



DEPARTMENT OF THE NAVY
U.S. NAVAL AIR STATION SIGONELLA ITALY PSC 812 BOX 1000 FPO AE 09627-0001
U.S. NAVAL SUPPORT ACTIVITY NAPLES ITALY PSC 817 BOX 1 FPO AE 09622-0001

NASSIGINST 3710.12N
NAVSUPACTNAPLESINST 3710.4G
N3
13 SEP 2021

U.S. NAVAL AIR STATION SIGONELLA INSTRUCTION 3710.12N
U.S. NAVAL SUPPORT ACTIVITY NAPLES INSTRUCTION 3710.4G

From: Commanding Officer, U.S. Naval Air Station Sigonella, Italy
Commanding Officer, U.S. Naval Support Activity Naples, Italy

Subj: STATION C-26 AIRCRAFT STANDARD OPERATING PROCEDURES

Ref: (a) NAVSUP PUB 505
(b) NAVAIR 01-1B-50
(c) SA227-DC AFM
(d) NASSIGINST 3710.4H
(e) CNAF M-3710.7
(f) NAVAIR A1-C26DA-NFM-000
(g) C-26 Performance Tab Data 2016


Encl: (1) C-26 Standard Operating Procedures
(2) C-26 Briefing Card and ORM Worksheet
(3) C-26 Force Protection Checklist
(4) U. S. Embassy Phone Numbers
(5) DV Flight Business Rules

1. Purpose. Enclosures (1) through (3) are published to enhance safety through standardized procedures specific to U.S. Naval Air Station, Sigonella (NASSIG) and Naval Support Activity (NAVSUPACT) Naples C-26 operations. Standard Operating Procedures (SOP) are not substitutes for sound judgment, nor are they intended to restrict the Pilot in Command's prerogative to deviate as necessary to safely accommodate unavoidable contingencies. Pilots should continually solicit input from their crews to assess crew readiness, aircraft status and environmental conditions before determining the most prudent course of action in any situation. Safety must be paramount and aircrews are expected to exercise sound judgment in its pursuit.

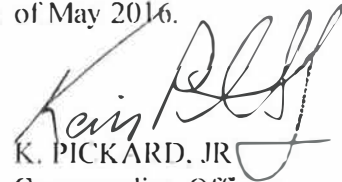
2. Cancellation. NASSIGINST 3710.12M and NAVSUPACTNAPLESINST 3710.4F.

3. Action. All C-26 aircrew are responsible for knowledge of and compliance with the contents of references (a) through (g) and enclosures (1) through (5).

4. Review and Effective Date. Per OPNAVINST 5215.17A, NASSIG (N3) and NAVSUPACT Naples (N3) will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, Department of Defense, Secretary of the Navy, and Navy policy and statutory authority using OPNAV 5215/40, Review of Instruction. This instruction will be in effect for 10 years unless revised or cancelled in the interim and will be reissued by the 10-year anniversary date if it still required, unless it meets one of the exceptions in OPNAVINST 5215.17A, paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.



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Releasability and distribution:

This instruction is cleared for public release and is available electronically only via:

NASSIG Instruction Web site:

<https://g2.cnmc.navy.mil/tscnreura/swa/NASSIGONELLAIT>

NAVSUPACT Naples Instruction Web site:

https://www.cnmc.navy.mil/regions/cnreura/cent/installations/nsa_naples/about/departments/administration_n1/administrative_services/instructions.html

C-26 STANDARD OPERATING PROCEDURES

1. General Operating Procedures

a. Authority. Only those aviators authorized by the Commanding Officer (CO) can pilot each station's aircraft. All pilots authorized to pilot C-26 aircraft must complete training at Flight Safety International (FSI) in San Antonio, Texas and attend refresher training in accordance with A1-C26DA-NFM-000.

b. Aircrew Watchbill. The schedules officer will submit a monthly weekend watchbill to the Operations Officer (OPSO) for approval. The watchbill will be comprised of a primary and, if necessary, secondary crew for each weekend. The official copy of the watchbill will be maintained in the Flight Support Office. The OPSO or, in their absence, the Assistant OPSO, will authorize changes to the watchbill.

c. Crew Resource Management. Crew Resource Management (CRM) is the bedrock of safe aviation and must be used during all phases of flight, from preflight planning to post shutdown periods. Aircrews are responsible for ensuring their CRM currency.

