	CNS
Normal Steering	1 Dot = 1.5NM
Sensitive Steering	1 Dot = 500 YDS
Enter Sensitive Steering	Past TP
	15° TKE 1.5 Cross track
Hot Cursor	Past SCNS IP
OAP Listing	5
TOA	6
LZ	2
DZ	8
Waypoints	68
Ref. Library	450
Mark Pts	9-A-I
Max Fails on Sys Status	16
Enhanced Alignment	Once per power cycle
	Hdg change > 70°
Align Times	Within 10min of Nav mode Deg Nav = 1.5 min
Aligh fillies	EIA = 4 min
	MAA = 8 min
MAA CEA	.85 NM/HR
EIA CEA	.525 NM/HR
Altitude Gate	+/- 300 feet
High Latitude	85N or 85S
ETA Calculation	Current WP = Once per sec
	Future WPs = Once per min
Visual Update	Preplanned
•	Target of Opportunity
Turn Types	Point-to-Point
	Curved Path
	ROT (pseudowaypts)
SCNS Modes	Flight Plan, Immediate, Hold,
could a live	Rendezvous, Search
SCNS Switch	Powers IDCUs, BICU, DVS, INS
INS Battery	Nav's IDCU and INU
Crypto Load	Can load with/without power Pull for 1-4 sec
Power interruption	Power must be on to zeroize 5 +/- 3.5sec, no change
	•
	R DROP
Max Weight Over Ramp	42K #
Max CDS Bundle	2,238 #
Max CDS Drop	37,248 #
Max # CDS Bundles	16/8 Double
Min CDS DZ Size	400 x 400 yards
BSA Forward Restraint	3 Gs
Use BSA Weight	5,001 # or more
Use BSA + 10K # chains	26,001 # or more
CVR Vertical Restraint	2 Gs
CDS KIAS	140 > 120K # else 130
Min Rec Weight for CDS	104K #
Desired CDS Deck Angle Tie Down Rings	6-8 degrees Wall = 5,000 #
He Down Kings	
	Floor = 10,000 #
	Capped = 25,000 # Ramp = 5,000 #
Min HE DZ Size	600 x 1000 yards
Min/Max HE Drop Weight	2500/42K lbs
	600 x 600 yards
Min Personnel DZ Size	600 x 600 yards 64 paratroopers
	64 paratroopers
Min Personnel DZ Size Max Troopers on board	64 paratroopers 20 tailgate jumpers 1 cable
Min Personnel DZ Size	64 paratroopers 20 tailgate jumpers 1 cable 13 Land
Min Personnel DZ Size Max Troopers on board	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree
Min Personnel DZ Size Max Troopers on board	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water
Min Personnel DZ Size Max Troopers on board	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers) HALO	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers) HALO	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 SO0 or 400+countour 3NM, SI
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, SC through escape
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 < 1/12 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, SI through escape 500 or 400+countour 3NM frod DZ entry to DZ exit After SD
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, SC through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C <15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference betweer True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt Descent to Vis Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference betweer True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt Descent to Vis Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference betweer True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt Descent to Vis Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF — Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt Descent to Vis Drop Alt  Descent to Vis Drop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, SC through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Fernain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt Descent to Vis Drop Alt  Min IFR Drop Alt Descent to SKE Drop Alt Min CDS Spacing	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF — Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt  Descent to SKE Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing DZ Escape SKE	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt Descent to Vis Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing DZ Escape SKE Load Marking	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400-countour 3NM, SC through escape 500 or 400-countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Fernance Iagrance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt  Descent to SKE Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Load Marking Load Marking Load Marking Load Marter on Harness Min Use DZ time	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date > 14K or < 600'
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt Descent to Vis Drop Alt  Min IFR Drop Alt Descent to Vis Drop Alt Company of the Alt Descent to Alt Descent to Vis Drop Alt Descent to Vis Drop Alt Descent to Alt Descent to Vis Drop Alt Descent to Alt D	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 S00 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position
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Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt  Descent to Vis Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing Dz Saps Sige Load Marking Load Marking Load Marking DZ Markings Day	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C <15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 S00 or 400-countour 3NM, St through escape 500 or 400-countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date >14K or < 600' 3 sec J,R,A,C,S (H,O Circular) Block letter
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt  Descent to Vis Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing Dz Saps Sige Load Marking Load Marking Load Marking DZ Markings Day	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fail Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline LIAW 11-231 500 or 400+countour 3NM, SC through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Ferrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date > 14K or < 600' 3 sec JR A,C,S (H,O Circular) Block letter Flankers (optl) 250m L/R
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt  Descent to Vis Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing Dz Saps Sige Load Marking Load Marking Load Marking DZ Markings Day	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400-countour 3NM, SC through escape 500 or 400-countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date > 14K or < 600' 3 sec > 14K or < 600' 3 sec   Block letter Flankers (optl) 250m L/R Trailing Edge (optl) 1000m or
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Min IFR Drop Alt Descent to Vis Drop Alt  Min CDS Spacing DZ Escape SKE Load Marking Loadmaster on Harness Min Use DZ time DZ Markings Day DZ Markings Night	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 S00 or 400-countour 3NM, St through escape 500 or 400-countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Terrain Clearance Assured Lead's Position Known Terrain Glearance Assured Lead's Position
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt Observed to SkE Drop Alt  Min IFR Drop Alt Descent to Vis Drop Alt  Min CDS Spacing DZ Escape SKE Load Marking Load Marking Loadmaster on Harness Min Use D2 time DZ Markings Day High Altitude Drops 100% Oxygen Needed	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 s1/2 NM from centerline InW 11-231 500 or 400-countour 3NM, SC through escape 500 or 400-countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date > 14K or < 600' 3 sec J,R,A,C,S (H,O Circular) Block letter Flankers (opti) 250m L/R Trailling Edge (opti) 1000m or trailing Edge (opti) 1000m or trailing edge (closest to PI) > 3000 AGL - 35K
