6SWR 55-2

EFFECTIVE: 30 SEPTEMBER 1983

OPERATIONS

AIRCREW AND STAFF PROCEDURES

30 SEPTEMBER 1983

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS, 6TH STRATEGIC WING

DEPARTMENT OF THE AIR FORCE
Headquarters 6th Strategic Wing (SAC)
Eielson Air Force Base, Alaska 99702

6 SW REGULATION 55-2

30 September 1983

Operations

AIRCREW AND STAFF PROCEDURES

This regulation defines policies of the Commander, 6th Strategic Wing, and prescribes procedures that must be followed by aircrew and staff personnel in ground and flight operations peculiar to this Wing. These policies and procedures are directive in nature and are intended to supplement appropriate flight manuals and directives of higher headquarters for guidance in situations not specifically covered in those publications. Your comments are encouraged and may be sent to 6 SW/DO at any time.

1-5 Busy Relay
Cobra Ball

2-2 E-systems
4-5 Christ - [illegible]

3-9 KJFK-28[illegible]

3-11
4-3 - hotel conference
4/1 Det to [illegible]

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CHAPTER 1

ADMINISTRATION

SECTION A: General Administration.

1-1. Office Symbols. Offices of this organization are assigned symbols IAW AFR 10-6/SAC Sup 1 and 6 SW Sup 1.

DO	DEPUTY COMMANDER FOR OPERATIONS
DOA	ADMINISTRATION
DOC	COMMAND CONTROL DIVISION
DOKT (1995/KT)	COMBAT CREW COMMUNICATIONS BRANCH
DOO	CURRENT TANKER OPERATIONS DIVISION
DOR	RECONNAISSANCE OPERATIONS BRANCH
DOT	AIRCREW SCHEDULING AND SUPPORT DIVISION
DOTF	OPERATIONS SYSTEMS MANAGEMENT BRANCH
DOTK	TANKER SCHEDULING BRANCH
DOTN	ELECTRONIC WARFARE TRAINING
DOTO	NAVIGATION SUPPORT BRANCH
DOV	STANDARDIZATION/EVALUATION DIVISION
DOVE	ELINT BRANCH
DOVR	RECONNAISSANCE BRANCH
DOVT	TANKER BRANCH
DOX	OPERATIONS PLANS DIVISION
DOXE	EWO OPERATIONS BRANCH
DOXX	PLANS BRANCH
24 SRS/CC	STRATEGIC RECONNAISSANCE SQUADRON COMMANDER

24 SRS/CCQ	STRATEGIC RECONNAISSANCE SQUADRON SECTION
24 SRS/DO	STRATEGIC RECONNAISSANCE SQUADRON OPERATIONS OFFICERS
24 SRS/DOT	STRATEGIC RECONNAISSANCE SQUADRON TRAINING FLIGHT
IN	INTELLIGENCE DIVISION
INS	SPECIAL SECURITY OFFICER
INV	ELECTRONIC INTELLIGENCE BRANCH
MA	DEPUTY COMMANDER FOR MAINTENANCE
MAM	MAINTENANCE CONTROL
MAMJ	JOB CONTROL
MAMM	MATERIAL CONTROL
6 CAMS/CC	CONSOLIDATED AIRCRAFT MAINTENANCE SQ COMMANDER
MAA	AVIONICS MAINTENANCE
MAF	FIELD MAINTENANCE
MAO	ORGANIZATIONAL MAINTENANCE

1-2. Meeting Incoming Personnel. All officers and newly assigned NCOs (SSgt and above) will be scheduled for an introductory meeting with the DO on the last Friday of reporting month. Branch or Division Chiefs will escort the new arrival to this meeting. A 3x5 card will be submitted to the DO secretary the day before the newcomer briefing. Information on the card will include name, rank, previous assignments, AFSC, date arrived on-station and marital status.

SECTION B: DO Executive Officer Program.

1-3. Concept. One officer will be assigned as executive officer to the DO as an additional duty for a period not to exceed 119 days.

1-4. Duties. Duties and responsibilities will be assigned by the DO and ADO and will include problem solving, writing, briefing, staff coordination and liaison with all 6 SW agencies.

1-5. QUALIFICATION:

a. Crew member captains under ten years service.

b. Volunteers.

c. Most highly qualified among eligible officers who have not served a previous tour of duty as DOE.

d. Officers selected will be assigned the additional duty by AF Form 2095. The office symbol for this position will be DOE.

e. Assignment to the DOE position does not justify crew changes or TDY substitutions. Maximum effort should be made to have the DOE at Eielson the maximum amount of time.

f. Crew commanders and individuals expected to become crew commanders during the 119 day period of duty are not eligible for this program.

1-6. Resumes. Resumes will be accepted at any time, however, they must be received by the DO NLT 30 days prior to the beginning of a tour. Resumes will be submitted to the DO through the 24 SRS/CC in the following format:

a. Name

b. Date of Rank

c. Date of Submission

d. Crew position/AFSC

e. Assignment history in reverse chronological order including job title, AFSC and signficant additional duties.

f. Education

g. Professional Development

h. Other Comments

(1) Why I would like to serve as DO Executive Officer.

(2) What I feel I could contribute as DO Executive Officer.

1-7. Resubmission of Resumes. Resubmission for future tours of duty will not be required.

1-8. Out Brief. Upon completion of the 119 day tour each officer will brief the DO and Wing Commander on the value of the program.

1-9. Letter of Evaluation. An LOE will be written on each individual serving as DOE. The appropriate operations staff entry level AFSC will be awarded upon completion of the DOE tour.

SECTION C: Courier Procedures.

1-10. Responsibilities. If a 24 SRS crew is scheduled, the junior officer, excluding the AC, will be the primary courier.

1-11. Pickup Procedures - Eielson.

a. Unclassified: The pickup point for unclassified correspondence is the 24SRS administrative officer.

b. Classified: The pickup point for classified correspondence is the 6 SW/DOC. Classified documents will be receipted for on AF Form 12, Accountable Container Receipt. Each envelope or parcel will be recorded on the AF Form 12.

1-12. Pickup Procedures - Shemya.

a. Unclassified: The pickup point for unclassified correspondence is the 6 SW/Det 1 administrative office.

b. Classified: The 6 SW/Det 1/CC will designate a location where classified correspondence will be picked up. Receipting will be the same as in 1-11b above.

1-13. Delivery Procedures.

a. Eielson: The courier will deliver all correspondence to the 24 SRS/CCQ. If after duty hours, deliver to the 6 SW/DOC. The 6 SW/DA will deliver all correspondence to the addressed office.

b. Shemya: All correspondence will be delivered to Det 1 administrative office.

1-14. Associated Directives. All couriers will become familiar with the provisions of DOD 5200.1-R and AFR 205-1 as supplemented.

1-15. Application. These procedures will apply for both the Buff Relay and the Cobra Ball aircraft.

CHAPTER 2

TRAINING

SECTION A: Ground Training

2-1. Responsibilities:

a. All aircrew personnel, ground training instructors and DOT personnel will be familiar with and adhere to the policies established within this section.

b. DOTK will schedule, on a weekly basis and publish in the weekly Ground Training Schedule, all classes, instructors and crew members who need training. Each Monday, DOTK will furnish 24 SRS/DO with a roster of instructors, students and classes to be accomplished at Shemya.

c. Upon completion of class, the instructor will deliver the attendance roster to DOTK. For training accomplished at Shemya, the instructor or crew commander will deliver the attendance roster to 24 SRS/DO on the first duty day following return from TDY. Unit Upgrade Monitor: The 24 SRS/DOT is assigned to monitor training for specific crew positions for RC-135 aircraft.

d. Each designated instructor will insure that current lesson plans and available training aids are maintained both at Eielson and Shemya.

e. DOTK will update the master ground training records using class attendance rosters. DOTF will periodically input this information into the SACARMS computer and supply DOTK with updated computer printouts at least monthly.

f. The 6 SW is exempted from adhering to the "Block" training schedule shown in SACR 50-24, Vol III. For specific attendees, list by crew position and course content. (See SACR 50-24, Vol III or SACR 51-135 series.)

SECTION B: TRAINER OPERATIONS

2-2. Det 1 Responsibilities.

a. The Det 1 Air Operations Officer will be the single point of contact for trainer operations. 6 SW/Det 1 personnel will perform the following functions:

(1) Provide a block of time for a Period of Interest (POI) each day, except when pre-empted by operational or maintenance necessities or notified by the TC that a POI will not be required.

(2) Insure that qualified personnel are available to apply and remove power during ground POIs.

b. E-Systems Responsibilities:

(1) The E-Systems Supervisor will notify the 6 SW/Det 1 Air Operations Officer if maintenance is to be performed during scheduled block times.

2-3. Training During Operations at Eielson AFB:

a. During operations at Eielson, DOTN will assume those functions normally performed by the 6 SW/Det 1 staff at Shemya.

b. DOV Requirements:

(1) The ELINT Branch may conduct "notice" and "no-notice" evaluations during both ground and airborne POIs. Procedures for these evaluations are established in DOV policy letters.

(2) Evaluation scenarios will be developed by a designated individual within DOT (or selected from existing training scenarios). These scenarios will be validated by a Stan/Eval crew prior to their use for evaluation.

c. Crew Responsibilities:

(1) TCs are responsible for the proficiency of their respective crews.

(2) All crew members will ensure that proper procedures, including installation of cooling equipment are accomplished and that the aircraft is left in a cocked configuration following a POI.

(3) All equipment malfunctions will be reported to the E-Systems Supervisor during or immediately following a POI, depending on the nature of the malfunction. The primary TC will also be informed of these malfunctions as soon as possible.

(4) POI Operations:

(a) Alert/Launch Procedures: The aircraft alert status will not be degraded to conduct training. Crews and other individuals will immediately terminate training upon notification of an alert. If not the primary crew, they will do as much as possible to ready the aircraft for the arrival of the primary crew, at which time they will exit the aircraft.

(b) Ground POI Procedures: Procedures should conform as much as possible to those used on an operational mission. At the discretion of the TC, portions of the mission or specific procedures may be deleted to increase training in other areas.

SECTION C: EWO Airborne Commander's Training

2-4. Training Aspects:

a. Responsibilities:

(1) The 6 SW/CC will select designated representatives to be the ATTFC.

(2) DOT will:

a. Coordinate with DOX for required briefing of Airborne Commanders.

(3) DOX will:

a. Develop and maintain briefings/instructions for Airborne Commanders.

b. Training Requirements:

(1) DOXE will brief newly designated EWO Airborne Commanders within 30 days of notification of such designation.

(2) DOXE will provide annual refresher training and provide information relative to changes contained in the SIOP revision.

(3) DOXE will maintain a record of all training accomplished and annotate "Airborne Commander's Training" on SAC Form 627, EWO Study and Certification Record.

SECTION D: Mission Review Panel

2-5. Source Directive: The Mission Review Panel will be formed and conducted IAW SACR 50-12. Mandatory attendees are IAW SACR 50-12.

2-6. Responsibilities: The 24 SRS/CC/DO and Chief of DOO will establish procedures to review each mission package prior to the daily Mission Review Meeting to insure each package is complete and ready for the panel's review. The mission package will be given to 6 SW/DOTF for chronological collection.

2-7. Procedures: The Chief, Operations and Training Division or his designated representative will chair the meeting when no 24 SRS missions are reviewed. Each mission package will be reviewed separately for accuracy and completion of the following:

a.	"A" Crew Report	Validated/Updated
b.	AFTO Form 369	Reviewed
c.	Flight Orders	Verified
d.	SAC Form 76	Validated
e.	Errors/Deviations	Corrected
f.	MAR/TAPRs	Signed/Initialed/Validated
g.	Additional Mission Paperwork	Reviewed/Action taken
(1)	Corrective Action	Determined (as required)
(2)	SAC Form 269	Completed
(3)	Crew Commander/Crew Member(s)	Notified (when required)

NOTE: Check 6 SW Form 6 for correct completion - AF Form 791 attached, and agrees with AFTO Form 76 (if applicable). Ensure all AF Forms 791 are accurate and forwarded to Base Fuels Management Office on the same day processed.

CHAPTER 3

OPERATIONS

SECTION A: Aircraft Protection and Hijacking of Military Aircraft

3-1. Responsibilities:

a. All personnel with assigned responsibilities pertinent to the movement of aircraft will develop and maintain an intimate knowledge of this section: The 343 CompW OPLAN 13-FY, para 3a and 3b and AFR 60-14/SAC Sup 1.

b. Division Chiefs and 24 SRS/CC will:

(1) Insure that all personnel with responsibilities pertinent to loading, movement and launching of aircraft are briefed on this section and the 343 CompW OPLAN 13-FY.

(2) Comply with 6 SWR 76-1 when manifesting passengers.

c. 24 SRS will: Provide an aircrew if requested to conduct exercise of 343 CompW OPLAN 13-FY, "Aircraft Protection Plan".

d. 6 SW/DOO will: Provide an aircrew if requested to conduct exercise of 343 CompW OPLAN 13-FY, "Aircraft Protection Plan."

e. 6 SW/DOC will:

(1) Develop and maintain a "STOLEN/HIJACKED CHECKLIST" for use when the 343 CompW OPLAN 13-FY is activated for an actual theft/hijacking. The checklist will include procedures for launch of the strip alert tanker for refueling or surveillance.

(2) Notify the commander exercising operational control over the aircraft if a military aircraft is hijacked.

(3) Initiate a telephonic OPREP-3 to the Elmendorf Operations Center (EOC). Submit a teletype report as soon as possible but NLT one hour.

(4) Notify the HQ SAC and 15 AF Command Posts if the plan is activated. Reporting will be IAW OPREP-3 reporting as contained in SACR 55-8, Vol III.

(5) Forward any request for support from a civil agency to the HQ SAC Command Post.

(6) Upon a request for assistance:

(a) Determine if an airborne training aircraft is available to fulfill the request.

(b) If no training aircraft are available, notify the strip alert crew to assemble at 6 SW/DOO or to report to the aircraft as appropriate.

(7) Notify Anchorage ARTCC if the strip alert aircraft is to be launched.

(8) If necessary, brief the strip alert crew over UHF on the provisions of para 8d(6) of SAC Sup 1/AFR 60-14.

f. Aircraft Commanders will:

(1) Insure that only flight crew members and manifested passengers are aboard the aircraft at engine start time.

NOTE: Maintenance personnel required to correct a malfunction prior to flight are authorized exceptions provided they remain under surveillance of a crew member and deplane prior to takeoff.

