

REPLY TO  
ATTN OF: 445 OG/DOV

1 OCT 1994

SUBJECT: Flight Crew Bulletin (FCB)

TO: All Crew Members

1. The OCTOBER 1994 Flight Crew Bulletin is released.
2. These FCBs contain vital information that is otherwise not available to aircrew members. Subjects which are considered common knowledge (e.g., aircraft cleanliness, proper wear of the uniform, wearing of rings while performing aircrew duties, etc.) will be minimized in these bulletins. However, at times, it may be necessary to specifically address such items.
3. New or revised material is marked with an asterisk (\*) on the table of contents and next to affected paragraph.
4. Crewmembers are required to carry regulations, checklist inserts, and guides as indicated by the table at attachment 1.
5. Crewmembers are charged with the responsibility to periodically review all applicable regulations, manuals, and directives, including FCBs.



PHILIP A. PIERCE, JR., MAJ, USAFR  
Chief, 445 OPG Stan/Eval

Atch 3  
1 Special Emphasis Items  
2 Aircrew Manuals  
3 Compatibility

Approved



LOUIS D. WRIGHT, Col, USAFR  
Commander, 445 Operations Group

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ALL 1. CHANGES AND DELETIONS

- a. Delete all previous Flight Crew Bulletins.

ALL 2. USE OF AIRCRAFT RADIOS DURING GROUND REFUELING

- a. We have completed an engineering study that concluded it is safe to transmit on aircraft UHF and VHF radios during refueling. We have evaluated the effects of radio-frequency (RF) radiation on refueling systems and found that none of these radios have sufficient RF power density to create an ignition hazard unless the equipment is less than one inch from the radio antenna. Even with the equipment that close to the antenna, it is unlikely that sparking will occur because two separate conductors must be present in the RF field; and sufficient voltage differences must be induced on the conductors by the RF radiation to generate a hazardous spark. Due to its molecular structure, fuel and its vapor cannot be heated up or ignited directly by RF radiation.

- b. We will initiate separate action to have the 00-25-172 and the specific aircraft TO's revised. MAJCOMS may use this message to transmit on aircraft UHF and VHF radios during refueling. Transmission of other equipment (radar, HF radios, ETC.) is still prohibited. (Authority: Hq AFMC/SES 301700Z Oct 92)

PILOTS 3. INS/FSAS OPERATION DURING REFUELING

- a. Both the INS and FSAS may remain energized and be programmed during concurrent servicing. This will be reflected in the next change to the Tech Order. This message grants the authority for INS/FSAS programming during concurrent servicing.

- b. For normal fuel servicing, the INS/FSAS, and radar must be OFF.  
(Authority: Hq MAC/LGMW Msg 171330Z May 88)

LM 4. CERTIFYING FUEL SERVICING VEHICLES/UNITS FOR MILITARY AIRLIFT

- a. Fuel Servicing Trucks, Trailers, and Semitrailers containing bulk fuel are not authorized for Military Airlift. Bulk Fuel Tanks must be prepared for shipment according to appropriate Technical Manuals. Except as identified in paragraph 2, Bulk Tanks must be purged of Flammable Liquids. Tanks containing Nonflammable fuel must be drained but Purging is not required. Bulk Fuel Tanks completely drained of Diesel, JP 8, or similar fuel with a Flash Point above 37.8 Degrees C (100 Degrees F), although flammable, may be shipped by Military Aircraft drained but not purged during Tactical/Contingency Operations. Additionally, these fuels may be used as Purging agents as directed by the Technical Manual. However, the Tank is not considered drained and perged for transportation since Flammable Residue remains. To be considered Drained and Purged, the Tank must be completely void of Hazardous Material (Purged with a Nonflammable Purging Fluid). These instructions are the minimum requirements under FAR 71-4. If the technical manual outlines more restrictive requirements for airlift, including applicable safety procedures, the technical manual Must be Complied with.

(Authority: HQ AFMC WRIGHT-PATTERSON AFB OH/LGTP 021350Z FEB 94)

ALL 5. CONCURRENT SERVICING

- a. Concurrent fuel servicing is an authorized and approved procedure for C-141 aircraft IAW T.O. 00-25-172. Concurrent servicing authorization does not have to be specified in the mission directive. The decision is up to the aircraft commander and aircrew. Instructions and restrictions contained in the applicable technical orders along with local base procedures must be followed.
- b. Concurrent oxygen servicing operations will not be accomplished by the aircrew.
- c. All engineers will continue to be evaluated on refuel/concurrent servicing procedures.
- d. 907 AG/DOV adds: If passengers are to remain onboard during refueling, the following T.O. 1C-141B-2-12JG-10-2 procedures will be accomplished:
  - (1) Passengers must be briefed prior to refueling.
  - (2) A crew member or passenger representative will remain aboard.
  - (3) A crash fire rescue unit is required on standby in the vicinity.
  - (4) The crew entrance and left troop door must be open. Appropriate stairs or ramps will be positioned so that passengers can easily be evacuated.(Authority: HQ MAC/DOVA 292117Z OCT 90 and 907 AG/DOV)

PILOTS 6. MOORING AT ISOLATED LOCATIONS  
ENGINEERS

At isolated locations when no maintenance capability exists raise the flaps to the full-up position after the scanner has completed the post flight inspection and consult the mooring instructions contained in T.O. 1C-141B-2-00GE00-1 to determine if aircraft mooring is required. The aircrew will accomplish this prior to entering crew rest.  
(Authority: HQ MAC/XOTV 031431Z DEC 91)