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt  Descent to SKE Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Descent to SKE Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing DZ Escape SKE Load Marking Loadmaster on Harness Min Use DZ time DZ Markings Day DZ Markings Night  High Altitude Drops 100% Oxygen Needed Prebreathing Needed	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C <15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 S00 or 400-countour 3NM, St through escape 500 or 400-countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Terrain Clearance Terrain
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Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt  Descent to SKE Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing DZ Escape SKE Load Marking Loadmaster on Harness Min Use DZ time DZ Markings Day DZ Markings Nay DZ Markings Night  High Altitude Drops 100% Oxygen Needed Prebreathing Needed	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF — Disc of DZSO Driff = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date > 14K or < 600' 3 sec 1 JAR AC, S. (H,O Circular) Block letter Flankers (opt) 250m L/R Trailing Edge (opt) 10000m or trailing edge (closest to PI) > 3000 ASL = 35K > 1,0000 MSL 2 min JMD pers 1 min pers
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt  Descent to SKE Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing DZ Escape SKE Load Marking Loadmaster on Harness Min Use DZ time DZ Markings Day DZ Markings Nay DZ Markings Night  High Altitude Drops 100% Oxygen Needed Prebreathing Needed	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline LIAW 11-231 500 or 400+countour 3NM, SC through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Formation SNM of Centre Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date > 14K or < 600' 3 sec J,R,A,C,S (H,O Circular) Block letter Flankers (opti) 250m L/R Trailing Edge (opti) 1000m or trailing edge (closest to Pl) > 3000 AGL – 35K 110,000 MSL 2 min JMD pers 1 min pers Green Light, CDS/HE
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing Dz Escape SKE Load Marking Loadmaster on Harness Min Use DZ tip Size DZ Markings Night  High Altitude Drops 100% Oxygen Needed Prebreathing Needed Latest to Airdrop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400-countour 3NM, SC through escape 500 or 400-countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date > 14K or < 600' 3 sec > 14K or < 600' 3 sec   1 Min (or briefed) from RL Callsign and Date   11R Gge (opt) 1000m or trailing edge (closest to PI) > 3000 AGL - 3SK > 10,000 MSL > 20,000 MSL   2 min JMD pers   1 min pers   Green Light, CDS/HE   Non AF - Disc of DZSO
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt  Descent to SKE Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing DZ Escape SKE Load Marking Loadmaster on Harness Min Use DZ time DZ Markings Day DZ Markings Nay DZ Markings Night  High Altitude Drops 100% Oxygen Needed Prebreathing Needed	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF — Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400+countour 3NM, St through escape 500 or 400+countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date > 14K or < 600' 3 sec 1 JAR AC, S. (H, O Circular) Block letter Flankers (opt) 250m L/R Trailing Edge (opt) 13000m or trailing edge (closest to PI) > 3000 AGL – 35K 2 min JMD pers Green Light, CDS/HE Non AF – Disc of DZSO C – CDS 550
Min Personnel DZ Size Max Troopers on board Wind Limitations (Pers)  HALO  Area DZ  Day VMC Drop Alt Night VMC Drop Alt Night VMC Drop Alt Descent to Vis Drop Alt  Min IFR Drop Alt  Descent to SKE Drop Alt  Min CDS Spacing Dz Escape SKE Load Marking Loadmaster on Harness Min Use DZ tip Size DZ Markings Night  High Altitude Drops 100% Oxygen Needed Prebreathing Needed Latest to Airdrop Alt	64 paratroopers 20 tailgate jumpers 1 cable 13 Land 17 Tree 25 Water Non AF – Disc of DZSO Drift = 500' per 1000' free fall Actuation Alt = Dep Alt + 500 D Value = Difference between True and Pressure altitude of A/C < 15 NM Elevation change < 300 <1/2 NM from centerline IAW 11-231 500 or 400-countour 3NM, SC through escape 500 or 400-countour 3NM fro DZ entry to DZ exit After SD DZ In/Remain in sight Position Known Terrain Clearance Assured Lead's Position Known Formation 3NM of Center Last AC Past DZ Entry 6000 VMC / 12000 SKE 1 Min (or briefed) from RL Callsign and Date > 14K or < 600' 3 sec > 14K or < 600' 3 sec   1 Min (or briefed) from RL Callsign and Date   14K or < 600'   15R AC,S (H,O Circular)   15R AC,S (H,O Circular)   15R AC,C S (H,O Circular)   15R AC,D S (H,O C

RWY/TAKE	OFF/TAXI MINS
Taxi Mins	25 ft w/o walkers
	10 feet on Local Taxi line
Min Runway Width	No < 25ft when reversing Norm/Tac Non Asslt = 80'
,	Tac/Assault = 60'
Min Taxiway Width	30'
Min Takeoff Length	CFL for normal or max effort No less than 3000 ft
IFR Climb Gradient	200 ft/NM 4 Engine
IFD D to Oti	152 ft/NM 3 Engine
IFR Departure Options	SIDs ATC Departure Instructions
	Diverse Departure
	ODP
	MAJCOM Instructions VCOA
CVC MAI	
C-12 (Box) Compass	RMUP TIMES 5 min
ADF	5 min
Radar Altimeter	1 min (16-32 calibration)
CMDS	5 sec
ALR-69 MWS Warm Up	2 min None/BIT 20-30 sec
	NT PROCEDURES
Max Localizer	18 DME
Established on course	LOC – Full deflection
	NDB - 5°
	VOR – ½ scale deflection
Max Glideslope VOR Accuracy	10 DME +- 1°
TACAN Accuracy	.5 NM or 3% which is greater
Station Passage	VOR – To/From Flag
	TACAN - Min DME
Altimeter Errors	NDB - 90° inbound course 75ft known elevation
Arameter CHUIS	75ft each other
Category Minimums	C = 121-140 KIAS
	D = 141-160 KIAS
Approach MSA Standard Holding	1K' (2K' mtns) for each sector
Standard Holding	Right turns 1 min legs < 14K
	1.5 min legs 14K or more
Max Holding Speeds	0-6K = 200 KIAS
	6-14K = 230 KIAS 14K+ = 265 KIAS
ILS PRM requirements	Pilot ILS/PRM certified
	2 VHF radios
	Approach briefed as ILS/PRM
NORDO Heading Priority	Assigned
NORDO Heading Priority	Assigned Vectored
	Expected
NORDO Altitude Priority	Filed
	Assigned
	MVA Expected
CRFW	DUTY TIME
Alert Times	3+15 prior
Alert Times	Latest 6 hrs of exp dep time
	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead)
Alert Times  Max FDP	Latest 6 hrs of exp dep time
	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew
	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs - Basic Crew 16 - Tac events done by 12
	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot
	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented
Max FDP	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 – Augmented
Max FDP  Max CDT  Waiver Authority	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic Crew W/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented OG/CC – up to 2 hrs
Max FDP Max CDT	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented OG/CC – up to 2 hrs Mns > 16 hrs, enter 24 hrs prior
Max FDP  Max CDT  Waiver Authority	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented OG/CC – up to 2 hrs
Max FDP  Max CDT  Waiver Authority	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented OG/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 OG/CC can waive first 12 hrs Enter 12 hrs before Alert
Max FDP  Max CDT  Waiver Authority	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented OG/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 OG/CC can waive first 12 hrs Enter 12 hrs before Abert Self Alert = 12 hrs before show
Max FDP  Max CDT  Waiver Authority	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 06/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 06/CC can waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12