(2) Be aware that responsibility for supervising boarding of passengers may be delegated to any crew member at the discretion of the aircraft commander.

3-2. Procedures:

a. Any individual(s) observing suspicious actions of any nature on the flight line or within their area of responsibility, which may result in the unauthorized movement or hijacking of a military aircraft, will immediately notify the appropriate agency IAW para (1) and (2) below. The individual(s) reporting the suspicious actions will provide information as to what type of action is taking place, where, type of aircraft, tail number and direction of movement, if applicable. The most expeditious lines of communications are:

(1) If radio equipped, notify 6 SW/DOC.

(2) If non-radio equipped, notify Central Security Control (CSC), extension 377-3133, or by any other means available and declare a "Helping Hand."

b. The 343 CompW OPLAN 13-FY requires a stolen aircraft exercise semi-annually.

(1) The 24 SRS, 6 SW/DOO and DOC, when notified of an impending exercise, will provide support as outlined in para 3-1c, 1d and 1e above.

(2) The simulated exercise will be IAW Annex E to 343 CompW OPLAN 13-FY.

c. If an actual hijacking has occurred, the following guidelines apply:

(1) All crew members must actively resist attempts to hijack their aircraft.

(2) Aircraft commanders must consider the security of U S equipment, personnel and classified material onboard when deciding on a general course of action. Factors which warrant consideration are:

(a) Nature of threat.

(b) Safety of flight.

(c) Are lives in danger?

(d) Diplomatic status of the destination airport.

(e) Dangers of violating another nation's airspace.

(3) Aircraft commanders should notify ground agencies, crew, and passengers of the situation at the earliest possible time in order to enlist the maximum assistance possible.

(4) Pilot signals to alert ground controllers are contained in AFR 60-14 and SAC Supplements thereto.

(5) Because intermediate stops increase the opportunity for intervention by force, the aircrew should attempt to convince the hijacker that stops are necessary. These should be on U.S. military installations and, if possible, passengers should be discharged.

(6) If the use of persuasion, deception and subterfuge fail, propose that the landing be made in a neutral rather than unfriendly nation.

(7) Initial response to the hijacker should never be one of submission. Attempts should be made to calm them and psychologically condition them for concessions which will permit a safe termination of the flight at a friendly destination.

(8) Use of firearms, other weapons and/or the aircraft pressurization system, including deadly force, should not be ruled out as means of subduing the hijacker.

d. Hijacked Aircraft Support: The designated strip alert aircraft or an aircraft on a routine training mission may be directed to refuel aircraft providing surveillance of U S or foreign flag civil aircraft that have been hijacked or be directed to provide surveillance of hijacked aircraft.

(1) Aircrew procedures:

(a) Immediately after launch, establish radio contact with the 6 SW/DOC, preferably on HFSSB.

(b) Perform rendezvous with interceptors for air refueling, or the hijacked aircraft, as soon as possible after launch.

(c) If the rendezvous is with the hijacked aircraft, take station behind it, out of cockpit and cabin vision, and remain in an unobserved position unless otherwise directed. Flying safety must be of paramount importance, and the tanker aircraft must maintain a minimum separation of five miles from the hijacked aircraft in U S airspace and ten miles in Canadian airspace.

(d) When directed to maintain airborne surveillance, do so until:

(1) Fuel requirements dictate aborting subject mission to arrive over alternate with fuel minimums as specified in SACM 51-135, Vol VI.

(2) Recalled by 6 SW/DOC.

(3) The hijacked aircraft has landed at a destination within the CONUS.

(4) The hijacked aircraft's destination is determined to be in a country where overflight clearance for the tanker would be required. Notify the 6 SW/DOC and it will either direct the overflight or return of the tanker. **In such cases, the distance criteria from the shoreline of foreign border, as**

established in Foreign Clearance Guide (classified supplement) will be maintained until direction is received from 6 SW/DOC.

(2) If a SIOP alert tanker is used, peacetime takeoff criteria will be used. To meet peacetime takeoff criteria the launching alert tanker must, in order of priority listed:

(a) Be downloaded

(b) Burn off fuel.

(c) If insufficient time precludes compliance with "a" or "b" above, authorization to launch with EWO weight and EWO takeoff criteria will be obtained from HQ SAC.

SECTION B: Disaster Preparedness

3-3. Application: This section assigns responsibilities and establishes procedures for protection of Wing resources on the flight line in the event of a disaster or to demonstrate this capability during an exercise. It applies to the following types of disasters as defined in Annex E of 343 CompW OPLAN 355-1:

a. Aircraft Accidents.

b. NBC/explosive accident.

c. Major ground accident.

d. Broken Arrow/Potential Broken Arrow.

e. Natural disasters.

3-4. Exercises: For exercises, the initial response procedures are the same; however, all transmissions made as a part of the exercise will begin and end with the phrase, "This is an exercise."

3-5. Procedures: Upon receipt of notification of an actual/exercise disaster:

a. 6 SW/DOC will:

(1) Notify Alert Force Controller if the alert force is generated.

(2) Notify appropriate base agencies.

(3) Notify the 6 SW/CC, DO, MAMJ and SOF.

b. The 6 SW/DO will:

(1) Form the staff in the 6 SW Battle Staff area (if required).

(2) Notify 6 SW/DOT/DOR and 24 SRS/CC.

c. The 6 SW/DOT will notify the 6 SW/DOO.

d. 24 SRS, 6 SW/DOR and DOO will notify taxi crews ASAP (if required).

e. Taxi crews: Upon notification, all available pilots and copilots will report ASAP to SAC garage (fast ride) with headsets and a copy of the attached checklist. (See Attachments 1 and 2)

(1) Maintenance will provide transportation to the aircraft.

(2) The emergency taxi checklists in the aircraft will be used for all situations. FOR EXERCISES, ENGINE START WILL BE SIMULATED. A minimum number of engines will be started for actual disasters.

NOTE: During the winter, it is recommended that four engines be started to insure symmetrical thrust during on low RCR conditions.

(4) When ready to taxi, turn on taxi lights, call Eielson ground and 6 SW/DOC using the aircraft's tail number and state, "Ready to taxi." Remain in place for exercises.

(5) Leave engines running/simulated until directed to shut down.

(6) All AGE will be removed from around the aircraft. For exercises, a fire guard with extinguisher will remain on interphone and chocks will remain in place.

(7) Towing operations may be in progress upon arrival at the aircraft. In this case, proceed to another aircraft. For exercises, tow teams will hook up but not move aircraft. After four minutes in position, they will move to another aircraft.

(8) When aircraft are generated on alert, alert crews will respond directly to the alert aircraft.

f. The Supervisor of Flying (SOF) will:

(1) Notify 6 SW/DOC whenever they observe a disaster occurring. (See Atch 1 and 2)

(2) Notify 6 SW/DOC whenever they observe white smoke indicating the initiation of a disaster exercise.

(3) Proceed immediately to the SAC garage to insure maintenance picks up taxi crews (if applicable).

(4) Monitor the status of airborne SAC aircraft.

(5) Avoid a 2000 foot radius from the disaster.

3-6. Classified Material Protection Priorities: During natural disaster, protection and removal of classified material will be accomplished utilizing the following priorities:

a. Priority 1 - All Sensitive Compartmented Information (SCI).

b. Priority 2 - All Top Secret material.

c. Priority 3 - All other Secret and Confidential material.

d. Priority material required by the 6 SW/DOC will be retained in DOC.

3-7. Classified Material in the Operations Complex: Upon notification of a natural disaster affecting the operations complex, Priority 1 material will be delivered to 6 SW/DOR. Priority 2 material will be delivered to 6 SW/DOC. Priority 3 material will be left in the functional areas until advised to remove it for transportation/destruction. Upon receipt of Priority 1 or 2 material, the material will be guarded (appropriately cleared guards will be provided by the DO) until such time as it is delivered to a courier for shipment to a designated location.

SECTION C: Handling COMSEC Material (24 SRS Only)

3-8. Normal Operations at Eielson:

a. COMSEC material will be signed for and checked on mission planning day, during normal duty hours, from 6 SW/DOKT prior to all scheduled training sorties.

b. To obtain COMSEC material prior to flight, the crew member will go to 6 SW/DOKT during duty hours or 6 SW/DOC after duty hours.

c. If a conflict arises whereby two sorties are to be flown back to back with no chance to turn classified from one crew to another, 6 SW/DOKT will have a standby package available for sign out by the second crew on their mission planning day. It is the responsibility of the aircraft commander involved in the second sortie to notify 6 SW/DOKT to have a standby package available.

d. Upon completion of all training sorties flown, COMSEC material will be turned into 6 SW/DOKT during duty hours or the 6 SW/DOC after duty hours. It will be the responsibility of the crew member to sign in the classified to 6 SW/DOKT ASAP the morning of the first duty day after the flight.

3-9. Operational Flights: Aircrews flying taskable or operational flights into or out of Eielson will use one of the following procedures. This will also apply if the aircraft will be going on alert after the flight.

a. The aircrew will:

(1) Take their metal storage container and their communications kit to 6 SW/DOKT during normal duty hours or to 6 SW/DOC (SACCS Maintenance) at all other times. The clock will be brought to Command Post, along with SI material to DOR for storage.

(2) Seal the metal container with a one-time seal and record the identification number on the prepared AF Form 310, Document Record and Receipt. The one-time seal and AF Form 310 are located on the storage cart.

(3) Exchange the sealed container for the AF Form 310.

b. Check out: The aircrew desiring to check out the communications kit will:

(1) Exchange the AF Form 310 for the sealed container after insuring that the one-time seal identification number and the number recorded on the AF Form 310 are the same.

(2) If a different aircrew must check out the communications kit, the container will be inventoried and the contents will be signed out by the new aircrew. The SAC Form 615 enclosed in the communications kit will be used for inventory and sign out.

(3) The signed SAC Form 615 will be retained by 6 SW/DOKT. If the communications kit is signed out by SACCS maintenance, the signed SAC Form 615 will be left on the storage cart and given to 6 SW/DOKT the next duty day.

NOTE: The alert aircrew commander will insure the 6 SW/DOKT is given a minimum of two hours notice if the communications materials require updating.

3-10. The KYK-28, KIK-18 and Flight Information Publications Bag:

a. KYK-28 and KIK-18 keyguns will be stored with the communications kit at all times.

b. The Flight Information Publications (FLIP) bag will be left on the respective aircraft or with 6 SW/DOKT and checked prior to flight for currency. The aircraft commander is responsible for determining if the FLIPs will be current during his flight. If the FLIPs require updating, the aircrew is responsible for contacting 6 SW/DOKT ASAP.

SECTION D: Supervisor of Flying (SOF)

3-11. Responsibility:

a. The 6 SW/CC will have supervisory responsibility for the SOF program.

b. The responsibilities of the SOF are explained in AFR 60-2, its supplements, and the 6 SW SOF Training Guide.

(1) The 6 SW/DOO Chief will administer 6 SW SOF training.

(2) 6 SW/DOTK will schedule SOF tours.

(3) Tour lengths will be 24 hours in duration.

(4) All SOFs will be certified by the 6 SW/DO prior to assuming SOF duties.

(5) The 6 SW/CC will designate all SOFs in writing.

(6) 6 SW/DOO will provide a duty officer during all SOF tours. If the SOF is from DOO, he will also act as duty officer during that tour.

(7) The 24 SRS will be responsible for all Cobra Ball Operations and recovery of Shemya Busy Relays.

c. The SOF will keep the 6 SW/DOC informed of his location and be on call at all times.

d. The 6 SW/DOC will notify the SOF of all emergencies, strip launches, deteriorating weather, maintenance problems or any other problem that may adversely affect a mission.

3-12. Duties:

a. The SOF program, as directed by AFR 60-2, is directly related to flying supervision and will not include functions that normally fall under maintenance. Under no circumstance will the SOF be considered a delivery vehicle for professional equipment, flight lunches, etc. The SOF will not normally be used as a follow-me vehicle. The SOF/DOC will use their discretion when to respond to the flight line for other than requirements in paragraph b.

b. The SOF is required on the flight line for:

(1) All -135 aircraft emergencies.

(2) Short Sprint/ORI.

(3) Disaster Exercises (when applicable).

(4) All SAC aircraft takeoffs and landings to include transition.

3-13. SOF Vehicle:

a. The SOF will use the designated radio equipped SOF vehicle.

b. If the vehicle becomes inoperative or unsafe--secure it. Notify the 6 SW/DOO during duty hours or the 6 SW/DOC during non-duty hours.

c. The 6 SW/DO or the 6 SW/SE vehicle may be used if the SOF vehicle is out of service. Prior coordination with the applicable agency will be made.

SECTION E: Mission Paperwork

3-14. Responsibilities:

a. 24 SRS and 6 SW/DOO will file all pre-mission reports with 6 SW/DOC.

b. Staff crew members will pick up MARs at 6 SW/DOTK on mission planning day.

3-15. Mission Packages: Mission packages will be turned into the operations officer NLT 1450 on the last day prior to the date of the flight. After operations officer review, mission packages will be forwarded to the 6 SW/DO for review. The mission packages will next go to the 6 SW/DOC for forwarding to Eielson Base Operations.

3-16. Mission Package Contents: Pre-mission packages will consist of those forms as required on 6 SW Form 12, in order from top to bottom. In addition, the package will contain:

a. AFTO Form 369.

b. AF Form 791 (Tanker crews only).

3-17. Post Mission Packages: Post-mission packages will be arranged as follows: (All classified material will be turned into 6 SW/INV/DOKT/DOC)

a. RC-135 Operational Mission: (RC-135V/W sorties submit only item 1).

(1) AFTO Form 369, SAC Form 1183.

(2) MARs/TAPRs.

(3) SAC Form 60 (Flight Orders).

(4) SAC Form 157 (Navigation Evaluation Report).

(5) Any unclassified navigator charts/precomps, etc., necessary to substantiate training activity (such as SACM 51-135, Vol IV continuation training activity).

(6) Miscellaneous (SAC Form 76).

(7) 6 SW Form 47 or SAC Form 102.

b. All other 6 SW missions:

(1) AFTO Form 369 (Maint debrief).

(2) MARs/TAPRs.

(3) SAC Form 60 (Flight Orders).

(4) Passenger Manifests.

(5) SAC Form 157 (Navigation Evaluation Report).

(6) SAC Form 200 (Flight Plan).

(7) Navigation Logs/Charts/Precomp Forms.

(8) 6 SW Form 6.

(9) AF Form 791 (Tanker crews only).

(10) SAC Form 828. (Tankers only)

(11) SAC Form 1175/1183 (Maint debrief).

