

24

FLIGHT PLAN FORMAT				DATE: <u>March 2015</u>				
1. TYPE <input checked="" type="checkbox"/> VFR <input type="checkbox"/> IFR		2. AIRCRAFT ID <u>M550 69</u>	3. ACFT TYPE / EQP <u>H-60K</u>	4. TAS <u>120</u> kts	5. DEPARTURE POINT <u>KDTS KHDC</u>	6. DEPARTURE TIME PROPOSED <u>0600</u> ACTUAL		7. CRUISING ALTITUDE <u>VFR</u>
8. ROUTE OF FLIGHT <u>Local IFR / EXFIL @ Eglin Range Complex Near Hurlburt Field, FL.</u>								
9. DESTINATION <u>KDTS</u>		10. EST TIME ENROUTE <u>6:00 Daily</u>		11. REMARKS <u>READING FILE # 15-12</u>				
12. FUEL ON BOARD <u>0.2+30</u>		13. ALT AIRPORT <u>N/A</u>	14. PILOTS NAME, ADD, TELEPHONE # & HOME BASE ON FILE AT HDC, [REDACTED]				15. NUMBER ABOARD <u>4</u>	
16. COLOR OF ACFT <u>OD</u>		WT & BALANCE--ON FILE AT HDC DATED: <u>2/4/2015</u>			APPROVED: [REDACTED]			
FLIGHT CREW								
PIC: <u>Griffin</u>					PI: <u>Stoether</u>			
CE/OR/MO: <u>Berkson</u>					CE/OR/MO: <u>Finc. ch. T</u>			
PASSENGER MANIFEST								
RANK	NAME	SSN	ORGANIZATION / LOCATION					
	<u>PAX manifest managed by MARSOE</u>							
	[REDACTED]							
REMARKS								
FLIGHT TIME FLOWN: --TOTAL:								
FUEL REQUIRED: YES			NO					
SUBSEQUENT ROUTING:								

AASF #1 Flight Schedule

MTP		Tuesday 10-Mar-15					
Day Supervisor	Night Supervisor	Ground Man	PC	PI	CE/MO/OR	Mission	Notes
Type A/C	Tail No.	Time	C/S				#####
LUH	142	1300/1800				ATM	
LUH							
LUH							
LUH							
TBOS							
TBOS							
TBOS							
TBOS							
TBOS							
TBOS							
MIKE	624			STROTHER	BERGERON	FLORICH	MARSOC
MIKE	569					ATM	MARSOC
MIKE	523	900				RL3	
MIKE	537	900				ATM	
MIKE	523	1300				ATM	
MIKE	537	1300				ATM	
MIKE	624	1300		STROTHER	BERGERON	FLORICH	MARSOC
MIKE	569	1300				ATM	MARSOC
MIKE	5621	1800				ATM	APACT
MIKE	523	1800				ATM	
MIKE	537	1800				ATM	
MIKE	624	1800		STROTHER	BERGERON	FLORICH	MARSOC
MIKE	569	1800					MARSOC

SPARES

LUH:

H60:

Supervisory Instructor Pilot

DAILY STAFF JOURNAL OR DUTY OFFICER'S LOG						PAGE NO.	NO. OF PAGES		
<small>For use of this form, see AR 220-15; the proponent agency is Office of The Deputy Chief of Staff for Operations & Plans</small>						PERIOD COVERED			
ORGANIZATION OR INSTALLATION			LOCATION			FROM		TO	
AASF#1			Hammond, La (KHDC)			HOUR	DATE	HOUR	DATE
ITEM NO.	TIME		INCIDENTS, MESSAGES, ORDERS, ETC.	ACTION TAKEN	INL				
	IN	OUT							
	2153		Received Call from [redacted] informing us about overdue M569						
	2155		[redacted] calls [redacted]						
	2015		[redacted] drops house to get AASF						
	0157 0157		[redacted] gets call from Hurtburt Search & Rescue [redacted]						
	1140		[redacted] gets call from Hammond Emergency Mgmt						
	1232		[redacted] notifies CRC						
	0101		[redacted] notifies NGB JOC (EOC)						
	0157		[redacted] receives word from [redacted] that debris has been found w/ tail # on it						
TYPE NAME AND GRADE OF OFFICER OR OFFICAL ON DUTY						SIGNATURE			

Mission Date: Tue 10 MAR 15 Support for: MARSOC Assigned AVN Unit: AASF #1

AVIATION MISSION REQUEST

REQUESTING UNIT	MARSOC	VALIDATOR	NGLA-SAC	APPROVAL	NGLA-TAG
Name of Requestor		Authorizing Mission		Authorizing Official	
Duty Phone		Duty Phone		Duty Phone	
Sign. of Auth Official		Signature		Sign. of Auth Official	
Date to VALIDATOR	30-Jan-15	PUJC	35AA	* Document current as of: 04 OCT 12*	

TASK: SPIES **PURPOSE OF FLIGHT:** MARSOC Training

JUSTIFICATION (Required for Priority 2)		ROTARY-WING (HELICOPTERS)			
TYPE ACFT REQUESTED	FIXED-WING	UH-72	UH-60A/L	UH-60M	
TYPE ACFT	C-12	LAKOTA	BLACKHAWK	BLACKHAWK	
MODEL	BEECHCRAFT	100	100	130	
AVG SPEED (KTS)	240	4 - 5	10	10	
PASSENGERS	8	2	2, 3 or 4	2, 3 or 4	
CREWMEMBERS	2	\$2,527.00	\$4,059.00	\$3,292.00	
COST / HOUR*	\$1,560.00				2

CHECK ONE AIRCRAFT → CHECK ONE TIME → CENTRAL Time ZULU Time

ROUTE OF FLIGHT						REMARKS
LIFT	DATE	ETA	LOCATION	DATE	ETD	
A			N 30-25.67 W 086-41.36	10 MAR 15	TBD	Hulbert Field
B	10 MAR 15	TBD	0	10 MAR 15	TBD	See Attached Route
C	10 MAR 15	TBD	N 30-25.67 W 086-41.36			Hulbert Field
D						
E						
F						
G						

PASSENGER MANIFEST						UNIT	UIC
LIFT	RANK	NAME	SSN	WT			
1		See Attached Manifest					
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							

REMARKS	SENIOR TRAVELER	Name: _____ Signature: _____
PC / AMC: _____	ACFT TAIL #: _____	EMAIL: _____
PI: _____	FLIGHT TIME: _____	PHONE: _____
CE: _____	PAX: _____	EMAIL: _____
CE: _____	CARGO: _____ (LBS.)	PHONE: _____
LAST MODIFIED: 20 1615 02 2015 MTB	FADV: _____	MSN # 5069 -001

LAARNG AVIATION RISK ASSESSMENT WORKSHEET

DATE: 70 MAR 15 A/C: 56A PC: PI CE: 1MO

1. CREW SELECTION - PC		TOTAL TIME		D		N		NVG		IM/CH	
TIME IN AO	>1500	500-1500	<500	L	M	L	M	L	M	L	M
<25	(L)	M	M	L	L	L	L	L	L	L	L
>25	(L)	L	M	L	L	L	L	L	L	L	L

EXPERIENCE (Category)		TOTAL TIME		D		N		NVG		IM/CH	
TIME IN AO	>1500	500-1500	<500	L	M	L	M	L	M	L	M
<25	(L)	M	M	L	L	L	L	L	L	L	L
>25	(L)	L	M	L	L	L	L	L	L	L	L

2. CREW SELECTION - PI		TOTAL TIME		D		N		NVG		IM/CH	
TIME IN AO	>1500	500-1500	<500	L	M	L	M	L	M	L	M
<25	(L)	M	M	L	L	L	L	L	L	L	L
>25	(L)	L	M	L	L	L	L	L	L	L	L

3. CREW SELECTION - CE/MO		TOTAL TIME		D		N		NVG		IM/CH	
NO CE Except UH-72A	>200	25-200	<25	L	M	L	M	L	M	L	M
<10	(L)	M	M	L	L	L	L	L	L	L	L
>10	(L)	L	M	L	L	L	L	L	L	L	L

4. MISSION TYPE/COMPLEXITY		TOTAL TIME		D		N		NVG		IM/CH	
ROUTINE	>1500	500-1500	<500	L	M	L	M	L	M	L	M
RL PROGRESSION	(L)	M	M	L	L	L	L	L	L	L	L
EVAL/ENVR PROCTING	(L)	L	M	L	L	L	L	L	L	L	L

5. ADDITIONAL FACTORS		TOTAL TIME		D		N		NVG		IM/CH	
MISSION TASKS NOT ON CTL	>1500	500-1500	<500	L	M	L	M	L	M	L	M
NO LZ/PZ BECON or SITE SURVEY	(L)	M	M	L	L	L	L	L	L	L	L
OVER WATER (>30 MIN FROM LAND or <60" H2O temp)	(L)	L	M	L	L	L	L	L	L	L	L

6. MAINTENANCE COMPLEXITY		TOTAL TIME		D		N		NVG		IM/CH	
TYPE OF MAINT	>1500	500-1500	<500	L	M	L	M	L	M	L	M
MINOR	(L)	M	M	L	L	L	L	L	L	L	L
MAJOR	(L)	L	M	L	L	L	L	L	L	L	L

7. PLANNING TIME		TOTAL TIME		D		N		NVG		IM/CH	
GUIDANCE	>1500	500-1500	<500	L	M	L	M	L	M	L	M
VAGUE	(L)	M	M	L	L	L	L	L	L	L	L
IMPLIED	(L)	L	M	L	L	L	L	L	L	L	L

8. NVG CONSIDERATIONS - LOW RISK UNLESS		TOTAL TIME		D		N		NVG		IM/CH	
ILLUMINATION LESS THAN 50%	>1500	500-1500	<500	L	M	L	M	L	M	L	M
ILLUMINATION LESS THAN 30"	(L)	M	M	L	L	L	L	L	L	L	L
MOON ANGLE LESS THAN 30"	(L)	L	M	L	L	L	L	L	L	L	L

