This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and establishes basic policy for providing airlift in support of the President of the United States, Vice President, and the United States Secret Service (USSS). It is applicable to all units assigned to or gained by MAJCOMs providing these services; and applies to commanders, operations supervisors, and aircrews assigned or attached to all flying activities of these commands. MAJCOMs may supplement this instruction after coordination with AMC, the lead command for this instruction and receive approval from HQ USAF/XOOT. Forward a copy of all published supplements/chapters to the respective MAJCOM OPR, AMC/DOO, and HQ USAF/XOOT. MAJCOM supplements must be formatted in accordance with AFPD 11-2. This instruction applies to C-5, C-17, C-130, and C-141 aircrew and augments other directives pertaining to airlift operations. It also applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units (IAW AFI 10-301, *Responsibilities of Air Reserve Component (ARC) Forces* and AFI 33-360, Volume 1, *Publications Management Program*). When the guidance in this AFI duplicates information contained elsewhere, this instruction takes precedence. Contact HQ AMC/DOOO, for conflict resolution. Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through appropriate channels to the parent MAJCOM OPRs. Request waivers from the parent MAJCOM OPRs through appropriate channels. See *attachment 1* for a glossary of references and supporting information used in this instruction.


This instruction contains references to the following field (subordinate level) publications which, until converted to departmental level publications, may be obtained from the respective MAJCOM publications office: AMCI 11-206, *Mobility Force Management*; AMCR 55-4, *C-141B Configuration/Mission Planning*; MCI 11-258, *C-130 Configuration/Mission Planning* (AMC); and MCI 11-203, *C-5 Configuration and Mission Planning* (AMC).
SUMMARY OF REVISIONS
This document is substantially revised and must be completely reviewed.

Chapter 1—POLICIES
1.1. General. ................................................................................................................... 4
1.2. Deviations. ................................................................................................................ 4
1.3. Requisitioning Procedures. ........................................................................................ 4
1.4. Distribution. ............................................................................................................... 4
1.5. Revisions. ................................................................................................................. 5
1.6. Supplements. .............................................................................................................. 5
1.7. Operations Security (OPSEC). .................................................................................. 5
1.8. Terminology: ............................................................................................................. 5
1.9. Airlift Priority—DoD Transportation Movement Priority System ....................... 6
1.10. Mission Tasking Authority. ..................................................................................... 6

Chapter 2—AIRCREW PROCEDURES
2.1. Mission Procedures, Aircrews. .................................................................................. 7
2.2. Mission Kits. .............................................................................................................. 8
2.3. Command and Control (C2). .................................................................................. 8
2.4. Contacts. .................................................................................................................... 8
2.5. Ground Times, Early Arrivals, and Departures. ...................................................... 9
2.6. Diplomatic Clearances. ............................................................................................ 9
2.7. Aircraft Selection and Preparation. .......................................................................... 9
2.8. Aircraft Configuration. ............................................................................................ 9
2.9. Vehicle and Helicopter Loading: .......................................................................... 9
2.10. Communication Equipment Loading: ............................................................... 10
2.11. Passenger Requirements: .................................................................................... 10
2.12. Waivers: ................................................................................................................. 12

Chapter 3—AREA STANDBY FORCE AND BACKUP AIRCRAFT POLICIES
3.1. Area Standby Force: ............................................................................................... 13
3.2. Backup Aircraft Policies: ....................................................................................... 14
3.3. En route “In-System Select” Aircrew and Aircraft Requirements ............................ 15

Chapter 4—SECURITY, AND COMMAND AND CONTROL (C2) ................................. 16
  4.1. Aircraft Security. ....................................................................................................... 16
  4.2. Command and Control: .............................................................................................. 16

Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION 18

Attachment 2—LOGISTICS SUPPORT FOR PHOENIX BANNER, SILVER, AND COPPER MISSIONS 21
Chapter 1

POLICIES

1.1. General. This regulation establishes procedures and policy for conducting airlift operations in support of the President, Vice President, and the United States Secret Service (USSS). It is directive upon all organizations and aircrews who are responsible for the operation and support of airlift aircraft flying missions in support of presidential requirements. Commanders at all levels must ensure their units are fully aware of the importance and sensitivity of these missions. Correspondingly, only highly qualified crew members, who have completed training (chapter 2), and have been certified by the squadron commander or operations officer, will be assigned to these missions. If guidance in a publication is issued by field unit conflicts with the guidance issued by a higher-level unit, the higher-level publication takes precedence.

1.2. Deviations. HQ AMC/DOO must approve any deviations from this instruction. Aircrews should contact TACC/XOO through the TACC Command Center to request deviations. Non-AMC assets will request deviations through normal channels to their Air Mobility Operations Control Center (AMOCC). Requests will be forwarded to the HQ AMC/DOO for deviation determination. When extraordinary conditions arise that preclude prior approval, the aircraft commander may exercise deviation authority. Aircraft commanders will furnish a written explanation to their commander within 24 hours. Send copies through channels to TACC/XOO and HQ AMC/DOO. Waivers for aircraft operation will be through normal established methods IAW Mission Design Series guidance.

1.3. Requisitioning Procedures. Order this AFI through the servicing publications distribution office (PDO). Unit commanders provide copies for all aircrew members and associated support personnel. This publication is available digitally on the SAF/AAD WWW site at http://www.afpubs.hq.af.mil. Contact your PDO for the monthly CD-ROM or access to the bulletin board system. PDOs will consolidate requirements for units within their areas of responsibility.

