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Flying Operations

AIRCREW FLIGHT EQUIPMENT (AFE) CONTINGENCY OPERATIONS AND PLANNING

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This manual implements Air Force Policy Directive (AFPD) 11-3, *Aircrew Flight Equipment*, and complements Air Force Instruction (AFI) 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*. This manual applies to all civilian employees and uniformed members of the Regular Air Force, Air Force Reserve, Air National Guard and those with contractual obligation to comply with AF publications. The manual describes objectives, responsibility, and operations in support of contingencies in a deployed environment. It specifies minimum administrative, procedural and operational performance and management standards for services provided by all USAF AFE facilities, including USAF-contracted AFE locations where the USAF has functional oversight responsibility. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Instruction 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the OPR using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Intervening levels will evaluate all recommendations and forward the AF Form 847 to the next echelon. This publication may be supplemented at any level, but all direct supplements must be routed for coordination prior to certification and approval to the Office of Primary Responsibility (OPR) of this publication, AF/ACTF. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, and T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms*

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SUMMARY OF CHANGES

This Air Force Manual (AFMAN) has been completely rewritten and therefore must be read in its entirety. This publication incorporates and rescinds AFMAN 11-301, *Aircrew Flight Equipment* (AFE) Operations in a Chemical, Biological, Radiological, Nuclear (CBRN) Environment and AFI 11-301V3, *Aircrew Flight Equipment (AFE) Contingency Operations.*

Chapter 1

OVERVIEW

1.1. General. This manual provides guidance for a safe and effective AFE Contingency Operations program, protecting and sustaining the lives of aircrew members and AFE personnel during contingency operations, including Aircrew Chemical Biological Radiological Nuclear (ACBRN) operations.

1.2. Program.

1.2.1. The purpose of this program is to develop and prepare AFE Superintendents (AFES), supervisors and technicians, to support, conduct, and sustain operations during exercises and real world contingencies.

1.2.2. Will also aid in preparation, deployment, employment, and recovery of personnel and equipment to support the full range of operational environments.

1.3. Operational Environment.

1.3.1. An operational environment (OE) is a compilation of interrelated conditions, circumstances, and influences that affect the employment of capabilities and bear on decisions. An assessment of the OE consists of a detailed analysis of the ACBRN threats and hazards and the political, military, economic, social, information, infrastructure, physical environment and time (PMESII-PT) variables.

1.3.2. Threat and Hazard Assessments are used to assist commanders and planning functions in determining what threats or hazards may be faced at an installation or a deployed location.

1.3.3. PMESII-PT is a joint systems approach that allows commanders, planners, and support staff to understand the OE. The PMESII-PT variables provide a framework for understanding, characterizing, and managing ACBRN threats and hazards specific to an OE.

1.3.4. It is imperative that AFE personnel understand the OE to ensure proper equipment is deployed and postured appropriately to support AFE and customer needs. Unit Intelligence and unit mission planners provide the proper resources to gain this knowledge needed to support deployed operations.

Chapter 2

ROLES AND RESPONSIBILITIES

2.1. Shared and Additional Responsibilities. See AFI 11-301V1, and AFMAN 11-301V2, *Management and Configuration Requirements for Aircrew Flight Equipment* (AFE) for additional responsibilities.

2.2. Air Force Director of Training and Readiness (AF/A3T).

2.2.1. Deputy Chief of Staff, Operations, Air Force Director of Training and Readiness (AF/A3T) delegates to Aircrew Task Force (AF/ACTF) career field management responsibilities for AF Specialty Code (AFSC) 1P0XX, AFE. In this capacity, AF/ACTF will develop policy guidance from the Air Staff, which addresses all related resources and training. Additionally, AF/ACTF will provide technical/functional input to AF Personnel Center Civilian Personnel officials regarding General Schedule 1601/1670 and Wage Grade 4818 career field management matters. AF/A3T also delegates to AF/ACTF the responsibility of oversight and standardization of unit-level training programs supporting upgrade training.

2.2.2. Approves new AFE Unit Type Codes (UTC).

2.2.3. Coordinates with Headquarters Air Force Installation and Mission Support Center (AFIMSC) for funding, manpower, exercise, equipment, supplies, modernization and training, (these functions may be delegated to a subordinate organization/agency as appropriate). Examples of training are the annual operational evaluation exercise of the 9ALCW AFE ACBRN Response UTC/Aircrew Contamination Control Area (ACCA) operations and AFE participation in the North Atlantic Treaty Organization's (NATO) annual ACBRN Standardization Agreement (STANAG) evaluation and Combined Interoperability CBRN Defense in Air Operations Exercise (known as Exercise TOXIC TRIP).

2.2.4. See AFI 11-301V1, for additional responsibilities.

2.3. Major Command and Air National Guard Division Chiefs (or Equivalent).

2.3.1. Establish a command-specific supplement (if required) and route to AF/ACTF.

2.3.2. Review Operation Plans (OPLANs), AFI 10-201, *Force Readiness Reporting*, and AFI 10-401, *Air Force Operations Planning and Execution, requirements*. Review Time Phased Force Deployments Data (TPFDD) (to ensure 9ALCWs are included and properly sourced) and unit annual UTC submissions. **(T-1).**

2.3.3. Ensure standardized guidance is provided to the maximum extent possible for all potential combat operating locations. Major Command (MAJCOM) will ensure they coordinate with their responsible agency planners to identify locations. **(T-1).**

2.3.4. MAJCOM AFE will review preplanned OPLANs or named operations TPFDD to ensure tasked and or required units are identified and known. **(T-1).** During this review, MAJCOM will ensure units have the required equipment for each specific plan they support and they are accurately grading their capability in Defense Readiness Reporting System (DRRS). **(T-1).**

2.3.4.1. Will coordinate with lead MAJCOM to obtain training equipment/systems to support non-operational AFE units for ACCA training. **(T-1).**

2.3.4.2. Budget for AFE attendees and participation in all ACBRN events and forward to Air Combat Command/Flight Operations Division (ACC/A3TO), Air Force Global Strike Command/Current Operations-Aircrew Flight Equipment Branch (AFGSC/A3OL) and Air Force Life Cycle Management Center/Chemical-Biological Branch (AFLCMC/WNUW) for inclusion in the annual CBRN budget.

2.3.5. Headquarters ACC is the designated lead MAJCOM for all Chemical and Biological (CB) issues. Headquarters Air Force Global Strike Command is designated lead MAJCOM for all Radiological and Nuclear (RN) related issues. Both MAJCOMs shall:

2.3.5.1. Ensure ACC, Air Mobility Command, Pacific Air Force and AFGSC rotate an annual 9ALCW exercise to validate skills, operation, and availability of the 9ALCW UTC. **(T-2).**

2.3.5.2. Forecast, publish and budget for at least six unit visits throughout the year, as a snapshot to validate programs and determine efficiency of training. **(T-2).** Visits may align with a Unit Effectiveness Inspection, Nuclear Operational Readiness Inspection, Staff Assistance Visit or Program Assessment.

2.3.5.3. Through the Unites States Air Forces in Europe-Air Forces Africa AFE Functional Area Managers (FAM), coordinate budget inputs and participation in the annual NATO Exercise TOXIC TRIP. **(T-1).**

2.3.5.4. Coordinate with the AFE CBRN Liaison (AFLCMC/WNUW) to help establish budget(s), program policy, plans/procedures, equipment, and training standards. **(T-1).**

2.3.6. MAJCOMs with Strategic Aircraft Regeneration Teams (e.g., Bomber Strategic Aircraft Regeneration Teams) must review AFI 13-520, *Aircraft and ICBM Nuclear Operations* and any MAJCOM supplements to identify requirements and ensure their tasked units can meet these specialized requirements. **(T-2).**

2.4. Operations Group Commander (OG/CC) (or Equivalent).

2.4.1. Ensure AFE facilities meet standards in AFMAN 32-1084, *Standard Facility Requirements.* Ensure all AFE items are stored/maintained within approved AFE facilities and in accordance with applicable 15X/14D-series technical data.

2.4.2. Ensure AFE personnel are available to perform mission-essential duties to sustain AFE operations (e.g., AFE issue, fitting and inspection, aircraft-installed AFE configurations, pre-deployment AFE briefings, ACCA/Aircrew Contamination Control Station (ACCS) operations, flight equipment contamination mitigation, etc.). Ensure AFE personnel are not assigned duties that will detract from wartime proficiencies and requirements. **(T-2).** These requirements also apply to Inspector General Exercises, Operational Readiness Exercises, Mobility Exercises, Readiness Assistance Visits, and generation exercises as AFE skill sets are critical to contingency operations.