9. NIGHT CONSIDERATIONS (UNAIDED FLT)		TOTAL TIME		D		N		NVG		IM/CH	
CREWMEMBER >60 DAYS SINCE N FLT	>1500	500-1500	<500	L	M	L	M	L	M	L	M
ILLUMINATION LESS THAN 50%	(L)	M	M	L	L	L	L	L	L	L	L
MOON ANGLE LESS THAN 30"	(L)	L	M	L	L	L	L	L	L	L	L

10. FIGHTER MANAGEMENT		TOTAL TIME		D		N		NVG		IM/CH	
Location	>1500	500-1500	<500	L	M	L	M	L	M	L	M
Garrison	(L)	M	M	L	L	L	L	L	L	L	L
Field	(L)	L	M	L	L	L	L	L	L	L	L

11. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

12. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

13. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

14. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

15. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

16. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

17. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

18. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

19. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

20. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

21. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

22. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

23. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

24. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

25. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L



26. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

27. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

28. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

29. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L	M	L	M	L	M
IFR	(L)	M	M	L	L	L	L	L	L	L	L
DAY/NVG	(L)	L	M	L	L	L	L	L	L	L	L

30. WEATHER		TOTAL TIME		D		N		NVG		IM/CH	
applies to DEP and ARR	>1500	500-1500	<500	L	M	L					

FLIGHT PLAN FORMAT				DATE: <u>March 2015</u>				
1. TYPE <input checked="" type="checkbox"/> VFR <input type="checkbox"/> IFR		2. AIRCRAFT ID <u>M550</u> <u>69</u>	3. ACFT TYPE / EQP <u>H-60P</u>	4. TAS <u>126</u> kts	5. DEPARTURE POINT <u>KDTS</u> <u>KHDC</u>	6. DEPARTURE TIME PROPOSED <u>0800</u> ACTUAL		7. CRUISING ALTITUDE <u>VFR</u>
8. ROUTE OF FLIGHT <u>Local IFR / EXPIL @ EGCW Range Complex</u> <u>Near Hurlburt Field, FL.</u>								
9. DESTINATION <u>KDTS</u>		10. EST TIME ENROUTE <u>6:00</u> <u>Daily</u>		11. REMARKS <u>READING FILE # 15-10</u>				
12. FUEL ON BOARD <u>0.2+30</u>		13. ALT AIRPORT <u>N/A</u>		14. PILOTS NAME, ADD, TELEPHONE # & HOME BASE <u>ON FILE AT HDC, (985) 340-7333 / 7334.</u>			15. NUMBER ABOARD <u>4</u>	
16. COLOR OF ACFT <u>OD</u>		WT & BALANCE--ON FILE AT HDC DATED: <u>2/4/2015</u>			APPROVED: 			
FLIGHT CREW								
PIC: <u>Griffin</u>				PI: <u>Stoother</u>				
CE/OR/MO: <u>Berkson</u>				CE/OR/MO: <u>Finch</u>				
PASSENGER MANIFEST								
RANK	NAME	SSN	ORGANIZATION / LOCATION					
	<u>PAX Manifest managed by MARSOE</u>							
								
REMARKS								
FLIGHT TIME FLOWN: --TOTAL:								
FUEL REQUIRED: YES				NO				
SUBSEQUENT ROUTING:								

LAARNG AVIATION RISK ASSESSMENT WORKSHEET

DA: 11 Mar 15 A/C 624 PC Griffin PI Strother CE Bergeron, L MOCE

1. CREW SELECTION - PC		TOTAL TIME	
TIME IN AO		>1500	<500
<25	L	M	M
>25	L	L	M
EXPERIENCE (Category)		>200	<200
>1500	M	M	M
30-60	L	L	L
<30	L	L	L
AVG FLIGHT TIME		>50	<10
>50	L	M	H
<50	L	M	H

2. CREW SELECTION - PI		TOTAL TIME	
TIME IN AO		>1500	<500
<25	L	M	M
>25	L	L	M
EXPERIENCE (Category)		>200	<200
>1500	M	M	M
30-60	L	L	L
<30	L	L	L
AVG FLIGHT TIME		>50	<10
>50	L	M	H
<50	L	M	H

4. MISSION TYPE/COMPLEXITY		D	N	AVG	IMC/H
ROUTINE	L	L	L	L	L
RL PROGRESSION	L	L	L	L	L
EWAL/EMER PROCTING	L	L	L	L	L
MULTI AIRCRAFT OPS	L	L	L	L	L
NCE/TERRAIN	L	L	L	L	L
SEATS REMOVED W/ PAX	L	L	L	L	L
HOISTING (LIVE & W/T)	L	L	L	L	L
HOIST MISSION	L	L	L	L	L
WATER BUCKET OPS	L	L	L	L	L
SLING LOADS	L	L	L	L	L
GUNNERY	L	L	L	L	L
OUTSIDE LFA (> 250NM)	L	L	L	L	L
CASVAC/MEDVAC	L	L	L	L	L
TACTICAL INFIL/EXFIL	L	L	L	L	L
SEARCH AND RESCUE	L	L	L	L	L
STATIC DISPLAY	L	L	L	L	L
URBAN (Non-Helipad)	L	L	L	L	L
COOPS BELOW 500' AGL	L	L	L	L	L
MOBILE SURVEILLANCE	L	L	L	L	L
RECONNAISSANCE	L	L	L	L	L

5. ADDITIONAL FACTORS		MISSION TASKS NOT ON CTL	
NO IZ/PZ RECON or SITE SURVEY	L	L	L
OVER WATER (>30 MIN FROM LAND or <60' H2O temp)	L	L	L
POTENTIAL WHITE OUT/ BROWN OUT	L	L	L
SINGLE PILOT (LUH72, does not apply to FCF)	L	L	L
PC + PI < 1000 hours TOTAL TIME	L	L	L

6. MAINTENANCE COMPLEXITY		TYPE OF MAINT		MOC		LTD		GEN	
MINOR	L	L	L	L	L	L	L	L	L
MAJOR	L	L	L	L	L	L	L	L	L
ENVIRONMENTAL FACTORS	L	L	L	L	L	L	L	L	L
MTP/FCF	L	L	L	L	L	L	L	L	L
ONE TIME MAINT EVAC PER	L	L	L	L	L	L	L	L	L
MTP TRAINING	L	L	L	L	L	L	L	L	L

7. PLANNING TIME		IN-DEPT		ADEQUATE		HASTY	
GUIDANCE	L	L	L	L	L	L	L
VAGUE	L	L	L	L	L	L	L
IMPLIED	L	L	L	L	L	L	L
SPECIFIC	L	L	L	L	L	L	L

3. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	M	>200	<25
TIME IN AO		>200	<25
<10	L	M	M
>10	L	L	M
DAYS SINCE LAST FLT		>200	<25
>60	L	M	H
30-60	L	M	M
<30	L	L	L
TOTAL NVG FLIGHT TIME		>25	<5
>25	L	M	H
<25	L	M	H

10. FIGHTER MANAGEMENT		HOURS REST	
Location		>8	<8
Garrison	L	M	M
Field	L	M	M
LENGTH OF DUTY DAY		10-14	14-16
Consecutive Days		1	2-4
1	L	L	M
2-4	L	L	M
5-7	L	L	M
>7	M	H	H

11. WEATHER		CEILING/VISIBILITY	
applies to DEP and ARR		>4000/1 over 1/4 pm min	<4000/1 over 1/4 pm min
IFR	L	M	M
DAY/NVG	L	M	M
NIGHT	L	M	M
SURFACE WIND		<45-30	<15
>45	L	M	M
H*	L	M	M
ENVIRONMENT		TRACE	MOD
ICING	L	M	M
TURB	L	M	M
SURFACE TEMP (LUH ONLY)		<4*	>4*-40*
<4*	L	M	M
>4*-40*	L	M	M
>50*	L	M	M

11. WEATHER		SURFACE WIND	
applies to DEP and ARR		>4000/1 over 1/4 pm min	<4000/1 over 1/4 pm min
IFR	L	M	M
DAY/NVG	L	M	M
NIGHT	L	M	M
SURFACE WIND		<45-30	<15
>45	L	M	M
H*	L	M	M
ENVIRONMENT		TRACE	MOD
ICING	L	M	M
TURB	L	M	M
SURFACE TEMP (LUH ONLY)		<4*	>4*-40*
<4*	L	M	M
>4*-40*	L	M	M
>50*	L	M	M

11. WEATHER		SURFACE WIND	
applies to DEP and ARR		>4000/1 over 1/4 pm min	<4000/1 over 1/4 pm min
IFR	L	M	M
DAY/NVG	L	M	M
NIGHT	L	M	M
SURFACE WIND		<45-30	<15
>45	L	M	M
H*	L	M	M
ENVIRONMENT		TRACE	MOD
ICING	L	M	M
TURB	L	M	M
SURFACE TEMP (LUH ONLY)		<4*	>4*-40*
<4*	L	M	M
>4*-40*	L	M	M
>50*	L	M	M

11. WEATHER		SURFACE WIND	
applies to DEP and ARR		>4000/1 over 1/4 pm min	<4000/1 over 1/4 pm min
IFR	L	M	M
DAY/NVG	L	M	M
NIGHT	L	M	M
SURFACE WIND		<45-30	<15
>45	L	M	M
H*	L	M	M
ENVIRONMENT		TRACE	MOD
ICING	L	M	M
TURB	L	M	M
SURFACE TEMP (LUH ONLY)		<4*	>4*-40*
<4*	L	M	M
>4*-40*	L	M	M
>50*	L	M	M

11. WEATHER		SURFACE WIND	
applies to DEP and ARR		>4000/1 over 1/4 pm min	<4000/1 over 1/4 pm min
IFR	L	M	M
DAY/NVG	L	M	M
NIGHT	L	M	M
SURFACE WIND		<45-30	<15
>45	L	M	M
H*	L	M	M
ENVIRONMENT		TRACE	MOD
ICING	L	M	M
TURB	L	M	M
SURFACE TEMP (LUH ONLY)		<4*	>4*-40*
<4*	L	M	M
>4*-40*	L	M	M
>50*	L	M	M

11. WEATHER		SURFACE WIND	
applies to DEP and ARR		>4000/1 over 1/4 pm min	<4000/1 over 1/4 pm min
IFR	L	M	M
DAY/NVG	L	M	M
NIGHT	L	M	M
SURFACE WIND		<45-30	<15
>45	L	M	M
H*	L	M	M
ENVIRONMENT		TRACE	MOD
ICING	L	M	M
TURB	L	M	M
SURFACE TEMP (LUH ONLY)		<4*	>4*-40*
<4*	L	M	M
>4*-40*	L	M	M
>50*	L	M	M

Extension within the last 24 hrs increase the risk to the next higher level, 14 limit. All items with an "H" denote a non-mitigatable mitigatable parameter.