(12) 6 SW Form 24 (Two copies - RC-135S sorties only).

(13) Miscellaneous. (SAC Form 76)

NOTE: 1. Radio logs (if accomplished) will be turned into 6 SW/DOKT after flight.

NOTE: 2. Check 6 SW Form 6 completed correctly and AF Form 791 attached if applicable. Insure all AF Forms 791 are accurate.

SECTION F: Navigation Procedures

3-18. Scope: This section applies to all 6th Strategic Wing navigators, assigned or attached, unless otherwise noted.

3-19. Mission Planning:

a. All master flight plans and strip charts will be cross-checked by the crew navigator for accuracy against the coordinates specified in the SAC OPORD 60-XX (N/A KC-135).

b. Strip charts and master flight plans may be used on any mission. Complete mission planning is mandatory for all sorties and will include a complete check of coordinates, course, distance, times etc., for any machine run, photocopy or staff prepared flight plans, check SACR 60-9 schedule and the necessary FLIP documents to insure they are compatible with the mission being flown.

c. Each navigator will label all the charts with the following information:

(1) Name.

(2) Rank.

(3) Date of Flight.

(4) Aircraft Number or Type.

(5) Sortie Number or Type.

(6) Chart Number (i.e. chart 1 of 4).

3-20. Assumption of Constant Readiness Status (CRS): (For RC-135S only).

a. The navigator team assuming CRS will:

(1) Review with the aircraft commander and copilot the crew responsibilities for an operational launch. Specific requirements for fast reaction alignment of the inertial navigation system will be discussed in detail.

(2) Coordinate with the Tactical Coordinator on tactics to be employed on operational missions. Orbit procedures, timing and interphone calls and procedures will be discussed in detail.

(3) Be briefed by the navigator team going off CRS concerning the status of the navigation equipment and history of equipment malfunctions. Consult the appropriate maintenance personnel at the earliest opportunity if the status of corrective action is unknown.

(4) Inventory chart folders and set Nav AFSATCOM codes.

b. Following an operational mission, the navigator team will brief the oncoming primary crew concerning the status of navigation equipment and weather (including winds) in the operational area. The aircraft will be preflighted and cocked using the appropriate checklist. If the preflight crew is not the oncoming primary crew, insure that the crew's professional equipment is properly positioned on the aircraft.

c. All navigators, including students, should make maximum use of the aircraft during CRS. This includes accomplishing aircraft preflight for proficiency. Alignment of the LN-20 may be performed.

3-21. Preflight Procedures: Both sextants will be preflighted.

3-22. Inflight Procedures: (For RC-135S only)

a. The fixing criteria as directed in SACM 55-21, Vol VIII, applies to both navigators.

b. While in orbit, a full station stamp and plotted fix are not required if the 6 SW Form 8, Orbit Log is used. During orbit, position coordinates must be recorded and crosschecked at interverals not to exceed 20 minutes.

c. During the data track portion of the 6 SW Reconnaissance Navigation Leg, navigators will complete the Nav-1 and Nav-2 worksheets. The befcre event reading will be obtained after the aircraft has been established on data track. The after event reading will be taken after cleared off course and before turning the aircraft. The information on the worksheets satisfies station stamp and fix requirements for both top and bottom of data track. When departing the orbit/data track area, navigation log and aircraft fixing requirements commence within five minutes of departure from data track or within five minutes of roll out from orbit or data run. Record and crosscheck aircraft position with full station stamp information when corridor navigation is started or resumed following departure from the orbit/data track area. If returning to orbit following a data run, resume the 20 minute position crosschecks using the 6 SW Form 8, Orbit Log. Data run information logged on the navigator's worksheets reestablishes the mandatory 20 minute crosscheck times.

d. A system stellar update can be used as a valid celestial heading check if the time, inertial, N-1, and J-4 headings are recorded within five minutes of the system update. The heading data must be recorded on the chart or precomp sheet (SAC Form 289).

e. The navigator team should be prepared to provide, upon request, the items listed below. Other items may be requested or pre-coordinated in the meeting with the TC, navigators and pilots. The listed items serve as a reminder of the items typically requested during the orbit and data run.

(1) Enroute tactics (airspeed, altitude, ETAs, etc.)

(2) Photog crosscheck.

(3) Orbit point.

(4) Adjustment in timing or track.

(5) Track length in minutes.

(6) Status of equipment.

(7) Direction of offset (winds).

(8) Wings level call and position relative to top of track.

(9) Time remaining on track.

f. The navigator team will obtain an accurate position, for each event. One navigator will concentrate on time and the other on position. During the data run, the TAS, GS, pressure and absolute altitude, temperature and mach number will be obtained.

g. The navigator team will complete the Nav-1/Nav-2 Data Run sheets. Any information called for by the forms which was not obtained will be explained under "REMARKS."

3-23. Scoring and Replotting of Navigation Legs: All navigation legs will be flown in accordance with SACR 50-4, Vol I, Chap 8 or the applicable operation order. All navigation legs logged for continuation training will be flown in accordance with SACR 50-4, Vol I, Chap 8 and 9 and this regulation. All high altitude navigation training legs will be scored or replotted as specified in SACR 50-4, Vol I, Chap 10. The Wing Navigator will monitor the replot/scoring program.

a. The Tanker Operations staff navigator will administer the replot/scoring program for the Alaska Tanker Task Force. He will review all ATTF navigation legs, and designate the time, place, and navigators for replot duties when necessary. He will maintain scoring/replot records in accordance with SACR 50-4, Vol I. Every attempt will be made to replot the first polar grid

mission flown by each crew. (N/A RC-135V/W/S) This will familiarize the replot navigator with the 6 SW mission, and routes. It will build confidence in the crew and determine if additional training is needed. A Celestial Training Device, polar grid mission and a ground instruction course will be maintained on file for this purpose.

b. The 24 SRS/DOT will administer the squadron scoring/replot program. 24 SRS/DOT will schedule all squadron navigators for scoring/replot duties. They will maintain scoring/replot records in accordance with SACR 50-4, Vol I. Not applicable to RC-135V/W crews.

SECTION G: Ground Safety

3-24. Responsibilities:

a. Division Chiefs:

(1) Are responsible for insuring implementation of the 6 SW Safety Program within their division.

(2) Will insure that the 6 SW/DO and the Wing Director of Safety are informed when members of their division are involved in an injury or accident requiring medical attention.

(3) Will insure the circulation of all safety material within their division.

b. Each individual assigned to the 6 SW/DO organization will:

(1) Notify their section supervisor when involved in any accident or injury requiring medical attention. Supervisors will insure that the OIC and orderly room are notified.

(2) Maintain an awareness that, in most cases, accidents are caused by actions of people.

(3) Be aware of hazardous conditions and refrain from unsafe acts which will result in accidents while on or off duty.

(4) Review all safety material received by the division.

SECTION H: Crew Status Reports

3-25. Responsibilities:

a. The 24 SRS will:

(1) Maintain records to reflect the TDY status of assigned aircrews and aircrew members.

(2) Provide a Daily Combat Crew Status Report (SAC Form 14) to 6 SW/DOTF by 0900L for determination of aircrew status through 0900L of the following day (Friday's data will cover status for Saturday, Sunday, Monday).

b. 6 SW/DOTK will: Coordinate Aircrew Status reports daily at Mission Review.

c. 6 SW/DOTF will: Verify and coordinate Aircrew Status data, (daily at Mission Review) arranged in the proper formats required for transmission, and deliver to the Command Post Controller.

3-26. Procedures: Reporting procedures are as outlined in SACR 55-35 and SACM 55-8.

NOTE: During 6 SW exercise/ORI, and upon reporting for duty, the 24 SRS will provide 6 SW/DOTF with the latest Aircraft Status data for immediate crew report update.

CHAPTER 4

FLYING

SECTION A: Cobra Ball Operations- Eielson

4-1. Concept: The Cobra Ball mission dictates an ASAP launch and recovery whenever the aircraft is scheduled for alert at Eielson. To meet required response times, a Cobra Ball alert team must be composed of dedicated flight crews and maintenance technicians whose sole function is launch and recovery of the aircraft. Additionally, the cocking of the aircraft will normally occur in either the North or South end of the Big Hangar or Nose Dock One so as to facilitate response requirements.

4-2. Security:

a. MAO will assign a responsible NCO to supervise all maintenance activities and act as security guard at all times the Cobra Ball aircraft is in maintenance at Eielson AFB. Crew chiefs will be assigned from each individual shift on duty and their names will be provided to MAMJ by the organizational maintenance supervisor on duty.

b. The assigned crew chief/recovery chief will control and admit only authorized personnel onto the aircraft. Authorized personnel are defined as individuals possessing an AF Form 1199 (line badge) with access to areas seven and twenty. They must also have a valid reason for aircraft entry as determined by the crew chief. The assigned crew chief will be especially watchful to detect the unauthorized removal of any equipment from the aircraft.

c. When maintenance is completed, the crew chief will notify MAMJ that the aircraft is secure. MAMJ will notify Central Security Control that the aircraft is secure. If the aircraft is parked outside the "C" areas such as hangar 1140. Nose Dock One, or the Pit complex, a request for a security guard will accompany notification that the aircraft is secure. When the aircraft is parked outside the "C" areas the designated crew chief will maintain vigilance until properly relieved by a security police guard.

d. Upon diversion to Eielson, the aircrew will remove all classified material (except installed equipment) and turn it into 6 SW/DOR (Top Secret Crypto) or 6 SW/DOKT as applicable. Though

KG-35s are not considered installed equipment, they may be left on the airplane (with paddles removed) to preclude additional wear and tear. All crew members will remove high pilferage items such as headsets, flashlights, jackets, etc., when operationally feasible. In the event any item of personal equipment is discovered missing, it will be reported to the Security Police as soon as possible.

e. The storage containers (file cabinets) aboard each aircraft will not be used to store classified documents, papers or equipment while the aircraft is on the ground except:

(1) When the aircraft is in maintenance recovery and under maintenance control for immediate return to alert status.

(2) Aircraft is on alert. When used to store classified documents, the file cabinet will be secured with a combination lock and locking bar.

f. The individual receiving classified material (TC, NAV, or copilot) will be responsible for the security of the material. For operations in and out of Eielson, the TC and NAV codes may be stored together in DOR. Prior to departing the aircraft, the receiving individual will conduct an inventory to assure all materials are present.

g. When removed from the aircraft, classified material will be stored by and become the responsibility of DOR or DOKT, as applicable, until reissued to the departing aircrew, or placed in the safe upon assumption of alert.

h. Prior to leaving the aircraft, the TC or a designated representative will make a security check to insure all classified materials are secured. On those flights not having a Raven crew, the aircraft commander or his designated representative will perform this inspection.

4-3. Responsibilities:

a. The 24 SRS will:

(1) Develop procedures to supervise mission planning and maintain adequate flight packages to minimize mission planning, briefing and launch timing.

(2) Provide flight crews and launch actions.

b. DOT will insure:

(1) Proper coordination is maintained between 24 SRS and assigned agencies within the DOT Division.

(2) Proper scheduling of primary, secondary and pre-flight crews in concert with 24 SRS requirements.

(3) DOTK will:

(a) Coordinate with DOO for tanker support if required.

(b) Schedule alert crews after coordination with DOTN and 24 SRS operations.

(4) See 4-2d above.

c. DOR will:

(1) Insure coordination with ATC, NORAD, AAC, SAC/DOR, National Agencies and applicable 6 SW staff agencies to include DO, MA, 24 SRS and Det 1/6 SW.

(2) Act as a single manager for all operations whenever the aircraft is at Eielson AFB and eligible for tasking.

d. DOC will:

(1) Operate klaxon notification system.

(2) Issue and control hand held radios or pages.

(3) Notify affected agencies of all Cobra Ball activities.

(4) DOC will coordinate a hotel conference along with coordinating activities for Cobra Ball's arrival.

e. MA will:

(1) Establish procedures to insure minimum aircraft recovery time.

(2) Establish procedures to insure ASAP launch capability.

(3) Establish procedures to meet cold weather handling requirements, sensor maintenance coordination, special AGE and

sensor alignment requirements.

f. 6985ESS will provide the necessary crew roster/flight orders to the 24SRS for final coordination and distribution.

g. MAMJ will keep the 6 SW/DOC advised of changes to maintenance status and maintenance in progress and will notify controllers of the time the aircraft will be ready for flight crew preflight and cocking.

h. Det 1/6 SW will:

(1) Coordinate with and provide to DOR current information concerning Cobra Ball operations.

(2) Insure that active aircraft records will accompany the aircraft when RC-135 aircraft are deployed to Eielson AFB for phase inspections.

i. INV will:

(1) Conduct a formal EWO crew debriefing including a TC mission route briefing for each operational mission.

(2) Review EWO crew logs, mission summary, observer reports, CDWR and OPREP-5C reports.

(3) Inventory and control mission tapes and films.

(4) Release CDWR and OPREP-5C reports.

(5) Package mission materials for return to Det 1 Quicklook Processing.

j. INZ will conduct a formal crew debriefing when SAR or MIJI incidents have occurred.

k. Each agency will develop a Cobra Ball diversion/recovery/alert launch checklist to meet responsibilities established by this regulation. These checklists will be addendums to this regulation and retained as required in local work areas.

4-4. Diversion Procedures:

a. When the Cobra Ball is diverted to Eielson AFB, the flight crew will inform Det 1/6 SW of the aircraft maintenance status. If the maintenance required indicates a degrade in the operational performance of the airplane, such information should be passed on through secure means. Det 1 will pass this informa-

tion to Eielson DOC. If a change occurs in the aircraft maintenance status while enroute to Eielson AFB, the flight crew will notify the Eielson DOC on HF radio or secure means dependant on the particular maintenance required. When within UHF range, an update on aircraft status will be passed to DOC. Upon landing, the aircrew will attend their respective maintenance debriefings.

b. The 6 SW/DOC will:

(1) Notify 6 SW/CC, DO, SOF, DOT, DOR, IN, 24 SRS/CC, 24 SRS/DO, MAMJ, 6985th Operations, 343 CompW Transportation, 15 AF/DO/DOR (Via 15 AF/DOC), and SRC.

(2) Immediately advise MAMJ of complete maintenance status and maintenance update and if an E-Systems Engineer is required to meet the aircraft.

c. MAMJ will:

(1) Notify the standby ELINT Technician (ET) who will meet the aircraft.

(2) Notify the E-System Engineer if required.

(3) Coordinate routine inspection of life support equipment with 343 CompW/DOTMS immediately after notification.