1.4. Distribution. MAJCOMs will establish a control system for distributing this regulation and changes.

1.4.1. At least one copy of this regulation will be maintained in each airlift C-130, C-141, C-5, and C-17 squadron operations section, readily accessible to operations and aircrew personnel and in each mission trip kit.

1.4.2. Additionally, one copy will be maintained by each of the following:
   - Aircraft Commander, Primary Loadmaster
   - Command posts, operations centers and airlift control centers
   - Staff operations, all levels
   - Air terminal operation centers
   - Air terminal manager
   - Air freight manager
   - Fleet service
   - White House Military Office (WHMO) Airlift Operations Chief
1.5. Revisions. AMC publishes changes and revisions as required after coordinating through all other concerned MAJCOMs. Send comments and suggested improvements to this instruction on AF Form 847, Recommendation for Change of Publication, through channels to HQ AMC/DOO, 402 Scott Drive Unit 3A1, Scott AFB, 62225-5302, and to recommend changes in accordance with AFI 11-215, Flight Manuals Program (FMP) and MAJCOM supplements.

1.6. Supplements. MAJCOMs may supplement this AFI after coordination with AMC, the lead command for this instruction and receive approval from HQ USAF/XOOT. Forward a copy of all published supplements/chapters to the respective MAJCOM OPR, AMC/DOO, and HQ USAF/XOOT. MAJCOMs supplement must be formatted according to AFPD 11-2, Aircraft Rules and Procedures. Supplements and local procedures will not duplicate, alter, amend, or be less restrictive than the provisions of this basic AFI or flight manual publication. Send HQ AMC/DOO an information copy of any supplement.

1.7. Operations Security (OPSEC). OPSEC was considered when preparing this regulation. Ensure all subsequent actions pertinent to this regulation meet AFI 10-1101, Operations Security, and requirements. All information concerning PHOENIX BANNER, PHOENIX SILVER, and PHOENIX COPPER missions is limited to a "need to know" and For Official Use Only (FOUO) basis.

1.8. Terminology:

1.8.1. Special Assignment Airlift Mission (SAAM). Mission operated (other than by the 89th Airlift Wing) to satisfy a requirement needing special pickup or delivery at locations other than those established within the approved channel structure; or to satisfy a requirement needing special consideration because of the number of passengers, weight, or size of the cargo, urgency, or sensitivity of movement, or other special factors.

1.8.2. PHOENIX BANNER. A SAAM supporting the President of the United States.

1.8.3. PHOENIX SILVER. A SAAM supporting the Vice President of the United States.

1.8.4. PHOENIX COPPER. A SAAM supporting the United States Secret Service (USSS) when not supporting the President or Vice President.

1.8.5. BRAVO and ALFA. These standby force definitions can also be found in AMCI 11-206, Mobility Force Management, and are expanded as follows when constituted in support of PHOENIX BANNER or PHOENIX SILVER missions:

1.8.5.1. BRAVO Standby. Aircraft and aircrew capable of departing 3+00 hours after notification for C-130, C-141, and C-17 and 3+45 hours for C-5.

1.8.5.2. ALFA Standby. Aircraft and aircrew capable of departing 1+00 hour after notification for C-130, C-141, and C-17 and 1+45 hours for C-5.

1.8.6. Load Time. The time established by White House Military Office (WHMO) Airlift Operations and PHOENIX BANNER users as the time aircraft doors are open and crew is ready to load cargo or equipment. All servicing activities should be accomplished prior to this time. This time will be published in the Mission Operating Directive (MOD).

1.8.7. Common Users of This Mission:

   United States Secret Service (USSS)
   White House Communications Agency (WHCA)

1.9.1. DTMPS priority 1A1 applies to PHOENIX BANNER and PHOENIX SILVER missions.

1.9.2. DTMPS priority 1B1 applies to PHOENIX COPPER missions.

1.10. Mission Tasking Authority. WHMO Airlift Operations validates all PHOENIX BANNER, SILVER, or COPPER missions and assigns SAAM numbers to all missions.

1.10.1. C-130, C-141, C-5, and C-17 Tasking:

1.10.1.1. During Normal Duty Hours. WHMO Airlift Operations validates the SAAM request to TRANSCOM Joint Military Control Group (JMCG). JMCG FOWARDS validated request to TACC/XOO who will task the appropriate airlift wing via telephone followed by a MOD.

1.10.1.2. Other Than Normal Duty Hours. WHMO Airlift Operations validates the SAAM airlift request to TRANSCOM JMCG through the TACC Command Center. TACC/XOO tasks the appropriate airlift wing command post through the TACC Command Center followed by transmitting a MOD the next duty day.

1.10.2. Non-AMC assets (AETC/PACAF/USAFE) Tasking. WHMO Airlift Operations validates the SAAM request to TRANSCOM JMCG. JMCG passes validated request to TACC/XOO who will coordinate with the appropriate MAJCOM to determine which wing will fly the mission. TACC/XOO will then be authorized direct contact with the tasked unit to coordinate mission details. For USAFE and PACAF units, TACC/XOOOS will coordinate mission details with appropriate AMOCC.
Chapter 2

AIRCREW PROCEDURES

2.1. Mission Procedures, Aircrews. Plan on using a basic crew with three loadmasters on C-5 aircraft, two loadmasters on C-17 and C-141 aircraft, and one loadmaster on C-130 aircraft scheduled missions unless the MOD calls for an augmented aircrew. Aircrew evaluations should not normally be scheduled during the mission.

2.1.1. Aircrew Selection: Crewmembers may enter PHOENIX BANNER, SILVER, or COPPER mission certification training once they are fully mission qualified. Before commanding PHOENIX BANNER, SILVER, or COPPER missions, Aircraft Commanders require completion of certification training and at least 200 hours after Aircraft Commander upgrade.

