mission route support (MRS) permits the bumping of cargo to allow space for the MRT and their equipment. Per AMCI 21-108, MEP on non-organic missions will process through the passenger terminal and will fly as Space-R (duty standby) passengers. MRT personnel on organic aircraft are not required to process through the passenger terminal and may be manifested by the aircrew on DD Form 2131, Passenger Manifest, or included on approved flight authorization. The MEP tasking authority is AMD Logistics.

8.4.3.4. Provide support to tasked MRT or courier.

8.4.3.5. Process resources using one of the following methods as directed by AMD Logistics.

8.4.3.5.1. Aircraft Recovery Movement (ARM). This method moves supplies, materials, equipment, or munitions for the recovery of NMC/PMC aircraft. This method requires the home station production supervisor to process the resources using a DD Form 1149, through the base traffic management office (TMO). Resources are loaded in the cargo movement operations system (CMOS) and moved via MILAIR or commercial means.

8.4.3.5.2. Maintenance-To-Maintenance (MX-2-MX). This method moves supplies, materials, equipment, or munitions required to recover NMC/PMC aircraft without these resources being processed through the base's TMO. Instead, they are directly transported by unit-assigned aircraft to the disabled aircraft's location or by unit personnel (i.e. maintenance courier or MRT) who hand-carry the resources and travel either by MILAIR or commercial aircraft. Maintenance couriers or MRT personnel will travel under MEP orders when traveling on MILAIR and process with the transporting aircraft's aircrew at base operations. MX-2-MX will be used only as the last resort and in order to meet time-sensitive, short-notice airlift to the disabled aircraft's location. Factors to consider before using MX-2-MX include the disabled aircraft's mission priority, frequency of MILAIR or commercial air to the disabled aircraft's location, and impact to the aircrew transporting the resources. The decision-making process must also consider availability of base support functions (i.e. base supply and TMO), which may not operate on a 24-hour basis. The owning aircraft home station production supervisor will provide a copy of AMD Logistics' tasking memo to the aircrew justifying the MX-2-MX movement of resources. The production supervisor will also provide the transporting aircrew with a documented DD Form 1149 listing all required data, including POC information at the destination base.

8.4.4. Mission Support Group Organizations:

8.4.4.1. Logistics Readiness Squadron (LRS). Process resources and/or support recovery actions as directed by AMD Logistics, and as appropriate under any applicable Joint Basing regulations.

8.4.4.1.1. Supply-to-Supply. This method laterally moves supplies or munitions through established C2 systems for the recovery of NMC/PMC aircraft. This method ensures the highest level of ITV since resources are processed through the base's TMO and loaded in their CMOS system for onward movement via MILAIR or commercial means. AMD Logistics determines the source of supply, and the supply/transportation priority (i.e., AMC MICAP, Very, Very Important Part (VVIP) Project Code 196, RDD 999) for missions IAW AMCI 23-102.

8.4.4.1.2. Base TMO-Outbound Freight and Vehicle Dispatch Flights. TMOs will process and ship resources in coordination with AMD Logistics, after determining the most expeditious, cost-effective means of shipping the cargo.

8.4.4.1.3. AMD Logistics will coordinate priorities/shipment modes with the respective TMO through assistance provided by the Supply Chain Management

Group's QRF, base supply, base MOC and the owning aircraft home station production supervisor.

8.4.5. Supply and Transportation Priorities. AMD Logistics will direct the use of the most appropriate supply and transportation priority; shipments will be marked and processed accordingly. The priorities are:

8.4.5.1. AMC VVIP Project Code 196 PACER HAUL, RDD 999. AMCI 23-102, *Expeditious Movement of AMC MICAP/VVIP Assets,* authorizes use of Project Code 196 to support AMC missions. Mission priorities for airlift are described in Joint Publication 4-01, Appendix A. Mission priorities for tanker aircraft are defined in AFI 11-221.

8.4.5.2. RDD 999 Mission Impaired Capability--Awaiting Parts (MICAP). Will be used to support operational, wing/O&M and special event missions that do not meet the criteria outlined in paragraph **8.4.5.1**.