d. Crew Manifest. The daily flight schedule should constitute the crew manifest for every flight. Personnel changes made after the schedule has been published are only authorized with the OPSO's approval and the Pilot in Command (PIC) will ensure that all changes are recorded on the Aircraft Inspection and Acceptance Record ("A" sheet).

e. Crew Day/Rest. Crew Rest must be followed per reference (e). Crew day begins when reporting to work for flying or non-flying duties. Flight crew should not be scheduled for continuous alert and/or flight duty (required awake) in excess of 18 hours. However, if it becomes operationally necessary to exceed the 18-hour rule, 15 hours of continuous off-duty time may be provided prior to scheduling the member for any flight duties.

f. Arms and Ammunition. Loaded weapons must not be carried on board the C-26 without permission from the PIC. Hazardous cargo will be handled per reference (a).

g. Maintenance Problems. C-26 flight crews must not attempt to repair aircraft or request repair by other than contract maintenance certified mechanics without home field C-26 contract maintenance approval.

h. Ground and Flight Training. All ground and flight training will be conducted per local guidance contained in references (d) and (f).

(1) Simulated Emergencies. An Instructor Pilot (IP) is required for Simulated Single-Engine (SSE), No-Flap and stall training. SSE training must be conducted in Visual Meteorological Condition (VMC) at speeds above Velocity Safe Single-Engine (VSSE) or Takeoff Safety Speed (V2), whichever is greater.

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(2) Course Rules. All pilots should receive an appropriate course rules briefing for the local area prior to their initial designation. An annual course rules refresher is required.

(3) Minimum Field Length. Unless specifically authorized by the OPSO, full stop landings may not be conducted on runways less than 5,000 feet long. The minimum runway length for touch and go landings is 6,000 feet. Any deviation from the above minimum runway lengths must be approved by the Operations Officer, including a deliberate Operational Risk Management (ORM) process to mitigate risks.

i. Flight Advisories. The PIC will review tasking messages prior to brief to ensure the aircraft is capable of handling the assigned load, enroute times are reasonable, fuel and gross weight limits are not exceeded, and required diplomatic clearances and prior permission required numbers are provided. The following is a priority guide for passenger and cargo handling:

(1) Passengers/mail/cargo with confirmed lift request.

(2) Casualty Report requisitions (“W” or “G” transportation control numbers).

(3) Passengers authorized emergency leave.

(4) Letters/registered mail.

(5) Walk-in passengers on orders (space required).

(6) Space-A passengers. Dependents of a crewmember may travel Space-A while the service member is serving as a crewmember on board the flight. When dependents of flight crew fly Space-A, seats must not be blocked out for them by the flight crew. Dependents of flight crew must follow the same procedures as other Space-A passengers.

(7) If there are any conflicts, CTF-63 will prioritize.

j. Currency Requirements

(1) Each pilot should conduct at least one Dedicated Field Work (DFW) flight every 90 days to ensure proficiency in normal and emergency procedures. Additionally, each pilot must receive three standardization checks in the current 12-month period. A standardization check flight with an instructor pilot, attendance of simulator training at FSI and a NATOPS check satisfies the standardization check requirement. Delinquent aircrews may not be scheduled for line missions unless granted permission by the OPSO.

(2) If a pilot or aircrewman has not flown in the aircraft or completed a simulator event for 30 days, that pilot must complete a DFW with a Transport Plane Commander (TPC) and the aircrewman must complete a flight with an aircrew instructor before flying any line missions.

(3) All pilots must complete three night landings every 90 days. This time period acts as a rolling 90 day period. Pilots who are delinquent in night landings must not land the plane at night with passengers embarked until the requisite number of night landings are completed.

k. Civilian Attire. Aircrew may wear appropriate civilian attire while conducting flight operations in the European theater that terminate at non-military airfields, or where the risk of being visible on the non-secure side of the airfield is high. Uniform or civilian attire will be annotated on the flight schedule. The TPC will utilize the uniform combination best suited for the mission based on Foreign Clearance Guide and security. Civilian attire must present a clean, professional, non-military appearance where logos are minimal. Clothing must be free of faddish designs or symbols that give the outward appearance of being American. Footwear must be closed toed and suitable for flight. Steel toed footwear must be worn by aircrew when handling cargo.

l. Instrument Flight Board. TPC may be selected to become a member of the Instrument Flight Board (IFB). All IFB members are qualified to administer Instrument Check Flights.