PILOTS 7. AIRCRAFT DE-ICING RESTRICTIONS  
ENGINEERS

Under no circumstances will the aircraft APU or ENGINES be started until all de-icing operations are complete. T.O. 42C-1-2, section IV states in a warning that the flash point of de-icing fluid is 200 degrees Fahrenheit. De-icing fluid in contact with engine exhaust could cause extremely dangerous fire situation.  
(Authority: HQ MAC/XOTV 211518Z FEB 89)

PILOTS 8. WAIVER TO TRANSPORT UNPURGED EQUIPMENT  
LM

- a. HQ AFLC has granted a waiver to transport engines, internal combustion, and engine powered ground support equipment with the fuel tanks drained but not purged on our aircraft. Some residual fuel will remain in the lines and tanks, and the shipper will certify the estimated remaining fuel on DD Form 1387-2.
- b. When this waiver is utilized, the THETA cargo restrictions in AFR 71-4 do not apply for passenger movement. If "CARGO AIRCRAFT ONLY" has been annotated on the DD Form 1387-2, it is not necessary to re-accomplish this form when passengers are transported under this waiver.
- c. A copy of Hq AFLC waiver, 71-4-92-09, must accompany each shipment.  
(Authority: HQ MAC/XOV 112101Z MAY 92)

LM's 9. FUEL QUANTITY LEVELS FOR MILITARY AIR SHIPMENTS

a. Clearance is granted to ship self-propelled vehicles on military aircraft (i.e., C-130, C-141, C-5) with fuel in tanks three-fourths full when vehicles are loaded on the aircraft cargo floor and one-half tank full when loaded on the aircraft ramp. However, vehicles loaded aboard aircraft with a step angle of ascent/descent (i.e., KC-10, KC-135) must not exceed one-half tank of fuel. Also, wheeled engine-powered support vehicles with fuel tanks three-fourths full is authorized only during AFR 71-4, chapter 3 operations.

b. A copy of this waiver, AFMC 71-4-92-14, must be provided by the shipper. A single copy of the waiver may be used for all vehicles shipped on the same aircraft under this waiver. Annotating waiver number AFMC 71-4-92-14 on the DD Form 1387-2 or DD Form 2133 is not required. The shipper must provide a copy of this waiver to internist terminals when vehicles with three-fourths tank of fuel are off-loaded, but will be moved on a subsequent AFR 71-4, chapter 3 mission. If the vehicle is diverted to channel airlift, it must meet the requirements of AFR 71-4, paragraph 6-27a (1).

c. Any problems with cargo transported under the authority of this waiver must be reported to HQ AFMC/LGTP and HQ AMC/XONC immediately. This waiver expires upon publication of the next revision of AFR 71-4.

(Authority: HQ AFMC/LGTP 301700Z DEC 92)

ALL 10. AIRCREW BILLETING INTEGRITY

a. Hq AMC/XO has stated: "As we embark on a new phase providing quality support for our aircrews throughout the world, it is imperative you understand the Command's definition of aircrew integrity. AMC crew integrity means the entire aircrew should remain undivided. A goal of PRIME KNIGHT supports aircrew integrity and ensures all members are billeted together. Compromise of aircrew integrity must only occur with the approval of the aircraft commander because aircraft commanders are held accountable for their crews.

b. The term "undivided" generated some conflicts between aircrews and billeting officers. Hq AMC has clarified their guidance as follows:

"There is no intention to have aircrews billeted in the exact same location. 'Undivided' simply means either the entire crew will be on-base quarters or the entire crew will be in off base quarters. Any requirement to split the crew will only occur with concurrence of the aircraft commander".

(Authority: HQ MAC/DO 152020Z MAR 90)

ALL 11. CONFIDENTIALITY OF COCKPIT VOICE RECORDINGS

Cockpit voice recordings are taken with a promise of confidentiality and are protected by safety privilege. This applies to all audio recordings whether made on recorders installed in the aircraft, personal recorders, or HUD audio tracks. These recordings, and transcripts thereof, are not releasable outside Air Force channels. Within the Air Force, these recordings may not be used for disciplinary or adverse administrative actions except for mishap prevention. (Authority: HQ MAC/IGFF 181400Z AUG 89)

ALL 12. TRANSPORTATION OF PERSONAL ITEMS OVERSEAS TO CONUS

Since AMC aircraft transit many countries throughout the world, crew members frequently are asked to carry unofficial or semi-official items for other individuals, staff members, or office agencies. Because crew members are responsible for items carried aboard AMC aircraft, they should not feel obligated to honor such request. However, if crew members elect to transport items, they will personally inspect, or supervise the inspection of such items. In view of the recent terrorist threats, aircraft security should be emphasized. (Authority: HQ MAC/CAT 280130Z NOV 90)

PILOTS 13. COMPUTER FLIGHT PLAN'S ROUTE SUMMARY LINE

The route summary line, near the top of your CFP, will not be used when filing a flight plan. The routing line is for information purposes only and often only reflects special computer codes used by flight planners. (Authority: HQ MAC/CAT 280130Z NOV 90)

ALL 14. AOR IN SWA--GENERAL INFORMATION

A. Maintenance Support. BOATER ALPHA at Dhahran has the only AMC maintenance in the AOR. Divert there if mission essential (ME) problems are discovered before landing elsewhere. COMM UHF 282.75/VHF 127.9/DSN 318-828-2716/2830/011-3-891-6700. (Authority: 1681 TAG/DO 080546Z JAN 92)

PILOTS B. ATC Phraseology. Saudi controllers understand that when a pilot accepts a clearance that includes the phrase "AT PILOTS DISCRETION," the acceptance transfers responsibility for separation from the controller to the pilot. Turn down such clearances and request "CLIMB/DESCENT/TURN UNDER POSITIVE CONTROL." (Authority: 21 AF/CAT 192143Z APR 91)

