***BY ORDER OF THE COMMANDER, PACIFIC AIR FORCES***
***PACAF PAMPHLET 24-1***
***1 JULY 1996***
***Transportation***
***AIRLIFT PLANNING GUIDE***

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THIS PUBLICATION IS ONLY A GUIDE. IT IS NOT INTENDED TO BE A SINGLE SOURCE FOR PROCEDURES CONTAINED IN OTHER MANUALS OR INSTRUCTIONS.

Developing airlift requests can at times seem to be a rather complex task. There are numerous areas that must be addressed, any one of which can cause the approval of the request to be delayed. This information is provided to assist you in both planning your airlift requirements and preparing your actual requests. If you have any suggestions for changes, additions, deletions, etc. for this pamphlet, please submit to PAMO at any time.

More detailed information on airlift requests is provided in AFR 76-38/AR 59-8/ OPNAVINST 4630.18E/MCO 4630.6D/DLAR 4540.9 or USCINCPACINST 4630.3. Airlift requests are to be submitted in message format outlined in this pamphlet.

If questions arise that require an urgent response, please contact the PAMO staff during duty hours, 1730Z to 0230Z, Mon-Fri, at 449-0775, or contact your service validator.

All HQ AMC regulations or instructions are in effect for a period of one year unless superseded or renamed.

Supersedes: PACAFP 76-1, 13 September 1990
Certified by: AOS/CC (Lt Col Russell M. Brooker)
OPR:AOS/AOP (Capt James E. Smith)
Pages: 69/Distribution: F

**Paragraph**

**1. Tips for submitting airlift requests.** All airlift requests must be submitted in the proper format IAW DOD 4500.9-R. When submitting an airlift request, ensure the text is clear. Timing for submission of airlift requests should be as follows:

1.1. SAAM (Special Assignment Airlift Mission).

1.1.1. Each service validator is responsible to provide requests to AMC as soon as the requirement is known, but NLT 30 days prior to mission to qualify for discount. Effective beginning FY97, components are no longer required to send SAAM requests to PAMO (USCINCPAC msg P062350Z Jun 96. However, validators should provide PAMO with an info copy of all PACOM SAAM requests.

1.1.2. Urgent/emergency: Less than 72 hours prior to mission operation requires O6 or higher to be considered for validation.

1.2. JA/ATTs are forecasted and requested at quarterly JA/ATT conferences. Airlift request messages are not required.

1.3. JCS Exercise. Requirements for JCS exercises are input into JOPES IAW exercise-specific JOPES milestones published by USCINCPAC. Airlift requests are not required.

**2. Airlift request window.** If specific times are required, the available and latest arrival dates/times must be fully justified in the remarks section of the airlift request. (NOTE: Available time means available to load and depart.)

**3. Numerous changes to airlift requests are discouraged.** After two changes, the airlift request should be reaccomplished and resubmitted. The OPR may not receive all of the changes and the message traffic often becomes cryptic and difficult to decipher. Identify in message subject line that it is a change and give appropriate SAAM number. Note that last minute changes cannot be made prior to crew alert unless the change is to cancel the mission. Commercial airlift can only be changed by HQ AMC/DOK, Scott AFB, Illinois. User changes within 30 days of operation will result in forfeiture of the ten percent incentive tariff, if applicable.

**4.** All SAAM message traffic should, for example, read "May SAAM 1334", or "May SAAM 1334 ISO Cope Thunder 90-8", in the subject line. However, if a SAAM number has not been published, the subject line will still read "May SAAM Cope Thunder 90-8".

**5.** The airlift request must be submitted with adequate lead time to allow the airlift unit to obtain the necessary diplomatic clearance when the request involves a foreign nation. A diplomatic clearance may also required to overfly foreign nations. Depending on the foreign nation, it may require as many as 35 working days to acquire diplomatic clearances. Furthermore, not all APOEs are ports of entries; therefore, the user must request customs service.

5.1. The source document for this information is the DOD Foreign Clearance Guide (FCG). A reasonable period of time for processing and communication delays should be anticipated in addition to the published minimum lead time.

5.2. Short notice clearance procedures may be used only in *urgent* situations and only with the prior approval of HQ USAF/XOXI and the Dept of State. Units requesting airlift that require use of short-notice procedures must include:

5.2.1. An explanation of the operational necessity and urgency of the mission.

5.2.2. An impact statement of the effect of changing the mission timing so as to meet the normal diplomatic clearance lead time.

**NOTE**: Approval to use short-notice procedures does not guarantee that the country involved, or all of the countries that the aircraft will overfly, will grant a diplomatic clearance.

**6.** Call the affiliated TALCE/APE for information regarding door dimensions, inside dimensions, cargo footprint weight, configuration modification, type of surface required for landing, and any other pertinent data not listed in this publication. The phone numbers are listed below:

| | | | |
|---|---|---|---|
| HQ AMC/TACC/DOOZ Scott AFB, IL | DSN 576-1930/9/1932 | CATO, Eielson, AK | DSN 377-1250 |
| 633 AMSS/TRO Kadena AB, JA | DSN 634-4646/0007 | CATO, Kunsan, KOR | DSN 782-4737 |
| 634 AMSS/TRO Andersen AFB, GQ | DSN 366-3137/3125 | CATO, Kimhae, KOR | DSN 787-4101 |
| 631 AMSS/TRO Osan AB, KOR | DSN 784-4285/4288 | | |
| 632 AMSS/TRO Elmendorf AFB, AK | DSN 552-2104/3565 | | |
| 635 AMSS/TRO Hickam AFB, HI | DSN 449-7499/8102/2906 | | |
| 630 AMSS/TRO Yokota AB, JA | DSN 225-7163/9508 | | |
| CATO, Misawa AB, JA | DSN 226-2470/2471 | | |

6.1. Station Identifiers. In the following are a few, but not all, station identifiers that USPACOM units use:

| **Station** | **ICAO** | **Traffic** | **Other** |
|---|---|---|---|
| Adak, Alaska | PADK | ADK | |
| Alice Spring, Australia | YSAS | ASP | |
| Andersen AFB, Guam | PGUA | UAM | |
| Atsugi NAF, Japan | RJTA | ATS | |
| Bangkok, Thailand | VTBD | BKK | |
| Barbers Point NAS, Oahu, HI | PHNA | NAX | |
| Barking Sands PMRF, Kauai, HI | PHBK | BKH | |
| Babelthuap Island, TTPI (Palau) | PTRO | ROR | |
| Bradshaw Fld Hilo, HI | PHSF | BSF | |
| Brunei Intl, Brumes Darussalm | WBSB | --- | |
| Bucholz AAF (Kwajalein USAKA), HQ | PKWA | KWA | |
| Busan (Pusan) Intl, Korea | RKPP | --- | K-9 |
| Butterworth, Malaysia | WMKB | --- | |
| Cagayan De oro, RP | RPWL | CGY | |
| CP Pendleton, CA | KNFG | NFG | |
| Canton Island, Phoenix Is | PCIS | CIS | |
| Cheju Intl, Korea | RKPC | CJU | K40 |
| Chong Ju AB, Korea | RKTU | --- | |
| Christchurch Intl, NZ | NZCH | CHC | |
| Chitose, JA Hokkaido Is | RJCC | CTS | |
| Da Nang, Vietnam | VVDN | VDN | |

| | | | |
|---|---|---|---|
| Darwin Intl, Australia | YPDN | --- | |
| Diego Garcia NSF, Island | FJDG | NKW | |
| Dillingham, Hawaii, Oahu, HI | PHDH | HDH | |
| | | | |
| Eareckson AFS, AK | PASY | SYA | Shemya |
| Eielson AFB, AK | PAEI | EIL | |
| Elmendorf AFB, AK | PAED | EDF | |
| El Toro MCAS, CA | KNZJ | NZJ | |
| Enewetak Island, Marshall Is | PKMA | ENT | |
| | | | |
| Fallon NAS, NV | KNFL | NFL | |
| Fujairah, Oman | OMFJ | FUJ | |
| Fukuoka Japan, Kyushu Is | RJFF | FUK | |
| Futenma MCAS JA, Okinawa Is | ROTM | NFO | |
| | | | |
| General Lyman Fld, Hawaii | PHTO | ITO | |
| Galena, AK | PAGA | | |
| Guam Int'l | PGUM | NGM | |
| | | | |
| Hanoi, Vietnam | VVNB | VNB | Noi Bai |
| Hickam AFB, Oahu, HI | PHIK | HIK | |
| Hilo, Hawaii | PHTO | ITO | |
| Honolulu Intl, Hawaii | PHNL | HNL | |
| | | | |
| Iwakuni MCAS, Japan | RJOI | IWA | |
| Iwo Jima, Japan, Iwo Jima Is | RJAW | IWO | |
| | | | |
| Jakarta, Indonesia, Java Is | WIIH | DJK | |
| Johnston Atoll, Marshall Is | PJON | JON | |
| | | | |
| Kadena AB, Japan, Okinawa | RODN | DNA | |
| Kahului, Maui, HI | PHOG | OCG | |
| Kanamni, Korea | RKSD | --- | R-222 |
| Kaneohe Bay MCAS, Oahu, HI | PHNG | NGF | |
| Kangnung, Korea | RKNN | --- | K-18 |
| Kimhae Intl, Korea | RKPK | KHE | K-1 |
| Kimpo Intl, Korea | RKSS | SEL | K-14 |
| King Salmon, AK | PAKN | AKN | |
| Komatsu, Japan, Honshu Is | RJNK | --- | |
| Korat, Thailand | VTUN | --- | |
| Kunsan AB, Korea | RKJK | KUZ | K-8 |
| Kushiro, Japan, Hokkaido Is | RJCK | KUH | |
| Kwajalein Isle, Marshall Is | RKWA | KWA | |
| Kwang Ju, Korea | RKJJ | KWJ | K-57 |
| Ky Chung Ju, Korea | RKTC | --- | K-59 Pyongtaek/Taejon Axis |
| | | | |
| Learmonth, Australia | YPLM | LEA | |
| Lihue, Kauai, HI | PHLI | LIH | |
| Los Angeles Intl, CA | KLAX | LAX | |
| | | | |
| Manila IAP, RP | RPMM | MNL | |
| Marcus Isle TTPI | RJAM | MUS | |
| Masirah, Oman | OOMA | MRH | |
| McChord AFB, Washington | KTCM | TCM | |
| Midway NAF | PMDY | MDY | |
| Miramar NAS, CA | KNKX | NKX | |
| Misawa AB, Japan, Honshu Is | RJSM | MSJ | |

| | | | |
|---|---|---|---|
| Nellis AFB, NV | KLSV | LSV | |
| North Island NAS, CA | KNZY | NZY | |
| Norton AFB, CA | KSBD | SBD | |
| Nyutabaru, Kyushu Is, JA | RJFN | NBU | |
| | | | |
| Osan AB, Korea | RKSO | OSN | K55 |
| Ohakea, North Is, NZ | NZOH | --- | |
| | | | |
| Pago Pago Intl, American Samoa | NSTU | PPG | |
| Paya Lebar, Singapore | WSAP | SGP | |
| Perth Intl, Australia | YPPH | --- | |
| Phnom Penh, Cambodia | VDPP | --- | Pochentong |
| Phitsanulok, Thailand | VTPP | --- | |
| Pohang, Korea | RKTH | KPO | K3 |
| Pyongtaek, Korea | RKSG | NLS | K6 |
| | | | |
| Richmond, Australia | YSRI | RCM | |
| | | | |
| Sachon, Korea | RKPS | --- | K4 |
| Saipan Island, TTPI | PGNS | SPN | |
| San Diego Intl, CA | KSAN | SAN | |
| Savannakhet, Laos | VLSK | --- | |
| Seoul AB, Korea | RKSM | SEL | K16 |
| Singapore, (Paya Lebar) | WSAP | SGP | |
| Sri Lanka, Ceylon, India | VCBI | --- | |
| Suwon AB, Korea | RKSW | HLV | K13 |
| | | | |
| Taegu AB, Korea | RKTN | TAE | K2 |
| Taejon, Korea | RKTD | --- | K5 |
| Takhli, Thailand | VTPI | --- | |
| Tinian, West | PGWT | TNI | |
| Tinker AFB, OK | KTIK | TIK | |
| Taipei, Taiwan | RCTP | TPE | |
| Tengah, Singapore | WSAT | TGA | |
| Travis AFB, CA | KSUU | SUU | |
| Truk Island, NQ | PTKK | TKK | |
| Tustin MCAS, CA | KNTK | NTX | |
| Tyndall AFB, FL | KPAM | PAM | |
| | | | |
| Utapao, Thailand | VTBU | VBU | |
| | | | |
| Vientiane, Laos | VLVT | FBK | |
| | | | |
| Wainwright AAF, AK | PAFB | --- | |
| Wake Island, WQ | PWAK | AWK | |
| Wheeler AAF, Oahu, HI | PHHI | HHI | |
| Wonju, Korea | RKNW | --- | K46 |
| Woomera, Australia | YAWR | UMR | |
| | | | |
| Yap Island, NQ | PTYA | YAP | |
| Yechon AB, Korea | RKTY | --- | K58 |
| Yokota AB, Japan | RJTY | OKO | |
| Yuma MCAS, Arizona | KYUM | YUM | |

6.2 Average Flying Time Matrix. These figures are estimates based on point-to-point travel via *Great Circle* routing. Actual times may vary.

| | PGUA ANDERSEN | VTBD BANGKOK | YPDN DARWIN | FJDG DIEGO GARCIA | WIIH DJAKARTA | PAED ELMENDORF | PHIK HICKAM | RJOI IWAKUNI | RODN KADENA | RKPK KIMHAE | RPMM MANILA | RJSM MISAWA | VVNB NOI BAI | RKSO OSAN | YSRI RICHMOND | WSAP SINGAPORE | YBTL TOWNS-VILLE | KSUU TRAVIS | RJTY YOKOTA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C-130 | | 11+25 | 6+14 | 17+15 | 9+40 | 14+19 | 12+15 | 5+40 | 4+50 | 7+10 | 4+54 | 5+50 | 7+24 | 6+45 | 10+40 | 10+00 | 8+52 | 18+45 | 5+25 |
| PGUA | | 3099 | 1748 | 4709 | 2591 | 4010 | 3331 | 1478 | 1243 | 1900 | 1372 | 1634 | 2073 | 1788 | 2878 | 2707 | 2486 | 5125 | 1410 |
| C-141 | | 7+25 | 4+06 | 11+10 | 6+15 | 9+26 | 7+55 | 3+45 | 5+15 | 4+45 | 3+13 | 3+50 | 4+52 | 4+25 | 6+55 | 6+35 | 5+51 | 12+00 | 3+40 |
| C-130 | 11+25 | | 8+27 | 8+15 | 5+10 | 20+33 | 23+30 | 11+20 | 9+30 | 11+45 | 4+17 | 9+33 | 1+51 | 11+55 | 21+50 | 3+20 | 13+55 | 31+15 | 12+40 |
| VTBD | 3099 | | 2369 | 2204 | 1328 | 5758 | 6486 | 3073 | 2549 | 3180 | 1203 | 2679 | 521 | 3237 | 6002 | 821 | 3899 | 8648 | 3427 |
| C-141 | 7+25 | | 5+34 | 5+25 | 3+25 | 13+32 | 15+10 | 7+20 | 6+10 | 7+40 | 2+49 | 6+18 | 1+13 | 7+45 | 14+00 | 2+45 | 9+10 | 20+00 | 8+10 |
| C-130 | 6+14 | 8+27 | | 12+20 | 5+14 | 20+33 | 16+54 | 9+56 | 8+15 | 10+09 | 6+02 | 11+29 | 6+54 | 10+35 | 5+58 | 6+24 | 5+27 | 23+54 | 10+22 |
| YPDN | 1748 | 2369 | | 3453 | 1466 | 5758 | 4687 | 2782 | 2315 | 2844 | 1691 | 3216 | 1934 | 2965 | 1673 | 1796 | 1529 | 6694 | 2904 |
| C-141 | 4+06 | 5+34 | | 8+07 | 3+26 | 13+32 | 11+01 | 6+32 | 5+26 | 6+41 | 3+58 | 7+34 | 4+33 | 6+58 | 3+56 | 4+13 | 3+35 | 15+45 | 6+50 |
| C-130 | 17+15 | 8+15 | 12+20 | | 7+50 | 25+15 | 29+25 | 17+15 | 15+25 | 17+40 | 11+20 | 16+56 | 8+52 | 17+50 | 19+10 | 9+10 | 16+42 | 36+10 | 18+30 |
| FJDG | 4709 | 2204 | 3453 | | 2080 | 7070 | 8140 | 4728 | 4204 | 4835 | 3176 | 474 | 2483 | 4892 | 5240 | 2461 | 4680 | 10,003 | 5082 |
| C-141 | 11+10 | 5+25 | 8+07 | | 5+10 | 16+38 | 18+55 | 11+10 | 9+55 | 11+20 | 7+28 | 11+09 | 5+50 | 11+30 | 13+20 | 5+55 | 11+00 | 23+10 | 12+55 |
| C-130 | 9+40 | 5+10 | 5+14 | 7+50 | | 21+53 | 21+30 | 11+00 | 9+10 | 11+25 | 5+21 | 12+05 | 3+55 | 11+40 | 11+10 | 2+15 | 10+22 | 29+15 | 12+20 |
| WIIH | 2591 | 1328 | 1466 | 2080 | | 6128 | 5922 | 2992 | 2460 | 3099 | 1500 | 3387 | 1101 | 3156 | 3002 | 507 | 2905 | 8084 | 3346 |
| C-141 | 6+15 | 3+25 | 3+26 | 5+10 | | 14+25 | 13+50 | 7+15 | 5+55 | 7+25 | 3+31 | 7+58 | 2+35 | 7+30 | 7+15 | 1+40 | 6+50 | 18+43 | 8+00 |
| C-130 | 14+19 | 18+45 | 20+33 | 25+15 | 21+53 | | 9+00 | 14+00 | 13+42 | 12+00 | 16+33 | 11+50 | 18+11 | 11+49 | 22+46 | 20+47 | 21+27 | 6+40 | 12+30 |
| PAED | 4010 | 5251 | 5758 | 7070 | 6128 | | 2421 | 3920 | 3837 | 3361 | 4636 | 3326 | 5094 | 3310 | 6377 | 5821 | 6010 | 1820 | 3500 |
| C-141 | 9+26 | 12+21 | 13+32 | 16+38 | 14+25 | | 6+30 | 9+15 | 9+01 | 7+54 | 10+54 | 7+50 | 12+00 | 8+30 | 15+00 | 13+41 | 14+08 | 4+30 | 8+15 |
| C-130 | 12+15 | 23+30 | 16+54 | 29+25 | 21+30 | 9+00 | | 13+45 | 15+00 | 14+30 | 16+30 | 11+44 | 19+00 | 15+00 | 16+30 | 20+57 | 14+41 | 8+10 | 12+45 |
| PHIK | 3331 | 6486 | 4687 | 8140 | 5922 | 2421 | | 3739 | 4100 | 3971 | 4624 | 3289 | 5323 | 4105 | 4518 | 5813 | 4113 | 2162 | 3450 |
| C-141 | 7+55 | 15+07 | 11+01 | 18+55 | 13+50 | 6+30 | | 8+50 | 9+45 | 9+25 | 12+52 | 7+45 | 12+54 | 9+40 | 10+40 | 18+45 | 9+40 | 5120 | 8+15 |
| C-130 | 5+40 | 11+20 | 9+56 | 17+10 | 11+00 | 14+00 | 13+45 | | 2+15 | 1+00 | 4+45 | 2+40 | 6+31 | 1+25 | 15+25 | 9+55 | 13+48 | 18+10 | 1+40 |
| RJOI | 1470 | 3073 | 2782 | 4728 | 2992 | 3920 | 3749 | | 540 | 180 | 1332 | 850 | 1827 | 310 | 4356 | 2687 | 3864 | 4982 | 394 |
| C-141 | 3+45 | 7+20 | 6+32 | 11+10 | 7+15 | 9+15 | 8+55 | | 1+30 | 0+35 | 3+08 | 2+00 | 4+17 | 1+00 | 10+20 | 6+30 | 9+05 | 11+45 | 1+20 |
| C-130 | 4+50 | 9+30 | 8+15 | 15+25 | 9+10 | 13+42 | 15+00 | 2+45 | | 2+40 | 2+51 | 3+54 | 4+47 | 2+50 | 15+20 | 8+20 | 12+35 | 21+00 | 3+30 |
| RODN | 1235 | 2549 | 2315 | 4204 | 2460 | 3837 | 4100 | 524 | | 617 | 801 | 1094 | 1341 | 681 | 4121 | 2157 | 3524 | 5792 | 871 |
| C-141 | 3+15 | 6+10 | 5+26 | 9+55 | 5+55 | 9+01 | 9+45 | 2+00 | | 1+50 | 1+53 | 2+34 | 3+09 | 1+55 | 9+45 | 5+20 | 8+17 | 13+30 | 2+20 |
| C-130 | 7+10 | 11+45 | 10+09 | 17+40 | 11+25 | 12+00 | 14+30 | 1+00 | 2+40 | | 4+41 | 2+25 | 6+13 | 1+13 | 17+25 | 10+20 | 14+14 | 19+50 | 2+15 |
| RKPK | 1900 | 3180 | 2844 | 4835 | 3099 | 3361 | 3971 | 180 | 617 | | 1315 | 679 | 1743 | 150 | 4778 | 2796 | 3986 | 5442 | 521 |
| C-141 | 4+45 | 7+40 | 6+41 | 11+20 | 7+25 | 7+54 | 9+25 | 0+35 | 1+50 | | 3+05 | 1+35 | 4+06 | 0+49 | 11+15 | 6+45 | 9+22 | 12+45 | 1+30 |
| C-130 | 4+54 | 4+17 | 6+02 | 11+20 | 5+21 | 16+33 | 16+30 | 4+45 | 2+51 | 4+41 | | 6+45 | 2+31 | 5+00 | 11+51 | 4+38 | 11+03 | 21+44 | 5+43 |
| RPMM | 1372 | 1203 | 1691 | 3176 | 1500 | 4636 | 4624 | 1332 | 801 | 1313 | | 1891 | 708 | 1402 | 3320 | 1300 | 3098 | 6087 | 1603 |
| C-141 | 3+13 | 2+49 | 3+58 | 7+28 | 3+31 | 10+54 | 10+52 | 3+08 | 1+53 | 3+05 | | 4+30 | 1+39 | 3+17 | 7+48 | 3+03 | 7+17 | 14+19 | 3+46 |
| C-130 | 5+50 | 9+33 | 11+29 | 16+56 | 12+05 | 11+50 | 11+44 | 2+40 | 3+54 | 2+25 | 6+46 | | 8+34 | 2+28 | 16+00 | 11+07 | 14+41 | 15+13 | 1+07 |
| RJSM | 1634 | 2679 | 3216 | 4744 | 3387 | 3326 | 3289 | 850 | 1094 | 679 | 1891 | | 2402 | 695 | 4456 | 3117 | 4116 | 4261 | 313 |
| C-141 | 3+50 | 6+18 | 7+34 | 11+09 | 7+58 | 7+50 | 7+45 | 2+00 | 2+34 | 1+35 | 4+30 | | 5+39 | 1+38 | 10+30 | 7+20 | 9+41 | 10+00 | 0+45 |
| C-130 | 7+24 | 1+51 | 6+54 | 8+52 | 3+55 | 18+11 | 19+00 | 6+31 | 4+47 | 6+13 | 2+31 | 8+34 | | 6+22 | 12+52 | 2+35 | 12+19 | 23+47 | 7+41 |
| VVNB | 2073 | 521 | 1934 | 2483 | 1101 | 5094 | 5323 | 1827 | 1341 | 1743 | 708 | 2402 | | 1785 | 3604 | 727 | 3453 | 6662 | 2154 |
| C-141 | 4+52 | 1+13 | 4+33 | 5+50 | 2+35 | 12+00 | 12+31 | 4+17 | 3+09 | 4+06 | 1+39 | 5+39 | | 4+11 | 8+28 | 1+42 | 8+07 | 15+40 | 5+04 |
| C-130 | 6+45 | 11+55 | 10+35 | 17+50 | 11+40 | 11+49 | 15+00 | 1+10 | 2+50 | 1+13 | 5+00 | 2+28 | 6+22 | | 18+00 | 10+30 | 14+43 | 20+20 | 2+45 |
| RKSO | 1788 | 3237 | 2965 | 4892 | 3156 | 3310 | 4105 | 310 | 681 | 150 | 1402 | 695 | 1785 | | 4942 | 2853 | 4123 | 5576 | 655 |
| C-141 | 4+25 | 7+45 | 6+58 | 11+30 | 7+30 | 8+30 | 9+45 | 1+00 | 1+55 | 0+49 | 3+17 | 1+38 | 4+11 | | 11+40 | 6+50 | 9+42 | 13+00 | 1+50 |
| C-130 | 10+40 | 21+50 | 5+58 | 19+10 | 11+10 | 22+46 | 16+30 | 15+25 | 15+20 | 17+25 | 11+51 | 16+00 | 12+52 | 17+00 | | 8+55 | 1+19 | 24+50 | 15+45 |
| YSRI | 2878 | 6002 | 1673 | 5240 | 3002 | 6377 | 4518 | 4356 | 4121 | 4778 | 3328 | 4456 | 3604 | 4666 | | 5181 | 373 | 6849 | 4288 |
| C-141 | 6+55 | 14+00 | 3+56 | 13+20 | 7+15 | 15+00 | 10+40 | 10+20 | 9+45 | 11+15 | 7+48 | 10+30 | 8+28 | 11+00 | | 12+10 | 0+52 | 15+55 | 10+10 |
| C-130 | 10+00 | 3+20 | 6+24 | 9+10 | 2+15 | 20+47 | 20+57 | 9+55 | 8+20 | 10+20 | 4+38 | 11+07 | 2+35 | 10+30 | 18+55 | | 11+46 | 28+50 | 11+15 |
| WSAP | 2707 | 821 | 1796 | 2461 | 507 | 6821 | 5813 | 2689 | 2157 | 2796 | 1300 | 3117 | 727 | 2853 | 5181 | | 3296 | 7964 | 3043 |
| C-141 | 6+35 | 2+45 | 4+13 | 5+55 | 1+14 | 13+41 | 13+45 | 6+30 | 5+20 | 6+45 | 3+03 | 7+20 | 1+42 | 6+50 | 12+10 | | 7+45 | 18+30 | 7+20 |
| C-130 | 8+52 | 13+55 | 5+27 | 16+42 | 10+22 | 21+27 | 14+41 | 13+48 | 12+35 | 14+14 | 11+03 | 14+41 | 12+19 | 14+43 | 1+19 | 11+46 | | 22+12 | 13+43 |
| YBTL | 2486 | 3899 | 1529 | 4680 | 2905 | 6810 | 4113 | 3864 | 3524 | 3086 | 3098 | 4116 | 3453 | 4123 | 373 | 3296 | | 6218 | 3843 |
| C-141 | 5+51 | 9+10 | 3+35 | 11+00 | 6+50 | 14+08 | 9+14 | 9+05 | 8+17 | 9+22 | 7+17 | 9+41 | 8+07 | 9+42 | 0+52 | 7+45 | | 14+37 | 9+02 |
| C-130 | 18+45 | 31+15 | 23+54 | 36+10 | 29+15 | 6+40 | 8+10 | 18+10 | 21+00 | 9+50 | 21+44 | 15+13 | 23+47 | 20+20 | 24+50 | 28+50 | 2+12 | | 17+55 |
| KSUU | 5125 | 8648 | 6694 | 10,003 | 8084 | 1820 | 2162 | 4982 | 5792 | 5442 | 6087 | 4261 | 6662 | 5576 | 6849 | 7964 | 6218 | | 4921 |
| C-141 | 12+00 | 20+00 | 15+45 | 23+10 | 18+43 | 4+30 | 5+20 | 11+46 | 13+30 | 12+45 | 14+19 | 10+00 | 15+40 | 13+00 | 15+55 | 18+30 | 14+37 | | 11+30 |
| C-130 | 5+25 | 12+40 | 10+22 | 18+30 | 12+20 | 12+50 | 12+45 | 1+40 | 3+30 | 2+15 | 5+43 | 1+07 | 7+41 | 2+45 | 15+45 | 11+15 | 13+43 | 17+55 | |
| RJTY | 1410 | 3427 | 2904 | 5082 | 3346 | 3500 | 3450 | 394 | 871 | 521 | 1603 | 313 | 2154 | 655 | 4288 | 3043 | 3843 | 4921 | |
| C-141 | 3+40 | 8+10 | 6+50 | 12+55 | 8+00 | 8+20 | 8+15 | 1+20 | 2+20 | 1+48 | 3+46 | 0+45 | 5+04 | 1+50 | 10+10 | 7+20 | 9+02 | 11+30 | |

6.3. Additional C-130 en route flying hours. Times may vary by up to plus or minus 15 percent due to seasonal wind patterns.