2.4.3. Ensure standardized guidance is provided for aircraft and AFE configurations, mobility and ACBRN operations at bare-base and unit exercise locations. Standardized guidance will be provided to the maximum extent possible. **(T-2).**

2.4.4. Ensure AFE functions are advised of changes to applicable contingency plans and operations in time to ensure required equipment is available for use during deployment. Identify and report equipment, personnel, and training shortages with the potential for/resulting

in mission impairment up the deployed chain of command to ensure force providers, MAJCOM tasking FAM, and MAJCOM AFE staffs can provide replacement/sufficient requirements. **(T-3).**

2.4.5. See Operations Group Commander responsibilities in AFI 11-301V1, for additional EOG/CC (or equivalent) responsibilities.

2.5. Operations Support Squadron Commanders (OSS/CC) (or Equivalent).

2.5.1. Ensure AFE personnel are trained and certified on deployment logistics, preparation, deployment, employment, AFE contingency operations, ACBRN operations, ACCA/ACCS processing and procedures, Aircrew Mission Oriented Protective Posture (MOPP) levels, applicable Counter-Weapons of Mass Destruction Concept of Operations (CONOPS), and actions to support assigned UTCs. **(T-3).**

2.5.2. Ensure deploying AFE personnel are trained to process and handle hazardous cargo in accordance with AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments.* **(T-3).**

2.5.3. Ensure all AFE personnel are current in ancillary training requirements. **(T-3).**

2.5.4. Ensure all tasked AFE personnel are qualified on all line remark items and mission specific equipment and programs such as programming, loading, and maintenance of survival radios, aircrew laser eye protection, munitions, supply, Test, Measurement, and Diagnostic Equipment (TMDE), communications security (COMSEC) handling and procedures and T.O.s prior to deployment. **(T-2).** Identify and report equipment, personnel and training shortages resulting in potential or actual mission impairment up the deployed chain of command to ensure force providers, MAJCOM tasking FAMs and MAJCOM AFE staffs can provide replacement/sufficient requirements. **(T-3).**

2.5.5. Secure funding and prioritize specific formal training requirements associated with each UTC (e.g., Combat Survivor/Evader Locator (CSEL) and AFE Deployed Leadership Course). AFE personnel requiring UTC specific training must accomplish training prior to tasked deployment date or upon entering their scheduled vulnerability period. **(T-3).**

2.5.6. Keep AFE personnel abreast of the existing and forthcoming contingencies and commitments. **(T-3).**

2.5.7. See AFI 11-301V1, for additional Operations Support Squadron Commander responsibilities.

2.6. Aircrew Flight Equipment Superintendent and Aircrew Flight Equipment Officer.

2.6.1. Ensure all personnel are familiar with and understand requirements as defined in this publication. **(T-3).**

2.6.2. At least annually, review applicable Designed Operational Capability, OPLAN, and deployed Expeditionary Support Plans. Identify and report equipment, personnel, and training shortages resulting in mission shortfalls or impairment through the reporting process in accordance with AFI 10-201, DRRS and the Air Expeditionary Force Reporting Tool. Elevate these issues through the chain of command (deployed or home station) to ensure force providers, MAJCOM tasking FAMs, and MAJCOM AFE staffs can address requirements. Submit UTC reviews/updates to the MAJCOM for coordination. **(T-2).** Ensure personnel are

fully qualified in accordance with Career Field Education and Training Plan (CFETP) 1P0X1, *Aircrew Flight Equipment*, before reporting them as mission ready. **(T-2).**

2.6.3. Ensure mobility packages/logistics details (LOGDET) comply with UTCs. Review support plans for deployed locations to ensure all required equipment is available or deployed as part of the LOGDET. **(T-3).**

2.6.4. Ensure items listed in Logistics Module and packing lists are on-hand and serviceable. Units will create local procedures to ensure inventory control and that all required items are on hand and easily located. **(T-3).**

2.6.4.1. For units with a mobility commitment, ensure at least 50% of the assigned personnel are trained (current) to process hazardous cargo every 24 months in accordance with AFMAN 24-204.

2.6.4.2. Ensure the unit is prepared to comply with Area of Responsibility (AOR) Special Instructions (SPINS) and reporting instructions. **(T-2).**

2.6.5. When deploying, ensure shop inspection cards or forms, and In-Process Inspection forms accompany all aircraft installed, issued, or mobilized (in bins) equipment. **(T-2).** Inspection cards or forms may be sent electronically when feasible.

2.6.6. Ensure each aircraft deployed (and that has a requirement) is equipped with parachutes, survival kits, life rafts/emergency escape slides, and life preserver units with enough service life for the duration of the deployment.

2.6.7. Aircrew Flight Equipment Officer (AFEO) or AFES will:

2.6.7.1. Serve as the focal point for wing communications for AFE at deployed locations, as the senior AFE representatives for each aerospace expeditionary wing. **(T-2).**

2.6.7.2. Coordinate with the appropriate wing agencies to ensure AFE requirements are sustained during deployment or contingency operations (e.g., Logistics Readiness Squadron, hospital, medical supply, Munitions Accountable Systems Officer etc.). **(T-2).**

2.6.7.3. Coordinate with the installation Civil Engineering (CE) Emergency Management (EM) Flight to provide guidance and information per AFMAN 10-2503, *Operati.ons in a Chemical, Biological, Radiological, and Nuclear (CBRN) Environment.* **(T-3).**

2.6.7.4. AFES will coordinate with installation EM personnel regarding Contamination Control Station (CCS) (Radiological Decontamination) location, set-up and operations to understand needs and to fulfill any AFE requirements. **(T-3).**

2.6.7.5. Ensure deployed units receive T.O. changes through home station applicable channels (e.g., Enhanced Technical Information Management System or MAJCOM Electronic Flight Bag Program). Publication updates and message file transfer is the responsibility of the deployed Non-commissioned Officer in Charge (NCOIC) and home station. **(T-2).**

2.6.7.6. Establish a Secret Internet Protocol Router Network (SIPRNET) account. **(T-2).**

2.6.7.7. Coordinate with the Communications Flight for Land Mobile Radio issue to support AFE operations. **(T-3).**

2.6.7.8. Ensure copies (electronic copies are acceptable) of Safety Data Sheets are available for items shipped to deployed locations. **(T-3).**

2.6.7.9. See AFES/AFEO/AFE Contracting Officer Representative in AFI 11-301V1 for additional responsibilities.

2.7. Pilot and Non-Pilot Units.

2.7.1. Pilot Unit. See applicable pilot unit paragraphs listed in AFI 10-401 for additional responsibilities.

2.7.2. Pilot and non-pilot units are required to procure and maintain equipment and supplies listed in all unit postured UTC LOGDETs and ensure AFE personnel possess the skills necessary when filling tasked UTC unit line numbers. LOGDETs must sustain 30 days of bare base operations to support contingency and wartime missions. Units should consider the impact of surge operations during the initial 30 days and the impact on consumables. All units postured against UTCs will be familiar with the UTC Analysis Tool and the Posturing Analysis Tool to assist with understanding UTC commitments and requirements. Units must be able to delineate between lead and follow-on UTCs, variances of equipment-personnel UTCs, personnel-only UTCs, and equipment-only UTCs. **(T-2).**

2.7.3. To effectively coordinate and maintain UTCs, pilot units must know by unit designation and location all non-pilot units postured against the same UTC. Pilot units are identified in the UTC Analysis Tool. Non-pilot units are identified in the Posturing Analysis Tool. Coordinate LOGDET change requests through respective MAJCOM AFE Point of Contact(s) (POC) using the LOGDET review process in accordance with AFI 10-401. **(T-2).**

2.7.4. Pilot units will review assigned UTC Mission Capability (MISCAP) Statements, LOGDETs, and manpower data on a biennial basis. **(T-2).** Reviews can be more frequent when changes to allowance standards, aircraft configurations, funded manpower, and governing instructions occur. Coordinate reviews and changes with non-pilot units. Units require MAJCOM approval to deviate from pilot unit UTC requirements. This includes additions, substitutions, and use of non-standard equipment. Coordinate requests through respective MAJCOM AFE POCs. **(T-2).**

2.7.5. Pilot units must send biennial review change proposals to all non-pilot units for review in comment resolution matrix format for adjudication. **(T-2).**

2.7.6. At a minimum, pilot unit AFES will have 30 days to review non-pilot submissions. **(T-2).**

2.7.7. Pilot units adjudicate all non-pilot unit inputs and provide justification for acceptance or rejection. **(T-2).** The goal is a uniform package for all units using the equivalent UTCs.

2.7.8. Pilot units will schedule pilot unit workshops or teleconferences/Defense Collaboration Services (DCS) and invite attendees 2 months before the event date to ensure ample budgeting time/maximum participation from non-pilot units. **(T-2).**

2.7.9. Pilot units should coordinate and lead the agenda and invite owning MAJCOM Functional Managers. Workshop/teleconference agenda should be distributed a minimum of one month in advance.