8.4.6. HQ PACAF/A4:

8.4.6.1. HQ PACAF/A4. Provide assistance as required or requested; normally, guidance on policy, agreements, interaction with other commands and maintenance communications with PACAF-assigned air mobility units. Includes monitoring and assisting PACAF units with reach-back capability and sustainment support IAW AFI 13-103_PACAFSUP. Advise AMD Logistics of transfers, programmed depot maintenance schedules, time compliance technical orders that impact mission execution. Coordinate instructions and policies reviews/rewrites with AMD Logistics that impact mission execution. Collaborate with AMD Logistics on exercise and contingency reach-back requirements/responsibilities. Establish DoD activity address codes (DoDAAC) as required.

MAX M. MAROSKO III, Colonel, USAF
Deputy Director of Air and Cyberspace Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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Prescribed Forms

No Forms Prescribed

Adopted Forms

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

DD Form 2768, *Military Air Passenger/Cargo Request*

DD Form 2131, *Passenger Manifest*

DD Form 1149, *Requisition and Invoice/Shipping Document*

Abbreviations and Acronyms

A/R—Air Refueling

ACARS—Aircraft Communications Addressing and Reporting System

ACL—Allowable Cabin Load

ADP—Aircrew Departure Papers

AE—Aeromedical Evacuation

AECT—Aeromedical Evacuation Control Team

AES—Aeromedical Evacuation Squadron

AET—Aeromedical Evacuation Technicians

AFD—Air Force Doctrine

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AFTO—Air Force Technical Order

AFTTP—Air Force Techniques, Tactics, and Procedures

ALCT—Airlift Control Team

ALDO—Airlift Duty Officer

ALTRV—Altitude Reservation

AMC—Air Mobility Command

AMCC—Air Mobility Control Center

AMCI—Air Mobility Command Instruction

AMCT—Air Mobility Control Team

AMD—Air Mobility Division

AMS—Air Mobility Squadron

AMST—Air Mobility Support Team

ANG—Air National Guard

AOC—Air Operations Center

AOD—Air Operations Directive

AOR—Area of Responsibility

APACS—Automated Personnel and Aircraft Clearance System

ARCT—Air Refueling Control Team

ARM—Aircraft Recovery Movement

AS—Airlift Squadron

ASRR—Airfield Suitability and Restrictions Report

ATO—Air Tasking Order

AvORM—Aviation Operational Risk Management

AW—Airlift Wing

C2—Command and Control

CAF—Combat Air Forces

CANN—Cannibalization

CCA—Command to Command Agreement

CFP—Computer Flight Plan

CJCSI—Chairman of the Joint Chiefs of Staff Instruction

CLS—Contract Logistics Support

C-MAJCOM—Component Major Command

CMAS—Command Man-day Allocation System

COCOM—Combatant Command (command authority)