2.1.2. Aircrew Certification: All aircrew members will complete the following training program and be certified by their squadron commander or operations officer prior to flying unsupervised on a PHOENIX BANNER, SILVER, or COPPER mission. Training focuses on the unique circumstances that differentiate this mission from other missions aircrews fly. Wings will establish and maintain PHOENIX BANNER training programs; as a minimum, training will consist of:

2.1.2.1. An instructor-led, in-depth review of AFI 11-289; including discussion of tasking and execution agencies for PHOENIX BANNER missions and how the aircrew will interface with these agencies. It must also include discussion of Points of Contact (POC) which the aircrew will have to coordinate with in case of diversion or delay, including the Presidential Advance Agent, USSS “Car Plane Commander,” WHCA, and HMX-1 representative. The goal is to educate crewmembers what these individuals require and what they can provide to the crew to accomplish the mission.

2.1.2.2. An open book examination of material covered in AFI 11-289, corrected to 100 percent.

2.1.3. A certification by squadron commander/operations officer. For AMC, annotate certification on AF Form 1381, Certification Of Aircrew Training and file under Tab 1, section 1 of the individual’s Flight Evaluation Folder. For other MAJCOMs, annotate on training letter of transmittal, AFORMS, or AF Form 1381 and file IAW MAJCOM directives.

2.1.4. Briefings. The operating wing will brief the aircraft commander, who will brief the rest of the aircrew, on all aspects of the mission to include:

- Mission number and priority
- Airfields to be transited
- Parking locations
- Remain overnight (RON) restrictions. (Fly mission as planned. RONs at unplanned stops can cause many problems and will not normally be approved. MOD will indicate which fields have specific restrictions to operations.)
- Servicing at civilian airfields
- Takeoff and landing times
- Names and telephone numbers of contacts
Load information: Cargo description, Number of passengers, and Name of highest ranking passenger (DV code 6 and SES-1 or higher)
Meal requirements
Security procedures
Command and control procedures
Overseas intelligence briefing and customs procedures, if applicable
Diplomatic clearance information
Crew passport and international certificates of vaccinations

2.1.4.1. Other items as required.
2.1.4.2. Mission directives (aircraft commander should receive a copy of the MOD and other messages pertaining to the mission when available).

2.1.5. Crew Duty Time (CDT) and Flight Duty Period (FDP):

2.1.5.1. Both CDT and FDP are in accordance with the appropriate AFI 11-2 MDS-Specific, Volume 3 series.
2.1.5.2. Normally CDT and FDP begin one hour after alert. EXCEPTIONS: Any time a crew-member is required to show before published load time, the CDT and FDP start when the crew-member arrives to perform duties. ALFA standby CDT and FDP begin at alert.

2.1.6. Aircrew Apparel. The aircrew uniform is the only uniform normally required on PHOENIX BANNER, SILVER, or COPPER missions. Civilian attire may be required at some overseas locations when directed by the Foreign Clearance Guide.

2.2. Mission Kits. The trip kit will include; a copy of this regulation, sufficient copies of AF Form 15, United States Air Force Invoice, and AF Form 315, United States Air Force Avfuels Invoice, for fuel purchase according to AFI 23-202, Buying Petroleum Products, And Other Supplies And Services Off-Station, and appropriate customs clearance forms for the crew and passengers. Include a copy of the unclassified sections of the Air Force Foreign Clearance Guide in the trip kit for missions departing for overseas locations.

2.3. Command and Control (C2). Aircrews and controllers will follow command and control procedures as outlined in paragraph 4.2. Any reference to C2 refers to the TACC for aircrews on AMC tasked missions and the theater AMOCC for aircrews on theater tasked missions.

2.4. Contacts. The primary POC for PHOENIX BANNER, SILVER, or COPPER mission planning is WHMO Airlift Operations. Normally, at all onload and offload stations, an Air Force Advance Agent represents WHMO. If time permits, WHMO provides the name of their POC and Advance Agent to TACC/XOOOS, who sends the information in the MOD. Aircrews will coordinate activities through the USAF Advance Agent when present and keep the Advance Agent informed of maintenance, load problems, or scheduling changes. The aircraft commander will provide the Advance Agent with a number where the aircrew can be reached during overnight stays. The Advance Agent will not violate the aircraft commander’s crew rest. The 89th Aerial Port Squadron (APS) is the single point of contact for PHOENIX BANNER, SILVER, or COPPER missions, which originate or transit Andrews AFB.
2.5. **Ground Times, Early Arrivals, and Departures.** Planned ground times for PHOENIX BANNER, SILVER, or COPPER missions are 2+45 hours at onload and offload stations for C-130, C-141, and C-17 missions and 3+45 hours for C-5. Planned ground times for en route or crew change stops are 2+15 hours for C-130, C-141, and C-17 missions and 3+15 hours for C-5. WHMO may request shorter ground times consistent with mission requirements and safety considerations. TO 00-25-172, paragraph 5-32, authorizes concurrent ground operations to include ground servicing, cargo, and maintenance. Aircrews may request early departure if all cargo and passengers are loaded. With C2 concurrence, WHMO must authorize all early arrivals and departures. The aircraft commander should coordinate with the Air Force Advance Agent, if present, to obtain approval.

2.6. **Diplomatic Clearances.** Required clearances normally will be obtained before home station departure. In some instances this may not be possible and special assistance by the State Department may be required. Aircraft commanders will become familiar with the provisions of Section III of the Foreign Clearance Guide and their in-flight responsibilities. Aircraft commanders must ensure proper clearances have been received before entering foreign airspace. When in-flight deviations are required due to emergencies or other contingencies, contact your C2 for assistance. Aircraft commanders will keep their C2 informed of all actions taken or any assistance required.

