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PACIFIC AIR FORCES

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AIRLIFT PLANNING GUIDE

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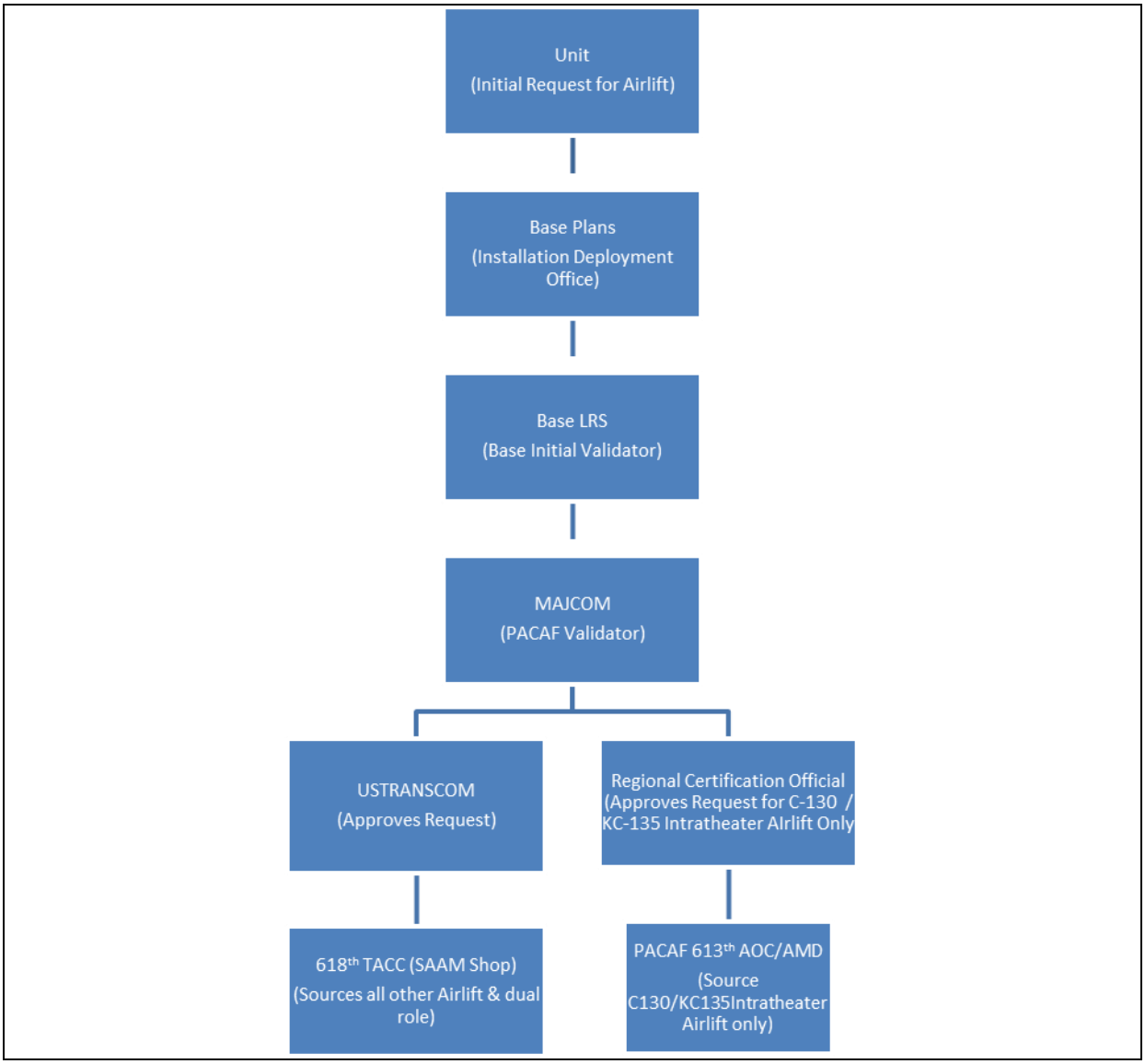
It provides informational guidance on airlift requests as provided in Defense Transportation Regulation (DTR) 4500.9R. Airlift requests are to be submitted via Special Assignment Airlift Mission (SAAM) Request System (SRS). This pamphlet is for Pacific Air Forces (PACAF) use and does not take precedent over AFI 24-114, DOD 4500 series, the Joint Federal Travel Regulations (JFTR), or the Foreign Clearance Guide (FCG). This publication does not apply to the Air National Guard (ANG) or their units. Ensure that all records created as a result of processes described in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the OPR listed above using the AF Form 847, Recommendation for Change of Publication; route AF Forms 847 from the field through the appropriate chain of command.

SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed.

1. Responsibilities: Airlift must be requested through the following channels. (See **Figure 1**)

Figure 1. SAAM Validation Flow Diagram



1.1. UNIT: The unit is required to accomplish the basic special assignment airlift mission (SAAM) request using the DD Form 1249, Airlift Request – SAAM or Joint Chiefs of Staff (JCS) Exercise format and an aircraft load plan. As the requesting unit, the user has the best information on load data, hazardous materials requiring lift, and dimensional data to match the aircraft request to the actual load. Units are also required to accomplish a diplomatic clearance worksheet for all hazardous materials associated with the movement and forward to the base validator. The unit must establish and maintain close contact with the base Logistics Readiness Deployment and Distribution Flight Airlift Support Function or Cargo Deployment Function Section for planned dates, times and aircraft configurations. A completed DD form 1249 must be submitted to the base Logistics Readiness Airlift Support

Function or Cargo Deployment Function Section no later than 60 days prior to movement date. This suspense is required to ensure the SAAM request is submitted to United States Transportation Command (USTRANSCOM) no later than (NLT) 30 days prior to movement date, resulting in a 10 percent rebate on airlift costs.

1.2. BASE PLANS: The installation deployment officer and unit deployment managers are involved in the planning and execution of cargo and passenger movement for their respective base. All airlift requests must be coordinated through Base Plans if not already initiated by that organization to ensure the intent of AFI 10-403, Section 2E, Paragraph 2.32.8 is met.

1.3. BASE VALIDATOR: Usually this will be the Logistics Readiness function. Logistics Readiness office (LGRDA) will check the DD Form 1249 for accuracy, compare load data and hazardous cargo information against the submitted load plan, and validate the aircraft type requested to the load data and travel distances. The base validator will then submit the request to HQ PACAF/A4RDC for validation via the SAAM Request System (SRS). Base validators will submit a load plan for every movement requirement and a diplomatic clearance worksheet for all hazardous materials associated with the movement to the MAJCOM Validator mailbox identified in the global address listas SAAM Validator PACAF/A4 (**saamvalidatorpacaf.a4@hickam.af.mil**). LGRDA may fax or email the manual DD Form 1249, SAAM or JCS Exercise – Airlift Request, when SRS is unavailable. HQ PACAF must receive the request no later than 45 days prior to movement date. Late submission can jeopardize the 10 percent rebate.

1.4. MAJCOM VALIDATOR: HQ PACAF validators will check the submitted airlift request for accuracy, assign a SAAM number, JCS priority, and ensure a fund cite is annotated on the request. Any discrepancies will be referred back to the Airlift Support Function or Cargo Deployment Function Section for correction. HQ PACAF/A4RDC will forward the request USTRANSCOM or the Regional Certification Official (RCO) to continue the approval process.

1.5. USTRANSCOM: Will accept submitted SRS requests and review for approval. Once validated, requests will be forwarded to the 618th TACC SAAM Shop for airlift assignment.

1.6. 618th TACC SAAM Shop: Will accept approved SRS requests, assign airlift and bill the funding agency.

1.7. Regional Certification Official (RCO): The RCO function block provides Combatant Commanders (CCDRs) the opportunity to certify all SAAMs terminating in their theater. RCOs will review submitted SRS requests for onward movement planning and prioritization. After review, the RCO will forward SAAM requests to USTRANSCOM for final approval.

1.8. 613th AOC/AMD: Will accept approved SAAM requests from either PACOM/J35 or 618th Tanker Airlift Control Center (TACC) for execution of theater assigned aircraft.

1.9. Non-Revenue Account or Space Available: SAAMs will be processed IAW AFI 24-114.

2. Submitting SAAM Requests: All airlift requests must be submitted in SRS using the proper format IAW DTR 4500.9R Part II, Appendix Q. Validators may fax or email the manual DD Form 1249, SAAM or JCS Exercise – Airlift Request, when SRS isunaivalable. Unclassified SAAM requests will follow the path outlined in **Figure 1** unless disapproved, unsupported, or canceled. SRS website, a subset of the Consolidated Air Mobility Planning System (CAMPS):

https://campsweb.scott.af.mil/Portal/(S(3mexqj45kxw1tfqjnoxlsl45))/UnprotectedForms/login.aspx

2.1. CHANGES: Submit changes to SAAM request via SRS by creating a revision to the original request. If a SAAM number has been assigned to the original request, notify the MAJCOM validator prior to making any changes in SRS. PACAF/A4RDC has created a SAAM Validator mailbox for coordination of all SAAM requests in addition to the SRS system. Please utilize the following email address: **saamvalidatorpacaf.a4@hickam.af.mil** for correspondence relating to SAAM coordination (identified as "SAAM Validator PACAF/A4" on the global address listing).