| APOE | APOD | Flying Time | Distance (Nautical miles) |
|---|---|---|---|
| KSUU - Travis AFB CA | KBLV - Scott AFB IL | 5+21 | 1502 |
| | KCHS - Charleston AFB SC | 7+20 | 2054 |
| | KSKF - Kelly AFB TX | 4+34 | 1276 |
| KTCM - McChord AFB WA | KBLV - Scott AFB IL | 5+25 | 1513 |
| | KCHS - Charleston AFB SC | 7+30 | 2098 |
| | KSKF - Kelly AFB TX | 5+30 | 1539 |
| PAED - Elmendorf AFB AK | PAEI - Eielson AFB AK | +47 | 218 |
| | PAFB - Wainwright AAF AK | +48 | 223 |
| | PAGA - Galena AK | 1+02 | 285 |
| | PAKN - King Salmon AK | +56 | 258 |
| | PASY - Shemya AFB AK | 4+32 | 1266 |
| PAEI - Eielson AFB AK | PAFB - Wainwright AAF AK | +04 | 17 |
| | PAGA - Galena AK | +55 | 253 |
| | PAKN - King Salmon AK | 1+37 | 450 |
| | PASY - Eareckson AFS AK | 4+55 | 1374 |
| | RJTY - Yokota AB JA | 1059 | 3073 |
| PHIK - Hickam AFB HI | PJON - Johnston Is | 2+33 | 714 |
| | PKWA - Kwajalein | 7+35 | 2123 |
| | PMDY - Midway | 4+04 | 1136 |
| | PWAK - Wake | 7+08 | 1994 |
| PMDY - Midway | RJTY - Yokota AB JA | 8+34 | 2398 |
| PTPN - Pohnpei Is | PGUA - Andersen AFB GU | 3+08 | 879 |
| PTYA - Yap | PGUA - Andersen AFB GU | 1+41 | 471 |
| PWAK - Wake Is | RJTY - Yokota AB JA | 6+15 | 1747 |
| RJAM - Marcus Is | RJTY - Yokota AB JA | 3+39 | 1022 |
| RJAW - Iwo Jima Is | RJTY - Yokota AB JA | 2+23 | 666 |
| RJSM - Misawa AB JA | RJTY - Yokota AB JA | 1+07 | 312 |
| | PAED - Elmendorf AFB AK | 9+43 | 2719 |
| RJTY - Yokota AB JA | PMDY - Midway Is | 8+34 | 2398 |
| | RJAW - Iwo Jima Is | 2+23 | 666 |
| | RJCK - Kushiro Is | 1+46 | 492 |
| RODN - Kadena AB JA | VDPP - Phnom Penh Cambodia | 5+37 | 1571 |
| | VLVT - Vientiane Laos | 5+19 | 1485 |
| | VLPS - Pakse Laos | 5+01 | 1405 |
| | VLSK - Savannakhet Laos | 5+03 | 1410 |
| | VTBU - Utapao Thailand | 6+08 | 1716 |
| | VVDN - Da Nang Vietnam | 4+29 | 1255 |
| | VVNB - Noi Bai Vietnam | 4+22 | 1218 |

| | | | |
|---|---|---|---|
| | VVTS - Tan Son Nhat Vietnam | 5+25 | 1516 |
| VDPP - Phnom Penh Cambodia | VLVT - Vientiane Laos | 1+28 | 409 |
| | VLPS - Pakse Laos | +48 | 222 |
| | VLSK - Savannakhet Laos | 1+05 | 300 |
| | VTBU - Utapao Thailand | +51 | 235 |
| | VVDN - Da Nang Vietnam | 1+12 | 333 |
| | VVNB - Noi Bai Vietnam | 2+16 | 631 |
| | VVTS - Tan Son Nhat Vietnam | +25 | 115 |
| VLVT - Vientiane Laos | VLPS - Pakse Laos | +55 | 253 |
| | VLSK - Savannakhet Laos | +33 | 154 |
| | VTBU - Utapao Thailand | 1+11 | 331 |
| | VVDN - Da NangVietnam | 1+14 | 345 |
| | VVNB - Noi Bai Vietnam | 1+06 | 309 |
| | VVTS - Tan Son Nhat Vietnam | 1+46 | 492 |
| VLPS - Pakse Laos | VLSK - Savannakhet Laos | +23 | 104 |
| | VTBU - Utapao Thailand | 1+07 | 315 |
| | VVDN - Da NangVietnam | +33 | 151 |
| | VVNB - Noi Bai Vietnam | 1+29 | 412 |
| | VVTS - Tan Son Nhat Vietnam | +57 | 264 |
| VLSK - Savannakhet Laos | VTBU - Utapao Thailand | 1+09 | 319 |
| | VVDN - Vietnam | +43 | 201 |
| | VVNB - Noi Bai Vietnam | 1+12 | 335 |
| | VVTS - Tan Son Nhat Vietnam | 1+18 | 361 |
| VTBD - Bangkok | VDPP - Phnom Penh Cambodia | 1+02 | 286 |
| | VLVT - Vientiane Laos | +58 | 270 |
| | VLPS - Pakse Laos | 1+06 | 310 |
| | VLSK - Savannakhet Laos | 1+02 | 289 |
| | VTBU - Utapao Thailand | +17 | 78 |
| | VVDN - Da Nang Vietnam | 1+39 | 459 |
| | VVNB - Noi Bai Vietnam | 2+04 | 575 |
| | VVTS - Tan Son Nhat Vietnam | 1+26 | 400 |
| VTBU - Utapao Thailand | VVDN - Da Nang Vietnam | 1+40 | 465 |
| | VVNB - Noi Bai Vietnam | 2+15 | 628 |
| | VVTS - Tan Son Nhat Vietnam | 1+15 | 351 |
| VVDN - Da Nang Vietnam | VVNB - Noi Bai Vietnam | 1+40 | 465 |
| | VVTS - Tan Son Nhat Vietnam | 1+15 | 350 |
| VVNB - Noi Bai Vietnam | VVTS - Tan Son Nhat Vietnam | 2+15 | 628 |

6.4. Additional C-141 En route Flying Hours. Times may vary by up to plus or minus 15 percent due to seasonal wind patterns.

| APOE | APOD | Flying Time | Distance(Nautical Mile) |
|---|---|---|---|
| YAWR - Woomera, AS | YSRI - Richmond, AS | 1+44 | 724 |
| | YPLM - Learmonth, AS | 3+10 | 1326 |
| YPDN - Darwin, AS | YSRI - Richmond, AS | 4+00 | 1675 |
| YPLM - Learmonth, As | YSRI - Richmond, AS | 4+53 | 2049 |
| YSAS - Alice Springs, AS | YSRI - Richmond, AS | 2+32 | 1065 |
| YSRI - Richmond, AS | YAWR - Woomera, AS | 1+44 | 724 |
| | YPDN - Darwin, AS | 4+00 | 1674 |
| | YPLM - Learmonth, AS | 4+53 | 2049 |
| | YSAS - Alice Springs, AS | 2+32 | 1064 |
| | NSTU - Pago Pago Intl | 5+41 | 2387 |
| | NZCH - Christchurch Intl, NZ | 2+48 | 1175 |
| | PHIK - Hickam AFB, HI | 10+31 | 4411 |
| | PKWA - Kwajalein | 6+29 | 2718 |
| FJDG - Diego Garcia | HKMO - Mombasa, Moi Intl | 4+42 | 1969 |
| | OOMA - Masirah, Oman | 4+26 | 1859 |
| | VTBD - Bangkok Intl | 5+02 | 2108 |
| NSTU - Pago Pago, Intl | YSRI - Richmond, AS | 5+41 | 2388 |
| | NZCH - Christchurch Intl, NZ | 4+39 | 1950 |
| | PHIK - Hickam AFB, HI | 5+24 | 2268 |
| KSUU - Travis | KBLV - Scott AFB, IL | 3+35 | 1502 |
| | KCHS - Charleston AFB, SC | 4+54 | 2053 |
| | KSKF - Kelly AFB, TX | 3+03 | 1276 |
| KTCM - McChord | KBLV - Scott AFB, IL | 3+36 | 1513 |
| | KCHS - Charleston AFB, SC | 5+00 | 2099 |
| | KSKF - Kelly AFB, TX | 3+40 | 1539 |
| NZCH - Christchurch Intl | YSRI - Richmond, AS | 2+48 | 1175 |
| | NSTU - Pago Pago Intl | 4+39 | 1950 |
| | NZCM - McMurdo Sound, Antarctica | 4+55 | 2068 |
| | PHIK - Hickam AFB, HI | 10+03 | 4216 |
| NZCM - McMurdo Sound, Antarctica | NZCH - Christchurch Intl, NZ | 4+56 | 2068 |
| PAED - Elmendorf | PAEI - Eielson AFB, AK | +32 | 218 |
| | PAFB - Wainwright AAF | +32 | 224 |
| | PAGA - Galena, AK | +41 | 286 |
| | PAKN - King Salmon, AK | +37 | 258 |
| | PASY - Eareckson AFS, AK | 3+01 | 1266 |
| | RJTY - Yokota AFB, JA | 7+11 | 3012 |
| | RKSO - Osan AB, KOR | 7+52 | 3298 |
| | RODN - Kadena AB, JA | 9+05 | 3812 |

| | | | |
|---|---|---|---|
| PAEI - Eielson | PAFB - Wainwright AAF | +03 | 17 |
| | PAGA - Galena, AK | +36 | 253 |
| | PAKN - King Salmon, AK | 1+05 | 450 |
| | PASY - Eareckson AFS, AK | 3+17 | 1375 |
| | RJTY - Yokota AB, JA | 7+19 | 3073 |
| PGUA - Andersen AB, Guam | PWAK - Wake Is | 3+05 | 1295 |
| PHIK - Hickam | YSRI - Richmond, AS | 10+31 | 4411 |
| | NSTU - Pago Pago Intl, NZ | 5+24 | 2268 |
| | NZCH - Christchurch Intl, NZ | 10+03 | 4216 |
| | PAED - Elmendorf AFB, AK | 5+46 | 2421 |
| | PJON - Johnston Is | 1+42 | 714 |
| | PKWA - Kwajalein | 5+04 | 2123 |
| | PMDY - Midway | 2+43 | 1137 |
| | PWAK - Wake Is | 4+45 | 1995 |
| PKWA - Kwajalein | YSRI - Richmond, As | 6+29 | 2718 |
| | NZCH - Christchurch Intl, NZ | 7+29 | 3144 |
| | PGUA - Andersen AFB, GU | 3+17 | 1374 |
| PWAK - Wake Is | RODN - Kadena AB, JA | 5+12 | 2183 |
| | PKWA - Kwajalein | 1+31 | 638 |
| | RJTY - Yokota AB, JA | 4+10 | 1747 |
| RKSO - Osan | PAED - Elmendorf AFB, AK | .7+51 . | 3298 |
| RODN - Kadena | PAED - Elmendorf AFB, AK | 7+109+05 | 3812 |
| | PWAK - Wake Is | 1+575+12 | 2183 |
| | RJFF - Fukuoka, JA | 1+05 | 455 |
| RJSM - Misawa | RJTY - Yokota AB, JA | +45 | 312 |
| RJTY - Yokota | PAED - Elmendorf AFB, AK | 7+10 | 3012 |
| | RODN - Kadena AB, JA | 1+57 | 813 |
| | PGUA - Andersen AB, GU | 3+15 | 1364 |
| | PHIK - Hickam AFB, HI | 8+01 | 3362 |
| VTBD - Bangkok | FJDG - Diego Garcia | 5+02 . | 2108 |
| WIIH - Jakarta, Halim | FJDG - Diego Garcia | 4+54 | 2055 |
| WSAP - Paya Lebar, Singapore | FJDG - Diego Garcia | 4+40 | 1956 |

**6.5. Definitions.** The following are standard AMC definitions which apply to this pamphlet.

**Aerial port** - (A) An airfield which has been designated for sustained air movement. (B) Provides special services and functions to include cargo joint inspection, supervision of aircraft loading/downloading, and, in specific locations and circumstances, fleet services.

**Affiliation Program** - The affiliation program is the vehicle designed to effect mutual understanding of mobility requirements and to foster professional management of associated assets. The program provides a platform for joint training between AMC and supported forces and establishes liaison between the airlift manager and the supported agency to optimize load planning, loading, and deployment of mobility assets. The affiliation program closely complements JA/ATT. As a matter of course, static loading (JA/ATT) should be preceded by affiliation program classroom training.

**Aerial Port of Debarkation (APOD)** - An airfield which serves as an authorized port to process and clear aircraft (scheduled, tactical, and ferried) and traffic for entrance to the country in which located.

**Aerial Port of Embarkation (APOE)** - An airfield which serves as an authorized port to process and clear aircraft (scheduled, tactical, and ferried) and traffic for departure from the country in which located.

**Air Terminal Operations Center (ATOC)** - The aerial port operations center which controls all aerial port functions.

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

**Arrival Airfield Control Group (AACG)** - The organization, provided by the using unit, that receives transported units from an Air Force carrier and controls them until released to their parent unit.

**Block In Time (BIT)** - The time when aircraft shut down engines (or park for EROs) after arrival at the onload base.

**Closure Time** - The latest time a mission must be completed. The time of arrival of the last aircraft at the offload base for employment missions.

**Combat Control Team (CCT)** - A team of Air Force personnel organized, trained, and equipped to establish and operate navigational or terminal guidance aids, communications, and aircraft control facilities within the objective area of an airborne operation.

**Conventional CCT** - Deploy by the most feasible means (parachute, scuba, amphibious, rappel, etc.) to rapidly establish and operate assault zones. The mission includes conducting DZ, LZ and EZ surveys; placement of navigational or terminal guidance aids; command and control communications and traffic control; intelligence gathering; and removal of obstacles and unexploded ordinance with demolitions in support of tactical airlift operations. CCT is not required to operate DZs for US Army Special Forces Rangers, Navy Seal and EOD teams, and the 2nd FSSG Marine Force Recon unit, Camp LeJeune, N.C., but will assist upon request if mission workload permits. CCT is required on all other DZ operations.

**Special Operations CCT (SOCCT)** - SOCCTs provide a commander with a land/sea/air employment capability for beacon bombing, deep penetration patrolling and strike missions in hostile areas, control AC-130 and armed helicopter strikes, MC-130, and surface-to-air recovery (STAR or Fulton recovery) operations. Additionally, they conduct Foreign Internal Defense (FID), train/advise US paramilitary/indigenous forces, and conduct special missions in addition to being qualified in all conventional operations.

**Crash Fire Rescue (CFR)** - Provides fire protection policy and minimum crash fire rescue requirements for AMC fixed wing aircraft at other than established USAF active flying bases.

**Defense Business Operating Fund - Transportation (DBOF-T).** A revolving fund, managed by AMC on behalf of USTRANSCOM, which finances the operational costs of airlift service and is reimbursed for such costs by authorized users of airlift services. Costs incurred are stipulated in AFR 76-11, U.S. Government Rate Tariff.

**Departure Airfield Control Group (DACG)** - The organization, provided by the using command, which will control the unit is responsible for cargo from the marshalling area until released to the TALCE at the ready line. Upon acceptance by the DACG, all equipment belongs to the DACG commander until it is released to the Air Force.

**Emergency Deployment Readiness Exercise (EDRE)** - Simulated wartime deployment (no-notice or short-notice) to execute missions in support of contingency requirements.

**Engines Running On/Offload (ERO)** - The on or offload of troops and rolling stock without engines shutdown. C-130s may combat offload pallets with engines running. Maximum use of ERO should be planned on JA/ATT missions. (Combat offload is done under austere conditions only and when MHE is not available.)

**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.

**In Place Time (IPT)** - The time when aircraft and crew are at the base of operation and ready to load for the mission.

**Joint Airborne/Air Transportability Training (JA/ATT).** JA/ATT provides basic airborne training and proficiency/continuation training in a joint environment for airlift aircrews and airlift users. These training activities are required to maintain the combat readiness of all participants, and airlift must be integral to the joint mission concept and objective. (includes airdrop, air assault, fuel bladder training, aircraft load training, and service school support.)

**Maximum On Ground (MOG)** - Maximum number of aircraft that can be accommodated at one time at a specific location due to limitations of space, servicing capabilities, cargo handling, or other considerations.

**Mission Project Wing** - The airlift wing designated as mission command. This wing will designate a mission commander who will assume complete responsibility for the success of the mission.

**Mission Support Team (MST)** - AMC support team--similar to an ALCE but lacking an Airlift Operations Center (AOC) function.

**Pacific Airlift Management Office (PAMO)** - A division of Headquarters Pacific Air Forces, Directorate of Operations, the USCINCPAC designated agent and single point of contact for USPACOM theater airlift requirements/allocation. For more details, see USCINCPACINST 4630.3.

**Requirements Channel** - Missions scheduled according to movement requirements 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)** - Airlift support of user-funded airlift requirements which requires special pickup or delivery at points other than those within the AMC channel network or which require special consideration because of troops/passengers involved, weight or size of cargo, urgency or sensitivity of movement, or other special features.

**Sortie** - One takeoff and landing from onload to offload.

**Tanker Airlift Control Element (TALCE)** - A composite AMC organization made up of various functional areas tailored to support airlift missions transiting locations where command and control, mission reporting, or support functions as required, are non-existent or require augmentation.

**Tactical Airlift Liaison Officer (TALO)** - Airlift qualified liaison officer assigned duties with US Army Combat Units.

**Time of Arrival (TOA)** - Scheduled landing time (can be scheduled or actual time - check local policy)

**Time Over Target (TOT)** - Scheduled time for the first paratrooper or airdrop load to exit the aircraft.

**7. General Airlift Planning Data.** The following information applies to all missions or as indicated. To find data on individual aircraft types, see the chapter that deals with that particular airplane.

7.1. Military Airlift Missions: Use this information to plan for missions moving on C-130s, C-141s, C-5s, KC-10s, or C-17s.

7.1.1. 463L pallets - 463L pallets are the standard pallets used for moving military cargo. They are 88 inches long by 108 inches wide and 2 1/2 inches high. The usable surface of a pallet is 84 inches by 104 inches. A low profile pallet is up to 76 inches tall when built, and a high profile pallet is over 76 inches tall when built, but not over 96 inches. An average built pallet weighs 4000 pounds, but can weigh up to 10,000 pounds depending on the aircraft and the pallet position. The cube (cubic feet) of a pallet (or any piece of cargo) is found by multiplying length X width X height in inches then dividing by 1728.

7.1.2. Dunnage/Shoring/Tie-Downs - Using units are responsible for providing dunnage (4" X 4" X 8' ea.) per pallet and appropriate shoring for the deployment and redeployment of all equipment and pallets on dedicated airlift missions. All military aircraft carry some tie-down straps and chains, but inventory may vary due to previous mission requirements.

7.1.3. Responsibilities - All airlift users have certain responsibilities, as does AMC. These responsibilities are identified in AFM 55-12, AFR 76-6, FMFM 4-6, and OPNAVINST 4630.27, Movement of Units in Air Force Aircraft. The chart below outlines AMC and user responsibilities.

**8. Unit Movement Responsibilities.** AMC and the services will perform the following responsibilities as indicated.

| UNIT-MOVE FUNCTIONS | RESPONSIBLE UNIT | |
|---|---|---|
| | **AMC** | **SERVICE** |
| | | |
| 1. Prepare cargo (weigh, mark, measure, load, secure, | | X |
| manifest, and compute CG). | | |
| 2. Prepare passenger manifest. | | X |
| 3. Prepare/certify hazardous cargo. | | X |
| 4. Prepare/certify load plans. | | X |
| 5. Provide load teams. | | X |
| 6. Load/secure/off-load cargo. | | X |
| 7. Provide shoring, dunnage, and vehicle operators. | | X |
| 8. Establish/operate AACG/DACG. | | X |
| 9. Validate load plans. | X | |
| 10. Validate passenger manifests. | X | |
| 11. Supervise load teams. | X | |
| 12. Provide technical assistance. | X | |
| 13. Provide aircraft control. | X | |
| 14. Provide control of aerial port load teams. | X | X |
| 15. Coordinate airflow information. | X | |
| 16. Provide MHE/CHE (see Note). | X | X |
| 17. Provide MHE/CHE operators (see Note). | X | X |
| 18. Perform MHE/CHE maintenance (see Note). | X | X |
| 19. Perform joint inspection. | X | X |
| | | |
| NOTE: AMC will provide the capability of user and will also provide/operate any MHE/CHE that is unique to AMC, such as wide-body loaders, and so forth. | | |

8.1. Baggage. Baggage is required to be palletized for missions with over 20 passengers. Normal baggage allowed is two pieces at no more than 70 pounds each. One carry-on is authorized but must fit under the seat. Baggage weight is not included in cargo weights in a TPFDD.

**9. Reporting Times.** Normal passenger reporting times vary from place to place. As a general planning figure it is safe to use three hours before take-off from a large established port, and four hours before take-off for deployed units. The best

source of information for reporting times is the local AMC port or ALCE. Cargo reporting times also vary according to the place of operation. The cargo joint inspection is 24 hours prior to scheduled take-off, but the cargo reporting time is dependent on the needs of the AACG/DACG or local aerial port.

**10. Comfort Pallets.** A comfort pallet contains a galley and two latrines. A comfort pallet is most commonly used on a C-141, although C-5s and C-130s can transport them. On C-141s, the pallet is loaded in pallet position one. The standard planning weight is 4359 pounds.

**11. Seating.** The C-141 and C-130 have (two types of seats available). sidewall and centerline troop seats (red seats) or aft-facing airline seats (blue seats). The weight of red seats is negligible and is not considered when load planning, because they are considered aircraft equipment. Blue seats add additional weight and must be considered when load planning for ACL and CG computations. A set of three blue seats weighs approximately 94 pounds. A C-5 has permanent airline seats in its upper compartment and will only require additional seats in an airbus configuration (not shown in this publication). For configurations and spacing of seats see individual airframe chapters.

**12. KC-10 Dual Role Requirements.** To qualify for a dual role KC-10 mission, the following requirements must be met. All other information about the KC-10 (configurations, capacities, etc.) can be found in the KC-10 chapter.

- Minimum of 6 pallets or 6 pallet positions, of cargo (not to include baggage pallets) per KC-10.
- The KC-10 must have an AAR with the cargo's owning unit. The cargo must be connected to the unit with the AAR.
- The primary mission is AAR. The cargo is an ancillary product.
- The cargo portion must be a validated SAAM with number. The SAAM request does not satisfy request requirements for fuel delivery. Tanker request must be submitted.
- Although the cargo movement portion of the mission is free to the user, any positioning and/or depositioning of MHE will be at the users expense.
- Installed 463L sub-floor is not normally available. Units should provide pre-palletized rolling stock in a ready-to-load condition.

**13. Standard Passenger Planning Weights.** Standard weights can be used for transport of troops on AMC aircraft (C-5, C-17, C-141, C-130, KC-10 and KC-135 aircraft), but federal aviation regulations prohibit use of standard weights for transporting troops on commercial aircraft. Actual or interrogated weights shall be used on commercial aircraft. See the AMC-Chartered Commercial Missions below for procedures. Only under actual contingency or wartime situations will planning weights be used in lieu of actual weights when manifesting passengers and cargo on military aircraft.

- Ground troops with web gear and weapon or ground troops with carry-on baggage: 210 pounds.
- Ground troops with web gear, weapon, and rucksack or ground troops with combat equipment/tools:
- Training = 250 pounds. Combat = 300 pounds. Rucksacks = Training 40 pounds, Combat 80 pounds.
- Ground troops with duffel bag, web gear, weapon, and rucksack or ground troops with duffel bag and combat equipment/tools: Training = 350 pounds. Combat = 400 pounds.
- Parachutist with web gear, weapon, and rucksack: Training = 300 pounds. Combat = 350 pounds.
- Parachutist with no weapon or equipment: 220 pounds.
- Passenger with no bag: 175 pounds.
- Passenger with handcarried bag: 195 pounds.
- Other planning weights: Hand-carried weapon: 10 pounds. Mobility bags: 25 pounds each. Mobility pack (mask, web gear, and helmet): 20 pounds. Tool box: 55 pounds. Checked baggage: 70 pounds.

**14. Planning ACLs.** The following chart identifies some standard planning ACLs. These ACLs change from day-to-day and season-to-season, but can be used for general planning.

14.1. Airlift ACL Planning Factors.

| | To WESTPAC | From WESTPAC |
|---|---|---|
| C-5 from CONUS by NORTHPAC | 70 ST | 75 ST |
| C-5 from CONUS by MIDPAC | 70 ST | 75 ST |
| C-5 from WESTPAC | 100 ST | 100 ST |
| C-141 from CONUS by NORTHPAC | 20 ST | 25 ST |

| | | |
|---|---|---|
| C-141 from CONUS by MIDPAC | 20 ST | 25 ST |
| C-141 from WESTPAC | 25 ST | 25 ST |
| C-130 from CONUS by NORTHPAC | 7.5 ST | 7.5 ST |
| C-130 from MIDPAC | 7.5 ST | 7.5 ST |
| C-130 from WESTPAC | 15 ST | 15 ST |

NOTES:
1. These are not definitive weights and are contingent on weather (winds), critical leg, etc.
2. Use of a comfort pallet will decrease ACL.
3. Aft-facing blue seats will decrease ACL.

**15. AMC-Chartered Commercial Missions:** The following information contains some general planning guidance for AMC-Chartered commercial missions.

15.1. Standard Passenger Planning Weights. The following planning weights/procedures apply to individuals transported on AMC-Chartered commercial aircraft.

15.1.1. Noncombat-equipped troops: 175 pounds.

15.1.2. Combat-equipped troops with carry-on bag only: 210 pounds.

15.1.3. Combat-equipped troop with web gear and weapon: 210 pounds.

15.1.4. Combat-equipped troop with web gear, weapon, and carry-on baggage: 230 pounds.

15.1.5. If scales are not available, interrogated weights of individuals can be used. After asking each individual their weight, use the following additive item weights as necessary to determine the total weight of the traveller.

| | |
|---|---|
| Boots: 5 pounds. | Helmet: 5 pounds. |
| Uniform: 5 pounds. | Web gear: 12 pounds. |
| Weapon: 10 pounds. | Hand-carried baggage: 20 pounds. |

15.1.6. All other items will be transported in the cargo area and will be weighed with the bins.

15.2. Positioning. The following positioning (show) times are a good planning guide for commercial charters:

15.2.1. Baggage. Four to five hours prior to scheduled departure (two hours prior to the aircraft positioning) for a SAAM/exercise mission to allow for the pallets to be built or the LD-3 containers to be filled and weighed prior to the aircraft arriving. For a channel mission, check-in is 1 1/2 hours prior to departure. The troops should be weighed and ready to board when the crew arrives.

15.2.2. Aircraft. The aircraft is contractually required to position 3 hours prior to departure for 250 passengers or more and 2 hours for under 250 passengers. The crew is to position 1 hour prior to departure.

15.2.3. Baggage Loading. American Trans Air (ATA), Federal Express (FEDEX), Tower, and World aircraft will be equipped for bulk or pallet loading. Northwest will utilize LD-3 containers in the forward compartment, and will have 4 pallet positions for bulk or prebuilt pallet loading in the aft section. If a lower lobe loader or 40K loader with extension is available, 14 LD-3
containers will be provided. If no loader is available, 7 LD-3s will be used and bags will be on and offloaded within the aircraft. Remember, a loader is needed for offload as well as onload.

15.2.4. Rucksacks. Rucksacks are considered baggage and will be loaded in the cargo compartment. All baggage/equipment loaded in the cargo compartment must be weighed.

15.2.5. Handcarried Baggage. Handcarried baggage cannot exceed a total of 45 inches (length plus height plus width). All handcarried over 45 inches will be placed in the belly.

15.3. Weapons. THE TROOP COMMANDER IS PERSONALLY RESPONSIBLE FOR GUARANTEEING WEAPONS ARE CLEARED OF AMMUNITION AND CLIPS ARE REMOVED DURING THE FLIGHT.
15.3.1. At en route stops, keep the weapons on board with a guard.

15.3.2. Military police are allowed 5 rounds of ammunition which will be removed from the weapon and given to the aircraft commander for the duration of the flight.

15.3.3. M-16s should be put under the seat parallel to the aisle. They can't block the feet space or the aisle.

15.3.4. Smoking - Smoking is prohibited on all AMC military and contract commercial flights.

15.3.5. Movies - Movies will be shown if the flight is long enough. Expect a charge for headsets.

15.3.6. Meals - In flight meals are subject to the following limitations. No more than 6 hours shall elapse between meals. No alcoholic beverages will be served on JCS-funded exercise missions or if weapons are on board.

15.3.6.1. In-Flight Meal Policy.

| Flight is less than 6 hours: | | | Flight is over 6 hours: | | |
|---|---|---|---|---|---|
| Flight Segment | Snack | Meal | Flight Segment | Snack | Meal |
| 1 1/2 to 3 hours | X | | 2 to 4 hours | X | |
| 3 to 6 hours (see NOTE) | X | | 4 to 6 hours | | X |
| | | | 6 to 9 hours | X | X |
| | | | Over 9 hours | | 2 |

NOTE: Exception: A snack may be served if a meal was served on the previous segment or if the mission operates between 2200-0200 local.

15.4. Cancellation Charges - The following chart identifies the cost of cancelling commercial missions already chartered by AMC:

| Days Before Scheduled Operation | Pax Mission | Cargo Mission |
|---|---|---|
| 7 days or less | 31.8 % | 31.6 % |
| 8 to 14 days | 19.8 % | 21.8 % |
| 15 to 30 days | 11.3 % | 10.2 % |
| 31 to 75 days | 7.0 % | 7.0 % |

Missions bought less than 14 days prior to operating date and subsequently cancelled will be paid 19.8 % for passenger and 21.8 % for cargo missions.

15.5. Delays - If an AMC arranged commercial charter aircraft dedicated to your group's use is delayed, your group will be supported by AMC or the carrier. The contract administrator, troop commander, contract coordinator, and carrier will make decisions jointly. Some items that are considered when making decisions concerning delays are:

15.5.1. The length and location of the delay.

15.5.2. Is the delay due to carrier controllable or non-controllable reasons?

15.5.3. Are the troops carrying weapons?

15.5.4. The need for meals, billeting, and transportation.

15.5.5. The overall impact of the delay (i.e., destination station restrictions, follow-on missions, passenger comfort and convenience, availability of alternate airlift, etc.) if a commercial chartered flight is delayed and you are not satisfied with

the process, you should contact the local passenger service representative or contract coordinator (CONCOR) at the passenger terminal. If they cannot satisfactorily address your concerns, call the nearest contract administrator.

