

3.5.2. The IB shall supervise the non-current or unqualified BO during portions of the mission where the non-current or unqualified BO performs primary crew duties. SQ/CC may include two BOs on complex missions requiring additional crewmembers.

3.6. Off-station/Enroute Ground Time. Mobility planners shall provide aircrews at least 17 hours ground time between engine shutdown and subsequent takeoff. C2 agents will not ask PICs to accept less than 17 hours ground time. (T-2).

3.7. Alerting Procedures. Aircrew alert time is normally 4+15 hours before scheduled takeoff time (allows 1 hour for reporting and 3+15 hours for mission preparation). Individual locations may increase or decrease this time depending on specific capabilities. OG/CCs may establish self-alert procedures for local training missions.

3.8. ALFA Standby Aircraft Preflight Generation. Accomplish daily preflights once each day during normal waking hours. Secure all hatches and doors to show unauthorized entry. Close the crew entrance door and seal in a manner which will prevent entry without damage to the seal. (T-3). Uncocking is required if the aircraft is turned over to Maintenance.

3.9. Orientation Flights and Incentive Flights. Refer to DoD 4515.13-R, *Air Transportation Eligibility*, AFI 11-401, *Aviation Management*, and the appropriate MAJCOM supplement.

3.10. Mission Mobility Observers. MAJCOM supplements or additional directives may establish programs authorizing senior military and civilian personnel to fly for mobility mission familiarization.

3.11. Flight Attendants on Distinguished Visitor Missions. Flight attendants may fly as primary crewmembers on designated KC-135 missions. They fall under the authority of the PIC, or mission commander (if assigned), throughout the mission. An egress briefing should be given to the flight attendants prior to the first mission leg.