2.2. PRICING: A 10 percent discount is allocated if USTRANSCOM approves a SAAM request no later than 30 days prior to execution date. Do not assume the request has been received by USTRANSCOM, verify this through your Base/MAJCOM validator. Significant changes to the SAAM request within the 30 day window will negate the 10 percent discount.

2.2.1. MINIMUM ACTIVITY RATES (MAR): Please note the MAR for the C-17 is 4 hours as opposed to the 2 hour MAR with all other AMC aircraft.

2.2.2. SAAM Rates: Please see fiscal year airlift rate guidance published by HQ AMC/ FMAT (Financial Management & Comptroller) for further clarification of charges. Air Force Portal weblink for HQ AMC/FMAT: **https://www.my.af.mil/gcss-af/USAF/ep/browse.do?programId=t6925EC2C1B7A0FB5E044080020E329A9&channelPageId=s6925EC134A2F0FB5E044080020E329A9** AMC Commercial Cancellation Penalty: Typical charges that could be incurred by the user pending cancellation of contracted commercial airlift are contained in **Table 1** Rates may vary and are subject to the terms and conditions of the AMC commercial contract.

2.2.3. Support personnel/equipment: Movement of materials handling equipment (MHE) or special teams/equipment to support the unit being deployed is the funding responsibility of the unit or the JCS Exercise program, as appropriate. Tasked PACAF Airlift Squadrons will provide funding (i.e. travel, lodging, and per diem costs) for 36 CRG and/or PACAF Combat Mobility Flight (CMF) personnel for all Air Transportation support provided to Transportation Working Capital Fund (TWCF) coded missions. The appropriate fund cite, with ESP code, will be provided by the Airlift Squadron for Defense Travel System (DTS) cross-org to fund the costs listed above for the joint inspection team.

Table 1. Estimated AMC Commercial Cancellation Penalties

Days	Passenger A/C	Cargo/Combination A/C
5 days or less	100%	100%
7 days or less	31.8%	31.6%
14 days or less	19.8%	21.2%
30 days or less	11.3%	10.2%
45 days or less	7 %	7%
Note: These figures are to be used as a guide only.		

3. Joint Airlift Planning: Airlift concerning exercise and contingency planning within the PACOM AOR can be found in USPACOM INSTRUCTION 0601.9. For further information,

please contact the HQ PACAF/A4RDC staff during duty hours, 1730Z to 0230Z, Mon-Fri, at 449-3691.

3.1. Additional Airlift Planning Information:The following data is made available for convenient use while airlift planning. More Specific information can be found in DTR 4500.9R along with other cited sources. For foreign travel, the Foreign Clearance Guide (FCG) should be reviewed. The FCG can be accessed at: **https://www.fcg.pentagon.mil/**

3.2. JCS PRIORITIES: All aircraft are allocated against missions based on the following JCS priority codes. PACAF exercises are typically categorized as 3A2.

3.3. C-130H HERCULES: The C-130 Hercules aircraft is a tactical airlift aircraft designed and built by the Lockheed Corp with the primary mission of providing airdrop and airland support to forward operating locations. Its mission is the intratheater delivery of cargo and personnel. A typical C-130 would be used to move cargo from main in-theater staging bases (positioned from the United States by larger airlift airplanes or ships) to front line areas. This would be accomplished by either airdrop or airland delivery. This aircraft is not normally planned as an intertheater airlift airplane (i.e., continent to continent airlift). See **Table 2** for detailed planning data.