Max FDP  Max CDT  Waiver Authority	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented OG/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 OG/CC can waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show
Max FDP  Max CDT  Waiver Authority	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 20 - Augmented 20 - Augmented Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 0G/CC aug to 2 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs
Max FDP  Max CDT  Waiver Authority	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew W/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augwented 18 – Basic 20 - Augmented OG/CC – up to 2 hrs Mns > 16 hrs, enter 24 hrs prior and may perform duties first 12 OG/CC can waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter 17 4 hrs after 7/O or
Max FDP  Max CDT  Waiver Authority	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented OG/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 0G/CC an waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs
Max FDP  Max CDT  Waiver Authority  Crew Rest	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew W/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augw/o Autopilot 18 Augwented 20 - Augmented OG/CC – up to 2 hrs Mrs > 16 hrs, enter 24 hrs prior and may perform duties first 12 OG/CC can waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if 54 hrs after 17/0 or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs
Max FDP  Max CDT  Waiver Authority  Crew Rest	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 06/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after 7/0 or >6 hrs from expected alert Launch in 1 Hour Not >48 hrs Launch in 3 Hours Launch in 3 Hours
Max FDP  Max CDT  Waiver Authority  Crew Rest  Alpha Standby  Bravo Standby	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 Augmented 20 - Augmented 20 - Augmented 36 hrs, enter 24 hrs prior and may perform duties first 12 06/CC cau to 2 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after 7/O or >6 hrs from expected alert Launch in 3 Hours Not >48 hrs Launch in 3 Hours Not >48 hrs Launch in 1 Hour Not >48 hrs Launch in 1 Hours Not >48 hrs
Max FDP  Max CDT  Waiver Authority  Crew Rest	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 06/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after 7/0 or >6 hrs from expected alert Launch in 1 Hour Not >48 hrs Launch in 3 Hours Launch in 3 Hours
Max FDP  Max CDT  Waiver Authority  Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 20 - Augmented May Deptor 10 to 12 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 06/CC cau pto 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 06/CC can waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after T/O or >6 hrs from expected alert Launch in 1 Hour Not >48 hrs Launch in 3 Hours Not > 48 hrs Enter crew rest in 2 hours LFA in crew rest for 12 hrs Not > 72 hrs
Max FDP  Max CDT  Waiver Authority  Crew Rest  Alpha Standby  Bravo Standby	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented 19 – Tac events done by 12 10 G/CC – up to 2 hrs 11 May perform duties first 12 OG/CC – up to 12 hrs 12 OG/CC – up to 12 hrs 12 OG/CC – up to 12 hrs 12 Dof/CC can waive first 12 hrs 12 Enter 12 hrs before show 16 Min Crew Rest is 12 16 hours shutdown to takeoff 16 C can exact a 36 hrs after 3 16 consecutive max FDPs 18 e-enter if >4 hrs after T/O or 18 hrs from expected alert 18 Jaunch in 1 Hour 18 Not >48 hrs 18 Launch in 3 Hours 18 In crew rest in 2 hours 18 In crew rest for 12 hrs 18 Not >72 hrs 18 Not >72 hrs 18 Not >72 hrs 18 Not >72 hrs 18 Not >75 hrs for 12 hrs 18 Not >72 hrs 18 Not >75 hrs 18 For Secutive days = 56 hrs
Max FDP  Max CDT  Waiver Authority  Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 19 – Standard Standard Mos / Sta
Max FDP  Max CDT  Waiver Authority  Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 20 - Augmented 38 – Basic 20 - Augmented 40 – Basic 20 - Augmented 50 – Tac better 12 hrs prior and may perform duties first 12 hrs 60 – Tac better 12 hrs before Alert 5elf Alert = 12 hrs before Alert 5elf Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if 54 hrs after 7/O or 56 hrs from expected alert Launch in 1 Hour Not > 48 hrs Enter crew rest in 2 hours Launch in 3 Hours Not > 48 hrs Enter crew rest in 2 hours LFA in crew rest for 12 hrs Not > 72 hrs 7 consecutive days = 56 hrs 30 consecutive days = 56 hrs 30 consecutive days = 330 hrs
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 20 - Augmented 30 – Tac events done by 12 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 06/CC can to 2 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPS Re-enter if >4 hrs after T/O or >6 hrs from expected alert Launch in 1 Hour Not >48 hrs Launch in 3 Hours Not >48 hrs Enter crew rest in 2 hours LFA in crew rest for 12 hrs Not > 22 hrs 7 consecutive days = 56 hrs 30 consecutive days = 125 hrs 90 consecutive days = 125 hrs 90 consecutive days = 125 hrs NO cnREAL
Max FDP  Max CDT  Waiver Authority  Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 20 - Augmented 38 – Basic 20 - Augmented 40 – Basic 20 - Augmented 50 – Tac better 12 hrs prior and may perform duties first 12 hrs 60 – Tac better 12 hrs before Alert 5elf Alert = 12 hrs before Alert 5elf Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if 54 hrs after 7/O or 56 hrs from expected alert Launch in 1 Hour Not > 48 hrs Enter crew rest in 2 hours Launch in 3 Hours Not > 48 hrs Enter crew rest in 2 hours LFA in crew rest for 12 hrs Not > 72 hrs 7 consecutive days = 56 hrs 30 consecutive days = 56 hrs 30 consecutive days = 330 hrs
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation	Latest 6 hrs of exp dep time AC walve to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented 19 – Tac events done by 12 10 G/CC — up to 2 hrs 11 Many 16 hrs, enter 24 hrs prior and may perform duties first 12 10 G/CC can walve first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after T/O or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Launch in 3 Hours Not > 20 hrs Not > 20 hrs 17 consecutive days = 125 hrs 30 consecutive days = 125 hrs 30 consecutive days = 125 hrs 30 consecutive days = 330 hrs  ENERAL  -20 / +14 minutes
Max FDP  Max CDT  Waiver Authority  Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented 06/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 00/CC can waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3/ consecutive max FDPs Re-enter if >4 hrs after 7/0 or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Launch in 3 Hours Not > 28 hrs 30 consecutive days = 56 hrs 30 consecutive days = 56 hrs 30 consecutive days = 125 hrs 90 consecutive days = 330 hrs ENERAL 20 / +14 minutes < 11 known Heading 2 * each other
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 38 – Basic 20 - Augmented 38 – Basic 20 - Augmented Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 06/CC can waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if 54 hrs after 7/O or 56 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Enter crew rest for 12 hrs Not > 72 hrs 7 consecutive days = 56 hrs 30 consecutive days = 125 hrs 90 consecutive days = 330 hrs ENERAL -20 / +14 minutes -18 hown Heading 2* each other Within 4*, 3 min after turn