2. Pre-Flight Operations

a. Weight and Balance. The TA will compute a Form F for each leg. The TA will inform the PIC of aircraft gross weight and center of gravity (CG) prior to each take-off and landing, and the PIC will ensure the aircraft remains within CG limits during all phases of flight. On flights without a TA, the PIC is responsible for completion of a Form F.

b. Brief. A NATOPS brief and ORM worksheet must be completed prior to each mission per enclosure (2), signed by the TPC, and left in the operations department. For flights with multiple legs, implementation of subsequent NATOPS briefs and ORM worksheets are at the discretion of the TPC. Each day of a multiple day mission requires a new NATOPS brief and ORM worksheet. During the TOLD section of the NATOPS brief, forecasted TOLD calculations will be briefed to include the following:

(1) Forecasted Maximum Takeoff Weight.

(2) Forecasted Runway Required for Takeoff.

(3) Required Landing Distance at Maximum Landing Weight.

(4) Any expected obstacle clearance climb performance requirements.

(5) Single Engine Service Ceilings and Driftdown data (if Off-Route Terrain Clearance Altitudes of 10,000 feet MSL or higher is expected).

c. Publications. Hard copy NATOPS flight manual and pocket checklist publications must be available on the aircraft. Applicable flight planning publications should be available on the aircraft for the planned mission to the maximum extent practicable. In the absence of hard copy flight planning publications, there must be two fully-charged electronic flight bags

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available (i.e. iPads with a ForeFlight subscription) that are currently updated with all applicable and required flight planning publications for the planned mission. All iPads must have copies of the C-26 NATOPS, Normal Procedures Checklist, Emergency Procedures Checklist, AFM, SOP, and C-26 Performance Tab Data.

3. Ground Operations

a. Starting. All tasks should be completed and the aircrew should be ready to start engines with all cargo and passengers loaded no later than 20 minutes prior to scheduled takeoff time. To prolong battery life, if the Ground Power Unit is available at home field, it should be used.

b. Remote Site Operations. When operating at a field where fire guard/taxi-director personnel are unavailable, the Transport Aircrewman (TA) will monitor right engine start using available fire extinguishing equipment while utilizing appropriate personal protective equipment (PPE). The TA will monitor left engine start from inside the cabin.

c. Continuous Alcohol Water Injection (CAWI) Usage. For missions where forecasted warmer airfield environments dictate the use of CAWI to meet required takeoff and landing performance at multiple airfields, the aircrew must carry extra CAWI fluid on board the aircraft in order to refill the CAWI tank as necessary. An exception to this policy is when extra CAWI fluid is not available at the mission origin and warmer conditions were not reasonably forecasted.

d. Cargo Loading. Cargo loading will be performed so as to allow ready access to the over-wing exits for emergency egress. When passengers are embarked, cargo must be loaded to maintain a clear aisle to any over-wing exit. TPC and TA must confirm the cargo manifest matches the cargo load prior to departure.

e. Passenger Loading. When practicable, passengers should embark and disembark with both engines shut down. The cabin door must not be opened until the left propeller has come to a complete stop. If the right engine is operating during this evolution, the passengers must be briefed, and the TA will escort the passengers to/from the aircraft, and the TA will provide passengers with ear PPE prior to boarding the aircraft. Passengers must not be on board the aircraft during fueling operations. The TPC and TA will confirm that the Passenger Manifest is correct prior to departure.

f. Taxi and Towing. The aircraft must not be moved unless all doors are in the closed and locked position. During off-site operations, C-26 maintenance personnel must be notified prior to towing the aircraft.

g. Remain Overnight Procedures. Chocks, plugs and covers should be used and the aircraft must be locked on all Remain Overnight (RON) operations. Consideration should be given to not using plugs and covers during windy conditions so as to minimize the loss of plugs and covers. The flight crew should inform local base operations of their contact information. Additional procedures for Category B airfields are directed in enclosure (3).

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f. Distinguished Visitor Transport. For guidance on Distinguished Visitor Transport Operations, see enclosure (5).