LAARNG AVIATION RISK ASSESSMENT WORKSHEET

DATE: 11 MAR 15 A/C 569 PI: CE O

1. CREW SELECTION - PC		TOTAL TIME	
TIME IN AO	EXPERIENCE (Category)	>1500	<500
<25		L	M
>25		(L)	M

2. CREW SELECTION - PI		TOTAL TIME	
TIME IN AO	EXPERIENCE (Category)	>1500	<500
<25		L	M
>25		(L)	M

3. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>200	<10
		(L)	M

4. MISSION TYPE/COMPLEXITY		D		N		NVG		IMC/H	
ROUTINE		(L)	(L)	L	L	L	L	L	L
RL PROGRESSION		L	L	L	L	L	L	L	L
EVAL/EMER PROCT'G		L	L	L	L	L	L	L	L
MULTI AIRCRAFT OPS		(L)	(L)	M	M	(L)	(L)	N/A	N/A
NO/TERRAIN		(L)	(L)	M	M	(L)	(L)	N/A	N/A
SEATS REMOVED W/ PAX		H*	H*	H*	H*	H*	H*	H*	H*
HOIST'NG (LIVE & WT)		L	L	N/A	N/A	M	M	N/A	N/A
HOIST MISSION		M*	M*	H*	H*	H*	H*	N/A	N/A
WATER BUCKET OPS		M	M	N/A	N/A	N/A	N/A	N/A	N/A
SLING LOADS		L	L	H	H	M	M	H	H
GUNNERY		L	L	H	H	M	M	N/A	N/A
OUTSIDE LFA (P-280NM)		M*	M*	M*	M*	M*	M*	M*	M*
CASEVAC/MEDVAC		L	L	H	H	M	M	M	M
TACTICAL INFL/EXFIL		(H*)	(H*)	N/A	N/A	(H*)	(H*)	N/A	N/A
SEARCH AND RESCUE		L	L	H	H	M	M	N/A*	N/A*
STATIC DISPLAY		L	L	L	L	L	L	L	L
URBAN (Non-Helipad)		L	L	H	H	M	M	N/A	N/A
COOPS BELOW 500 AEL		L	L	H	H	M	M	N/A	N/A
MOBILE SURVEILLANCE		L	L	M	M	L	L	N/A	N/A
RECONNAISSANCE		L	L	M	M	L	L	N/A	N/A

5. ADDITIONAL FACTORS		MISSION STATUS NOT ON CTL		NO IZ/PZ RECON or SITE SURVEY		OVER WATER (90 MIN FROM LAND OR 60 H2O Temp)		POTENTIAL WHITE OUT/ BURNOUT		SINGLE PILOT (A6672, does not apply to FCF)	
		H*	H*	M	M	(H)	(H)	M	M	H*	H*

6. MAINTENANCE COMPLEXITY		TYPE OF MAINT		MOC		LTD		EPR	
MINOR		L	L	L	L	L	L	L	L
MAJOR		L	L	L	L	M	M	M	M
ENVIRONMENTAL FACTORS		D	N	N	NG	IMC	IMC	M*	M*
VIT/FCF		L	L	M*	M*	M*	M*	M*	M*
ONE TIME MAINT/EVAC FLY		M*	M*	M*	M*	M	M	M	M
MP TRAINING		L	L	M	M	M	M	M	M

7. PLANNING TIME		IN-DEPT		ADEQUATE		HASTY	
GUIDANCE		L	L	M	M	H	H
VAGUE		L	L	L	L	M	M
IMPLIED		(L)	(L)	L	L	L	L
SPECIFIC							

8. NVG CONSIDERATIONS - LOW RISK UNLESS		ILLUMINATION LESS THAN 23%		MOON ANGLE LESS THAN 30°		CREWMEMBER >60 DAYS SINCE NVG FLT	
		M	M	(M)	(M)	M	M

9. NIGHT CONSIDERATIONS (UNAVAIDED FLT)		ILLUMINATION LESS THAN 50%		MOON ANGLE LESS THAN 30°		CREWMEMBER >60 DAYS SINCE N FLT	
		M	M	M	M	M	M

10. FIGHTER MANAGEMENT		HOURS REST		LENGTH OF DUTY DAY	
Location	Garrison	>8	6-8	<16	>16
Field	Field	(L)	(L)	M	M
Consec days	1	L	L	L	L
	2-4	L	(L)	M	H
	5-7	L	M	H	H
	>7	M	H	H	ER

11. WEATHER		CEILING/VISIBILITY		SURFACE WIND		ENVIRONMENT	
applies to DEP and ARR	IFR	>400/1 over IFR plan min	<400/1 over IFR plan min	<45-30	<5	TRACE	MOD
	DAY/NVG	>1000/3	<1000/3	<45-30	<5	LIGHT	SEV
	NIGHT	L	(L)	M	(L)	L	EH*

12. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>200	<10
		(L)	M

13. ADDITIONAL FACTORS		MISSION STATUS NOT ON CTL		NO IZ/PZ RECON or SITE SURVEY		OVER WATER (90 MIN FROM LAND OR 60 H2O Temp)		POTENTIAL WHITE OUT/ BURNOUT		SINGLE PILOT (A6672, does not apply to FCF)	
		H*	H*	M	M	(H)	(H)	M	M	H*	H*

14. MAINTENANCE COMPLEXITY		TYPE OF MAINT		MOC		LTD		EPR	
MINOR		L	L	L	L	L	L	L	L
MAJOR		L	L	L	L	M	M	M	M
ENVIRONMENTAL FACTORS		D	N	N	NG	IMC	IMC	M*	M*
VIT/FCF		L	L	M*	M*	M*	M*	M*	M*
ONE TIME MAINT/EVAC FLY		M*	M*	M*	M*	M	M	M	M
MP TRAINING		L	L	M	M	M	M	M	M

15. CREW SELECTION - PI		TOTAL TIME	
TIME IN AO	EXPERIENCE (Category)	>1500	<500
<25		L	M
>25		(L)	M

16. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>200	<10
		(L)	M

17. ADDITIONAL FACTORS		MISSION STATUS NOT ON CTL		NO IZ/PZ RECON or SITE SURVEY		OVER WATER (90 MIN FROM LAND OR 60 H2O Temp)		POTENTIAL WHITE OUT/ BURNOUT		SINGLE PILOT (A6672, does not apply to FCF)	
		H*	H*	M	M	(H)	(H)	M	M	H*	H*

18. MAINTENANCE COMPLEXITY		TYPE OF MAINT		MOC		LTD		EPR	
MINOR		L	L	L	L	L	L	L	L
MAJOR		L	L	L	L	M	M	M	M
ENVIRONMENTAL FACTORS		D	N	N	NG	IMC	IMC	M*	M*
VIT/FCF		L	L	M*	M*	M*	M*	M*	M*
ONE TIME MAINT/EVAC FLY		M*	M*	M*	M*	M	M	M	M
MP TRAINING		L	L	M	M	M	M	M	M

19. PLANNING TIME		IN-DEPT		ADEQUATE		HASTY	
GUIDANCE		L	L	M	M	H	H
VAGUE		L	L	L	L	M	M
IMPLIED		(L)	(L)	L	L	L	L
SPECIFIC							

20. NVG CONSIDERATIONS - LOW RISK UNLESS		ILLUMINATION LESS THAN 23%		MOON ANGLE LESS THAN 30°		CREWMEMBER >60 DAYS SINCE NVG FLT	
		M	M	(M)	(M)	M	M

21. NIGHT CONSIDERATIONS (UNAVAIDED FLT)		ILLUMINATION LESS THAN 50%		MOON ANGLE LESS THAN 30°		CREWMEMBER >60 DAYS SINCE N FLT	
		M	M	M	M	M	M

22. FIGHTER MANAGEMENT		HOURS REST		LENGTH OF DUTY DAY	
Location	Garrison	>8	6-8	<16	>16
Field	Field	(L)	(L)	M	M
Consec days	1	L	L	L	L
	2-4	L	(L)	M	H
	5-7	L	M	H	H
	>7	M	H	H	ER

23. WEATHER		CEILING/VISIBILITY		SURFACE WIND		ENVIRONMENT	
applies to DEP and ARR	IFR	>400/1 over IFR plan min	<400/1 over IFR plan min	<45-30	<5	TRACE	MOD
	DAY/NVG	>1000/3	<1000/3	<45-30	<5	LIGHT	SEV
	NIGHT	L	(L)	M	(L)	L	EH*

24. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>200	<10
		(L)	M

25. ADDITIONAL FACTORS		MISSION STATUS NOT ON CTL		NO IZ/PZ RECON or SITE SURVEY		OVER WATER (90 MIN FROM LAND OR 60 H2O Temp)		POTENTIAL WHITE OUT/ BURNOUT		SINGLE PILOT (A6672, does not apply to FCF)	
		H*	H*	M	M	(H)	(H)	M	M	H*	H*

26. MAINTENANCE COMPLEXITY		TYPE OF MAINT		MOC		LTD		EPR	
MINOR		L	L	L	L	L	L	L	L
MAJOR		L	L	L	L	M	M	M	M
ENVIRONMENTAL FACTORS		D	N	N	NG	IMC	IMC	M*	M*
VIT/FCF		L	L	M*	M*	M*	M*	M*	M*
ONE TIME MAINT/EVAC FLY		M*	M*	M*	M*	M	M	M	M
MP TRAINING		L	L	M	M	M	M	M	M