COMAFFOR—Commander, Air Force Forces

CONUS—Continental United States

CP—Command Post

CRE—Contingency Response Element

CRG—Contingency Response Group

DCO—Delivery Control Officer

DEPORD—Deployment Order

DIP—Diplomatic Clearance

DO—Director of Operations

DoD—Department of Defense

DoDD—Department of Defense Directive

DoDI—Department of Defense Instruction

DSCA—Defense Support of Civil Authorities

DSN—Defense Switch Network

DTR—Defense Travel Regulation

DTS—Defense Transportation System

DV—Distinguished Visitor

EAD—Earliest Arrival Date

EAF—Expeditionary Air Force

ENAO—Emergency Nuclear Airlift Operation

EOM—End of Mission

ESP—Emergency and Special Program

EST—Enroute Support Team

ETD—Estimated Time of Departure

ETIC—Estimated Time in Commission

EXORD—Exercise Order

FAA—Federal Aviation Administration

FAST—Fly Away Security Teams

FCC—Flying Crew Chief

FCG—Foreign Clearance Guide

FDP—Flight Duty Period

FIR—Flight Information Region

FM—Flight Manager

FMC—Fully Mission Capable

FN—flight Nurses

FP—Force Protection

GCC—Geographic Combatant Commander

GDSS—Global Decision Support System

GFMAP—Global Force Management Allocation Plan

GLO—Ground Liaison Officer

HA/DR—Humanitarian Aid/Disaster Relief

HAZMAT—Hazardous Materials

HHQ—Higher Headquarters

HQ—Headquarters

IAW—In Accordance With

IFM—Integrated Flight Management

IRA—Immediate Response Authority

ISO—In Support Of

ISR—Intelligence, Surveillance, Reconnaissance

ISS—In System Select

ITV—In Transit Visibility

JA/ATT—Joint Airborne/Air Transportability Training

JALIS—Justification and Category Codes

JCS—Joint Chiefs of Staff

JFACC—Joint Force Air Component Commander

JFC—Joint Force Commander

JOPES—Joint Operation Planning and Execution System

JP—Joint Publication

JPRC—Joint Personnel Recovery Center

JTF—Joint Task Force

LAD—Latest Arrival Date

LRRS—Long Range Radar Sites

LRS—Logistics Readiness Squadron

MAF—Mobility Air Forces

MCD—Medical Crew Director

MDS—Mission Design Series

MEP—Mission Essential Personnel

MICAP—Mission Capable

MILAIR—Military Airlift

MOC—Maintenance Operations Center

MOG—Maximum on Ground

MPA—Military Personnel Appropriation

MRA—Mission Readiness Airlift

MRS—Mission Route Support

MRT—Maintenance Recovery Team

MXG—Maintenance Group

NAF—Numbered Air Force

NLT—Not Later Than

NM—Nautical Mile

NMC—Not Mission Capable

NOTAM—Notice to Airmen

O&M—Operations and Maintenance

OHDACA—Overseas Humanitarian Disaster and Civic Aid

OPCON—Operational Control

OPORD—Operations Order

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

OSA—Operational Support Airlift

OST—Off Station Training

PAA—Primary Assigned Aircraft

PACAF—Pacific Air Forces Command

PACMARF—Pacific Military Altitude Reservation Function

PMC—Partially Mission Capable

PMR—Patient Movement Request

POC—Point of Contact

PPR—Prior Permission Required

QRF—Quick Response Flight

RDS—Records Disposition Schedule

SAAM—Special Assignment Airlift Mission

SCMG—Supply Chain Management Group

SECDEF—Secretary of Defense

SECSTATE—Secretary of State

SFS—Security Forces Squadron

SLAP—Senior Leader Approval Process

SPINS—Special Instructions

SWOG—Special Weapons Overflight Guide

T/JFACC—Theater/Joint Force Air Component Commander

TAC—Transportation Account Code

TACON—Tactical Control

TAES—Theater Aeromedical Evacuation System

TASKORD—Task Order

TCP—Theater Campaign Plan

TDO—Tanker Duty Officer

TDP—Tanker Detail Planner

TDY—Temporary Duty

TERPS—Terminal Instrument Procedures

TFR—Training Fence Reduction

TMT—Task Management Tool

TO—Technical Order

TPFDD—Time Phased Force Deployment Data

TPMRC-W—Theater Patient Movements Requirements Center-West

TRAC2ES—United States Transportation Command Regulating Command and Control Evacuation System

TWCF—Transportation Working Capital Fund

UIC—Unit Identification Code

USAF—United States Air Force

USC—United States Code

USDAO—United States Defense Attaché Office

USFJ—United States Forces Japan

USFK—United States Forces Korea

USPACOM—United States Pacific Command

USPACOMINST—United States Pacific Command Instruction

USTRANSCOM—U.S. Transportation Command

VOCO—Verbal Orders of the Commander

WG—Wing

Attachment 2

AIRCRAFT RECOVERY COMMAND-AND-CONTROL

A2.1. Aircraft Recovery C2. Recovery of PACAF-assigned is based on the agency (i.e., AMD or TACC) that possesses C2 of the mission. **Figure A2.1** details this responsibility.

Figure A2.1. Aircraft Recovery Command-and-Control.