2.7. **Aircraft Selection and Preparation.** Primary Aircraft selection and preparation are crucial to ensure the highest mission reliability possible. Refer to [attachment 2](#) of this regulation for guidelines in selection and preparation of aircraft flying PHOENIX BANNER, SILVER, and COPPER missions. En route replacements need only comply with normal Fully Mission Capable (FMC) requirements.

2.8. **Aircraft Configuration.** Configure PHOENIX BANNER, SILVER, and COPPER missions according to the MOD. Chocks and ground wires will be on board. C-130 missions will have a cargo ramp support (milkstool) on board. Barrier net use is authorized when transporting White House communications equipment. The 89 APS at Andrews AFB keeps nets on-hand for use on these missions. Nets remain with the equipment at the onload base and are used on the return mission. Aerial port personnel at Andrews will retrieve nets when the mission terminates. The 89 APS maintains a configuration kit at Andrews for the exclusive use of PHOENIX BANNER, SILVER, and COPPER missions. The kit includes sufficient tie-down straps, tie-down rings, tie-down chains and barrier nets to allow for short periods of aircraft surge operations. TACC/XOOOS and 89 APS will coordinate the exact quantities of individual items in the kit.

2.9. **Vehicle and Helicopter Loading:**

2.9.1. Limousines will be driven on the C-17, C-130, and C-141 facing forward, rather than being backed on. Limousines will be driven on the C-5 through the forward doors in the drive-in mode. The 89 APS maintains vehicle-loading ramps for the C-17, C-130, and C-141. Ramps will remain with vehicles for use on the return trip (C-141/C-130). After 89 APS vehicle loading ramps are properly positioned for loading or off loading, secure them to aircraft auxiliary loading ramps with two, 5,000-pound cargo straps. Attach the ratchet end of the strap to tie-down rings on the sides of vehicle loading ramps and the hook end to a cross member of the aircraft auxiliary ramp. The 89 APS will retrieve ramps on termination of the mission. As a minimum, use four tie-down chains on each end of the vehicle (total of eight). When possible for forward restraint, use at least two, 25,000-pound tie-down chains as part of the total tie-down requirement. Secure limousines IAW 1C-XXX-9 restraint criteria.
2.9.2. Use the following tie-down method when airlifting VH-3D and VH-60D series helicopters aboard C-130, C-141, C-17, and C-5 aircraft. Note: The C-17 aircraft has been certified for all WHMO loads except the VH-3D.

2.9.2.1. The supported unit provides all dunnage and shoring required.

2.9.3. The VH-3D requires:
- **Forward Restraint** (six chains total). There are three tie-down D-rings attached to each main landing gear strut (one on each side and one forward). Attach one MB-1 10,000-pound capacity chain to each D-ring for forward restraint.
- **Aft Restraint** (two chains total). Attach two MB-1 10,000-pound capacity chains to the tie-down ring on the tail landing gear strut.

2.9.4. The VH-60N requires:
- **Forward Restraint**. Use three 25,000-pound capacity chains on two bridle attachment points.
- **Aft Cabin Restraint**. Use two MB-1 10,000-pound capacity chains from tie-down rings on each side of the helicopter, aft of the engine exhaust.
- **Tail Restraint**. After each forward strut has the strut support installed with shoring installed, cargo strap the tail down onto the tail strut support.

2.10. **Communication Equipment Loading**:

2.10.1. Determine start and stop fuselage stations where communication equipment will be loaded. **NOTE**: (C-130 and C-141) Because of the vertical stacking line of the communication equipment, a safety aisle will be maintained along one side of the equipment. Route 10,000 lb. chains down both sides, through floor tie-down rings, and secure with 10,000 lb. devices. This tie-down method will provide the ability to adequately secure the equipment at different intervals than the floor tie-down grid pattern.

2.10.2. Load and stack communications equipment continuously from start to stop fuselage station. Do not stack equipment higher than 80 inches.

2.10.3. Route a 10,000 lb. chains across the cargo floor in front and back of the stacked equipment. Attach forward and aft barrier nets to these chains and secure with a minimum of six straps on each side of the net.

2.10.4. Secure equipment by attaching 5,000 lb. tie-down straps laterally over the equipment. Use as many straps necessary to secure the equipment.

2.11. **Passenger Requirements**:

2.11.1. In-flight feeding:

2.11.1.1. Aircraft commanders are responsible for ensuring that passenger meal requirements are determined and accommodated throughout the entire mission. If meal information is not available in the MOD, call TACC/XOOO (if an AMC asset and controlled), or AMOCC/XOC (for a PACAF or USAFE mission). If the mission is in execution (within 24 hrs of takeoff) call the appropriate TACC West/East Cell or AMOCC/XOC. Meals will be provided when requested by WHMO Airlift Operations. Meals normally will not be requested when mission legs are less than 3 hours. When meals cannot be obtained at en route stops, "over packed" frozen meals or box
lunches will be provided if aircraft configuration permits. Do not procure meals from outside of DoD infrastructure. If meals cannot be provided, WHMO Airlift Operations will be notified, and they will notify the users.

2.11.1.2. Meals for the entire mission should be determined and planned before departing home station.

2.11.1.3. When required, include the number and type of meals in the MOD.

2.11.1.4. Do not serve hot meals (other than in-flight-frozen meals) unless 89 AW stewards are on board.

2.11.1.5. Alcoholic beverages will not be consumed on board the aircraft.

2.11.1.6. In accordance with AFI 34-401, *Food Service Management Program*, in-flight kitchens issue meals on a credit basis. The senior passenger representative will collect meal money from all passengers and will turn the money over to the aircraft loadmaster for turn-in at the next station’s in-flight kitchen or to their home station in-flight kitchen office upon mission termination.