Table 2. C-130 Planning Data

Maximum Takeoff Weight: 155,000 lbs
Normal Operating Weight: 80,000 lbs
Peacetime Planning ACL*: 25,000 lbs
Wartime Planning ACL*: 38,800 lbs
CARGO COMPARTMENT:
Length - 624 inches (612" usable) Width - 123 inches** Height - 108 inches+**
CARGO AREA:
From Fuselage Station 257-742 (main cargo floor) and from Station 742-869 (aircraft ramp).
VEHICLE LOADING:
35-inch tread ways extend entire length of cargo compartment (FS 257 to 867)
MAXIMUM AXLE WEIGHTS:
Station 257-337 and Station 682-737: 6,000 pounds per individual axle.
Station 337-682: 13,000 pounds per individual axle.
Aircraft Ramp (Station 737-869): 3,500/2,500 pounds (see note)
NOTE: Single axle of 3,500 lbs (provided it is the only item on the ramp) or multiple axles of 2,500 lbs each. In any case, maximum allowable weight on the ramp is 4,664 lbs when aircraft rails and rollers are installed.
PALLETIZED CARGO LOADING: Maximum allowable using 463L pallets and nets. Pallet positions 1-4: 10,355 pounds ***
Pallet positions 5: 8,500 pounds ***
Pallet positions 6 (ramp): 4664 pounds ***
Height of pallet positions 1-5: 96 inches ****
Height of pallet position 6: 76 inches ****
PASSENGER LOADING (+):
Airline seats plus one comfort pallet: 40 passengers
Web passenger seats: 90 passengers
Paratroops: 64 paratroops
Litter patients (plus medical crew): 72 litters
Full sidewall seats only: 41 passengers
MAXIMUM ON OVER-WATER FLIGHTS: 74 passengers
NOTES:
1. * Maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (OEM) and is shown primarily for information. It includes weight of any passengers carried. It should not be used unless cargo density is known to be high and

physical characteristics of cargo would permit full use of the compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors.

2. ** Maximum heights are as follows: 102 inches for large, single items of cargo placed on pallets. 100 inches for palletized, netted cargo connected. 100 inches for single, palletized, netted cargo weighing no more than 8,000 pounds. 96 inches for single, palletized, netted cargo weighing no more than 10,000 pounds. All heights are measured from the surface of the pallet. Maximum height for cargo located forward of fuselage station 381 or positioned on the airplane ramp is restricted to 76 inches. In terms of width, cargo must be 14 inches from the sides of the airplane, without passengers. Without dual rails installed, the cargo compartment floor is limited to 105 5/8 inches wide. Maximum height for other-than-palletized cargo located on the aircraft is restricted to 80 inches.

3. *** Includes weight of cargo, pallet, and nets. Maximum weight on aircraft ramp is 5,000 lbs, including weight of aircraft dual rails and rollers.

4. **** Maximum height allowed. An 18-inch aisle must be provided on the left-hand side of pallets positioned in pallet position 6. A minimum of 6-inch aisle must be provided on the left-hand side of pallets positioned in the wheel well area (pallet positions 3,4).

5. (+) Any passenger load requires a minimum of one loadmaster in cargo compartment; two if more than 40 passengers are carried.

6. (+) Width of cargo affects use of sidewall seats. If vehicle exceeds 76 inches wide, seats will be available only on one side of aircraft if wide cargo can be loaded off-center to right side of aircraft. Cargo widths over 96-inches, no passenger seats are available beside the cargo.

7. (+) Passengers will NOT occupy seats less than 30 inches from strapped/netted cargo.

8. (+) Aisleways: Pallet Positions three and four (Wheel Well). A minimum 6- inch safety aisle must be provided on the left-hand side of pallets positioned in the wheel well area. Pallet Position six (Ramp). To allow for the use of the toilet facility, an 18 X 18-inch cut-out must be provided on the forward, left corner of pallets loaded on the ramp. Also, a 6-inch safety aisle must be provided aft of the toilet facility. **NOTE:** Certain aircraft models have the toilet facility located on the right side of aircraft. If possible, coordinate with mobility force personnel to determine which model will be used. When this information cannot be obtained, recommend an 18-inch aisle along entire length of ramp pallet. This will enable pallet to be rotated to meet the requirement for the toilet facility and safety aisle.

3.4. C-17 Globemaster III: The C-17 Globemaster aircraft was designed and built by Boeing (formerly McDonnell-Douglas Corporation). Its primary mission is global airlift of large outsized items of cargo to small austere airfields at or near the battle area, by aerial delivery or airland methods. The C-17 provides increased speed and payload capabilities over the C-130 and offers potentially unlimited range with air-to-air refueling. The C-17 can be

configured to support the following: rolling stock, logistics pallets, equipment/paratroop airdrop, passenger/troops, and litter/ambulatory aeromedical patients. Should mission dictate reconfiguration, onboard aircraft equipment will accommodate any combination of the above configurations. (See **Table 3**)