27. PLANNING TIME		IN-DEPT		ADEQUATE		HASTY	
GUIDANCE		L	L	M	M	H	H
VAGUE		L	L	L	L	M	M
IMPLIED		(L)	(L)	L	L	L	L
SPECIFIC							

28. NVG CONSIDERATIONS - LOW RISK UNLESS		ILLUMINATION LESS THAN 23%		MOON ANGLE LESS THAN 30°		CREWMEMBER >60 DAYS SINCE NVG FLT	
		M	M	(M)	(M)	M	M

29. NIGHT CONSIDERATIONS (UNAVAIDED FLT)		ILLUMINATION LESS THAN 50%		MOON ANGLE LESS THAN 30°		CREWMEMBER >60 DAYS SINCE N FLT	
		M	M	M	M	M	M

30. FIGHTER MANAGEMENT		HOURS REST		LENGTH OF DUTY DAY	
Location	Garrison	>8	6-8	<16	>16
Field	Field	(L)	(L)	M	M
Consec days	1	L	L	L	L
	2-4	L	(L)	M	H
	5-7	L	M	H	H
	>7	M	H	H	ER

31. WEATHER		CEILING/VISIBILITY		SURFACE WIND		ENVIRONMENT	
applies to DEP and ARR	IFR	>400/1 over IFR plan min	<400/1 over IFR plan min	<45-30	<5	TRACE	MOD
	DAY/NVG	>1000/3	<1000/3	<45-30	<5	LIGHT	SEV
	NIGHT	L	(L)	M	(L)	L	EH*

32. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>200	<10
		(L)	M

33. ADDITIONAL FACTORS		MISSION STATUS NOT ON CTL		NO IZ/PZ RECON or SITE SURVEY		OVER WATER (90 MIN FROM LAND OR 60 H2O Temp)		POTENTIAL WHITE OUT/ BURNOUT		SINGLE PILOT (A6672, does not apply to FCF)	
		H*	H*	M	M	(H)	(H)	M	M	H*	H*

34. MAINTENANCE COMPLEXITY		TYPE OF MAINT		MOC		LTD		EPR	
MINOR		L	L	L	L	L	L	L	L
MAJOR		L	L	L	L	M	M	M	M
ENVIRONMENTAL FACTORS		D	N	N	NG	IMC	IMC	M*	M*
VIT/FCF		L	L	M*	M*	M*	M*	M*	M*
ONE TIME MAINT/EVAC FLY		M*	M*	M*	M*	M	M	M	M
MP TRAINING		L	L	M	M	M	M	M	M

35. PLANNING TIME		IN-DEPT		ADEQUATE		HASTY	
GUIDANCE		L	L	M	M	H	H
VAGUE		L	L	L	L	M	M
IMPLIED		(L)	(L)	L	L	L	L
SPECIFIC							

36. NVG CONSIDERATIONS - LOW RISK UNLESS		ILLUMINATION LESS THAN 23%		MOON ANGLE LESS THAN 30°		CREWMEMBER >60 DAYS SINCE NVG FLT	
		M	M	(M)	(M)	M	M

37. NIGHT CONSIDERATIONS (UNAVAIDED FLT)		ILLUMINATION LESS THAN 50%	
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LAARNG AVIATION RISK ASSESSMENT WORKSHEET

DATE: 12 MAR 2015 A/C 6029 PC Griffin PI Strother CE Bergeron L MRCB

1. CREW SELECTION - PC		TOTAL TIME	
TIME IN AO	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

2. CREW SELECTION - PI		TOTAL TIME	
TIME IN AO	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

3. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

4. MISSION TYPE/COMPLEXITY		D		N		NVG		IMC/H	
ROUTINE	L	L	L	L	L	L	L	L	L
RL PROGRESSION	L	L	L	L	L	L	L	L	L
EVAL/EMER PROCTING	L	L	L	L	L	L	L	L	L
MULTI AIRCRAFT OPS	L	L	L	L	L	L	L	L	L
NOE/TERRAIN	L	L	L	L	L	L	L	L	L
SEATS REMOVED W/ PAX	L	L	L	L	L	L	L	L	L
HOIST TNG (LIVE & WT)	L	L	L	L	L	L	L	L	L
HOIST MISSION	L	L	L	L	L	L	L	L	L
WATER BUCKET OPS	L	L	L	L	L	L	L	L	L
SLING LOADS	L	L	L	L	L	L	L	L	L
OUTSIDE LFA (> 250NM)	L	L	L	L	L	L	L	L	L
CASRAC/MED/EVAC	L	L	L	L	L	L	L	L	L
TACTICAL INFIL/EXFIL	L	L	L	L	L	L	L	L	L
SEARCH AND RESCUE	L	L	L	L	L	L	L	L	L
STATIC DISPLAY	L	L	L	L	L	L	L	L	L
URBAN (Non-Helipad)	L	L	L	L	L	L	L	L	L
COOPS BELOW 500 AGL	L	L	L	L	L	L	L	L	L
MOBILE SURVEILLANCE	L	L	L	L	L	L	L	L	L
RECONNAISSANCE	L	L	L	L	L	L	L	L	L

5. ADDITIONAL FACTORS		MISSION TASKS NOT ON CTL	
NO IZ/PZ RECON or SITE SURVEY	L	L	L
OVER WATER (>30 MIN FROM LAND or <60° H2O temp)	L	L	L
POTENTIAL WHITE OUT/ BROWN OUT	L	L	L
SINGLE PILOT (UHZTZ, does not apply to FCF)	L	L	L
PC + PI < 1000 hours TOTAL TIME	L	L	L

6. MAINTENANCE COMPLEXITY		TYPE OF MAINT		MOC		LTD		GEN	
MINOR	L	L	L	L	L	L	L	L	L
MAJOR	L	L	L	L	L	L	L	L	L
ENVIRONMENTAL FACTORS	L	L	L	L	L	L	L	L	L
MTE/FCF	L	L	L	L	L	L	L	L	L
ONE TIME MAINT (BAC/BAT)	L	L	L	L	L	L	L	L	L
MIP TRAINING	L	L	L	L	L	L	L	L	L

7. PLANNING TIME		GUIDANCE		VAGUE		IMPLIED		SPECIFIC	
>200	<25	L	L	L	L	L	L	L	L
200-500	25-200	L	L	L	L	L	L	L	L
>500	>200	L	L	L	L	L	L	L	L

8. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

9. NVG CONSIDERATIONS - LOW RISK UNLESS		ILLUMINATION LESS THAN 23%		MOON ANGLE LESS THAN 30°		CREWMEMBER > 80 DAYS SINCE NVG FLT	
<25	<200	L	M	L	M	L	M
>25	>200	M	M	M	M	M	M

10. FIGHTER MANAGEMENT		HOURS REST	
Location	Garrison	>8	6-8
Field	Field	L	M
		L	M

11. WEATHER		CEILING/VISIBILITY	
applies to DBP and ARR	applies to IFR and NVG	>400/1 over 1000 ft	<400/1 over 1000 ft
>45	>4000/3	L	M
H*	<1000/3	L	M

12. NIGHT CONSIDERATIONS (UNAIDED FLT)		ILLUMINATION LESS THAN 50%		MOON ANGLE LESS THAN 30°		CREWMEMBER > 80 DAYS SINCE N.FLT	
<25	<200	L	M	L	M	L	M
>25	>200	M	M	M	M	M	M

13. CREW SELECTION - PC		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

14. CREW SELECTION - PI		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

15. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

16. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

17. CREW SELECTION - PC		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

18. CREW SELECTION - PI		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

19. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

20. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

21. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

22. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

23. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

24. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

25. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

26. CREW SELECTION - PI		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

27. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

28. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

29. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

30. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

31. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

32. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

33. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

34. CREW SELECTION - PI		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

35. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

36. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

37. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

38. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

39. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

40. CREW SELECTION - CE/MO		TOTAL TIME	
NO CE Except UH-72A	EXPERIENCE (Category)	>1500	500-1500
<25	<200	L	M
>25	>200	M	M

LAARNG AVIATION RISK ASSESSMENT WORKSHEET

DATE: 12 MAR 15 A/C 569 PI CE MO

1. CREW SELECTION - PC

TIME IN AO	TOTAL TIME	>1500	500-1500	<500	IM/CH
<25	L	M	M		M
>25	(L)	L	L	L	(M)

EXPERIENCE (Category)	>200	<200	M	H
CURRENCY	(L)			
>500	M			
30-60	L			
<30	(L)			

TIME IN AO	TOTAL TIME	>1500	500-1500	<500	M	H
<25	(L)	M	M			
>25	(L)	L	L	L		

2. CREW SELECTION - PI

EXPERIENCE (Category)	>200	<200	M	H
CURRENCY	(L)			
>1500	M			
30-60	L			
<30	(L)			

EXPERIENCE (Category)	>200	<200	M	H
CURRENCY	(L)			
>1500	M			
30-60	L			
<30	(L)			

3. CREW SELECTION - CE/MO

NO CE Except U/F/ZA	M	H
>200	(L)	
<200		

TIME IN AO	TOTAL TIME	>200	25-200	<25	M	H
<10	(L)	M	M			
20	(L)	L	M			
>20	(L)	L	L			

4. MISSION TYPE/COMPLEXITY

	D	N	INVG	IM/CH
ROUTINE	(L)	L	L	L
RL PROGRESSION	L	L	L	L
EVOL/EMER PRACTICE	L	L	L	L
MULTI AIRCRAFT OPS	(L)	M	(L)	N/A
NOE/TERRAIN	(L)	M	(L)	N/A
SEATS REMOVED W/ PAX	H*	H*	H*	H*
HOISTING (LIVE & WT)	L	N/A	N/A	N/A
HOIST MISSION	M*	N/A	N/A	N/A
WATER BUCKET OPS	M	N/A	N/A	N/A
SLING LOADS	L	H	M	H
GUNNERY	L	H	M	N/A
OUTSIDE LFA (> 250NM)	M*	M*	M*	M*
CASEVAC/MED/EVAC	L	H	M	M
TACTICAL INFIL/EXFIL	(H)	N/A	(H)	N/A
SEARCH AND RESCUE	L	H	M	N/A
STATIC DISPLAY	L	L	L	L
URBAN (Non-Helipad)	L	H	M	N/A
CDOPS BELOW 500' AGL	L	H	M	N/A
MOBILE SURVEILLANCE	L	M	L	N/A
RECONNAISSANCE	L	M	L	N/A

5. ADDITIONAL FACTORS

MISSION TASKS NOT ON CTL	H*
NO I/PZ RECON or SITE SURVEY	M
OVER WATER (>30 MIN FROM LAND OR >60' R20 Temp)	(H)
POTENTIAL WHITE OUT/BREWPA OUT	M
SINGLE PILOT (B4472, does not apply to PCF)	H*
BE-FPI < 1000 hours TOTAL TIME	M*

6. MAINTENANCE COMPLEXITY

TYPE OF MAINT	MOC	LTD	OVER
MINOR	L	L	L
MAJOR	L	M	M
ENVIRONMENTAL FACTORS	D	N	ING
MTP/PCF	L	M*	M*
ONETIME MAINT BVAC FLT	M*	M*	M*
M/T TRAINING	L	M	M

BLOCKS 4-5, 11 do not apply to maintenance ground runs.