2.11.2. Ground Requirements:

2.11.2.1. At en route stops, the aircrew is not responsible for special requests of passengers unless directly related to the operation of the aircraft or the mission (as determined by the aircraft commander).

2.11.2.2. Individual passengers are responsible for ensuring their baggage is on the aircraft.

2.11.3. Aircraft Manifesting. Space Available passengers are not authorized on active legs except by very specific exception and approval. Do not manifest, load, or airlift unrelated passengers or cargo unless specifically approved by TACC/XOOOS or the theater AMOCC as appropriate who will coordinate with WHMO. EXCEPTION: Positioning or depositioning legs. Air Force Advance Agents can assist with manifesting passengers and equipment if necessary.

2.11.4. C-5 Courier Compartment Access. PHOENIX BANNER, SILVER, and COPPER user agencies must use discretion when requesting access to the courier compartment and should not normally request it if troop compartment seating is available. When use of the compartment is necessary, and time permits, WHMO will coordinate through TACC/XOOOS and the requirements will be published in the MOD. Aircrews should anticipate the use of the courier compartment on all PHOENIX BANNER or PHOENIX SILVER missions. The following restrictions apply:

2.11.4.1. Seating is limited to six courier compartment seats. One of the six seats will be reserved for the HMX-1 Security Guard who will accompany all USAF crew members who require access to the cargo area when HMX helicopters are carried.

2.11.4.2. Normal access to areas other than courier compartment and lavatory requires approval of aircraft commander.

2.11.5. HMX-1 Passengers in the Cargo Area. Normal access to the C-5 cargo area during flight will not be granted to passengers. However, should a problem with HMX-1 helicopters or cargo arise in flight, HMX-1 maintenance personnel shall be allowed access to the cargo area, accompanied by a crewmember, to assist in correcting the problem. HMX-1 security and maintenance personnel will be briefed by crewmembers on the use of emergency equipment prior to accompanying crewmembers during in-flight checks in the C-5 cargo compartment.
2.11.5.1. During HMX-1 assets’ movement, personnel (including aircrew) gaining access to the cargo compartment must be accompanied by HMX-1 Security or HMX-1 Maintenance Personnel. EXCEPTION: During emergencies, crewmembers will be allowed access to the C-5 cargo compartment without escort.

2.11.5.2. When military working dogs are carried, dog handlers require frequent access to their canines to monitor health and welfare of their animals. An aircrew member will escort the dog handler when they require access in non-passenger areas.

2.11.6. Vehicle and Limousine Movement. The single Point of Contact for the aircraft commander when transporting USSS vehicles is the USSS “car plane commander.” Ascertain the identity of this individual before departure.

2.12. Waivers:

2.12.1. USSS agents will retain their weapons and ammunition on PHOENIX BANNER, SILVER, and COPPER missions. HMX-1 and SENEX security will retain their weapons and ammunition when escorting their equipment on PHOENIX BANNER and SILVER missions. No waivers are required.

2.12.2. Vehicles and support equipment under direct control and escort of USSS, WHCA, and other agencies, (e.g. SENEX), may be transported without hazardous materials shipper certification. However, all vehicles and support equipment will be prepared for air shipment according to AFJMAN 24-204, Chapter 3, Preparing Hazardous Materials for Military Air Shipments. Aircrew will inspect the vehicles and support equipment to verify proper preparation for air shipment. The aircraft commander will ensure deficiencies identified during inspection are corrected before accepting vehicles for loading and transport.

2.12.3. Helicopter and support equipment from HMX-1 may be transported without hazardous materials shipper certification. However, all helicopter and support equipment will be prepared for air shipment according to AFJMAN 24-204, Chapter 3. The aircraft commander will ensure that deficiencies are corrected before accepting the helicopters for loading and transport.

2.12.4. Escorts will brief the aircraft commander or designated representative on all hazardous material being transported. The aircraft commander will ensure escorts or their designee has received the necessary briefing before departure.
3.1. Area Standby Force:

3.1.1. General:

3.1.1.1. To support short-notice PHOENIX BANNER and PHOENIX SILVER missions, AMC maintains C-141 aircraft and augmented aircrews on standby at various locations. Specific missions may require standby C-5, C-17, or C-130 aircraft. Crew requirements are an augmented aircrew on C-141, C-5, and C-17 and basic crew on C-130.

3.1.1.1.1. AMC maintains two C-141 aircraft and crews on area Bravo alert, unless directed otherwise by TACC/XOOMO.

3.1.1.1.2. TACC/XOOMO will task any specific area standby requirements.

3.1.1.2. To ensure responsiveness to temporary changes in PHOENIX BANNER or SILVER requirements, WHMO will ensure standby requirements are published and current. Any changes that affect requirements will immediately be identified to WHMO. WHMO requirements, including area standby force, are in addition to other AMC requirements. Non-AMC controlled standby aircraft will be tasked by the appropriate (USAFE/PACAF) AMOCC.

3.1.2. Aircraft configuration:

3.1.2.1. Standby C-141 aircraft are configured C-2 or C-3 according to AMCR 55-4 (will be replaced by AFI 11-2C141, Volume 3, Appenda A) with the following modifications:

Stow restraint rails and roller conveyors (FS 967-1543).

Provide additional straps, CGU-1/B and rings for WHCA missions as directed by WHMO.

Operational winch is required.