2.7.10. In addition to maintenance equipment and supplies, based on any LOGDET/MISCAP requirements, units must ensure any required portable/deployable equipment racks, workbenches, parachute packing tables, temperature/humidity detection device and storage bins are included in the mobility package(s). **(T-3).**

2.7.11. Non-Pilot Unit. See applicable non-pilot unit paragraphs listed in AFI 10-401 for additional responsibilities.

2.7.12. Non-pilot units should know who the pilot unit is for their respective UTC in order to coordinate on pilot unit reviews and changes. Provide coordination on these submissions within 30 days back to the pilot unit. **(T-2).**

2.7.13. Non-pilot units will participate in pilot unit workshops or teleconferences/DCS. **(T-2).**

2.8. Aircrew Flight Equipment Supply Custodians.

2.8.1. Ensure all Equipment Authorization Inventory Data (EAID) reportable equipment items contained within AFE UTC LOGDETs are designated as Use Code A Mobility and are properly reflected on the Defense Property Accountability System (DPAS), Property Accountability Module, Custodian Inventory Report (CIR). **(T-2).**

2.8.2. See Supply Accounts paragraphs in AFI 11-301V1, and AFI 23-101, *Air Force Materiel Management*, for additional responsibilities.

2.9. Deployed Aircrew Flight Equipment Supply Custodians.

2.9.1. Ensure all deployed equipment transferred to deployed account or in deployment status is monitored for serviceability and accountability. **(T-2).**

2.9.2. Ensure mobility packages that contain accountable equipment are kept secure and monitored to ensure equipment items are prepared for operational requirements. **(T-2).**

2.9.3. Upon arrival of deployed assets/mobility bins, perform inventory to ensure all required assets are on hand and serviceable. Report shortages to the Flight NCOIC and deployed AFES.

2.9.4. Ensure accountable equipment is issued to unit aircrew, and tracked on AF Form 1297, *Temporary Issue Receipt*, or via the Aircrew Flight Equipment Records Management System (AFERMS) 1297 issue function. **(T-2).**

2.9.5. Transfer accountable equipment from the deployed account to original owners account through redistribution order process in a timely manner. **(T-2).**

2.10. Aircrew Members' Responsibilities. The following responsibilities are applicable to the total complement of rated personnel (pilots, navigators, air battle managers, and flight surgeons), career enlisted aviators (1AXXX AFSCs), nonrated aircrew (K-, Q-, or X-prefixed AFSC personnel) responsible for the safe ground and flight operation of manned aircraft/onboard systems, and personnel responsible for airborne duties essential to accomplishment of the manned aircraft's mission in accordance with AFPD 11-4, *Aviation Service*. **(T-2).**

2.10.1. Sign an AF Form 1297 or complete the AFERMS 1297 issue function for items removed from the AFE facility and issued for use during daily operations. **(T-2).**

2.10.2. Aircrew are responsible for notifying and transferring documentation of any assigned accountable equipment when passed to other aircrew prior to returning to home station. **(T-3).**

2.10.3. Securely store/safeguard all issued AFE and ACBRN to prevent damage, loss or theft. Ensure storage location is in a cool dry place out of direct sunlight and not in an area susceptible to excessive heat build-up (e.g., vehicle trunk). **(T-2).**

2.10.4. While deployed or supporting contingency, continue to perform preflight inspections on assigned AFE and ACBRN equipment as required by aircraft manuals, T.O.s, local policies, and higher headquarters directives. **(T-2).**

2.10.5. Immediately return equipment to AFE shop/facility when serviceability is in doubt and upon return to home station. Ensure that all issued flight equipment is immediately returned to the AFE section it was issued from after each flight or upon removal from Alert Aircrew status. **(T-2).**

2.10.6. Possess required ACBRN equipment items necessary to support wartime operations prior to deploying, or assuming Alert Aircrew Status, in accordance with AOR SPINS, reporting instructions, AFMAN 11-301V2 and this manual. (T-2).

2.10.7. Understand purpose, limitations, and service life associated with all ACBRN equipment. **(T-2).**

2.10.8. Maintain currency in AFE Continuation Training events in accordance with AFI 11-301V1 and appropriate AFI 11-2MDS-series. **(T-2).**

Chapter 3

DEPLOYMENT LOGISTICS

3.1. General. Logistics are the most critical component to executing and sustaining AFE operations in a deployed location. As part of preparation and daily operations comply with the following requirements.

3.2. Deployment Requirements.

3.2.1. AFE sections will preassemble mobility packages to support contingency plans and recurring deployments. **(T-2).** Mobility packages will be kept in a "ready" state for deployment to prevent unnecessary delays. **(T-2).** Additionally, these packages will be maintained to meet all assigned UTC and LOGDET based on the Mission Design Series (MDS) specific pilot unit standards. **(T-2).**

3.2.2. When units are deploying with other units, they must coordinate with each other, as well as their respective MAJCOMs, to ensure appropriate and adequate equipment and supplies are deployed. Units will contact the AOR AFE Functional Manager (FM) and the AOR AFES at the deployed location for additional location specific guidance and requirements. **(T-2).**

3.2.3. Items maintained in mobility packages are separate and in addition to those possessed for normal day-to-day operations. Mobility supplies will not be used to support home station operations. **(T-3).**

3.2.4. Mobility packages will be inventoried and inspected for serviceability before and after each use and at least once a year. **(T-2).** AF Form 2411, *Inspection Document*, a locally developed form, or AFERMS product will be used to document this inspection. **(T-2).**

3.2.5. Test equipment, time change items, hazards, accountable equipment, and high value items may be stored separate from the mobility bin.

3.2.6. Ensure mobility use TMDE items with an 18-month or less inspection cycle are placed on War Reserve Material status/inspection cycle. If TMDE items are not on a War Reserve Material inspection cycle the items supporting the UTC should be calibrated to the maximum extent possible. Inspection should be staggered to prevent all TMDE coming due at the same time. TMDE will be carefully and adequately packaged to prevent damage. **(T-3).**

3.2.7. When SPINS or reporting instructions dictate, aircrews deploying into CBRN threat areas will hand carry their individually fit ACBRN D-1 bag ensemble with them. As directed, the remainder of ACBRN D-bags will be shipped with the rest of the unit's equipment. **(T-3). Note:** group commanders may direct the palletization of ACBRN D-1 bags when sufficient space on the aircraft does not permit these bags to be hand carried on aircraft or when there is not an immediate need for these assets at the deployed location.

3.3. Deployment Personnel Levels.

3.3.1. Deployment personnel levels are determined by the deployed commander, based on OPLANs, tasked UTCs, and capabilities and limitations at the deployed location. Before deploying, units must review their requirements to ensure adequate personnel will be available. **(T-2).**

3.3.2. An AFE supervisor, minimum AFSC 1P071, will be among the first to deploy on the advanced echelon team. **(T-3).** This person is tasked to coordinate efforts with agencies necessary to establish AFE operations.

3.3.3. AFES (E-7, E-8, or E-9) will deploy in support of UTC 9ALCS. Additional ACCA support will be tasked through UTC 9ALCW. AFE CMSgts (1P000) will provide additional theater leadership through UTC 9ALCM. **(T-2).**

3.3.4. AFE supervisors must coordinate with AFES on UTC, OPLAN, Deployed Location Base Support Plan, and mobility position assignment reviews to ensure that the unit's AFE tasking(s) and AFE manning supports the mission. **(T-2).**

3.3.5. When operational requirements exceed available in-place personnel, the AFES will coordinate with deployed unit commanders to combine the efforts of deployed units under their supervision. **(T-3).** In the absence of a designated AFES, the senior ranking AFE supervisor will assume responsibility for actions normally taken by the AFES. **(T-3).**

3.3.6. A team consisting of 18 personnel including available aviation UTC tasked personnel will help sustain ACBRN operations. **(T-2).** Task UTC 9ALCW for augmentation to maintain 18 available personnel. Task one additional Shelter Manager under UTC 9ALCS. AFE will maintain sufficient funded military manpower positions to support all Time-Phased Force and Deployment Data simultaneous locations. **(T-1).**

3.4. Deploying Aircrew Flight Equipment.

3.4.1. When mission requirements dictate, Operations Group commanders (or equivalent) are authorized to add only T.O.-authorized or MAJCOM-approved survival components or increase aircraft equipment configurations provided changes comply with AFI/AFMAN 11-301 series, flight manuals, and MDS AFIs. This manual, applicable T.O.s, and allowance standards serve as the basis of authorization to obtain equipment required to meet mission needs. **(T-2).**

3.4.2. Duplication of low density-high demand survival components, such as CSEL radios, is not authorized unless directed by MAJCOM or AOR SPINS. **(T-2).**

3.4.3. Sanitization of equipment or inspection forms (on the equipment) of data pertaining to unit of assignment or activity will be determined by combatant commander guidance. **(T-2).**

3.4.4. All deploying aircrews will have individual equipment configured for combat prior to the first employment mission. **(T-2).** Reference SPINS for the most current information. If authorized units employ the Aircrew Self Defense Weapon (ASDW), coordinate installation on aircraft prior to deployment departure. When installed in survival kit refer to T.O. 11A13-10-7, *Specialized Storage and Maintenance Procedures Small Arms Ammunition* for authorized ammunition National Stock Number (NSN).