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 – Augmented 19 – Basic 20 – Augmented 10 G/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 OG/CC can waive first 12 hrs prior and may perform duties first 12 OG/CC can waive first 12 hrs sefore show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if 34 hrs after 7/0 or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Launch in 3 Hours Not > 48 hrs Launch in 3 Hours Not > 27 brs 7 consecutive days = 56 hrs 30 consecutive days = 125 hrs 90 consecutive days = 56 hrs 30 consecutive days = 330 hrs  ENERAL 20 / +14 minutes < 12 hours 1' known Heading 2' each other Within 4', 3 min after turn DG procession 2' per hour
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 38 – Basic 20 - Augmented 38 – Basic 20 - Augmented Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 06/CC can waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if 54 hrs after 7/O or 56 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Enter crew rest for 12 hrs Not > 72 hrs 7 consecutive days = 56 hrs 30 consecutive days = 125 hrs 90 consecutive days = 330 hrs ENERAL -20 / +14 minutes -18 hown Heading 2* each other Within 4*, 3 min after turn
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing C12 Compass Tolerance  Over water flight Suitable Airfield	Latest 6 hrs of exp dep time AC walve to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented 19 – Tac events done by 12 10 G/CC — up to 2 hrs 11 Many 16 hrs, enter 24 hrs prior and may perform duties first 12 OG/CC — up to 12 hrs 12 OG/CC — and way effort show 16 Hours shutdown to takeoff AC can extend 36 hrs after 3 16 hours shutdown to takeoff AC can extend 36 hrs after 3 17 Consecutive max FDPs 18 — enter if >4 hrs after T/O or 19 hrs from expected alert 18 – A hrs after T/O or 19 hrs from expected alert 18 – A hrs after T/O or 19 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 10 hrs from expected alert 19 – A hrs after T/O or 20 hrs from expected alert 20 hrs from expected alert 21 hrs from expected alert 22 hrs from expected alert 23 hrs from expected alert 24 hrs from expected alert 25 hrs from expected alert 26 hrs from expected alert 27 hrs from expected alert 28 hrs from expected alert 29 hrs from expected alert 20 hrs from expected alert 20 hrs from expected alert 21 hrs from expected alert 22 hrs from expected alert 23 hrs from expected alert 24
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing C12 Compass Tolerance  Over water flight Suitable Airfield Cat I definition	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented Mos/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after 7/0 or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Enter crew rest for 12 hrs Not > 72 hrs 30 consecutive days = 56 hrs 30 consecutive days = 56 hrs 30 consecutive days = 55 hrs 30 consecutive days = 330 hrs  **INERAL** - 20 / +14 minutes < 18,000 MSL 1* known Heading 2* each other Within 4*, 3 min after turn DG procession 2* per hour #1 secondary source for AP Land > power off glide dist Supports C-130 W/in 50 NM Does not meet Cat II req
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing C12 Compass Tolerance  Over water flight Suitable Airfield	Latest 6 hrs of exp dep time AC walve to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Bugmented 18 – Basic 20 – Augmented 18 – Basic 20 – Augmented 06/CC – up to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 06/CC can walve first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if a hrs after 7/0 or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Launch in 3 Hours Not > 25 hrs 7 consecutive days = 56 hrs 30 consecutive days = 125 hrs 7 consecutive days = 125 hrs 90 consecutive days = 125 hrs 90 consecutive days = 125 hrs 90 consecutive days = 135 hrs 90 consecutive days = 137 hrs 90 consecutive days = 125 hrs 90 consecutive days = 127 hrs 17 hown Heading 2* each other Within 47; 3 min after turn DG procession 2* per hour #1 secondary source for AP Land > power off glide dist Supports C-130 w/in 50 NM Does not meet Cat II req Position determined by
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing C12 Compass Tolerance  Over water flight Suitable Airfield Cat I definition Cat II definition	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 30 – You go and the short of
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing C12 Compass Tolerance  Over water flight Suitable Airfield Cat I definition	Latest 6 hrs of exp dep time AC walve to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Bagmented 18 – Basic 20 – Augmented 18 – Basic 20 – Augmented 18 – Basic 20 – Augmented 19 – Basic 20 – Augmented 19 – Basic 20 – Augmented 10 – Green to 12 hrs prior and may perform duttes first 12 hrs prior and may perform duttes first 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after T/O or >6 hrs from expected alert Launch in 1 Hour Not >48 hrs Launch in 3 Hours Not >48 hrs Launch in 3 Hours Not >48 hrs 16 hr crew rest in 2 hours 16 hin crew rest for 12 hrs Not >7 consecutive days = 56 hrs 30 consecutive days = 125 hrs 90 consecutive days = 127 hrs 1 known Heading 2 each other Within 4', 3 min after turn DG procession 2' per hour #1 secondary source for AP Land > power off glide dist Supports C-130 w/in 50 NM Does not meet Cat II req Position determined by overhead crossing of navaid once each hour with guidance
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing C12 Compass Tolerance  Over water flight Suitable Airfield Cat I definition Cat II definition	Latest 6 hrs of exp dep time AC walve to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 00 G/CC oup to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 10 follow from an waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after 7/0 or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Launch in 3 Hours Not > 24 hrs So consecutive days = 56 hrs 30 consecutive days = 56 hrs 30 consecutive days = 125 hrs 90 consecutive days = 125 hrs 90 consecutive days = 330 hrs ENERAL - 20 / +14 minutes < 18,000 MSL 1* known Heading 2* each other Within 4*, 3 min after turn DG procession 2* per hour H1 secondary source for AP Land > power off gilde dist Supports C-130 w/in 50 NM Does not meet Cat II req Position determined by overhead crossing of navaid once each hour with guidance 5 TAS Checks Maintain a log
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing C12 Compass Tolerance  Over water flight Suitable Airfield Cat I definition Cat II definition	Latest 6 hrs of exp dep time AC waive to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 20 - Augmented 30 – Tac events done by 12 Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 00/CCC and vaive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after 7/O or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Enter crew rest for 12 hrs Not > 7 consecutive days = 56 hrs 30 consecutive days = 125 hrs 90 consecutive days = 300 hrs  **NERAL**  - 20 / +14 minutes - 18 hrown Heading 2* each other Within 4*, 3 min after turn DG procession 2* per hour #1 secondary source for AP Land > power off glide dist Supports C-130 w/in 50 NM Does not meet Cat II req Position determined by overhead crossing of navaid once each hour with guidance strand a log Compass deviation checks