PILOTS C. FLIGHT PLANS. Saudi Arabia does not have an automated flight plan system. File round-robin flight plans before entering the Arabian Peninsula (i.e., Alpha and Bravo flight plans). For returns to Rhein Main AB, use EDAF identifier, not EDDF which is for Frankfurt International. (Authority: 21AF/DO 081245Z JUL 91)

ALL D. DHAHRAN, SAUDI ARABIA--BILLETING AND MESSING

a. Aircrew billeting integrity will be maintained. An aircrew will normally be assigned one five-bedroom suite. To the maximum extent possible, all crewmembers will be assigned two to a room. However, officers will not normally be assigned to a room with NCOs' and males will not room with females.

b. If adequate suites are not available to maintain aircrew integrity, the crew will be assigned contract quarters with the same room assignment as above.

c. General Order Number One directs that "military members shall not wear civilian clothing of any kind, whether on official business or off-duty, unless they are in their living area or within a U.S. compound." Your hotel room is your "living area" in contract quarters.

d. Numerous messing locations are available in the Dhahran area including a new AF dining hall adjacent to the billeting area. All meals are government provided. (Authority: 21AF/DO 061415Z Sep 91)

ALL 15. DESERT STORM RESTRUCTURE

a. The 1601 TAG has been renamed the 1601 Airlift Group (Provisional) 1601 ALG (P), to stay in line with the 1 Jun 92 reorganization of AMC and to fully align ourselves with the 4404 Composite Wing (Provisional), Dhahran AB SA structure. The AOR's Air Mobility Command Center "CRAYON" is responsible for monitoring all strategic and tactical airlift operations throughout the Desert Storm AOR on behalf of CENTCOM. Crayon frequencies remain HF 8993 (0700Z 1500Z) and 6730 (1500Z 0700Z). Aircrews are reminded to make all arrival and departure calls to "CRAYON" on HF when operating into or out of an AOR airfield IAW 55-XXX series regulations. "Boater Alpha" frequencies are: UHF 237.35 (P), 376.55 (S); VHF 122.725 (P), 135.6 (S).

b. All aircrew members transiting an AOR airfield must have a valid passport in their possession. No exception.

(Authority: 1601 AL GP/DO 050820Z Sep 92)

PILOTS 16. DIPLOMATIC CLEARANCE FOR AIRCRAFT TRANSITING CENTCOM AOR

a. Aircrews flying AMC missions within CENTCOM AOR have occasionally encountered difficulty using required diplomatic clearance call signs/numbers. Crews encountering call sign/clearance discrepancies have occasionally been denied routing request by Air Traffic control agencies within the AOR (particularly in Saudi airspace) and in some instances have been directed to land at bases other than the intended landing base. To date no aircraft has been intercepted in flight.

b. Future incidents could result in totally ineffective missions and impact follow-on activity to an unacceptable extent. Political sensitivities must also be considered. Failure to comply with diplomatic clearance requirements certainly invites violation, puts crews at potential risk, and strains delicate alliances in this volatile region.

c. All aircraft commanders flying AMC missions within the CENTCOM AOR will take every action necessary to plan, and adhere to diplomatic clearance requirements for the CENTCOM AOR. In addition, Enroute support agencies must make every effort to ensure aircrews are provided accurate, detailed, and up to date routing and diplomatic clearance information for the CENTCOM AOR during the planning/mission preparation stage. Aircraft commanders will ensure they have thoroughly checked all prepared mission materials, reviewed the foreign clearance guide, and obtained all required diplomatic clearance prior to flight into/within the CENTCOM AOR. Aircraft commanders will further ensure they have a readily accessible listing of all diplomatic clearances in their mission materials. Finally, crews must familiarize themselves with and strictly adhere to procedures/effective times for diplomatic clearance call signs/numbers as well as challenge/response procedures.

d. AMC mission information including diplomatic clearances is available through the GDSS. Crews transiting a command and control facility with GDSS capability prior to entry into the CENTCOM AOR should receive a listing of all effective diplomatic clearances or procedures for their mission. When a command and control facility is not available, or any time a question arises pertaining to diplomatic clearances or procedures, crews and/or Enroute support agencies may call the TACC and speak with the appropriate cell (east, west, or Americas). The east cell supports the CENTCOM AOR and can be reached at DSN 576-1748 or call air-mobl and request transfer to the east cell.

e. Crews must ensure all diplomatic clearance and flight plan filing issues have been resolved prior to flight into the CENTCOM AOR. If help is needed get it. Be careful, be smart, and be

prepared. Ineffective missions are unacceptable and the potential for international incidents are ever present. The flexibility enjoyed by aircrews operating in CENTCOM AOR airspace has diminished since the height of Gulf operations, and violations or perceived violation of diplomatic clearance requirements will not be tolerated by the gulf nations. In the event air traffic handling difficulties are encountered inflight, crews must use every means to clarify diplomatic clearances and required routing. Crews should fully document the events and forward a detailed trip report through appropriate command channels.

(Authority: HQ AFRES/DOOM 191600Z NOV 92)

PILOTS 17. FRENCH ATC--NO RADIO CONTACT

French air traffic control managers request that aircrews failing to establish radio contact upon entering French airspace should squawk Mode 3A, Code 7600 until radio contact is established.

(Authority: HQ MAC/XOTV 131913Z FEB 91)

PILOTS 18. FRANKFURT NOISE ABATEMENT

Frankfurt communities near the airport are sensitive to noise caused by aircraft. SID's have been developed specifically to avoid flying over these communities. To alleviate noise complaints, crews must:

- a. Use minimum power settings
- b. Precisely follow published SID and vectored arrival routings
- c. Follow the noise abatement procedures in FLIP AP/2.