Table 3. C-17A Planning Data

Maximum Takeoff Weight: 585,000 lbs
Normal Operating Weight: 282,500 lbs
Peacetime Planning ACL*: 130,000 lbs
CARGO COMPARTMENT:
Length - 1056 inches Width - 216 inches Height - 148 inches**
CARGO AREA:
From Fuselage Station 347-1165 (main cargo floor) and from Station 1165-1403 (aircraft ramp).
VEHICLE LOADING: Maximum weights.
Station 347-578 and Station 1073-1165: 27,000 pound per individual axle
Station 578-1073: 36,000 pound per individual axle
Aircraft Ramp (Station 1165-1403): 27,000 pound per individual axle
PALLETIZED CARGO LOADING: Maximum allowable using HCU-7/E & HCU-15/C nets.
Logistics rail system:
(Pallet positions 1L-9L and 1R-9R) 10,355 ***
Aerial delivery system:
(Pallet positions 1-11) 10,355 ***
Height of all pallet positions: 96 inches
PASSENGER LOADING (+):
Permanently installed seats: 54 passengers
Onboard centerline seat kit: 48 passengers
Paratroops (maximum): 102 paratroops
Onboard litter capacity: 12 litters
Additional litter capacity: 36 passengers
MAXIMUM ON OVER-WATER FLIGHTS: 102 passengers
NOTES:
1. * The maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (2500NM) and is shown primarily for information. It includes weight on any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL, depending on wind factors. If tanker support can be provided with aerial refueling

qualified air crews, the C-17 can airlift maximum payload over any critical leg.

2. ** Aft of fuselage Station 937 cargo compartment height is 162 inches. Cargo must be six inches from sides and top of aircraft.

3. *** Includes weight of cargo, pallet, nets.

4. (+) Any passenger load requires a minimum of one loadmaster in the cargo compartment; two if more than 40 passengers are carried.

5. (+) Passengers will NOT occupy a seat closer than 30 inches from strapped or netted cargo.

6. (+) Width of cargo affects use of sidewall seats. Cargo/vehicle widths less than 157 inches, seats will be available on both sides on the cargo, cargo/vehicle widths of 157 to 192 inches, seats will be available on one side of the aircraft only. Cargo/vehicle widths 193 inches and greater, no seats will be available beside the cargo.

3.5. **C-5B Galaxy:** The C-5A and C-5B Galaxy aircraft were designed and built by the Lockheed Corp with the primary mission of global strategic airlift of outsized cargo. A typical example of effective C-5 utilization is to move outsized cargo (cargo too large to fit inside a C-17) from the continental United States to a major airfield within the theater of operations. The C-5 provides increased capability over the C-17 and C-130 by carrying outsized items such as large helicopters, tanks, communications vans, etc. (See **Table 4**)

Table 4. C-5 PLANNING DATA

Maximum Takeoff Weight: 769,000 lbs
Normal Operating Weight: 374,000 lbs
Peacetime Planning ACL: 150,000 lbs
Wartime Planning ACL*: 175,000 lbs
CARGO COMPARTMENT:
Length - 1736 inches Width - 228 inches ** Height - 162 inches **
CARGO AREA:
From Fuselage Station 511-1976 (main cargo floor), from Station 395-511 (aircraft forward ramp), and from Station 1976-2131 (aircraft aft ramp).
NOTE: 463L pallets loaded in pallet positions 1, 2, 35, and 36 (forward and aft ramps) shall have a 14-inch access aisle which will extend from the outboard edge of pallet to the vertical stacking line of the cargo.
VEHICLE LOADING -- MAXIMUM WEIGHTS:
Aircraft Ramps
(Station 395-511 and Station 1976-2131): 3,600 pounds in any 20-inch length.
Station 511-724 and 1884-1976: 20,000 pounds in any 40-inch length.
Station 1458-1518: 25,000 pounds.
Station 724-1884: 36,000 pounds in any 40-inch area.
PASSENGER CARGO LOADING:
Maximum allowable using HCU-7/E and HCU-15/C nets.
Pallet positions 3 thru 34: 10,355 pounds ***
Pallet positions 1, 2, 35, and 36 (ramps): 7,500 pounds each ***
Height of pallet positions 1 thru 34: 96 inches ****
Height of pallet positions 35 and 36: 70 inches **/****
PASSENGER LOADING:
Airline seats (permanently installed): 73 passengers/troops
Airline seats (additional seat kit): 267 passengers/troops
Web passenger seats: Not Available
Paratroops: 73 paratroops
Litter patients (plus medical crew): Not Available
Full sidewall seats only: Not Available
NOTE: When 20 or more troops are transported aboard the C-5, a baggage pallet(s) will be used.
MAXIMUM ON OVER-WATER FLIGHTS: 329 passengers.

