

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday, March 23, 2015 3:54 PM  
**To:** [REDACTED]  
**Subject:** info  
**Attachments:** March 11-13th - Briefs and RAWs.pdf  
**Signed By:** [REDACTED]

[REDACTED],

Brief sheets and RAWs from Mar 11-13th are attached.

The crews for MARSOC on FEB 10th CASEVAC:

- 1 - GRIFFIN [REDACTED]
- 2 - [REDACTED]

The crews for MARSOC on FEB 11th QRF:

- 1 - GRIFFIN [REDACTED] FLORICH
- 2 - [REDACTED]

V/R

[REDACTED]



# LAARNG AVIATION RISK ASSESSMENT WORKSHEET

Mar 15 A/C 624 PC Griffin PI Strother CE Bergeron, L MOCs

### 1. CREW SELECTION - PC

TIME IN AO	TOTAL TIME		
	>1500	500-1500	<500
<25	L	M	M
>25	L	L	M
EXPERIENCE (Category)			
	>200	<200	
	L	M	
CURRENCY	TOTAL TIME		
	>1500	500-1500	<500
>60	M	M	M
30-60	L	L	M
<30	L	L	L
NVG FLIGHT TIME			
	≥50	<50	<10
	L	M	H

### 2. CREW SELECTION - PI

TIME IN AO	TOTAL TIME		
	>1500	500-1500	<500
<25	L	M	M
>25	L	L	M
EXPERIENCE (Category)			
	>200	<200	
	L	M	
CURRENCY	TOTAL TIME		
	>1500	500-1500	<500
>60	M	M	M
30-60	L	L	M
<30	L	L	L
TOTAL NVG FLIGHT TIME			
	≥50	<50	<10
	L	M	H

### 3. CREW SELECTION - CE/MO

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

### 4. MISSION TYPE/COMPLEXITY

	D	N	NVG	IMC/H
ROUTINE	L	L	L	L
RL PROGRESSION	L	L	L	L
EVAL/ EMER PROCTNG	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	M	N/A
HOIST MISSION	M*	EH*	H*	N/A
WATER BUCKET OPS	M	N/A	N/A	N/A
SUNG LOADS	L	H	M	H
GUNNERY	L	H	M	N/A
OUTSIDE LFA (> 250NM)	M*	M*	M*	M*
CASEVAC/MEDDEVAC	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-Hellpad)	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 IZ/PZ RECON OR SITE SURVEY	M
OVER WATER (>30 MIN FROM LAND or <50° H2O temp)	H
POTENTIAL WHITE OUT/ BROWN OUT	M
SINGLE PILOT (LUH72, does not apply to FCF)	H*
PC + PI < 1000 hours TOTAL TIME	M*

### 6. MAINTENANCE COMPLEXITY

TYPE OF MAINT	MOC	ITD	GEN
MINOR	L	L	L
MAJOR	L	M	M
ENVIRONMENTAL FACTORS	D	N	NG
MTF/FCF	L	M*	M*
ONE TIME MAINT E/VAC/EH	M*	M*	M*
MP TRAINING	L	M	M

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

### 7. PLANNING TIME

GUIDANCE	IN-DEPT	ADEQUATE	HASTY
VAGUE	L	M	H
IMPLIED	L	L	M
SPECIFIC	L	L	L

### 8. NVG CONSIDERATIONS - LOW RISK UNLESS

ILLUMINATION LESS THAN 23%	M
MOON ANGLE LESS THAN 30°	M
CREWMEMBER > 60 DAYS SINCE NVG FLT.	M

### 10. FIGHTER MANAGEMENT

HOURS REST			
Location	>8	6-8	<6
Garrison	L	M	M
Field	L	M	H

### LENGTH OF DUTY DAY

Consec days	≤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	H	H	EH

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.

CATEGORY	INITIAL RISK	CONTROL MEASURES	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	L		L
5. ADDITIONAL FACTORS	H	SPUS, Ladder, Heloast, Paratrooper	H
6. MAINTENANCE COMPLEXITY	H	Weather Temp 55° Exits as steady / ↑ with Reser Signmen, Medics	H
7. PLANNING TIME	L		L
8. NVG CONSIDERATIONS	M	Cultural lighting in Base Control Center	L
9. NIGHT CONSIDERATIONS	L		L
10. FIGHTER MANAGEMENT	L		L
11. WEATHER	M	500 day 1000 NVG	L

### BRIEFER CHECKLIST

Flight in support of operational unit mission:	✓
Crew understands mission and possesses SA:	✓
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 RESEAT WITH COMPLE

### 9. NIGHT CONSIDERATIONS (UNAIDED FLT)

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

### 11. WEATHER

CEILING/VISIBILITY			
applies to DEP and ARR	≥400/1 over IFR plan min	<400/1 over IFR plan min	< IFR PLAN MIN
IFR	L	M*	H*
DAY/NVG	≥1000/3	<1000/3	<700/2
NIGHT	L	M*	H*