7. PLANNING TIME

IN-DEPT	ADEQUATE	HASTY
GUIDANCE	L	M
VAGUE	L	L
IMPLIED	(L)	L
SPECIFIC		L

8. NVG CONSIDERATIONS - LOW RISK UNLESS

ILLUMINATION LESS THAN 25%	M
MOON ANGLE LESS THAN 30°	(M)
CREWMEMBER > 60 DAYS SINCE NVG FLT	M

9. NIGHT CONSIDERATIONS (UNAIDED FLT)

ILLUMINATION LESS THAN 50%	M
MOON ANGLE LESS THAN 30°	M
CREWMEMBER > 60 DAYS SINCE N FLT	M

10. FIGHTER MANAGEMENT

Location	>8	6-8	<6
Garrison	(L)	M	M
Field	(L)	M	H

Length of Duty Day	<10	10-14	14-16	>16
1	L	L	L	M
2-4	L	(L)	M	H
5-7	L	M	H	H
>7	M	M	H	EH

11. WEATHER

Apply to DEP and ARR	>400/L over IFR plan mls	<400/L over over IFR plan mls	<400/L over over IFR plan mls	< IFR PLAN - MIN
IFR	L	M*	M*	H*
DAY/NVG	(L)	<1000/3	<1000/2	<500/1
NIGHT	L	M*	H*	EH*

Surface Wind	>45-30	<30-15	<15	CALM
3-45	M	(L)	L	L

Environment	TRACE	LIGHT	MOD	SEV
ICING	L	M*	H*	EH*
TURB	N/A	L	M	EH*

Surface Temp (LDR ONCX)	<4*	>4-40*	>40 TO 50*	>50*
	M*	L	M*	H*

12. CONTROL MEASURES

1. CREW SELECTION - PC	L
2. CREW SELECTION - PI	L
3. CREW SELECTION CE/MO	L
4. MISSION TYPE / COMPLEXITY	(L)
5. ADDITIONAL FACTORS	H
6. MAINTENANCE COMPLEXITY	L
7. PLANNING TIME	M
8. NVG CONSIDERATIONS	(M)
9. NIGHT CONSIDERATIONS	L
10. FIGHTER MANAGEMENT	L
11. WEATHER	L

13. BRIEFER CHECKLIST

Flight in support of operational unit missions:
Crew understands mission and possesses SK

Mission adequately planned
Crews are qualified and current
Forecast mission weather meets requirements
Crew meets unit crew endurance requirements
Risk is mitigated to lowest level
Req. special mission equipment is operational
CREWMEMBER MUST RESET WITH COMPLETION

14. REQUIRED SIGNATURES

INITIALS	RESIDUAL MISSION RISK:
	H

per SOP, SPIES HAVE CASH OPERATIONS
Weather Report Book is being submitted

Search for external lights
5000 / 1000 NVG

LAARNG AVIATION RISK ASSESSMENT WORKSHEET

DL: 13 Mar 15 AC (024) PC Griffin PI Strother CE Bergeron, L MOCE

1. CREW SELECTION - PC		TOTAL TIME	
TIME IN AO	EXPERIENCE (Category)	>1500	<500
<25		L	M
>25		M	M
	>200	(M)	
	>1500		M
	500-1500		M
	<500		M

2. CREW SELECTION - PI		TOTAL TIME	
TIME IN AO	EXPERIENCE (Category)	>1500	<500
<25		(M)	M
>25		M	M
	>200		M
	>1500		M
	500-1500		M
	<500		M

4. MISSION TYPE/COMPLEXITY		D	N	NVG	IMC/H
ROUTINE		L	L	L	L
RL PROGRESSION		L	L	L	L
EVAL/EMER PROCTING		L	L	L	L
MULTI AIRCRAFT OPS		(L)	(M)	(L)	(L)
NOE/TERMIN		(L)	(M)	(L)	(L)
SEATS REMOVED W/ PAX		H*	H*	H*	H*
HOIST TNG (LIVE & WT)		L	N/A	M	N/A
HOIST MISSION		M*	H*	H*	N/A
WATER BUCKET OPS		M	N/A	N/A	N/A
SLING LOADS		L	H	M	H
GUNNERY		L	H	M	N/A
OUTSIDE LFA (>250NM)		M*	M*	M*	M*
CASEVAC/MEDEVAC		L	H	M	M
TACTICAL INFIL/EXFIL		(H*)	N/A	(H*)	N/A
SEARCH AND RESCUE		L	H	M	N/A
STARC DISPLAY		L	L	L	L
URBAN (Non-Helipad)		L	H	M	N/A
CDOPs BELOW 500' AGL		L	H	M	N/A
MOBILE SURVILLANCE		L	M	L	N/A
RECONNAISSANCE		L	M	L	N/A

5. ADDITIONAL FACTORS		MIOC	LD	GEN
MISSION TASKS NOT ON CTL		L	L	L
NO IZ/PZ REGN or SITES SURVEY		L	M	M
OVER WATER (>30 MIN FROM LAND or <60" H2O Temp)		N	NG	IMC
POTENTIAL WHITE OUT/ BROWN OUT		L	M*	M*
SINGLE PILOT (UH72, does not apply to FCF)		M*	M*	M*
PC + PI < 1000 hours TOTAL TIME		L	M	M

6. MAINTENANCE COMPLEXITY		IN-DEPT	ADEQUATE	HASTY
TYPE OF MAINT		L	M	H
MAJOR		L	M	M
ENVIRONMENTAL FACTORS		D	NG	IMC
MTE/FCF		L	M*	M*
ONE TIME MAINT B/C A/B/F		M*	M*	M*
IMP TRAINING		L	M	M

7. PLANNING TIME		IN-DEPT	ADEQUATE	HASTY
GUIDANCE		L	M	H
VAGUE		L	M	H
IMPLIED		(L)	L	M
SPECIFIC		L	L	L

3. CREW SELECTION - CE/MO		NO CE Except UH-72A	M
TIME IN AO		>200	M
<10		L	M
>10		(M)	M
20-60		L	M
>60		L	M
30-60		L	M
<10		(M)	M

9. NIGHT CONSIDERATIONS (UNAIDED FLT)		ILLUMINATION LESS THAN 50%	M
ILLUMINATION LESS THAN 50% <td></td> <td>(M)</td> <td>M</td>		(M)	M
MOON ANGLE LESS THAN 30° <td></td> <td>(M)</td> <td>M</td>		(M)	M
CREWMEMBER > 60 DAYS SINCE FT <td></td> <td>(M)</td> <td>M</td>		(M)	M

10. FIGHTER MANAGEMENT		LOCATION	HOURS REST
Location		Garrison	>8
Field		Field	6-8
Consecutive days		<10	>16
1		L	L
2-4		(L)	M
5-7		M	H
>7		M	H

Extension within the last 24 hrs increase the risk to the next higher level, 14 Limit.
All items with an "M*" denote a non-mitigatable mitigatable parameter.

11. WEATHER		APPLIES TO DEP and ARR	CEILING/VISIBILITY	IFR PLAN MIN
>45		<400' / 1 over 1/4 per min	<400' / 1 over 1/4 per min	<400' / 1 over 1/4 per min
H*		IFR	IFR	H*
DAY/NAV		>1000' / 3	<1000' / 3	<500' / 2
NIGHT		L	L	H*
		M*	M*	H*
		L	L	EH*

SURFACE WIND		TRACE	LIGHT	MOD	SEV
>45		<45-50k	<30-35k	<15	CALM
H*		M	(L)	L	L

ENVIRONMENT		ICING	TURB	SURFACE TEMP (DUH ONLY)
TRACE		L	N/A	<4*
LIGHT		M*	L	>4*-40° <
MOD		L	M*	>40° TO 50°
SEV		M*	L	>50°

CONTROL MEASURES		INITIAL RISK	RESIDUAL RISK
1. CREW SELECTION- PC		L	L
2. CREW SELECTION- PI		L	L
3. CREW SELECTION CE/MO		L	L
4. MISSION TYPE / COMPLEXITY		H*	H
5. ADDITIONAL FACTORS		H	H
6. MAINTENANCE COMPLEXITY		L	L
7. PLANNING TIME		M	M
8. NVG CONSIDERATIONS		L	L
9. NIGHT CONSIDERATIONS		L	L
10. FIGHTER MANAGEMENT		L	L
11. WEATHER		(M)	(M)

SOLE, LODGE, HOLMAN, ROBERTSON
UPPER RMP SS BRATS, NO STABLY
WITH RESERVE SUBMERS, PILES
Cultural lighting in base control building