3.1.2.2. Except for the following, configure standby C-130 aircraft CP-1 according to MCI 11-258 (will be replaced by AFI 11-2C130, Volume 3, Appenda A):

Stow sidewall seats 12 through 18, left and right.

Stow roller conveyors.

Chocks and ground wires are required.

Milkstool and operational winch are required.

3.1.2.3. Configure standby C-5 aircraft CP-2 according to MCI 11-203 (will be replaced by AFI 11-2C5, Volume 3, Appenda A), unless otherwise modified by WHMO through TACC/XOOOS.

3.1.3. Status. Area standby force is usually in BRAVO status. Area standby aircraft in BRAVO status may be used for local training sorties. If a maintenance discrepancy is discovered that would prevent the aircraft from being launched on a mission, terminate the local sortie and have the necessary maintenance performed before continuing. When posture is increased to ALFA status, the aircraft will land immediately, refuel, and be prepared for departure.
3.1.4. Validation. If a WHMO SAAM is validated and received within 27 hours of aircraft home station departure, then standby force aircraft may be used with WHMO, Airlift Operations approval. At home station, this short-notice departure will be backed-up using any available aircraft. However, remaining or reconstituted standby BRAVO aircraft and aircrew will provide area backup.

3.1.5. Reconstitution. Reconstituting the area standby force begins when notification is received that area standby force is to be launched. Reconstitution for the replacement aircraft and aircrew must be in position no later than 13 hours from time of notification. Reconstitution aircraft must meet all pre-flight requirements except for the time constraints for selection in attachment 2. When reconstitution is complete, WHMO will be notified through normal channels. If WHMO temporarily adjusts their standby requirements for AMC, the BANNER BRAVO standby may be used on a short-notice mission upon approval by AMC/DO. However, that BRAVO aircraft and crew will remain in standby status until alerted for the short-notice mission.

3.1.6. Standby Force. The TACC or theater AMOCC (if tasked) will establish standby aircraft and aircrew of the same type and configuration as the primary standby force at an alternate base when the weather at a standby base is forecast to be below takeoff minimums continuously or intermittently for 24 or more hours. When satisfactory weather conditions exist and forecast to remain above takeoff minimums for at least 24 hours at the primary bases, standby responsibility will revert to those bases.

3.2. Backup Aircraft Policies:

3.2.1. Backup. A PHOENIX BANNER mission operated with C-141 will be backed up with C-141. C-130 will be backed up with C-130, C-141, or C-17. When the cargo load requires a C-5 (HMX-1 helicopters), a C-5 will be used to back up the mission. If the cargo can be moved on a C-141, C-17, or a combination of aircraft, the backup can be accommodated with one or more unlike aircraft. Coordinate issues with WHMO for ability to support all aircraft types. Backup aircraft or substitute will be configured to accommodate the load requirements.

3.2.2. Home Station Departures. PHOENIX BANNER home station departures require a backup aircraft, configured the same as the primary aircraft. A backup aircrew is not required. The area standby aircraft, discussed in paragraph 3.1.1., may be used as the backup aircraft if it is located at the same base as the primary aircraft. EXCEPTION: Area standby aircraft is not authorized for use as backup aircraft when area standby force is only one aircraft of the same type. Once a PHOENIX BANNER mission has departed home station, backup capability may be provided by area standby force unless operating restrictions dictate otherwise.

3.2.3. PHOENIX BANNER ALFA. The TACC will establish at least one aircraft and aircrew on ALFA status (normally by upgrading standby force) when a PHOENIX BANNER mission is departing an onload or en route station. ALFA status will be established 1 hour prior to the scheduled departure. TACC/XOOOM will coordinate with TACC/XOOOS, WHMO, HQ ACC/DOL, HQ USAFE AMOCC, HQ PACAF/DOO, AETC/DOO, ANG/XOO, or AFRC/DOO as applicable, to determine which airlift wing will provide backup and when that responsibility begins and ends. The AMOCC will establish at least one aircraft and aircrew on ALFA status when a theater tasked PHOENIX BANNER mission is departing an onload or en route station.

3.2.4. PHOENIX SILVER Backup. PHOENIX SILVER missions tasked to overseas locations, which require special consideration (e.g., diplomatic clearances in the Commonwealth of Independent
States (CIS) may require back-up.) Airlift Operations and TACC (or the AMOCC if tasked) will coordinate the backup as required.

3.3. En route “In-System Select” Aircrew and Aircraft Requirements

3.3.1. In-system select aircrew must meet the certification requirements in chapter 2. In-system select aircraft must be at the minimum FMC and to the utmost possibility comply with the requirements found in attachment 2.
Chapter 4
SECURITY, AND COMMAND AND CONTROL (C2)


4.1.1. Any time a PHOENIX BANNER, SILVER, or COPPER mission operates into non-US military airfields, TACC will assess the current threat to include host nation security capability. If security threat exists, TACC will coordinate host nation security support. If host nation support is inadequate or unavailable, TACC will coordinate security police support according to AFI 31-101 and advise WHMO of the requirement. The aircraft commander will ensure all security police personnel tasked to support a PHOENIX BANNER, SILVER, or COPPER mission receives applicable briefings.

4.1.2. During extended ground times, the USSS may request additional security protection if classified cargo is to remain aboard the aircraft. WHMO will relay this request to HQ USAF/CVAM so that host base or host nation security can be obtained. If host base or host nation security is inadequate or unavailable, then WHMO will relay their request to TACC/XOOS to coordinate security police support.