### SURFACE WIND

>45	<45-30>	<30-15>	<15	CALM
H*	M	L	L	L

### ENVIRONMENT

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

### SURFACE TEMP\* (LUH ONLY)

<4°	>4°-40°	>40° TO 50°	>50°
M*	L	M*	H*

### REQUIRED SIGNATURES

RESIDUAL MISSION RISK: H

# LAARNG AVIATION RISK ASSESSMENT WORKSHEET

ATE 11 MAR 15 A/C

PC

PI

CE

MO

**1. CREW SELECTION - PC**

TIME IN AO	TOTAL TIME		
	>1500	500-1500	<500
<25	L	M	M
>25	L	L	M
EXPERIENCE (Category)			
	>200	<200	
	L	M	
CURRENCY	>1500	500-1500	<500
>60	M	M	M
30-60	L	L	M
<30	L	L	L
NVG FLIGHT TIME			
	≥50	<50	<10
	L	M	H

**2. CREW SELECTION - PI**

TIME IN AO	TOTAL TIME		
	>1500	500-1500	<500
<25	L	M	M
>25	L	L	M
EXPERIENCE (Category)			
	>200	<200	
	L	M	
CURRENCY	>1500	500-1500	<500
>60	M	M	M
30-60	L	L	M
<30	L	L	L
TOTAL NVG FLIGHT TIME			
	≥50	<50	<10
	L	M	H

**3. CREW SELECTION - CE/MO**

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

**4. MISSION TYPE/COMPLEXITY**

	D	N	NVG	IMC/H
ROUTINE	L	L	L	L
RL PROGRESSION	L	L	L	L
EVAL/EMER PROCTNG	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	M	N/A
HOIST MISSION	M*	EH*	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
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 LZ/PZ RECON or SITE SURVEY	M
OVER WATER (>30 MIN FROM LAND or <80' H2O temp)	H
POTENTIAL WHITE OUT/BROWN OUT	M
SINGLE PILOT (LH72, does not apply to FCF)	H*
EC-PI < 1000-hours TOTAL TIME	M*

**6. MAINTENANCE COMPLEXITY**

TYPE OF MAINT	MOC	LTD	GEN
MINOR	L	L	L
MAJOR	L	M	M
ENVIRONMENTAL FACTORS	D	N	NG
MTF/FCF	L	M*	M*
ONE TIME MAINT EVAC FLT	M*	M*	M*
MP TRAINING	L	M	M

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

**7. PLANNING TIME**

GUIDANCE	IN-DEPT	ADEQUATE	HASTY
VAGUE	L	M	H
IMPLIED	L	L	M
SPECIFIC	L	L	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

**10. FIGHTER MANAGEMENT**

HOURS REST				
Location	>8	6-8	<6	
Garrison	L	M	M	
Field	L	M	H	
LENGTH OF DUTY DAY				
Consec days	≤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	H	H	EH

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.

CATEGORY	INITIAL RISK	CONTROL MEASURES	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	L		L
5. ADDITIONAL FACTORS	H	Per 500 SPIES/Holo cast/ Consider water temp 55' Boat & Rescue Swimmer	H
6. MAINTENANCE COMPLEXITY	L		L
7. PLANNING TIME	L		L
8. NVG CONSIDERATIONS	M	Search light/external light	L
9. NIGHT CONSIDERATIONS	L		L
10. FIGHTER MANAGEMENT	L		L
11. WEATHER	L	500 ft / 1000 NVG	L

**9. NIGHT CONSIDERATIONS (UNAIDED FLT)**

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

**11. WEATHER**

CEILING/VISIBILITY			
applies to DEP and ARR	≥400/1 over IFR plan min	<400/1 over IFR plan min	< IFR PLAN MIN
IFR	L	M*	H*
DAY/NVG	≥1000/3	<1000/3	<700/2
NIGHT	L	M*	H*
SURFACE WIND			
>45	<45-30	<30-15	<15
H*	M	L	L
ENVIRONMENT			
	TRACE	LIGHT	MOD
ICING	L	M*	H*
TURB	N/A	L	M*
SURFACE TEMP* (LUBI ONLY)			
<4°	>4°-40°	>40° TO 50°	>50°
M*	L	M*	H*

**BRIEFER CHECKLIST**

Flight in support of operational unit mission:	✓
Crew understands mission and possesses SA:	✓
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	✓