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  ON TIME Take off deviation Outside clearing C12 Compass Tolerance  Over water flight Suitable Airfield Cat I definition Cat II definition Cat II routes/portions of 3+ h	Latest 6 hrs of exp dep time AC walve to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 00 G/CC oup to 2 hrs Msn > 16 hrs, enter 24 hrs prior and may perform duties first 12 10 follow from an waive first 12 hrs Enter 12 hrs before Alert Self Alert = 12 hrs before show Min Crew Rest is 12 16 hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after 7/0 or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Launch in 3 Hours Not > 24 hrs So consecutive days = 56 hrs 30 consecutive days = 56 hrs 30 consecutive days = 125 hrs 90 consecutive days = 125 hrs 90 consecutive days = 330 hrs ENERAL - 20 / +14 minutes < 18,000 MSL 1* known Heading 2* each other Within 4*, 3 min after turn DG procession 2* per hour H1 secondary source for AP Land > power off gilde dist Supports C-130 w/in 50 NM Does not meet Cat II req Position determined by overhead crossing of navaid once each hour with guidance 5 TAS Checks Maintain a log
Max FDP  Max CDT  Waiver Authority Crew Rest  Alpha Standby  Bravo Standby  Charlie Standby  Max Flying Time  GE  ON TIME Take off deviation Outside clearing C12 Compass Tolerance  Over water flight Suitable Airfield Cat I definition Cat II definition Cat II routes/portions of 3+ h  Cat I requirements 5+ hrs	Latest 6 hrs of exp dep time AC walve to 8 hrs (12 deadhead) Time from show to shutdown 12 Basic crew w/o Autopilot 16 hrs – Basic Crew 16 – Tac events done by 12 16 Aug w/o Autopilot 18 Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented 18 – Basic 20 - Augmented 19 – Basic 20 - Augmented 19 – Basic 20 - Augmented 20 - Augmented 20 - Augmented 20 - Augmented 20 - Can walve first 12 hrs prior and may perform duties first 12 hrs prior and may perform duties first 12 hrs before show Min Crew Rest is 12 20 fo hours shutdown to takeoff AC can extend 36 hrs after 3 consecutive max FDPs Re-enter if >4 hrs after 7/O or >6 hrs from expected alert Launch in 1 Hour Not > 48 hrs Launch in 3 Hours Not > 48 hrs Launch in 3 Hours Not > 72 hrs 30 consecutive days = 125 hrs 90 consecutive days = 125 hrs 10 km Ard 10 km A

Equal Time Point (ETP)	Te 111 6 man 1015
	Equal time from FSAF or LSAF Redo if 15 or more off for wind
	Required on Cat I where FSAF to
TAS Checks	LSAF is 5 hours or more Required on Cat I of 3+ horus
Compass Dev Check	1 hours of level-off Cat I of 3+ hours = ASAP after
Compass Dev Check	level-off or coast out
Compass Checks not required	Recompute every 3 hrs, or 30°
on Cat I if	Cat I < 3 hrs 2 or more operable hdg systems
FI.M	Difference < 2°
Fuel Management	Record after T/O Record at L/O
	Regular times, max 1.5 hrs
Pre flight endurance	Formula method or RCC Subtract 1,300 lbs
Inaccurate CFP winds	30° or 24 knot error
Enroute fuel reserve	10% Cat I time Not to exceed 45 min
	Compute at Terminal FF
Torminal Fuel Flour	2 hrs remote destinations
Terminal Fuel Flow Max Unidentified Fuel	Last hour at cruise altitude 2,200 lbs
Cruise TAS	300 KTAS (adj TIT every hour)
	280-290 KTAS Legs < 2hrs 210 KIAS short legs < 10,000' M
Max Continuous Power	970 TIT
Chart Requirements	Name and Date Chart Number/Edition
	Grid Reference
Lat Danier Charte	Chum/CALF Date
Let Down Charts Critical Phases of Flight	ONC, TPC, or JOG T/O, low level, drop, appch, and
-	landing
Plotting Position	ASAPractical after level off or coast out (latest)
	Record 30 min after first fix
	Plot every hour or 10 min after oceanic waypoint (first)
	Coast in ASAPractical
Airway width ADIZ Tolerance	Normally 4 either side (FAA)  Over land = 5 min 10 NM CL
	Over water = 5 min 20 NM CL
EMERGENO	IES/HAZARDS
Notify Pilot	200ft altitude deviation
	10 kts airspeed deviation Terrain
One Long Ring	Abandon Aircraft
	Bailout Brace for Impact
6 Short Rings	Prep for Ditching/Landing
3 Short Rings	Prep for Bailout
Bailout Altitudes	Prep for Abandon Static Line 400ft
	Free Fall 2000ft
Bailout Airspeeds LPUs	Crew Door 150/Gear/Helmet Flight over water
	On Over Water < 2000 unless on
Emergency Lights	departure/landing 7 (one each exit)
	2.5 Gs
	Loss of DC Power 3 position switch
Lost Comm	7600
Hijacked	"Trip (Calleign)"
	"Trip (Callsign)" (CS) TRNSP 7500
HF Radiation Hazard	5ft
	>5,000A, not circular Egress 300ft
Fuel Dumping	EBLESS 20011
Fuel Dumping Main Wheel-well Fire Egress with Flares	600ft
Fuel Dumping Main Wheel-well Fire	
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher	600ft < 5 min
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI	600ft < 5 min 2,500 # NS/ALTERNATES
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.	600ft < 5 min 2,500 # NS/ALTERNATES All others 1600
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI	600ft < 5 min 2,500 #  NS/ALTERNATES All others 1600 1000 if operational msn, dual RVR readouts (both 1000), CL
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR	600ft < 5 min 2,500 it  NS/ALTERNATES  All others 1600 1000 if operational msn, dual RVR readouts (both 1000), C. lighting, 2 qual pilots
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff	600ft < 5 min 2,500 #  NS/ALTERNATES  All others 1600 1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots 1/2 NM or 800 meters Mins or 200/1, which is highest
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettionable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout	600ft < 5 min 2,500 if  NS/ALTERNATES  All others 1600 1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots 1/2 NM or 800 meters Mins or 200/1, which is highest Takeoff Less than Mins requires
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff	600ft < 5 min 2,500 #  NS/ALTERNATES  All others 1600 1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots 1/2 NM or 800 meters Mins or 200/1, which is highest
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff	600ft < 5 min 2,500 if All others 1600 1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots 1/2 NM or 800 meters Mins or 200/1, which is highest Takeoff Less than Mins requires MALCOM approval Req'd if ceiling or visibility is below landing mins for an
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff	600ft < 5 min  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), C. lighting, 2 qual pilots 1/2 NM or 800 meters Mins or 200/1, which is highest Takeoff Less than Mins requires MALCOM approval Req' of if celling or visibility is below landing mins for an available approach. If planning an ILS, Cat! mins will be used
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff	600ft  < 5 min  2,500 im  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MACOM approval Req' of if ceiling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used 30 Min -> approach mins or
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff	600ft < 5 min  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), C. lighting, 2 qual pilots 1/2 NM or 800 meters Mins or 200/1, which is highest Takeoff Less than Mins requires MALCOM approval Req' of if celling or visibility is below landing mins for an available approach. If planning an ILS, Cat! mins will be used
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff	600ft  < 5 min  2,500 #  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MAJCOM approval Req' di f ceiling or visibility is below landing mins for an available approach. If planning an LIS, Cat I mins will be used 30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour 2 hrs -> at least 500-1  [600-2 Prec.] (800-2 Non Prec)