NOTES:

1. * Maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (3500NM) and is shown primarily for information. It includes the weight of any passengers carried. Do not use unless cargo density is known to be high and physical characteristics of cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors. If tankers can be provided with aerial refueling qualified air crews, the C-5 can airlift maximum payload (145.5 S/T) over any critical leg.
2. ** Cargo must be six inches from sides and top of aircraft. Aft Ramp cargo height is restricted to 70 inches.
3. *** Includes weight of cargo, pallet and nets.
4. **** Maximum height allowed

3.6. **KC-10A Extender:** The KC-10A Extender is a global strategic aircraft designed by the McDonnell-Douglas Company with a dual-purpose mission. This aircraft functions as an aerial refueler and cargo/passenger aircraft. The KC-10 is a commercially designed aircraft and is comparable to the Douglas DC-10 passenger aircraft. KC-10 operations primarily support the Air Combat Command (ACC) during refueling missions and the Air Mobility Command (AMC) for cargo missions. Cargo is carried on the upper deck of the KC-10 and fuel tanks are contained in the lower compartments of the fuselage. The KC-10 vastly enhances the deployment capabilities of the United States military forces. Each KC-10 has a cargo capability of approximately 3 KC-135's * Maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (3500NM) and is shown primarily for information. It includes the weight of any passengers carried. Do not use unless cargo density is known to be high and physical characteristics of cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors. If tankers can be provided with aerial refueling qualified air crews, the C-5 can airlift maximum payload (145.5 S/T) over any critical leg. (See **Table 5**)

Table 5. KC-10A PLANNING DATA

Maximum Takeoff Weight: 590,000 lbs
Normal Operating Weight: 252,000 lbs
Peacetime Planning ACL: 80,000 lbs
Wartime Planning ACL*: 148,600 lbs
NOTE: Maximum payload can only be carried at flight weight of 549,000 pounds or less. At maximum 1.8G flight weight of 585,000 pounds. Maximum ACL is 137,600 pounds.
CARGO COMPARTMENT
Length - 1508 inches Width - 218 inches ***** Height - 108 inches **
CARGO AREA:
From Fuselage Station 496-2004 (main cargo floor). No lower lobe cargo capability.
VEHICLE LOADING: MAXIMUM WEIGHTS: ****
Station 630-1066: 4,500 pound per individual axle
Station 1066-1175: 4,800 pound per individual axle
Station 1175-1502: 3,200 pound per individual axle
Station 1502-1937: 4,000 pound per individual axle
PALLETIZED CARGO LOADING (-): Maximum allowable using HCU-7/E & HCU-15/c Nets
Pallet positions 1 thru 6 (left and right): 6,500 pounds ***
Pallet positions 7 thru 11 (left and right): 10,000 pounds ***
Pallet positions 12 thru 13 (left and right): 6,500 pounds ***
Height of pallet positions 2 thru 12: 96 inches ++
PASSENGER LOADING (+):
Airline seats (Code A): 8 passengers
Airline seats (Code B): 10 passengers
Airline seats (JA/ATT missions) (Code D): 65 passengers
Airline seats (Increased Accommodation Kit): 69 passengers
Web passenger seats: Not Available
Paratroops: Not Available
Litter patients (plus medical crew): Not Available Full sidewall seats only: Not Available
MAXIMUM ON OVER-WATER FLIGHTS: 69 passengers
NOTES:
1. * Maximum payload is computed without regard to cargo density, is limited only by aircraft structural limitations or critical leg fuel (4000NM), and is shown primarily for information. It

includes weight of any passengers carried and should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full use of compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors. Fuel offload requirements for aerial refueling missions may reduce cargo ACL allowable.

2. ** Cargo door height limits all cargo to 96 inches above surface of pallet. Cargo compartment curvature restricts normal pallet building techniques.

3. *** Includes weight of cargo, pallet, and nets or other tie-down equipment. The KC-10 does NOT have a floor loading capability. All cargo/baggage must be palletized or placed on a pallet subfloor. Until further notice, pallet position 13 will not be offered for user cargo space. Space is required for aircraft ground servicing (crew chief) equipment.

4. **** Maximum axle weights are predicated on a minimum separation of 48 inches.

5. ***** At 100 inches above the floor level, the compartment width is approximately 144 inches. Due to the curvature of the fuselage, the cargo compartment area forward and aft of the constant section diminishes in height and width.