**REQUIRED SIGNATURES**

RESIDUAL MISSION RISK: **H**



# TAKING AVIATION RISK ASSESSMENT WORKSHEET

12-15-15 A/C 029 PC Griffin PI

CE Bergeron, L Macors

**1. CREW SELECTION - PC**

TIME IN AO	<25	25-50	50-1500	>500
<25	L	M	M	M
>25	L	M	M	M

**EXPERIENCE (Category)**

>200	L
150-200	M
50-150	M
30-60	M
<30	L

**4. MISSION TYPE/COMPLEXITY**

	D	N	INVG	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/TERRAIN	L	M	L	N/A
SEATS REMOVED W. PAX	H*	H*	H*	H*
HOISTING (LIVE & WT)	L	N/A	M	N/A
HOIST MISSION	M*	EH*	H*	N/A
WATER BUCKET OPS	M	N/A	N/A	N/A
SLING LOADS	L	H	M	H
GUNNERY	L	H	M	M
OUTSIDE LFA (> 25DNM)	M*	M*	M*	M*
CASEVAC/MEDEVAC	L	H	M	M
TACTICAL INFL/EXPL	L	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' ASL	L	H	M	N/A
MOBILE SURVEILLANCE	L	M	L	N/A
RECONNAISSANCE	L	M	L	N/A

**8. NVG CONSIDERATIONS - LOW RISK UNLESS**

ILLUMINATION LESS THAN 28%	MOON ANGLE LESS THAN 30°	CREWMEMBER >60 DAYS SINCE NVG FLT.
M	M	M

**10. FIGHTER MANAGEMENT**

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

**HOURS REST**

Consect days	10-14	14-16	>16
1	L	L	M
2-4	L	M	H
5-7	M	H	H
>7	M	H	EH

**9. NIGHT CONSIDERATIONS (UNAIDED FLT)**

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

**11. WEATHER**

applies to DEP and ARR	>400' over IFR plan min	<400'/1 over IFR plan min	< IFR PLAN MIN
IFR	L	M*	H*
DAY/NVG	L	<1000/3	<500/1
NIGHT	L	M*	H*

**2. CREW SELECTION - PI**

TIME IN AO	<25	25-50	50-1500	>500
<25	L	M	M	M
>25	L	L	M	M

**EXPERIENCE (Category)**

>200	L
150-200	M
50-150	M
30-60	L
<30	L

**5. ADDITIONAL FACTORS**

MISSION TASKS NOT ON CTL	H*
NO LZ/PZ RECON or SITE SURVEY	M
OVER WATER (>30 MIN FROM LAND or <60° H2O temp)	H
POTENTIAL WHITE OUT/ BROWN OUT	M
SINGLE PILOT (UH72, does not apply to FCE)	H*
PC # PI < 1000 hours TOTAL TIME	M*

**1. CREW SELECTION - PC**

TIME IN AO	<25	25-50	50-1500	>500
<25	L	M	M	M
>25	L	L	M	M

**EXPERIENCE (Category)**

>200	L
150-200	M
50-150	M
30-60	L
<30	L

**3. CREW SELECTION - CE/MO**

TIME IN AO	<25	25-50	50-1500	>500
<25	L	M	M	M
>25	L	L	M	M

**EXPERIENCE (Category)**

>200	L
150-200	M
50-150	M
30-60	L
<30	L

**6. MAINTENANCE COMPLEXITY**

TYPE OF MAINT	MOC	LTD	GEN
MINOR	L	L	L
MAJOR	L	M	M
ENVIRONMENTAL FACTORS	D	N	NG
MTF/FCE	L	M*	M*
ONE TIME MAINT EVAC ERT	M*	M*	M*
MP TRAINING	L	M	M
BLOCKS 4, 5, 7 do not apply to maintenance ground runs.	L	M	M

**7. PLANNING TIME**

GUIDANCE	IN-DEPT	ADEQUATE	HASTY
VAGUE	L	M	H
IMPLIED	L	L	M
SPECIFIC	L	L	L

**1. CREW SELECTION - PI**

TIME IN AO	<25	25-50	50-1500	>500
<25	L	M	M	M
>25	L	L	M	M

**EXPERIENCE (Category)**

>200	L
150-200	M
50-150	M
30-60	L
<30	L

Updated: 26 FEB 2015







# LAARNG AVIATION RISK ASSESSMENT WORKSHEET

13 Mar 15 A/C 029 PC Griffin PI Strother CE Bergeron, L MOCC

1. CREW SELECTION - PC

TIME IN AO	TOTAL TIME	<5	5-15	15-30	>30
<5	<500	L	M	M	M
>5	500-1500	L	M	M	M
EXPERIENCE (Category)					
>200	<200	L	M	M	M
>1500	500-1500	L	M	M	M
>60	<500	L	M	M	M
30-60	500-1500	L	M	M	M
<60	<500	L	M	M	M
NVG FLIGHT TIME					
>2.50	<5.0	L	M	M	M
>2.50	<10	L	M	M	M

2. CREW SELECTION - PI

TIME IN AO	TOTAL TIME	<5	5-15	15-30	>30
<5	<500	L	M	M	M
>5	500-1500	L	M	M	M
EXPERIENCE (Category)					
>200	<200	L	M	M	M
>1500	500-1500	L	M	M	M
>60	<500	L	M	M	M
30-60	500-1500	L	M	M	M
<60	<500	L	M	M	M
TOTAL NVG FLIGHT TIME					
>2.50	<5.0	L	M	M	M
>2.50	<10	L	M	M	M