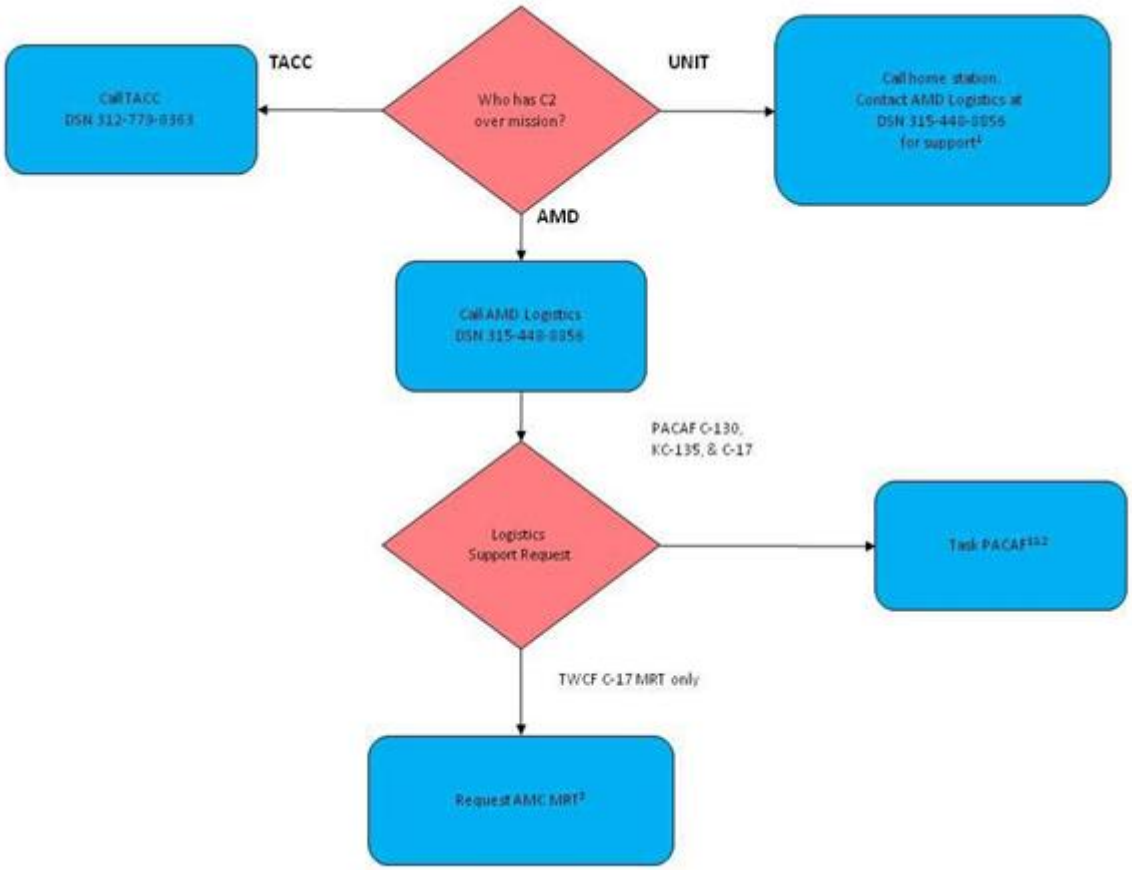

Table A2.1. Aircraft Recovery Command-and-Control Notes.

Notes:
1 - Wing/Unit Recoveries. Recovery of PACAF-assigned and attached C-17, C-130 and KC-135 aircraft on such missions are the responsibility of home station. AMD Logistics will assist as needed, mainly to source part(s) (if not available at home station) and/or space-blocking of resources/MRT on MILAIR if available and more advantageous than commercial travel. AMC may, within their capabilities, provide maintenance support to PACAF-assigned and -attached air mobility aircraft on wing/unit missions at AMC enroute or bases/locations; MRTs for such missions may be supported by AMC, but are ultimately the responsibility of home station.

2 - Funding. Recovery of PACAF-assigned and attached C-17, C-130 and KC-135 (airlift only) aircraft executing DTS missions will be funded by AMC. Recovery of PACAF-assign KC-135 (on non-airlift missions) and wing/unit missions are O&M funded and funded by home station.

3-Recovery of PACAF- attached C-17 Aircraft under AMD Logistics Control. IAW the AMC/PACAF CCA, AMC will provide an MRT to recover PACAF C-17s executing DTS) missions. AMD Logistics will submit MRT requests to 618 AOC (TACC)/XOCL recommending MRT sourcing support. Note: AMC will provide only those maintenance specialties within their capabilities. For example, back shop specialties (e.g., NDI, structural maintenance and fuel cell) are not available at AMC enroute locations. As such, AMD Logistics may request the appropriate wing for back shop specialists and provide a TWCF fund cite authorization memo.