M-500 B only
1001/13 - night mission

BRIEFER CHECKLIST		Flight in support of operational unit mission	CREWMEMBER MUST RESEAT WITH
Flight in support of operational unit mission		(M)	(M)
Crew understands mission and possesses SA		(M)	(M)
Mission adequately planned		(M)	(M)
Crews are qualified and current		(M)	(M)
Forecast mission weather meets requirements		(M)	(M)
Crew meets unit crew endurance requirements		(M)	(M)
Risk is mitigated to lowest level		(M)	(M)
Req. special mission equipment is operational		(M)	(M)

RESIDUAL MISSION RISK: H

COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

PART I. BIOGRAPHICAL

Name: BERGERON, LANCE	Rank: SSG	PID:	Birth Month: JUN	FAC:
Duty Title: UH-60 CREWCHIEF	Aircraft Type: UH60 A/L/M		<input checked="" type="checkbox"/> Primary <input type="checkbox"/> Additional <input type="checkbox"/> Alternate	

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Left/Front Seat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustment
Dates	JUL 14-JUN 15	JUL 14-DEC 14	JAN 15-JUN 15	
Total Aircraft Hours		12	12	
Total Simulator Hours				
Night Unaided Hours				
NVG Hours		5	5	
Hood/Weather Hours				
Other Hours (Specify)				
Other Hours (Specify)				

PART IV. EVALUATION REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation	APR 15-JUN 15	
Instrument Flight Evaluation		
Operator's Manual Written Examination	APR 15-JUN 15	
NVG Flight Evaluation	APR 15-JUN 15	
Maintenance Test Flight Evaluation		
Other (Specify)		
Other (Specify)		

PART V. ENCLOSURES

1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements) Yes No
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)
4. Other (Specify)
5. Other (Specify)

PART VI. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.

Commander:	Signature:	Date: 1 JUL 14
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.		Date: 1 JUL 14
Crew Member's Signature:		

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

Bergeron, Lance

UH-60A/L/M

1 Jul 14

ACT-E Sustainment

Date Completed: _____

Annual CBAT Training Requirements:

CMWS

AN/APR 39A V(1)

AN/APX 118

Date Completed: _____

ROC-V (SW Asia)

Date Completed: _____

AMS Training (Threat Capabilities, Airspace Deconfliction, TTPS)

Date Completed: _____

Annual Academic Training IAW SOP (OAATS)

Date Completed: _____

Annual Aeromedical Training IAW SOP (OAATS)

Date Completed: _____

The evaluator will select a minimum of three mission tasks for evaluation during the crewmember's APART/annual NVG evaluations. These tasks will be selected at the evaluator's discretion.

CERTIFICATION:

I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature:

Date:

DA FORM 7120-3-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

PART I. BIOGRAPHICAL

Name: GRIFFIN, GEORGE W.	Rank: CW4	PID:	Birth Month: MAR	FAC: 2
Duty Title: Aviation Standardization Officer	Aircraft Type: UH60M <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Additional <input type="checkbox"/> Alternate			

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Left/Front Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustment
Dates	APR 14 - MAR 15	APR 14 - SEP 14	OCT 14 - MAR 15	
Total Aircraft Hours		30	30	
Total Simulator Hours	6			
Night Unaided Hours		9	9	
NVG Hours				
Hood/Weather Hours	4			
Other Hours (Specify)				
Other Hours (Specify)				

PART IV. EVALUATION REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation	JAN 15 - MAR 15	
Instrument Flight Evaluation	JAN 15 - MAR 15	
Operator's Manual Written Examination	JAN 15 - MAR 15	
NVG Flight Evaluation	JAN 15 - MAR 15	
Maintenance Test Flight Evaluation		
Other (Specify)		
Other (Specify)		

PART V. ENCLOSURES

1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements) Yes No
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)
4. Other (Specify)
5. Other (Specify)

PART VI. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.

I certify that I have read and understand my ATP requirements and the aircrew training manual.

Crew Member's Signature: Date: 01 APR 2014

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

GRIFFIN, GEORGE W

UH-60M

1 APR 14

ACT-E Sustainment

Date Completed: _____

Annual CBAT Training Requirements:

CMWS

AN/APR 39A V(1)

AN/APX 118

Date Completed: _____

ROC-V (SW Asia)

Date Completed: _____

AMS Training (Threat Capabilities, Airspace Deconfliction, TTPS)

Date Completed: _____

Annual Academic Training IAW SOP (OAATS)

Date Completed: _____

Annual Aeromedical Training IAW SOP (OAATS)

Date Completed: _____

The evaluator will select a minimum of three mission tasks for evaluation during the crewmember's APART/annual NVG evaluations. These tasks will be selected at the evaluator's discretion.

RCM is authorized to operate as a CP during NVG operations to satisfy three crewmember requirement in TC 3.04.11

PART II AUTHORIZED FLIGHT DUTIES/STATIONS to include A and L series aircraft

CERTIFICATION:

I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature:

Date:

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS

For use of this form see TC3-04.11; the proponent agency is TRADOC

Name: Griffin, George W		Aircraft: UH-60M				Page 1 of 1			
Tasks	TECH	Day	Night	INST	NVS	CBRN	SIM	Remarks	
2010 PERFORM MULTIAIRCRAFT OPERATIONS		4			4				
2012 PERFORM TACTICAL FLIGHT MISSION PLANNING		4			4				
2014 Perform Electronic Countermeasures/Electronic Counter-Countermeasures Procedures	1								
2022 Transmit Tactical Reports	1								
2024 PERFORM TERRAIN FLIGHT NAVIGATION		4			4				
2026 PERFORM TERRAIN FLIGHT		4			4				
2036 PERFORM TERRAIN FLIGHT DECELERATION		4			4				
2042 Perform Actions on Contact	2								
2048 PERFORM SLING LOAD OPERATIONS		2			2				
2050 Develop an Emergency Global Positioning System Recovery Procedure	1								
2052 PERFORM WATER BUCKET OPERATIONS									
2081 OPERATE NIGHT VISION GOGGLES					4				
2086 OPERATE AVIATOR'S NIGHT VISION IMAGING SYSTEM HEADS-UP DISPLAY					4				
2127 Perform Combat Maneuvering Flight	1								
2169 Perform Aerial Observation	1								

COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

PART I. BIOGRAPHICAL

Name: FLORICH, THOMAS	Rank: SGT	PID:	Birth Month: JUN	FAC:	
Duty Title: CREWCHIEF	Aircraft Type: UH60 A/L/M		<input checked="" type="checkbox"/> Primary	<input type="checkbox"/> Additional	<input type="checkbox"/> Alternate

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Left/Front Seat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustment
Dates	JUL14-JUN15	JUL14-DEC14	JAN15-JUN15	
Total Aircraft Hours		12	12	
Total Simulator Hours				
Night Unaided Hours				
NVG Hours		5	5	
Hood/Weather Hours				
Other Hours (Specify)				
Other Hours (Specify)				

PART IV. EVALUATION REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation	APR15-JUN15	
Instrument Flight Evaluation		
Operator's Manual Written Examination	APR15-JUN15	
NVG Flight Evaluation	APR15-JUN15	
Maintenance Test Flight Evaluation		
Other (Specify)		
Other (Specify)		

PART V. ENCLOSURES

1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements) Yes No
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)
4. Other (Specify)
5. Other (Specify)

PART VI. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish your Aircrew Training Program requirements.

Signature:	Date: 1 JUL 14
I certify that I have read and understand my ATP requirements contained on this form, its enclosure(s), and the aircrew training manual.	Date: 1 JUL 14

Crew Member's Signature: *[Signature]*

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

Florich, Thomas

UH-60A/L/M

1 JUL 14

ACT-E Sustainment

Date Completed: _____

Annual CBAT Training Requirements:

CMWS
AN/APR 39A V(1)
AN/APX 118

Date Completed: _____

ROC-V (SW Asia)

Date Completed: _____

AMS Training (Threat Capabilities, Airspace Deconfliction, TTPS)

Date Completed: _____

Annual Academic Training IAW SOP (OAATS)

Date Completed: _____

Annual Aeromedical Training IAW SOP (OAATS)

Date Completed: _____

The evaluator will select a minimum of three mission tasks for evaluation during the crewmember's APART/annual NVG evaluations. These tasks will be selected at the evaluator's discretion.

CERTIFICATION:

I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature:

Date:

COMMANDER'S TASK LIST

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

PART I. BIOGRAPHICAL

Name: STROTHER, GEORGE D.	Rank: CW4	PID:	Birth Month: OCT	FAC: 1
Duty Title: INSTRUCTOR PILOT	Aircraft Type: UH-60 M <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Additional <input type="checkbox"/> Alternate			

PART II. AUTHORIZED FLIGHT DUTIES/STATIONS

	PI	PC	UT	IP	SP	IE	MP	FCP	ME	XP	CE	FE	FI	SI	AO	MO	OR	Remarks
Right/Back Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Left/Front Seat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NVS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PART III. FLYING-HOUR REQUIREMENTS

	Annual	First Period	Second Period	Remarks/Adjustment
Dates	NOV 14-OCT 15	NOV 14-APR 15	MAY 15-OCT 15	
Total Aircraft Hours		48	48	
Total Simulator Hours	12			
Night Unaided Hours		9	9	
NVG Hours				
Hood/Weather Hours	4			
Other Hours (Specify)				
Other Hours (Specify)				

PART IV. EVALUATION REQUIREMENTS

	Designated Period (AC/USAR) or Qtr (ARNG)	Remarks/Date Completed
Standardization Flight Evaluation	AUG 15-OCT 15	
Instrument Flight Evaluation	AUG 15-OCT 15	
Operator's Manual Written Examination	AUG 15-OCT 15	
NVG Flight Evaluation	AUG 15-OCT 15	
Maintenance Test Flight Evaluation		
Other (Specify)		
Other (Specify)		

PART V. ENCLOSURES

1. DA Form 7120-1-R (Crew Member Task Performance and Evaluation Requirements) Yes No
2. DA Form 7120-2-R (Crew Member Task Performance and Evaluation Requirements Continuation Sheet)
3. DA Form 7120-3-R (Crew Member Task Performance and Evaluation Requirements Remarks and Certification)
4. Other (Specify)
5. Other (Specify)

PART VI. CERTIFICATION

This form, its enclosure(s), and the aircrew training manual establish the minimum program requirements.