6. (+) Baggage must be palletized and considered as cargo. Hand-carried item must be fit under the seats. Troops will be allowed to hand carry their weapons and helmets. Other items that will not fit under the seats must be palletized, i.e., rucksacks, web belts, crew served weapons, etc.

7. (+) External high reach stairs are required for all passenger loading/downloading. Upon user request, wide-body stair extenders may be brought in with the aircraft to be used with stands that reach 12 feet in height or higher.

8. (+) Due to limited galley facilities, hot meal service should be limited to not more than 20 passengers. Box meals are recommended for all troop/passenger missions where meals are required. i.e. When submitting an airlift request under Material Handling Support, the request must include a wide-body loader, stair case extended, or wide-body staircase when needed.

9. (-) All KC-10s will have 125 straps, 150 chains, and 10 sets of pallet couplers.

10. (+) The Code D configuration has a four pallet seat kit installed over pallet positions 2-4, left and right sides.

11. (-) (+) Aircraft tow bar is required when aircraft will operate into/out of airfields where like tow bars are not available.

3.7. **KC-135 Stratotanker:** The KC-135 Stratotanker's principal mission is air refueling. This asset greatly enhances the U. S. Air Force's capability to accomplish its mission of Global Engagement. It also provides aerial refueling support to U.S. Navy, U.S. Marine Corps and allied aircraft. Four turbofans, mounted under 35-degree swept wings, power the KC-135 to takeoffs at gross weights up to 322,500 pounds (146,285 kilograms). Nearly all internal fuel can be pumped through the tanker's flying boom, the KC-135's primary fuel transfer method. A special shuttlecock-shaped drogue, attached to and trailed behind the

flying boom, may be used to refuel aircraft fitted with probes. An operator stationed in the rear of the plane controls the boom. A cargo deck above the refueling system can hold a mixed load of passengers and cargo. Depending on fuel storage configuration, the KC-135 can carry up to 83,000 pounds (37,648 kilograms) of cargo. (See **Table 6**)

3.7.1. More information on aircraft characteristics can be found in the Defense Transportation Regulation: **http://www.transcom.mil/j5/pt/dtr.cfm**

Table 6. KC-135 Planning Data

Maximum Takeoff Weight: 322,500 lbs Normal Operating Weight: 122,500 lbs Peacetime Planning ACL: 30,000 lbs (Palletized 36,000 lbs) CARGO COMPARTMENT: Length - 840 inches Width - 129 inches Height - 84 inches CARGO AREA: From Fuselage Station 440-1120 (main cargo floor). No lower lobe cargo capability. PALLETIZED CARGO LOADING: Maximum allowable using HCU-7/E & HCU-15/C nets. Pallet positions 1-6 6,000 lbs Height of pallet positions 1-6 65 inches SENGER LOADING: Airline seats: (when equipped) 56 passengers Web passenger seats: 57 passengers (4 available with 6 pallets) Litter patients (plus medical crew): 8 litters, 1 floor loaded MAXIMUM ON OVER-WATER FLIGHTS: 57 passengers

3.8. **Information Systems**: The following are database systems that can help you in the planning/execution process. You may or may not have access to these systems at your location. Many of these are accessed through web-based system support and require a UserID and password, and may require a secret security clearance.

3.8.1. GLOBAL DECISION SUPPORT SYSTEM (GDSS2): GDSS is an Air Mobility Command, command and control system used to schedule airlift missions. GDSS has numerous sub-functions that enable various users at all levels to gain information to help support its mission. GDSS access is limited to users that directly impact AMC and its support role. GDSS has a classified and unclassified side. If you are authorized you can obtain a USERID/password via your system administrator or access the GDSS WEB at: **https://gdss2ams.c2.amc.af.mil/gdss2web**/ or you can go to the support site at: **https://gdss2support.scott.af.mil**/

3.8.2. INTEGRATED DATA ENVIRONMENT (IDE)/GLOBAL TRANSPORTATION NETWORK (GTN) CONVERGENCE (IGC): IGC is a US Transportation Command system that extracts data from numerous databases for customer information. IGC allows unit level planners to extract mission data, cargo and passenger manifesting information, and aerial port backlog information. This is the most common system available for deployment information flow. During JCS Exercises units should be querying IGC for mission deployment information. IGC has a classified and unclassified side. To obtain a

IGC USERID/password log onto the IGC homepage at: **https://www.igc.ustranscom.mil/igc**/