(Authority: 907 AG/DOV OCT 92)

PILOTS 19. RHEIN MAIN--FILING FLIGHT PLANS

a. Frankfurt can only handle a maximum of 64 aircraft movements per hour, sometimes less. While the original schedule is built to meet this restriction, start-up delays still happen. Some ATC sectors may impose short notice flow restrictions. This, too will show as a start-up delay. The aircrew can do little but accept this situation. Separate from the above restrictions, enroute slot times are established by European ATC to control the flow thru choke points.

b. If the route must be flown under GAT (general air traffic) rules, you are a candidate for flow control. The affected areas change daily. If you must fly through flow controlled airspace on a GAT flight plan you need a slot time.

c. If you are quick stopping Rhein Main, file at the previous base if at all possible. It can increase your chances of getting off on time. Advance filing does not negate the need to call for a slot time if those procedures apply.

d. If you RON at Rhein Main, familiarize yourself with the local procedures before you enter crew rest. You must move fast the next day to get everything done. The command post may pre-file your flight plan (workload permitting), but don't assume this will happen. Immediately after showing, compare your routing to the flow control notices to determine if a slot time is needed. If you are on a GAT route affected by flow control, file your flight plan ASAP and call for a slot time. At Rhein Main, you can call no earlier than three hours before blocks. If the CP did not file for you, use the strip provided by base ops and complete block 19 of the DD Form 1801. Don't expect command post to get your slot time. When you call for a slot time, be prepared to discuss alternatives such as a reroute or a different altitude that may get you clearance that matches your agreement. (Authority: 21AF/DO 301600Z NOV 89)



ALL 20. PURCHASE OF NON-CONTRACT FUEL

It has been brought to our attention through a recent Air Force suggestion that when purchasing non-contract fuel at a civilian location that they give top off discounts when asked for. These discounts can be as much as 10 cents a gallon. When using a Form 315 for fuel purchases, ask for a top off discount. It becomes very obvious that if we all ask for it, and it is offered only half the time, we would save a great deal of money.  
(Authority HQ AMC/XOV 061309Z AUG 92)

ALL 21. SPACE AVAILABLE CUSTOMER SERVICE

a. Our goal is an AMC quality environment based on courteous service. In many ways, we are serving our customers better, but continuous improvement is a critical element of our quality AMC objectives. One area deserves special attention--a noticeable lack of progress in the way we handle passengers. We continue to get complaints citing attitudes, facilities, and a general lack of concern laced with discourtesy and bad information. Complaints are particularly prevalent from space available passengers.

b. Space available travelers realize there are no guarantees for seats, but they are intensely frustrated about the perceived and actual lack of accurate and timely information which is often provided in a discourteous manner. This situation is totally unacceptable.

c. Aircraft commanders must become actively involved in timely seat releases and passenger care. Concurrently, passenger service personnel must convey concern and professionalism in their dealings with travelers. Throughout all our customer service processes, anything less than caring, courteous attitude cannot be tolerated.

d. For most of our passengers, AMC's image is created by our passenger terminal personnel and the aircrew, but many others in the process can make or break our quality delivery as well. Our goal is 100 percent customer satisfaction. We are not there yet, and I need your personal attention to improve our customer service to traveling passengers. (Authority: HQ AMC/CC 121628Z Aug 92)

ALL 22. TACTICAL VFR TRAINING (TVT)

Until TVT training requirements have been re-established by AMC, aircraft commanders will ensure that no Low Altitude, Random Steep, or Overhead Approaches are performed in unit assigned aircraft without prior approval.

a. The Visual in theater are (VITA) segment and arrival and departure maneuvers are deleted from the Flying Portion of the TVT program, but the flying portion of the TVT program will be limited to additional VFR flying on local or aircraft proficiency sorties to include VFR entries into the Airport Traffic Area. The purpose of the VFR entries is to approach the runway from different directions and maneuver to align the aircraft on final. Except for Command-Approved Maneuvers, I.E., overhead arrivals, DO NOT PLAN VFR ENTRIES WHICH REQUIRE MORE THAN 30 DEGREES OF BANK. DO NOT EXCEED FLIGHT MANUAL BANK ANGLE LIMITATIONS UNDER ANY CIRCUMSTANCES. ACCURACY LANDINGS MAY STILL BE PRACTICED.  
(Authority: 907 AG/DOV) (HQ AFRES)

LM's 23. STANDARD PLANNING WEIGHTS FOR TRANSPORT OF TROOPS

a. The following weights will be utilized as planning weights for troops being deployed on AMC organic aircraft IAW joint regulation FM 55-12; AFR 76-6; FMFM 4-6; OPNAVINST 4630.27A:

- a. Ground troops with web gear and weapon or ground troops with carry-on baggage:
  - (1) Training: 210 pounds.
  - (2) Combat: 210 pounds.
- b. Ground troops with web gear, weapon, and rucksack or ground troops with combat equipment/tools:
  - (1) Training: 250 pounds
  - (2) Combat: 300 pounds
  - (3) Rucksacks: Training 40 pounds; combat 80 pounds
- c. Ground troops with duffel bag, web gear, weapon and rucksack or ground troops with duffel bag and combat equipment/tools:
  - (1) Training: 350 pounds.
  - (2) Combat: 400 pounds.

b. The following planning weights will be utilized for planning the deployment of Air Force personnel on AMC aircraft IAW AFR 28-4:

- a. Passenger with no bag: 175 pounds
- b. Passenger with hand carried bag: 195 pounds
- c. Additional planning weights:
  - (1) Hand-carried weapon: 10 pounds
  - (2) Mobility Bags: 25 pounds
  - (3) Mobility pack (mask, web gear, and helmet): 20 pounds
  - (4) Tool box: 55 pounds
  - (5) Checked baggage: 55 pounds

c. 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.  
(Authority: HQ AMC/XON 162021Z OCT 92)

LM PILOTS 24. COMPATIBILITY, SEE ATTACHMENT 3.ALL 25. INTER COMMAND ACM/MEGP STATUS

1. Due to similar requirements, AMC has extended ACM and MEGP status to crewmembers and support personnel of other commands. Crewmembers assigned to other commands, who operate mobility or OSA aircraft, will be authorized ACM status on AMC aircraft.
2. Personnel, assigned to other commands, supporting specific mobility and OAS missions will be authorized MEGP status on AMC aircraft.
3. This is not approval for blanket ACM/MEGP status. Request will be made IAW the guidance published in AMCR 55-1.
4. Mobility and OAS aircraft operated by commands outside AMC are: C-130, KC-10, C-27, C-9, C-12, C-20, C-21, T-43, AND C-135.

5. This information will be incorporated in the new Air Mobility Command operational information handbook which will replace the 21/22 AF ops policy. (Authority: Hq AMC/XOVG 101421Z MAR 93)

PILOTS 26. STANDBY ATTITUDE INDICATOR (ARU-42/A-1)  
FE'S

1. The Standby Attitude Indicator is a DC electro-mechanical device receiving power from the Emergency DC Bus. After receiving electrical power for approximately one minute, the Standby AI may be caged to erect the gyro to local vertical. Two minutes after caging, the gyro will usually precess to normal tolerances of 0 degrees +/- 2 degrees in pitch and 0 degrees +/- 1 degree in roll. Instrument accuracy in roll is approximately 3.5 degrees but will vary with different bank angles. The Standby AI will display 360 degrees of climb or dive. Inflight caging is limited to vertical errors of 7 degrees or more when the aircraft is straight and level.

2. PROCEDURES

A. Pilot's Avionics Preflight

6a, (Added)

Cage and unlock the Standby Attitude Indicator.

Pull the Cage Knob and turn counter-clockwise. Slowly release the Knob in, the 9 o'clock OFF FLAG should disappear. Turn the cage knob to reset the miniature aircraft with the artificial horizon.

B. Before Takeoff

3b(1) (Added)

Cage Standby AI for proper takeoff alignment. "Checked." (P/CP)

Roll indicator within 1 degree of vertical and the miniature aircraft adjusted with horizon.

C. The bank scale vertical pointer points down and in the direction of turn. Bank angles are fairly stable but pitch may wander as much as 5 degrees.

Changing the Standby AI flight will lead to progressively unreliable readings and should not be done in flight unless the pitch error reaches the 7 degree tolerance limit.

D. Before Leaving Aircraft (Pilots)

5a (Added)

Cage and lock Standby Attitude Indicator. "Caged and Locked." (CP)

Pull out the Cage Knob and turn clockwise to the vertical off position (12 o'clock). Slowly release the knob. OFF FLAG should be in view.

Allowing the Cage Knob to spring forward will damage the caging mechanism.

ALL 27. PASSENGER/CUSTOMS PROCEDURES AT HICKAM AFB HI

1. Several recent incidents indicate that aircrews are experiencing difficulties/confusion in complying with customs/pax procedures at Hickam AFB. Customs has levied heavy fines (in excess of \$5,000 on aircraft commanders) for failure to comply.

2. The aircrew will comply with the following procedures on arrival:

WRIGHT-PATTERSON AFB, OHIO

- a. Aircraft arriving at Hickam AFB (PHIK) will call base operations two hours prior to ETA via phone patch. Update base ops if ETA changes. Base operations will notify customs/agriculture/immigration.
- b. Once aircraft is parked, customs/agriculture will board the aircraft for inspection.
- c. After inspection, aircraft commander or designated representative will maintain control of all passengers (those listed on the pax manifest) to include those on flight orders as MEGP, etc. who are also listed on a manifest. All personnel listed on pax manifest will remain on board aircraft until arrival of the pax terminal representative.
- d. The pax terminal representative will board the aircraft and obtain the pax manifests and escort the pax from the aircraft to the pax terminal bus. Passengers will not deplane until briefed by the pax terminal representative. (Note: during peak/surge arrival periods, delays of up to 25 minutes can be expected)
- e. A pax representative will escort the bus to the customs holding area and offload all passengers for inspection/processing.

3. It is the ultimate responsibility of the aircraft commander to insure all individuals listed on the pax manifest proceed to the customs holding/inspection area aboard the pax bus. Mixing of customs cleared crew members with uncleared passengers will not be tolerated. Recent failures have resulted in US Customs Service fines of \$5,000 to \$10,000.  
(Authority: Hq AFRES/DOOM 201530Z Sept 93)

4. If there are any questions on whether you can OPEN the DOORS or NOT, DON'T OPEN THE DOORS. THIS IS AN EXTREMELY IMPORTANT ISSUE WITH THE U.S. CUSTOMS AND AGRICULTURE DEPARTMENTS.