3. Flight Procedures

a. Takeoff Brief. Refer to reference (d). Single Engine performance considerations must be briefed. Takeoff and landing data (TOLD) briefed will be updated with current conditions.

b. Departure Procedures. Takeoff power should not be reduced, flaps should not be raised and CAWI should not be turned off until 500 feet above ground level. Non-essential cockpit activity should be avoided until passing 10,000 feet MSL.

c. Single Engine Training. Intentional preplanned engine shutdowns will be performed only by qualified Instructor Pilots, during Functional Check Flight (FCF), during FCF training events. These shutdowns must only be conducted during day VMC conditions that permits return to an airfield in day VMC conditions.

d. Configuration Changes. Utilizing proper CRM, pilots should confer with each other before changing aircraft configuration, turning off equipment normally used, using anti-ice/deice equipment or initiating any action outside normal procedures.

e. Stabilized Approach. The TPC must confirm that the aircraft is stabilized with all briefings and checklists complete by 1,000' height above touchdown (HAT) in IMC, and before 500' HAT in VMC.

f. Touch and Go Landings. To minimize stress on the airframe, max fuel loads for Touch and Go landings should be 3,000 pounds to the max extent practical and must not be performed with passengers on board. Touch and Go briefs must be performed per reference (e).

g. Landing Condition Re-check. No later than 500 feet above ground level the Pilot Not Flying will confirm that the landing gear is down, flaps are set and landing clearance has been received. The PNF will announce "Three down and locked, flaps set, cleared to land/option/touch and go, reviewed complete."

h. Checklist Procedures. Aircrews must utilize the CHALLENGE-RESPONSE-RESPONSE method for all emergency procedure checklists. Normal checklist utilization will be executed using the CHALLENGE-RESPONSE method.

i. Fuel Requirement. Fuel planning must follow reference (e). Planned minimum fuel upon final landing must be no less than either 300 pounds in each wing or 600 pounds total.

j. FMS Usage. Any manipulation of the FMS while taxiing should be done by the pilot not taxiing to minimize any 'heads down' time in the cockpit. During flight, while the autopilot is disengaged, all manipulation of the FMS should be done by the pilot NOT flying.



C-26 FLIGHT BRIEFING CARD



GENERAL

- Aircraft
- Callsign
- Side number
- Configuration
- Fuel/CAWI load
- W&B (pax, cargo)
- Parking spot (VIP)
- Crew
- Assignments
- Comm procedures & discipline
- Currency
- Timeline
- Brief/walk/takeoff
- ETE
- Land

EXTERNAL FACTORS

- Weather
- Departure/enroute/destination/alternate
- NOTAMS

FLIGHT SUPPORT

- Flight packet
- Aircraft phone
- Key
- AIRCARD
- Documents
- Orders/passports
- Current charts & pubs

MISSION PLAN

- Preflight/startup
- Departure procedures
- Flight plan route
- Acknowledgement message
- BOC approval (if applicable)
- DIP clearances
- PPRs
- Training plan (if applicable)
- Arrival procedures
- On deck
- Handling/parking
- Fuel/services

EMERGENCIES

- Fuel (Minimum/emergency)
- Emergency procedures
- Simulated emergencies

ORM:

Complete ORM worksheet (on back)

C-26D ORM WORKSHEET								
ITEM #	ITEM		POINTS		POINTS		POINTS	REMARKS
HUMAN								
1	Aircrew Currency (Sortie Recency)	< 7 DAYS	0	7-21 DAYS	3	> 21 DAYS	5	
2	Pilot Proficiency (Last 30 Days)	4 OR MORE EVENTS	0	2-3 EVENTS	3	< 2 EVENTS	5	
3	TPC Experience (C-26)	> 100 HOURS	0	50-100 HOURS	3	< 50 HOURS	5	
4	Show Time (Scheduled P/F)	0700-1600L	0	0400-0659 or 1601-2000L	3	2001-0359 or LANDING AFTER 2330L	5	
5	Crew Day	< 6 HOURS	0	6-14 HOURS	3	> 14 HOURS	5	
6	Crew Rest	≥ 12 HOURS	0	8-12 HOURS	3			
7	Consecutive Days Flown	< 4 DAYS	0	4-6 DAYS	3	> 6 DAYS	5	
MISSION								
8	Flight Time	< 6 HOURS	0	6-10 HOURS	3	> 10 HOURS	5	
9	Mission Complexity	MOB/DAY MISSION	0	SYLLABUS/NIGHT MISSION	3	FCF	5	
WEATHER								
10	Departure Conditions	DRY RWY, VMC	0	WET RUNWAY, NIGHT, IMC > 5 KTS WINDS	3	CONTAMINATED RWY, WINDS > 20 KTS, THUNDERSTORMS	5	
11	Enroute Conditions	NO HAZARDS	0	LIGHT PRECIPITATION/ICING/TURBULENCE	3	CONVECTION/SIGMET/MOD ICING/TURBULENCE	5	
12	Arrival Conditions	DRY RWY, VMC	0	WET RUNWAY, NIGHT, IMC > 5 KTS X-WINDS, GUSTING WINDS	3	CONTAMINATED RWY X-WINDS > 20 KTS, CONVECTION, CEIL/VIS < 600-2	5	
OTHER								
13	Aircraft Status	FMC	0	PMC/MINOR DEGRADATIONS	3	SIGNIFICANT DEGRADATIONS	5	
14	Wild Cards (Personal Concerns)	NONE	0	OTHER				