(4) Coordinate ETA, recovery requirements, fuel loading, and ETD with DOC, MA staff agencies and CAMS branches as soon as possible after notification that the aircraft has been diverted to Eielson.

(5) After maintenance debriefing develop an initial ETIC. Contact the DCM, and brief him on required maintenance and the initial ETIC. In coordination with the DCM determine actual sequence of events and mission requirements.

d. 24 SRS/CC will:

(1) A designated crew will preflight and cock the aircraft. This may be the diversion crew depending on crew availability and the ETIC of the aircraft. This information will then be passed to DOC.

(2) Have the inbound flight crew enter crew rest.

4-5. Recovery Procedures: Every effort will be expended to insure a minimum recovery time and immediate launch capability.

The aircraft will not be considered fully generated until it is maintenance generated, sensor aligned, cocked, and on alert.

a. The normal sequence of events will consist of the following:

(1) Recovery at the Big Hangar (Bldg 1140).

(2) Debrief aircrew (Maintenance Debriefing).

(3) Refueling to scheduled load. (Considering WX conditions)

(4) Reservice all aircraft systems. (Oil, hydraulics, LOX)

(5) Complete -6 inspection. Schedule aircraft for oil analysis program samples (OAP) upon arrival.

(6) Work all discrepancies requiring active electronics emmisions or engine runs.

(7) Clear aircraft for towing with ET or E-System engineer.

(8) Tow as required into Bldg 1140 or nose dock 1. Remaining "must fix" discrepancies will be worked in the hangar.

(9) Perform HAVE KIT alignment.

(10) The HAVE KIT and LN-20 will be aligned and the heading recorded for reference as soon as possible after the aircraft is secured. An ET or E-Systems engineer, and an LN-20 technician will accomplish the alignment.

(11) Deviation from this procedure requires the approval of the Maintenance Control Officer.

b. MAMJ will:

(1) Insure ASAP recovery of the Cobra Ball.

(2) Update initial ETIC provided by debriefing on unscheduled arrivals as recovery progresses. A firm ETIC will be established NLT four hours after arrival. The DCM will be briefed on "must fix" discrepancies and a firm ETIC as soon as possible. Provide initial and firm ETIC to DOC.

(3) Prior to any aircraft movement, notify the standby ET. To prevent serious sensor damage, or loss of sensor alignment, the aircraft will not be moved or the tow bar attached (except in an emergency) without the concurrence of the ET or E-Systems Engineer.

(4) Insure that the LN-20 technicians preflight and align the system and record the heading.

c. MAMX will:

(1) Debrief aircrew.

(2) Perform a complete records check whenever the aircraft lands at Eielson, utilizing the forms that are available (781 series on unscheduled diversions, and all records when the aircraft arrives for phase inspection).

(3) Unscheduled aircraft arrivals with minimum ground time necessitates identification of safety of flight and mission essential discrepancies by the aircrew. Plans and scheduling will insure these discrepancies are identified during aircrew debriefing, and receive priority specialist support.

(4) When unscheduled arrivals have been debriefed, schedule all required recovery actions including hangaring of aircraft, on AF Form 2406 to insure maximum maintenance is performed on the aircraft while at this station.

d. MAO will make sure that all AFTO Forms 2414 on all uncleared discrepancies for parts ordered at Eielson will be returned to Det 1 with the aircraft or on the turnaround aircraft. A duplicate AFTO Form 349 and AF Form 2414 will be verified back through 6 SW/MAO with a delivery destination of tail number bin (TNB). As parts are received in the TNB, Maintenance Supply liaison will notify Det 1 supply of the availability. Upon request from Det 1, the items will be sent to Shemya on the turnaround aircraft each week.

e. The Eielson DOC will:

(1) Keep Recon Duty Officer advised of the aircraft status.

(2) When notified by MAMJ, notify the preflight crew commander, 6985th Operations and 24 SRS/DO that the aircraft is ready for preflight.

(3) If clocks are installed, monitor the G420 time standard rack pilot light in the 487L cabinet. Notify the standby ET if the light extinguishes while the G420s are installed.

(4) Keep Det 1/6 SW informed of ETIC and current aircraft status.

f. The Standby ELINT Technician (ET) will:

(1) Meet the flight crew and conduct debriefing on the bus if required.

(2) Be responsible for attachment of sensor AGE.

(3) Be responsible for proper sensor cold weather handling procedures.

(4) Accomplish necessary sensor alignment. E-Systems representatives will assist if available.

(5) Accomplish such repairs as are possible with on-board spares, and within the time limitations. An E-Systems representative will assist if available.

(6) Closely monitor the aircraft progress until it has been recovered and cocked. Clocks will be placed aboard the aircraft, if possible.

g. MAO will:

(1) Provide the 24 SRS with a list of maintenance personnel who are granted access and vouching authority on the Cobra Ball aircraft while it is on alert.

(2) Insure that recovery supervisors do not leave the immediate vicinity of the aircraft until properly relieved. MAO will insure a security guard is posted prior to departing the aircraft, if the aircraft is parked outside the "C" area.

(3) Insure that required maintenance personnel are placed on alert in Amber Hall or in the shop as the situation dictates.

(4) Insure that SOAP samples are taken upon arrival.

h. DOR will:

(1) Review and store classified mission materials from the flight crews, and insure that current mission essential material is available for the alert crew when taskable.

(2) Update USKAK 4104s and call signs as required.

(3) Maintain and display current mission status board containing mission number, aircraft status, aircrew commander, tactical coordinator, crew duty/crew rest data, UYA-7 key list, USKAD 4104 expiration data, call signs, sensor system status, operational tasking, and procedural information. Call DOKT standby person if new 4444s are required.

(4) Accomplish operational reporting.

(5) Coordinate with 6985th.

(6) Coordinate with transportation and billeting to obtain vehicle and housing for alert crews.

(7) Coordinate with weather to provide current weather flimsy for the alert crews.

(8) Notify Det 1, 6 SW/Shemya and the tasking agency when the aircraft is cocked and capable of accepting tasking.

(9) Maintain 24 hour a day capability within the Recon Ops areas to insure immediate launch capability.

i. The Landing Flight Crew will:

(1) Insure that applicable reports are prepared and submitted. A crew member will report to DOR with the completed OPREP-4 ASAP after landing.

(2) Remove the G420 time standards from the aircraft and install them in the Eielson Command Post 4687L equipment racks, if required.

(3) Turn in all classified mission materials and crypto gear to DOR or DOKT as applicable.

j. Det 1, 6 SW will supply operational mission, tactical and procedural information to DOR.

k. The 24 SRS will:

(1) Coordinate with 6985th Operations on matters of crew requirements for flight order accomplishment.

(2) Prepare flight orders and complete crew mission packages for alert crews.

(3) Insure that mission paperwork is filed at Base Operations and copies are provided to the flight crew.

(4) Provide access roster for point guard security.

(5) Provide individuals to augment DOR Duty Officer as required.

l. The crew designated to preflight the aircraft will:

(1) Preflight and cock the aircraft insuring that required items such as current approach plates, comm kit, and other classified materials are available for use.

(2) If directed, assume alert in Amber Hall.

m. Occassionally the most expeditious means of returning the aircraft to an operational condition will be by recovering the aircraft in the pit complex and launching from that location. When this occurs the following guidance will apply:

(1) Known system malfunctions will be provided by the flight crew to the 6 SW/DOC prior to landing.

(2) 6 SW/DOC will advise Job Control of known inflight discrepancies as soon as received as well as ETA information.

(3) Upon landing the flight crew will place the aircraft navigation system into the GC alignment mode. Prior to shutdown the navigation system will be placed into the heading memory alignment mode.

(4) The aircraft will be parked on a fuel pit. The flight crew will be debriefed at the aircraft. Formal debriefing at Avionics will not be required.

(5) After debriefing and prior to refuel specialists will be allowed an opportunity to pull equipment from the aircraft for in shop repair.

(6) The aircraft will then be refueled to its next required load, normally an alert load. All safety of flight discrepancies will be fixed as will all other discrepancies as determined by Job Condrol in coordination with operations. The aircraft will be -6 inspected and either launched or placed on hard alert.

(7) If ambient temperatures are below -10 degrees F the aircraft will be recovered at the Big Hangar instead of the Pit complex.

4-6. Cocking Procedures:

a. Aircraft will be prepositioned in bldg 1140.

b. Perform LN-20 and HAVE KIT alignment.

c. Preflight crew will preflight and cock the aircraft.

d. The alert crew will preposition mission materials in the aircraft safe (if installed). The 4104 and 4444 codes willnot be placed in the safe, but will be delivered to the aircraft by the AMS at launch time. (If no safe is installed the crew will sign for materials and store them in DOR. A minimum of one crewmember will be designated to deliver the materials to the aircraft in the event of a launch.

e. If the aircraft is being cocked by a crew not going on alert, they will notify the Command Post when the aircraft is cocked.

f. Command Post will notify CC, DO, DOR, 24 SRS. 6985th Ops, IN, INV, Job Control and Central Security Control (CSC) that the aircraft is on alert.

g. The preflight crew will be required to remain with the aircraft until the area is secured by CSC and a security police guard is on duty.

4-7. Alert Launch Procedures:

a. Mission requirements dictate that the Cobra Ball aircraft be capable of a safe, coordinated, immediate launch. Immediate launch will be by klaxon notification.

b. If directed, the diverting flight crew will assume alert status when crew rested. Crew members will assume Cobra Ball duty in Amber Hall readiness area.

c. Weather sheets will be updated twice daily (1100L and 2300L) at the Command Post and Recon Ops. Weather sheets will be delivered to the crew with the 4104 codes.

d. DOR will:

(1) Notify the Command Post of an alert launch requirement. (either klaxon or telephone notification required.)

(2) Pass UHF call sign to Command Post.

(3) Call DO with launch if timing permits.

(4) Call weather for an updated weather flimsy if time permits.

(5) Coordinate and file flight plan with Anchorage Center and notify tower as necessary.

(6) Issue classified materials to crew as necessary.

(7) Prepare and submit Volars and OPREPS.

e. Command Post will:

(1) Complete the launch notification checklist. (If other than a klaxon launch).

(2) Notify Aircraft Commander, TC, 6985th Operations, MAMJ, and 24 SRS/CC as necessary.

(3) Notify 6 SW/CC, DO, SOF, DOR, 24 SRS, and MAMJ of all delays.

(4) Notify DOR and other appropriate agencies of departure time.

(5) Update the alert aircraft call signs with Base Ops daily.

f. MAMJ will:

(1) Insure that the standby ELINT technician (ET) and LN-20 technicians are notified.

(2) Insure the launch team is notified.

g. MAO will:

(1) Insure that a stand is positioned for the boarding of aircrew members.

(2) Start MD-3 and change power at the direction of the flight crew.

(3) Hook tow tractor to aircraft when cleared by the Aircraft Commander.

h. The Alert Crew will:

(1) Upon notification of a launch by klaxon, the flight crew will report to the aircraft ASAP. If notified of a launch by other means, the timing of the launch will be given at the time of notification.

(2) Front end, plus a Photog or ELINT technician will report ASAP to the big hangar to back the aircraft out. Other crew members will report as quickly as possible aftercollecting mission essential materials from DOR.

(3) AMS will deliver 4104/4444 codes, weather sheet, Cobra Ball launch sheet, etc., to the aircraft.

(4) Aircraft will be backed out of the hangar and engines started ASAP. The Aircraft Commander will determine when to pull the stand and back the aircraft. The remaining crew members will go up the crew entry chute after the aircraft is backed, and during engine start if necessary.

(5) The Aircraft Commander will check with the Nav-1 and Photog before backing the aircraft. The ground crew will not hook up the tow bar until requested by the Aircraft Commander.

(6) Classified materials (SECRET or below) will be prepositioned in the aircraft safe (if installed). Clocks may already be in the aircraft or will be delivered prior to takeoff.

(7) Mission timing and refueling instructions are contained in appropriate classified mission materials.

(8) Engines will be started while the crew insures that all crew members and classified are on board the aircraft.

(9) Normal ATC procedures will be used for taxi, takeoff, and enroute to/from Delta Pt 5. Expedite taxi but do not exceed safe taxi speeds.

(10) ATC Clearance Delays: If ATC delays are encountered, an emergency clearance employing the Crook departure to Nenana VORTAC under approach control will obtained. If clearance cannot be obtained after reaching Nenana and an orbit delay is unacceptable, inform ATC that you are proceeding and request flight following. Do not go operational inside controlled airspace.

(11) After takeoff, standard departure instructions will be followed with level off in block FL270-290. Use 450 TAS and optimum altitudes enroute. In order to expedite arrival to the area flight crews will adjust airspeed as required. However aircraft limiting airspeeds will not be exceeded.

(12) At point Delta 5, request enroute frequencies and go operational. Ten minutes prior to Delta 5 on the return route contact ATC for clearance. Return altitude is FL370 (or otherwise directed) if flight returns to Eielson.

(13) Twenty minutes prior to the ADIZ, contact Elmendorf/Anchorage to give ANRCC inbound route and timing if returning to Eielson.

4-8. Busy Relay Launch: Busy Relay launch will be conducted in accordance with this regulation to ensure a safe, direct flight to Shemya AFB, AK. Exceptions include special consideration associated with the alert launch concept. The 6 SW/CC is execution authority for Shemya Busy Relay missions.

Section B: Cobra Ball Operations Shemya

4-9. Security:

a. While on the ground at Shemya AFB, the Cobra Ball aircraft will be parked either in Hangar 2, Hangar 3, or the ramps immediatelyadjacent to these hangars. These areas have been designated controlled access areas, and the aircraft are under the continuous surveillance of either ground crew, flight crew, or Det 1 staff.

b. All personnel assigned to Det 1/6 SW (PCS or TDY) will be especially watchful to detect any unauthorized entry into the aircraft, removal of equipment, or unauthorized entry into the

area. Specific procedures for displaying badges and controlling access as outlined in the security manager's handbook will apply.

c. All aircrew classified mission materials (except KG units) will be maintained in briefcases and stored in the secure vault in the Det 1 Operations Office. The storage container (file cabinets) aboard each aircraft will not be used to store classified documents, papers or equipment while the aircraft is on the ground except:

(1) When the aircraft is in maintenance recovery and under maintenance control for immediate return to alert status.