(Authority: HQ AMC SCOTT AFB IL/XOV 251258Z FEB 94)

#### PILOTS 28. AIR REFUELING EMCON GUIDANCE

1. A recent event during air refueling, while using EMCON 3 procedures, continues to show lack of aircrew understanding concerning the correct procedures.
2. Pending any formal changes to air refueling tech orders or procedures, the following aircrew guidance is provided.
  - a. During training missions using EMCON options 2-4, aircrews will specifically brief formation procedures to include the position of each aircraft in cell (tanker and receiver), type rendezvous, rendezvous point and time, tanker and receiver altitudes, air refueling frequency, post air refueling procedures, and air refueling cell break-up procedures with mated receivers. Any changes to the briefed procedures, once airborne, must be communicated and acknowledged by all participants. In addition, tanker lead must ensure that refueling/formation data is communicated to non-collocated units.
  - b. The importance of emission control (EMCON) procedures in a threat environment cannot be overemphasized; However, during training, or whenever the potential of mishap exceeds the danger posed by the threat, aircrews must be especially diligent to adhere to safety considerations at the expense of strict compliance with EMCON procedures.

3. Ultimately, compliance with established tech order procedure and above all, strict aircrew discipline, remain the key to mishap prevention. Aircrew complacency and/or misdirected attention compromise safety with potential disastrous consequences. Constant situational awareness, sound judgment, and solid airmanship remain "standard" for successful mission accomplishment. Take the lead, take nothing for granted, fly smart, and fly safe! (Authority: Hq AMC/XOV 081409Z Oct 93)

PILOT'S 29 FUEL VENTING  
FE'S

1. In order to eliminate fuel venting the following procedure should be followed any time a fuel tank has been filled to capacity and the aircraft is parked for an extended period. Pump a minimum of 500 pounds from the full tanks. This should eliminate the possibility of fuel venting from the tank.

2. Venting will most likely occur after an aerial refueling mission because the main tanks are normally full when the aircraft terminates from the mission. (Authority: 907 OG/DOV DEC 93)

ALL 30 \*AIRCRAFT INCIDENT REPORTING

1. If during a mission a mishap occurs, the aircrew must make every effort to safeguard lives and property and then properly report the mishap. Events which can be classified as mishaps include, but are not limited, to the following: damage to the aircraft, injury to personnel, physiological incidents, major equipment failures or malfunctions, bird strikes, and any other events which may have affected the safety of the mission.

2. After an in-flight mishap, the crew's first priority is the safe recovery of the aircraft. Once safely on the ground, the aircraft commander must do two things: contact the appropriate Command & Control agency and determine the aircraft's air worthiness. Depending on who controls the mission, contact either TACC or the AFRES command post. You should also call the 445 AW Command Post which will contact the appropriate 445 AW senior staff members,

ALL 31 \*OPERATION OF PRESSURE DOOR IN FLIGHT

1. After several days of research and polling other C-141B units (Travis AFB, Charleston AFB, Andrews AFB, McChord AFB, March AFB, and McGuire AFB) we have found that no other C-141B units are using the technique of opening the pressure door in flight for ERO training. All units polled seemed to feel as we in the 445 OG/DOV, that it would not save a great deal of time and in fact could be considered an unsafe act. With the running of checklist, and the possibility of unstable flight conditions, we see a time when Crewmembers could be injured in the process. Therefore it is the policy of the 445 OG/DOV that this technique / procedure, Will Not be used by our flight crews. Crews should be familiar with opening the doors in flight for Cargo Jettison.

ALL 32 \*PORTABLE WALKAROUND BOTTLES

1. IAW AMCR 55-4 (page 10, table 2-2), a total of seven (7) walkaround oxygen bottles are required for medical crew members on Scheduled Aeromedical Evacuation missions regardless of the total number of medical crew. These bottles are In Addition to the eleven (11) portable walkaround bottles required on the aircraft at all times. Any deviation from this must be carefully evaluated prior to mission operation to Ensure flight safety and compatibility with aircraft equipment.

2. Walkaround oxygen bottles for Aeromedical Crew members Will Not come from the eleven (11) walkaround bottles on 445 AW UE aircraft. This is IAW TO 1C-141B-1 (page 1-173) and AMCR 55-4 (page 10, table 2-2). If you find any problem in the AMC system on this matter, contact the 445 OG/DOV, at DSN # 787-5785.

ATTACHMENT 1

1. SPECIAL EMPHASIS ITEMS

PILOTS:

- A. NON-PRECISION APPROACH
- B. TAXI PROCEDURES
- C. CREW COORDINATION
- D. OVERSEAS NAV CHART DOCUMENTATION
- E. AIRCRAFT COMMANDERS MISSION REPORT

FLIGHT ENGINEERS:

- A. PERFORMANCE COMPUTATIONS
- B. LIMITATIONS
- C. PUBLICATIONS
- D. REFUEL/DEFUEL PROCEDURES

LOADMASTERS:

- A. LIMITATIONS
- B. PUBLICATIONS
- C. PASSENGER BRIEFINGS

ATTACHMENT 2  
REQUIRED AIRCREW MANUALS

TO 1C-141B-1-----SEP 88-----ALL  
 CHG 1-----MAR 90-----ALL  
 CHG 2-----AUG 91-----ALL  
 1S-59-----OCT 90-----ALL  
 1S-66-----OCT 91-----ALL  
 1S-67-----DEC 91-----ALL  
 1SS-68-----MAY 92-----ALL  
 1SS-70-----SEP 92-----ALL  
 1S-71-----OCT 92-----ALL  
 1S-72-----NOV 92-----ALL  
 1S-73-----DEC 92-----ALL  
 1S-74-----JAN 92-----ALL  
 1S-75-----JAN 93-----ALL  
 ISS-76-----MAR 93-----ALL  
 ISS-77-----MAR 93-----ALL  
 ISS-78-----APR 93-----ALL  
 1SS-79-----JUL 93-----ALL  
 ISS-80-----OCT 93-----ALL  
 ISS-81-----NOV 93-----ALL  
 ISS-82-----NOV 93-----ALL  
 ISS-83-----MAR 94-----ALL