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff	600ft  < 5 min  2,500 if  2,500 if  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires  MACOM approval  Red d if celling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour 2 thrs -> at least 500-1 (600-2 Prec.) (800-2 Non Prec)  Above mins for ETA + 1 hour FL 230 and up - 20NM
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates	600ft  < 5 min  2,500 #  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MAJCOM approval Req' di f ceiling or visibility is below landing mins for an available approach. If planning an LIS, Cat I mins will be used 30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour 2 hrs - at least 500-1 (600-2 Prec.) (800-2 Non Prec) Above mins for ETA + 1 hour FL 230 and up - 200NM Below FL 230 - 10NM
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates	600ft  < 5 min  2,500 if  2,500 if  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires  MACOM approval  Red d if celling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour 2 thrs -> at least 500-1 (600-2 Prec.) (800-2 Non Prec)  Above mins for ETA + 1 hour FL 230 and up - 20NM
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates	600ft  < 5 min  2,500 mi  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest  Takeoff Less than Mins requires MALCOM approval Req' of if ceiling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used  30 Min > approach mins or 200-1/2 (RVR 2400) for 1 hour 2 hrs -> at least 500-1 (600-2 Prec) (800-2 Non Prec) Above mins for ETA + 1 hour FL 230 and up - 20NM Below FL 230 - 10NM Tactical SMM temp > 0 Overflight 2000ft Approaches and Departures
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates	600ft  < 5 min  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MALCOM approval Req'd if ceiling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour  2 hrs -> at least 500-1  (600-2 Prec.) (800-2 Non Prec) Above mins for ETA + 1 hour  FL 230 and up - 20NM  Below FL 230 - 10NM  Tactical 5NM temp > 0  Overflight 2000ft  Approaches and Departures  within 10NM permitted
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates	600ft  < 5 min  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), C. lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest  Takeoff Less than Mins requires  MALCOM approval  Req' of if ceiling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RWR 2400) for 1 hour  2 hrs -> at least 500-1 (600-2 Non Prec). Above mins for ETA + 1 hour  FL 230 and up - 20NM  Bellow FL 230 - 10NM  Tactical 5NM temp > 0  Overflight 2000ft Approaches and Departures within 10NM permitted  Lightning potential - clouds within 5000ft of or +-8° of
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettionable Load Wt.  WEATHER MI Takeoff RVR  NO RVR readout Formation Takeoff Departure Alternates  Thunderstorm Avoidance	600ft  < 5 min  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MALCOM approval Req'd if ceiling or visibility is below landing mins for an available approach. If planning an LS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour 1/2 (RVR 2400) for 1/2 (RVR 240
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates	600ft  < 5 min  2,500 mi  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MALCOM approval Req'd if ceiling or visibility is below landing mins for an available approach. if planning an LS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour  2 hrs -> at least 500-1 (600-2 Prec.) (800-2 Non Prec) Above mins for ETA + 1 hour FL 230 and up - 20NM  Below FL 230 - 10NM  Below FL 230 - 10NM  Tactical ShM temp > 0  Overflight 2000ft Approaches and Departures within 10NM permitted  Lightning potential - clouds within 5000f of or + 8° of freezing level  655+Power Off Stall < 180kIAS  Forecast or Reported Sewere
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates  Thunderstorm Avoidance	600ft  < 5 min  2,500 im  2,500 im  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires  MAICOM approval  Req' di f ceiling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour 2 thrs -> at least 500-1 (600-2 Prec.) (800-2 Non Prec)  Above mins for ETA + 1 hour Ft. 230 and up = 20NM  Below Ft. 230 — 10NM  Tactical SNM temp > 0  Overflight 2000rt  Approaches and Departures within 10NM permitted  Lightning potential – clouds within 5000ft of or + 8° of freezing level  65+ Power Off Stall < 180kiAS  Forecast or Reported Severe Liging or Turb
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates  Thunderstorm Avoidance	600ft  < 5 min  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MALCOM approval Req'd if ceiling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour  2 hrs -> at least 500-1 (600-2 Prec.) (800-2 Non Prec) Above mins for ETA + 1 hour FL 230 and up - 20NM Below FL 230 - 10NM Tactical SNM temp > 0 Overflight 2000ft Approaches and bepartures within 10NM permitted Lightning potential - clouds within 5000f of or + 8° of freezing level 65+ Power Off Stall < 180KIAS Forecast or Reported Severe Ling or Turb Volcanic Ash 20 NM Forecast Moderate or greater
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates  Thunderstorm Avoidance  Thunderstorm Penetration Avoid	600ft  4.5 min  2,500 #  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MAICOM approval Req' di f ceiling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour 2 brs -> at least 500-1 (600-2 Prec.) (800-2 Non Prec) Above mins for ETA + 1 hour Ft. 230 and up -20NM Below Ft. 230 – 10NM Tactical SNM temp > 0 Overflight 2000rt Approaches and Departures within 10NM permitted Lightning potential – clouds within 5000ft of or +- 8° of freezing level  65+ Power Off Stall < 180kiAS Forecast or Reported Severe licing or Turb Volcanic Ash 20 NM Forecast Moderate or greater mountain wave turbulence
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettionable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates  Thunderstorm Avoidance  Thunderstorm Penetration Avoid  Air Drop (AF) VFR ARA	600ft  < 5 min  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MALCOM approval Req'd if ceiling or visibility is below landing mins for an available approach. If planning an LS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour  2 hrs -> at least 500-1  (600-2 Prec.) (800-2 Non Prec) Above mins for ETA +1 hour FL 230 and up - 20NM Below FL 230 - 10NM Below FL 230 - 10NM Tactical SNM temp > 0  Overflight 2000ft Approaches and Departures within 10NM permitted Lightning potential - clouds within 5000ft of -+ 8° of freezing level 65+ Power Off Stall < 180KIAS Forecast or Reported Severe Ling or Turb Volcanic Ash 20 NM Forecast Moderate or greater mountain wave turbulence 300 %  1500 / 3
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettisonable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates  Thunderstorm Avoidance  Thunderstorm Penetration Avoid  Air Drop (AF)	600ft  < 5 min  2,50 min  S/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest  Takeoff Less than Mins requires MALCOM approval Req' of if ceiling or visibility is below landing mins for an available approach. If planning an ILS, Cat I mins will be used  30 Min > approach floaning an ILS, Cat mins will be used  30 Min > approach floaning an ILS, Oat mins or 100-17 (800-2 Non Prec) Above mins for ETA + 1 hour FL 230 and up — 20NM Below FL 230 – 10NM  Tactical SMM temp > 0  Overflight 2000ft Approaches and Departures within 10NM permitted Lightning potential — clouds within 500ft of or +-8° of freezing level 65- Power Off Stall < 180KIAS Forecast or Reported Severe Licing or Turb Volcanic Ash 20 NM  Forecast Moderate or greater mountain wave turbulence 300 ½  300/1 or approved approach