3. CREW SELECTION - CE/MO

NO CE Except UH-72A	TIME IN AO	<5	5-15	15-30	>30
<5	<500	L	M	M	M
>5	500-1500	L	M	M	M
EXPERIENCE (Category)					
>200	<200	L	M	M	M
>1500	500-1500	L	M	M	M
>60	<500	L	M	M	M
30-60	500-1500	L	M	M	M
<60	<500	L	M	M	M
TOTAL NVG FLIGHT TIME					
>2.50	<5.0	L	M	M	M
>2.50	<10	L	M	M	M

4. MISSION TYPE/COMPLEXITY

MISSION TYPE/COMPLEXITY	D	N	NVG	IMC/H
ROUTINE	L	L	L	L
RL PROGRESSION	L	L	L	L
EVAC/EMER PROCTING	L	L	L	L
MULTI AIRCRAFT OPS	L	L	L	L
NOE/TERRAIN	L	L	L	L
SEATS REMOVED W. PAX	L	L	L	L
HOIST TNG (LIVE & WT)	L	L	L	L
HOIST MISSION	L	L	L	L
WATER BUCKET OPS	L	L	L	L
SLING LOADS	L	L	L	L
GUNNERY	L	L	L	L
OUTSIDE LEA (> 250NM)	L	L	L	L
CASEVAC/MEDEVAC	L	L	L	L
TACTICAL INFL/EXFIL	L	L	L	L
SEARCH AND RESCUE	L	L	L	L
STATIC DISPLAY	L	L	L	L
URBAN (Non-Helipad)	L	L	L	L
COOPS BELOW 5000 AGL	L	L	L	L
MOBILE SURVEILLANCE	L	L	L	L
RECONNAISSANCE	L	L	L	L

5. ADDITIONAL FACTORS

MISSION TASKS NOT ON CTL	NO IZ/PZ RECON or SITE SURVEY	OVER WATER (> 30 MIN FROM LAND or < 60° H2O temp)	POTENTIAL WHITE OUT/ BROWN OUT	SINGLE PILOT (LUK72, does not apply to FC)	PC+PI < 1000 hours TOTAL TIME
	L	L	L	L	L

6. MAINTENANCE COMPLEXITY

TYPE OF MAINT	MOC	LTD	GEN
MINOR	L	L	L
MAJOR	L	L	L
ENVIRONMENTAL FACTORS	L	L	L
MTP/FCF	L	L	L
ONE TIME MAINT EVAC PER	L	L	L
MP TRAINING	L	L	L
BLOCKS 4, 5, 7 do not apply to maintenance ground runs.	L	L	L

7. PLANNING TIME

GUIDANCE	IN-DEPT	APPROQATE	HASTY
VAGUE	L	M	H
IMPLIED	L	L	M
SPECIFIC	L	L	L

8. NVG CONSIDERATIONS - LOW RISK UNLESS

ILLUMINATION LESS THAN 23%	MOON ANGLE LESS THAN 30°	CREWMEMBER > 60 DAYS SINCE NVG FLT
L	L	M

9. NIGHT CONSIDERATIONS (UNAIDED FLT)

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

10. FIGHTER MANAGEMENT

Location	Garbison	Field	Hours Rest
L	L	L	<6

11. WEATHER

applies to DEP and ARR	>4000 ft over 1000 ft min	<4000 ft over 1000 ft min	< IPR PLAN MIN
L	L	L	L

1. CREW SELECTION - PC

INITIAL RISK	CONTROL MEASURES
L	L

2. CREW SELECTION - PI

INITIAL RISK	CONTROL MEASURES
L	L

3. CREW SELECTION - CE/MO

INITIAL RISK	CONTROL MEASURES
L	L

11. WEATHER

CEILING/VISIBILITY	ICING	TURB	SURFACE WIND	ENVIRONMENT
L	L	L	L	L

9. NIGHT CONSIDERATIONS (UNAIDED FLT)

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

10. FIGHTER MANAGEMENT

Location	Garbison	Field	Hours Rest
L	L	L	<6

11. WEATHER

applies to DEP and ARR	>4000 ft over 1000 ft min	<4000 ft over 1000 ft min	< IPR PLAN MIN
L	L	L	L

1. CREW SELECTION - PC

INITIAL RISK	CONTROL MEASURES
L	L

2. CREW SELECTION - PI

INITIAL RISK	CONTROL MEASURES
L	L

3. CREW SELECTION - CE/MO

INITIAL RISK	CONTROL MEASURES
L	L

13 Mar 15 A/C 029 PC Griffin PI Strother CE Bergeron, L MOCC

# LAARNG AVIATION RISK ASSESSMENT WORKSHEET

DATE: 13 MAR 15 A/C

PC

PI

CE

MO

**1. CREW SELECTION - PC**

TIME IN AO	<25	25-50	50-150	>150
TOTAL TIME	L	M	M	M
EXPERIENCE (Category)	L	L	M	M
>200	L	M	M	M
>1500	L	M	M	M
>500	L	M	M	M
>30-60	L	M	M	M
<30	L	M	M	M
NAV FLIGHT TIME	L	M	M	M
>50	L	M	M	M
<50	L	M	M	M