**16. Long Range Aircraft ACLs** - The following is a chart that identifies ACLs for long range commercial aircraft. Keep in mind that as with military aircraft, the ACLs are contingent upon critical legs, weather, etc.

16.1. Long Range Passenger:

| CARRIER | TYPE A/C | ON BOARD SEATS | PAID ACL/SEATS | GUARANTEED PAYLOAD/POUNDS |
|---|---|---|---|---|
| Air Transport Intl Limited (ATN) | DC 8-62 | | 27 pax/10 pallets | 72,000 |
| | Combi | | 33 pax/10 pallets | 72,000 |
| Amercian Trans Air (AMT) | B757 | 216 | 190 | 52,000 |
| | L1011-50 | 362 | 280 | 82,000 |
| | L1011-100 | 362 | 280 | 94,000 |
| Carnival | A300-B4 | 254 | 200 | 48,000 |
| Evergreen Int'l (HAL) | B747-200 | | 400 | 150,000 |
| Northwest Airlines (NWA) | B747-200 | 360 | 360 | 130,000-150,000 |
| | DC10-40 | 288 | 280 | 93,800 |
| Rich International (RIA) | DC8-62 | | 190 | 46,000 |
| | DC8-63 | | 210 | 60,000 |
| | L1011 | | 280 | 89,900 |
| | DC8-62 (Combi) | | 10/30 pax | 55,400 |
| Sun Country (SCX) | DC10-10 | 380 | 280 | 90,000 |
| Tower Air (TOW) | B747 | 470 | 400 | 150,000-160,000 |
| Trans World Airlines | L1011 | | 280 | 80,000-90,000 |
| (TWA) | B747-100 | 425 | 400 | 125,000 |
| | B767-200 | | 200 | |
| World Airways (WOA) | DC10-30 | 355 | 330 | 97,000 |
| | DC10-30 | 364 | 330 | 119,000 |
| | MD11 | 409 | 360 | 125,000-130,000 |

16.2. Long Range Cargo.

| CARRIER | TYPE A/C | PALLET POSITION | GUARANTEED PAYLOAD/POUNDS | PAID ACL/TONS |
|---|---|---|---|---|
| Air Transport Int'l (ATN) | DC8-61 | 18 | 90,000 | 45 |
| | DC8-62 | 14 | 78,400 | 39.2 |
| | DC8-63 | 18 | 90,000 | 45 |
| | DC8-62 (Combi) | 10/29pax | 72,000 | |

| | | | | |
|---|---|---|---|---|
| American Int'l | DC 8-51 | 13 | 59,000 | 36.5 |
| Airways(CKS) | DC8-54 | 13 | 75,000 | 36.5 |
| | DC8-55 | 13 | 95,000 | 36.5 |
| | DC8-61 | 18 | 92,000 | 45 |
| **CARRIER** | **TYPE A/C** | **PALLET POSITION** | **GUARANTEED PAYLOAD/POUNDS** | **PAID ACL/TONS** |
| | DC8-63 | 18 | 90,000 | 45 |
| | DC8-73 | 18 | 90,000 | 45 |
| | B747 | 42 | 200,000 | 90 |
| Arrow Air | DC8-63 | 18 | 90,000 | 45 |
| (APW) | DC8-62 | 14 | 78,000 | 39.2 |
| Atlas Air | B747-100 | 42 | 180,000 | 90 |
| (UIE) | B747-200 | 42 | 180,000 | 90 |
| Buffalo Airways | B707 | 13 | 90,000 | 36.5 |
| (BVA) | DC8-63 | 18 | 85,000 | 45 |
| Burlington | DC8-71` | 18 | 85,000 | 45 |
| DHI, Airways | DC8-73 | 18 | 90,000 | 45 |
| (DHL) | | | | |
| Emery Worldwide | DC8-62 | 14 | 90,000 | 39.2 |
| (EWW) | DC8-63 | 18 | 90,000 | 45 |
| | DC8-73 | 18 | 90,000 | 45 |
| Evergreen Int'l | DC8-62 | 14 | 78,400 | 39.2 |
| (EIA) | DC8-73 | 18 | 90,000 | 45 |
| | B747-100 | 42 | 180,000 | 90 |
| | B747-200** | 42 | 180,000 | 90 |
| Federal Express | DC10 | 30 | 150,000 | 75 |
| (FDX) | MD11 | 35 | 180,000 | 82 |
| | B747 | 42 | 180,000 | 90 |
| Northwest Airlines | B747-200*** | 42 | 180,000 | 90 |
| (NWA) | | | | |
| Rich International | DC-8-62 (Combi) | 10/30 pax | 55,400 | |
| Southern Air | L100 | 8 | 46,000 | 23 |
| Transport(SAT) | DC8-71 | 18 | 90,000 | 45 |
| | B747 | 42 | 180,000 | 90 |
| Tower Air | B747 | 42 | 180,000 | 90 |
| (TOW) | | | | |
| United Parcel | B747-100 | 38**** | 180,000 | 90 |
| Service Co.(UPS) | | | | |
| World Airways | DC10-30 | 30 | 150,000 | 75 |
| (WOA) | MD11 | 35 | 198,000 | 82 |

| | | | | |
|---|---|---|---|---|
| Zantop(ZAN) | DC8-54 | 13 | 73,000 | 36.5 |

**Nose-loaded limited in height.
***NWA does not do peacetime flying.
****One pallet in belly of A/C used for Flyway Kit/UPS does not do peacetime flying.

| **CARRIER** | **TYPE A/C** | **ON BOARD SEATS** | **PAID ACL/SEATS** | **GUARANTEED PAYLOAD/POUNDS** |
|---|---|---|---|---|
| Alaska Airlines | MD-80 | 140 | 130 | 37,400 |
| (ASA) | B737-400 | 140 | to be determined | |
| | B737-200 (Combi) | | to be determined | |
| American Trans Air (AMT) | B727-200 | 173 | 140 | 35,000 |
| Carnival Airlines | B727-200 | 173 | 140 | 35,000 |
| (RIV) | B727-200 | 173 | 140 | 35,000 |
| Express One | B727-100 | | 113 | 28,589 |
| (JED) | B727-200 | | 140 | 36,125-41,097 |
| Miami Air (MYW) | B727-200 | 173 | 140 | 38,000 |
| Trans World Airlines | B727-100 | | 113 | 30,000 |
| | | | 140 | 30,000 |

**17. JCS Exercise Missions:** The following information pertains to missions scheduled for Joint Chiefs of Staff-directed exercises.

17..1. Airlift Policies - These airlift policies are provided for JCS exercises, but can pertain to any airlift.

17.1.1. Adhere to published guidance about the particular exercise in question.

17.1.2. Plan efficient loads, then fly efficient loads with the most economical routing.

17.1.3. All changes made outside of normally scheduled conferences must be validated/coordinated through component validators, and addressed in teleconference.

17.1.4. Space on all aircraft is centrally controlled to efficiently use all space/seats and to minimize commercial airlift costs. Normally, all cargo and personnel move by dedicated air/sealift. Authorizations for exceptions are granted by the controlling command, and USTRANSCOM.

17.1.5. Two (2) bags each per pax at 70 pounds per bag.

17.1.5.1. Additional baggage must be authorized in advance and designated "pro gear" in the individual's orders. Additional baggage weight must also be reflected in the exercise TPFDD.

17.1.6. Mobility bags (A, B, C) are not normally authorized as excess baggage. These items should be palletized and considered as cargo.

17.2. Leave Policy in Conjunction with JCS Exercises - The following is a restatement of policies found in DOD Regulation 4515.13R.

- "Members who take leave at the end of an exercise and dedicated air is directed for the return trip, will not be able to receive a GTR or MTA for return transportation to the home station. Instead, the member will be required to

personally arrange/purchase transportation with no reimbursement authorized. Members must travel to/from a TDY location in a duty status prohibiting leave Space A entitlements."

17.3. ACL Planning Factors - Aircraft ACLs are no different for JCS Exercises than any other time you use airlift. ACLs may vary with the exercise, refer to EXPLAN or other exercise directives for exact ACL.

17.4. JOPES - The Joint Operation Planning and Execution System (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 and war operations. Contact your local WWMCCS office for more information on JOPES.

17.5. WWMCCS - The Worldwide Military Command and Control System (WWMCCS) is the system that provides the means for operational direction and technical administrative support involved in the function of command and control of US military forces. WWMCCS furnishes a multipath channel of secure communications to transmit information from primary sources to those who must make decisions and to transmit their decisions to subordinates. WWMCCS capability is available at all levels of the military, but not at all locations. It is made up of three systems, Telecommunications Network (TELNET), File Transfer Service (FTS), and Teleconferencing (TLCF). The most common system used in exercises is TLCF. TLCF permits several or all interconnected WWMCCS sites to simultaneously confer, exchange textual information, and/or assist in command decision-making in a secure atmosphere. NOTE: WWMCCS will be replaced in the near future by the Global Command and Control System (GCCS). While JOPES and TLCF capability will continue in GCCS, the nature of the applications as described here may change. In addition, referenced regulations and manuals will become obsolete. Unfortunately, this information wasn't available for inclusion here.

17.5.1. TPFDD - The Time-Phased Force and Deployment Data is the computer-supported database portion of an operation plan (OPLAN). It contains time-phased force data, non-unit-related data, and movement data for the OPLAN, including:

- In-place units;
- Units to be deployed to support the OPLAN, with a priority indicating the desired sequence for their arrival at ports of debarkation on a given day;
- Routing of forces to be deployed;
- Mobility data associated with deploying forces;
  Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces;
- Estimate of transportation requirements that must be fulfilled by common-user lift resources, and also those requirements that can be fulfilled by assigned or attached transportation resources.

17.5.2. The Time-Phased Force Deployment Listing (TPFDL) is a generated listing of selected data in the TPFDD. The following chart identifies/explains some codes used in the TPFDD/L.

**18. TPFDD Transportation Mode and Source Codes.**

| Mode Code | Source Code | Explanation |
|---|---|---|
| A | C | Air via aircraft under control of supporting CINC |
| A | D | Air via aircraft under control of supported CINC |
| A | H | Air via required units' organic aircraft (own vehicles) |
| A | K | Air via AMC |
| A | M | Air via aircraft not assigned to CINC |
| A | N | Air via aircraft under control of host nation |
| A | S | Air via ACC |
| S | C | Sea via US Navy or USCG ship, but not MSC, under control of supporting CINC |
| S | D | Sea via US Navy or USCG ship, but not MSC, under control of supported CINC |
| S | E | Sea via MSC ship |
| S | H | Sea via required units' own sea transport (vessels capable of sea transit without assistance) |
| S | N | Sea via host nation ship |

| | | |
|---|---|---|
| S | W | Sea via MSC control ship for Assault Follow on Echelon (AFOE) |
| L | C | Land transport, under operational control of supporting CINC (to other than a CONUS SPOE) |
| L | D | Land transport, under operational control of supported CINC (to other than a CONUS SPOE) |
| L | G | Land via MTMC arranged transport (includes ITO-Delegated Authority Routing) |
| L | H | Land via required units' organic land transport neither under operational control of a CINC nor arranged by MTMC |
| L | N | Land transport under control of host nation |
| P | C | Mode of transport optional; source is supporting CINC (to other than a CONUS SPOE) |
| P | D | Mode of transport optional; source is supported CINC (to other than CONUS SPOE) |
| P | G | Mode of transport optional; source is MTMC (CONUS use only) |
| P | N | Mode of transport optional; source is host nation |
| X | G | No transport required; origin and POE same (CONUS SPOE) |
| X | X | No transport required; origin and POE same (not a CONUS SPOE); or POD and destination same |
| Z | | Unit in place at its final destination (Source Code Blank) |

**19. Milestones** - Every exercise has planning milestones to be completed. Milestones are based on required completion dates of critical planning elements.

**20. Redeployment Management** - JCS Exercise Redeployment is handled similar to the deployment. ULNs are entered into a TPFDD where HQ AMC flows missions against the requirements.

**21. A/DACG** - Arrival/Departure Airfield Control Group (A/DACG) coordinates and controls the outloading and offloading of units for deployment and redeployment. The A/DACG is the transported unit's point of contact with the Air Force ALCE at the departure or arrival airfield. In the Air Force, the A/DACG functions are performed by the Deployment Control Center (DCC) IAW AFI 10-403. Specific responsibilities of both the DACG and the AACG are identified in the chart below. Governing regulations include:

- Local Base Mobility Plans.
- Local Unit Movement Plans.
- AFJMAN 24-204, TM 38-250, NAVSUP PUB 505, MCO P4030.19E, and DLAM 4145.3 - Preparing Hazardous Materials for Military Air Shipments.
- AFR 76-6, FM 55-12, FMFM 4-6, AND OPNAVINST 4630.27A - Movement of Units in Air Force Aircraft.
- AMC Regulations 55-47 - Aircraft Configuration/Mission Planning.

**22. TALCE** - The Tanker Airlift Control Element (TALCE) is an AMC element employed to departure airfields, en route, and/or at arrival airfields used by airlift units. Its mission is to plan airlift control operations for a given base and to control, coordinate, and report airlift operations at that base.

22.1. The TALCE maintains operational control over Air Force airlift units and all airlift aircraft participating in an operation at the TALCE site. The TALCE coordinates all Air Force operational aspects of the airlift mission. It is responsible for aircraft movement control, communications, technical supervision of loading and off-loading operations, aeromedical evacuation, and marshaling of aircraft. It provides continuous liaison with all interested agencies to ensure that the operation is proceeding according to plan.

22.2. In situations where a complete TALCE is not required, a Mission Support Team (MST) will provide the air movement coordinating activities of an TALCE. The MST is relatively small, but provides maintenance, aerial port, and related functions, as required.

**23. References for more detailed JOPES information.**

| AREA | CONTENT SUMMARY | REFERENCE |
|---|---|---|
| JOPES | General description of system capabilities, functions, screen navigation, and log-on/ log-off. | JOPES Users Manual, CSM-UM 339-90 (Revised), Vol 1, 16 Nov 90 |
| WIN | Procedures to use WWMCCS Intercomputer Network Telecommunications Network | JDSSC Technical Memorandum, TM 245-88, 29 Jul 88 and JDSSC, WIN Technical User's Pocket |

| | |
|---|---|
| (TELNET), File Transfer Service (FTS), Teleconferencing (TLCF) and Time Sharing System | Guide, WIN 5.0, 29 Jul 88 |

**24. TPFDD TIMES.**

- C-Day - The unnamed day on which movement in a deployment operation begins or is to begin. The deployment may be movement of troops, cargo, weapon systems, or a combination of these elements using any or all types of transportation.
- D-Day - The unnamed day that a particular operation (i.e., land assault, air strike, naval bombardment, parachute assault, or amphibious assault) commences or is to commence. An operation may be the commencement of hostilities.
- K-Day - The date for the introduction of a convoy system on any particular convoy lane.
- M-Day - The day mobilization begins or is to begin.
- N-Day - An unnamed day before C-day (N002 = 2 days before C-day).
- A-Hour (Alert Hour) - The time designated by the JCS when generation of nonalert forces will commence.
- H-Hour - The specific hour on D-day when particular operations commence or are to commence.
- L-Hour - The specific hour on C-day when a deployment operation commences or is to commence (usually 0001Z).
- F-Hour - The effective time of announcement by the Secretary of Defense to the military department of a decision to mobilize Reserves.
- T-Day - The first day of the month in which scheduled airlift is to begin. (TPFDD validation is usually T-70).

**25. AIRFLOW STOP CODES.**

| | |
|---|---|
| A = Airdrop | P = Position |
| B = Both onload/offload | R = Air refuel |
| E = En route | T = Terminate |
| O = Onload | U = Offload (Unload) |

**26. A/DACG Responsibilities.**

| **RESPONSIBILITIES** | **DACG** | **AACG** |
|---|---|---|
| Validate the number of personnel and type and quantity of cargo and equipment to be moved. | X | |
| Coordinate with TALCE prior to arrival of inbound aircraft to determine support requirements. | | X |
| Ascertain the time frame during which out/offloading will be accomplished. | X | X |
| Confirm and determine departure/arrival airfield(s) and marshalling/release and holding areas. | X | X |
| Determine user support equipment requirements (MHE, POL, contact teams, inspection area, lighting, weighing devices, pusher vehicles, and facilities). | X | X |
| Develop the organizational structure and staffing. | X | X |
| Request AMC to provide MHE if necessary. | X | X |

| | | |
|---|---|---|
| Establish liaison with deploying unit, ALCE, and other supporting activities. | X | X |
| Coordinate with the ALCE to establish training requirements. | X | X |
| Coordinate US and Foreign border clearance requirements and procedures and set up sterile passenger and cargo holding areas as required. | X | X |
| Determine fire protection requirements. | X | X |
| Coordinates for all ground feeding, passenger holding, and beddown of all user deploying forces prior to being airlifted or after deplaning at the APOD. | X | X |

**27. Average ground times for contingency and exercise planning.**

| Type | Onload | En route | Offload | Turnaround |
|---|---|---|---|---|
| *Military Aircraft* | | | | |
| C-5A/B | 3+45 | 2+15 | 3+15 | ------ |
| KC-10 | 5+00 | 1+30 | 3+00 | ------ |
| C-130 | 1+30 | 1+30 | 1+30 | ------ |
| C-141 | 2+15 | 2+15 | 2+15 | ------ |
| *Commercial Aircraft* | | | | |
| *Bulk Cargo* | | | | |
| 1-7 Pallets | 3+00 | 1+30 | +45 | 3+00 |
| 8-13 Pallets | 3+00 | 1+30 | 1+00 | 3+00 |
| 14-18 Pallets | 3+30 | 1+30 | 1+15 | 3+30 |
| 19+ Pallets | 5+00 | 1+30 | 3+00 | 5+00 |
| *Oversize* | | | | |
| 1-25 Ton ACL | 4+00 | 1+30 | 2+00 | 4+00 |
| 26+ Ton ACL | 5+00 | 1+30 | 3+00 | 5+00 |
| *Passenger Only* | | | | |
| 205-250 Pax | 2+00 | 1+30 | 2+00 | 2+30 |
| 251+ Pax | 3+00 | 1+30 | 3+00 | 3+30 |

NOTE: All times are in hours and minutes.

**28. SAAM price estimates.**

28.1. To obtain an estimated SAAM cost, use the Air Mobility Command's US Government Airlift Rates and Non-US Government Airlift Rates published in AFR 76-11. You can obtain a copy of this regulation by writing to HQ AMC/FMIBR (Attn.: Ms. Jan Brown), 402 Scott Drive, Room 132, Scott AFB, IL 62225-5363.

28.2. Effective 1 Jan 93, the method of pricing SAAMs changed to actual hours flown/used multiplied by the flying hour rate (by type of aircraft) as shown in the current AFR 76-11. Flying hour rates change for each fiscal year and AFR 76-11 is published once a year, and effective 1 Oct FY.

28.3. The following are FY 96/97 flying hour rates. Be sure to update your yearly rates before calculating cost estimates.

| Aircraft | FY 96 rate (for JCS & SAAM) | FY 97 rate |
|---|---|---|
| C-141 | $4,813 | $4,553 |
| C-5 | $11,341 | $10,729 |
| C-130 | $3,574 | $3,381 |
| C-17 | $5,694 | $5,979 |

| | | |
|---|---|---|
| KC-10(Non Dual Role) | $7,316 | $6,921 |
| KC-135 | $3,654 | $3,448 |

28.4. To determine the cost, look up the point-to-point flying hours. Don't forget to add flying hours for positioning and depositioning legs as appropriate or as a "worst case" estimate. Multiply the total hours by the flying hour rate for the desired aircraft.

**EXAMPLE**: You need a C-141 to go from Kadena AB, Japan to Utaphao, Thailand.

(Assume C-141 already positioned at Kadena)

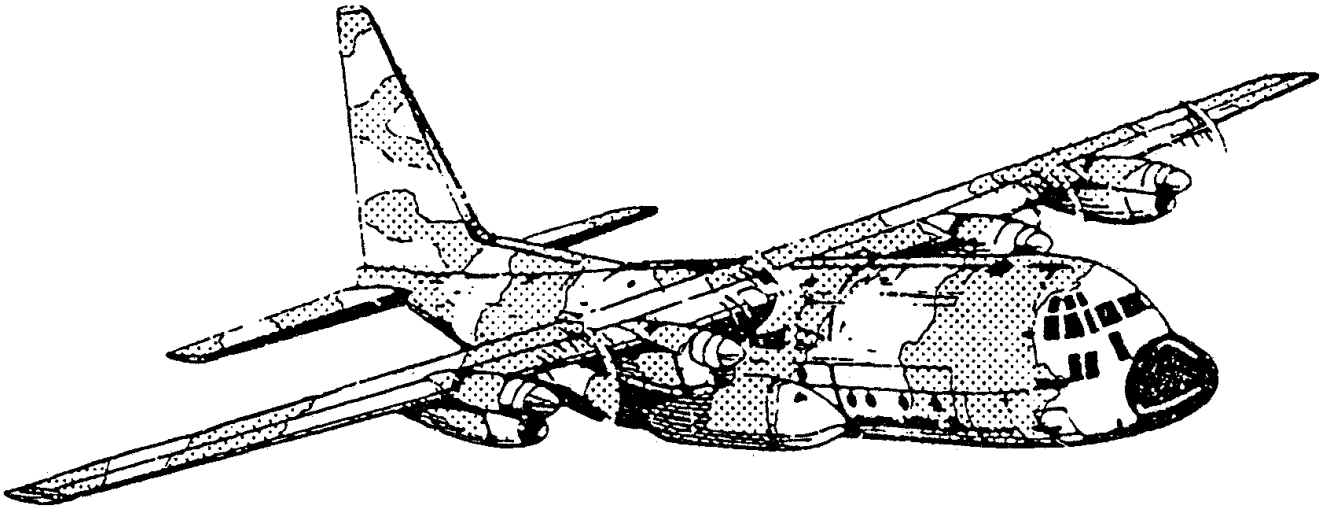
| | | |
|---|---|---|
| (Active Leg) | Kadena to Utaphao | 5.5 hours X $4,813 = $26,471 |
| (deposition) | Utaphao to Kadena | 5.6 hours X $4,813 = $26,952 |
| | | TOTAL **$53,423** |

(Assume C-141 is home station launch from Travis AFB CA)

| | | |
|---|---|---|
| (Positioning Leg) | Travis to Hickam | 5.8 hours X $4,813 = $27,915 |
| (Positioning Leg) | Hickam to Kadena | 10.8 hours X $4,813 = $51,980 |
| (Active Leg) | Kadena to Utaphao | 5.5 hours X $4,813 = $26,471 |
| (Depositioning) | Utaphao to Guam | 7.1 hours X $4,813 = $34,172 |
| (Depositioning) | Guam to Hickam | 7.8 hours X $4,813 = $37,541 |
| (Depositioning) | Hickam to Travis | 5.2 hours X $4,813 = $25,027 |
| | | TOTAL **$203,106** |

28.5. SAAM requests received by AMC SAAM Shop 30 days or more in advance of the date of operation, will be eligible for a **Ten Percent** rebate. There is also a Ten Percent discount for certain one-way SAAMs. Details on these incentives are found in AFR 76-11.

**29. LOCKHEED 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 use would be 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 to be used as an intertheater airlift airplane (i.e., continent to continent airlift).



29.1. C-130 Planning Data.

- Maximum Takeoff Weight: 155,000 pounds

- Normal Operating weight: 80,000 pounds
- * Peacetime Planning ACL: 25,000 pounds
- * Wartime Planning ACL: 38,800 pounds
- * Maximum Design ACL: 45,000 pounds

CARGO COMPARTMENT

- Length - 598 inches
- Width - 123 inches **
- Height - 108 inches **

CARGO AREA: From Fuselage Station 257 to 737 (main cargo floor) and from station 737 to 869 (aircraft ramp).

VEHICLE LOADING: 35-inch treadways extend the entire length of the cargo compartment (FS 257 to 867).

MAXIMUM AXLE WEIGHTS:

- Station 257 to 337 and Station 682 to 737 : 6,000 pounds
- Station 337 to 682 : 13,000 pounds
- Aircraft Ramp (Station 737 to 869) : 3,500 pounds

PALLETIZED CARGO LOADING: Maximum allowables using HCU-7/E and HCU-15/C nets -

- Pallet positions 1 thru 4 : 10,354 pounds ***
- Pallet positions 5 : 8,500 pounds ***
- Pallet positions 6 (ramp) : 4664 *** +
- Height of pallet positions 1 thru 5 : 96 inches
- Height of pallet position 6 : 76 inches
- A minimum 6-inch aisleway must be provided on the left hand side of pallets positioned in the wheel well area (pallet positions 3 and 4)

PASSENGER LOADING:

| | |
|---|---|
| • Airline seats plus one comfort pallet | • 40 passengers |
| • Web passenger seats | • 90 passengers |
| • Paratroops | • 64 paratroops |
| • Litter patients (plus med crew) | • 72 litters |
| • Full sidewell seats only | • 41 passengers |
| • MAXIMUM ON OVER-WATER FLIGHTS | • 74 passengers |

NOTES:
* 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 the weight of any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full utilization of the compartment space. Flight route segments less than critical leg distances may allow for more or less ACL depending on wind factors.

** Cargo must be six inches from the sides and top of the aircraft. With dual rails installed, the cargo compartment floor is limited to 106 inches wide. Ramp height is restricted to 80 inches when closed.

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

+ Maximum weight on the aircraft ramp is 5,000 pounds including the weight of the aircraft dual rails and rollers.

- Any passenger load requires a minimum of one loadmaster in the cargo compartment; two loadmasters are required if more than 40 passengers are carried.

- Width of cargo affects the use of sidewall seats. If the vehicle exceeds 76 inches wide, seats will be available only on one side of the aircraft if the wide cargo can be loaded off-center to the right side of the aircraft.

- Passengers will NOT occupy a seat closer than 30 inches from strapped or netted cargo.

Restraint:

1. Pallets are restrained to the aircraft by detent locks. If the pallet is properly built and nets installed correctly, no additional restraint is required.

2. Tie-down rings that have a 10,000-pound rated capacity are installed in a 20-inch grid pattern on the cargo floor.

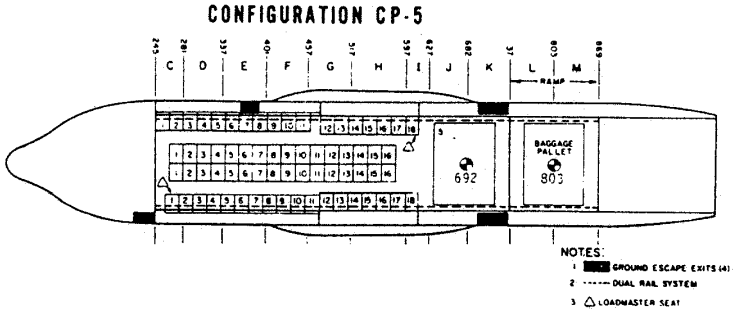
3. 25,000 pound tie-down rings are not available when the dual rail system is installed. (Exception: Two 25,000 pound tie-down rings are located just forward of the ramp hinge.)

4. Tie-down rings located on the aircraft ramp and cargo compartment walls have a rated strength of 5,000 pounds.

5. Tie-down rings mounted on the aircraft dual rails are rated at 10,000 pounds.

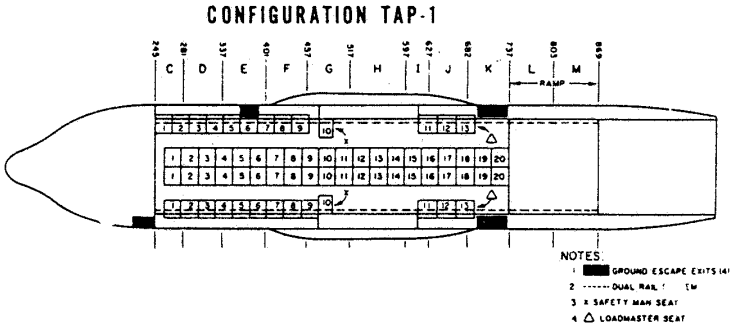
6. Each aircraft carries a specified complement of tie-down equipment which is adequate for most loads.

29.2. C130 AIRCRAFT CONFIGURATIONS:



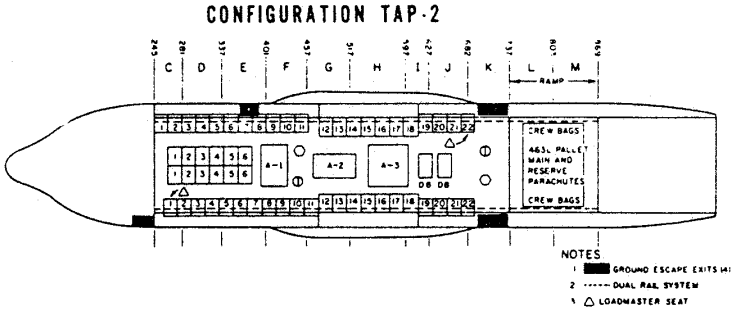

CP-5. Provides 68 sidewall and center aisle seats with seat belts on 20-inch centers, and two HCU-6/E pallet positions for cargo and baggage. Sixty-six seats offered.