TO 1C-141B-1-1-----MAR 82-----P, E  
 CHG 7-----MAR 90-----P, E  
 1S-2-----NOV 90-----P, E  
 1S-3-----JUL 91-----P, E  
 1S-4-----JUN 92-----P, E  
 1S-5-----JUL 92-----P, E

TO 1C-141B-1CL-1---SEP 88-----P  
 CHG 1-----MAR 90-----P  
 CHG 2-----AUG 91-----P

TO 1C-141B-1CL-2---SEP 88-----E  
 CHG 1-----MAR 90-----E  
 CHG 2-----AUG 91-----E

TO 1C-141B-1CL-4---SEP 88-----L  
 CHG 1-----AUG 91-----L

TO 1C-141B-1CL-5---SEP 88-----E  
 CHG 1-----AUG 91-----E

TO 1C-141B-9CL-1---SEP 93-----L



TO 1C-141B-9-----JAN 94-----L  
           S-19-----MAR 94-----L  
           S-20-----JUN 94-----L  
           S-21-----L

TO 1C-141B-102-----JAN 91-----E

AFR 51-9-----SEP 90-----E

AFM 51-37-----JUL 86-----P  
           CHG 1-----JUL 87-----P  
           CHG 3-----JUL 91-----P  
           CHG 4-----APR 92-----P

AMCP 55-20-----SEP 92-----P

AFR 60-16-----JAN 92-----P  
           AMC MSG 241906Z  AUG 93-----P  
           WPAFB 60-1-----FEB 93-----P

MCR 51-1

          VOL 1 (CC)----MAR 93-----INSTR  
           VOL 4-----APR 93-----INSTR  
           IMC 93-01----AUG 93-----INSTR  
           IMC 93-02----SEP 93-----INSTR  
           IMC 94-01----JAN 94-----INSTR

AFR 60-1-----FEB 90-----SEFE  
           CHG 1-----MAY 91-----SEFE  
           IMC 91-1----SEP 91-----SEFE  
           IMC 92-1----APR 92-----SEFE  
           IMC 93-1----FEB 93-----SEFE  
           IMC 93-1  CHG-MAR 93-----SEFE  
           AFRES SUP-1--JAN 92-----SEFE  
           MAC SUP 1----NOV 90-----SEFE  
           IMC 91-1----MAR 91-----SEFE  
           IMC 91-2----JUL 91-----SEFE  
           IMC 91-3----AUG 91-----SEFE  
           IMC 91-4----OCT 91-----SEFE  
           IMC 91-5----OCT 91-----SEFE  
           IMC 92-01----SEP 92-----SEFE  
           IMC 94-01----JAN 94-----SEFE

AMCR 60-1-----MAY 94-----SEFE  
           IMC 94-1-----JUN 94-----SEFE

AMCR 55-141

CHAP 1-----JUN 92-----ALL  
 CHAP 2-----JUN 92-----ALL  
 CHAP 3-----JUN 92-----ALL  
 CHAP 4-----JAN 94-----ALL  
 CHAP 5-----JUN 92-----ALL  
 IMC 93-01----DEC 93-----ALL  
 CHAP 6-----JUL 92-----ALL  
 IMC 92-01----OCT 92-----ALL  
 IMC 94-01----AUG 94-----ALL  
 CHAP 7-----JUN 92-----ALL  
 CHAP 8-----JUN 92-----ALL  
 CHAP 9-----JUN 93-----ALL  
 IMC 93-01----AUG 93-----ALL  
 CHAP 10-----JUN 92-----ALL  
 907 SUP-----JUL 94-----ALL  
 CHANGE 1-----OCT 94-----ALL  
 CHAP 12-----JUN 92-----E  
 CHAP 13-----JUL 93-----L  
 ANNEX A-----JUL 93-----L  
 CHAP 14-----JUN 92-----P  
 CHAP 15-----NOV 92-----ALL  
 CHAP 17-----MAY 93-----P (AR ONLY)  
 ANNEX A-----MAY 93-----P (AR ONLY)  
 CHANGE 1-----APR 94-----P (AR ONLY)  
 CHAP 20-----NOV 92-----ALL  
 CHAP 21-----JUL 92-----P  
 IMC 92-01----DEC 92-----P  
 CHAP 23-----JUL 92-----ALL  
 ANNEX A-----JUL 92-----P,E  
 ANNEX B-----JUL 92-----L

AIR REFUELING CREWMEMBERS

TO 1-1C-1-----APR 94-----P  
  
 TO 1-1C-1-31-----JAN 86-----P,E  
 CHG 1-----JAN 87-----P,E  
 CHG 2-----NOV 87-----P,E  
 CHG 3-----AUG 89-----P,E  
 CHG 4-----JUN 91-----P,E  
 CHG 5-----FEB 93-----P,E  
 CHG 6-----MAY 94-----P,E  
  