Commander:	Signature:	Date: 1 MAR 15
I certify that I have read and understand my ATP requirements contained in this form, its enclosure(s), and the aircrew training manual.		Date: 1 MAR 15
Crew Member's Signature:		

**CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS
REMARKS AND CERTIFICATION**

For use of this form see TC 3-04.11; the proponent agency is TRADOC.

REMARKS:

STROTHER GEORGE D.

UH-60 M

1 MAR 14

ACT-E Sustainment

Date Completed: _____

Annual CBAT Training Requirements:

CMWS

AN/APR 39A V(1)

AN/APX 118

Date Completed: _____

ROC-V (SW Asia)

Date Completed: _____

AMS Training (Threat Capabilities, Airspace Deconfliction, TTPS)

Date Completed: _____

Annual Academic Training IAW SOP (OAATS)

Date Completed: _____

Annual Aeromedical Training IAW SOP (OAATS)

Date Completed: _____

The evaluator will select a minimum of three mission tasks for evaluation during the crewmember's APART/annual NVG evaluations. These tasks will be selected at the evaluator's discretion.

Aviator authorized "CP" duties from cabin during NVG flight to fulfill three crewmember requirement in TC 3.04.11

CERTIFICATION:

I have/have not completed my ATP flying-hour, task performance, and evaluation requirements.

Crew Member's Signature:

Date:

DA FORM 7120-3-R, DEC 2009

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

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SWORN STATEMENT

For use of this form, see AR 100-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2061; E.O. 9397 Social Security Number (SSN).
PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.
ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.
DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION Hurlburt Air Field, AFSOC Annex Building	2. DATE (YYYYMMDD) 2015/03/18	3. TIME 1630	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME [REDACTED]	6. SSN [REDACTED]	7. GRADE/STATUS CIV	
8. ORGANIZATION OR ADDRESS 1st SOSS			

I, [REDACTED], WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

IO: Please say your full name, and duty position.

WIT: [REDACTED] My duty position is Maritime operations specialist.

IO: Can you please describe the day of the incident, what you were doing, from start to finish, from the day iteration through the crash.

WIT: At 1500 hrs, I launch my boat for water survival training (WST) conducted near the Hurlburt Field fuel dock and the inner coastal water. At 1545 hrs, WST training concluded and I proceeded to Sound DZ to link up with [REDACTED] and [REDACTED]. At 1555 hrs, I arrived at Sound DZ and waited for [REDACTED] arrive from A-15 with [REDACTED] did not look at the clock when [REDACTED] arrived with [REDACTED] at Sound DZ. It was relayed to me then that there would only be one helicopter at a time conducting drops due to only having one ladder for hoists. [REDACTED] and I positioned ourselves on the south side of the drop zone. He was approximately 100 to 150 yards due west of me. A radar tower is southeast of the drop zone and I was approximately 400 to 600 yards from the tower. The sky was overcast, but visibility was good throughout the day portion of training. I do not remember when the day portion concluded, however, at 1745 hrs, I went over to Wynn Haven Beach, which is north of the drop zone, to pick up four personnel from 1 SOSS/OSJ HaveAce to be the safety boat for CV-22 hoist training. The CV-22 was supposed to be on station at 1800 hrs. Between 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling their training due to low visibility. As I looked eastward towards Hurlburt Field, it was cloudy, but I could not tell how low the clouds were. We could still see well over a mile and could hear the waves crashing on the shore from the gulf side of the island. I then proceeded to take the four individuals back to shore. Once they were on shore, I returned to my original position on the drop zone. I do not remember the time when [REDACTED] took [REDACTED] back to A-15. However, [REDACTED] and [REDACTED] waited at A-15 boat ramp for the on scene medic to return. I do not know where the medic went. The fog rolled in around 1900 hrs very quickly and the visibility was very limited. I would normally be able to see the radar tower's flashing red lights, but was unable to see them. I put my NVGs on and could barely make out the flashing lights that are located just below the catwalk of the radar tower. At 1924 hrs, I called a coworker [REDACTED] for the number to the Hurlburt weather and explained to him about the weather we were having. [REDACTED] stated that it was a good idea to call the weather shop and that he would cancel our support if the fog did not lift any time soon. At 1926 hrs, I called the weather shop at Hurlburt Field and talked with [REDACTED]. I asked her what the ceiling was and she stated 200 feet. I informed her how bad the fog had gotten as well as the visibility. I also asked her what the weather was going to be and she stated that the fog was going to roll in and out as well as become very dense at times. I was on the phone with [REDACTED] for 1 minute and 9 seconds.

10. EXHIBIT	INITIALS OF PERSON MAKING STATEMENT [REDACTED]	PAGE 1 OF 4 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF [REDACTED] TAKEN AT [REDACTED] DATED [REDACTED]"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF [REDACTED] TAKEN AT [REDACTED] DATED 2015/03/18

9. STATEMENT (Continued)

WIT: Once I hung up the phone with [REDACTED], I contacted [REDACTED] via the LMR. I informed him that I contacted Hurlburt weather. I relayed to him what [REDACTED] stated about the ceiling as well as the fog. I informed him that the fog at the drop zone was bad and that is why I called Hurlburt weather. I also stated that I wanted to call it (cancel support) due to the fog. He stated that they could see fine at A-15 and that he would relay this information to the pilots. [REDACTED] contacted the medic via the LMR. The medic handed the LMR to an individual on the helicopter who in-turn talked directly with the pilots. I remember hearing the individual state that the pilots said as long as they have 300 feet ceilings they could fly on instruments. I emphasized to [REDACTED] that the ceilings were only at 200 feet right now. [REDACTED] stated that if the pilots state they can fly, we will continue training. We were not supposed to start the night portion until 2000 hrs. At approximately 1940 hrs, the fog lifted enough at the drop zone that I could see the lights on the north shore as well as see the tower's flashing red lights without NVGs. Also around this time [REDACTED] contacted me on the LMR stating that the medic was at the boat ramp and that [REDACTED] the medic and he were in route to the drop zone. Normally, it would take about five minutes to get to Sound DZ from A-15; however, they did not show up until around 1950 hrs. When [REDACTED] arrived at the drop zone, he dropped [REDACTED] off with me in my boat and the medic stayed on his boat. [REDACTED] then went about 100 yards from my position. Prior to the helicopters taking off, the pilots never relayed to any of us as to how the visibility was or what the ceiling was at A-15. Between 2010 hrs and 2015 hrs, Mojo stated they were taking off via Harris 152 radio. The Harris 152 radio transmissions between [REDACTED] and Mojo were intermittent after the pilot stated that they were taking off to start their first drop. Normally, I could hear the helicopters from Sound DZ; that night it was hit or miss. I do not remember hearing them take off. The only noise I remember hearing was a swishing sound as if a 105mm round was going through the air prior to it exploding. I thought nothing of it as I was trying to help [REDACTED] make contact with Mojo. The visibility at the drop zone went from bad to worse almost in an instance. After several failed attempts by [REDACTED] to make contact with Mojo on his Harris 152, I picked up my Harris 152 and tried to make contact with Mojo. I do not know which Mojo acknowledged my transmission, but I was able to make contact. I stated, "Mojo, this is [REDACTED] you do not have clearance to drop. I say again, you DO NOT have clearance to drop." I emphasized 'do not' in my last sentence. Mojo replied, [REDACTED] Mojo, I acknowledge, we do not have clearance to drop, we are RTB." Right after the pilot stated, "RTB", I finally heard a sound of a helicopter turn away from the drop zone. I do not know how close or how far away the helicopter was at this time. Once we received acknowledgement [REDACTED] and I drove our boats closer together and headed in the direction of A-15. I turned my anchor light on so [REDACTED] would be able to follow me by seeing this light. He was not able to see it, so I stopped and turned my strobe light on so he could see my position. Once he saw my position, we slowly made our way to A-15 stopping a couple of more times because we lost sight of each other and we were less than 25 yards away from each other. We made it back to A-15 and dropped off [REDACTED] and the medic. What would normally take us 15 to 20 minutes to get back to the Hurlburt Field marina, took [REDACTED] and I about 45 minutes to get back. We were about 15 minutes from the Hurlburt Field marina when [REDACTED] answered my cell phone. I stopped my boat and called him back at 2043 hrs. [REDACTED] stated that one of the helicopters had not landed at A-15 yet and asked us to wait at the dock. [REDACTED] and I finally reached the Hurlburt marina at about 2112 hrs. I tried to call [REDACTED] at 2113 hrs, but did not get an answer. We trailered one of our boats and then I called him two more times, one at 2116 hrs and I finally spoke with him at 2117 hrs. [REDACTED] and I trailered the other boat at 2140 hrs. I contacted the Hurlburt Field command post at 2140 hrs stating that [REDACTED] and I are no longer on the water and we are fast dry. We waited at the dock for another 10 minutes and then headed back to our shop. I contacted [REDACTED] at 2158 hrs and informed him of what was happening. We got back to the shop around 2200 hrs and waiting for [REDACTED] to call us back to let us know what he wanted us to do. [REDACTED] called me back at 2232 hrs, after talking with [REDACTED] to have us launch our 32 foot rib boat with radar at the Hurlburt Field marina and wait for [REDACTED] arrival to assist in the search of the helicopter that had not yet landed. The approximate time we started back to Sound DZ to start our search was about 2300 hrs.

IO: And that was the tower or the weather station?

WIT: I called the weather station and I talked with her for one minute and nine seconds, and that is how I knew what the ceiling was.

IO: The pilots knew that they had canceled for weather?

WIT: I do not know, let me rephrase. [REDACTED] was there and I don't know if he spoke with them or not, because I assumed that he was going to say something to them, that they had canceled for weather, I do not know.