Item #	MITIGATIONS

Total Value		
Points	Risk	Approval
<20	LOW	TPC
20-25	MOD	OPSO
>25	HIGH	EO

Aircrew Names

1 _____

2 _____

3 _____

EVENT #: _____ TPC Signature: _____

LEAVE THIS FORM IN AIR-OPS

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C-26 FORCE PROTECTION CHECKLIST

1. Preflight

a. Review current Threat Advisories:

(1) Department of State: <http://travel.state.gov>.

(2) Foreign Clearance On-line Guide: <http://www.fcg.pentagon.mil>.

b. Call local U.S. Data Analysis Office (USDAO)/Embassy for up-to- date information.

c. Check support equipment availability.

d. Check keys for A/C doors.

2. Upon Arrival

a. Brief passengers on safety/security issues:

(1) Restricted/Off-limits areas.

(2) Emergency contact information.

(3) Flight information.

b. Make appropriate phone calls:

(1) Operations Officer.

(2) CTF-63.

(3) Contract Maintenance Representative.

(4) USDAO/Embassy.

c. Generate recall roster if unscheduled stopover. Attempt to keep passengers with crew.

3. Prior to Departure

a. Make appropriate phone calls:

(1) Operations Officer.

(2) CTF-63.

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(3) Contract Maintenance Representative

(4) USDAO/Embassy

U.S. Embassy Phone Numbers

ALBANIA

U.S. EMBASSY: +355-4-2247-285

BOSNIA & HERZEGOVINA

U.S. EMBASSY: +387-33-704-000

BULGARIA

U.S. EMBASSY: +359-2-937-5100

CROATIA

U.S. EMBASSY: +385-1-661-2200

CYPRUS

U.S. EMBASSY: +357-22-393939

DEMARK

U.S. EMBASSY: +45-33-41-71-00

FINLAND

U.S. EMBASSY: +358-9-616-250

FRANCE

U.S. EMBASSY: +33-1-43-12-22-22

GERMANY

U.S. EMBASSY: +49-30-8305-0

GIBRALTAR (No U.S. Embassy or consulate)

U.S. EMBASSY (London): +44-207499-9000

GEORGIA

U.S. EMBASSY: +995-32-227-70-00

GREECE

U.S. EMBASSY: +30-210-721-2951

ISRAEL

U.S. EMBASSY: +02-630-4000

ITALY

U.S. EMBASSY: +39-06-46741

KOSOVO (PRISTINA)

U.S. EMBASSY: + 383-38-59-59-3000

MACEDONIA

U.S. EMBASSY: +389-2-310-2000

MALTA

U.S. EMBASSY: +356-2561-4000

NETHERLANDS

U.S. EMBASSY: +31-70-310-2209

NORWAY

U.S. EMBASSY: +47-21-30-85-40

POLAND

U.S. EMBASSY: +48-22-504-2000

PORTUGAL

U.S. EMBASSY: +351-21-727-3300

ROMANIA

U.S. EMBASSY: +40-21-200-3300

SLOVENIA

U.S. EMBASSY: +386-1-200-5500

SPAIN

U.S. EMBASSY: +34-91-587-2303

SWEDEN

U.S. EMBASSY: +46-8-783-5300

SWITZERLAND

U.S. EMBASSY: +031-357-70-11

TUNISIA

U.S. EMBASSY: +216-71-107-000

TURKEY

U.S. EMBASSY: +90-312-455-5555

UKRAINE

U.S. EMBASSY: +380-44-521-5000

UNITED KINGDOM

U.S. EMBASSY: +44-207499-9000

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DV Flight Business Rules

For the purposes of this instruction, a “Distinguished Visitor” is considered any Flag/General Officer or Senior Executive/Foreign Service. O-6/GS-15 equivalents will be provided appropriate courtesy as a DV, but will not require the following business rules if they are the senior traveler.