3.4.5. Items listed as Use Code B (base use) on a unit's DPAS Property Accountability Module Custodian Inventory Report for individual issue (e.g., night vision goggles, aircrew survival radios, etc.) will not be transferred to a deployed location using the redistribution order process. These items will be marked in deployment status in accordance with AFI 23-101 and individually issued to aircrew to transport to the AOR. The item's custody will then be transferred to the applicable AFE section from the aircrew member. AFE will maintain control and security until the item is scheduled to return to home station. Individual accountability of

items in the AOR will be maintained using AF Form 1297 or equivalent equipment issue log. **(T-2).**

3.4.6. The minimum survival components are those listed in accordance with T.O. 14S1-3-51, *Survival Kit Components and Survival Kit Container Assembly* and AFMAN 11-301V2. Any component issues or additional considerations will be routed to the applicable MAJCOM AFE Staff. **(T-2).**

Chapter 4

PREPARATION AND DEPLOYMENT

4.1. Purpose. This chapter provides guidance for planning AFE tasks and workloads in support of applicable OPLANs. It includes information on the pre-deployment actions and workloads associated with both home-station and deployment activities.

4.1.1. Operational Concepts. Increased mobility-demands and bare base deployments require greater attention to achieve multi-unit cohesiveness and team effort. Sharing collective resources mandates the need for standardizing equipment, training, and procedures. Creative resourcefulness is necessary for operating within an ever-changing theater of operation.

4.1.2. The AF is governed by and subject to the U.S. laws, including approved treaties and international agreements. These agreements, such as NATO STANAGs, must be considered and implemented (as warranted) under combined operations. **(T-0).**

4.1.2.1. AFE should expect uninjured USAF aircrew members, AF Special Warfare Operators (AFSWO), and those equivalents from other NATO nations, other military alliances, and Department of Defense (DoD) agencies to process through the closest ACCA. For the purpose of this manual, an aircrew member is defined as those operating a manned aircraft (non-ground crew personnel).

4.1.2.2. AFE personnel must direct injured aircrew to a military treatment facility. **(T-1).**

4.2. General. Deploying units will have to perform specific preparation tasks during heightened defense condition levels. As a minimum, AFE units will comply with requirements in **paragraphs 4.3-4.5**. **(T-2).**

4.3. Documentation. Use the following documentation to assist mobility planning and preparations:

4.3.1. Appointment letters (Deployed Equipment custodian, etc.). **(T-3).**

4.3.2. AF Publications and Technical Data. **(T-3).**

4.3.3. Hazardous Material Declarations. **(T-3).**

4.3.4. ACCA procedures, ACCA Activation, and Donning Checklists and ACCS Procedures can be found on the USAF AFE SharePoint®. **(T-2).**

4.3.5. Munitions (Restricted lot listing, anti-robbery checklist, facility placards, etc.). **(T-3).**

4.3.6. Materiel Management (Supply) documents (e.g., deployed CIR). **(T-3).**

4.3.7. Checklists/Sign-out sheets (SF 701, *Activity Security Checklist*, TMDE, consolidated tool kit, mobility package etc.). **(T-3).**

4.3.8. Access to aircrew sizing data in case of resupply issues. **(T-3).**

4.3.9. Courier Letter for COMSEC transportation. **(T-3).**

4.4. Equipment.

4.4.1. Configure aircraft and equipment for appropriate contingency operations per AFI 11-2 MDS Specific Volume 3, Addenda (A, B, or C), AFMAN 11-301V2, applicable flight manual, theater SPINS, and specific reporting instructions. **(T-2).**

4.4.2. Enroute Support Team (EST) operations will be employed as required. When the opportunity exists, ensure a minimum of one AFE technician is assigned to the EST to provide post-flight and red-ball support. **(T-2).**

4.4.3. Shelter Facilities.

4.4.3.1. AFE is the designated function for ACCA operations. Before any deployment, AFE personnel will contact the AFEO/AFES of the deployed unit to ask questions concerning applicable processing procedures, capabilities, and other operational aspects. **(T-2).** A review of the base support plan should also be conducted. Personnel deploying to locations where shelter facilities already exist must recognize and be prepared for the considerable responsibilities they will have related to ACCA operations.

4.4.3.2. AFE personnel deploying to locations where collective protection shelter(s) (CPS) exists will be responsible for coordinating the use of these systems with the deployed commander and/or Emergency Operations Center (EOC). **(T-2).** Due to significant differences between hardened, semi-hardened, and transportable type processing systems, individuals operating/using CPS must be familiar with CPS or Joint Expeditionary CPS ACCA Tactics, Techniques and Procedures as outlined on the USAF AFE SharePoint®. **(T-2).**

4.4.4. Unit AFE personnel will maintain individual aircrew sizing information in AFERMS or Autonomic Logistics Information System ((ALIS) F-35 only) profiles and be prepared for the responsibility for requisitioning, fitting, and maintaining ACBRN equipment, and be readily available for donning and doffing operations once deployed. **(T-2).**

4.5. Deployment.

4.5.1. The Deployment Phase of the operation will be the combination of preparation and a time-limited execution of actions. These deployment actions will normally start with a tasking notification and continue until all tasked AFE personnel, equipment and aircraft have left home station.

4.5.2. Each AFE section should establish an organizational Non-classified Internet Protocol Router Network and SIPRNET account to ensure effective communications. If an organizational SIPRNET account is not available, efforts should be taken to gain access to the SIPRNET for the duration of deployed operations.

Chapter 5

AIRCREW FLIGHT EQUIPMENT CONTINGENCY OPERATIONS EMPLOYMENT

5.1. Purpose. The guidance contained in this section will cover the additional requirements levied on AFE personnel to conduct operations in contingency environment. Contingency operations may differ from normal deployment operations. Unit level exercises will be based on wartime tasks/operations. **(T-2).**

5.2. General. Air Force tactics, techniques, and procedures (AFTTP) 3-4, *Airman's Manual* provides guidance regarding alternate location actions, ACBRN Directives, and contains vital attack preparedness, response, and recovery reporting and action guidance. AFES/supervisors must ensure that all AFE personnel understand and comply with these directives.

5.3. Deployed Roles and Responsibilities.

5.3.1. AFE personnel will assume responsibilities outlined in **Chapter 2** of this publication. They will also familiarize themselves with theater-specific guidance. **(T-2).** The deployed AFES is responsible for the entire AFE program. In the absence of a deployed AFES or AFE Quality Assurance, the ranking AFE senior non-commissioned officer/non-commissioned officer will assume these program responsibilities. **(T-3).**

5.3.2. Deployed AFES will conduct weekly visits to assigned AFE sections. Self-assessments will be conducted once every rotation per AFE section. Results will be recorded and kept on file for a minimum of one calendar year. All deficiencies will be loaded into AFERMS for tracking purposes. If Significant or Critical deficiencies are detected as listed in accordance with AFI 90-201, *The Air Force Inspection System*, the deployed AFES will notify deployed group leadership and the MAJCOM AFE FM immediately. **(T-2).**

5.3.3. NCOIC will complete a trip report outlining deployed mission/experience (see Headquarters Air Force (HAF) AFE SharePoint® for trip report template). **(T-2).** Mission specific issues such as Limiting Factors (LIMFACs), shortfalls, unit and theater-specific issues will be detailed on SIPRNET and submitted to deployed leadership, home station/lead wing AFES, and AFE MAJCOM Functional Manager. **(T-2).** MAJCOMS and AOR leadership will use this data to identify and mitigate program shortfalls. Ensure any facility or specific location information affecting AFE is shared to responsible Base and MAJCOM A4 (Logistics, Engineering and Force Protection) personnel for inclusion in the locations Base Support Plan or Expeditionary Site Plan. **(T-2).**

5.4. Employment.

5.4.1. Employment includes establishing AFE operations at the deployed location and may require extensive preparation and setup time. Employment operations setup may include facilities, equipment storage, supply, flying operations, personnel issues, transportation requirements, determining alternate relocation options, explosive facility license and AOR-specific equipment requirements.