**2. CREW SELECTION - PI**

TIME IN AO	<25	25-50	50-150	>150
TOTAL TIME	L	M	M	M
EXPERIENCE (Category)	L	L	M	M
>200	L	M	M	M
>1500	L	M	M	M
>500	L	M	M	M
>30-60	L	M	M	M
<30	L	M	M	M
NAV FLIGHT TIME	L	M	M	M
>50	L	M	M	M
<50	L	M	M	M

**3. CREW SELECTION - CE/MO**

NO CE Except UH-72A	>200	25-200	<25
TOTAL TIME	L	M	M
TIME IN AO	L	M	M
>10	L	M	M
<10	L	M	M
DAYS SINCE LAST FLT	L	M	M
>200	L	M	M
>60	L	M	M
30-60	L	M	M
<60	L	M	M
TOTAL NAV FLIGHT TIME	L	M	M
>25	L	M	M
<25	L	M	M

**4. MISSION TYPE/COMPLEXITY**

ROUTINE	D	N	NAV	IM/CH
RL PROGRESSION	L	L	L	L
EVAL/EMER PROCTG	L	L	L	L
MULTI AIRCRAFT OPS	L	L	L	L
NOE/TERRAIN	L	M*	L	N/A
SEATS REMOVED W/ PAX	L	M	L	N/A
HOISTING (LIVE & WT)	L	N/A	H*	H*
HOIST MISSION	M*	EH*	M	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 LEA (> 250NM)	M*	M*	M	M*
CASEVAC/MEDEVAC	L	H	M	M
TACTICAL INTR/EXFIL	L	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 LZ/PZ RECON or SITE SURVIV	M
OVER WATER (>30 MIN FROM LAND or >60' H2O Temp)	(H)
POTENTIAL WHITE OUT/ BROWN OUT	M
SINGLE PILOT (44072, does not apply to FCF)	H*
PZ-PFI < 10000-hours TOTAL TIME	M*

**6. MAINTENANCE COMPLEXITY**

TYPE OF MAINT	MOC	LTD	RES
MINOR	L	L	L
MAJOR	L	M	M
ENVIRONMENTAL FACTORS	D	N	NG
MTF/FCF	L	M*	M*
ON-TIME MAINT EVAC FLT	M*	M*	M*
MP TRAINING	L	M	M
BLOCKS 4, 5, 11 do not apply to maintenance ground runs.	L	M	M

**7. PLANNING TIME**

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

**8. NVG CONSIDERATIONS - LOW RISK UNLESS**

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

**10. FIGHTER MANAGEMENT**

Location	>8	6-8	<5
Garrison	L	M	M
Field	(L)	M	H

**HOURS REST**

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	H	H	EH

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.

**9. NIGHT CONSIDERATIONS (UNAIDED FLT)**

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

**11. WEATHER**

Applies to DEP and ARR	IFR	DAY/NVG	NIGHT
>400/1 over IFR plan min	L	(L)	L
<400/1 over IFR plan min	M*	M*	M*
<1000/3	(L)	(L)	(L)
<700/2	(L)	(L)	(L)
<500/1	(L)	(L)	(L)

**CEILING/VISIBILITY**

>45	H*
<45-30	M
<30-15	(L)
<15	L

**SURFACE WIND**

<15	L
<15-20	L
<20	L

**ENVIRONMENT**

TRACE	L
LIGHT	M
MOD	M
SEV	H*

**ICING**

L	M*
N/A	L
M	M
H*	EH*

**TURB**

L	M
M	M
H*	EH*

**SURFACE TEMP\* (LUDH ONLY)**

<4°	M*
>4°-40°	L
>40°-50°	M*
>50°	H*

**CONTROL MEASURES**

CATEGORY	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	L	L
5. ADDITIONAL FACTORS	H*	(H)
6. MAINTENANCE COMPLEXITY	H	H
7. PLANNING TIME	L	L
8. NVG CONSIDERATIONS	M	M
9. NIGHT CONSIDERATIONS	M	M
10. FIGHTER MANAGEMENT	L	L
11. WEATHER	L	L

*per SOP, SPIES) Hele cost/Comms etc*  
*Water Temp 50-60, 3, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100*

**BRIEFER CHECKLIST**

Flight in support of operational unit missions:  
Crew understands mission and possesses SA:  
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  
Res. special mission equipment is operational

**REQUIRED SIGNATURES**

**RESIDUAL MISSION RISK: H**



# Aviation Sync

Gulf Coast	4 Feb
Major Events	Infil
[REDACTED]  HMLA-773  HMH-772  LAANG  1 SOG  CAT ISR	[REDACTED] 0800-0900 Load Gear LHW 0930-1100 LHW-GPT 1300-1400 Load Gear LHW 1430-1600 LHW-HBG

