

Procedures for Space A from Richmond

1. Sign-up for Space A by emailing AMC Form 140 (following or Google to find it) to richmond.spacea@hickam.af.mil
2. Sign-up is good for 60 days
3. The longer you're on the list, the higher your priority becomes because people in your Category ahead of you get on flights and are able to leave.
4. Flights from Richmond leave on Wednesdays
5. Call the Richmond Hotline 1 week before (suggested to call on Friday) to confirm flight and status.
 - a. Richmond Hotline is 02 4587 1661.
6. Roll-call is done the day before the flight (Tuesday).
 - a. Roll-call number is 02 4587 1652.

Travel is generally on C-17. If manifested through to Travis AFB, then you won't be kicked off in Hawaii. Travel route is Richmond, Pago Pago (American Samoa), Hickam AFB, Travis AFB.

(from Scott Wright – January 2010)

Update Observations - December 2012 - Rob Watson

When leaving Melbourne, the best option is to fly into Sydney and Take the "West Train" from the Airport Train Station out to Clarendon. I have found commercial, Early-Bird flights on-line from Melbourne to Sydney as low as \$45 AUD, one-way.

There are a few listed places to stay overnight there, if necessary... the one most recommended is the "Coach House Inn (B&B)" as the owner will come to Clarendon train station, pick you up, and then take you to the AMC Terminal, bldg 380 at RAAF Richmond, when you need to be there. (There are no billets available on base for non-Active Duty, transit personnel.)

In-bound flights continue on to Alice Springs, so the inbound flight from Hickam AFB is an In-transit stop at RAAF Richmond.

The flight returns the next day from Alice Springs, stops briefly at RAAF Richmond and continues outbound to Hickam AFB, HI. I have not confirmed if Hickam AFB is a lay-over (crew rest) stop or short In-transit stop en-route to Travis AFB. There is billeting available at Hickam AFB (field) and an on-base shuttle bus can take you there; (get a printed shuttle bus schedule at the terminal.)

NOTE: One need not sign-up for Space 'A' Travel in person. An e-mail with a scanned copy attachment of a completed (signed) AMC Form 140 (see below) is usually all that is required for sign-up. The Space 'A' sign-up roster is valid for 60 days from the date of posting during regular duty hours. Retired US Servicemen/women and dependents is Category 6 on the Space 'A' priority list. (Widowers/dependents cannot fly unaccompanied by their sponsor!!!) Sometimes, a scanned copy of your valid DD Form 2AF (ID card), both front and back is also requested. You also need to bring your passport w/Visa, as necessary, when you leave to clear Australian customs. It is best to telephone first to confirm the Outbound flight schedule for any changes this time of year as air crews like taking leave during the holidays.

There are no meals, to include MRE's, available on military flights. It is recommended you pack a lunch and a few snacks for the 10 hr flight from RAAF Richmond to Hickam AFB. Remember; when planning, that you lose one calendar day when crossing the Int'l Dateline. From experience, all AMC aircraft have a water cooler jug w/disposable cups, and a "Comfort Pallet." A small envelope of towelette skin-fresheners are a good carry along to wipe off your hands and face periodically. You will be given a set of Aearo E.A.R. foamy-type earplugs to wear when entering the flightline to both board and disembark from the aircraft. If these are uncomfortable to you from experience or you dislike having things stuffed firmly in your ears, bring your own noise defenders; i.e., ear muffs, or silicone ear plugs. Generally, military cargo aircraft do not have much sound insulation... the louder than usual jet engine noise bothers some passengers. The aircraft are heated and cooled from very large overhead ducts that are not controlled by passengers, so if air drafts bother you, be aware of where you are seated and/or bring a light sweater (cardigan).

With few exceptions, most aircraft are equipped with Jump Seats-nylon mesh webbing affixed to the interior along the fuselage. The center area may contain other cargo, and will have a pallet with passenger luggage strapped to it... accessing your luggage during flight is unauthorized. There are very few windows in the passenger/cargo area, with window view seats reserved for the aircrew load master. Aircraft fitted with upright passenger, row-seating, has the seating mounted in reverse to the direction of flight; i.e., you're flying backwards.