4.2. Command and Control:

4.2.1. PHOENIX BANNER, SILVER, and COPPER missions are of high level interest and must get special attention in accordance with established CLOSE WATCH procedures. Any problems that affect the mission will be immediately brought to the attention of the TACC Command Center for AMC controlled assets or theater AMOCC (theater controlled assets). The senior controller/director will take the necessary action to ensure the mission operates on schedule.

4.2.2. Command:

4.2.2.1. AMC tasked missions: The Commander, AMC, retains operational control of PHOENIX BANNER, SILVER, and COPPER aircraft and aircrews. Control is exercised through the TACC Command Center and the en route Air Mobility Control Centers (AMCC), if available. AMOCC tasked missions: The theater MAJCOM commander retains operational control, which is exercised through the AMOCC. TACC or the AMOCC will update all applicable MAJCOMs on the status, changes, or requirements. For missions when cargo transitions from TACC to AMOCC controlled assets, TACC will fully coordinate all mission details with the appropriate AMOCC to ensure precise details are passed, agreed upon, and coordinated. For missions when cargo transitions from AMOCC to TACC, AMOCC will initiate the communication for the above compliance.

4.2.2.2. AMC tasked crews will use the TACC command and control system to the maximum extent possible. Theater tasked crews will use the AMOCC command and control system to the maximum extent possible.

4.2.2.3. When AMC bases are transited, normal C2 reporting procedures apply. At non-AMC stations, aircraft commanders will report all arrivals and departures to C2 by any means necessary, including high frequency radio, L-Band SATCOM, commercial telephone or through Flight Service Stations. Non-AMC controlled units should ensure their report is received by their theater AMOCC.
4.2.2.4. When an aircraft departs during non-duty hours, the Command and Control agency updates the Global Decision Support System (GDSS) database and notifies all concerned stations.

4.2.2.5. Mission delays and problems that will affect mission success must be relayed to WHMO Airlift Operations by C2.

4.2.3. Communications:

4.2.3.1. Along with normal airborne reporting, remarks should include any special requirements, such as fuel, transportation, parking, security and in-flight meals.

4.2.3.2. Aircrews have limited access to WHCA facilities and will use existing commercial, DSN and radio equipment for routine communications. As a last alternative, an aircrew requiring WHCA assistance should contact the WHCA trip officer or Air Force advance agent.

4.2.3.3. For C-130 support to HMX-1 CONUS cross country helicopter ferry missions in support of the President, contact the HMX-1 Operations Duty Officer for a briefing on call signs and frequencies for in-flight communication with the ferrying helicopter upon arrival at MCAS Quantico. HMX-1 Operations phone number is DSN 278-2760 or Commercial (703) 640-2760.

PATRICK K. GAMBLE, Lt General, USAF
DCS/Air and Space Operations
GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References
AFPD 11-2, Aircraft Rules and Procedures
AFI 10-301, Responsibilities of Air Reserve Command (ARC)
AFI 10-1101, Operations Security
AFI 11-215, Flight Manuals Program (FMP)
AFI 23-202, Buying Petroleum Products, And Other Supplies And Services Off-Station
AFJMAN 24-204, Preparing Hazardous Materials for Military Air Shipments
AFI 33-360, Volume 1, Publications Management Program
AFI 34-401, Food Service Management Program
MCI 11-203, C-5 Configuration and Mission Planning (AMC)
MCI 11-258, C-130 Configuration/Mission Planning (AMC)
AMCI 11-206, Mobility Force Management
AMCR 55-4, C-141B Configuration/Mission Planning

Abbreviations and Acronyms
AETC—Air Education and Training Command
AFI—Air Force Instruction
AFORMS—Air Force Operations Resource Management
AFPD—Air Force Policy Directive
AFR—Air Force Regulation
AFRC—Air Force Reserve Command
AMC—Air Mobility Command
AMCC—Air Mobility Control Center (AMC)
AMOCC—Air Mobility Operations Control Center (PACAF or USAFE)
ANG—Air National Guard
ANGRC—Air National Guard Readiness Center
ARC—Air Reserve Component
ART—Air Reserve Technician
AT—Air Technician
LOGISTICS SUPPORT FOR PHOENIX BANNER, SILVER, AND COPPER MISSIONS

Aircraft Selection and Preparation Checklist

A2.1. General. This attachment provides guidelines for all commands aircraft selection and preparation for PHOENIX BANNER, SILVER, and COPPER missions. It applies to all maintenance and personnel who support or conduct these support airlift missions. The most highly qualified technicians available should do all inspections, repairs, and verifications.

A2.2. Aircraft Selection and Preparation. Aircraft selected to fly these missions must meet the highest standards of reliability and must not have an uncorrected history of repeat or recurring malfunctions. Missions are extensively coordinated and any delay has serious effect on mission support. Because these missions may operate “off-line,” maintenance support can be a problem.

A2.2.1. A senior maintenance representative will monitor preparation of selected aircraft. Each wing will establish procedures and documentation for selecting and preparing support aircraft. Consideration should be given to a dedicated maintenance preflight crew made up of handpicked personnel with demonstrated exceptional ability and motivation.

A2.2.2. As a minimum select a primary and a backup aircraft based on the following criteria:

A2.2.2.1. Aircraft status will be FMC (Fully Mission Capable).

A2.2.2.2. A primary and a backup aircraft will be identified by tail number, prior to 48 hours from the scheduled takeoff time. No later than 24 hours before scheduled takeoff time, the primary aircraft counted as a committed aircraft by TACC and held down. Wings must ensure identified aircraft will have sufficient time for inspections, servicing, cleaning, required maintenance and configuration prior to aircrew preflight.