(2) Aircraft is on alert. When used to store classified documents, the file cabinets will be secured with combination lock and a locking bar.

d. AFKAG-1 provides that crypto units may be stored aboard a classified aircraft if the crypto equipment is checked daily to insure it has not been removed or tampered with. Since codes and call signs must be changed daily, KG-35 units may be stored aboard the aircraft during ground operations at Shemya.

e. Responsibility for aircrew classified material will be transferred from the outgoing crew to the oncoming crew at the primary crew change over time.

f. The copilot will receive aircrew classified material (codes and COMKIT) and will be responsible for that material. The TC and NAV codes may be stored with the COMKIT in the operations vault.

g. For a quick reaction launch from Hangar 2, the individual responsible or a representative, will pick up the appropriate briefcase at the operations vault enroute to the aircraft. In the event that the responsible crew members are unable to pick up their cases, the Operations Officer will deliver the cases to the aircraft. Additionally these procedures will apply to the AMS bag stored in the operations vault.

h. For a quick reaction launch from Hangar 3, the Det 1 Operations Officer will deliver the appropriate briefcases to the aircraft.

i. Upon return from a mission, the AMS and Copilot will remove their classified material (codes and COMKIT) from the aircraft and return it to the operations vault. KG-35 units may remain aboard the aircraft during recovery for reasons cited paragraphs a and b above.

4-10. Security at Other Locations:

a. Cobra Ball aircraft will be treated as a Priority C SECRET resource in accordance with AFR 207-3 and AFR 207-5, and when the aircraft is dispersed or diverted to some base other than Eielson or Shemya.

b. If available, the aircraft should be parked in a Priority B restricted area. Most bases from which SAC aircraft operate have Priority B parking areas.

c. If a Priority B area is not available, the aircraft will be protected in accordance with AFR 207-3 and AFR 207-5.

d. If security support at the deployment/dispersal base is not available, the aircrew will maintain continuous surveillance of the aircraft, and the 6 SW/DOC will be notified. At no time will the aircraft be left unprotected or unrestricted access be allowed.

e. All classified material (excluding KG-35) will be removed from the aircraft and stored in some secure base facility, such as a Command Post or Operations Plans vault. Where such facilities are not available, the classified material may be locked in the classified file cabinets on the aircraft. This method of securing classified material will be a last resort measure and, in such cases, the TC and the Aircraft Commander together will insure that the cabinet is secured with a locking bar and three position combination lock. If this method is used, continuous surveillance of the cabinet area will be maintained. If the safe is installed onboard the aircraft, it will be utilized for storage of classified materials in lieu of the file cabinet procedure outlined above.

4-11. Standard Operating Procedures:

a. RC-135S crew commanders on their initial deployment to Det 1 will demonstrate to a Shemya-qualified instructor pilot proficiency in recovery and reconnaissance launch procedures prior to assuming continuous readiness status at Shemya AFB.

b. On all 6 SW sorties scheduled to depart to or from Shemya AFB, AK, there will be a Shemya-qualified instructor pilot on the flight authorization orders. He will be designated in command of the aircraft and occupy one of the pilot's seats during all Shemya operations. The Det 1/CC will establish procedures to be used for contingency operations requiring a KC-135 and crew to assume alert duty at Shemya.

c. Prior to launch or recovery of any -135 series aircraft, the Det 1/CC or Det 1/DO will physically check and observe the status of the runway and insure that the pilot is completely briefed on its condition.

d. The prelaunch check of the aircraft will be accomplished by Foxtrot.

e. Immediately prior to a -135 series aircraft landing at Shemya, Det 1 operations personnel will notify base operations personnel to perform an RCR check when there is ice, snow, or slush present on runways.

(1) Upon completion of this check, the landing crew will be advised of the general conditions of the runway to include the last half or stopping end of the runway. Both RCR (runway condition reading) and RSC (runway surface condition) information will be provided to the aircrew.

NOTE: RCR definitions in the flight handbook specify that wet runway is considered an RCR of 09 and slush (of any degree) is considered an RCR of 04.

(2) During the approach of the landing aircraft, airfield weather and runway condition will be continually monitored by the Det 1 staff. If either should deteriorate below acceptable minimums as defined herein or in other technical data, the approach will be continued to minimums or until further clearance is received. The Det 1 staff will then direct the aircraft to hold or divert to a suitable alternate.

f. When landing any -135 series aircraft at Shemya, pilots will be thoroughly familiar with and use the proper crosswind and landing ground roll charts in appendix I of the applicable T.O. Landing ground roll charts in the checklist will not be used. Braking will normally be initiated as soon as practical following nosewheel touchdown and speed brake extension. Thrust reversers will be used, if applicable.

g. In the event of a weather diversion, the Det 1/CC will obtain the forecast weather at Eielson AFB and other Alaskan alternates along the diversion route (i.e. Adak, King Salmon, Elmendorf, Cold Bay and Fairbanks International). CONUS alternates will be provided if needed. He will then decide his course of action and advise the 6 SW/DOC of his intentions.

h. The pilot in command of a KC-135 under the control of the 6 SW and operating from Det 1 will obtain approval from the Det 1/CC prior to departing from Shemya AFB.

4-12. Operating Limitations:

a. Prior to adjusting final gross weight, the landing gear will be extended.

b. If touch down has not been accomplished within the first 2,500 feet of runway, an immediate go around will be initiated.

c. After landing, all turnarounds will be made on the nongrooved portion at each end of the runway (last 1500 feet).

d. The Det 1/CC will evaluate current and forecast weather conditions at Shemya AFB and will approve/disapprove all transition activity.

e. In all cases, a full stop landing will be completed prior to reaching Bingo fuel reserves for the alternate airfield. Bingo fuel reserves will be computed on current and/or forecast winds at the cruise altitude to the alternate. In the case of strong headwinds, Bingo fuel could be significantly higher than the published Bingo fuel figures. During deteriorating weather conditions the aircrews may be directed to terminate the transition phase prior to reaching Bingo fuel.

f. Touch-go-landings at Shemya will be conducted IAW SACR 51-135, Vol VI, with the following added restrictions:

(1) Weather conditions must be equal to or greater than 300 feet ceiling and 1.0 MI visibility.

(2) When runway is reported wet, maximum crosswind will not exceed 10 knots.

(3) Simulated three engine landings, followed by four engine takeoffs will not be accomplished.

(4) All touch-and-go landings must be approved by the Det 1 Commander.

g. There will be no copilot takeoffs on operational launches. Copilots are authorized to make landings on operational recoveries at Shemya with the approval of the Det 1 Commander.

h. Aircraft movement and all operational activities will terminate any time the wind velocity, including gusts, is 50 knots or higher. Aircraft movement on taxiways will not be permitted when RCR is 09 or less.

i. Prior to any aircraft movement off the painted taxi lines, a wing walker will be provided by either SAC maintenance or base operations.

j. The runway supervisor (Foxtrot) will precede any SAC aircraft moving up and down taxiway 3. (Taxiway 3 leads to hangar 3).

k. Crewmembers will make the appropriate adjustments to landing criteria based on latest wind factors.

SECTION C: Cold Weather Procedures

4-13. Responsibilities: The following agencies are tasked to develop and present cold weather operations briefings. Subject areas are to include but not limited to: restrictions to visibility, "Chinook" phenomena, aircraft cold weather operations, Arctic clothing requirements, and recognition and care of physical problems such as frostbite and hypothermia.

a. The 6 SW/DOO will provide personnel to develop and present cold weather briefings to assigned 6 SW mission ready and mission capable aircrew personnel annually during the month of September. From 1 October to 30 April, the same briefing will be presented to attached TDY KC-135 personnel during their incoming briefing.

b. 6 SW/DOTK will schedule 6 SW assigned personnel for attendance. Newly assigned personnel arriving during the period 1 October to 30 April will be scheduled for this briefing at the earliest opportunity but no later than 30 days after arrival.

c. 6 SW/DOR will present a cold weather operations briefing to attached TDY RC-135 personnel during their incoming briefings.

d. The 6 SW/DOO will brief cold weather operations to attached TDY KC-135 crews. For short notice operations, i.e. Giant Lance, unit deployments, etc., 6 SW/DOO will make copies available of the Alaskan Tanker Task Force Brochure for self study by the augmenting KC-135 aircrews when time does not permit presentation of the cold weather briefing.

4-14. Operations: The cold weather period is considered to cover the period of 1 October to 30 April. The following guidelines are to be used by the assigned/attached aircrew personnel and wing staff to insure that flight line operations are safely conducted during this hazardous period. Further cold weather procedures are covered in the Cold Weather Brochure.

4-15. General:

a. Aircrew members are expected to know cold weather aircraft systems operations and limitations as outlined in the aircraft flight manuals.

b. During ground operations, the AC will be responsible for compliance with the cold weather requirements of SACR 55-12 Air Operations. Individual tolerance to cold temperatures vary among individuals and tolerance levels themselves vary daily. Individual crew members must maintain a constant check for symptoms of hypothermia and frostbite. When they suspect or determine that a member of the crew is suffering from hypothermia, they will notify the Command Post immediately.

c. Minus 20 degrees F ambient temperature will be the point where the 6 SW/CC/MA/DO will determine if additional spare aircraft will be generated for support of higher headquarters directed missions.

d. At minus 30 degrees F ambient temperature and colder, unsheltered airacraft cockpits, RC-135 fuselages, including those on generated alert status, will be heated 24 hours a day.

(1) Neither the crew nor passengers will be exposed to ambient temperatures of minus 30 degrees or lower in excess of 30 minutes without aircraft or external (BT-400) heating capability.

(2) Heat will be provided for a minimum of ten minutes out of every 30 minute period.

e. At minus 35 degrees F ambient temperature and colder, the 6 SW/CC will determine whether to fly training missions or to cancel them. Aircrews will not be exposed to these temperatures without specific approval of 6 SW/CC.

f. When the temperature reaches minus 50 degrees F ambient temperature, the 6 SW/CC will decide on the cancellation of all flights.

4-16. Preflight: As the temperature decreases, aircrews must allow additional time for aircraft systems and components to warm up. Promptly notify crew chief and 6 SW/DOC when systems/components malfunction.

a. To prevent cracking windows when window heat is applied,

it is benefincial for the heating process to be gradual. When the temperature is minus 10 degrees F or lower, turn the window, pitot and Q-Inlet heat on at the beginning of the interior inspection checklist. The following procedures will be used for applying window heat:

(1) Turn the window heat to normal for 30 seconds, off for 15-30 seconds, normal for 30 seconds, off for 15-30 seconds, normal for one minute, off for 15-30 seconds, then to normal.

(2) This four cycle turn on procedure will allow the window to heat gradually. Once the cycle is complete leave the window heat on for the remainder of the ground operation and flight.

b. When these items are reached on the taxi checklist you will only have to check them on.

4-17. Starting Engines: When the ambient temperature is between 0 degree F and minus 30 degree F allow the engines to run five minutes before putting the generators on the line. When the temperature is below minus 30 degrees F extend this time to ten minutes.

4-18. Taxiing: Anytime the taxiway center line is obscured and precludes safe taxiing of the aircraft, stop and request a "Follow Me" vehicle. Exercise flight controls frequently. If full travel of any flight control system cannot be reached, notify DOC or maintenance assistance. An "End of Runway Check" will be performed just prior to takeoff. Maintenance personnel will check for fluid leaks, panel/door security, and low/flat struts and snubbers.

4-19. Takeoff: Weather phenomena which affect takeoff and takeoff performance are: "Ice fog", "Chinooks", and temperature inversions.

a. "Ice Fog" is generated by warm moist air and usually occurs at minus 30 degree F and below. The active runway is determined by the location of the fog bank and RVR. During ice fog conditions with RVR of less than 2400, AC's will ask the ground or tower control for the latest RVR reading prior to takeoff. If there is doubt to the validity of the RVR reading, DOC will verify the RVR with the weather forecaster and have a qualified individual (6 SW/DO/ADO,SOF or 24 SRS/CC/DO) obtain a runway light check. Before requsting takeoff clearance from the tower, AC's will also request launch clearance from the 6 SW/DO. If conditions warrant, a change in the active runway may be requested.

b. A "Chinook" is a warm, moist wind that moves into the Eielson area from time to time and rapidly raises the temperature. It adversely affects aircraft performance at higher gross weights. When a "Chinook" is present, crews will be kept updated on temperature, pressure altitude, and precipitation changes. Crews can expect one of the following options to be used when a "Chinook" occurs:

(1) Launch as scheduled, provided a minimum three engine climb gradient of 2.8% (max mode) can be obtained.

(2) Launch early, if the 6 SW/DO approves, to avoid the performance factors that reduce the minimum three engine climb capability.

(3) Delay Launch:

(a) To onload water if the temperature has risen to 20 degrees F or above.

(b) To reduce gross weight by down loading or burning off fuel if temperature is below 20 degree F and unable to attain three engine climb requirements. An additional tanker may be generated to insure adequate offload to the receiver aircraft.

c. Temperature inversions are common at Eielson AFB during the winter months. Inversions ranging from 20 degrees to 40 degrees F occur reguarly between the surface and 1000' AGL. Such inversions may cause a noticeable difference in climbout performance and may require downloading when the three engine climb gradient is less than the minimum acceptable. Once airborne and encountering a temperature inversion, be prepared for the decreased climb performance. This performance loss is usually characterized by EPR rollback, decreased climb rate and/or airspeed stagnation.

4-20. Cruise/Descent/Landing: Refer to the appropriate -135 technical order.

4-21. After Landing: Anytime the taxiway centerline is obscured and precludes safe taxiing of the aircraft stop and request a "Follow-Me" type vehicle. If aircraft taxi control abililty problems are experienced when parking on pits 5 through 13 cease taxi operations and notify the ground crew. The aircraft will then be parked by maintenance personnel using a tow vehicle.

SECTION D: Aircrew Procedures:

4-22. 6SW Instructor Pilot Responsibilities: Whenever a 6 SW instructor pilot is on board any ATTF aircraft the following procedures will apply: a 6 SW instructor on the flight authorization, but not the pilot in command of the aircraft, will assume command of the aircraft, as long as required to correct a safety discrepancy or other potentially dangerous condition. When he observes that proper corrective action is not being taken he will occupy one of the pilot's seats during actual emergencies which may threaten safety of flight until the emergency is terminated.

4-23. Pretakeoff/Engine Start:

a. For HHD/training missions, start engines 20 minutes prior to takeoff; when temperature is 0 degrees F or above. When below 0 degrees F, a 30 minute engine start will be used.

b. For operational reconnaissance missions, expect an engine start of 40 minutes prior to takeoff at 0 degrees F or above. Below 0 degrees F, expect a 50 minute engine start.