5.4.2. Work areas, hardened shelters and ACCAs may or may not be collocated. When work areas are not collocated AFE personnel must prepare all areas to full capability immediately. AFE will also develop and implement a dispersal plan to protect critical resources and safeguard operational sustainment. **(T-2).**

5.4.3. AFE personnel will be required to keep critical/sensitive equipment such as aircrew survival radios and guidance devices up-to-date with AOR and SPIN guidance as required. **(T-2).**

5.4.4. Relay LIMFAC information to deployed leadership, home station/lead wing AFES, and MAJCOM/AOR AFE FM. **(T-2).**

5.4.5. Identify and coordinate with Readiness and Emergency Management for possible ACBRN/ACCA needs. Coordinate ACCA requirements (waste removal, electrical, water, bleach, lighting, trash disposal, etc.) **(T-2). Note:** Waste removal and control is a combined effort. AFE personnel must establish procedural handling and storage requirements for all contaminated items in accordance with the disposal criteria set forth by CE. **(T-2).**

5.4.6. Computers used to load information into radios will not be connected to networks. **(T-2).**

5.4.7. Computers loaded with SPINS will be safeguarded and controlled in accordance with the classification of the source document. **(T-2).**

5.4.8. Personnel locator beacons will be placed in the appropriate mode (where capable) based on established theater SPINS. **(T-2).**

5.5. Relocation.

5.5.1. AFE will disperse/pre-position equipment to the maximum extent possible and maintain a locally developed bug-out kit. **(T-3).**

5.5.2. AFE must prepare to continue operations at the alternate location. **(T-2).**

5.5.3. AFE will retrieve and salvage as much equipment and supplies as possible. Enlist the help of all available personnel. Ensure safety of personnel during the retrieval/salvage operations. **(T-3).**

5.5.4. AFE must implement emergency re-supply procedures to replace assets destroyed during any attack. Ensure master sizing listings are available to aid in ordering the assets. Information included in the emergency re-supply procedures should include NSNs, cost, nomenclature and sizes of all items that would need to be replaced if destroyed. The more in-depth the emergency re-order procedures are, the easier the replacement of items will be. **(T-2).**

5.6. Aircrew Flight Equipment Continuation Trainer.

5.6.1. Every rotation, identify and train the new deployed lead Fire Department trainer on hazards associated with AFE installed, issued and worn equipment as required. AFES will also provide Fire Department lead trainer updates on newly fielded equipment for the purpose of aircrew rescue and extraction in accordance with AFI 32-2001, *Fire and Emergency Services Program.* **(T-2).**

5.6.2. Ensure, when requested, local rescue agencies are provided training on the functional use and operation of AFE that may be encountered during local rescue operations. Local agencies should be notified of any changes in equipment type or operation. **(T-2).**

Chapter 6

AIRCREW CHEMICAL BIOLOGICAL RADIOLOGICAL NUCLEAR OPERATIONS

6.1. General.

6.1.1. The primary focus of AFE is to generate aircrew to conduct operations in a CBRN environment. AFE procedures include recognizing vulnerabilities and opportunities to protect personnel, working safely and effectively in a contaminated environment, and understanding and operating an ACCA and/or ACCS. It includes preparatory and planning actions to mitigate the impact of a CBRN environment on the AFE function through operating location vulnerability analysis. This analysis should consider the types and effectiveness of available shelters, possible time required in shelters, and equipment needs.

6.1.2. The use of CBRN weapons creates residual hazards that may require decontamination. The presence of contamination generally reduces the effectiveness of combat power, especially the ability to generate sorties and sustain air operations. Contamination forces aviation units into protective equipment that degrades their ability to perform individual and collective tasks.

6.2. Aircrew Chemical Biological Radiological Nuclear Training. Aircrew Flight Equipment Continuation Training Instructors will utilize approved LL04 lesson plan PowerPoint® slides (located on HAF AFE SharePoint®) to train aircrew members on all aspects of ACBRN. **(T-1).**

6.2.1. AFE unit personnel with an ACBRN mission or postured to support 9ALCW tasking's will possess or have access to at least one set of training ACBRN equipment, a processing system, and will be trained in ACCA operations, management, and aircrew processing using the applicable ACCA Training Guides from the USAF AFE SharePoint®. Units will coordinate needs with their owing MAJCOM. **(T-2).**

6.2.2. Locally designated AFE personnel will be trained in CCS operations, and aircrew processing procedures using the ACCS Master Lesson plan from the HAF AFE SharePoint®. MAJCOM or Wing Aircraft Radiological Recovery Plans (ARRP) maintained by EM should be used for specific locations/aircraft. **(T-2).**

6.3. Equipment. Ensure the full basis of issue (BOI) for ACBRN operations is available for each aircrew member deployable to a CBRN threat area. Aircrew will be sized, fitted and issued required equipment; refer to AFMAN 11-301V2 for BOI and options for ACBRN equipment. F-35 units will refer to the F-35 "Pilot Flight Equipment Configuration Document" for authorized equipment and BOI information. M295 decontamination kits (or equivalent) will be issued in the C-Bag and should be moved to the D-1 Bag when wearing ACBRN. **(T-2).**

6.3.1. Units will comply with theater-specific reporting instructions for ACBRN requirements. **(T-2).**

6.3.2. AFE personnel will maintain individual aircrew sizing information in AFERMS or equivalent. To include specialized measurements for items only used in conjunction with ACBRN equipment (e.g. Aircrew Laser Eye Protection, outserts etc.). **(T-2).**

6.3.3. ACBRN ensembles should be donned in accordance with applicable guidance for the specific type of equipment. Donning checklists can be found at the USAF AFE SharePoint® site. **Note:** The Common Access Card (CAC) will be placed in the upper left arm pocket of the outer garment worn. **(T-2).** This will aid in keeping it clean.

6.3.4. While typical donning procedures use common AFE terms (e.g., Aircrew Eye/Respiratory Protection (AERP)), units may tailor donning procedures to meet the needs of the aircrew (e.g., don the M50/MBU-13/P in lieu of the AERP mask).

6.3.5. The donning guide assumes the aircrew member is wearing their personal socks, underwear, and t-shirt.

6.3.6. References to the CWU-66/P or Coverall are made to indicate the CB protective layer. If the Chemical Biological Radiological Layer/PRU-76/P and Uniform Integrated Protective Ensemble Air Field of Systems, Joint Service Lightweight Integrated Suit Technology (JSLIST) (or equivalent) is used, apply the procedures similarly.

6.3.7. The use of CWU-43/P and CWU-44/P aramid underwear (or equivalent authorized underwear) is authorized during extremely cold weather and may be used in lieu of the cotton underwear.

6.3.8. Cotton underwear will not be worn under system designed moisture wicking ensembles (Integrated Aircrew Ensemble). **(T-2).**

6.4. Medical Concerns. AFE personnel will be aware of and prepare to combat the physiological and psychological effects of ground and aircrew personnel operating in CBRN individual protective equipment (IPE). Awareness of these concerns and individual familiarity with protective equipment are essential toward optimizing performance.

6.4.1. Physiological Effects. Heat stress can be a significant thermal burden for personnel wearing CBRN equipment. Heat stress can influence human cognitive activity, which could be critical in an ACCA, ACCS or flying situation, requiring efficient and error-free performance. Personnel must adapt to wearing CBRN equipment and adhere to work/rest cycles and fluid replacement guidelines as outlined in AFTTP 3-4. **(T-2).**

6.4.2. Psychological Effects. Supervisors must always be aware of the psychological effects personnel experience when they are wearing protective clothing. These effects may include claustrophobia, apprehension, paranoia, disorientation, distorted bodily sensations, hallucinations, confusion, and panic. Frequent training in IPE reinforces familiarization and confidence in proper donning procedures. IPE training should also reduce the adverse physical and psychological effects associated with repeated or prolonged wearing of IPE.

6.5. Safety. ACBRN defense clothing is designed to absorb and contain liquid and vapor agents. Therefore, the safety of individuals wearing ACBRN defense clothing is influenced by the following factors: Exposure levels, ambient temperature, wind, humidity, moisture, inclement weather, physical exertion, anxiety, stress, and individual health.

6.5.1. Exposure Levels. The level of contamination encountered by aircrew members is determined by the concentration, type of radiation, type of agent or toxin, and exposure time. Although direct contact with CB hazards represents the greatest danger to aircrew and AFE personnel, vapor exposure is more likely.

6.5.2. Aircrew Sheltering. Sheltering is divided into two distinct categories: Collective Protective (COLPRO) sheltering and non-protective sheltering. Aircrew and AFE personnel may be exposed to one or more of these types of sheltering during operations, depending on the location.

6.5.2.1. COLPRO Sheltering. Over-pressurization keeps contaminants out of the shelter to provide a toxic free area (TFA) for personnel to rest and prepare for operations. In some cases, the ACCA processing line is incorporated into these structures, in other cases the ACCA processing line will "end" at the entrance to one of these facilities. These shelters are most often used in areas or environments where sheltering must be provided in the attack or threat area. They may also be used to provide sheltering for key operations in the threat area such as a functional workstation, AFE, a battle staff, or a flight operations section.