**C-130 Configuration, CP-5.**



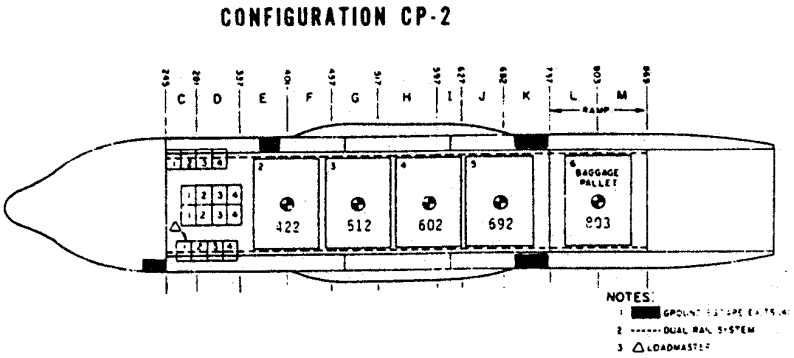

TAP-1. Provides the maximum paratroop carrying capability; 66 seats, on 24-inch centers, with sixty-four seats offered.

**C-130 Configuration, TAP-1.**



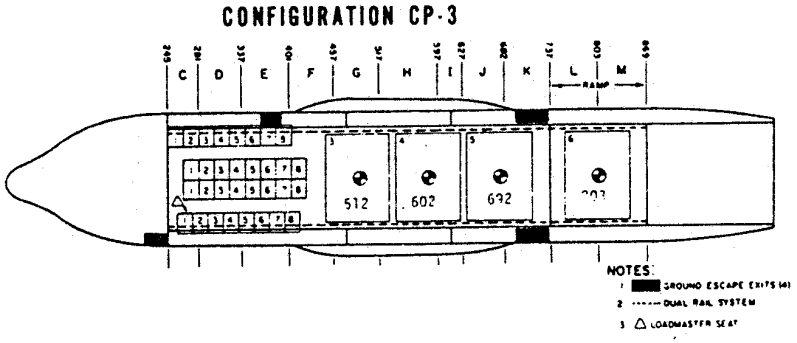

TAP-2. Provides the maximum in-flight parachutist rigging capability; 56 seats, on 20-inch centers, with fifty-four seats offered (long range mission).

**C-130 Configuration, TAP-2.**



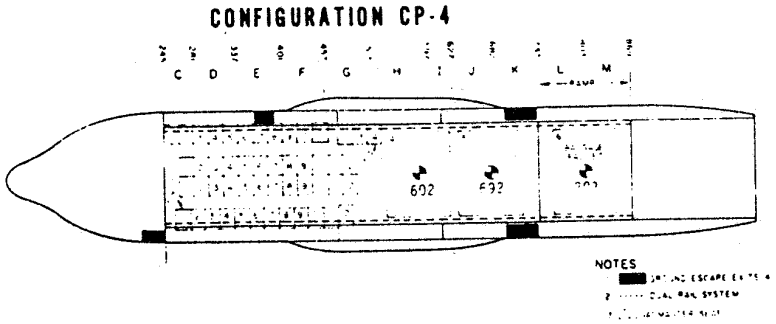

CP-2. Provides 16 sidewall and center aisle seats with seat belts on 20-inch centers, and five HCU-6/E pallet positions for cargo and baggage. Fifteen seats offered.

**C-130 Configuration, CP-2.**



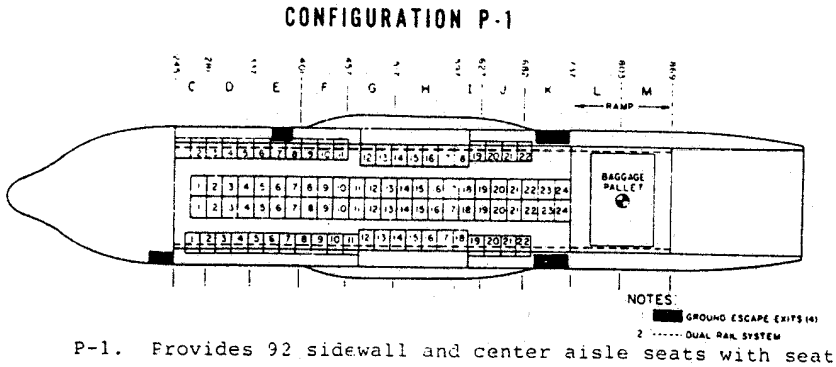

CP-3. Provides 32 sidewall and center aisle seats with seat belts on 20-inch centers, and four HCU-6/E pallet positions for cargo and baggage. Thirty-one seats offered.

**C-130 Configuration, CP-3.**



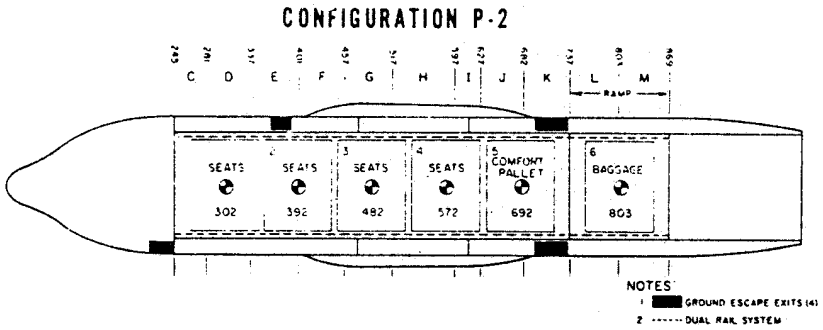

CP-4. Provides 50 sidewall and center aisle seats with seat belts on 20-inch centers, and three HCU-6/E pallet positions for cargo and baggage. Forty-eight seats offered.

**C-130 Configuration, CP-4.**



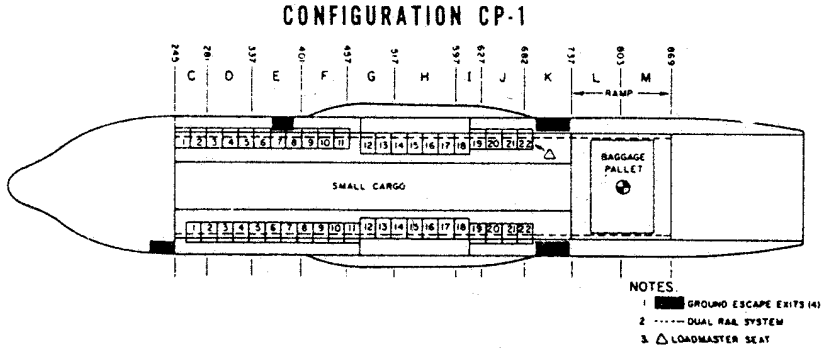

P-1. Provides 92 sidewall and center aisle seats with seat belts on 20-inch centers. Ninety seats offered with a baggage pallet in the number six pallet position. Overwater flights are limited to a maximum of 80 personnel, including crew.

**C-130 Configuration, P-1.**




P-2. Provides 32 palletized aft facing seats. Thirty-one seats offered with a comfort pallet in number five pallet position and a baggage pallet in the number six pallet position.

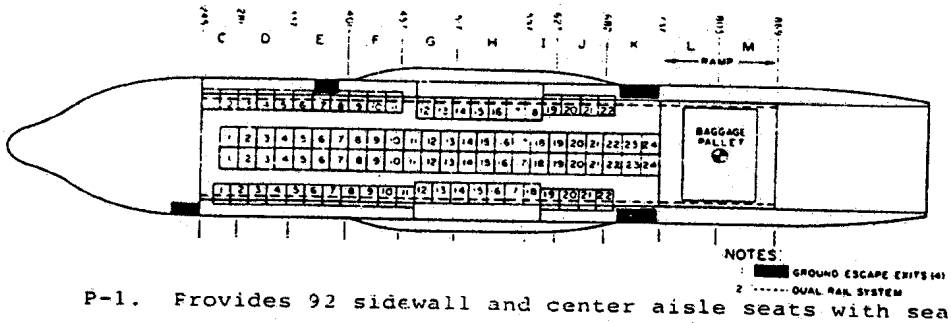
**C-130 Configuration, P-2.**




CP-1. Provides 44 sidewall seats with seat belts on 20-inch centers. Center aisle seats may be installed as required. Forty-two seats offered with a baggage pallet in the number six pallet position. Limited cargo space is available and is restricted to floor loaded items loaded along the centerline of the aircraft. Consideration should be given to cargo size to allow adequate leg room for passengers when using this configuration.

**C-130 Configuration, CP-1.**

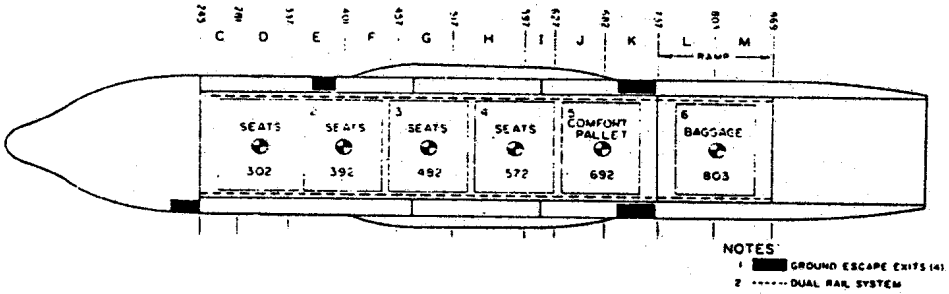
CONFIGURATION P-1




P-1. Provides 92 sidewall and center aisle seats with seat belts on 20-inch centers. Ninety seats offered with a baggage pallet in the number six pallet position. Overwater flights are limited to a maximum of 80 personnel, including crew

**C-130 Configuration, P-1.**

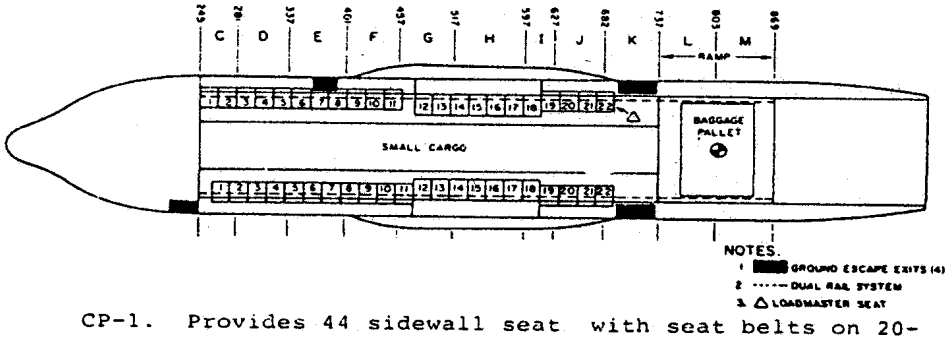
CONFIGURATION P-2




P-2. Provides 32 palletized aft facing seats. Thirty-one seats offered with a comfort pallet in number five pallet position and a baggage pallet in the number six pallet position.

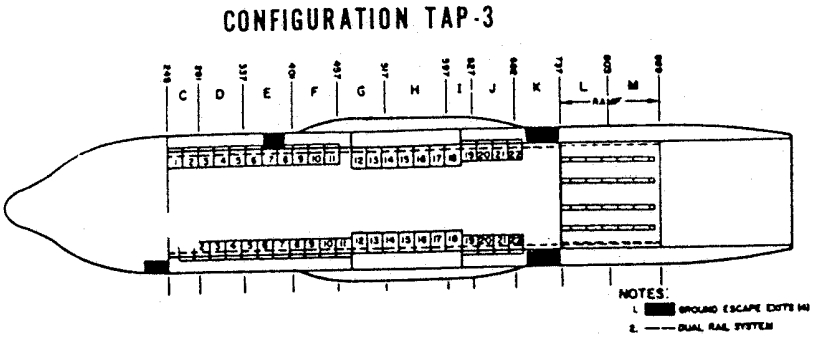
**C-130 Configuration, P-2.**

CONFIGURATION CP-1



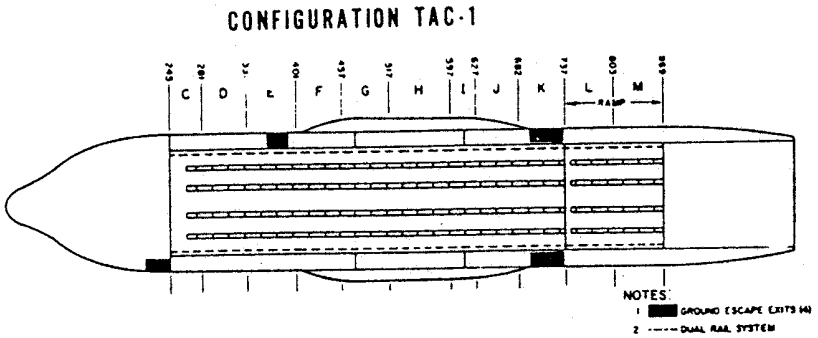

CP-1. Provides 44 sidewall seat with seat belts on 20-inch centers. Center aisle seats may be installed as required. Forty-two seats offered with a baggage pallet in the number six pallet position. Limited cargo space is available and is restricted to floor loaded items loaded along the centerline of the aircraft. Consideration should be given to cargo size to allow adequate leg room for passengers when using this configuration.

**C-130 Configuration, CP-1.**



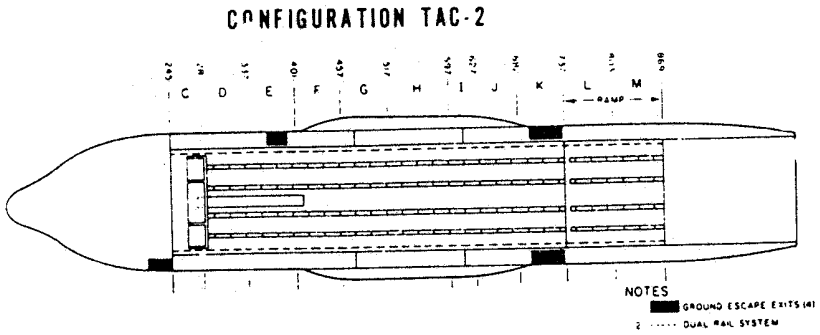

TAP-3. Provides 44 seats on 20-inch centers with forty-two seats offered.

**C-130 Configuration, TAP-3.**




TAC-1. Provides for the airdrop of platform loads. Available seating depends on the number of platforms.

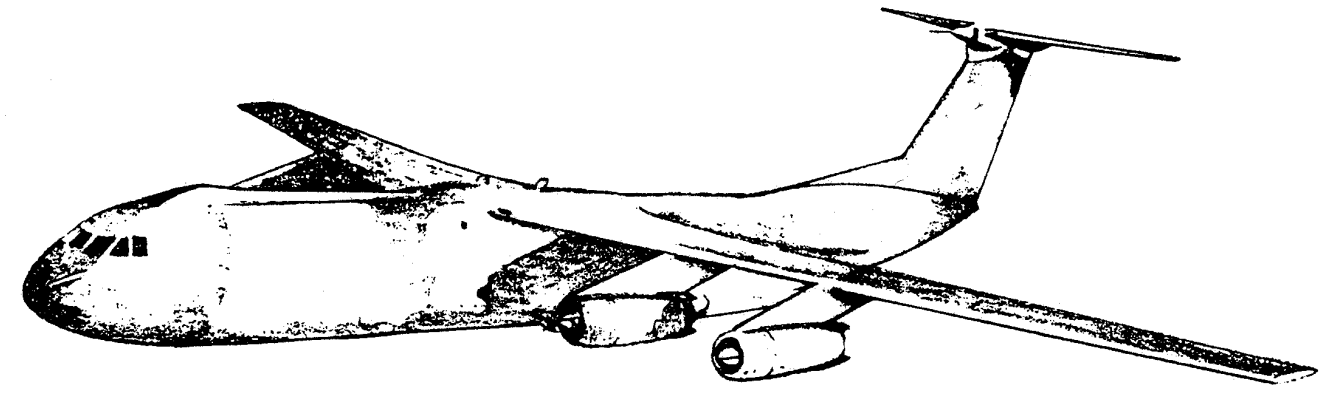
**C-130 Configuration TAC-1.**




TAC-2. Provides for the airdrop of various combinations up to 16 container delivery system (CDS) A-22 containers. Available seating depends on the number of containers.

**C-130 Configuration, TAC-2.**

**30. US AIR FORCE C-141B.** The C-141B Starlifter aircraft is a strategic airlift aircraft designed and built by the Lockheed Corp with the primary mission of supporting global military activities with airland and airdrop missions. This aircraft is not normally planned for use as an intratheater airlifter. Its mission is generally designed to deliver cargo from the continental United States to major airheads within the theater of operations. The C-141B provides increased distance, speed, and payload capabilities over the C-130. It is also capable of air refueling to greatly extend its range.



30.1. C-141B Planning Data.

- Maximum Takeoff Weight: 323,000 pounds
- Normal Operating weight: 150,000 pounds
- * Peacetime Planning ACL: 39,600 pounds
- * Wartime Planning ACL: 50,600 pounds
- * Maximum Design ACL: 68,725 pounds

30.2. Cargo Compartment.

- Length - 1253 inches
- Width - 123 inches **
- Height - 109 inches **

30.3. Cargo Area: From Fuselage Station 322 to 1412 (main cargo floor) and from station 1412 to 1543 (aircraft ramp).

30.4. Vehicle Loading: 34-inch treadways extend the entire length of the cargo compartment (FS 318 to 1543). Weight applied to the area between the treadways is very restrictive, refer to additional charts within this chapter.

30.5. Maximum weights:

- Station 318 to 678 and Station 998 to 1412 : 10,000 pound axles
- Station 678 to 998 : 20,000 pound axles
- Aircraft Ramp (Station 1412 to 1543) : 7,500 pound axles
- Maximum individual wheel weight : 5,000 pounds

30.6. Palletized Cargo Loading: Maximum allowables using HCU-7/E and HCU-15/C nets:

- Pallet positions 1 thru 12 : 10,354 pounds ***
- Pallet positions 13 (ramp) : 7,500 ***

- Height of pallet positions 2 thru 12 : 96 inches
- Height of pallet positions 1 and 13 : 76 inches

30.7. Passenger Loading:

- Airline seats plus one comfort pallet: 143 passengers
- Web passenger seats: 200 passengers
- Paratroops: 155 paratroops
- Litter patients (plus med crew): 103 litters
- Full sidewall seats only: 98 passengers
- Maximum on Overwater Flights: 153 passengers

NOTES:
* The 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. It should not be used unless cargo density is known to be high and physical characteristics of the cargo space would permit full utilization of the compartment space. Flight route segments less than critical leg length may allow for more or less ACL depending on wind factors. If tankers can be provided with aerial refueling qualified aircrews, the C-141 can airlift the maximum payload (34.3 S/T) over any critical leg. (Due to recent structural problems, C-141 airframes have been restricted. Consult most recent guidance to ensure accurate ACL.)

** Cargo must be six inches from the sides and top of the aircraft. Ramp height is restricted to 80 inches other than palletized.

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

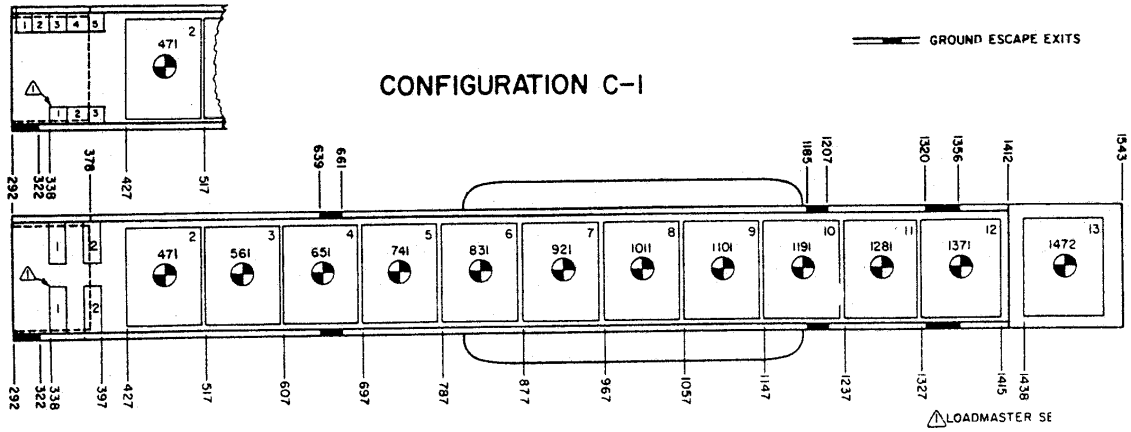
- No cargo is loaded in the first 30 inches of the cargo compartment.

- Any passenger load requires a minimum of one loadmaster in the cargo compartment; if more than 40 passengers are carried, two loadmasters are required.

- Width of cargo affects the use of sidewall seats. If the vehicle exceeds 76 inches wide, seats may be available only on one side of the aircraft; if cargo can be loaded off-center to the right side of the aircraft.

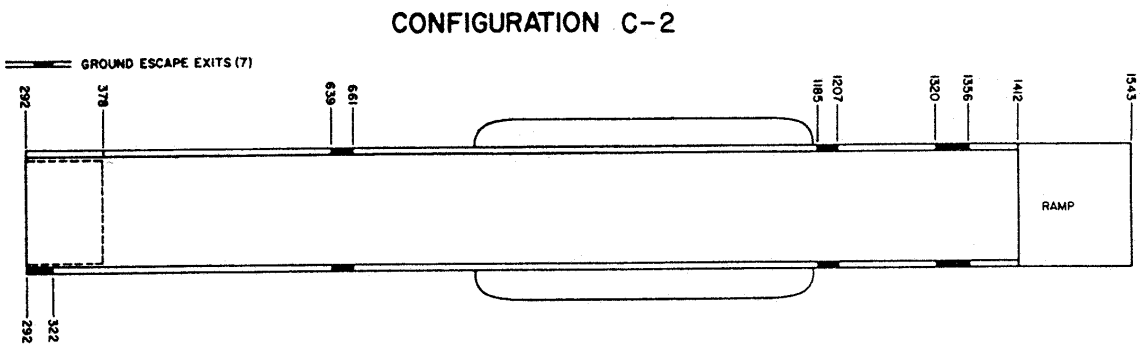
- Passengers will NOT occupy a seat closer than 30 inches from strapped or netted cargo.

30.8. C141B Aircraft Configurations.



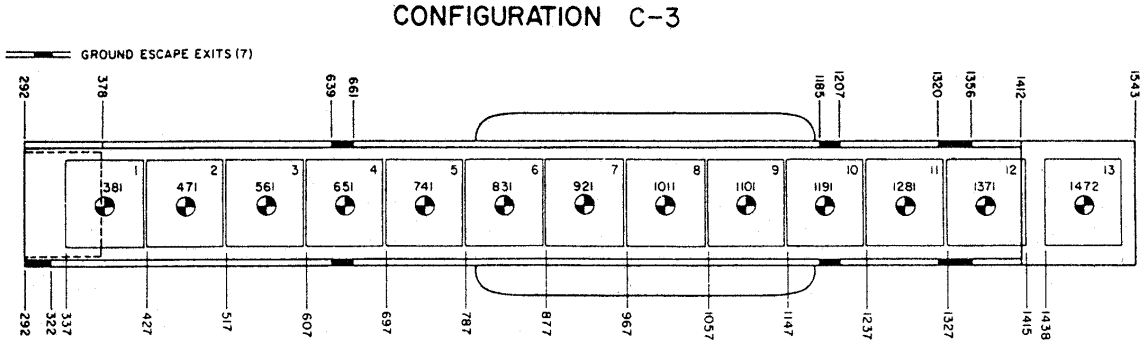

C-1. Provides for 12 HCU-6/E pallets and a total of eight side-facing seats, one for the loadmaster and seven available for passengers. Twelve aft-facing seats (11 seats available for passengers) may be installed in place of the side-facing seats if additional seating capability is required. In either case, the number of flight crew govern the number of available seats.

**C-141B Configuration, C-1.**




C-2. Provides a clear cargo floor for the loading of general cargo and/or rolling loads.

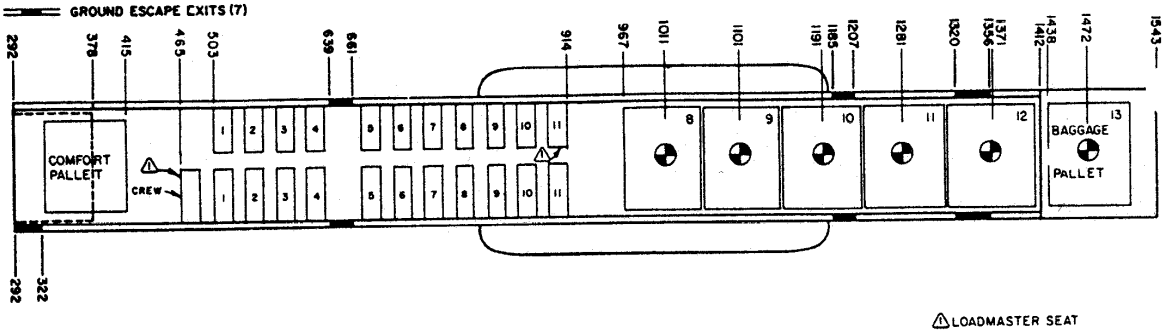
**C-141B Configuration, C-2.**




C-3. Provides for the maximum load of 13 HCU-6/E pallets. No flight crew or passenger seats are available in the cargo compartment when using this configuration.

**C-141B Configuration, C-3.**

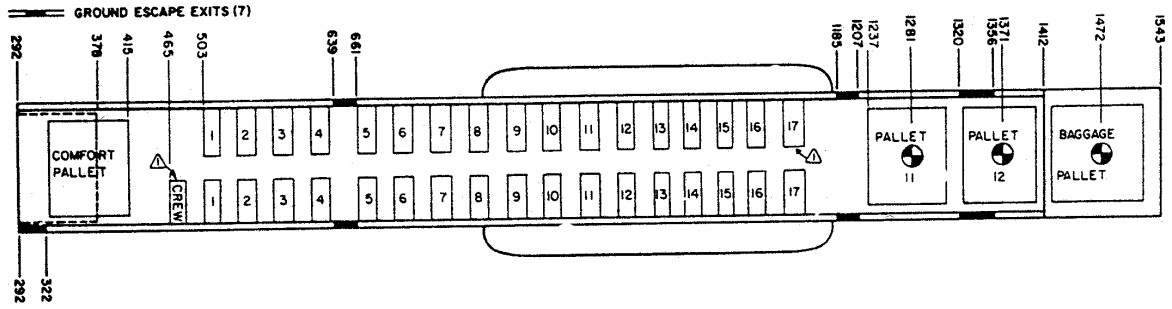
## CONFIGURATION CP-1




CP-1. Provides a comfort pallet, 69 aft-facing seats (38 inch spacing) with 65 seats offered. In addition to the baggage pallets, space is available for five cargo pallets.

**C-141B Configuration, CP-1.**

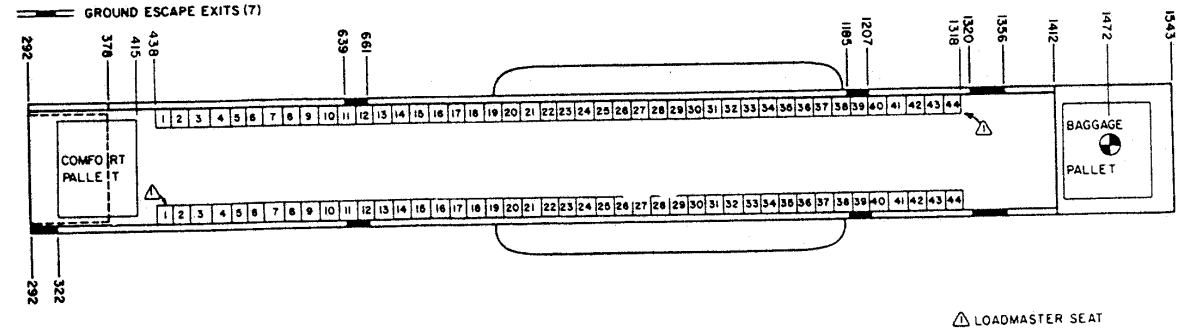
## CONFIGURATION CP-2




CP-2. Provides a comfort pallet, 105 aft-facing seats (38 inch spacing) with 101 seats offered. In addition to the baggage pallet, space is available for two cargo pallets.

**C-141B Configuration, CP-2.**

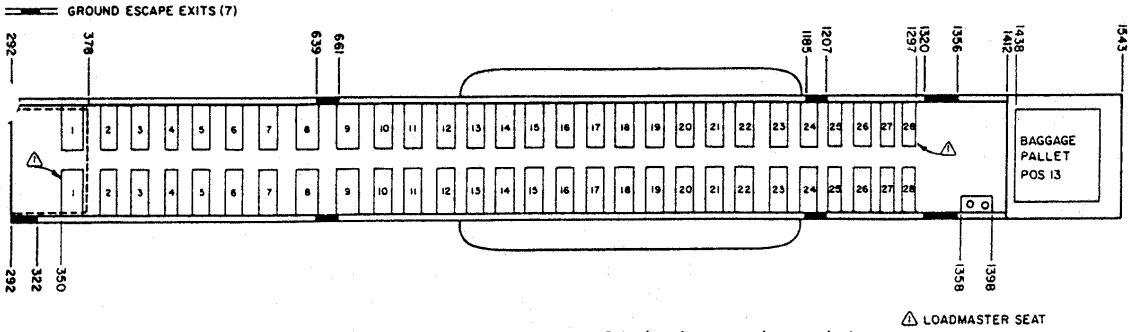
## CONFIGURATION CP-3




CP-3. Provides a comfort pallet, 88 side facing seats on 20 inch centers, with 86 seats offered. In addition to the baggage pallet, space is available for one cargo pallet or floor loaded cargo.

