Executive Summary
• The Terrain Collision and Avoidance System (TCAS) Overlay procedure does not provide adequate formation flight monitoring/guidance for Instrument Meteorological Conditions (IMC) and does not improve operational capability to the C-17 fleet.
• The Formation Flight System (FFS) is not ready to proceed to operational testing.

System
• The C-17 is a four-engine turbofan cargo aircraft with a crew of three (two pilots and one loadmaster).
• The C-17 has 18 pallet positions to carry cargo and can carry payloads up to 170,900 pounds.
• Ongoing/planned improvements include the following:
  - Core Integrated Processor replacement
  - Improved formation flight capability
  - Improved weather radar

Mission
Units equipped with the C-17:
• Provide worldwide theater and strategic airlift and airdrop
• Augment aero-medical evacuations and Special Operations

Activity
• The Air Mobility Command/Test and Evaluation Squadron determined that the TCAS Overlay procedure was not effective for formation flight of two or more aircraft in IMC.
• The Air Force cancelled the operational test of the FFS in August 2008 due to a software discrepancy. The Air Force Fight Test Center is working the problem and conducted further developmental testing of the FFS in April 2009. Analysis is ongoing.

Assessment
• The TCAS Overlay procedure does not provide adequate formation flight monitoring and guidance for IMC. It also does not increase operational capability to the C-17 fleet.

Prime Contractor
• The Boeing Company, Integrated Defense Systems, Long Beach, California

Recommendations
• Status of Previous Recommendations. The Air Force is addressing previous recommendations.
• FY09 Recommendations. None.

The Air Force has not certified that the FFS is ready to proceed to operational testing. Further analysis is required.