6.5.2.2. Joint Expeditionary Collective Protection (JECP). JECP Family of Systems (FoS) collectively protect personnel, assets and infrastructure in a CB/Toxic Industrial Material contaminated environment. JECP FoS are smaller, lighter in weight, easier to transport, erect, strike and operate, compared to previously fielded COLPRO systems. These FoS are not hardened. This system integrates over-pressurized bladders, filters, and blowers into pre-existing tents and structures. It allows individuals the ability to safely process into these tents by providing over-pressurization of the structure as well as airlock entryways. However, it does not provide hardened protection. The advantage of this system, over a buried structure, is its mobility.

6.5.3. Non-Protective Sheltering. Does not provide protection against liquid or vapor chemical agent threats. However, overhead protection lessens exposure to liquid agents and is considered a form of chemical agent protective sheltering. Additionally, shelters providing protection from the natural elements increases the effectiveness of both personnel and ensembles in a chemical threat environment. Therefore, while this type of facility is listed as a non-protective shelter, it does enhance CBRN operations. When personnel are transported away from the threat area and processed using open-air procedures, a pressurized system is not necessary. Coordinating an ACCA under bare base conditions must be done in concert with other deployment considerations **(T-2).** The coordination, planning, and establishment of an open-air ACCA are discussed in detail later in this chapter. The location of non-pressurized sheltering is also important. Shelters, rest stations, and toxic free work areas should not be attached or located within 200 yards of any ACCA. The establishment and location of these shelters should prevent them from being moved during changes in local wind direction or being exposed to contaminant build-up from any ACCA/ Contamination Control Area (CCA).

6.6. Aircrew Contamination Control Area Processing. The purpose of the ACCA is to provide contamination mitigation and provisions for processing aircrew into a TFA. **Note:** Assigned unit personnel will conduct/manage ACCA operations until augmenting personnel from the 9ALCW UTC arrive. The AFES will maintain control of the 9ALCW UTC personnel and unit ACCA/ACBRN equipment. **(T-2).**

6.6.1. There are many specialties/configurations across Rotary Wing, Ejection Seat & Large Frame Aircraft, AFSWOs, and Aeromedical aircrew. The procedures are written to support any configuration that may show up for processing at the ACCA to include:

6.6.2. Sister Services. All personnel performing flight duties in ACBRN equipment or as mentioned above, from other U.S. services and departments.

6.6.3. Partnered Foreign Military Aircrew. AFE shall be prepared to process foreign military equivalent specialties/configurations. Although the configurations used in foreign militaries

are quite different from DoD equipment, annual NATO Exercise TOXIC TRIP has proven AFE procedures, as written, can support these configurations. **(T-2).**

6.6.4. Mission Requirements. All other personnel/categories will be processed through the ground CCA by EM. **(T-2).**

6.7. Open-Air Processing. The deployed location will be divided into sectors or zones to aid in identifying ground attacks locations and chemical/biological response. When a portion of the base becomes contaminated, the Wing leadership will determine which sector/zone will remain in MOPP 4 and which sectors/zones can be reduced in MOPP. EM personnel are responsible for determining the location of the CCA based on the information gathered after the attack. The EOC or CBRN Control Center is responsible for notifying the ACCA Manager after an attack and to direct the team to the current location of the CCA. Upon notification from the EOC, the ACCA Manager will notify all AFE sections outside of the affected area to dispatch to the ACCA location (as required). Factors such as attack location and ACCA location will influence AFE personnel response times. **(T-2).**

6.7.1. The ACCA is designed to be mobile and collocated ideally near the CCA and medical treatment facility. Operating under typical constraints, the ACCA shall be assembled and ready to process aircrew within one hour of notification. **(T-2). Note:** Assembly time is dependent upon location of ACCA, relative to the proximity of responding AFE personnel.

6.7.2. Due to the variety of possible operating environments or scenarios that may drive activation and employment of an ACCA, the AFES must plan for and be ready to forward deploy the ACCA and associated team on short notice. Prior planning and installation coordination must be accomplished to facilitate rapid mobilization of the ACCA up to and including airlift or overland movement to a forward or off-site location with limited support resources on hand. **(T-2).**

6.7.3. The ACCA will be covered or stored indoors when not in use, to prevent contamination of equipment during attacks. **(T-2).**

6.7.4. In order to aid assembly and response time, ACCA station components will be systematically packed in a container and thereafter, inventoried after each use and during ACCA inspection cycle in accordance with AFMAN 11-301V2. **(T-2).**

6.7.5. Hardened Facilities. Due to space availability of hardened facilities, ACCA operations accomplished in a hardened facility should follow the intent of the ACCA placards, but may differ slightly. The AFES at hardened facility locations will establish location specific procedures as required. **(T-2).**

6.8. Post Attack Considerations. EOC shall establish open-air ACCA, COLPRO, and TFA facilities/processes through EM and wing leadership coordination, with adequate lead-time prior to a CBRN threat. AFE personnel shall be prepared for rapid repositioning and multi-place operations. **(T-2).**

6.8.1. Movement of aircrew during Post-Attack (Dispersal Period). Mission essential launch and recovery will resume as directed by the Unit Control Center (UCC), (mission essential only). **(T-2).**

6.8.1.1. If covered vehicles are not available, aircrew will remain in shelters or covered areas until conditions permit transportation. If this is not possible, aircrew will wear the

plastic overcape and overboots while transiting open areas. The aircrew overcape will only be worn during the liquid dispersal period when aircrew movement requires them to move to/through an area that does not provide overhead protection. **(T-2).**

6.8.1.2. If worn, the plastic overboots and overcapes will not be removed until the aircrew member is ready to enter the aircraft, building or vehicle. The unique entry and exit procedures for each aircraft will determine the specific point at which these items will be removed. **(T-2).** Use of the overcape for an extended period may contribute to heat stress, increased carbon dioxide or static buildup, and may lead to decreased aircrew performance. Constant surveillance of personnel wearing the overcape is important.

6.8.1.3. Units will coordinate with transportation personnel (AFSC 2T1X1) for the transporting of aircrew to/from aircraft. Aircrew will be transported via covered vehicles to the maximum extent possible. Transporting personnel will mitigate contamination by patting down exposed interior/exterior of vehicle after aircrew exit. To aid in off gassing, transport aircrew with windows open to the maximum extent possible (venting method). **(T-2).**

6.8.1.4. If possible, aircraft canopies, hatches, and doors should remain closed until immediately prior to aircrew entry. They will be closed immediately after entry or strap-in and remain closed during all ground operations **(T-2).** Limiting personnel on the aircraft is a key element of contamination avoidance.

6.8.2. Contamination Control. After attack, the most likely means of exposure comes from physical contact with objects that were exposed during the attack. All personnel will remain aware of the possible presence of contamination and avoid unnecessary contact with any surface. **(T-2).**

6.8.3. All aircrew arriving at the ACCA will be evaluated for contamination and will be processed through the expedient line or through the full ACCA line based on the determined risk of contamination. The determination of contamination will be based on the M-9 paper/tape indication results and the comments from the aircrew on suspected contamination. **(T-2).**

6.8.4. Aircrew returning from a contaminated area shall notify commanders of possible contamination. Commanders shall then advise AFE personnel to initiate ACCA procedures. **(T-2).**

6.8.5. Rapidly changing conditions, alarm postures, mission requirements, CB threat analysis, intelligence information, 24-hour a day operations, inspection and maintenance workloads, will all affect AFE's ability to plan and sustain ACCA operations.

6.8.6. Prior to mission step, aircrew will be briefed that their hand carried items may be surrendered or destroyed upon processing through an ACCA if contaminated. Aircrews should consider placing hand carried items in plastic bags prior to leaving the aircraft. This can reduce the chances of contaminating the item in transit. Aircrew should place their CAC in the left sleeve pocket of their outer garment (in accordance with ACBRN Donning Checklist). This will allow easy access to the CAC and provide positive identification when entering the ACCA. **(T-2).**

6.8.7. Classified material not secured by collecting agencies prior to start of ACCA will be placed in a bag and processed as a hand carried item with Aircrew for the duration of the ACCA line. **(T-2).**

6.9. Aircrew Contamination Control Area Manager. The Manager is the focal point for conducting ACCA operations, and shall be the most qualified AFE individual per shift. The ACCA Manager shall coordinate with EOC concerning ACCA operations. For responsibilities, see ACCA Activation Checklist located on the USAF AFE SharePoint®. **(T-2).**

6.9.1. Duties include, but are not limited to, site location selection and management, AFE technician station assignments, ensuring ACCA is fully supplied, monitoring work/rest cycles, up channeling status to the Chain of Command, and assisting attendants as necessary. The Manager shall also coordinate waste disposal with EM, medical aid with first responders and classified material handling with Intelligence. **(T-2).**

6.9.1.1. Handling sick/contaminated personnel. Notify first responders upon initial contact with any personnel that appear to be sick or contaminated. First Aid/Buddy Care shall be administered while First Responders are in route. Pre-coordination with medical personnel on the process of transferring contaminated personnel will expedite their medical care. **(T-2).**