**C-141B Configuration, CP-3.**

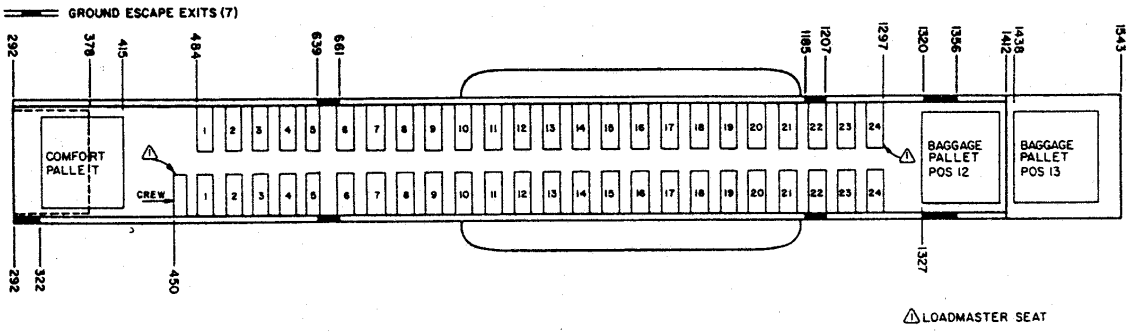
## CONFIGURATION P1




P-1. Provides 168 aft-facing seats, on 34 inch spacing with 166 seats offered, baggage pallet and space forward of the baggage pallet for additional baggage. 160 maximum personnel onboard over water (including crew).

**C-141B Configuration, P-1.**

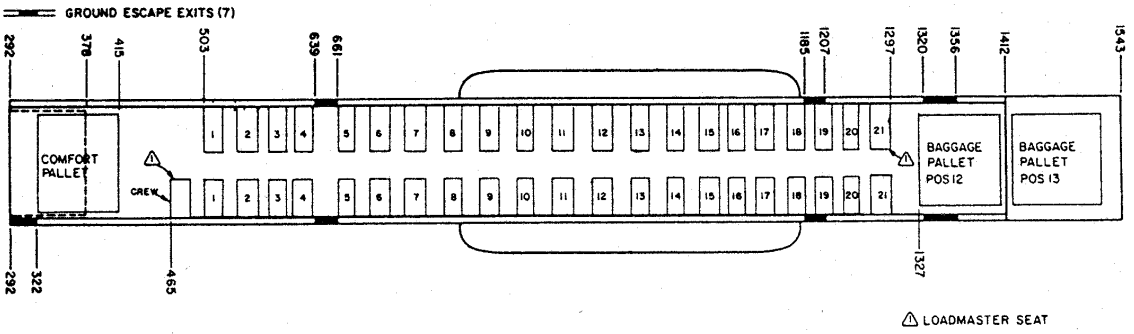
## CONFIGURATION P2




P-2. Provides a comfort pallet, 147 aft-facing seats on 34-inch spacing with 143 seats offered, two baggage pallets. 160 maximum personnel onboard over water (including crew).

**C-141B Configuration, P-2.**

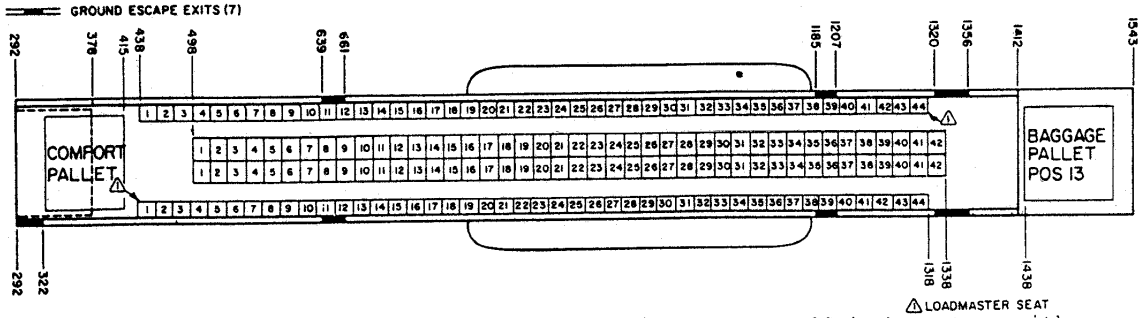
## CONFIGURATION P3




P-3. Provides a comfort pallet, 129 aft-facing seats on 38 inch spacing with 125 seats offered, two baggage pallets.

**C-141B Configuration, P-3.**

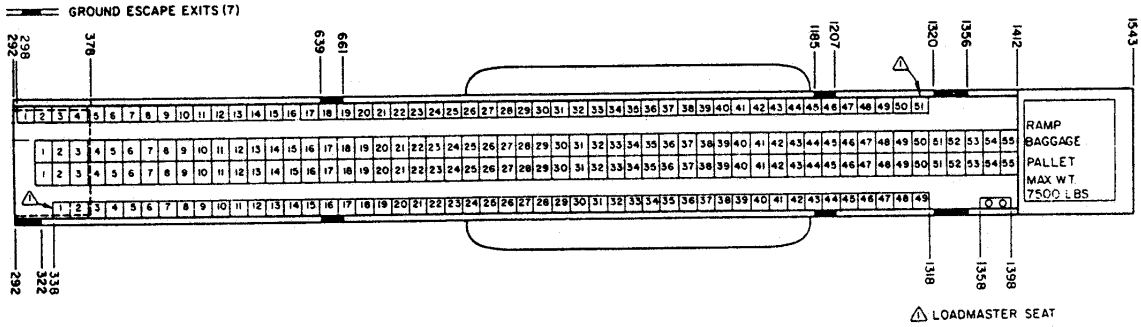
## CONFIGURATION P4




P-4. Provides a comfort pallet, 172 side-facing seats on 20-inch centers with 170 seats offered, baggage pallet with additional baggage and small cargo space forward of the baggage pallet. 160 maximum personnel onboard over water (including crew).

**C-141B Configuration, P-4.**

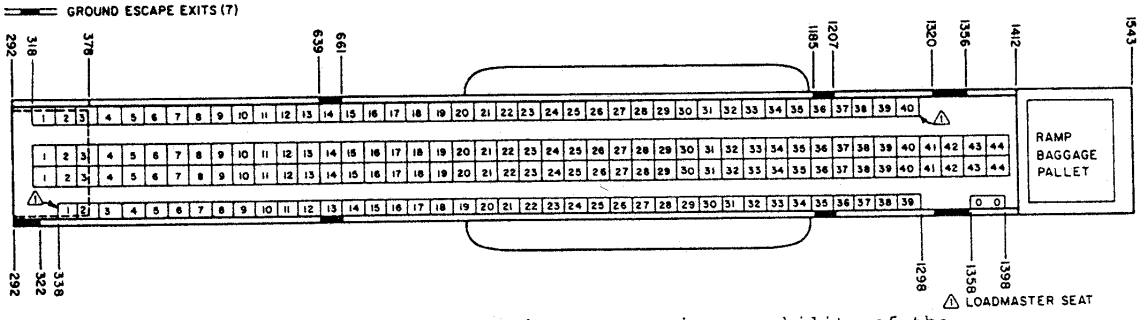
## CONFIGURATION P5




P-5. Provides the maximum passenger/troop carrying capability of the aircraft, 210 side-facing seats on 20-inch centers with 208 offered. Latrine facilities are limited to portable urinals and the crew latrine. Baggage is limited to the baggage pallet. 160 maximum personnel onboard over water (including crew). Due to oxygen requirements, 200 personnel maximum.

**C-141B Configuration, P-5.**

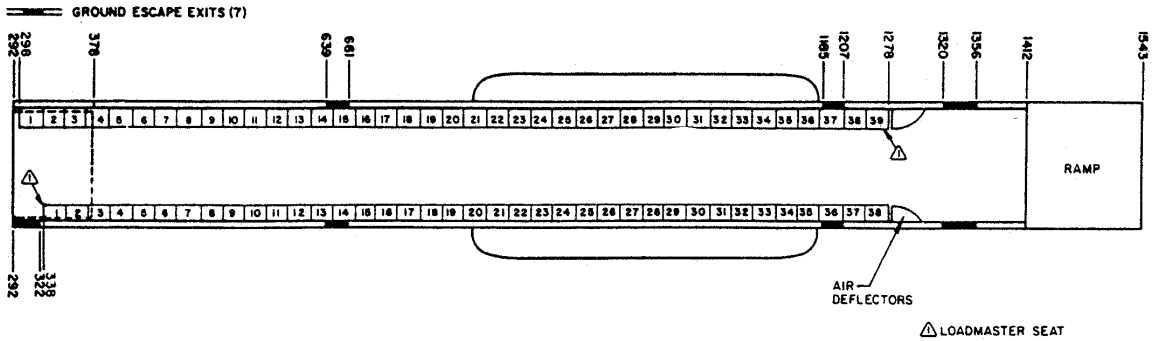
## CONFIGURATION P6




P-6. Provides the maximum passenger/troop carrying capability of the aircraft, 167 side-facing seatson 24-inch centers with 165 offered. Latrine facilities are limited to the portable urinals and the crew latrine. Baggage space is limited to the baggage pallet. 160 maximum personnel onboard over water (including crew).

**C-141B Configuration, P-6.**

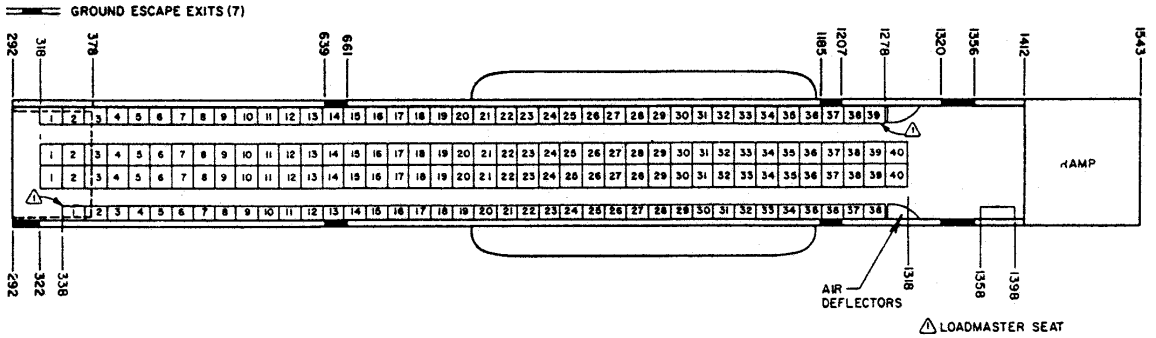
## CONFIGURATION ADP-1




ADP-1. Provides 77 side-facing seats on 24-inch centers with 75 seats offered.

**C-141B Configuration, ADP-1**

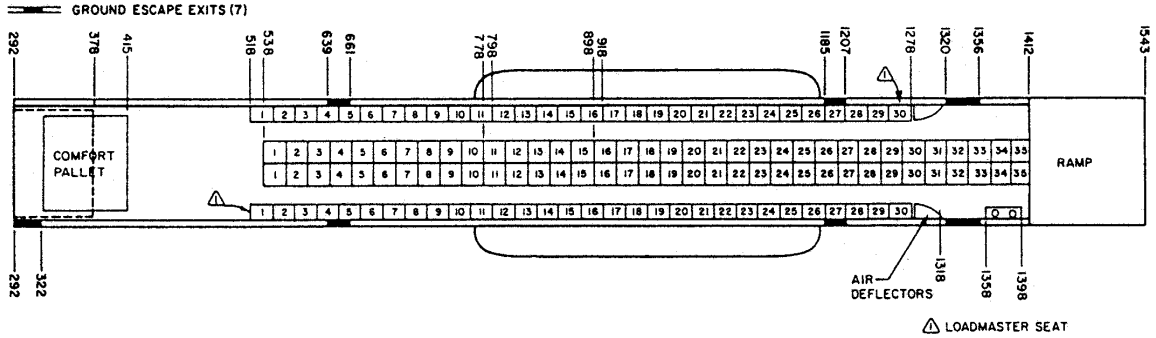
## CONFIGURATION ADP-2




ADP-2. Provides the maximum paratroop carrying capability, 157 side-facing seats on 24-inch centers with 155 seats offered. Latrine facilities are limited to portable urinals and the crew latrine. 160 maximum personnel onboard over water (including crew).

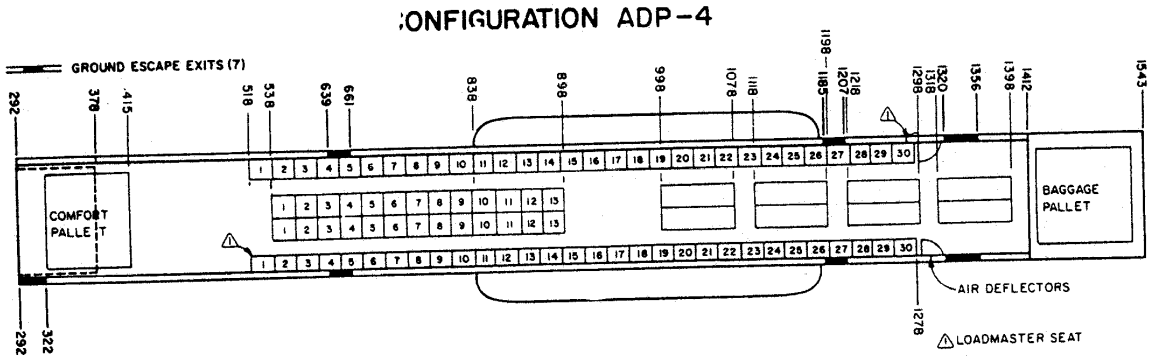
**C-141B Configuration, ADP-2.**

## CONFIGURATION ADP-3



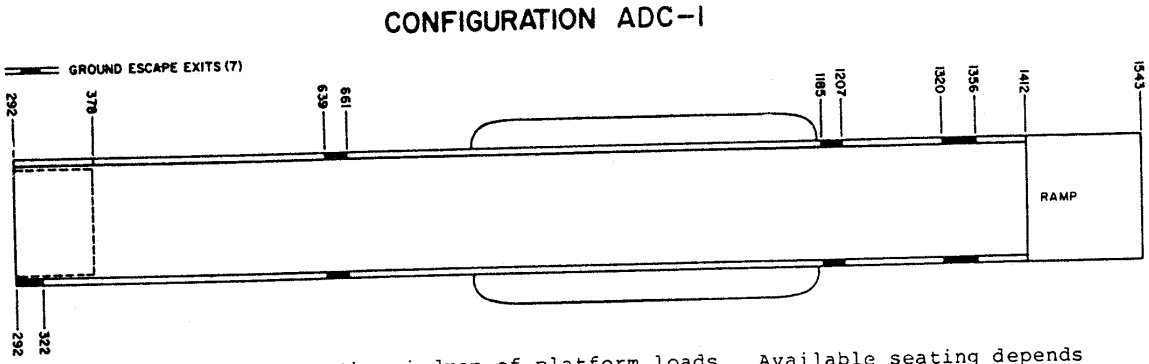

ADP-3. Provides a comfort pallet, 130 side-facing seats on 24-inch centers with 128 seats offere. This is the maximum paratroop seating configuration with a comfort pallet installed. Portable urinals are included for additional convenience.

**C-141B Configuration, ADP-3.**



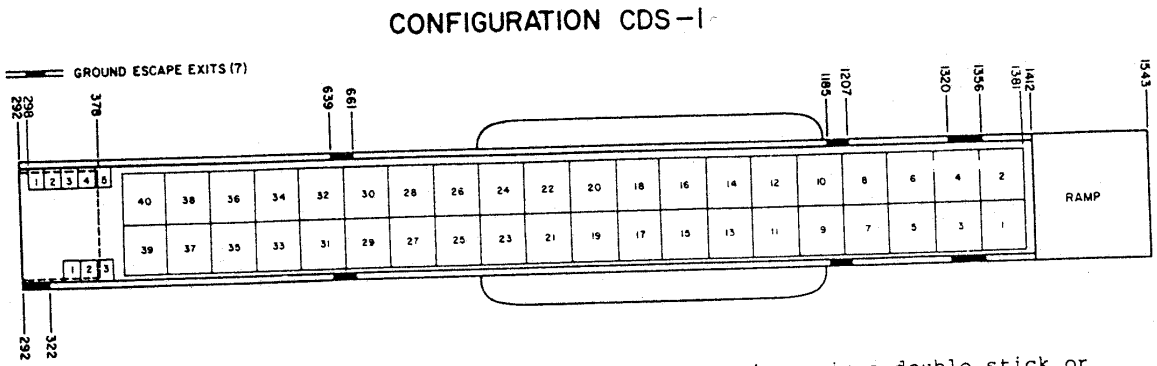

ADP-4. Provides a comfort pallet, 86 side-facing seats on 24 inch centers with 84 seats offered; 32 litter spaces. Litters will be provided by the user requiring this configuration. Personnel airdrop kit installed.

**C-141B Configuration, ADP-4.**




ADC-1. Provides for the airdrop of platform loads. Available seating depends on the number of platforms. Seating policy of MACR 55-141 applies.

**C-141B Configuration, ADC-1.**




CDS-1. Provides for airdrop of two to 40 A-22 containers in a double stick or one to 20 A-22 containers in a single stick.

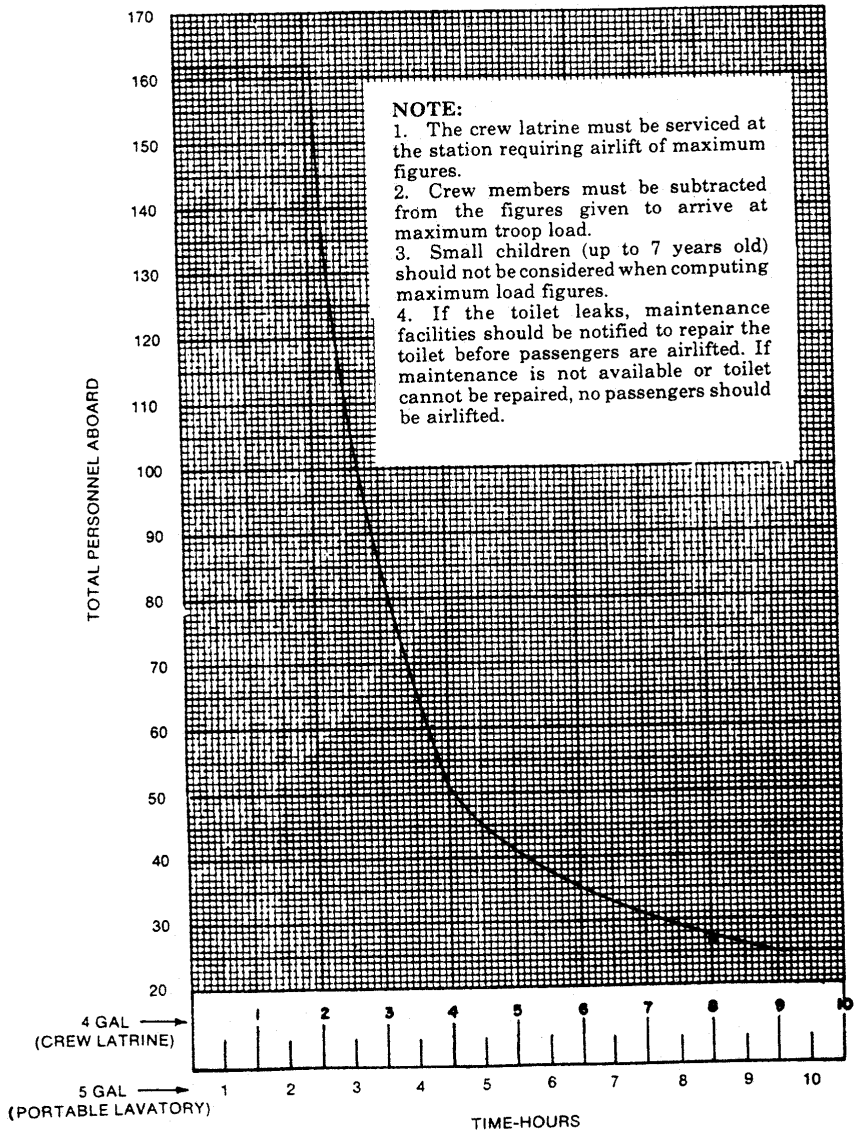
**C-141B Configuration, CDS-1.**

30.9. C-141 Personnel Limitation Chart.

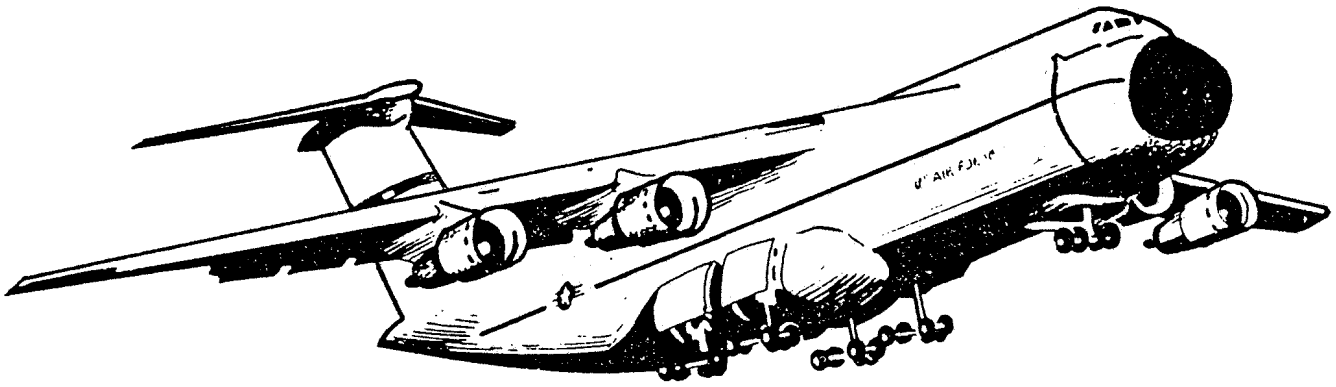
C-141 PERSONNEL LIMITATION CHART

Personnel limitations for using crew latrine, portable urinal, and portable lavatory assembly. This chart reflects the number of personnel (crew and passengers/troops) that may be accommodated with one of or a combination of the provisions available. These figures must be considered when determining number of passengers/troops that may be airlifted without a comfort pallet.

NOTE: To determine capacity of the portable urinal, multiply total personnel figure obtain from Chart by 3.2.



**31. US AIR FORCE C-5B.** 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-141B) from the continental United States to a major airfield within the theater of operations. The C-5 provides increased capability over the C-141B and C-130 by carrying outsized items such as large helicopters, tanks, communications vans, etc.



31.1.C-5 Planning Data.

- Maximum Takeoff Weight: 769,000 lbs
- Normal Operating Weight: 374,000 lbs
- * Peacetime Planning ACL: 151,400 lbs
- * Wartime Planning ACL: 151,400 lbs
- * Maximum Design ACL: 291,000 lbs

31.2. Cargo Compartment.

- Length - 1736 inches
- Width - 228 inches **
- Height - 162 inches **

31.3. Cargo Area: From Fuselage Station 511 to 1976 (main cargo floor), from station 395 to 511 (aircraft forward ramp), and from station 1976 to 2131 (aircraft aft ramp).

31.4. Vehicle Loading: MAXIMUM WEIGHTS -

- Aircraft Ramps (Station 395 to 511 and Station 1976 to 2131) : 3,600 pounds in any 20-inch area.
- Station 511 to 724 and 1884 to 1976 : 20,000 pounds in any 40-inch area.
- Station 724 to 1884) : 36,000 pounds in any 40-inch area.

31.5. Passenger Cargo Loading: Maximum allowables 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 **

31.6 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 med crew): Not Available
- Full sidewell seats only: Not Available
- MAXIMUM ON OVERWATER FLIGHTS: 329 passengers

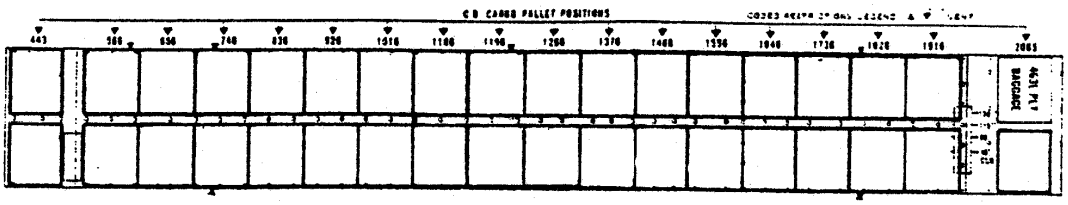
NOTES:
*The maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (3500NM) and is shown primarily for information. It includes the weight of any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full utilization of the 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 aircrews, the C-5 can airlift the maximum payload (145.5 S/T) over any critical leg.

**Cargo must be six inches from the sides and top of the aircraft. Ramp cargo height is restricted to 70 inches at the aft edge.

***Includes weight of cargo, pallet and nets. C-5A Configuration, CP-3.

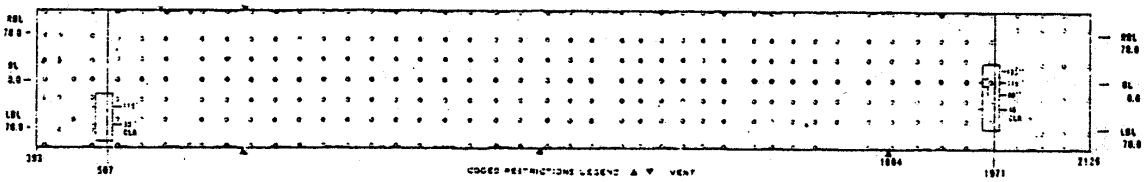
## 32. C-5 AIRCRAFT CONFIGURATIONS.

C-5 AIRCRAFT CONFIGURATIONS



CP-1. Provides 35 HCU-6/E cargo pallets, one HCU-6/E baggage pallet and seats for 73 passengers in the troop compartment. When 20 or more passengers/troops are planned, baggage shall be palletized.

**C-5 Configuration, CP-1**



CP-2. Provides a clear floor for loading of outsized general cargo and/or outsized rolling items; i.e., missiles, helicopters, etc.; and seats for 73 passengers in the troop compartment. When 20 or more passengers/troops are planned, baggage shall be palletized.

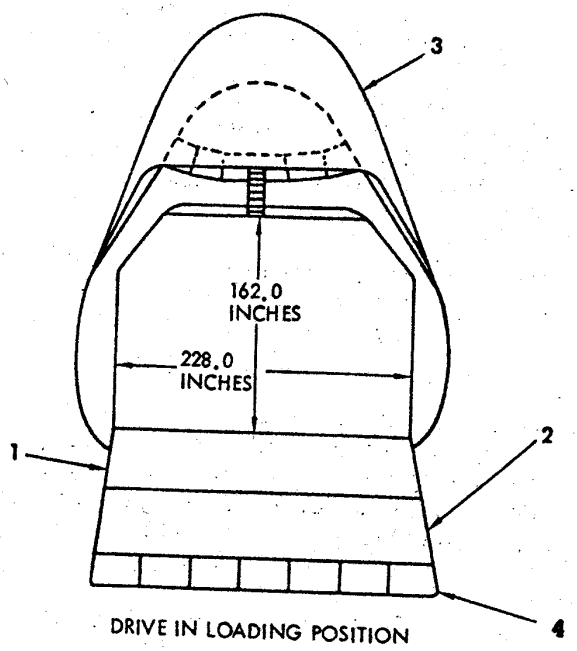
**C-5 Configuration, CP-2.**

CP-3. Provides a mixed combination of palletized cargo, floor loaded cargo and /or rolling items with seats for 73 passengers in the troop compartment. When 20 or more passengers/troops are planned, baggage shall be palletized.

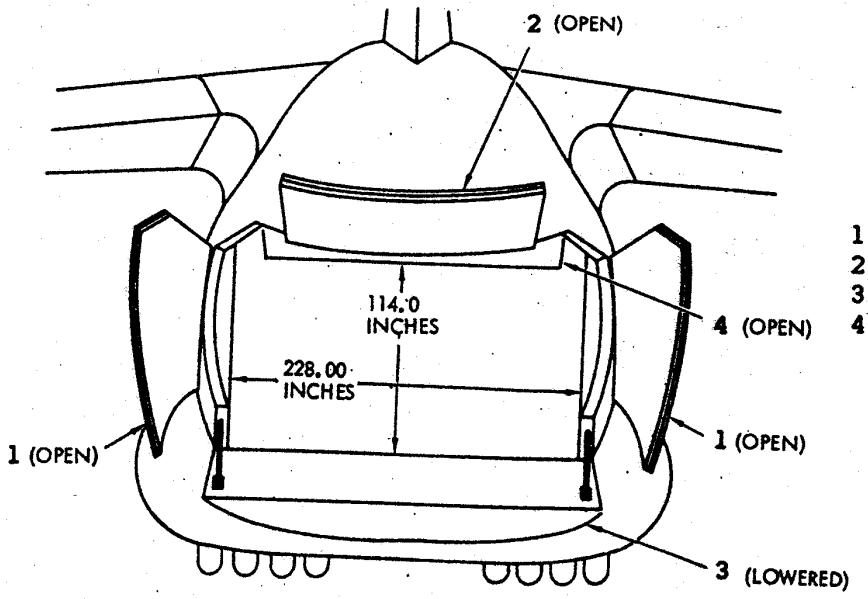
**C-5 Configuration, CP-3.**

## 33. FORWARD CARGO OPENING DIMENSIONS

FORWARD CARGO OPENING DIMENSIONS

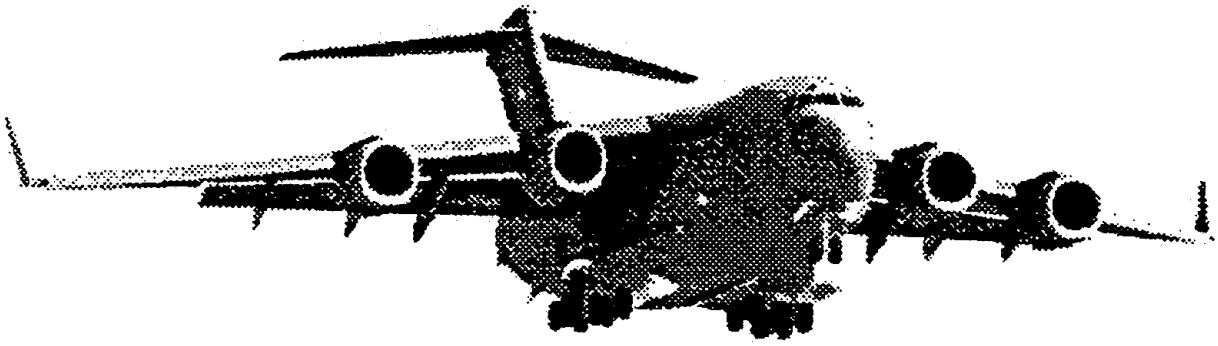



1. FORWARD RAMP
2. FORWARD RAMP EXTENSION
3. VISOR
4. FORWARD RAMP EXTENSION TOES




1. SIDE CARGO DOOR
2. CENTER DOOR
3. AFT RAMP
4. PRESSURE DOOR

**34. The C-17 Globemaster III.** The C-17 globemaster aircraft was designed and built by 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. With its air refueling capability, the C-17 provides increased speed and payload capabilities over the C-130 and C-141. This chapter explains the basic planning factors necessary to prepare for airlift aboard the C-17 aircraft.