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# Aviation Sync

Gulf Coast	5 Feb
Major Events	Infil, Planning for Fastrope Training, Planning for [REDACTED] Planning for [REDACTED]
524 <sup>th</sup> SOS	All Available, 0800 Sync Morning GPT 524 <sup>th</sup> SOS (EST) 0800-0900 Load Gear LHW 0930-1100 LHW-GPT 1300-1400 Load Gear LHW 1430-1600 LHW-HBG
HMLA-773	HMLA-773 TBD (~1200) Initial Planning GPT (Face to face with [REDACTED], [REDACTED]) TBD (~1600) Initial Planning GPT ([REDACTED], [REDACTED])
HMH-772	HMH-772 TBD (~1200) Initial Planning at GPT (Face to face with [REDACTED], [REDACTED]) TBD (~1600) Initial Planning at GPT ([REDACTED], [REDACTED])
LAANG	CAT ISR TBD (~1200) Initial Planning at GPT (Face to face with [REDACTED], [REDACTED]) TBD (~1600) Initial Planning at Shelby [REDACTED], [REDACTED] 1300-1800 fly in support of imagery requests at each target site [REDACTED]
1 SOG	
CAT ISR	



# Aviation Sync

Gulf Coast	6 Feb
Major Events	PNF Fastrope Training, ISR Target Development, Planning for [REDACTED], Planning for Port Facility [REDACTED]
524 <sup>th</sup> SOS	All Available - 0800 Sync Meeting GPT HMLA-773 TBD (~1200) Initial Planning GPT [REDACTED] - [REDACTED]
HMLA-773	HMH-772 TBD (~1200) Initial Planning at GPT [REDACTED] - [REDACTED] TBD (~1400) Final Planning at GPT (Fastrope) - [REDACTED] - [REDACTED] 1600-2200 1xCH-53 Day/Night Camp Shelby Fastrope Training at CIED LZ - [REDACTED] 1600-2200 1xCH-53 Day/Night GPT (White Tire area) and Villere (PZ Villere) Fastrope Training - [REDACTED]
HMH-772	CAT ISR TBD (~1200) Initial Planning at Shelby [REDACTED] - [REDACTED] 1800-2300 Fly ISO [REDACTED]
LAANG	
1 SOG	
CAT ISR	



# Aviation Sync

Gulf Coast	7 Feb
Major Events	[REDACTED]
524 <sup>th</sup> SOS	All Available - 0800 Sync Meeting GPT
HMLA-773	HMLA-773 TBD (~1200) Initial Planning at Villere [REDACTED] TBD (~1400) Final Planning GPT [REDACTED] ~1930-2030 SIMCAS ISO NASA HAF Infil ~2230-2359 SIMCAS ISO NASA HAF Exfil
HMH-772	HMH-772 TBD (~1200) Initial Planning at Villere [REDACTED] TBD (~1400) Final Planning at GPT [REDACTED] ~1830 P/U at GPT ~1930 Infil Port Facility ~2330 Exfil Port Facility ~2359 D/O at GPT
LAANG	CAT ISR TBD (~1200) Initial Planning at Shelby [REDACTED] 1900-0000 Fly Kabul GAF [REDACTED]
1 SOG	
CAT ISR	



# Aviation Sync

Gulf Coast	8 Feb
Major Events	████████████████████
524 <sup>th</sup> SOS	All Available - 0800 Sync Meeting GPT
HMLA-773	HMLA-773 TBD (~1400) Final Planning at Villere ██████████ ~1930-2030 SIMCAS ISO NASA HAF Infil ~2230-2359 SIMCAS ISO NASA HAF Exfil
HMH-772	HMH-772 TBD (~1400) Final Planning at Villere ██████████ ~1830 P/U at Camp Villere ~1930 Infil NASA ~2330 Exfil NASA ~2359 D/O at Camp Villere
LAANG	CAT ISR TBD (~1200) Initial Planning at GPT ██████████ 1900-0000 Fly CACTF GAF ██████████
1 SOG	
CAT ISR	





# Aviation Sync

Gulf Coast	9 Feb
Major Events	[REDACTED]
524 <sup>th</sup> SOS	All Available- 0900 Sync Meeting GPT
HMLA-773	HMLA-773 TBD (~1200) Initial Planning at Shelby ([REDACTED]) - [REDACTED] 1800-2100 Live CAS Shelby - [REDACTED]
HMH-772	HMH-772 TBD (~1200) Initial Planning at Shelby ([REDACTED]) - [REDACTED]
HMH-772	LAANG TBD (~1200) Initial Planning at GPT (8344 AMT and Face to Face with [REDACTED]) - [REDACTED]
LAANG	CAT ISR TBD (~1200) Initial Planning at Shelby ([REDACTED]) - [REDACTED] 1900-0000 Bayou Lane CTR - [REDACTED]
1 SOG	
CAT ISR	