6.9.2. Handling contaminated or potentially contaminated flight equipment. Equipment/aircrew suspected of contamination will be treated as contaminated until otherwise determined. **(T-2).** Coordination with EM is imperative to determine procedures to segregate items (e.g. munitions, classified, combustible) in a holding area for disposal. Units will develop plans to replace discarded flight equipment to meet mission requirements. **(T-2).**

6.9.3. After the last aircrew processes through the ACCA, the ACCA Manager will coordinate with the EOC for further instructions. **(T-3).**

6.9.3.1. Through coordinated efforts with EM, determine whether the ACCA will be packed back into storage for future use, or identified as contaminated waste and destroyed. **(T-2).**

6.9.3.2. The ACCA Manager and attendants will process out of the ACCA using the "Last Attendant Out" procedures located on the HAF AFE SharePoint®. Further ACCA planning/operations may evolve based on the decision to destroy, repack, or leave the ACCA assembled. **(T-2).**

6.10. Aircrew Contamination Control Area Manning and Personnel Actions. AFE personnel shall ensure work/rest cycles are planned and implemented to necessitate sustained CB operations in accordance with AFTTP 3-4. AFE personnel will refer to this manual for guidance on wear times, proper work/rest requirements, and fluid replacement guidelines. **(T-2).**

6.10.1. Consider how stress, fatigue, physical condition, sleep, exposure, fear, dehydration, and injury, may affect the ability to sustain operations.

6.10.2. Ensure technician accountability and availability. **(T-2).**

6.10.3. Ensure "clean" areas (determined by EM/Bioenvironmental (BE) are established and ready to support operations. These include over-pressurized shelters and off site TFAs. **(T-2).**

6.10.4. Establish expedient means to disperse resources to ACCAs, shelters, and other mission essential locations. Consider pre-positioning items based on coordination with EM.

6.10.5. Coordinate with Intelligence, CBRN Control Center Emergency Support Function and deployed commanders to determine ACBRN equipment wear requirements for sortie support.

6.10.5.1. The ACCA Manager will obtain as much information from outside agencies as possible to establish an effective and efficient ACCA process and re-supply. The ACCA manager will work closely with EOC to ensure support agencies are prepared to assist ACCA operations to solidify the success of the ACCA. **(T-2).**

6.10.6. Ensure re-supply procedures are established and copies of deployed asset inventories, to include aircrew sizing information, are available. **(T-2).**

6.10.7. Ensure alternate location and procedures are identified. **(T-2).**

6.10.7.1. Ensure squadron leadership and all AFE personnel are aware of alternate location(s) and required actions. During the alternate location planning stage, supervisors must consider mission support requirements, mission types and availability of personnel as major factors to continue mission support. Disbursement of equipment is an effective way to prepare for post movement operations. **(T-2).**

6.10.8. Ensure lines of communication are established between the EOC, UCC, ACCA Manager, collective facilities and other ACCA team members. **(T-2).**

6.10.9. ACCA Manager directs the preparation of the ACCA for aircrew personnel, utilizing the ACCA Activation Checklist and using the appropriate ACCA Procedures and Training Guides found on the USAF AFE SharePoint®. **(T-2).**

6.10.9.1. For planning, assume the ACCA will operate two twelve-hour shifts and provide the capability to process all aircrews as required. If possible, the ACCA should be staffed at nine AFE personnel per twelve hour shift (six attendants, two managers and one shelter manager) Consider adding additional capability to account for system attritions and ACCA surge processing capability. Plan to sustain this capability for up to 96 hours (continuous or 12-hour segments) within a 30-day period.

6.10.10. Coordinate security of the ACCA with Security Forces as directed by the base support/EM plan. Communicate any threat to security personnel, EOC and the UCC.

6.10.11. For open air ACCAs, a minimum spacing requirement of 10 feet between stations will be maintained at all times. However, ACCA Managers may consult with EOC personnel regarding spacing adjustments when location or number of aircrew processing impact operational capacity. **(T-2).**

6.10.12. Placards for ACCA operations will be obtained from the USAF AFE SharePoint®. The ACCA placards are designed to provide attendants with the general intent of associated steps, as opposed to specific steps for every configuration. Attendants should communicate with aircrew and ACCA manager when processing unfamiliar flight equipment. **(T-2).**

6.10.13. The ACCA Manager will report start and completion of ACCA processing to UCC or EOC (as required/capable). In addition, the ACCA Manager will be prepared to report additional information as requested (suspected contamination, names of aircrew, etc.). **(T-2).**

6.10.14. Report all damage and contamination, in accordance with Air Force Pamphlet (AFPAM) 10-219 Volume 3, *Civil Engineer Contingency Response and Recovery Procedures*, to squadron UCC or EOC personnel. Include information on damage to AFE equipment, facilities, and personnel. **(T-2).**

6.11. General Aircrew Contamination Control Area Processing Procedures.

6.11.1. Detailed training and procedures are located on the USAF AFE SharePoint®. Ensure guidance is incorporated into Technician Training prior to ACCA set-up in order to provide adequate and effective processing. **(T-2).**

6.11.2. Processing placards. Units may print placards in color with large font to assist readability. Placards provide guidance for the attendant and aircrew during processing, while aiding foreign aircrew with the general intent of each station. Placards are located on the USAF AFE SharePoint®.

6.11.3. Pictograms serve as a quick reference to identify equipment removed at each station and are invaluable during multi-national ACCA efforts. During multi-national combat operations, AFE technicians cannot assume they will be tasked to only assist U.S. personnel.

6.12. Radiological/Nuclear Operations. Significant amounts of radioactive material may be deposited on surfaces after the use of a nuclear weapon, a Radiological Dispersal Device (RDD) i.e. dirty bomb, or after a nuclear reactor malfunction. Military operations in these contaminated areas will require an evaluation of the potential hazards and may require protective actions and contamination mitigation. Operations could result in military personnel receiving radiation exposure or contact with particulate contamination, which would require processing through a CCS.

6.12.1. Nuclear radiation. Nuclear radiation is characterized as initial or residual. The initial radiation is produced within one minute of the event. Residual radiation, also referred to as delayed fallout, occurs over a period of time. Fallout is composed of radioactive particles from the bomb and material from the surface of the earth that is carried into the air by the explosion. The larger particles return to the earth within 24 hours, but the smaller dust particles may take several months to fall. For the purposes of AFE and CCS processes/procedures, the “R” and the “N” in CBRN represent the same threat.

6.12.2. Radiologically contaminated items/equipment should be considered recoverable due to mature radiation detection technology and non-destructive radiological decontamination methods.

6.12.3. Removal methods may consist of: Soap and water applied with damp sponges or rags, adhering radiological particulates to adhesive tape or similar material, and vacuuming or simply brushing away radioactive particulates. Combinations of methods may be used effectively, such as vacuuming followed by a damp cloth wipe down. Note: Whichever method is chosen however, note that the radiation is still present in the particulate matter; the medium used to remove it, and has not been neutralized, destroyed or otherwise rendered less harmful.

6.12.4. Recovery, decontamination, and reclamation of ACBRN/AFE equipment involved or suspected of being involved in a radiological event, is accomplished in a phased or stepped approach. The first phase of decontamination occurs at the CCS site when the aircrew’s

ACBRN/AFE equipment, weapon, knee boards, and other items in the aircrew's pockets are collected, bagged.

6.12.5. The second phase begins when the equipment is monitored for contamination. If contamination is detected, all the items should be segregated to isolate the source.

6.12.6. The third phase of decontamination occurs when contaminated equipment is decontaminated using one of the removal methods and is then checked for residual contamination.

6.12.7. The final step is disposition. After initial detection, and decontamination, if no contamination can be detected on the item it can be re-used. If residual contamination is detected, the item can be recycled through the active decontamination process, weathered (passive decontamination), or designated as hazardous waste.

6.13. Aircrew Contamination Control Station (ACCS). The purpose of the ACCS is to process aircrew off of a radiologically contaminated aircraft or out of a radiological contaminated environment. ACCS is a key component of an ARRP. The ARRP outlines the criteria and responsibilities for a base/location responding to aircraft and aircrew that require radiological decontamination. When an inbound contaminated aircraft appears probable, the required personnel, equipment and supplies will be assembled as part of the Emergency Management Support Team (EMST) identified in the ARRP.

6.14. Aircrew Contamination Control Station (ACCS) Planning.

6.14.1. AFE will be part of the Radiological EMST that includes EM, BE, the Fire Department and other identified personnel. **(T-2).**

6.14.1.1. EM has a CCS program in place at each base to support/respond to radiological incidents based on the Nuclear Incident Response Plan. The ARRP specifically supports radiologically contaminated aircraft returning to a base/location.

6.14.2. As a part of the Radiological CCS EMST, AFE is not required to bring any specific equipment or materials for processing aircrews other than individually issued M50 masks with filters. The CCS EMST provides all other equipment and materials for processing aircrews. Vehicles, monitoring equipment and other equipment to support CCS operations are part of the EM's CCS program and can be utilized to support the ARRP process.