34.1. Dimensional Planning Factors. The size of the C-17 cargo compartment allows it to carry cargo that will not fit on other airlift aircraft. The cargo compartment is 818 inches long, 216 inches wide, and 148 inches high. The cargo ramp is 259 inches long, 216 inches wide, and 128 inches high (when closed). These dimensions allow the loading of most items of cargo measuring 142 inches high, and 208 inches wide. You may exceed these dimensions, but only after coordination with your affiliated TALCE.

34.2. Weight Considerations. Weight is absolutely critical to the safe flight of any aircraft. The C-17 has specific weight limitations. The ACL of the C-17 is variable, but for most operations you may plan for loads up to 90,000 pounds. Specific weight restrictions apply to different areas of the cargo compartment floor. Fuselage stations 347 through 577 and 1073 through 1403 are restricted to maximum axle weights of 27,000 pounds. Fuselage stations 577 through 1073 are restricted to maximum axle weights of 36,000 pounds. Specific restrictions apply to side-by-side loading of vehicles when axle weights exceed 13,000 pounds.

34.3. Pallet Considerations. The C-17 has the capability to carry 18-463L pallets in the logistics restraint rail system (LRS) or 11-463L pallets in the aerial delivery rail system (ADS). The logistics system can carry 14 pallets on the main cargo floor and 4 on the ramp. The 88-inch sides of these pallets are located laterally in the aircraft. The aerial delivery restraint rail system can accommodate 11-463L pallets, 9 on the main cargo floor and 2 on the ramp. All pallet positions can accommodate 10,355 pounds each with a maximum height of 96 inches.

- Maximum Takeoff Weight: 580,000 pounds
- Normal Operating Weight: 276,000 pounds
- *Peacetime Planning ACL: 90,000 pounds

34.4. Cargo Compartment.

- Length - 1056 inches
- Width - 216 inches
- Height - 148 inches **

34.5. Cargo Area: From Fuselage Station 347 to 1165 (main cargo floor) and from station 1165 to 1403 (aircraft ramp).

34.6. Vehicle Loading: MAXIMUM WEIGHTS -

- Station 347 to 577 and Station 1073 to 1165: 27,000 pound axles

- Station 577 to 1073: 36,000 pound axles
- Aircraft Ramp (Station 1165 to 1403): 27,000 pound axles

34.7. Palletized Cargo Loading: Maximum allowables using HCU - 7/E and HCU - 15/C nets.

- Logistic rail system: pallet positions 1L thru 9L and 1R thru 9R: 10,355***
- Aerial delivery system: pallet positions 1 thru 11: 10,355***
- Height of all pallet positions: 96 inches

34.8. 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 pasengers
- MAXIMUM ON OVER-WATER FLIGHTS: 102 passengers

NOTES:
* 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 the weight of any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full utilization of the 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 aircrews, the C-17 can airlift the maximum payload over any critical leg.
**Aft of fuselage station 937, the cargo compartment height is 162 inches. Cargo must be six inches from sides and top of the aircraft.
***Includes weight of cargo pallet and nets.
-- Any passenger load requires a minimum of one loadmaster in the cargo compartment: two if more than 40 passengers are carried.
-- Passengers will NOT occupy a seat closer than 30 inches from strapped or netted cargo.

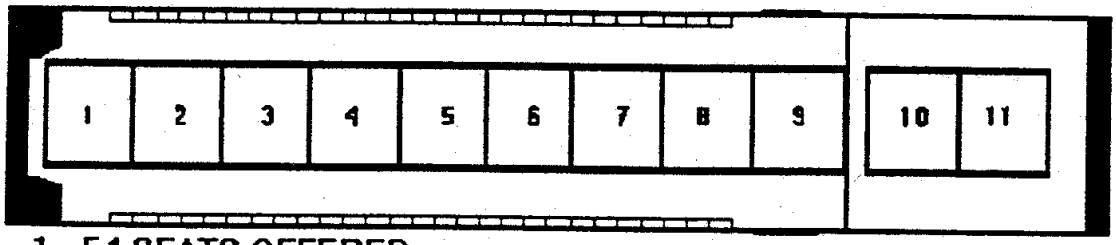
34.9 Passenger Considerations. Provisions are provided on the C-17 to carry passengers. Like the C-130 and the C-141 aircraft, you must sacrifice cargo carrying capability when planning for passengers. The C-17 can carry a maximum of 102 troops using centerline and sidewall seats. When using permanently installed sidewall seating, a maximum of 54 troops or passengers can be carried. The following rules apply when planning troops beside cargo:

| **CARGO WIDTH** | **PASSENGER SEATING** |
|---|---|
| Less than 157 inches | Both Sides |
| 157 inches to 192 inches | One Side Only |
| Over 192 inches | No Seats Available |

34.10. C-17 Configurations. As with other cargo aircraft you must configure the C-17 to meet specific mission requirements. The following figures illustrate the most common C-17 configurations. After coordination with your affiliated TALCE, you may modify these standard configurations to satisfy your mission requirements (see figure 41.1).

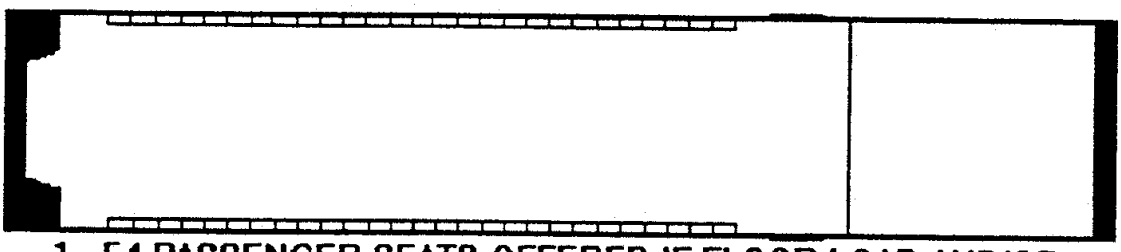
34.11. C-17A Configurations.

**CONFIGURATION C-1**



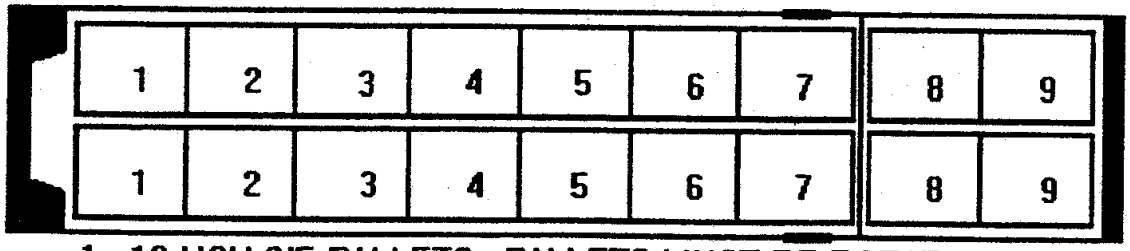

1. 54 SEATS OFFERED.
2. 11 HCU-6/E PALLLETS

**CONFIGURATION C-2**



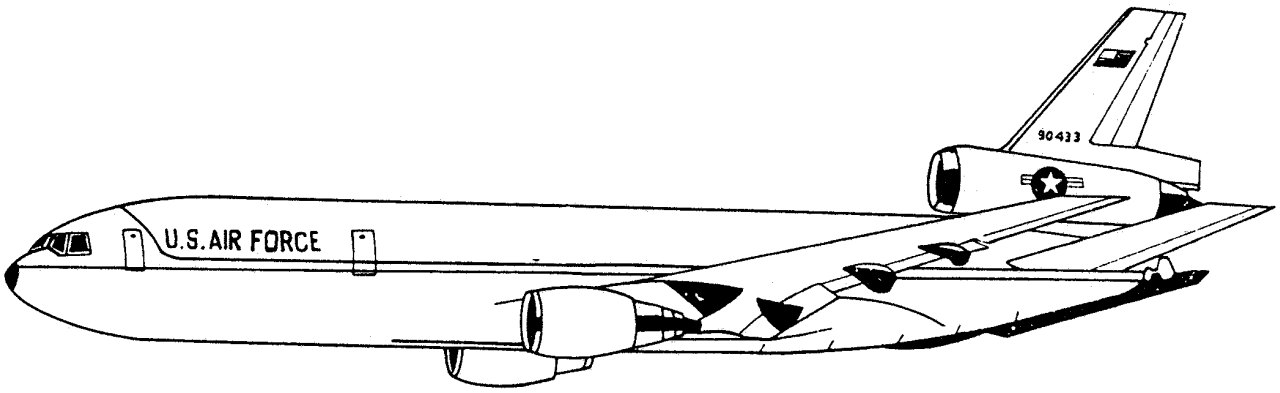
1. 54 PASSENGER SEATS OFFERED IF FLOOR LOAD AND/OR VEHICLES DO NOT EXCEED MAXIMUM WIDTH OF 156".

**CONFIGURATION C-3**




1. 18 HCU-6/E PALLETS. PALLETS MUST BE ROTATED 90 DEGREES WHILE LOADING/UNLOADING

**35. KC-10A EXTENDER.** The KC-10 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. Purchase of the KC-10 vastly enhances the deployment capabilities of the United States military forces. Currently, procurement concepts envision acquisition of 60 KC-10 airframes. Each KC-10 has a cargo capability of approximately 1.75 C-141Bs and 3 KC-135s. The purchase of these KC-10s translates into the comparable acquired capabilities of buying 105 C-141Bs. This chapter explains the basic cargo capabilities, limitations, and unique loading requirements necessary for planning the cargo mission of the KC-10.




35.1. KC-10 Planning Data.

- Maximum Takeoff Weight: 593,000 lbs
- Normal Operating weight: 252,000 lbs
- * Peacetime Planning ACL: 100,000 lbs
- * Wartime Planning ACL: 148,600 lbs
- * Maximum Design ACL: 169,350 lbs

35.2. Cargo Compartment.

- Length - 1508 inches
- Width - 218 inches **
- Height - 108 inches **

35.3. Cargo Area: From Fuselage Station 496 to 2004 (main cargo floor) No lower lobe cargo capability.

35.4. Vehicle Loading: Maximum Weights ****

- Station 630 to 1066 : 4,500 pound axles
- Station 1066 to 1175 : 4,800 pound axles
- Station 1175 to 1502 : 1,600 pound axles
- Station 1502 to 1937 : 4,000 pound axles

35.5. Palletized Cargo Loading: Maximum allowables using HCU-7/E and 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 10 : 96 inches **
- Height of pallet position 11 and 12 : 88 inches **

35.6. Passenger Loading:

- Airline seats (code A): 8 passengers
- Airline seats (code B): 10 passengers
- Airline seats (Increased Accommodation Kit): 69 passengers
- Web passenger seats: Not Available
- Paratroops: Not Available
- Litter patients (plus med crew): Not Available
- Full sidewall seats only: Not Available
- MAXIMUM ON OVERWATER FLIGHTS: 69 passengers

NOTES:

* The maximum payload is computed without regard to cargo density. It is limited only by aircraft structural limitations or critical leg fuel (4000NM) and is shown primarily for information. It includes the weight of any passengers carried. It should not be used unless cargo density is known to be high and physical characteristics of the cargo would permit full utilization of the 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 allowables.

** Cargo door height limits all cargo to 96 inches above the pallet. Cargo compartment curvature restricts normal pallet building techniques. Refer to the pallet profiles illustrated in AMC Pamphlet 50-13.

*** Includes weight of cargo, pallet, and nets or other tiedown equipment.
**** Maximum axle weights are predicated on a minimum separation of 48 inches.

35.7. The KC-10 DOES NOT have a floor loading capability. All cargo/baggage must be palletized or placed on a pallet subfloor.

- Baggage must be palletized and considered as cargo. Hand-carried item must be capable of being stowed under the seats. Troops will be allowed to handcarry 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.).

- Until further notice, pallet position 13 will not be offered for user cargo space. Space is required for aircraft ground servicing (crew chief) equipment.

- 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.

- 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.

- When submitting an airlift request under MHE support, request must include a wide-body loader, stair case extender or wide-body staircase when needed.

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

- Aircraft tow bar must be required when aircraft will operate into/out of airfields where like tow bars are not available.

35.8. KC-10 Operating Policy and Procedures. The following are excerpts from the 15 AF KC-10 Joint Operating Policy. These items will directly affect airlift users within the PACOM area.

35.8.1. While operating on a AMC mission, the standard ground time will be 3+15 hours; for missions that crew rest, 18+15 hours.

35.8.2. Crew alert:

- Local 15 AF/CCCs will alert KC-10 aircraft commanders 3+15 hours prior to departure time (airborne).
- Crew duty days begin one hour after alert or scheduled show time of any crewmember.

35.8.3. Maximum flight duty periods for KC-10 crews:

| | **ALFT (Only)** | **Tanker (Only)** | **Dual Role** |
|---|---|---|---|
| Basic Crew OPL/TNG | 16 | 20 | 16 |
| Augmented OPL/TNG | 24 | 26 | 24 |
| Basic Crew CONT/JCS EX | 16 | 20 | 20 |
| Augmented CONT/JCS EX | 24 | 26 | 26 |

NOTE 1: Contingency/JCS EX are defined as missions other than normal peacetime scheduled missions which are flown to support unplanned crisis actions or JCS-directed EX and are tasked by HQ AMC/ACC such as TEAM SPIRIT, REFORGER, OR BRIGHT STAR, etc.

NOTE 2: Crew duty ends at final landing time. Crew rest time for the crew does not start until all crew members complete post-mission duties.

35.8.4. Material Handling Equipment (MHE): TheWide-Body cargo Loader (WBL) and the wide-body staircase truck are absolutely essential for on-offload of cargo and passengers.

- Present policy prohibits the use of high-lift forklift near the KC-10; the only way to on/offload palletized KC-10 cargo is with the wide-body cargo loader. 15 AF aerial ports in USPACOM currently possess 18 wide-body loaders. Many key locations (e.g., McChord, Elmendorf, Andersen, Kadena, Osan, Hickam) may possess only one operations WBL. Although there are commercial versions of this MHE at major commercial airports, they will rarely be available for use on normal AMC missions.

- There are at least three known versions of high-lift staircases in the AMC system that can offload the KC-10, all of which are in short supply. Status and availability of these stairs is also monitored by HQ AMC TACC/TRKX. NOTE: There is a limited number of KC-10 step extender stairs. This system is not routinely carried on KC-10 missions and must be pre-coordinated.

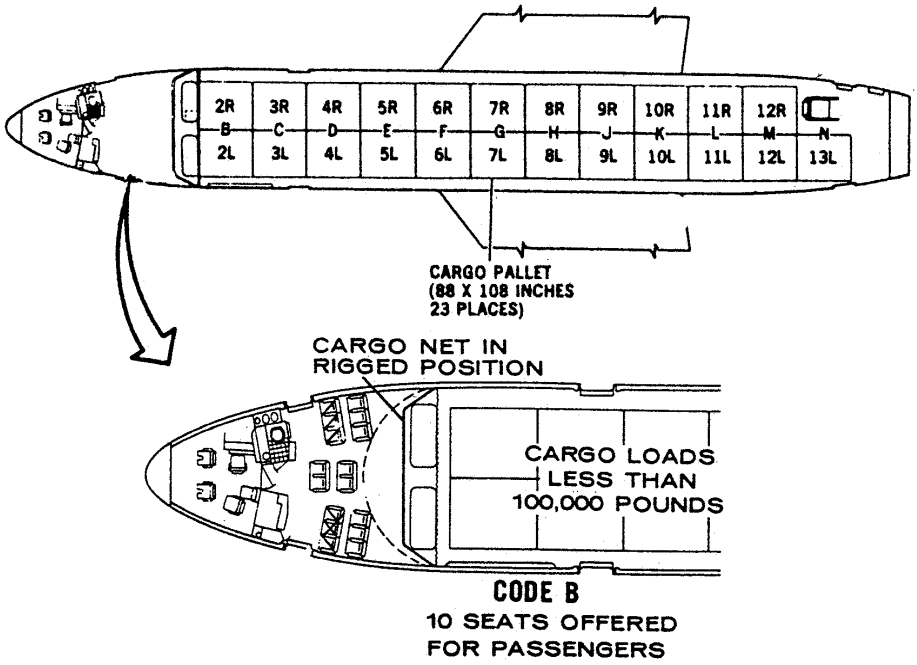
35.8.5. Hazardous cargo may be transported aboard the KC-10. Movement of such cargo will be IAW AFJMAN 24-204, as supplemented. Movement of passengers with hazardous cargo will be accomplished IAW applicable directives.

35.8.6. KC-10 uploading will normally be done on the outbound leg. Boom operator/loadmasters should coordinate with the aerial port air terminal operations center (ATOC) for onload instructions. As a general rule, AMC will offer only single pallets for KC-10 onload. (This applies for AMC channel missions; not exercises.) This precludes use of the special one-inch pallet coupler which is in short supply. When required, AMC will provide additional restraint equipment.

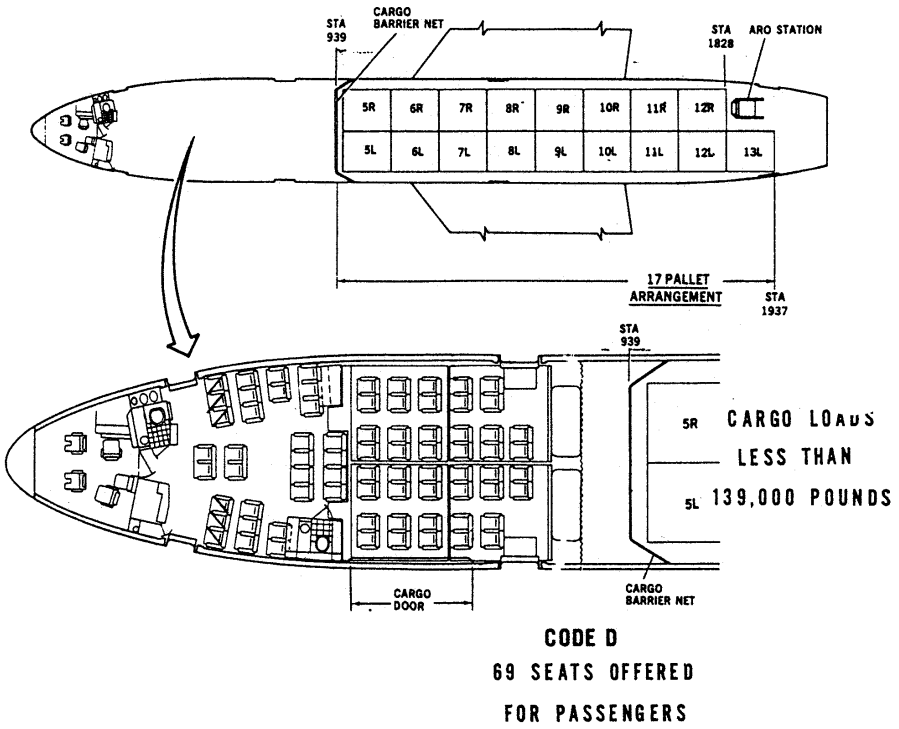
35.8.7. All categories of passengers are eligible for movement within the maximum KC-10 ACL. Passengers will not be carried at the expense of movement-ready cargo or fuel offload requirements. In addition, passengers selected for movement on KC-10 air refueling missions should be briefed that the mission is scheduled for an aerial refueling and/or the flight status board should reflect this info. Passengers may decline travel aboard aerial refueling missions without losing their standing on the space available or duty standby lists.

35.8.8. On missions departing Travis AFB, CA, and prepositioning at another CONUS base, passengers qualified for travel within CONUS and between CONUS and overseas may be manifested from the originating station (Travis) through the first CONUS staging base to the aircraft destination.

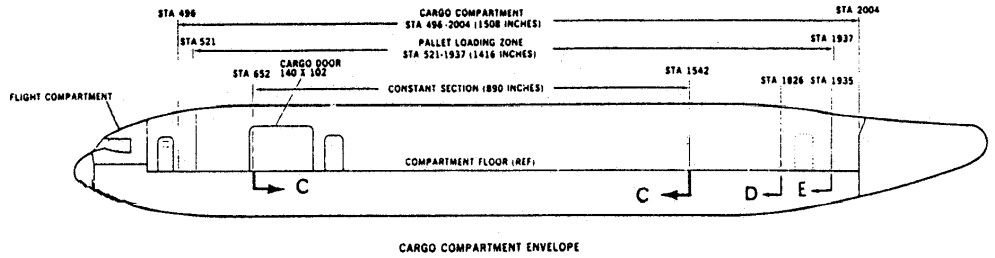
35.9. KC-10A Aircraft Configuration B.



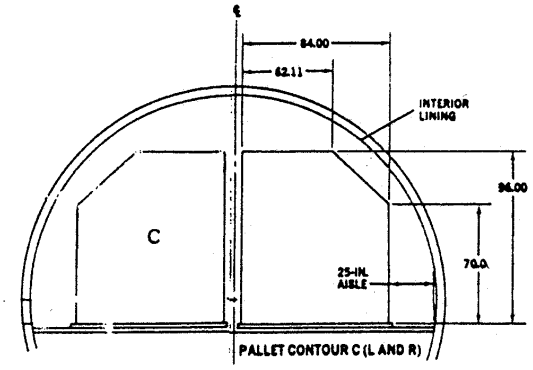

35.10. KC-10A Aircraft Configuration D.



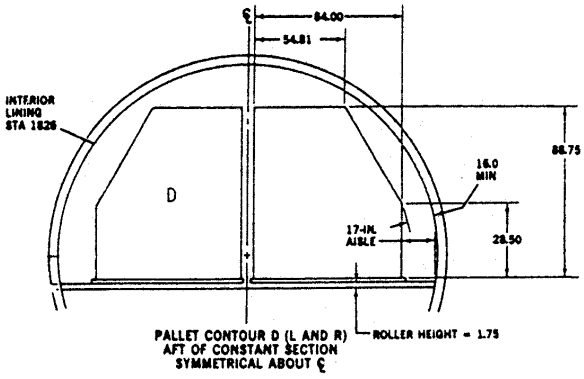
35.11. KC-10 Cargo Compartment Profile.




CARGO COMPARTMENT ENVELOPE

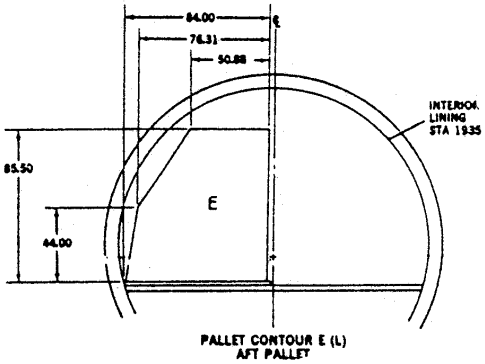



PALLET CONTOUR C (L AND R)



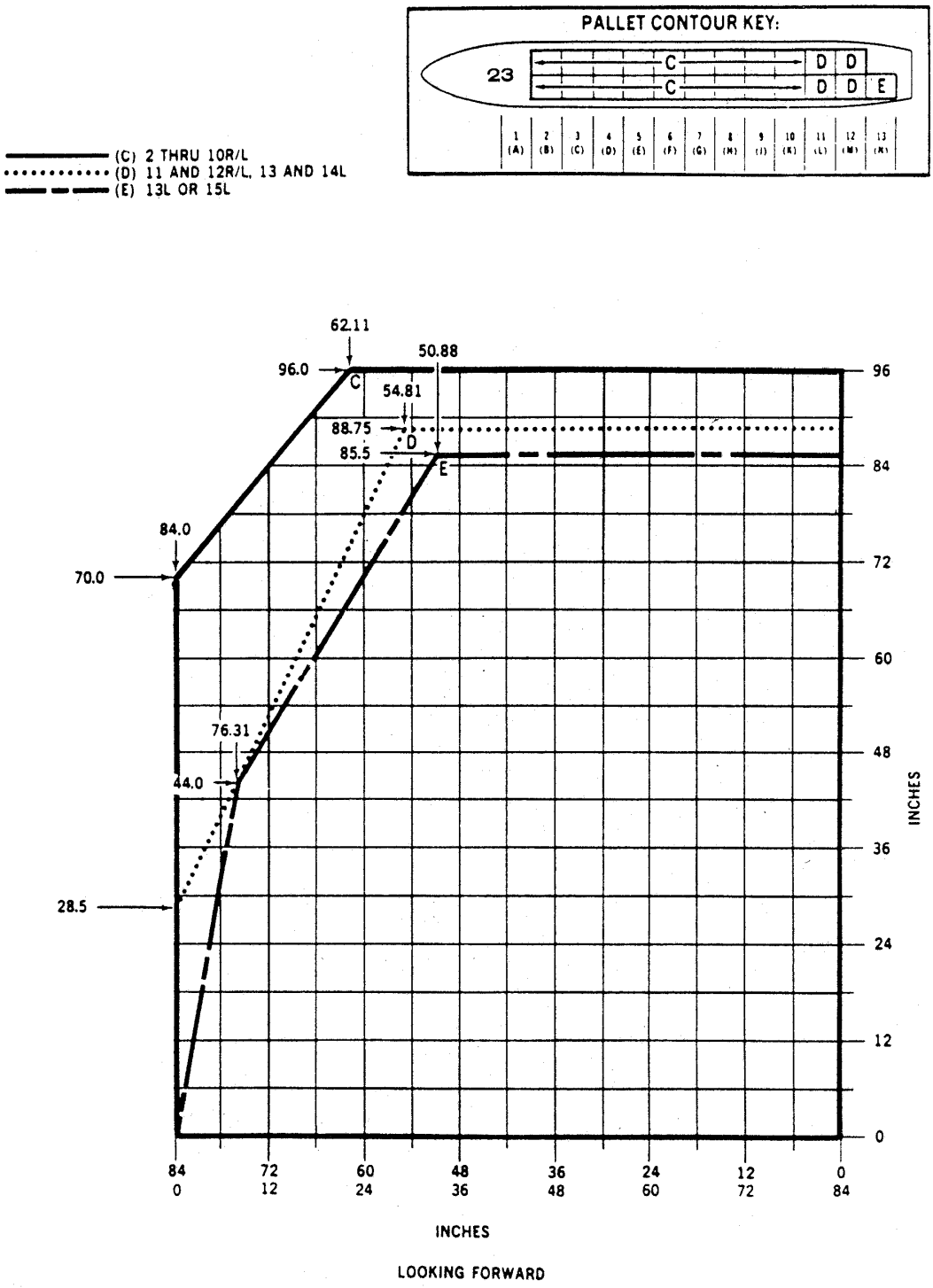

PALLET CONTOUR D (L AND R)
AFT OF CONSTANT SECTION
SYMMETRICAL ABOUT ℄

ROLLER HEIGHT = 1.75




PALLET CONTOUR E (L)
AFT PALLET

35.12. KC-10 Pallet Contours.




**Pallet Contours**

**KC-10 Pallet Profile, #2 through #10(C), #11 through #12(D) and #13.**

**36. B-747 Aircraft General Description.** The B-747 is a wide-body aircraft. The cargo carrying versions have an average planning cargo weight of approximately 180,000 pounds. The passenger version can carry approximately 364 passengers (266 passengers for the B-747SP). The main deck of the B-747 can be configured in either the 33 or 37 pallet configuration. The 33 pallet configuration is for moving rolling stock or vehicular type loads. The 37 pallet configuration is for moving palletized bulk cargo goods. There are several variations of cargo door configurations: side door only, nose door only, or both. In each case loading requires special MHE due to the door sill height of approximately 16 feet AGL. All main-deck cargo must be palletized or loaded on a pallet subfloor. The lower deck has a forward compartment that can carry five military or commercial pallets (three pallets on B-747SP), and an aft compartment that can carry four military or commercial pallets (three pallets on B-747SP). For the forward and aft lower lobes, cargo must either be palletized or on a pallet subfloor. Reserve the aft bulk area for carriers use, and do not plan for cargo movement. A removable net separates the bulk cargo area from the lower lobe aft compartment.

36.1. For detailed information on load planning the B-747, refer to AMCP 55-41.

36.2. B-747 Cargo Door Opening Dimensions and Pallet Height Limitations:

| | **Width** | **Height** |
|---|---|---|
| Main Cargo Compartment * | | |
| Nose Cargo Door ** | 104 | 98 |
| Side Cargo Door | 134 | 120 |
| Lower Cargo Compartments | | |
| Forward | 104 | 66 |
| Aft | 104 | 66 |
| Bulk Compartment | 44 | 47 |
| Type I 463L Palletized Cargo *** | | |
| Main Deck (Nose Door Only) | 94 | |
| Main Deck (Side Door) | 116 | |
| Forward Lower Compartment | 62 | |
| Aft Lower Compartment | | 62 |

NOTES:

All dimensions are in inches.