Fuel Dumping Main Wheel-well Fire Egress with Flares Exposure to extinguisher Min Recommended Jettionable Load Wt.  WEATHER MI Takeoff RVR  No RVR readout Formation Takeoff Departure Alternates  Thunderstorm Avoidance  Thunderstorm Penetration Avoid  Air Drop (AF) VFR ARA	600ft  < 5 min  NS/ALTERNATES  All others 1600  1000 if operational msn, dual RVR readouts (both 1000), CL lighting, 2 qual pilots  1/2 NM or 800 meters  Mins or 200/1, which is highest Takeoff Less than Mins requires MALCOM approval Req'd if ceiling or visibility is below landing mins for an available approach. If planning an LS, Cat I mins will be used  30 Min -> approach mins or 200-1/2 (RVR 2400) for 1 hour  2 hrs -> at least 500-1  (600-2 Prec.) (800-2 Non Prec) Above mins for ETA +1 hour FL 230 and up - 20NM Below FL 230 - 10NM Below FL 230 - 10NM Tactical SNM temp > 0  Overflight 2000ft Approaches and Departures within 10NM permitted Lightning potential - clouds within 5000ft of -+ 8° of freezing level 65+ Power Off Stall < 180KIAS Forecast or Reported Severe Ling or Turb Volcanic Ash 20 NM Forecast Moderate or greater mountain wave turbulence 300 %  1500 / 3

Alternate Required if:	Radar required for all approach
racernate nequireu ii.	OCONUS – not required if
	intratheater flights <3 hours or
	island
	Unmonitored NAVAID  No Wx reporting facility
	Lowest appr mins > 1500/3
Two Alternates If	Forecast vis is less than DOD or
	NACO prec approach
	Forecast ceiling OR vis is less
	than for all other approaches
	Forecast surface winds exceed RCR-corrected limits
Selecting an Alternate	500ft above lowest appr mins
	and 2 SM or published (greater)
Cannot Be An Alternate If	GPS is only NAVAID
	Radar required for all approach
	Unmonitored NAVAID  No Wx reporting facility
	A NA displayed on all apprch
BASIC	PILOT STUFF
Max Torque	19.6K lbs
RPM	98-102%
Oil Quantity	4-12 Gal
Oil Temp	Max Continuous = 85°
	Normal = 60-85°
	Min = 40°
Oil Pressure	Gearbox = 150-250 PSI
	Engine = 50-60 PSI
TIT	Engine = Max 100 during start Max 1083° (5 min)
	Normal 200-1083°
	Max Continuous 970°
Fuel Balance	500-1000 outboard > inboard
	1000 Symmetricals
	1500 Wing – Wing
Max Airspeeds	Gear Down = 165
	Ramp/Door Open = 150
	Door Open = 185 Troop Doors = 150
	Troop Doors Up = 250
	Air Deflector = 150
	100% Flaps = 145
	50% Flaps = 180
Milk Stool	Pallets > 2000 #
Assault Fuels	< 6200 outboards
	< 23000 mains
	GW < 130K
Cold Wx Ops	OAT < 0°C
Cold WX Ops	Start 45 min prior to T/O
	LSGI until oil reaches 0° C
	No taxi or out of grnd idle until
DEFENS	No taxi or out of grnd idle until oil is 60° C
	No taxi or out of grnd idle until oil is 60° C
Safety Switch/Pins	No taxi or out of grnd idle until oil is 60° C
Safety Switch/Pins Sequencers	No taxi or out of grnd idle until oil is 60° C IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9
Safety Switch/Pins Sequencers Dispensers	No taxi or out of grnd idle until oil is 60° C
Safety Switch/Pins Sequencers Dispensers Max Expendables	No taxi or out of grnd idle until oil is 60° C IVE SYSTEMS 1 on FS 245, 4 aft wheel wells 9 18 540
Safety Switch/Pins Sequencers Dispensers	No taxi or out of grnd idle until oil is 60° C IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up	No taxi or out of grnd idle until oil is 60° C IVE SYSTEMS 1 on FS 245, 4 aft wheel wells 9 18 540 5 sec
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors	No taxi or out of grnd idle until oil is 60° C  IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors	No taxi or out of grnd idle until oil is 60° C  IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors Minimum Egress w/ pyro	No taxi or out of grnd idle until oil ta 60° C  IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors Minimum Egress w/ pyro Jettison Switch	No taxi or out of grnd idle until oil taxi or out of grnd idle until oil taxi of oo't  I on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft All stores 3 sec
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors Minimum Egress w/ pyro Jettison Switch  OXYG	No taxi or out of grnd idle until oil taxi or out of grnd idle until oil to 60° C  I OF E 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft All stores 3 sec  EN SYSTEM
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors Minimum Egress w/ pyro Jettison Switch  OXYG System Pressure	No taxi or out of grnd idle until oil is 60° C  IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft All stores 3 sec EN SYSTEM 300 psi
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors Minimum Egress w/ pyro Jettison Switch  OXYG System Pressure Max Capacity	No taxi or out of grnd idle until oil take of a control of the con
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors ALR-69 Sensors Minimum Egress w/ pyro Jettison Switch OXYG System Pressure Max Capacity Min Oxygen	No taxi or out of grnd idle until oil taxi or out of grnd idle until oil taxi of oo't  INVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft All stores 3 sec  EN SYSTEM  300 psi 25 L ETP to dest, or 5 L
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors Minimum Egress w/ pyro Jettison Switch  OXYG  System Pressure Max Capacity Min Oxygen Max Oxygen	No taxi or out of grnd idle until oil is 60°C  IVE SYSTEMS  1 on F5 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft All stores 3 sec EN SYSTEM 300 psi 25 L ETP to dest, or 5 L 96 man hours
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors Minimum Egress w/ pyro Jettison Switch OXYG System Pressure Max Capacity Min Oxygen	No taxi or out of grnd idle until oil taxi or out of grnd idle until oil taxi of oo't  INVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft All stores 3 sec  EN SYSTEM  300 psi 25 L ETP to dest, or 5 L
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up AUR-99 Warm Up MWS Warm Up MWS Sensors AUR-99 Warm Up MWS Sensors Minimum Egress w/ pyro Jettison Switch OXYG System Pressure Max Capacity Min Oxygen Max Oxygen Time In Use Pressure	No taxi or out of grnd idle until oil is 60° C  IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft All stores 3 sec EN SYSTEM 300 psi 25 L ETP to dest, or 5 L 96 man hours 270-340 psi
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors ALR-69 Sensors All-69 Sensors Minimum Egress w/ pyro Jettison Switch  OXYG System Pressure Max Capacity Min Gaygen Max Oxygen Time In Use Pressure Unmodified O2 bottles Original compiled by Capt B	No taxi or out of grnd idle until oil is 60° C  IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft All stores 3 sec EN SYSTEM  300 psi 25 L ETP to dest, or 5 L 96 man hours 270-340 psi 270-455 psi 2 bottles min radley M Littleton, 53AS, LRAFB
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors AlR-69 Sensors Minimum Egress w/ pyro Jettison Switch OXYG System Pressure Max Capacity Min Oxygen Max Oxygen Time In Use Pressure Static Pressure Unmodified O2 bottles	No taxi or out of grnd idle until oil taxi or out of grnd idle until oil to 60° C  IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 5 600 ft All stores 3 sec  EN SYSTEM  300 psi 25 L ETP to dest, or 5 L 96 man hours 270-340 psi 270-340 psi 270-455 psi 2 bottles min radley M Littleton, 53AS, LRAFB 165AS, KYANG