# Aviation Sync

Gulf Coast	10 Feb
Major Events	[REDACTED]
All Available - 0800 Sync Meeting GPT	
524 <sup>th</sup> SOS	HMLA-773 TBD (~1200) Initial Planning at GPT [REDACTED] TBD (~1400) Final Planning at Shelby [REDACTED] ~1930-2030 SIMCAS ISO Port Bienville HAF Infil ~2230-2359 SIMCAS ISO Port Bienville HAF Exfil 1800-2100 Live CAS Shelby - [REDACTED]
HMLA-773	HMH-772 TBD (~1200) Initial Planning at Villere [REDACTED] TBD (~1400) Final Planning at Shelby [REDACTED] ~1830 P/U at Shelby ~1930 Infil Port Bienville ~2330 Exfil Port Bienville ~2359 D/O at Shelby
HMH-772	LAANG TBD (~1200) Initial Planning at GPT [REDACTED] TBD (~1400) Final Planning at Shelby [REDACTED] 2100 Land Shelby, pick up pax/AMT material 2130 Depart Shelby- Slow flight/delay in air for AMT training on helicopter 2230 Arrive GPT, drop off AMT 2300 Depart GPT with pax 2330 Drop off pax at Shelby
LAANG	1 SOG TBD (~1400) Initial Planning at GPT (Bundle Drops and Face to Face with [REDACTED])
1 SOG	CAT ISR TBD (~1200) Initial Planning at GPT [REDACTED] TBD (~1400) Final Planning [REDACTED] 1900-0000 Fly 8341 Bienville HAF
CAT ISR	



# Aviation Sync

Gulf Coast	11 Feb
Major Events	[REDACTED]
524 <sup>th</sup> SOS	All Available - 0800 Sync Meeting GPT HMLA-773 TBD (~1200) Initial Planning at GPT [REDACTED] TBD (~1400) Final Planning at Shelby [REDACTED] ~1930-2030 SIMCAS ISO Kiln Haunted House HAF Infil ~2230-2359 SIMCAS ISO Kiln Haunted House HAF Exfil 1800-2100 Live CAS Shelby - [REDACTED]
HMLA-773	HMH-772 AMT Support - Passengers take rounds through the aircraft, drop off at Camp Villere for medical assistance - [REDACTED] ~2300 Load AMT materials on aircraft at GPT, depart for Villere (5 min out give call to JTAC with wounded patients, request medical assistance from 8343 ~2359 Land Villere, offload AMT materials, return to GPT
HMH-772	LAANG TBD (~1400) Final Planning at GPT [REDACTED] ~1830 P/U at GPT ~1930 Infil Kiln Haunted House ~2330 Exfil Kiln Haunted House ~2359 D/O at GPT
LAANG	1 SOG - [REDACTED] ~1800 Land GPT, load bundles ~1930 Conduct drops at DZ Shelby
1 SOG	CAT ISR TBD (~1200) Initial Planning at GPT [REDACTED] 1900-0000 Fly [REDACTED]
CAT ISR	[REDACTED]



# Aviation Sync

Gulf Coast	12 Feb
Major Events	SR Planning
524 <sup>th</sup> SOS	All Available - 0900 Sync Meeting CPT
HMLA-773	HMLA-773 TBD (~1400) Final Planning at Shelby [REDACTED] ~1930-2030 Assault Support / CAS ISO VBSS Infil ~2230-2359 SIMCAS ISO VBSS Exfil 1800-2100 Live CAS at Shelby - [REDACTED]
HMH-772	CAT ISR TBD (~1200) Initial Planning at Villere [REDACTED] 1900-0000 Fly [REDACTED]
LAANG	
1 SOG	
CAT ISR	



# Aviation Sync

Gulf Coast	13 Feb
Major Events	[REDACTED]
524 <sup>th</sup> SOS	All Available: 0800 Sync Meeting GPT
HMLA-773	HMLA-773 TBD (~1200) Initial Planning at GPT [REDACTED] 1800-2100 Live CAS at Shelby [REDACTED]
HMLA-772	HMLA-772 TBD (~1200) Initial Planning at GPT [REDACTED]
LAANG	CAT ISR TBD (~1200) Initial Planning at GPT [REDACTED] TBD (~1400) Final Planning at Villere [REDACTED] 1900-0000 Fly ISO [REDACTED]
1 SOG	
CAT ISR	