6.14.3. The AFES must coordinate with EM to identify AFE personnel who will be assigned to the ARRP CCS EMST and ensure personnel attend the required training and any required equipment certifications (as required). **(T-2).**

6.14.4. A Letter of Agreement will be established between the Operations Group and Mission Support Group or equivalent to identify AFE CCS team members, training frequencies, training documentation and other specific requirements associated with team member requirements. **(T-2).**

6.14.5. AFE Team members will be assigned for a minimum of 12 months to ensure continuity and team integrity. **(T-3).**

6.15. Aircrew Contamination Control Station (ACCS) Manning and Personnel Actions. AFE will be responsible for providing support to process aircrew through the CCS. CCS procedures are used when processing aircrew personnel out/off of a radiologically

contaminated aircraft/environment. Current planning for aircrew radiological decontamination has the decontamination process taking place in close proximity of the aircraft. AFE personnel should be aware of work/rest cycles, equipment wear times, and hydration requirements in order to sustain Radiological/Nuclear operations in accordance with AFTTP 3-4.

6.16. General Aircrew Contamination Control Station (ACCS) Processing Procedures. Detailed training and procedures are located on the HAF AFE SharePoint®. Ensure guidance is incorporated into Technician Training prior to ACCS set-up in order to provide adequate and effective processing. **(T-2).**

MARK D. KELLY, Lt Gen, USAF
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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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AF Form 847, Recommendation for Change of Publication

AF Form 1297, Temporary Issue Receipt

AF Form 2411, Inspection Document

SF 701, Activity Security Checklist

Abbreviations and Acronyms

ACC——Air Combat Command

ACCA—Aircrew Contamination Control Area

ACBRN—Aircrew Chemical, Biological, Radiological, and Nuclear

ACCS—Aircrew Contamination Control Station

ACTF—Aircrew Task Force

AERP—Aircrew Eye/Respiratory Protection

AF—Air Force

AFAFRICA—Air Forces Africa

AFE—Aircrew Flight Equipment

AFECTIs—Aircrew Flight Equipment Continuation Training Instructors

AFEO—Aircrew Flight Equipment Officer (Rated)

AFERMS—Aircrew Flight Equipment Records Management System

AFES—Aircrew Flight Equipment Superintendent

AFGSC/A3OL—Air Force Global Strike Command/ Current Operations-AFE Branch

AFI—Air Force Instruction

AFIMSC—Air Force Installation and Mission Support Center

AFLCMC/WNUW—Air Force Life Cycle Management Center/Chemical-Biological Branch

AFMAN—Air Force Manual

AFPAM—Air Force Pamphlet

AFPD—Air Force Policy Directive

AFSC—Air Force Specialty Code

AFSWO—AF Special Warfare Operators

AFTTP—Air Force Tactics, Techniques, and Procedures

ALIS—Autonomic Logistics Information System

AMC—Air Mobility Command

AOR—Area of Responsibility

ARRP—Aircraft Radiological Recovery Plan

ASDW—Aircrew Self Defense Weapon

A3T—Air Force Training and Readiness

A3TO—Flight Operations Division

BE—Bioenvironmental

BOI—Basis of Issue

CAC—Common Access Card

CB—Chemical and Biological

CBRN—Chemical, Biological, Radiological, and Nuclear

CCA—Contamination Control Area

CCS—Contamination Control Station

CE—Civil Engineer

CFETP—Career Field Education and Training Plan

CIR—Custodian Inventory Report

COLPRO—Collective Protective

COMSEC—Communications Security

CONOPS—Concept of Operations

CPS—Collective Protective Shelter

CSEL—Combat Survivor/Evader Locator

DCS—Defense Collaboration Services

DOD—Department of Defense

DPAS—Defense Property Accountability System

DRRS—Defense Readiness Reporting System

EAID—Equipment Authorization Inventory Data

EM—Emergency Management

EMST—Emergency Management Support Team

EOC—Emergency Operations Center

EST—Enroute Support Team

FAM—Functional Area Managers

FM—Functional Managers

FoS—Family of Systems

HAF—Headquarters Air Force

IPE—Individual Protective Equipment

JECP—Joint Expeditionary Collective Protection

JSLIST—Joint Service Lightweight Integrated Suit Technology

LIMFAC—Limiting Factor

LOGDET—Logistics Detail

MAJCOM—Major Command

MDS—Mission Design Series

MISCAP—Mission Capability

MOPP—Mission Oriented Protective Posture

NATO—North Atlantic Treaty Organization

NBC—Nuclear, Biological and Chemical

NCOIC—Non-commissioned Officer in Charge

NGB/A3OS—National Guard Bureau/Operational Support

NSN—National Stock Number

OE—Operational Environment

OPLAN—Operation Plan

OPR—Office of Primary Responsibility

PACAF—Pacific Air Forces

PMESII-PT—Political, Military, Economic, Social, Information, Infrastructure, Physical Environment and Time variables

POC(s)—Point of Contact(s)

RN—Radiological/Nuclear

SIPRNET—Secure Internet Protocol Router Network

SPINS—Special instructions

STANAG—Standardization Agreement

TFA—Toxic Free Area

TMDE—Test Measurement and Diagnostic Equipment

T.O.—Technical Order

TPFDD—Time Phased Force Deployments Data

UCC—Unit Control Center

USAF—United States Air Force

UTC—Unit Type Code

Terms

Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN)—Aircrew operations in a chemical, biological, radiological, nuclear environment/event, either individually or in combination. Collectively under the Weapons of Mass Destruction category, ACBRN replaces "NBC" when used in reference to aircrew operations related to NBC.

Aircrew Chemical, Biological, Radiological, and Nuclear (ACBRN) Defense Equipment—Individually fitted aircrew unique CBRN protective equipment for the sole purpose of protecting operators who fly into and out of a CBRN hazard/contaminated environment.

Aircrew Contamination Control Area (ACCA)—A self-sustaining aircrew only contamination mitigation control area that minimizes cross contamination to aircrew and is staffed by certified AFE personnel.

Aircrew Contamination Control Station (ACCS)—Process used to decontaminate aircrew out of a radiologically contaminated aircraft or out of a radiological contaminated environment.

Aircrew Flight Equipment (AFE)—AFE encompasses all equipment that was formerly known as aircrew life support equipment, is part of the 412A life support system, or as designated by National Guard Bureau/Operational Support (NGB/A3OS).

Bare Base—A base having minimum essential facilities to house, sustain, and support operations. Other requirements to operate under bare base conditions form a necessary part of the force package deployed to the bare base. Units using this system are expected to deploy with mobility equipment and spares particular to their operation in sufficient quantities to allow self- support until resupply is established.

Command and Control—The exercise of authority and direction by a properly designated commander over assigned and attached forces in the accomplishment of the mission. Command and control functions are performed through an arrangement of personnel, equipment, communications, facilities, and procedures employed by a commander in planning, directing, coordinating, and controlling forces and operations in the accomplishment of the mission.

Contamination Control Area (CCA)—Area managed by Emergency Management (EM) Flight to safely process ground personnel

D-1 Bag—One complete ACBRN ensemble carried by aircrew when deploying to CBRN threat environment.

D-Bag—Full complement of ACBRN equipment BOI. Includes the contents of the D-1 bag, plus any remaining BOI items.

Enroute Support Team—An advance team prepositioned at a predetermined location along the travel route. AFE members of this team support these aircraft and aircrew at the enroute location, and prepare them for the next leg of their flight route.

Logistics Detail (LOGDET)—The LOGDET defines standard equipment movement requirements for each UTC. Equipment detail is provided at the NSN level. Lists all material in a UTC, prioritizes increment movement, provides increment characteristics, and is the standard equipment listing for planning.

Mission Oriented Protective Posture (MOPP—)—A flexible system of protection against nuclear, biological, and chemical contamination. This posture requires personnel to wear only that protective clothing and MOPP equipment appropriate to the threat level, work rate imposed by the mission, temperature, and humidity.

Non-Pilot Unit—Non-pilot units are units having a weapon system or functional tasking the same as the pilot unit.

Operation Plan (OPLAN)—A plan for one or more operations that deployed units carry out simultaneously or in a series of connected stages. A detailed transportation-feasible flow of resources into the theater to support a CONOPS. Forces are selected and time-phased, support requirements are determined, and the strategic transportation flow is computer simulated. The plan's information, including combat and support units along with the equipment and supply support, is collected in the time-phased force and deployment data file.

Pilot Unit—A pilot unit is responsible for developing and maintaining standard manpower and or logistics detail for each UTC for which it has been assigned responsibility by the MAJCOM functional manager (MFM).

Unit Type Code (UTC)—A five-character, alphanumeric code that uniquely identifies each type unit of the Armed Forces and specific force package of personnel and/or equipment.