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors Alr-69 Warm Up MWS Sensors Minimum Egress w/ pyro Jettison Switch OXYG System Pressure Max Capacity Min Oxygen Max Oxygen Time In Use Pressure Unmodified O2 bottles Original compiled by Capt B Updated by Lt Nick Reinke,	No taxi or out of grnd idle until oil is 60° C  IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 600 ft All stores 3 sec  EN SYSTEM 300 psi 25 L ETP to dest, or 5 L 96 man hours 270-340 psi 270-455 psi 2 buttles min Tadley M Littleton, 53AS, LRAFB 165AS, KYANG seck markupts
Safety Switch/Pins Sequencers Dispensers Max Expendables CMDS Warm Up ALR-69 Warm Up MWS Warm Up MWS Sensors Alr-69 Warm Up MWS Sensors Minimum Egress w/ pyro Jettison Switch OXYG System Pressure Max Capacity Min Oxygen Max Oxygen Time In Use Pressure Unmodified O2 bottles Original compiled by Capt B Updated by Lt Nick Reinke,	No taxi or out of grnd idle until oil taxi or out of grnd idle until oil to 60° C  IVE SYSTEMS  1 on FS 245, 4 aft wheel wells 9 18 540 5 sec 2 min None 4 5 5 600 ft All stores 3 sec  EN SYSTEM  300 psi 25 L ETP to dest, or 5 L 96 man hours 270-340 psi 270-340 psi 270-455 psi 2 bottles min radley M Littleton, 53AS, LRAFB 165AS, KYANG

LRF LOCAL	PROCEDURES
Min RVR for Taxi	10
Latest Takeoff for Rejoin	25 min prior to TOT
	Must begin rejoin prior to GL
NVG Fluid Trail	45° off lead
	#2 = 2-4000ft
	#3 = 6-8000ft
Drop Altitude	FTU must be stable by 1 min
Low Level Fuel	<10K = 6000 #/hr
Orbit altitudes	Day = 1000ft A
	Night = 500ft + night leg altitude
Drop Safety Box	200 yards from each boundary
	Ld = +/- 2 sec
	#2 = 2E / 4L sec
	El Ld = +/- 2 sec
Load Marking	Callsign, Date, and TOT
Rock Ops Downwind Recovery	349.4 Squawk = 0311
Downwind Recovery	Day = 500A - 1500M
	Night = 1500M
Overhead Recovery	Pattern Alt = 1300M (<7 DME) Squawk = 0322
Overneau Recovery	Day = 500A - 1500M
	Night = 1500M
	1800M prior to initial
	•
	NC VIS
Element	2 ships
	#2 = 2-6K enroute
	No closer than 500'
	Night = Fluid trail NLT 2000'
	Airdrop #2 = 2K' offset right
Flight	2 elements
	2nd element = 8K' enroute
	4-6K' airdrop
Eight Ship Formation	2 flights
Very Low Altitude	Sfc – 1000' A
Low Altitude	1001' A - 10,000' A
Medium Altitude	10,001' A - 25,000'M
High Altitude	25,001′ M – 40,000′ M
Very High Altitude	40,001' M and up
Min Altitude Capable	Determined by crew
Day VMC Enroute Alt	300' modified contour
Night VMC Altitude	500' above obstruction Or 400' plus 1 contour
	3 NM route centerline
	Includes point radius
Min Safe Altitude	500' above obstruction
Will Sale Altitude	Or 400' plus 1 contour
	5 NM (or tac corridor) rte ctrline
	Includes point radius
ESA	1000 (2000 mtns) 22 NM
Chart/CHUM Coverage	22 (ESA) 10 (Trimmed)
Segmented Altitudes	Limit legs < 10 NM in length
Start Climb Points	220 knots GS
	240 knots in mountainous
	1000 ft/min climb (or 2K)
Min Chart Annotation	Turnpoints, IP, DZ, Course line,
	Course Date, CHUM Date, ESA
Taxi Interval	1 w/4; 2 w/2 engines
Min Takeoff Interval	15 seconds
Climb Airspeeds	< 10,000 ft = 180 KIAS
	< 15,000 ft = 170 KIAS
	< 25,000 ft = 160 KIAS
	25,000 ft + = Perf Charts
Airspeed Changes at Night	15 kts or more
Inadvertent Wx w/ SKE	Climb to ESA
	Base Hdg/Alt/Aspd
	Climb 1000 FPM
	Set SKE XTRK 1K safest dir
	Level – SKE interval
	Slow 15 kts – 4K ft
	Reset SKE XTRK
	Contact ATC if no VMC
Inadvertent Wx w/o SKE	Contact ATC if no VMC Climb to ESA
Inadvertent Wx w/o SKE	Contact ATC if no VMC Climb to ESA Base Hdg/Alt/Aspd
Inadvertent Wx w/o SKE	Contact ATC if no VMC Climb to ESA Base Hdg/Alt/Aspd Climb 1000 FPM
Inadvertent Wx w/o SKE	Contact ATC if no VMC Climb to ESA Base Hdg/Alt/Aspd Climb 1000 FPM Wingman 30° away for 1 min
Inadvertent Wx w/o SKE	Contact ATC if no VMC Climb to ESA Base Hdg/Alt/Aspd Climb 1000 FPM Wingman 30° away for 1 min 500' element stack, last lowest
	Contact ATC if no VMC Climb to ESA Base Hdg/Alr/Aspd Climb 1000 FPM Wingman 30° away for 1 min 500° element stack, last lowest No change base alt in IMC
Rejoin	Contact ATC if no VMC Climb to ESA Base Hdg/Alt/Aspd Climb 1000 FPM Wingman 30° away for 1 min 500° element stack, last lowest No change base alt in IMC Formation +- 500′
	Contact ATC if no VMC Climb to ESA Base Hdg/Alr/Aspd Climb 1000 FPM Wingman 30° away for 1 min 500° element stack, last lowest No change base alt in IMC

T	AC SKE
Max C-130s on SKE	36 / 34 w/ Zone Marker
	31 due to 10NM of Master
	15 front and back of Master
SKE/TWS Limits	10 NM Master 4/ TWS
Priority of SKE Signals	Altitude, Hdg, AS
FCI Signals	10° hdg, 10 KIAS
Max Planned Turn	90°
Announce Passing Alt	Every 2000 ft
SKE Spacing	Ele Lead = 8K, 00 XTRK
	Wingman = 4K, 500 Right
	1000' above obstruction
	2000' mountainous
	5 NM route centerline
	10 NM outside CONUS unless
	authorized by MAJCOM/DO
AWADS/SKE Max AOB	Rounded to next 100' 20/10 after SD
AWADS/SKE IVIAX AUB	Descent Below IFR Alt
	Ingress to Egress < 40 NM
	500 or 400 + contour 3NM
Loss of SKE in VMC	Notify Lead
	Breakout or Maintain
Loss of SKE in IMC	All indications = will breakout
:::: <del>=</del>	Straight = climb 500' and turn
	30° for 30 sec
	Turning = Roll out, climb 500'
SKE Overrun	Lead set additional 800'
	Wing set additional 300'
Element Lead Overrun	Turn toward XTRK
	If no XTRK turn safest dir
	Set additional 800'
	Announce Ele #, Base Hdg, and
	Alt
	Position by 1 Min or Abort Drop
Wingman Overrun	Turn Toward XTRK
	Set additional 300'
	Announce Positions
CVE L d Ch	Position by 1 Min or Abort Drop
SKE Lead Change	Leader turns 45° for 1 min
	Reset XTRK, Range, Ldr #
	Rejoing at end IMC, or briefed position VMC
DZ Entry	Fixed pt in IFR Corridor where
DZ Elid y	formation can start descent
	Last aircraft at or past entry
Earliest Descent Pt	Allows 6 NM stabilization
Latest Descent Pt	Stabilization at GL
DZ Exit	Fixed pt on DZ escape where al
	aircraft are at min IFR alt
	Use 1000 FPM @ 140 KIAS
	Min 4NM from DZ edge
Run-in	Ele Ld on own appch when
	established on drop altitude an
	airspeed until the end of usable
D7 Minds	DZ or red light
DZ Winds DZ Alignments	All use lead's winds  <3 Drift = out of leads wake
Pr VIIRIIIIEUR	3 or > Drift = Lead's track
Element Stacking	Element stack 50' Lead lowest
LICITICITE STACKING	8 or more A/C, flights stack 50'
	from preceding flights drop
	altitude
Procedure Turn	70° Nonmaneuver / 20° Man
	1000ft above PT alt
	170 KIAS if Holding
	150 KIAS if no holding, or 3 min
	of IAF
	Inbound turn 18 / 36 sec
	Add 1 sec each 500' long
	140 KIAS at FAF
	Land 6000/5000 Min
Straight In Approach	Approach Separation = #999
	Slow 30 kts (NLT 150)
	Slow 150 inbound FAF
	9 AC in 12 min
Formation ARAs	No less than 10 NM
Formation ARAs Vis to SKE	

NVG OPS	
NVG Altitude	500' above spot elevation
	Or 400' plus 1 contour line
	3 NM route centerline
	Does not include point radius
	Climb to 500' above obstacle if
	not identified by 3 NM
NVG Corridor	CDI = 2 NM - Notify Pilot
	CDI = 3 NM - Climb to MSA,
	turn toward centerline or
	parallel
NVG Climb to MSA	C – CARA fails
	R - RADAR fails
	A - Altimeter fails
	P - Either Pilots NVGs
	S - SCNS fails
Navigator NVG/AL Calls	Inform Pilot of malfunction
	Take off and Go around = 50,
	100, 200, 300, 400' A
	No turns below 400' A
	"100 Above Minimums",
	"Minimums" not required if
	pilot announces intention to
	land
	Cadence NLT MDA
	Discontinue dist to RWY calls
	50, 25, 10' A
NVG Assault Speed	Entire apprch at threshold spd
Min Visual Acuity	20/45
Chart Annotation	NVG MSA = Single Square
	MSA = Double Square
IR lens on ground	< 2 min
NVG Bank Angles	500 - 1000 = 30
	> 1000 = 45
Segmenting Legs	10 NM
Wx Minimums	Vis = 1500/3
	Inst Appch = Appch mins
	Takeoff = Normal mins