4-24. Taxi/Spare Procedures:

a. The aircraft will not use taxiway six or taxiway four during hours of darkness or when the dye marked line is not visible unless approved by the 6 SW/DO.

b. At temperatures at or above 0 degree F, the number one spare will not start or taxi unless specifically required to replace a primary mission aircraft.

c. At temperatures below 0 degree F to -20 degrees F, the number one spare will start number three engine only. He will not taxi unless directed. Heaters will be required IAW existing cold weather procedures. Starting number three engine will allow sufficient warm-up of the number three generator so that it could be put on line while starting the other engines if the spare were required. The aircraft could be taxied while the other generators were warming.

d. At temperatures at or below -20 degrees F, two spare aircraft will be required. Both aircraft will start all engines; however, only the number one spare will taxi.

e. After launch of all aircraft supported, the No. 2 spare will shut down immediately. The crew will stay onboard the aircraft and will require heat. Required time to remain in the aircraft on spare duty after launch is 30 minutes. If the No. 2 spare taxied, he will shut down upon return to his parking spot. The No. 1 spare will keep all engines running for 10 minutes after launch and will then shut down all engines. In the event the No. 1 spare is taxied, he will shut down upon return to his parking spot. Again, heat will be required until completion of the 30 minutes after launch spare period.

4-25. Takeoff: Static takeoffs will be performed on those missions involving the launch of two or more aircraft or when the runway RCR is reported less than 23 or wet. Other times, a running takeoff may be performed.

4-25. Mission Duration/Overflight:

a. On training missions, crews making an on time takeoff will not overfly their scheduled landing time without 6 SW/DO approval. If overflight requirements are known on mission planning day, 24 SRS/Aircraft Commander will coordinate with the 24 SRS/DO and 6 SW/DOTK. TDY/Aircraft Commander will coordinate with the 6 SW/DOO operations staff and 6 SW/DOTK. Other times, overflight requirements will be initiated through 6SW/DOC for 6 SW/DO approval prior to leaving UHF range.

b. When delayed (late) takeoffs are encountered on any mission, crews will coordinate a new landing time through 6 SW/DOC as soon as practicable.

4-27. Mission Changes: To enhance aircraft utilization, the command post must be notified of any major changes to a mission. This is mainly for tanker missions where refueling was either missed or reduced. DOC needs to know as early as possible if a change occurs so an alternate mission, if available, can be assigned. If a significant change to the scheduled mission occurs after becoming airborne (missed or reduced air refueling, change of route or refueling track, etc.), the aircrew will contact the command post by any means available as soon as practical. The preferred means are HF phone patch, UHF phone patch (through a GCI site) or having ARTCC, GCI site, Green Pine station or DEW line site pass the message to the command post.

4-28. Bielson Transition: The following restrictions are established to promote flying safety and/or enhance noise abatement in the Moose Creek area.

a. When marginal traffic pattern weather exists (ceiling below 500 feet or visibility less than one mile) during the transition phase, maintain fuel reserves adequate for a diversion to a suitable alternate. (Refer to attachments four through seven for fuel requirements.) Plan to land when the minimum fuel requirements are reached.

b. Circling approaches will be flown so as to avoid the Moose Creek area for noise abatement.

c. TDY crews will not perform "90-270" patterns unless under the supervision of a 6 SW/IP.

4-29. Fairbanks and Elmendorf Transition:

a. The following procedures will be used for transitioning at Fairbanks International:

(1) Annotate remarks section of DD Form 175 "Multiple approaches at Fairbanks International."

(2) All approaches will be from radar vectors to final. No published high altitude penetrations will be flown to Fairbanks.

(3) No opposite direction approaches will be flown.

(4) No touch and go's or practice full stop landings.

(5) When approaches are planned to both Eielson and Fairbanks, advise approach control of the time you are planning to transition at Fairbanks (traffic permitting).

b. When Elmendorf AFB is approved for transition, the AC will provide an estimated time of return and fuel reserve over Eielson AFB. If support required at Elmendorf AFB is other than ATC prior coordination is required. Airfield status and NOTAM information will be obtained from 6 SW/DOC prior to departing the Eielson local area. 6 SW/DOC will notify Elmendorf AFB operations with the crew's intentions and requirements. Full stop landings for training are not authorized.

4-30. Landings at Non-SAC Bases:

a. Except for inflight weather diversions to an alternate airdrome a crew chief will accompany all RC/KC-135 aircraft when landing at an airdrome other than a SAC base. The 6 CANS/MAO (OM Branch) will select the crew chief and notify 6 SW/DOTK, who in turn will notify 6 SW/DOO and 24 SRS/DO.

b. When a short notice requirement for a crew chief arises immediately prior to takeoff, one of the launch crew chiefs will be added to the flight. 6 SW/DOC will contact 6 SW/MAMJ to determine which crew chief will go.

SECTION E: Aircraft Emergencies/Hotel Conference

4-31. Priority: When notified of an aircraft emergency or malfunction, the resources of the 6 SW will be immediately employed to either insure successful recovery of the aircraft and crew or successful mission completion. See Atch 3 for checklists.

4-32. Responsibilities:

a. All personnel assigned responsibilities herein will:

(1) Predetermine actions and data required by the emergency and assemble such data.

(2) Give first priority to actions required to handle the emergency situations and assemble such data.

(3) All activities will be conducted from battle staff positions. The console section of DOC will be restricted to essential/specified personnel.

b. 6 SW/DOC Officer Duty Controllers will:

(1) Maintain continuous weather status of suitable alternate airfields when Eielson is, or forecasted to be below 3,000 feet/3 miles during flying operations.

(2) Upon notification of an aircraft emergency or equipment malfunction:

(a) Determine the nature of emergency, malfunction, pilot's intentions and fuel reserves of aircraft involved.

(b) Obtain acopy of 6 SW Form 15 on aircrew involved for subsequent briefing of key staff personnel.

(c) Notify and brief the 6 SW/DO of the emergency or malfunction and data assembled.

(d) Notify and brief the SOF.

(e) Notify 6 SW/CC and brief him on the emergency or malfunction and data assembled.

(f) Notify and brief 6SW/MAMJ.

(g) Notify 6 SW/DOV IP to report to 6 SW/DOC to assist in the emergency. If not available, obtain services of any other IP. EP/IP will assemble data and assist as required.

(h) Implement Hotel Conference procedures at 30 NM prior to landing.

(i) Submit OPREP-3 report if required.

c. SOF will:

(1) When notified of emergency or malfunction, proceed to flight line and establish communications with DOC.

(2) If emergency involves gear malfunction, insure that ground locks are installed in all landing gear before aircraft turns off the runway.

d. IP situated in 6 SW/DOC will:

(1) Review system data, EPs and landing data.

(2) When deemed necessary, consult with the Boeing technical staff for guidance. Maintain liaison with Boeing until termination of the emergency (if required).

(3) Brief the 6 SW/CC/DO on the emergency procedures (accomplished or proposed) and recommend actions.

(4) Verify the crew has accomplished the appropriate EPs and review it step-by-step if necessary.

(5) Compute and compare performance data with crew computations prior to penetration.

(6) Brief the crew on UHF of precautions to observe in dealing with the emergency (Example: Review minimum control speeds and go-around techniques when operating with three engines).

e. 6 SW/DOO will brief TDY aircrews on Hotel Conference procedures during their arrival briefing.

4-33. Hotel Conference Concept: Hotel Conference is a supervisory procedure which enables the 6 SW/CC to exercise a high level of control over flying activities during aircraft airborne emergencies, recovery of aircraft during marginal weather conditions, or any time a critical flying operation requires increased supervision. The procedure employs a telephone conference of the best qualified personnel positioned in the DOC, Tower, Weather Station, MAMJ, and at the end of the runway. The 6 SW/CC/DO/DCM/SOF/DOC Controller, and representatives in Tower, Weather Station, and MAMJ will monitor the conference. The 24 SRS will normally provide representatives in Tower (P). If personnel are not available, the DOO/Chief, and 24 SRS/CC will provide necessary pilot personnel to fulfill the conference requirement. Implementation Procedures:

a. DOC Controller:

(1) Request the base telephone operator to establish the Hotel Conference net.

(2) Insure the Net is monitored until terminated by 6 SW/CC.

b. SOF will:

(1) Proceed to approach end of runway (plug the mobile telephone into the Hotel Conference telephone outlet if possible) and stand by until the conference is implemented. If greater mobility is required, the SOF may use the mobile radio for Hotel Conference.

(2) Monitor the conference net (rendering assistance as required) until the conference is terminated by the 6 SW/CC.

c. Tower representatives will upon notification, report to the Control Tower. Upon arrival, they will stand by in their respective positions (rendering assistance as required) until Hotel Conference is implemented or they are released by the 6 SW/CC.

4-34. Emergency Air Refueling Contingency: Circumstances may dictate the launch of the Strip Alert crew for emergency air refueling.

SECTION F: Fuel Reserves, Weather Diversions, and Return Flights To Eielson

4-35. Fuel Minimum:

a. The minimum fuel required at the initial approach fix on missions terminating at this station will be as prescribed in SACM 51-135, Vol VI but, in no case, lower than the following without DO approval:

(1) RC-135S/T 16,000 lbs

(2) KC-135 14,000 lbs

NOTE: During the period 1 Oct through 30 Apr, KC/RC-135 sorties will be planned to provide ample fuel to make a low approach before diverting. Should takeoff performance be degraded at temperatures between +5 degrees F and +20 degrees F, the KC/RC-135 fuel loads will be downloaded as necessary. Two KC-135 aircraft will be used, if required, to meet mission offload and fuel reserve requirements.

b. Crews will compute their fuel reserve over the IAF planned for Eielson and will enter this figure on the reverse of 6 SW Form 12, Review and Coordination Sheet. If it becomes apparent inflight that the fuel reserve be less than that planned on the 6 SW Form 12, crews are directed to contact the 6 SW/DOC and update the fuel reserve.

c. The minimum fuel required upon final landing at Eielson AFB is 7.0M lbs.

4-36. Fuel Planning:

a. Aircrews are responsible for detailed and accurate fuel planning. Provision of a strip map with fuel log or a computer flight plan with fuel computed does not relieve the crew of the responsibility to verify and replan as necessary.

b. Fuel required to proceed to an alternate will be computed by the flight crew prior to flight. Fuel figures on attachments 4-6 are based on average climatology, weights, etc., and should not be used in lieu of planning based on accurate information for the existing conditions.

4-37. Weather Diversions:

a. The decision to divert an aircraft will normally be made by the DO.

b. When forecast or existing weather indicates that a diversion is necessary, the following agencies will accomplish the tasks listed:

(1) DOC:

(a) Whenever assigned or attached aircraft are flying or scheduled to depart within two hours, notify 6 SW/CC/DO, and SOF if weather is below or forecasted to go below IFR minimums.

(b) Weather forecasts for Eielson and each sortie's filed alternate will be monitored. If a forecast indicates below minimum conditions during the recovery period, the 6 SW/CC/DO/ADO/RDO and SOF will be advised of the new alternate requirement and required fuel reserve. Action will be taken to notify each sortie of its new alternate.

(c) Two hours prior to ETA, update weather information for Eielson and for each filed alternate airfield. The 6 SW/CC/DO/ADO/RDO, and SOF will be advised of any condition which may require the strip alert crew to prepare for launch. The DO will determine the necessity for this action.

(d) Notify 6 SW/DOC anytime a weather diversion is anticipated. When the final decision to divert is made, immediately notify SAC Job Control.

(2) SOF:

(a) The SOF will monitor local weather and that of alternate airfields for possible use by airborne aircraft of the 6 SW. SOF will be prepared to recommend diversion action to the 6 SW/CC/DO when required.

(b) Supervise preparation for and launch of the strip alert crew as necessary.

CHAPTER 5

FUEL

SECTION A: Cobra Ball Refueling-Options

5-1. Option-1: Receiver coming from mission area and returning to mission area.

a. Tanker Aircraft: The tanker will fly the Epic North Flight Plan with a point parallel rendezvous at the Option 1 ARCP. The initial refueling heading will be east bound toward Eielson until the ability to offload fuel is established. The cell will reverse course to the right when sufficient time is available to complete the offload by the Option 1 EAR point. If the receiver does not meet the tanker at the ARCT or must terminate refueling early to continue the mission the tanker will orbit at the ARCP until BINGO fuel or until further instructions are received via HF or UHF radio.

b. Receiver Aircraft: The Option 1 refueling track parallels Diversion Route 2. Use point parallel method for rendezvous and initially refuel eastbound toward Eielson until assured of the ability to onload fuel. The cell will reverse course to the right when sufficient time is available to complete the onload by the EAR point for Option 1. Under no circumstances will the receiver take the tanker past the Option 1 EAR point.

5-2. OPTION-2: Receiver eastbound along Delta route.

a. Tanker aircraft: The tanker will fly the Epic North Delta page 14 flight plan. Refueling can occur anywhere along the route.

(1) ARCP will be briefed by 6 SW/DOC or established where the tanker and receiver meet enroute. Accomplish point parallel rendezvous using minimum radio transmissions.

(2) Begin air refueling northeasterly. If the receiver is to return to Shemya when offloading has begun, the tanker will reverse track and refuel southwesterly until EAR. Minimize radio transmissions during A/R.

(3) Tanker will obtain clearance to fly any routing that varies from what has been filed. Tanker is authorized to go "operational" to accomplish refueling if clearances are not forthcoming.

b. Receiver Aircraft: Proceed inbound along Epic North Delta page 14 route. If possible, establish ARCP at a specific point on the route (Preferably one of the designated "D" points). Without an established ARCP, rendezvous with the tanker wherever you meet. If returning to Shemya reverse course to proceed westerly after the ability to onload fuel has been established. Air file from a point on Epic North Delta page 14 flight plan to Shemya.

5-3. C/R-Plan: C/R plans for each option will be Andy Lima.

5-4. Mission Planning Materials: DOO will maintain appropriate strip charts and SAC Form 200 for TDY tanker crews.

5-5. Altitudes: Air refueling block is FL 270-290, refueling altitude FL 280.

5-6. Route: Tanker aircraft will fly Epic North Delta and orbit at the ARCP. He will remain in orbit until the Cobra Ball receiver aircraft advises him when IP inbound.

5-7. Radio-Discipline: Radio transmission will be held to a minimum commensurate with safety. The tanker will monitor UHF air refueling primary and HFSSB 6761. The following radio calls will be made as a MINIMUM:

a. Receiver - IP Inbound; altitude; TAS for RDZ.

b. Tanker - Acknowledge IP inbound; altitude; TAS for RDZ.

c. Tanker - "Starting turn."

d. Tanker/Receiver - Overrun (if necessary). Either aircraft noticing a situation that might adversely affect the RDZ will not hesitate to notify the other aircraft.