*The B-747 may have a nose door, a side door, or both. Furthermore, the interior dimensions could vary based on the individual carrier requirements. However, the data presented here may be used for planning purposes. Specific loading restrictions are contained in AMCP 55-41.

**Wider cargo can be loaded, depending on height.

***The maximum height of the pallet that allows a 2-inch ceiling clearance.

**37. DC-10 Aircraft General Description.** DC-10 is a wide-body aircraft. The cargo carrying versions have an average payload of approximately 120,000 pounds. The passenger version can carry approximately 277 passengers. The main deck of the DC-10 can hold either 30 military or 22 commercial pallets. All military cargo on the main deck must be palletized or placed on a palletized subfloor. The side door to the main deck is approximately 16 feet AGL; therefore, it requires other than standard military MHE for loading. The lower deck has both a forward and aft compartment. Due to door size restrictions, do not plan palletized cargo in the

lower lobes. Use them for baggage and small lightweight items of cargo only. The aft bulk compartment is reserved for carrier's use, do not plan for cargo movement.

37.1. For detailed information on load planning the DC-10, refer to AMCP 55-41.

37.2. DC-10 Cargo Door Opening Dimensions and Pallet Height Limitations

| | **Width** | **Height** |
|---|---|---|
| Main Cargo Door | 140 | 102 |
| Lower Compartment Door ** | | |
| Forward | 70 | 66 |
| Forward w/Upper Galley | 104 | 66 |
| Aft | 70 | 66 |
| Bulk Compartment | | |
| Upper Galley | 30 | 36 |
| Lower Galley | 44 | 48 |
| Type I 463L Palletized Cargo * | | |
| Main Deck | 86 | |
| Lower Compartment | 64 | |

NOTES:

All dimensions are in inches.

* - The maximum height of the pallet that allows a 2-inch ceiling clearance.

** - Although the lower compartments of some aircraft are capable of carrying 463L pallets, the capability to secure these pallets for vertical or lateral restraint does not exist. Therefore, the recommended use for all DC-10 lower lobes is for loose, nonpalletized bulk cargo and baggage only.

**38. L-1011 Aircraft General Description.** The L-1011 is a wide-body aircraft which is currently available only in a passenger version. Passenger capacity varies from 238 to 273 seats. Due to lower-lobe door restrictions, pallets cannot be loaded for use with cargo or as a subfloor; therefore, the lower lobe normally is used for baggage only.

38.1. For detailed information on load planning the L-1011, refer to AMCP 55-41.

**39. B-707 Aircraft General Description.** The narrow-body B-707 can carry from 59,800 to 73,000 pounds of cargo, or from 165 to 187 passengers. Variations depend upon aircraft series, spacing requirements of the seats, individual aircraft configurations, and contract requirements. For general planning purposes, cargo and passengers are not mixed except for two couriers that may accompany a cargo load. The DC-8 convertible (C) and freighter (F) have 13 pallet positions available. The lower compartments cannot accept loaded pallets due to door size restrictions and the rounded contour of the floor. A main deck subfloor is required for rolling stock.

39.1. For detailed information on load planning the B-707, refer to AMCP 55-41.

39.2. B-707 Cargo Door Opening Dimensions and Pallet Height Limitations.

| | **Width** | **Height** |
|---|---|---|
| Main Cargo Door | 134 | 91 |
| Lower Compartment Door | | |
| Forward | 48 | 50 |
| Aft | 48 | 49 |
| Type I 463L Palletized Cargo * | | 85.5 |

NOTES:

All dimensions are in inches.

*The maximum height of the pallet that allows a 2-inch ceiling clearance.

**40. DC-8 Aircraft General Description.** The narrow-body DC-8 can carry from 52,000 to 90,000 pounds of cargo, or from 165 to 252 passengers. Variations depend upon aircraft series, spacing requirements of the seats, individual aircraft configurations, and contract requirements. In general, the DC-8 30 series and 50 series have 13 pallet positions; the DC-8-62CF has 14 pallet positions; and the so-called Stretch DC-8-61F/63F/CF has 18 pallet positions. The lower compartments cannot accept loaded pallets because of the door size limitation and the rounded contour of the floor. A main deck subfloor is required for rolling stock.

40.1. For detailed information on load planning the DC-8, refer to AMCP 55-41.

40.2. DC-8 Cargo Door Opening Dimensions and Pallet Height Limitations

| | **Width** | **Height** |
|---|---|---|
| Main Cargo Door | 140 | 85 |
| Lower Cargo Door | | |
| DC-8-33/50/62 All Lower Doors | 44 | 36 |
| Forward Compartment Forward Door, | | |
| DC-8-61/63/71/73 | 63 | 54 |
| Aft Door, All Models | 44 | 36 |

| | | |
|---|---|---|
| Aft Compartment | | |
| Forward Door, All Models | | |
| Except DC-8-33/50/62 | 63 | 54 |
| Aft Door, All Models | 44 | 36 |
| Type I 463L Palletized Cargo * | | 82 |

NOTES:
All dimensions are in inches.

*The maximum height of the pallet that allows a 2-inch ceiling clearance.

**41. JCS PRIORITIES.** (As Published in JCS Pub 4-04):

| | |
|---|---|
| 1A(1) | A Presidential-directed mission. |
| 1A(2) | US forces and other forces or activities in combat designated by the Joint Chiefs of Staff. |
| 1A(3) | Programs approved by the President for top national priority. |
| 1A(4) | Special weapons. |
| 1B(1) | Missions specially directed by the Office of the Secretary of Defense or the Joint Chiefs of Staff. |
| 1B(2) | Units, projects, or plans specially approved for implementation by the Joint Chiefs of Staff. |
| 1B(3) | Validated minimal frequency channels. |
| 2A(1) | US forces or activities and foreign forces or activities that are deploying or positioned and maintained in a state of readiness for immediate combat, or direct combat, or direct combat support. |
| 2A(2) | Industrial production activities engaged in repair, modification, or manufacture of primary weapons, equipment, and supplies to prevent an impending work stoppage or to reinstitute production in the event a stop-page has already occurred or when the material is required to accomplish emergency or controlling jobs. |
| 2B(1) | JCS-directed exercises. |
| 2B(2) | JCS-coordinated exercise. |
| 2C(1) | Air Force Operational Readiness Inspections requiring the use of Special Operations Low Level/Special Operations Employment (SOLL-II/SOE) assets. |
| 2C(2) | Special Operations forces training in support of, and when validated by, the Commander, Joint Special Operations Command (COMJSOC). |
| 2C(3) | Those airframe days "fenced" by CINCTRANS to support minimum essential JA/ATT, excluding other JA/ATT requirements under Priority 3B below. |
| 3A(1) | Readiness or evaluation tests when airlift is required in support of unit inspection or evaluation tests, including EDRE. |
| 3A(2) | US forces or activities and foreign forces or activities that are maintained in a state of readiness to deploy for combat and other activities essential to combat forces (most SAAMs). |
| 3A(3) | Approved requirements channels. |
| 3B(1) | Service training when airborne operations of airlift support is integral to combat readiness (e.g., field training exercises, proficiency airdrop, and air assault). |
| 3B(2) | Combat support training (e.g., flare drops, unconventional warfare activities, and JACC/CP). |
| 3B(3) | Service schools requiring airborne, airdrop, or air transportability training as part of the program of instruction. |
| 3B(4) | Airdrop/air transportability or aircraft certification of new or modified equipment. |
| 4A(1) | US forces and foreign forces or activities tasked for employment in support of approved war plans support activities essential to such forces. |
| 4A(2) | Static loading exercises for those units specifically tasked to perform air transportability missions. |
| 4B(1) | Other forces or activities and foreign forces or activities. |

4B(2) Other non-DOD activities that cannot be accommodated by commercial airlift.
4B(3) Static display for public and military events.

**42. Special Assignment Airlift Mission (SAAM) Format Information and Sample.** Procedures for requesting SAAMs are in DOD 4500.9-R. The following messages were provided by Air Mobility Command as guidance on the correct format for requesting SAAMS. Proper format of SAAM requests is necessary in order for AMC to process and consider airlift request.

R 201746Z OCT 95

FM HQ AMC TACC SCOTT AFB IL//XOOMSR//

1. THE PROCEDURES OUTLINED IN THIS MESSAGE ARE ESTABLISHED IN DOD 4500.9-R. THE EFFECTIVE DATE OF THIS REGULATION IS 4 AUG 95.

2. THE PURPOSE OF THIS MESSAGE IS TO PROVIDE INTERIM GUIDANCE CONCERNING SPECIAL ASSIGNMENT AIRLIFT MISSIONS (SAAMS) UNTIL ALL VALIDATING AGENCIES HAVE RECEIVED A COPY OF DOD 4500.9-R.

3. AS PER DOD 4500.9-R, IN ORDER FOR REQUESTS TO FLOW DIRECTLY INTO THE AIRLIFT DEPLOYMENT ANALYSIS SYSTEM COMPUTER, STRICT FORMAT REQUIREMENTS MUST BE FOLLOWED. REQUESTS WITH IRREGULARITIES WILL AUTOMATICALLY BE SEGREGATED AND WILL REQUIRE INDIVIDUAL ATTENTION TO CORRECT THE ERROR(S). REQUESTS FOR ALL SAAM AIRLIFTS WILL BE SENT TO THE APPROPRIATE SERVICE OR THEATER VALIDATOR(S) WHO, IN TURN, FORWARDS THE REQUEST TO HQ AMC VIA MESSAGE. MESSAGE ADDRESS FOR HQ AMC IS AS FOLLOWS:

HQ AMC SCOTT AFB IL//SAAM//

HQ AMC TACC SCOTT AFB IL//XOOMSR//

THE FIRST ADDRESS SHOULD ONLY APPEAR ON INITIAL REQUESTS ONLY. PLEASE REMOVE THIS ADDRESS FROM SUBSEQUENT OR CHANGE COPIES.

4. HQ AMC TACC/XOOMSR (SAAM REQUIREMENTS SECTION) PERSONNEL WILL ONLY PROCESS PROPERLY FORMATTED SAAM REQUESTS SENT FROM THE VALIDATING AUTHORITY. INCOMPLETE, INCORRECT, OR INVALIDATED REQUESTS WILL BE RETURNED TO THE VALIDATING AUTHORITY FOR NECESSARY CHANGES. ALL CHANGES TO SAAM REQUESTS WILL BE PROCESSED BY THE SAME PROCEDURES.

5. UNNECESSARY INFO, MISCELLANEOUS, AND REFERENCED COPIES WILL NOT BE USED FOR SAAM REQUEST PROCESSING.

6. THE FOLLOWING PROCEDURES ARE FOR THOSE VALIDATORS WHO WISH TO USE ELECTRONIC MAIL(E-MAIL) FOR TRANSMITTING SAAM REQUESTS TO HQ AMC TACC. THE FORMAT MUST BE THE SAME AS USMTF. THE ONLY CHANGE IS THAT YOU MUST BEGIN EACH LINE OF THE MESSAGE AT THE FAR LEFT SIDE OF THE PAGE (NO MARGINS) AND INCLUDE THE DTG, FM, BT, AND UNCLAS AREAS AS WELL. DO NOT USE ANY COLONS OR COMMAS. THE FOLLOWING IS AN EXAMPLE OF AN INTERNET MESSAGE TRANSMITTED TO THE AUTOMATIC LOADER SYSTEM:

R 222222Z AUG 95

FM NASA GSFC

TO HQ AMC SCOTT AFB IL//SAAM//

HQ AMC TACC SCOTT AFB IL//XOOMSR//

HQ AMC TACC SCOTT AFB IL//XOOT// (FOR KC-10/135 ONLY)

BT

UNCLAS

7. MESSAGE 2 FOLLOWING CONTAINS AN EXAMPLE OF THE DOD 4500.9-R SAAM MESSAGE FORMAT.

8. PERSONNEL HAVING ANY QUESTIONS SHOULD CONTACT DSN 576-5611, SAAM REQUIREMENT SECTION.

R 201749Z OCT 95

FM HQ AMC TACC SCOTT AFB IL//XOOMSR//

SECTION 1 OF 3

MESSAGE 2

SAAM REQUESTS

1. IN ORDER FOR SAAM REQUESTS TO FLOW INTO AMC DEPLOYMENT ANALYSIS SYSTEM (ADANS), STRICT FORMAT REQUIREMENTS MUST BE FOLLOWED. ALL SAAM REQUESTS MUST BE SENT IAW UNITED STATES MESSAGE TEXT FORMAT (USMTF). FOR YOUR CONVENIENCE, WE HAVE BROKEN THE DESCRIPTION INTO THREE SUB-PARTS: (1A) AIRLIFT REQUEST MESSAGE FORMAT; (1B) AIRLIFT REQUEST MESSAGE SAMPLE; (1C) AIRLIFT REQUEST MESSAGE COMPLETION INSTRUCTIONS.

2. SEND ALL SAAM REQUESTS TO: "*YOUR VALIDATOR*"

SUB-PART 1A: AIRLIFT REQUEST MESSAGE FORMAT:

MSGID/AL1249/ORIGINATOR//

AL1249REQ/SAAM/SAAM NUMBER/JCS PRIORITY/

YOUR UNIT/ PROJECT NAME/INFO ADDRESSEES//

ONOFF/CLASSIFICATION/REF NUMBER/ONLOAD LOCATION ICAO/OFFLOAD LOCATION

ICAO/AVAIL LOAD DATE/PICKUP (DEPARTURE) DATE /LATEST ARRIVAL

DATE/NUMBER OF PAX/BAGGAGE SHORT TONS/CARGO SHORT TONS/CUBE OF

BAGGAGE AND CARGO/COMMENTS, IF APPLICABLE//

MSNREQ/CLASSIFICATION/REF NUMBER/NUMBER OF ACFT/TYPE OF ACFT/ACFT

CONFIGURATION/MSN SUPPORT COMMENTS(I.E., MHE)//

LOAD/CLASSIFICATION/REF NUMBER/CARGO REF/LOAD

DESCRIPTION/QUANTITY/CARGO WEIGHT IN

POUNDS/CUBE/LENGTH/WIDTH/HEIGHT/SECURITY CLASSIFICATION OF CARGO//

HAZCOMM/CLASSIFICATION/REF NUMBER/CARGO REF/SHIPPING NAME OF

HAZARDOUS/PACKAGING PARAGRAPH/NET EXPLO WEIGHT (ENTER "/-/" IF NOT

APPLICABLE)//

CONTACTS/CLASSIFICATION/TYPE OF CONTACT, I.E., ONLOAD, EN ROUTE,

OVERALL, ETC/LOCATION/NAME/DUTY PHONE/HOME PHONE//

VALIDATOR, ETC/LOCATION/NAME/DUTY PHONE/HOME PHONE//

BILLING/FUND CITE IS REQUIRED (*AIRLIFT WILL NOT BE SCHEDULED WITHOUT*

*FUND CITE*//

REMARKS/COMMENTS ENTER: IAW DOD 4515.13 - R, ALL UNUSED SPACE

REMAINING AFTER USER REQUIREMENTS HAVE BEEN MET WILL BE MADE

AVAILABLE TO THE SENIOR AMC REPRESENTATIVE (OR AIRCRAFT COMMANDER IN

THE ABSENCE OF OTHER AMC PRESENCE) FOR MOVEMENT OF ELIGIBLE DOD

TRAFFIC IAW ESTABLISHED AIRLIFT GUIDELINES.//

SUB-PART 1B: AIRLIFT REQUEST MESSAGE SAMPLE:

FROM: 1FW LANGLEY AFB VA//LGTR//

TO: HQ ACC LANGLEY AFB VA//LGTA//

INFO: INFO ADDRESSEES PER LOCAL REQUIREMENTS (*DO NOT INCLUDE AMC*)

SUBJ: SAAM REQUEST FOR AIR WARRIOR 93-1

MSGID/AL1249/1FW LANGLEY AFB//

AL1249REQ/SAAM/-/-/1FW LANGLEY AFB/AIR WARRIOR 93-1/Y//

ONOFF/U/1/KLFI/KLSV/011600ZOCT96/021200ZOCT96/022100ZOCT96/7/.3/19.6/3597/-//

ONOFF/U/2/KLSV/KLFI/192200ZOCT96/201500ZOCT96/202300ZOCT96/7/.3/19.6/3840/-//

MSNREQ/U/1/1/C-141/C-2M/K-LOADER REQUIRED AT ON AND OFFLOAD LOCATIONS//

MSNREQ/U/2/1/C-141/C-2M/PAX TRANSPORT REQUIRED//

LOAD/U/1/A/463L PLT/8/34000/2900/-/-/-/U//

LOAD/U/1/B/463L PLT/1/3000/300/-/-/-/U//

LOAD/U/1/C/OIL CART 1/600/24/40/30/35/U//

LOAD/U/1/D/F-2 TRAILER/1/1600/373/150/50/86/U/

LOAD/U/2/A/463L PLT/8/34000/2900/-/-/-/U//

LOAD/U/2/B/463L PLT/1/3000/300/-/-/-/U//

LOAD/U/2/C/OIL CART 1/600/80/40/30/35/U//

LOAD/U/2/D/F-2 TRAILER/1/1600/500/150/50/86/U//

HAZCOMM/U/1/B/MAGNETIZED MATERIAL/11-38/-//

HAZCOMM/U/2/B/MAGNETIZED MATERIAL/11-38/-//

CONTACTS/U/OVERALL/KLFI/SMSGT WHITLOCK/DSN 574-3213/HP 804-766-3670//

CONTACTS/U/OFFLOAD/KLSV/TSGT MOON/DSN 682-1110/-//

CONTACTS/U/VALIDATOR/KLFI/CPT MOYNIHAN/DSN 574-3213/-//

BILLING/ FUND CITE IS REQUIRED //

REMARKS/MSN IS AIRLIFTING SUPPORT EQUIPMENT FOR F-15 FOR AW 93-1.

AFJM 24-204, CHAPTER 3 APPLIES. IAW DOD 4515.13 - R, ALL UNUSED

SPACE REAMAINING AFTER USER REQUIREMENTS HAVE BEEN MET WILL BE MADE

AVAILABLE TO THE SENIOR AMC REPRESENTATIVE (OR AIRCRAFT COMMANDER IN

THE ABSENCE OF OTHER AMC PRESENCE) FOR MOVEMENT OF ELIGIBLE DOD

TRAFFIC IAW ESTABLISHED AIRLIFT GUIDELINES.//

SUB-PART 1C: AIRLIFT REQUEST MESSAGE COMPLETION INSTRUCTIONS

A. INFORMATION FIELDS MUST BE GIVEN IN THE ORDER LISTED. AVOID USING NON-USMTF CHARACTERS SUCH AS: $,&,;, +, ', ETC. EACH FIELD MUST BE SEPARATED BY A SINGLE SLASH (/). EACH DATASET MUST END WITH A DOUBLE SLASH (//). INFORMATION WITHIN A FIELD CANNOT CONTAIN A SLASH (/) AS PART OF THE DATA CONTENT, SINCE AUTOMATED REQUESTS WILL INTERPRET THIS AS AN END OF FIELD MARKER. TO INDICATE A BLANK FIELD, ENTER "/-/". A DATASET LINE MAY NOT EXCEED 69 CHARACTERS. THE ENTIRE DATASET MAY, HOWEVER, REQUIRE TWO OR MORE LINES OF TEXT. IN THIS CASE, END EACH LINE WITH A COMPLETE FIELD

AND BEGIN THE CONTINUATION LINE WITH A SINGLE SLASH (/) FOLLOWED BY THE NEXT FIELD. A DATASET FIELD MAY NOT BE SPLIT BETWEEN TWO LINES.

B. MISSIONS OPERATING IN DIFFERENT MONTHS (I.E., DEPLOYMENT IN OCTOBER AND REDEPLOYMENT IN NOVEMBER) WILL REQUIRE A SEPARATE AIRLIFT REQUEST MESSAGE FOR EACH MONTH.

C. AIRLIFT REQUEST MESSAGE COMPLETION INSTRUCTIONS FOLLOW:

1. MSGID DATASET (REQUIRED DATASET).

A. (MANDATORY) ENTER "MSGID" (5 CHARACTERS MAXIMUM).

B. ENTER "AL1249" (6 CHARACTERS MAXIMUM).

C. (MANDATORY) ENTER THE ORGANIZATION OR LOCATION INITIATING THE REQUEST (20 CHARACTERS MAXIMUM).
2. AL1249 REQ DATASET (REQUIRED DATASET).

A. (MANDATORY) ENTER "AL1249REQ" (9 CHARACTERS MAXIMUM).

B. (MANDATORY) ENTER THE TYPE OF REQUEST (I.E., SAAM ) (4 CHARACTERS MAXIMUM).

C. (CONDITIONAL) ENTER THE SAAM NUMBER. NOTE: INITIAL REQUESTS FOR AIRLIFT WILL NOT CONTAIN A SAAM NUMBER UNTIL ASSIGNED BY THE APPROPRIATE MAJCOM VALIDATOR. THEREFORE, REQUESTERS SHOULD ENTER A "/-/" IF NUMBER IS NOT KNOWN (4 CHARACTERS MAXIMUM).

D. (CONDITIONAL) ENTER THE AIRLIFT JCS PRIORITY (I.E., 1B1). REQUESTORS SHOULD ENTER "/-/" IF NUMBER IS NOT KNOWN .

E. (MANDATORY) ENTER YOUR UNIT IDENTIFIER (I.E., 1FW LANGLEY AFB) (20 CHARACTERS MAXIMUM).

F. (OPTIONAL) ENTER THE PROJECT NAME (I.E., RED FLAG 93-1, SUPPORT JUSTICE IV, CORONET FALCON, DACT, TEAM SPIRIT 93, UNIT FLYAWAY, ETC). ENTER "/-/" FOR NO PROJECT NAME (40 CHARACTERS MAXIMUM).

G. (OPTIONAL) INDICATE IF INFORMATION ADDRESSEES ARE TO BE COPIED ON ALL SUBSEQUENT MESSAGES BY ENTERING A "Y". ENTER "N" TO EXCLUDE INFORMATION ADDRESSEES ON SUBSEQUENT MESSAGES (1 CHARACTER MAXIMUM).

3. ONOFF DATASET (REQUIRED DATASET).

A. (MANDATORY) ENTER "ONOFF" (5 CHARACTERS MAXIMUM).

B. (MANDATORY) ENTER THE SECURITY CLASSIFICATION OF THIS LINE (I.E., U-UNCLASS, C-CONFIDENTIAL, S-SECRET, OR T-TOP SECRET) (1 CHARACTER MAXIMUM).

C. (MANDATORY) ( IF EACH REQUIREMENT REQUIRES MORE THAN ONE AIRCRAFT, EACH AIRCRAFT MUST HAVE A SEPARATE ON/OFF LINE. EVEN IF DATES/TIMES ARE THE SAME) ENTER A REFERENCE NUMBER FOR EACH ON/OFFLOAD PORTION OF THE SAAM. FOR MULTIPLE STOPS, ENTER A NEW REFERENCE NUMBER FOR EACH ON/OFFLOAD COMBINATION. (I.E., ONOFF/U/1/KLFI/KLSV..ONOFF/U/2/KSSC/KLSV ..ONOFF/U/3/KVAD/KLS). THIS NUMBER WILL TIE EACH ON/OFFLOAD LOCATION AND ITS REQUIREMENT TO THE COMMODITY DESCRIPTION IN THE "LOAD" AND "HAZCOMM" DATASETS (4 CHARACTERS MAXIMUM). (NOTE: DO NOT INCLUDE INTRA THEATER C-130 ON REQUESTS WITH OTHER REQUIRED AIRCRAFT. SEPARATE REQUEST REQUIRED).

D. (MANDATORY) ENTER THE NAME OF THE PORT OF EMBARKATION (POE) BY NAME OR ICAO CODE (PREFERRED ENTRY) (16 CHARACTERS MAXIMUM).

E. (MANDATORY) ENTER THE NAME OF THE PORT OF DEBARKATION (POD) BY NAME OR ICAO CODE (PREFERRED ENTRY) (16 CHARACTERS MAXIMUM).

F. (MANDATORY) ENTER THE GREENWICH MEAN TIME (GMT), EXPRESSED AS "Z" TIME, FOR AVAILABLE TO LOAD DATE (ALD) (I.E.,011600ZOCT96); IF TIME SHOULD BE COORDINATED, ENTER "COORD" (12 CHARACTERS MAXIMUM).

G. (MANDATORY) FOR SAAMS, ENTER THE DESIRED PICK UP (DEPARTURE) DATE AND TIME. USE GREENWICH MEAN TIME (GMT) EXPRESSED AS "Z" TIME (I.E., 021200ZOCT96); IF TIME SHOULD BE COORDINATED, ENTER "COORD" (12 CHARACTERS MAXIMUM).

H. (MANDATORY) ENTER THE GREENWICH MEAN TIME (GMT), EXPRESSED AS "Z" TIME, FOR THE LATEST ARRIVAL DATE AT OFFLOAD DESTINATION (I.E., 022100ZOCT96); IF TIME SHOULD BE COORDINATED, ENTER "COORD" (12 CHARACTERS MAXIMUM).

I. (CONDITIONAL) ENTER THE NUMBER OF PASSENGERS TO BE ON/OFFLOADED AT EACH LOCATION. IN THE "REMARKS" DATASET, IDENTIFY ALL FOREIGN NATIONALS. IF MSN IS A CARGO SAAM, INDICATE PAX WHO MAY BE COURIERS OR TECH ESCORTS ALSO IN THE "REMARKS" DATASET ( 5 CHARACTERS MAXIMUM).

J. (CONDITIONAL) ENTER THE TOTAL WEIGHT OF THE BAGGAGE, EXPRESSED IN SHORT TONS, TO THE NEAREST TENTH OF A TON (5 CHARACTERS MAXIMUM).

K. (CONDITIONAL) ENTER THE TOTAL WEIGHT OF THE CARGO, EXPRESSED IN SHORT TONS, TO THE NEAREST TENTH OF A TON. DO NOT INCLUDE BAGGAGE WEIGHT (6 CHARACTERS MAXIMUM).

L. (CONDITIONAL) ENTER THE TOTAL CUBIC FEET OF THE CARGO AND BAGGAGE (6 CHARACTERS MAXIMUM, MUST BE WHOLE NUMBERS NOT TENTHS).

M. (CONDITIONAL) ENTER ANY COMMENTS ABOUT THE ON/OFFLOAD OR TIMING (I.E., "TBD", ETC) (7 CHARACTERS MAXIMUM).

4. MSNREQ DATASET MUST FOLLOW THIS FORMAT:

A. (MANDATORY) ENTER "MSNREQ" (MAXIMUM 6 CHARACTERS).

B. (MANDATORY) ENTER THE SECURITY CLASSIFICATION OF THIS LINE (I.E., U-UNCLASS; C-CONFIDENTIAL; S-SECRET; T-TOP SECRET) (1 CHARACTER MAXIMUM).

C. (MANDATORY) ENTER A REFERENCE NUMBER FOR EACH MOVEMENT REQUIREMENT. THIS NUMBER WILL CORRESPOND TO AN ON/OFFLOAD REQUIREMENT NUMBER IN THE "ONOFF" DATASET (4 CHARACTERS MAXIMUM).

D. (MANDATORY) ENTER THE NUMBER OF AIRCRAFT REQUESTED (3 CHARACTERS MAXIMUM). THIS WILL ALWAYS BE ONE!!!

E. (MANDATORY) ENTER THE TYPE OF AIRCRAFT REQUESTED (8 CHARACTERS MAXIMUM).

F. (OPTIONAL) ENTER THE AIRCRAFT CONFIGURATION REQUESTED (5 CHARACTERS MAXIMUM).

G. (MANDATORY) ENTER ANY MSN SUPPORT REQUIREMENTS (I.E., WIDE-BODY LOADER, FORKLIFT, K-LOADER, PALLETS, JOINT INSPECTION (JI) ETC). ENTER THE TYPE OF MSN SUPPORT AND WHERE IT IS REQUIRED. IF UNIT

REQUIRES NO MHE OR JI SUPPORT, PUT "NONE". (37 CHARACTERS MAXIMUM) THE USER/VALIDATOR IS RESPONSIBLE FOR DETERMINING THE MHE REQUIREMENTS AT ALL LOCATIONS.

NOTE: WHEN MHE SUPPORT IS REQUESTED, AMC TAKES THIS FOR ACTION TO AIRLIFT THE REQUESTED EQUIPMENT TO YOUR ON/OFFLOAD DESTINATION. IF REQUESTED MHE WILL NOT FIT ON THE INITIAL REQUESTED AIRCRAFT, THEN ANOTHER AIRCRAFT NEEDS TO BE REQUESTED TO POSITION/DEPOSITION THE MHE. USER WILL PAY THE COST OF ANY ADDITIONAL AIRCRAFT BOTH TO THE DEPLOYMENT LOCATION AND RETURN TO HOME STATION AT THE APPROPRIATE RATE.

5. LOAD DATASET (OPTIONAL DATASET). IF USED, MUST FOLLOW THIS FORMAT; ENTER "/-/" IF OPTIONAL FIELDS ARE NOT USED. NOTE: THE CARGO WEIGHT AND CARGO/BAGGAGE CUBIC FEET OF ALL ITEMS LISTED IN THIS SECTION SHOULD AGREE WITH THE TOTAL WEIGHT/CUBIC FEET IN THE "ONOFF" DATASET.