Attachment 3

MRT CHIEF RESPONSIBILITIES

A3.1. MRT Chief will:

A3.1.1. Review the MRT tasking letter and coordinate with appropriate maintenance and mission support group supervisors to ensure compliance with tasked actions. Contact AMD Logistics if there are questions regarding the maintenance discrepancy, tasked resources or any aspect of the recovery plan.

A3.1.2. Ensure MRT members are being sourced and that temporary duty orders and travel requirements have been identified and are being worked.

A3.1.2.1. Mission route support (MRS) permits the bumping of cargo to allow space for the MRT and their equipment. Per AMCI 21-108, *Logistics Support Operations,* MEP on non-organic missions will process through the passenger terminal and will fly as Space-R (duty standby) passengers. MRT personnel on organic aircraft are not required to process through the passenger terminal and may be manifested by the aircrew on DD Form 2131, Passenger Manifest, or included on approved flight authorization. The MEP tasking authority is AMD Logistics.

A3.1.2.2. Advance per diem as required.

A3.1.2.3. Commercial travel authorization.

A3.1.2.4. Variations authorized as required.

A3.1.2.5. Notify AMD Logistics when orders and travel requirements are complete. Provide the following:

A3.1.2.5.1. MRT names, rank, name of team chief, Air Force specialty and skill level of MRT personnel, and whether MEP authorization is being utilized.

A3.1.2.5.2. Transportation control numbers for parts and equipment processed for shipment.

A3.1.2.5.3. Coordinate with AMD Logistics to determine the most expeditious mode of transportation and scheduled itinerary and coordinate transportation requirements with TMO. **Note:** Shipment of large or heavy items by commercial airline mandates prior coordination with airline personnel by the MOC or MRT. To maintain control of parts and equipment, they must be hand-carried or checked as baggage.

A3.1.3. Ensure team personnel have current immunizations, a passport valid for at least six months beyond the intended date of departure, approved force protection plan (if required), and that the country clearance request (if required) has been submitted and approved.

A3.1.4. Brief the recovery plan to MRT personnel:

A3.1.4.1. Emphasize safety.

A3.1.4.2. Normal work and rest periods at the recovery site are 12-hours of work followed by 12-hours rest. The 12-hour work period may be extended with concurrence of AMD Logistics, aircraft commander or home unit Maintenance Group Commander (or

equivalent) at the recovery site. Do not overwork your team and compromise safety. You are responsible for their safety.

A3.1.4.3. Anti-terrorism and force protection

A3.1.5. Upon arrival at the recovery site, contact the aircraft commander or FCC and assess the reported discrepancy. Call AMD Logistics to coordinate work hours and provide a telephone number where the team can be contacted, and initial estimated time in commission (ETIC). Your initial duty day begins at the time you reported to work prior to MRT tasking. Total duty day (home station duty, travel, and recovery site duty) will not exceed 16-hours for any team member. MRT work starts immediately upon arrival unless duty day has expired enroute.

A3.1.6. Report the following to AMD Logistics:

A3.1.6.1. After every 6-hours of work and all work stoppages, or if ETIC changes.

A3.1.6.2. As additional requirements become known (parts, equipment, expertise, etc.).

A3.1.6.3. At the end of shift or upon job completion.

A3.1.7. Upon completion of recovery:

A3.1.7.1. Assemble all parts, equipment, and tool kits and prepare them for return shipment. Reparable assets brought or had shipped from home station must be returned to your unit. Reparable assets issued at the recovery location will require turn-in at the recovery location. If in doubt about disposition, contact AMD Logistics.

A3.1.7.2. Coordinate return transportation for resources with AMD Logistics.

A3.1.7.3. If applicable, submit parts for deficiency reporting per TO 00-35D-54, *USAF Deficiency Reporting, Investigation and Resolution* immediately on return to home station.

A3.1.8. On return to home base, contact the MOC and AMD Logistics to report your return.