5-8. EAR Positioning: End air refueling position will be given to the tanker only upon request. This position will be mileage short and left or right from the planned end air refueling point.

SECTION B: Strip Alert Emergency Air Refueling:

5-9. Responsibilities:

a. DOC controllers will monitor the location of the strip alert crew at all times.

b. DOO Branch:

(1) DOO will construct flight clearance packages for all strip alert options and contingencies and issue a complete package to each tanker crew during their arrival briefing and processing.

(2) Place on file at Base Operations a DD Form 175 for a radius clearance and a DD Form 175 for Cobra Ball contingency refueling.

(3) Brief all TTF crews on strip alert responsibilities.

c. Strip Alert Crews:

(1) The strip alert crew will keep DOC notified of their location at all times. When changing locations, the crew will verify communications capabililty by use of the strip alert radio or telephone.

(2) The crew will be dressed in flight clothing or have flight clothing immediately available and be ready to fly at all times when they are away from quarters.

(3) The strip alert crew will restrict their travel to on base activities that have telephones available for notification, or those on base locations at which contact with DOC can be maintained by radio. Alert crews are not authorized to go to the Ski Lodge during their tour of duty.

5-10. Procedures:

a. DOC, when notified of the requirement for an emergency air refueling, will:

(1) Request the refueling information specified in above references from the receiver aircraft or the notifying agency.

(2) Determine the time strip alert launch is required.

(3) Accomplish the following:

(a) Notify the strip alert crew to proceed to the aircraft and start engines.

(b) Notify Job Control

(c) Notify SOF and 6 SW/DOO

(d) Notify 6 SW/DO

(e) Notify 6 SW/CC

(f) Request launch authority from 15 AF.

(g) Notify ARTCC and request priority consideration for departure and route clearance (emergency air refueling).

(h) Obtain NOTAMS and WX to pass to crew on 311.0

(i) Pass refueling information, i.e. CR Plan, Strip Alert Call Sign, receiver Call Sign, AR track or RZ point, etc., to strip alert crew as soon as it becomes available.

(j) Notify Det 2, 11 WS to prepare WX flimsy.

b. Strip alert crew, when notified, will:

(1) Report to DOC for mission briefing.

(2) Pick up Communications Kit and Mission Kit.

(3) Proceed to the aircraft, contact DOC and start engines when directed.

(4) Monitor 311.0 for weather, NOTAMS and air refueling information.

(5) Launch when directed and complete the assigned air refueling.

c. SOF will:

(1) Request launch time from DOC.

(2) Proceed to flight line and assist the strip alert crew as required.

(3) Supervise launch of aircraft.

5-12. Alternate Procedures: Consideration will be given to diverting any airborne KC-135 aircraft possessing the capability to complete the required emergency refueling.

a. Any tanker aircraft operating in Alaskan air space and under the control of the 6 SW is susceptible to being diverted to fulfill an emergency air refueling mission. Excluded from this category are those sorties flown by an incomplete crew (transition with no boom operator) or with a crew that is not air refueling qualified.

b. Aircraft so tasked will be alerted by GCI on guard channel, ATC or directly by the 6 SW/DOC, if possible. Aircraft Commander's must verify that approval of the emergency air refueling has been obtained as outlined in SACR 55-12, Chapter 3.

c. Primary rendezvous method will be by GCI radar (ATC back-up if available). An alternate rendezvous method using the radar of F-15 aircraft, may be used in place of GCI radar. A point parallel rendezvous will normally be made on a random track.

d. The planned air refueling altitude and the fighter's altitiude must be verified prior to final closure. Radio contact between the tanker and fighter should be maintained throughout the rendezvous and must be established prior to the final turn.

5-13. Additional Procedures: The procedures for obtaining post mission emergency air refueling for RC-135 aircraft using stateside tankers may be found under a separate cover. The title 6 SW OPLAN 418-FY is used for this publication. Copies are on file in 6 SW/DOR/DOO and DOC.

SECTION C: KC/RC-135 Fuel Computations

5-14. Procedures:

a. Use the following standard planning factors:

(1) 3000 lbs for 40 minute engine start.

(2) 2000 lbs for 30 minute engine start.

(3) 1000 lbs for ASAP start and launch.

(4) 2500 lbs for penetration and intial approach.

(5) Air refueling:

(a) Descent point to ARCP - 2500 lbs.

(b) Add 2000 lbs to the fuel consumption computed for the first leg after refueling to compensate for acceleration from A/R speed to cruise speed.

b. Computations for fuel on board for the DD Form 175 for RC-135S/T aircraft:

(1) The additional flight time gained by air refueling may be computed using the following figures:

297,000 - 280,000	15,000 lbs/hr
279,000 - 250,000	14,000 lbs/hr
249,000 - 230,000	13,000 lbs/hr
229,000 - 210,000	12,000 lbs/hr
209,000 - 160,000	10,000 lbs/hr

NOTE: If your fuel on board time is 15+00 hours at final landing and 56,000 lbs was onloaded inflight, if your average gross weight during A/R was 260,000 lbs, the actual time gained by air refueling is 56,000/14,000 = 4+00 hours. Your fuel on board figure for the DD Form 175 is 11+00 (4+00).

SECTION D: Fuel Jettison

5-15. Applicability: These procedures apply to all assigned and attached 6 SW RC/KC-135 aircraft. 6 SW/DOC will assist transient aircraft to insure compliance.

5-16. Authorized Jettisoning: SACR 55-12 covers the circumstances when fuel jettison is authorized.

5-17. Authority To Jettison Fuel:

a. Any request for operational jettisoning will be relayed by DOC to the 6 SW/CC and DO. IAW SACR 55-12, the 6 SW/CC is the final approving authority for operational reconnaissance aircraft fuel jettison. The duty controller will notify the 15 AF duty controller of the 6 SW/CC decision. The duty controller

will contact 15 AT controller for final jettison approval on all other aircraft.

b. For Shemya operations, the Det 1/CC is approving authority for fuel jettisons.

5-18. Jettison Areas: All fuel dumping for operational requirements will be conducted in the planned dumping areas or over open ocean areas at or above 20,000 feet AGL. Planned jettison areas are:

a. North area: Eielson TACAN 360 degree radial between 35 and 41 DME (Southbound) left turns.

b. South area: Eielson TACAN 160 degree radial between 35 and 41 DME (Northbound) left turns.

c. Jettison will be conducted in the planned dump areas unless safety considerations dictate more immediate action.

5-19. Reporting. Jettison data will be relayed as soon as practical to the nearest SAC Command Post.

a. The following will be relayed:

(1) Fuel jettison time.

(2) Latitude.

(3) Longitude.

(4) Altitude.

(5) TAS.

(6) Amount of fuel jettisoned.

(7) Rate (RPM).

(8) OAT.

(9) Wind direction.

(10) Wind velocity.

b. The Aircraft Commander will report to DOC ASAP after landing to confirm data.

c. The JETSN report will be reviewed and released by the 6 SW/DO.

d. A copy of the JETSN report will be provided to the unit environmental protection coordinator, 6 SW/ADO.

SECTION E: Fuel Conservation:

5-20. Applicability: These procedures apply to all assigned and attached 6 SW RC/KC-135 aircraft.

5-21. Aircrew Procedures:

a. Mission Planning

(1) When practical, plan to fly at best range altitudes and airspeeds. When the time between air refueling and returning to the IAF exceeds 60 minutes, plan to climb to best range altitude for cruise.

(2) Determine if the fuel load scheduled for your sortie will cause you to arrive at IAF with more than 20,000 pounds of fuel (not including transition fuel if planned). If so, arrange with DOO to reduce your fuel load.

(3) When flying a "non-canned" mission, plan to use direct routing.

(4) Plan for 15 minutes in the air refueling orbit.

b. Pre-takeoff

(1) Except for operational sorties, from November through March use a 40 minute engine start time; from April through October, use 20 minutes.

(2) For higher headquarters directed missions with a fixed ARCT do not takeoff earlier than necessary to meet flight plan timing.

(3) When obstacle clearance is not a factor, request a radar departure in lieu of a SID. Use extreme caution on heavy weight departures heading south.

(4) When delayed for maintenance, receiver, or tanker, shut down engines if the delay will exceed 20 minutes and your aircraft is still in the chocks.

c. In-flight

(1) During cruise, fly at best range airspeed, and if practical, max range altitude.

(2) For extended holding periods, (awaiting receiver or tankers) use holding or endurance airspeed, request clearance for a larger holding pattern to reduce number of turns, and if practical, climb to optimum altitude.

(3) Unless a published penetration is specifically needed, fly a minimum power, high speed, clean enroute descent to 10,000 feet. Avoid using drag devices.

(4) Delay lowering the landing gear as long as practical.

(5) In the radar pattern, raise the gear after missed approach or touch-and-go. Lower gear again as required by the Dash One. Consider using 20 degrees of flaps in the pattern (if feasible).

(6) For ATTF crews, plan each mission for one approach and full stop landing. Additional transition will be accomplished only when staff pilots are onboard or when needed for crew member currency.

d. Post-flight

(1) Shutdown two inboard engines as soon as practical after landing.

(2) For ATTF crews, annotate 6 SW Form 6 and MAR with actual fuel consumption.

5-22. Mission Planning: Mission Development will plan missions to allow compliance with fuel conservation measures mentioned herein and in the Fuel Conservation Committee meeting minutes.

5-23. Information Policy: 24 SRS and DOO will keep all crews informed of 6 SW Fuel Conservation policies and, where practical, evaluate the unit fuel conservation effectiveness.

FOR THE COMMANDER

James E. Billingsley

JAMES E. BILLINGSLEY, MSgt, USAF
Chief of Administration

8 Atch
1. Airfield Diagram
2. Emergency Taxi Checklist
3. Aircraft Malfunction/Emergency Checklist
4. RC-135S/V/W Alternate Airfields
5. KC-135A/Q Alternate Airfields
6. RC/KC-135 Alternate Airfields
7. Alternate Planning Factors
8. Fuel Jettison Areas

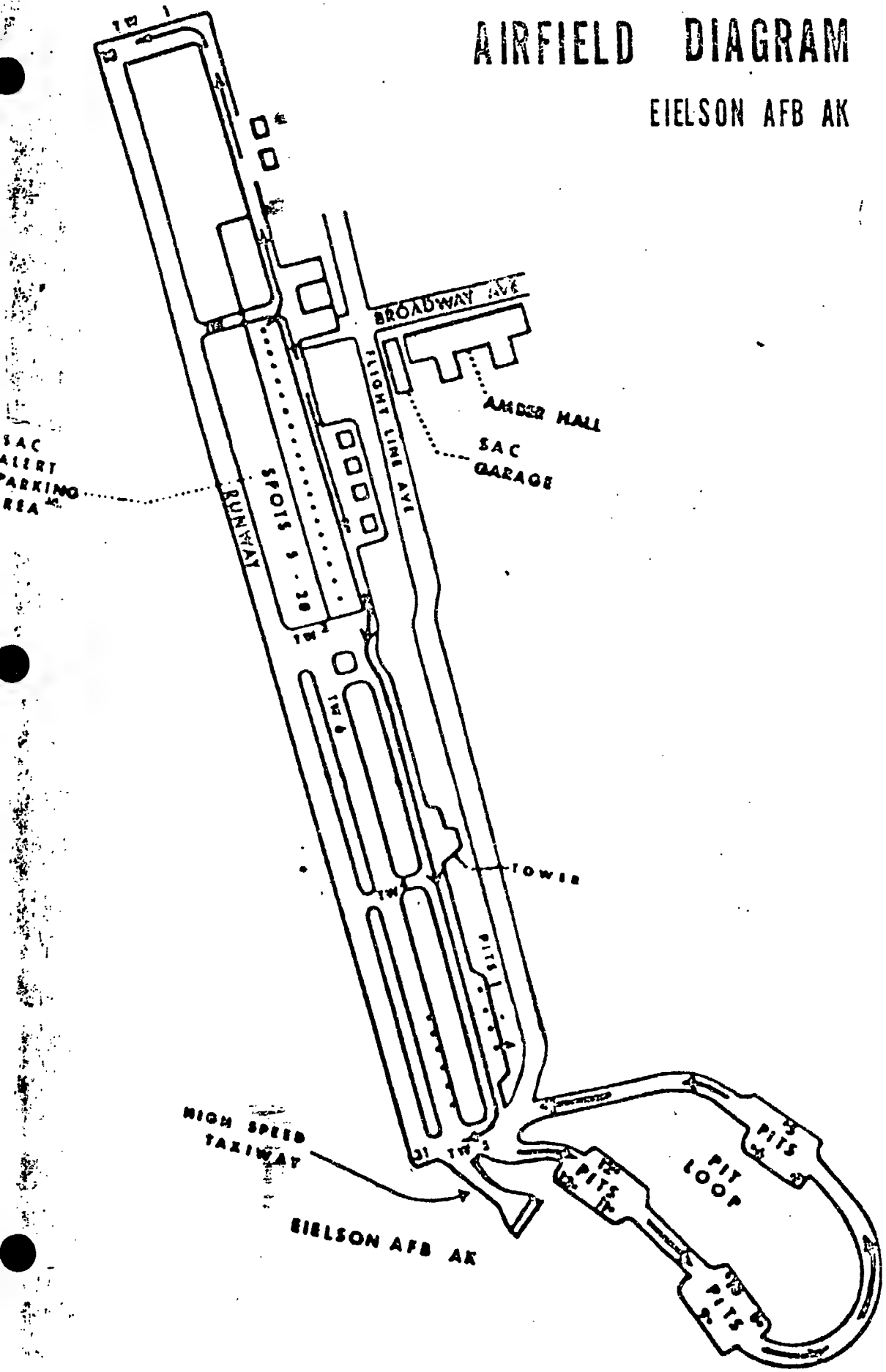
SUMMARY OF CHANGES
Chapter 1 adds new DOV office symbols, deletes references to obsolete admin reports and updates courier procedures. Chapter 2 adds sections on ET training and evaluation. Chapter 3 updates mission planning forms, navigation procedures, deletes the DO safety NCO program, clarifies customs procedures and deletes the Aircrew Certification section. Chapter 4 updates Cobra Ball operating procedures both at Eielson and Shemya. Adds new cold weather procedures and modifies crew procedures. Chapter 5, clarifies fuel jettison and conservation procedures. Office symbols in all chapters changed, where applicable, IAW AFR 10-6/SAC Sup 1 and 6 SW Sup 1.