A. (MANDATORY) ENTER "LOAD" (4 CHARACTERS MAXIMUM).

B. (MANDATORY) ENTER THE SECURITY CLASSIFICATION OF THIS LINE (I.E., U, C, S, T) (1 CHARACTER MAXIMUM).

C. (MANDATORY) ENTER A REFERENCE NUMBER FOR EACH LOAD DESCRIPTION. THIS NUMBER WILL TIE THE LOAD DESCRIPTION IN THIS DATASET TO ITS REQUIREMENT IN THE "ONOFF" DATASET (4 CHARACTERS MAXIMUM).

D. (MANDATORY) ENTER AN IDENTIFIER FOR EACH LOAD DESCRIPTION. THIS IDENTIFIER, COMBINED WITH THE REFERENCE NUMBER, WILL TIE THE LOAD DESCRIPTION IN THIS DATASET TO THE HAZARDOUS COMMODITY DESCRIPTION IN THE "HAZCOMM" DATASET (1 CHARACTER MAXIMUM).

E. (MANDATORY) ENTER THE CARGO COMMODITY DESCRIPTION. INCLUDE SERVICE NOMENCLATURE AND DEPT OF TRANSPORTATION (DOT) SHIPPING NAME AND CLASS, IF APPROPRIATE. NOTE: DO NOT USE SLASHES WITHIN THIS DATASET. USE A SEPARATE LINE FOR EACH COMMODITY DESCRIPTION. BEGIN EACH ADDITIONAL LINE OF THE DATASET WITH "LOAD/" (16 CHARACTERS MAXIMUM).

F. (OPTIONAL) ENTER THE QUANTITY OF PALLETS, VEHICLES, OR PIECES OF NONPALLETIZED CARGO (4 CHARACTERS MAXIMUM).

G. (OPTIONAL) ENTER THE INDIVIDUAL WEIGHT OF ALL NONPALLETIZED CARGO, EQUIPMENT, AND VEHICLES, OR TOTAL WEIGHT OF PLTS (IN POUNDS) (6 CHARACTERS MAXIMUM).

H. (OPTIONAL) ENTER THE UNIT CUBIC FEET OF ALL CARGO, NONPALLETIZED, LOOSE LOAD OR ROLLING STOCK, OR THE TOTAL CUBIC FEET OF PLTS (5 CHARACTERS MAXIMUM).

I. (OPTIONAL) ENTER THE LENGTH, IN INCHES, OF ALL NONPALLETIZED CARGO OR VEHICLES. FOR PLTS, YOU MAY USE "/-/" (3 CHARACTERS MAXIMUM).

J. (OPTIONAL) ENTER THE WIDTH, IN INCHES, OF ALL NONPALLETIZED CARGO OR VEHICLES. FOR PLTS, YOU MAY USE "/-/" (3 CHARACTERS MAXIMUM).

K. (OPTIONAL) ENTER THE HEIGHT, IN INCHES, OF ALL NONPALLETIZED CARGO OR VEHICLES. FOR PLTS, YOU MAY USE "/-/" (3 CHARACTERS MAXIMUM).

L. (MANDATORY) ENTER THE SECURITY CLASSIFICATION OF THE CARGO (I.E., U, C, S, T, OR Y FOR MIXED/UNKNOWN CLASSIFIED) (1 CHARACTER MAXIMUM).

6. HAZCOMM DATASET (OPTIONAL DATASET). IF USED, DATASET MUST FOLLOW THIS FORMAT; ENTER "/-/" IF OPTIONAL FIELDS ARE NOT USED.

A. (MANDATORY) ENTER "HAZCOMM" (7 CHARACTERS MAXIMUM).

B. (MANDATORY) ENTER THE SECURITY CLASSIFICATION OF THIS LINE (I.E., U, C, S, T) (1 CHARACTER MAXIMUM).

C. (MANDATORY) ENTER A REFERENCE NUMBER FOR EACH HAZARDOUS COMMODITY DESCRIPTION. THIS NUMBER WILL TIE EACH HAZARDOUS COMMODITY DESCRIPTION IN THIS DATASET TO AN ON/OFFLOAD REQUIREMENT IN THE ONOFF DATASET (4 CHARACTERS MAXIMUM).

D. (MANDATORY) ENTER AN IDENTIFIER FOR EACH COMMODITY DESCRIPTION. THE IDENTIFIER, COMBINED WITH THE REFERENCE NUMBER, WILL TIE THE COMMODITY DESCRIPTION IN THIS DATASET TO THE LOAD DESCRIPTION IN THE LOAD DATASET (1 CHARACTER MAXIMUM).

E. (MANDATORY) ENTER THE PROPER SHIPPING NAME OF ALL HAZARDOUS ITEMS. USE THE REMARKS DATASET, IF NECESSARY. HAZARDOUS MATERIALS WILL NOT BE AIRLIFTED UNLESS ALL PROVISIONS OF SUBJECT REGULATION HAVE BEEN COMPLIED WITH. FOR SPECIAL WEAPONS, PROVIDE THE NUMBER AND TYPE UNITS, TYPE CONTAINER, UNIT WEIGHT, AND TOTAL WEIGHT IN THE ON/OFFLOAD ORDER. NUCLEAR WEAPONS DATA ARE FOUND IN T.O. 11N-45-61 AND T.O. 11N-45-51A(A) (43 CHARACTERS MAXIMUM).

F. (MANDATORY) ENTER THE PACKAGING PARA FOR HAZARDOUS ITEMS IAW AFJM 24-204 (10 CHARACTERS MAXIMUM).

G. (OPTIONAL) ENTER THE TOTAL NET EXPLOSIVE WEIGHT (NEW) (3 CHARACTERS MAXIMUM). INDICATE IN THE REMARKS DATASET THE NEW, BY CLASS, FOR EACH ITEM CONTAINING DOD CLASS/DIVISION 1.1, 1.2, OR 1.3 EXPLOSIVES.

7. CONTACTS (REQUIRED DATASET):

A. (MANDATORY) ENTER "CONTACTS" (8 CHARACTERS MAXIMUM).

B. (MANDATORY) ENTER THE SECURITY CLASSIFICATION OF THE LINE (I.E., U, C, S, T) (1 CHARACTER MAXIMUM).

C. (MANDATORY) ENTER THE TYPE OF CONTACT (I.E., ONLOAD, EN ROUTE, DESTINATION, OVERALL, VALIDATOR, ETC) (10 CHARACTERS MAXIMUM).

D. (MANDATORY) ENTER THE LOCATION OF THE CONTACT (20 CHARACTERS MAXIMUM).

E. (OPTIONAL) ENTER THE FULL NAME OF THE CONTACT (25 CHARACTERS MAXIMUM).

F. (MANDATORY) ENTER THE OFFICE PHONE NUMBER. INCLUDE DSN AND COMMERCIAL, AS APPLICABLE (18 CHARACTERS MAXIMUM).

G. (OPTIONAL) ENTER THE 24HOUR POINT OF CONTACT. INCLUDE THE AREA CODE (18 CHARACTER MAXIMUM). AS A MINIMUM, AT LEAST ONE POC WILL HAVE A HOME PHONE NUMBER (OR AFTER DUTY HOURS NUMBER) LISTED IN THE CONTACTS SECTION OF THE SAAM REQUEST.

8. BILLING DATASET (CONDITIONAL DATASET): IF MESSAGE ORIGINATES FROM A SAAM VALIDATOR, BILLING INFO IS MANDATORY. IF THIS DATASET IS USED, FOLLOW THIS FORMAT. ENTER / - / IF OPTIONAL FIELDS ARE NOT USED. PROCESSING REQUEST WILL BE DELAYED WITHOUT THIS DATA.

A. (MANDATORY) ENTER "BILLING" (7 CHARACTERS MAXIMUM).

B. (CONDITIONAL) ENTER THE CIC, TAC, OR APPROPRIATION CHARGEABLE, AS APPLICABLE. IF NONE OF THESE ARE AVAILABLE, INCLUDE THE NAME AND ADDRESS OF THE SPECIFIC ORGANIZATION REIMBURSING ON DIRECT BILLING BASIS. NOT APPLICABLE FOR JCS EXERCISES. ENTER NO MORE THAN 69 CHARACTERS PER LINE (255 CHARACTERS MAXIMUM).

9. REMARKS DATASET (OPTIONAL DATASET): IF USED, DATASET MUST FOLLOW THIS FORMAT; ENTER "/-/" IF OPTIONAL FIELDS ARE NOT USED.

A. (MANDATORY) ENTER "REMARKS" (7 CHARACTERS MAXIMUM).

B. (OPTIONAL) PROVIDE THE FOLLOWING (2500 CHARACTERS MAXIMUM):

(1) PURPOSE OF THE SAAM: A BRIEF, CONCISE, UNCLASSIFIED STATEMENT (I.E., PURPOSE - MISSION IS IN SUPPORT OF 1 FW DEPLOYMENT TO RED FLAG 93-1).

(2) JUSTIFICATION FOR SHORT-NOTICE FOREIGN CLEARANCE OF CARGO AND AIRCRAFT. JUSTIFICATION MUST INCLUDE DETAILED DESCRIPTION OF THE COMMODITY REQUIRING CLEARANCE. NAME & PHONE NUMBER OF THE INDIVIDUAL(S) WHO CAN PROVIDE ADDITIONAL JUSTIFICATION FOR THE RAPID REACTION OR EMERGENCY SAAM, IF REQUIRED BY HQ USAF/XOXI.

(3) JUSTIFICATION FOR RAPID REACTION OR EMERGENCY (72 HOURS OR LESS) SAAM: INCLUDE REASON FOR RAPID REACTION/EMERGENCY SAAM AND NAME, RANK & PHONE NUMBER OF INDIVIDUAL (O-6 AND ABOVE) DECLARING RAPID REACTION/EMERGENCY REQUIREMENTS.

(4) CHANNEL EXTENSION/FLAG STOP SAAM (255 CHARACTERS MAXIMUM):

(A) TRANSPORTATION CONTROL NUMBER(S) (TCN).

(B) AMC CHANNEL MISSION IDENTIFIER TO BE USED, I.E. ABA0483000/202.

(C) CONTACTS FOR INITIAL CHANNEL ONLOAD STATION AND POINT OF CHANNEL EXTENSION FOR FLAG STOP. NOTE: A REQUIRED DELIVERY DATE (RDD) CANNOT BE ASSIGNED TO A FLAG STOP OR CHANNEL EXTENSION.

(5) IF AN ON/OFF LINE IS CLASSIFIED, STATE EXACTLY WHAT IS CLASSIFIED ABOUT THIS LINE (I.E., "THE POE (AND/OR POD, ALD, DESIRED PICK UP DATE, LAD, ETC) ARE CLASSIFIED SECRET"). NOTE: IF AN INTERNATIONAL LOCATION IS CLASSIFIED, DIPLOMATIC CLEARANCE APPROVAL MAY DELAY YOUR DESIRED PICKUP DATE .

ADDITIONAL INFO

SUBJ: SPECIAL ASSIGNMENT AIRLIFT MISSION PROBLEMS

1. MISSION PLANNERS AND SUPPORT AGENCIES ARE UNABLE TO CONTACT THE LISTED POINT OF CONTACT (POC). THE DISCREPANCIES DEAL WITH THE DETAILS OF THE REQUESTED LOAD VS THE ACTUAL LOAD. THE PROBLEMS ASSOCIATED WITH THIS PARTICULAR MISSION HIGHLIGHT THE NEED FOR IMPROVED COORDINATION AND COMMUNICATION. OUR MISSION SUPPORT PERSONNEL NEED ACCURATE AND CURRENT POC NAMES AND PHONE NUMBERS FOR ALL MISSIONS. ACCURACY OF THIS INFORMATION IS ALSO IMPORTANT TO THE WINGS HAVING RESPONSIBILITY FOR MISSION PLANNING AND FOR COMMAND AND CONTROL AGENCIES FLIGHT FOLLOWING THE MISSION.

2. ALL SAAM REQUESTS MUST INCLUDE, WHEN APPLICABLE, POINTS OF CONTACT (POC) FOR EACH ONLOAD AND OFFLOAD LOCATION IN THE ITINERARY. PLEASE ENSURE THAT ACCURATE AND CURRENT NAMES AND PHONE NUMBERS ARE PROVIDED IN THE REQUEST. IT IS ALSO VERY HELPFUL IF YOU INCLUDE THE DSN AND

COMMERCIAL EQUIVALENT, ESPECIALLY FOR COMMERCIAL AIRLIFT REQUESTS. AN OVERALL POC AND A 24-HOUR POC IS ALSO REQUIRED.

3. WHEN SUBMITTING CHANGES TO YOUR SAAM REQUEST, ENSURE THE SAAM NUMBER AND MONTH IS REFERENCED IN YOUR MESSAGES IF KNOWN.

4. INTRA-THEATER C-130 AIRCRAFT "WILL NOT" BE INCLUDED WITH OTHER AIRCRAFT REQUESTED IN SAAM REQUEST. THESE MISSIONS WILL HAVE A SEPARATE SAAM NUMBER.

5. IF YOU WOULD LIKE TO RECEIVE A 10% DISCOUNT ON YOUR BILL, WE (AMC) MUST RECEIVE YOUR VALIDATED SAAM REQUEST MORE THAN 30 DAYS BEFORE YOUR SCHEDULED DEPARTURE DATE. "NOTE" IF ANY CHANGES ARE MADE TO THE SAAM MISSION ON YOUR PART WITHIN 30 DAYS OF DEPARTURE, YOU WILL NOT RECEIVE THE DISCOUNT

**43 STANDARD TIME CONVERSION TABLE**

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| -12 | -11 | -10 | -9 | -8 | -7 | -6 | -5 | -4 | -1 | GMT | .+1 | .+2 | .+3 | .+6 | .+7 | .+8 | .+9 | .+O9:3O | .+1O | .+12 |
| Kwaj | Midway | Hawaii | PAED Alaska | Pac US | Mtn US | Cent US | East US | P. Rico | Azores | Engl | Germ | Egypt | S. Arabia | D. Garcia | Thailand | P.I. | Japan | Alice Sp. | Guam | Wake |
| | | | | | | | | | | | | | | | | | | | | |
| O6OO | O7OO | O8OO | O9OO | 1OOO | 11OO | 12OO | 13OO | 14OO | 17OO | 18OO | 19OO | 2OOO | 21OO | 24OO | O1OO | O2OO | O3OO | O33O | O4OO | O6OO |
| O7OO | O8OO | O9OO | 1OOO | 11OO | 12OO | 13OO | 14OO | 15OO | 18OO | 19OO | 2OOO | 21OO | 22OO | O1OO | O2OO | O3OO | O4OO | O43O | O5OO | O7OO |
| O8OO | O9OO | 1OOO | 11OO | 12OO | 13OO | 14OO | 15OO | 16OO | 19OO | 2OOO | 21OO | 22OO | 23OO | O2OO | O3OO | O4OO | O5OO | O530 | O6OO | O8OO |
| O9OO | 1OOO | 11OO | 12OO | 13OO | 14OO | 15OO | 16OO | 17OO | 2OOO | 21OO | 22OO | 23OO | 24OO | O3OO | O4OO | O5OO | O6OO | O630 | O7OO | O9OO |
| 1OOO | 11OO | 12OO | 13OO | 14OO | 15OO | 16OO | 17OO | 18OO | 21OO | 22OO | 23OO | 24OO | O1OO | O4OO | O5OO | O6OO | O7OO | O730 | O8OO | 1OOO |
| 11OO | 12OO | 13OO | 14OO | 15OO | 16OO | 17OO | 18OO | 19OO | 22OO | 23OO | 24OO | O1OO | O2OO | O5OO | O6OO | O7OO | O8OO | O830 | O9OO | 11OO |
| 12OO | 13OO | 14OO | 15OO | 16OO | 17OO | 18OO | 19OO | 2OOO | 23OO | 24OO | O1OO | O2OO | O3OO | O6OO | O7OO | O8OO | O9OO | O930 | 1OOO | 12OO |
| 13OO | 14OO | 15OO | 16OO | 17OO | 18OO | 19OO | 2OOO | 21OO | 24OO | O1OO | O2OO | O3OO | O4OO | O7OO | O8OO | O9OO | 1OOO | 1O3O | 11OO | 13OO |
| 14OO | 15OO | 16OO | 17OO | 18OO | 19OO | 2OOO | 21OO | 22OO | O1OO | O2OO | O3OO | O4OO | O5OO | O8OO | O9OO | 1OOO | 11OO | 113O | 12OO | 14OO |
| 15OO | 16OO | 17OO | 18OO | 19OO | 2OOO | 21OO | 22OO | 23OO | O2OO | O3OO | O4OO | O5OO | O6OO | O9OO | 1OOO | 11OO | 12OO | 123O | 13OO | 15OO |
| 16OO | 17OO | 18OO | 19OO | 2OOO | 21OO | 22OO | 23OO | 24OO | O3OO | O4OO | O5OO | O6OO | O7OO | 1OOO | 11OO | 12OO | 13OO | 133O | 14OO | 16OO |
| 17OO | 18OO | 19OO | 2OOO | 21OO | 22OO | 23OO | 24OO | O1OO | O4OO | O5OO | O6OO | O7OO | O8OO | 11OO | 12OO | 13OO | 14OO | 143O | 15OO | 17OO |
| 18OO | 19OO | 2OOO | 21OO | 22OO | 23OO | 24OO | O1OO | O2OO | O5OO | O6OO | O7OO | O8OO | O9OO | 12OO | 13OO | 14OO | 15OO | 153O | 16OO | 18OO |
| 19OO | 2OOO | 21OO | 22OO | 23OO | 24OO | O1OO | O2OO | O3OO | O6OO | O7OO | O8OO | O9OO | 1OOO | 13OO | 14OO | 15OO | 16OO | 163O | 17OO | 19OO |
| 2OOO | 21OO | 22OO | 23OO | 24OO | O1OO | O2OO | O3OO | O4OO | O7OO | O8OO | O9OO | 1OOO | 11OO | 14OO | 15OO | 16OO | 17OO | 173O | 18OO | 2OOO |
| 21OO | 22OO | 23OO | 24OO | O1OO | O2OO | O3OO | O4OO | O5OO | O8OO | O9OO | 1OOO | 11OO | 12OO | 15OO | 16OO | 17OO | 18OO | 183O | 19OO | 21OO |
| 22OO | 23OO | 24OO | O1OO | O2OO | O3OO | O4OO | O5OO | O6OO | O9OO | 1OOO | 11OO | 12OO | 13OO | 16OO | 17OO | 18OO | 19OO | 193O | 2OOO | 22OO |
| 23OO | 24OO | O1OO | O2OO | O3OO | O4OO | O5OO | O6OO | O7OO | 1OOO | 11OO | 12OO | 13OO | 14OO | 17OO | 18OO | 19OO | 2OOO | 2O3O | 21OO | 23OO |
| 24OO | O1OO | O2OO | O3OO | O4OO | O5OO | O6OO | O7OO | O8OO | 11OO | 12OO | 13OO | 14OO | 15OO | 18OO | 19OO | 2OOO | 21OO | 213O | 22OO | 24OO |
| O1OO | O2OO | O3OO | O4OO | O5OO | O6OO | O7OO | O8OO | O9OO | 12OO | 13OO | 14OO | 15OO | 16OO | 19OO | 2OOO | 21OO | 22OO | 223O | 23OO | O1OO |
| O2OO | O3OO | O4OO | O5OO | O6OO | O7OO | O8OO | O9OO | 1OOO | 13OO | 14OO | 15OO | 16OO | 17OO | 2OOO | 21OO | 22OO | 23OO | 233O | 24OO | O2OO |
| O3OO | O4OO | O5OO | O6OO | O7OO | O8OO | O9OO | 1OOO | 11OO | 14OO | 15OO | 16OO | 17OO | 18OO | 21OO | 22OO | 23OO | 24OO | OO3O | O1OO | O3OO |
| O4OO | O5OO | O6OO | O7OO | O8OO | O9OO | 1OOO | 11OO | 12OO | 15OO | 16OO | 17OO | 18OO | 19OO | 22OO | 23OO | 24OO | O1OO | O13O | O2OO | O4OO |
| O5OO | O6OO | O7OO | O8OO | O9OO | 1OOO | 11OO | 12OO | 13OO | 16OO | 17OO | 18OO | 19OO | 2OOO | 23OO | 24OO | O1OO | O2OO | O23O | O3OO | O5OO |

**44. JULIAN DATE CALENDAR ENCODE/DECODE TABLE (PERPETUAL)**

# JULIAN DATE CALENDAR

**(PERPETUAL)**

| Day | Jan | Feb | Mar | Apr | May | June | July | Aug | Sep | Oct | Nov | Dec | Day |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 001 | 032 | 060 | 091 | 121 | 152 | 182 | 213 | 244 | 274 | 305 | 335 | 1 |
| 2 | 002 | 033 | 061 | 092 | 122 | 153 | 183 | 214 | 245 | 275 | 306 | 336 | 2 |
| 3 | 003 | 034 | 062 | 093 | 123 | 154 | 184 | 215 | 246 | 276 | 307 | 337 | 3 |
| 4 | 004 | 035 | 063 | 094 | 124 | 155 | 185 | 216 | 247 | 277 | 308 | 338 | 4 |
| 5 | 005 | 036 | 064 | 095 | 125 | 156 | 186 | 217 | 248 | 278 | 309 | 339 | 5 |
| 6 | 006 | 037 | 065 | 096 | 126 | 157 | 187 | 218 | 249 | 279 | 310 | 340 | 6 |
| 7 | 007 | 038 | 066 | 097 | 127 | 158 | 188 | 219 | 250 | 280 | 311 | 341 | 7 |
| 8 | 008 | 039 | 067 | 098 | 128 | 159 | 189 | 220 | 251 | 281 | 312 | 342 | 8 |
| 9 | 009 | 040 | 068 | 099 | 129 | 160 | 190 | 221 | 252 | 282 | 313 | 343 | 9 |
| 10 | 010 | 041 | 069 | 100 | 130 | 161 | 191 | 222 | 253 | 283 | 314 | 344 | 10 |
| 11 | 011 | 042 | 070 | 101 | 131 | 162 | 192 | 223 | 254 | 284 | 315 | 345 | 11 |
| 12 | 012 | 043 | 071 | 102 | 132 | 163 | 193 | 224 | 255 | 285 | 316 | 346 | 12 |
| 13 | 013 | 044 | 072 | 103 | 133 | 164 | 194 | 225 | 256 | 286 | 317 | 347 | 13 |
| 14 | 014 | 045 | 073 | 104 | 134 | 165 | 195 | 226 | 257 | 287 | 318 | 348 | 14 |
| 15 | 015 | 046 | 074 | 105 | 135 | 166 | 196 | 227 | 258 | 288 | 319 | 349 | 15 |
| 16 | 016 | 047 | 075 | 106 | 136 | 167 | 197 | 228 | 259 | 289 | 320 | 350 | 16 |
| 17 | 017 | 048 | 076 | 107 | 137 | 168 | 198 | 229 | 260 | 290 | 321 | 351 | 17 |
| 18 | 018 | 049 | 077 | 108 | 138 | 169 | 199 | 230 | 261 | 291 | 322 | 352 | 18 |
| 19 | 019 | 050 | 078 | 109 | 139 | 170 | 200 | 231 | 262 | 292 | 323 | 353 | 19 |
| 20 | 020 | 051 | 079 | 110 | 140 | 171 | 201 | 232 | 263 | 293 | 324 | 354 | 20 |
| 21 | 021 | 052 | 080 | 111 | 141 | 172 | 202 | 233 | 264 | 294 | 325 | 355 | 21 |
| 22 | 022 | 053 | 081 | 112 | 142 | 173 | 203 | 234 | 265 | 295 | 326 | 356 | 22 |
| 23 | 023 | 054 | 082 | 113 | 143 | 174 | 204 | 235 | 266 | 296 | 327 | 357 | 23 |
| 24 | 024 | 055 | 083 | 114 | 144 | 175 | 205 | 236 | 267 | 297 | 328 | 358 | 24 |
| 25 | 025 | 056 | 084 | 115 | 145 | 176 | 206 | 237 | 268 | 298 | 329 | 359 | 25 |
| 26 | 026 | 057 | 085 | 116 | 146 | 177 | 207 | 238 | 269 | 299 | 330 | 360 | 26 |
| 27 | 027 | 058 | 086 | 117 | 147 | 178 | 208 | 239 | 270 | 300 | 331 | 361 | 27 |
| 28 | 028 | 059 | 087 | 118 | 148 | 179 | 209 | 240 | 271 | 301 | 332 | 362 | 28 |
| 29 | 029 | | 088 | 119 | 149 | 180 | 210 | 241 | 272 | 302 | 333 | 363 | 29 |
| 30 | 030 | | 089 | 120 | 150 | 181 | 211 | 242 | 273 | 303 | 334 | 364 | 30 |
| 31 | 031 | | 090 | | 151 | | 212 | 243 | | 304 | | 365 | 31 |

**FOR LEAP YEAR USE REVERSE SIDE**

Effective: 1 Dec 1989

**45. JULIAN DATE CALENDAR ENCODE/DECODE TABLE (LEAP YEAR).**

# JULIAN DATE CALENDAR

**FOR LEAP YEARS ONLY**

| Day | Jan | Feb | Mar | Apr | May | June | July | Aug | Sep | Oct | Nov | Dec | Day |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 001 | 032 | 061 | 092 | 122 | 153 | 183 | 214 | 245 | 275 | 306 | 336 | 1 |
| 2 | 002 | 033 | 062 | 093 | 123 | 154 | 184 | 215 | 246 | 276 | 307 | 337 | 2 |
| 3 | 003 | 034 | 063 | 094 | 124 | 155 | 185 | 216 | 247 | 277 | 308 | 338 | 3 |
| 4 | 004 | 035 | 064 | 095 | 125 | 156 | 186 | 217 | 248 | 278 | 309 | 339 | 4 |
| 5 | 005 | 036 | 065 | 096 | 126 | 157 | 187 | 218 | 249 | 279 | 310 | 340 | 5 |
| 6 | 006 | 037 | 066 | 097 | 127 | 158 | 188 | 219 | 250 | 280 | 311 | 341 | 6 |
| 7 | 007 | 038 | 067 | 098 | 128 | 159 | 189 | 220 | 251 | 281 | 312 | 342 | 7 |
| 8 | 008 | 039 | 068 | 099 | 129 | 160 | 190 | 221 | 252 | 282 | 313 | 343 | 8 |
| 9 | 009 | 040 | 069 | 100 | 130 | 161 | 191 | 222 | 253 | 283 | 314 | 344 | 9 |
| 10 | 010 | 041 | 070 | 101 | 131 | 162 | 192 | 223 | 254 | 284 | 315 | 345 | 10 |
| 11 | 011 | 042 | 071 | 102 | 132 | 163 | 193 | 224 | 255 | 285 | 316 | 346 | 11 |
| 12 | 012 | 043 | 072 | 103 | 133 | 164 | 194 | 225 | 256 | 286 | 317 | 347 | 12 |
| 13 | 013 | 044 | 073 | 104 | 134 | 165 | 195 | 226 | 257 | 287 | 318 | 348 | 13 |
| 14 | 014 | 045 | 074 | 105 | 135 | 166 | 196 | 227 | 258 | 288 | 319 | 349 | 14 |
| 15 | 015 | 046 | 075 | 106 | 136 | 167 | 197 | 228 | 259 | 289 | 320 | 350 | 15 |
| 16 | 016 | 047 | 076 | 107 | 137 | 168 | 198 | 229 | 260 | 290 | 321 | 351 | 16 |
| 17 | 017 | 048 | 077 | 108 | 138 | 169 | 199 | 230 | 261 | 291 | 322 | 352 | 17 |
| 18 | 018 | 049 | 078 | 109 | 139 | 170 | 200 | 231 | 262 | 292 | 323 | 353 | 18 |
| 19 | 019 | 050 | 079 | 110 | 140 | 171 | 201 | 232 | 263 | 293 | 324 | 354 | 19 |
| 20 | 020 | 051 | 080 | 111 | 141 | 172 | 202 | 233 | 264 | 294 | 325 | 355 | 20 |
| 21 | 021 | 052 | 081 | 112 | 142 | 173 | 203 | 234 | 265 | 295 | 326 | 356 | 21 |
| 22 | 022 | 053 | 082 | 113 | 143 | 174 | 204 | 235 | 266 | 296 | 327 | 357 | 22 |
| 23 | 023 | 054 | 083 | 114 | 144 | 175 | 205 | 236 | 267 | 297 | 328 | 358 | 23 |
| 24 | 024 | 055 | 084 | 115 | 145 | 176 | 206 | 237 | 268 | 298 | 329 | 359 | 24 |
| 25 | 025 | 056 | 085 | 116 | 146 | 177 | 207 | 238 | 269 | 299 | 330 | 360 | 25 |
| 26 | 026 | 057 | 086 | 117 | 147 | 178 | 208 | 239 | 270 | 300 | 331 | 361 | 26 |
| 27 | 027 | 058 | 087 | 118 | 148 | 179 | 209 | 240 | 271 | 301 | 332 | 362 | 27 |
| 28 | 028 | 059 | 088 | 119 | 149 | 180 | 210 | 241 | 272 | 302 | 333 | 363 | 28 |
| 29 | 029 | 060 | 089 | 120 | 150 | 181 | 211 | 242 | 273 | 303 | 334 | 364 | 29 |
| 30 | 030 | | 090 | 121 | 151 | 182 | 212 | 243 | 274 | 304 | 335 | 365 | 30 |
| 31 | 031 | | 091 | | 152 | | 213 | 244 | | 305 | | 366 | 31 |

**(USE IN 1984, 1988, 1992, etc.)**

☆U.S.GPO: 1993/348-086

Effective: 1 Dec 1989

J.M., McBROOM, Maj Gen, USAF
Director of Operations