 TO 1-1C-1-31CL-1---JAN 86-----P  
 CHG 1-----NOV 87-----P  
 CHG 2-----AUG 89-----P  
 CHG 3-----FEB 93-----P

TO 1-1C-1-31CL-2---JAN 86-----E  
CHG 1-----AUG 89-----E  
CHG 2-----FEB 93-----E  
AMC MSG---251900Z JAN 93-E

### ATTACHMENT 3

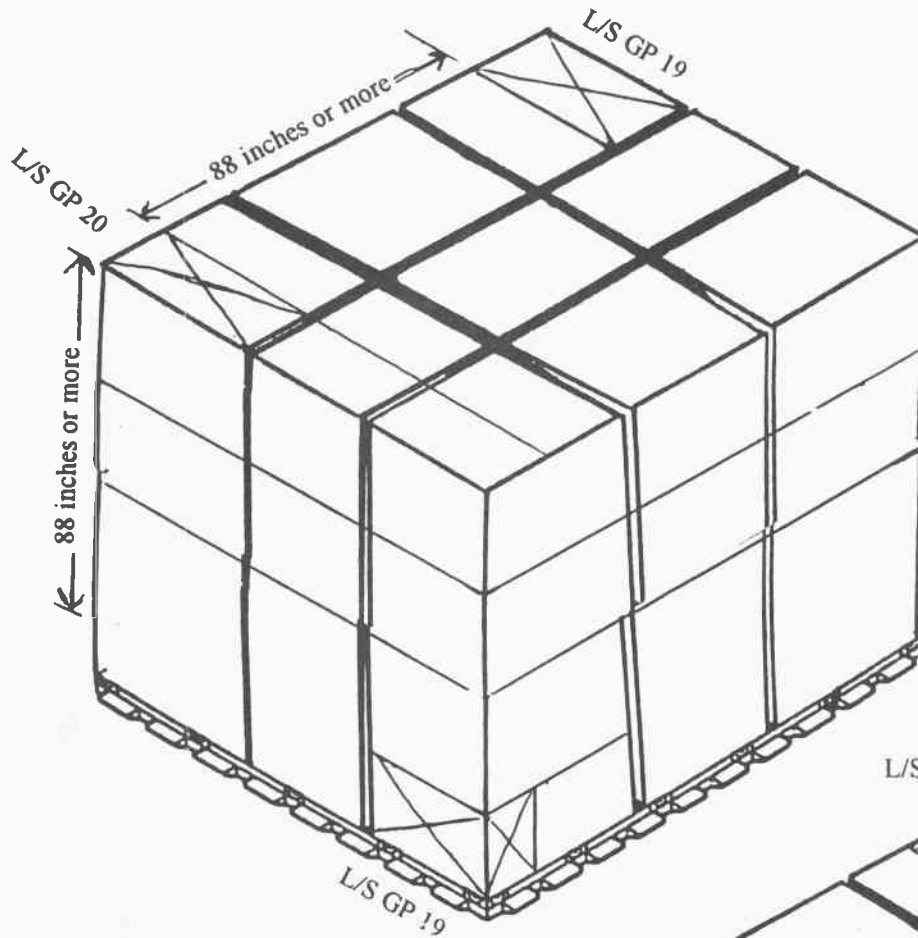
### COMPATIBILITY

1. Attachment 1 of AFR 71-4 NOTE "A" Identifies that L/S GP 19 (and other materials) if loaded with L/S GP 20 must be placed on Nonadjacent 463L Aircraft Pallets when palletized, or be separated by 88 inches for Nonpalletized Cargo. HOWEVER, AFMC has determined it is possible to get an 88 inch separation on a single 463L pallet. The draft revision of AFMAN 24-204 (Formerly AFR 71-4) provides for placement of L/S GP 19 and L/S GP 20 Materials on the SAME 463L PALLET if 88 Inch Separation is Maintained.

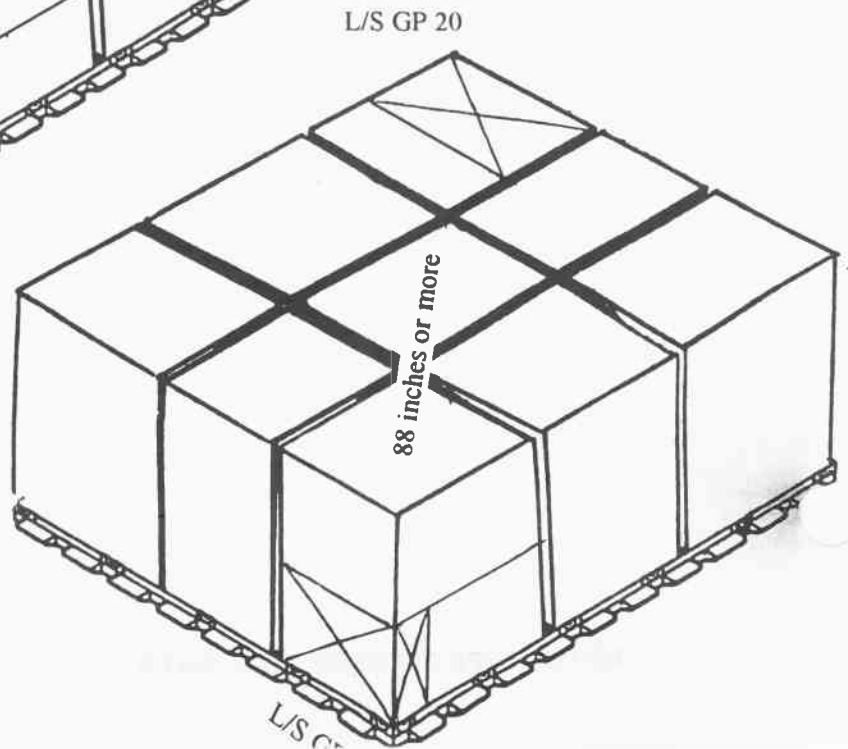
2. Authority is Granted to Deviate from AFR 71-4, Attachment 1, NOTE A and have L/S GP 20 on the same Pallet with Flammable Solids.

3. A Copy of this Waiver, AFMC 71-4-94-02, Is NOT REQUIRED to Accompany these Shipments.

(Authority: HQ AFMC MESSAGE 171402Z FEB 94)



MUST HAVE 88 INCHES  
OR MORE  
SEPARATION  
BETWEEN ITEMS !



MUST HAVE 88 INCHES OR MORE  
SEPARATION BETWEEN ITEMS!