DISTRIBUTION: X

2 - March
1 - 15 AF/DA
1 - 15 AF/DAP

AIRFIELD DIAGRAM

EIELSON AFB AK



ALL PURPOSE CHECKLIST	PAGE	OF	PAGES
TITLE/SUBJECT/ACTIVITY/FUNCTIONAL AREA	OPR	DATE	
EMERGENCY TAXI CHECKLIST	24 SRS	22 Aug 83	

NO.	ITEM (Assign a paragraph number to each item. Draw a horizontal line between each major paragraph.)

a. Report to SAC garage with headset and wait for transportation.

b. Proceed to the on-scene control point or the normal flight line access point.

c. Obtain tail number and direction of movement from SOF or control supervisor.

d. Check the 781 for aircraft status. If it cannot be taxied, obtain another aircraft assignment and request a tow crew.

e. Use the emergency taxi checklist located on the aircraft.

(1) Actual disaster: Start and taxi as directed.

(2) Disaster exercise:

(a) Complete emergency start checklist up to engine start. Do not start engines.

(b) Ground power units will be available during periods of ground radio calls.

(c) For simulated movement of aircraft, ground power units be disconnected and used for other aircraft as required.

(d) Chocks and fire bottles will remain in place.

(e) A safety observer will remain in contact with the crew until the simulated move is complete. The crew chief and crew members will remain with the aircraft until red smoke is released or they are excused by the evaluator.

INFLIGHT ACFT MALFUNCTIONS/EMERGENCY HANDLING CHECKLIST (FOR USE BY DO, GUIDANCE FOR OTHERS).

1. COMMAND POST DETERMINE:

a. Nature of emergency.

b. Assistance required.

c. Pilot's intentions.

d. Weather factors.

e. Fuel reserves of aircraft involved.

f. Crew qualification (6SW Form 15).

2. COMMAND POST BRIEF CC, DO AND IP ON SITUATION

3. DO DETERMINE:

a. If assembly of key personnel in Command Post is required. (Yes for serious emergencies - time permitting)

b. Action required (if any).

4. IF SITUATION IS A SERIOUS EMERGENCY OR POTENTIAL SERIOUS EMERGENCY:

a. CC/DO or controller (Officer or NCO) notify key personnel to assemble in Command Post immediately. (Check those required)

(1) CC _____

(2) DO _____

(3) STBD IP _____

(4) INST BO _____

(5) MAINT TECH _____

(6) SAFETY OFFICER (FLIGHT LINE) _____

b. CC/DO will direct IP, IBO, Maintenance Technician as appropriate to review emergency procedures and/or system data in flight hand book or appropriate T.O.

c. CC/DO will determine if Contractor Technical Representative or factory advice is required.

d. CC/DO will determine if emergency air refueling will be required.

e. CC/DO will determine if chase plans are required.

f. Consider where aircraft should be recovered. (Coordinate with 15AF if required).

g. Evaluate all data.

h. Decide course of action.

i. IP will read emergency procedure data to pilot if considered necessary.

j. Commander will coordinate decision with senior officer in 15 AF Command Post.

k. Commander will determine when to notify Division Commander.

l. If Giant Lance aircraft, notify Division Commander.

m. OPREP-3 report required. DOC determine.

n. Have duty controller maintain contact with 15 AF Command Post during serious emergencies.

o. Recovery and Post Landing Action:

(1) Determine plan of action.

(2) Have pilot declare emergency.

(3) Aircraft landing with gear malfunction - insert downlocks before turning off runway.

5. EMERGENCY DEFINITIONS:

a. Serious Emergencies: Any malfunction which jeopardizes safety of the aircraft or aircrew. It must be understood that every eventuality that could be considered a serious emergency cannot be foreseen. Any situation considered by the pilot in command of the aircraft or the Wing Commander to be a serious emergency will be treated as such, and the procedures specified in subsequent sections will apply. Examples are:

(1) Loss of one engine on EC/RC/KC-135.

(2) Fire.

(3) Hazardous fuel leaks.

(4) Unsafe gear indications.

(5) Aircraft controllability problems.

(6) Hydraulic system failure.

(7) Out-of-tolerance center of gravity and lateral imbalance condition.

(8) Shattered windshield.

(9) Fuel reserve less than SACR 55-12.

b. Potential Emergency: Any malfunction not considered serious by itself but may rapidly deteriorate so as to jeopardize safety of flight or develop into a serious emergency, incident, or accident.

(1) Any abnormal situation occuring inflight in which the aircraft exceeds a limitation imposed by the flight manual or higher headquarters directives, will be reported through the nearest SAC Command post to the 15AF Command Post.

(2) The report will include circumstances, time beyond specified limits, visible or suspected damage to the aircraft and intentions.

c. Minor Malfunctions: Malfunctions of a minor nature are to be expeditiously reported by pilots to unit Command Post. Unit procedures must insure that these malfunctions are brought to the immediate attention of the Wing Commander or a designated key staff representative. This type malfunction need not be forwarded to the 15 AF Command Post unless directed by the CC or DO.

RC-135S/V/W ALTERNATE AIRFIELDS-FROM EIELSON

AIRFIELD	ROUTE	DIST	ETE	ALT	FUEL (1)**	FUEL (2)**
ANCHORAGE	DIRECT	253	0+34	370	16 6	21.7
COLD BAY	DIRECT	710	1+37	390	25.0	27.7
ELMENDORF	DIRECT	212	0+29	370	16.1	21.0
FAIRBANKS	DIRECT	22	0+03	200	10.2	13.0
FAIRCHILD	SEE BELOW	1503	3+18	370	41.7	44.6
KING SALMON	DIRECT	438	1+00	390	19.2	24.0
McCHORD	SEE BELOW	1370	2+57	370	38.2	43.0
NAMAO, CANADA	SEE BELOW	1236	2+42	370	35.5	40.1
ALLEN AAF	DIRECT	57	0+07	210	12.1	15.5
GALENA AFS	DIRECT	230	0+31	350	15.4	20.4
WHITEHORSE, YT	SEE BELOW	409	0+54	370	19.0	23.4

DIVERSION ROUTING

FAIRCHILD - BIG/ORT/J507 YAK/J541 SSR/J502 YYJ/SKA

McCHORD - BIG/ORT/J507 YAK/J541 SSR/J502 YYJ/TCM

NAMAO - BIG/ORT/HL515 YQU/UED 288/12 (IAF)

WHITEHORSE - BIG/ORT/HL515 YXY

** See Attachment 7

KC-135A/Q ALTERNATE AIRFIELDS - FROM EIELSON

AIRFIELD	ROUTE	DIST	ETE	ALT	FUEL (1)**	FUEL (2)**
ANCHORAGE	DIRECT	253	0+34	370	16.2	19.2
COLD BAY	DIRECT	710	1+37	390	24.2	28 9
ELMENDORF	DIRECT	212	0+29	370	14.0	18.4
FAIRBANKS	DIRECT	22	0+03	200	10.2	13.5
FAIRCHILD	SEE BELOW	1503	3+18	410	37.6	43.5
KING SALMON	DIRECT	438	1+00	390	19.8	25.4
McCHORD	SEE BELOW	1370	2+57	410	34.7	40.6
NAMAO, CANADA	SEE BELOW	1236	2+42	410	34.3	39.3
ALLEN AAF	DIRECT	57	0+07	210	11.9	16.4
GALENA AFS	DIRECT	230	0+31	350	15.4	20.0
WHITEHORSE, YT	SEE BELOW	409	0+54	410	18.1	23.2

DIVERSION ROUTING

FAIRCHILD - BIG/ORT/J507 YAK/J541 SSR/J502 YYJ/SKA

McCHORD - BIG/ORT/J507 YAK/J541 SSR/J502 YYJ/TCM

NAMAO - BIG/ORT/HL515 YQU/UED 288/12 (IAF)

WHITEHORSE - BIG/ORT/HL515 YXY

** See Attachment 7

KC-135A/Q ALTERNATE CHART - FROM SHEMYA

AIRFIELD	ROUTE	DIST	ETE	ALT	FUEL (1)**	FUEL (2)**
COLD BAY	DIRECT	823	1+43	370	26.7	30.9
EIELSON	DIRECT	1386	3+01	370	43.6*	47.7*
ELMENDORF	DIRECT	1245	2+42	370	35.6	39.4
FAIRCHILD	DIRECT	2698	5+43	370	65.1	69.7
KING SALMON	DIRECT	1037	2+12	370	31.1	35.3
MCCHORD	DIRECT	2561	5+27	370	63.1	67.9

* Reserve of 14.0 over Eielson IAF
** See Attachment 7

RC-135S ALTERNATE CHART - FROM SHEMYA

AIRFIELD	ROUTE	DIST	ETE	ALT	FUEL (1)**	FUEL (2)**
COLD BAY	DIRECT	823	1+43	370	27.4	31.9
EIELSON	DIRECT	1386	3+01	370	48.0*	52.6*
ELMENDORF	DIRECT	1245	2+42	370	38.3	42.9
FAIRCHILD	DIRECT	2698	5+43	370	75.9	80.7
KING SALMON	DIRECT	1037	2+12	370	32.4	36.8
MCCHORD	DIRECT	2561	5+27	370	72.9	77.3

* Reserve of 16.1 over Eielson IAF
** See Attachment 7

ALTERNATE PLANNING FACTORS

1. Start point for all computations is FL200 at Eielson VOR/Shemya VOR.

2. Climbs are MRT at 280 KCAS. Cruise is 450 KTAS. (Fuel savings will be realized if max range speed is flown).

3. Operating weight is assumed as 110,000 for KC-135 and 150,000 for RC-135S/V/W.

4. Winds are average winds for May 1972. Temperature deviation is + or - 0 and a standard atmosphere is assumed throughout.

LEGEND

1. Name: Self explanatory.

2. Route: Self explanatory.

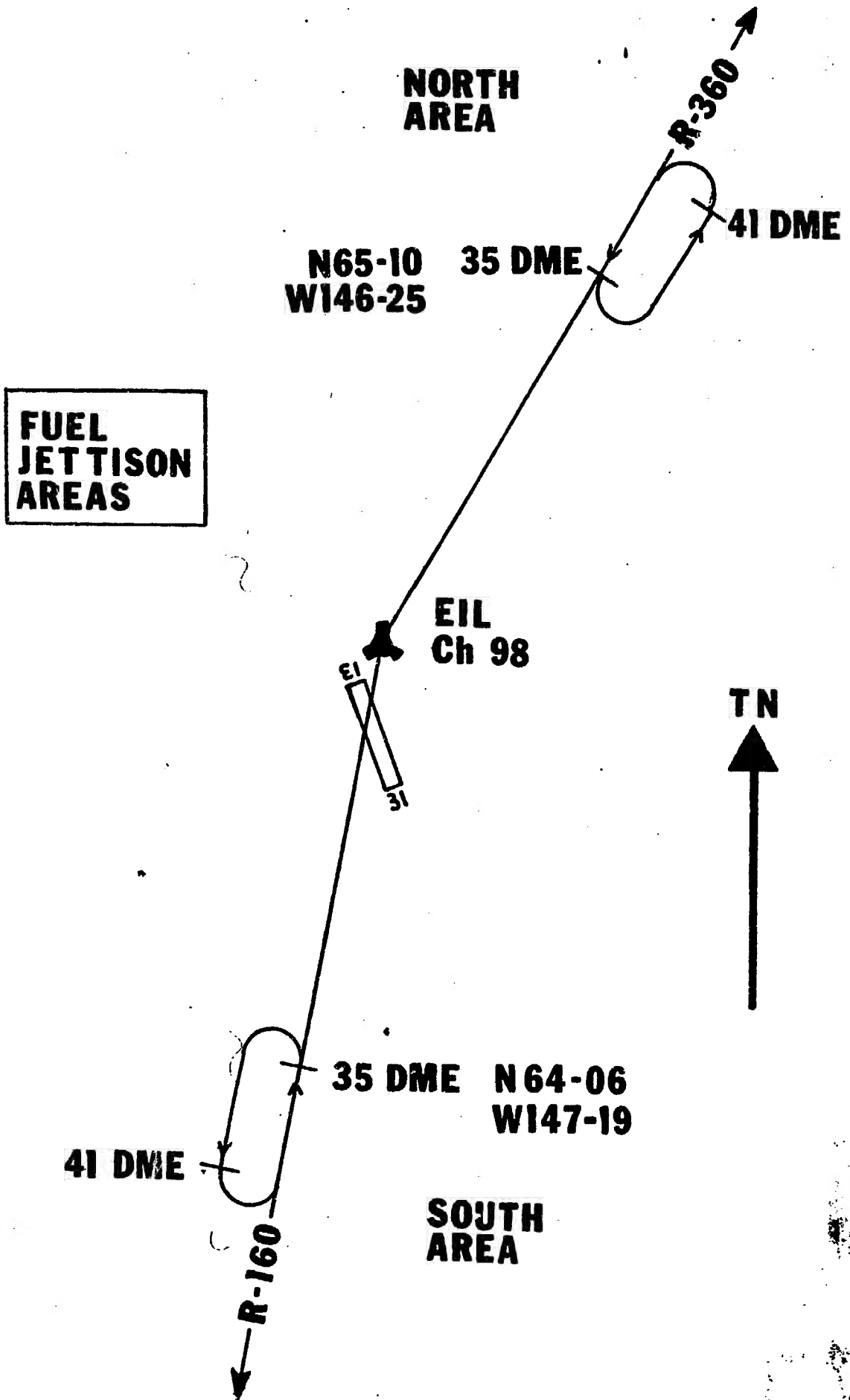
3. Dist: Shows the distance in NM from Eielson VOR to the base IAF.

4. ETE is the Estimated Time Enroute from Eielson VOR to Alternate with climatology applied DOES NOT include a low approach at EIL.

5. ALT is the altitude used in planning climbs and fuel consumption during cruise.

6. Fuel (1): The fuel required at FL200 over the IAF to climb to the altitude shown and arrive over destination IAF with 9,500 lbs of fuel.

7. Fuel (2): The fuel required at FL200 over the IAF, make a low approach and proceed to the altitude shown and arrive over destination with 9,500 lbs of fuel.


NORTH AREA
R-360
41 DME
N65-10 W146-25
35 DME
FUEL JETTISON AREAS
EIL Ch 98
13
31
TN
35 DME N64-06 W147-19
41 DME
SOUTH AREA
R-160