3.8.3. GLOBAL COMMAND AND CONTROL SYSTEM (GCCS): GCCS is a classified system used by planners for deliberate planning. GCCS accomplishes the goal of world-wide command and control by facilitating communication among CINCs, Services, and software applications. It is this complete interoperability which allows GCCS to depict a complete picture of the battlespace at various stages of the force projection cycle. More detailed information can be found at: **http://www.disa.mil/gccs-j/**

3.8.4. JOINT OPERATION PLANNING AND EXECUTION SYSTEM (JOPES): JOPES is an integrated, conventional command and control (C2) system designed primarily to satisfy the information needs of senior-level decision-makers in conducting joint planning and operations. JOPES is intended to be used to monitor, plan, and execute mobilization, deployment, employment, and sustainment activities. JOPES applications span peacetime and wartime. USTRANSCOM requires JOPES use for peacetime, contingency, and war operations. Contact your local Logistics Planning Branch for more details.

3.8.5. SINGLE MOBILITY SYSTEM (SMS):SMS is a web-based computer system that provides visibility of air, sea, and land transportation assets and provides aggregated reporting of cargo and passenger movements. SMS does this by collecting plane, ship, and truck movement data from other computer systems such as IGC, CAMPS, GDSS, JALIS, DTTS, and ANGMU. SMS is unclassified. To obtain a SMS USERID/password, log into the SMS homepage at: **https://sms.transcom.mil/sms-perl/SMSWEBStart.pl**

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Director of Logistics, Installations and Mission Support

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DTR 4500.9R Defense Transportation Regulation

Abbreviations and Acronyms

ACL—Allowable Cabin Load

AF—Air Force

AMC—Air Mobility Command

AMD—Air Mobility Division

ANGMU—Air National Guard Management Utility

AOC—Air Operations Center

AOR—Area of Responsibility

C2—Command and Control

CONPLAN—Concept Plan

DOD—Department of Defense

DODR—Department of Defense Regulation

DTR—Defense Transportation Regulation

DTTS—Defense Transportation Tracking System

GCCS—Global Command and Control System

GDSS—Global Decision Support System

GTN—Global Transportation Network

ICAO—International Civil Aviation Organization

JALIS—Joint Air Logistics Information System

JCS—Joint Chiefs of Staff

JCET—Joint Combined Exchange Training

JOPES—Joint Operation Planning and Execution System

LRS—Logistics Readiness Squadron

MAJCOM—Major Command

MAR—Minimum Activity Rates

MHE—Material Handling Equipment

NAOC—National Airborne Operations Center

NM—Nautical Miles

PACAF—Pacific Air Forces

PACOM—Pacific Command

RCO—Regional Certification Official

SAAM—Special Assignment Airlift Mission

SMS—Single Mobility System

SRS—SAAM Request System

S/T—Short Tons

TACC—Tanker Airlift Control Center

US—United States

USTRANSCOM—United States Transportation Command

Terms

Aerial Port— An airfield that has been designated for the sustained air movement of personnel and materiel as well as an authorized port of entrance into or departure from the country where located.

Aerial Port of Debarkation (APOD)— A station that serves as an authorized port to process and clear aircraft and traffic for entrance to the country where located.

Aerial Port of Embarkation (APOE)— A station that serves as an authorized port to process and clear aircraft and traffic for departure from the country where located.

Allowable Cabin Load or Allowable Cargo Load (ACL)— The maximum amount of cargo and/or passengers, determined by weight, cubic displacement, and distance to be flown which may be transported by specified aircraft.

Transportation Working Capital Fund (TWCF). A revolving fund established to finance inventories of supplies and other stores, or to provide working capital for industrial—type activities. TWCF is the United States Transportation Command portion of the Working Capital Funds transportation business area.

Frequency Channel— Missions scheduled on a recurring basis to support identified mission essential needs of users. Frequency channel operations may be adjusted to accommodate temporary surges in requirements (e.g., add-on mission), subject to other airlift commitments.

Material Handling Equipment (MHE)— Mechanical devices for handling of supplies with great ease and economy.

Requirements Channel— A requirement-based channel is established when a specified amount of passengers, patients, or cargo destined for one location warrants movement as identified by users in their forecasts for the operating month. These schedules are revised as necessary during the operating month to react to actual traffic movement requirements. Channel add-ons are used to respond to short duration peaks in channel cargo generation.

Special Assignment Airlift Mission (SAAM)— User-funded airlift requirements, including Chairman of the Joint Chiefs of Staff -directed or -coordinated exercises, that require special

consideration due to the number of passengers involved, weight or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of AMC channel airlift.