1. Differences Between Sigonella and Naples Aircraft:

- In general, the airframes are identical.
- Number of DV seats per aircraft:
 - Naples: 4 per aircraft (8 seats on site)
 - Sigonella: 2 per aircraft, or 4 on one aircraft (4 seats on site)
- Heads:
 - Naples: 1 per aircraft (2 heads on site)
 - Sigonella: 0 per aircraft.
- Tables:
 - Naples: 2 per aircraft (4 tables on site)
 - Sigonella: 0 per aircraft

2. Seating Configurations:

- Standard DV configuration will include:
 - Naples: 9 Passenger , 1 Aircrew, 4 DV, 2 tables, 1 head
 - Sigonella: 9 or 11 Passenger, 1 Aircrew, 2 DV (4 DV seats can be installed, but will require that seats are removed from the other Sigonella-based aircraft).
- In “DV configuration” each seat should have 35-40” between seat in front to provide adequate leg room for passengers.
- Seats are not completely interchangeable, seats are designed to be fitted to either port or starboard side of aircraft.
- Standard DV configuration with extended legroom reduces cargo capacity to light cargo and personal baggage only.

3. Procedures:

- Before Flight:
 - CTF-63 should provide contact information for Aide/EA of DV.
 - Transport Plane Commander (TPC) shall confirm with CTF-63 or tasking agency for quantity and type of DV codes expected for flight.
 - TPC or Air Ops representative should confer with DV Aide or EA regarding any special requests and preferred seating requirements at least 24 hours prior.
 - Confirm with maintenance that all window shades (up), lights (overhead off), seats, and heads (Naples) function and are properly positioned. Any non-functioning items shall be covered on a Maintenance Action Form (MAF) and briefed as a limiting factor to Aide/EA of DV.

Enclosure (5)

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- To the maximum extent possible, the right engine should be started prior to the arrival of the DV party.
- Conduct of Flight:
 - DV Aide/EA will be the main liaison between the crew and the DV party.
 - No crew baggage should be stored in passenger compartment, except for items required to safely conduct the flight.
 - Loadmaster shall stand at attention at the base of the ladder until all passengers have boarded
 - The switch for cabin lighting shall be placed in the AISLE LTS position at CABIN LIGHTS on the Before Taxi checklist.
 - The switch shall remain in the AISLE LTS position while executing the Left Engine Shutdown and Restart checklists. This allows the Loadmaster to demonstrate overhead light function.
 - Cabin light switch may be placed in the CABIN LTS position to aid passenger loading and unloading during periods of low light (dusk, night).
 - A safety briefing shall be conducted by the Loadmaster to include safety equipment, emergency procedures, enroute weather, cabin lighting, head or Piddle pack usage, and provide other assistance as required.
 - TPC shall pass progress updates to DV Aide/EA (Loadmaster relay) at the midpoint, 30 minutes out and initial descent. If ForeFlight Passenger is shared with DV Aide/EA, updates are not necessary.
 - Trash bag should not be visible to the maximum extent possible, aisle way should remain clear.
- After Landing:
 - Loadmaster will disembark first to assist DV and other passengers while descending the aircraft ladder.
 - Cabin Entrance light shall be on during times of low light (dusk, night).
 - All passenger baggage/cargo shall be expeditiously unloaded by Loadmaster and ground personnel.
 - Aircraft cabin shall be swept for trash, all seatbelts, arm rests, lights and seatbacks shall be placed in the correct position. Earplugs and Piddle packs shall be restocked.
 - All aircraft post-flight maintenance, fueling, and covering shall be conducted after the DV and other passengers have left the area.

TPC will coordinate subsequent leg departure times with DV Aide/EA and stand by for changes.