A2.2.2.3. Home stations will accomplish a preflight/basic postflight inspection within 48 hours of aircraft departure. Aircraft preflight/basic postflight inspections will be valid for 72 hours. At en route/transient locations, a new preflight / basic postflight inspection will be required before the next flight when more than 72 hours has elapsed since departure of the last flight, as prescribed in TO 00-20-5.

A2.2.2.4. The identified backup aircraft will be immediately available for swap-out 4 hours prior to scheduled departure until primary aircraft departs. Backup aircraft will meet all requirements of primary aircraft at departure minus 4 hours.

A2.2.2.5. If a time change items is projected to come due during a PHOENIX BANNER, SILVER, and COPPER mission, replace it prior to departure as prescribed by T.O. 00-20-1.

A2.2.2.6. Aircraft interior and exterior will be cleaned IAW T.O. 1-1-691 and MDS-specific T.O.

A2.2.2.7. All urgent actions, interim and routine safety time compliance technical orders (TCTO) will be accomplished prior to aircraft departure as prescribed in TO 00-5-15.

A2.2.2.8. Tire cuts deeper than 3/4 of the embossed tire cut limit require change. Tires that do not have an embossed cut limit require change when cuts exceed 1/8-inch deeper than the wear mark and tread groove. Cuts of more than 1/2-inch in length, measured at the bottom of the cut, extend-
ing into the cord body, require change prior to aircraft departure. Cuts will be measured from the
bottom of the nearest grove at the immediate vicinity of the cut. If a cut extends into the cord
body, the tier will be replaced as prescribed in TO 4T-1-3.

A2.2.2.9. Fuel leaks or seepage limits will be 3/4 of the allowed in TO 1-1-3.

A2.2.2.10. If a PHOENIX BANNER, SILVER, and COPPER aircraft has evidence of a fuel tank
or foam fire discrepancy, the aircraft will not be scheduled for or continue on a PHOENIX BAN-
NER, SILVER, and COPPER mission. If a fuel tank or foam fire occurs during a PHOENIX
BANNER, SILVER, and COPPER mission, a replacement aircraft will be generated which meets
this criteria to continue the PHOENIX BANNER, SILVER, and COPPER mission.

A2.2.2.11. Hydraulic and oil leakage limits will be 3/4 of the allowed limits in MDS-specific T.O.

A2.2.2.12. All LOX/GOX/nitrogen systems will be serviced to capacity as prescribed in MDS
T.O.

A2.2.2.13. PHOENIX BANNER, SILVER, and COPPER engine service life maximum operating
limits may exceed by 10 percent or 100 hours, whichever is greater, as prescribed in TO 2-1-18.

A2.2.2.14. C-130 and C-141 aircraft will have two cases of hydraulic fluid and engine oil
on-board the aircraft.

A2.2.3. A senior maintenance representative will:

A2.2.3.1. Coordinate with Wing Plans and Scheduling to schedule aircraft for PHOENIX BAN-
NER, SILVER, and COPPER missions.

A2.2.3.2. Ensure primary and backup aircraft are prepared for PHOENIX BANNER, SILVER,
and COPPER missions. Backup aircraft will be prepared and meet the same criteria as primary
aircraft.

A2.2.3.3. Review and validate the accuracy of aircraft documentation (e.g. aircraft forms,
CAMS/GO81 aircraft histories, time change items, special inspections, scheduled/unsched-
uled-delay discrepancies, outstanding time compliance technical orders, and engine data trend
analysis.

A2.2.3.4. Check CAMS/GO81 aircraft histories for completed repeat/recurring maintenance
actions and required operational checks. Re-verify repeat/recurring discrepancies with question-
able or incomplete corrective actions or operational checks.

A2.2.3.5. Evaluate the appearance, cleanliness, and mechanical condition.

A2.2.3.6. Ensure no MICAP conditions exist.

A2.2.3.7. Ensure PHOENIX BANNER, SILVER, and COPPER aircraft have a current preflight/
basic postflight inspection or A check, as applicable.

A2.2.3.8. Ensure PHOENIX BANNER, SILVER, and COPPER aircraft have a current preflight/
basic postflight inspection, as applicable.

A2.2.4. Select a PHOENIX BANNER, SILVER and COPPER maintenance team, which is highly
experienced, superior performs, and certified on the specific aircraft. The PHOENIX BANNER, SIL-
VER, and COPPER Maintenance Team will:
A2.2.4.1. Consider aircraft selected for PHOENIX BANNER, SILVER, and COPPER as priority one. All PHOENIX BANNER, SILVER, and COPPER maintenance support will take precedence over other mission aircraft.

A2.2.4.2. Accomplish all inspections, maintenance, and servicing with the most highly qualified technicians available. For those aircraft with Flying Crew Chiefs, they must be involved in the overall aircraft preparation, allowing for maintenance continuity during PHOENIX BANNER, SILVER, and COPPER Missions.

A2.2.4.3. Accomplish a preflight/basic postflight within 48 hours prior to mission departure IAW T.O. 00-20-5.

A2.2.4.4. Ensure all avionics systems are operational. Perform operational checks as prescribed by MDS-specific T.O.

**A2.3. Flying Crew Chiefs.** Units with Flying Crew Chief (FCC) will assign them TO PHOENIX BANNER, SILVER, and COPPER missions. The FCC will be responsible for all aircraft inspections, maintenance and servicing after home station departure. At en route locations, FCC will coordinate, direct, and participate in all maintenance support activities due to mission security requirements. FCC will be responsible to report all grounding conditions to the aircraft and the Tanker Airlift Control Center (TACC). PHOENIX BANNER, SILVER, and COPPER aircraft logistic recovery will be accomplished as prescribed in MAJCOM directives.