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 2 OF 4 PAGES

APD PE VI.0166

USE THIS PAGE IF NEEDED. IF THIS PAGE IS NOT NEEDED, PLEASE PROCEED TO FINAL PAGE OF THIS FORM.

STATEMENT OF [REDACTED] TAKEN AT _____ DATED 2015/03/18

9. STATEMENT (Continued)

IO: To clarify about CV-22, the relay the CV-22 had canceled came to you?

WIT: Yes, it was over 152-HARRIS radio.

IO: I am trying to make sure that you heard direct, not secondhand.

WIT: I was the one that acknowledged it.

IO: They gave you the reason that they canceled, or only that they were canceling?

WIT: They were canceling due to weather, it was the fog.

IO: From that call to you, you relayed that to [REDACTED]

WIT: Yes, over LMR, to say, "Hey they canceled".

IO: But you don't know for sure what [REDACTED] did with that information?

WIT: No, I do not know. I have some pictures. [Showing/Describing pictures to Interviewer] This is [REDACTED] I don't know the gentleman's name here. You can see the fog in the background, it does not do it very good justice on just how bad the fog is. This was at 1823. This is another picture but at 1847 and again it does not do it justice; this is looking east of the drop zone. This picture is at 1854 - this is the north shore, and you can still see a light, here and here.

IO: Do you have those on digital, day and night, that you could forward to us?

WIT: Here is a better picture of this one. Here is the 1854 one, and these have a time stamp. This is facing north, and you can still see the lights.

IO: When you relayed back to who ever was talking to the pilots, you said that it was a 200-foot ceiling.

WIT: The only time I spoke to the helicopter pilots is when I said they did not have clearance to drop. I informed [REDACTED] about the 200 ft. ceiling and he relayed that information to whoever was on the plane.

IO: They said that they were talking to the pilots and relaying that information to the pilots?

WIT: Yes, I do not know what they did with it.

IO: Do you know who it was? Was that the medic that was over there?

WIT: The medic was there, and the medic handed off to another individual, and I do not know who that was, I know that the individual was on the plane, but I do not know what was going on, I don't know if I have any more pictures that you guys can use.

IO: The only direct communications between you and the pilots was what?

WIT: I said "You do not have clearance to drop."

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 3 OF 4 PAGES

STATEMENT OF

TAKEN AT

DATED 2015/03/18

9. STATEMENT (Continued)

IO: You are not sure which aircraft?

WIT: Yes, but the noise happened before I made contact.

IO: Was there a call sign associated with the return answer to you?

WIT: There was but I do not remember what number it was.

IO: Just for clarification, to make sure that it wasn't one of the ground guys on COMM.

WIT: It wasn't. It was definitely MOJO, but I don't know what number.

////NOTHING FOLLOWS////

AFFIDAVIT

I, [REDACTED], HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE . I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT GOERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

[REDACTED]
(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 26 day of March, 2015 at [REDACTED]

ORGANIZATION OR ADDRESS

ORGANIZATION OR ADDRESS

INITIALS OF PERSON MAKING STATEMENT [REDACTED]

PAGE 4 OF 4 PAGES

Personal Statement – 10 March 2015

At 1500 hrs, I launch my boat for water survival training (WST) conducted near the Hurlburt Field fuel dock and the inner coastal water.

At 1545 hrs, WST training concluded and I proceeded to Sound DZ to link up with [REDACTED] and [REDACTED]

At 1555 hrs, I arrived at Sound DZ and waited for [REDACTED] to arrive from A-15 with [REDACTED]

I did not look at the clock when [REDACTED] arrived with [REDACTED] at Sound DZ. It was relayed to me then that there would only be one helicopter at a time conducting drops due to only having one ladder for hoists. [REDACTED] and I positioned ourselves on the south side of the drop zone. He was approximately 100 to 150 yards due west of me. A radar tower is southeast of the drop zone and I was approximately 400 to 600 yards from the tower. The sky was overcast, but visibility was good throughout the day portion of training.

I do not remember when the day portion concluded, however, at 1745 hrs, I went over to Wynn Haven Beach, which is north of the drop zone, to pick up four personnel from 1 SOSS/OSJ HaveAce to be the safety boat for CV-22 hoist training. The CV-22 was supposed to be on station at 1800 hrs. Between 1815 hrs and 1830 hrs, the CV-22 pilot made contact via Harris 152 stating that they were cancelling their training due to low visibility. As I looked eastward towards Hurlburt Field, it was cloudy, but I could not tell how low the clouds were. We could still see well over a mile and could hear the waves crashing on the shore from the gulf side of the island. I then proceeded to take the four individuals back to shore. Once they were on shore, I returned to my original position on the drop zone.

I do not remember the time when [REDACTED] took [REDACTED] back to A-15. However, [REDACTED] and [REDACTED] waited at A-15 boat ramp for the on scene medic to return. I do not know where the medic went.

The fog rolled in around 1900 hrs very quickly and the visibility was very limited. I would normally be able to see the radar tower's flashing red lights, but was unable to see them. I put my NVGs on and could barely make out the flashing lights that are located just below the catwalk of the radar tower.

At 1924 hrs, I called a coworker, [REDACTED] for the number to the Hurlburt weather and explained to him about the weather we were having. [REDACTED] stated that it was a good idea to call the weather shop and that he would cancel our support if the fog did not lift any time soon.

At 1926 hrs, I called the weather shop at Hurlburt Field and talked with [REDACTED] asked her what the ceiling was and she stated 200 feet. I informed her how bad the fog had gotten as well as the visibility. I also asked her what the weather was going to be and she stated that the fog was going to roll in and out as well as become very dense at times. I was on the phone with [REDACTED] for 1 minute and 9 seconds.

Once I hung up the phone with [REDACTED] I contacted [REDACTED] via the LMR. I informed him that I contacted Hurlburt weather. I relayed to him what [REDACTED] stated about the ceiling as well as the fog. I informed him that the fog at the drop zone was bad and that is why I called Hurlburt weather. I also stated that I wanted to call it (cancel support) due to the fog. He stated that

they could see fine at A-15 and that he would relay this information to the pilots. [REDACTED] contacted the medic via the LMR. The medic handed the LMR to an individual on the helicopter who in turn talked directly with the pilots. I remember hearing the individual state that the pilots said as long as they have 300 feet ceilings they could fly on instruments. I emphasized to [REDACTED] that the ceilings were only at 200 feet right now. [REDACTED] stated that if the pilots state they can fly, we will continue training.

We were not supposed to start the night portion until 2000 hrs. At approximately 1940 hrs, the fog lifted enough at the drop zone that I could see the lights on the north shore as well as see the tower's flashing red lights without NVGs. Also around this time, [REDACTED] contacted me on the LMR stating that the medic was at the boat ramp and that [REDACTED] the medic and he were in route to the drop zone. Normally, it would take about five minutes to get to Sound DZ from A-15; however, they did not show up until around 1950 hrs.

When [REDACTED] arrived at the drop zone, he dropped [REDACTED] off with me in my boat and the medic stayed on his boat. [REDACTED] then went about 100 yards from my position.

Prior to the helicopters taking off, the pilots never relayed to any of us as to how the visibility was or what the ceiling was at A-15.

Between 2010 hrs and 2015 hrs, Mojo stated they were taking off via Harris 152 radio. The Harris 152 radio transmissions between [REDACTED] and Mojo were intermittent after the pilot stated that they were taking off to start their first drop. Normally, I could hear the helicopters from Sound DZ; that night it was hit or miss. I do not remember hearing them take off. The only noise I remember hearing was a swishing sound as if a 105mm round was going through the air prior to it exploding. I thought nothing of it as I was trying to help [REDACTED] make contact with Mojo. The visibility at the drop zone went from bad to worse almost in an instance. After several failed attempts by [REDACTED] to make contact with Mojo on his Harris 152, I picked up my Harris 152 and tried to make contact with Mojo. I do not know which Mojo acknowledged my transmission, but I was able to make contact. I stated, "Mojo, this is [REDACTED] you do not have clearance to drop. I say again, you DO NOT have clearance to drop." I emphasized 'do not' in my last sentence. Mojo replied, "[REDACTED] Mojo, I acknowledge, we do not have clearance to drop, we are RTB." Right after the pilot stated, "RTB", I finally heard a sound of a helicopter turn away from the drop zone. I do not know how close or how far away the helicopter was at this time.

Once we received acknowledgement, [REDACTED] and I drove our boats closer together and headed in the direction of A-15. I turned my anchor light on so [REDACTED] would be able to follow me by seeing this light. He was not able to see it, so I stopped and turned my strobe light on so he could see my position. Once he saw my position, we slowly made our way to A-15 stopping a couple of more times because we lost sight of each other and we were less than 25 yards away from each other. We made it back to A-15 and dropped off [REDACTED] and the medic. What would normally take us 15 to 20 minutes to get back to the Hurlburt Field marina, took [REDACTED] and I about 45 minutes to get back. We were about 15 minutes from the Hurlburt Field marina when [REDACTED] called my cell phone. I stopped my boat and called him back at 2043 hrs. [REDACTED] stated that one of the helicopters had not landed at A-15 yet and asked us to wait at the dock. [REDACTED] and I finally reached the Hurlburt marina at about 2112 hrs. I tried to call [REDACTED] at 2113 hrs, but did not get an answer. We trailered one of our boats and then I called him two more times, one at 2116 hrs and I finally spoke with him at 2117 hrs. [REDACTED] and I trailered the other boat at 2140 hrs.

I contacted the Hurlburt Field command post at 2140 hrs stating that [REDACTED] and I are no longer on the water and we are feet dry. We waited at the dock for another 10 minutes and then headed back to our shop. I contacted [REDACTED], at 2158 hrs and informed him of what was happening. We got back to the shop around 2200 hrs and waiting for [REDACTED] to call us back to let us know what he wanted us to do. [REDACTED] called me back at 2232 hrs, after talking with [REDACTED] to have us launch our 32 foot rib boat with radar at the Hurlburt Field marina and wait for [REDACTED] arrival to assist in the search of the helicopter that had not yet landed. The approximate time we started back to Sound DZ to start our search was about 2300 hrs.