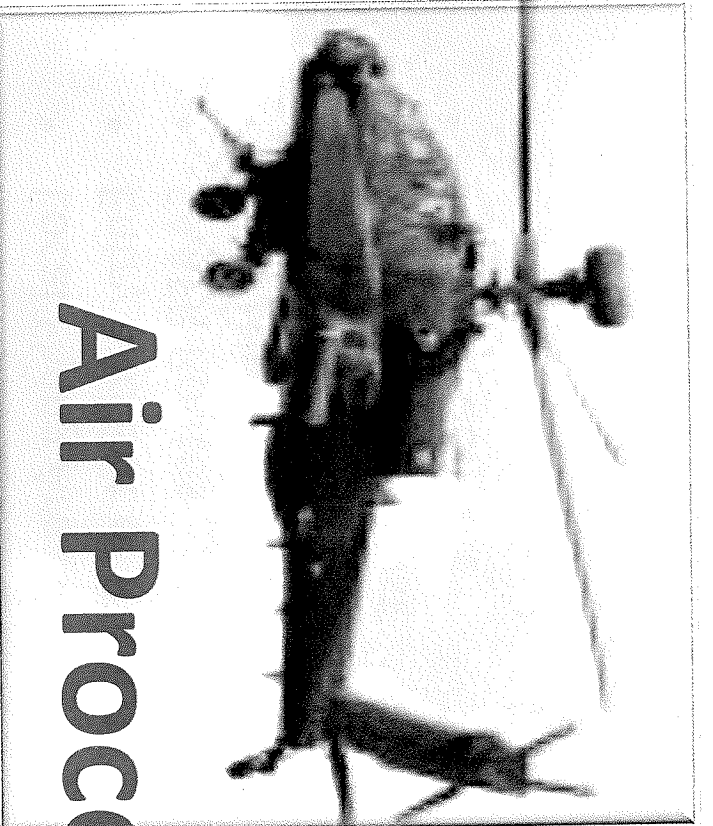
# Aviation Sync

Gulf Coast	14 Feb
Major Events	MARFORRES HAF
524 <sup>th</sup> SOS	All Available - 0800 Sync Meeting GPT
HMLA-773	HMLA-773 TBD (~1400) Final Planning at GPT [REDACTED] ~1930-2030 SIMCAS ISO MARFORRES HAF Infil ~2230-2359 SIMCAS ISO MARFORRES HAF Exfil
HMH-772	HMH-772 TBD (~1400) Final Planning at GPT [REDACTED] ~1830 P/U at GPT ~1930 Infil Kiln Haunted House ~2330 Exfil Kiln Haunted House ~2359 D/O at GPT
LAANG	CAT ISR TBD (~1400) Final Planning at GPT [REDACTED] 1900-0000 Fly [REDACTED]
1 SOG	
CAT ISR	

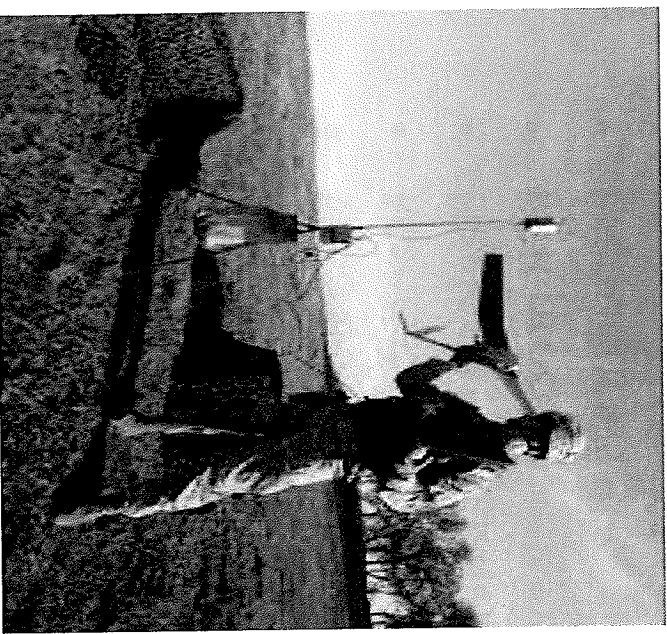


# Aviation Sync

Gulf Coast	15 Feb
Major Events	FAAR
524 <sup>th</sup> SOS  HMLA-773 HMH-772 LAANG 1 SOG CAT ISR	All Available - 0800 Sync Meeting SPT  HMLA-773 HMH-772 LAANG 1 SOG CAT ISR



# Air Procedure Guide



# Brief





# Airspace

- R4401A: Surface to 3,999 feet MSL
- R4401B: 4000 feet to 9,999 feet MSL
- R4401C :10,000 feet – 17,999 feet MSL
- R4401D: 18,000 feet – 22,999 feet MSL
- R4401 E: 23,000feet – 29,000 feet MSL

# Who uses R-4401

- Shelby Auxiliary Airfield #1:
  - C-17
  - C-130
  - C-12
- 202East Air to Ground Range:
  - Various Fixed/Rotor Wing Aircraft
- Designated Areas (Champion Airstrip, TA 19, etc...)
  - UAS :
    - Shadows
    - Ravens
    - Pumas
    - Other small UAV/UAS
- RotorWing: Various Helicopters (all of R-4401)

# Hagler Army Airfield (HAAF)

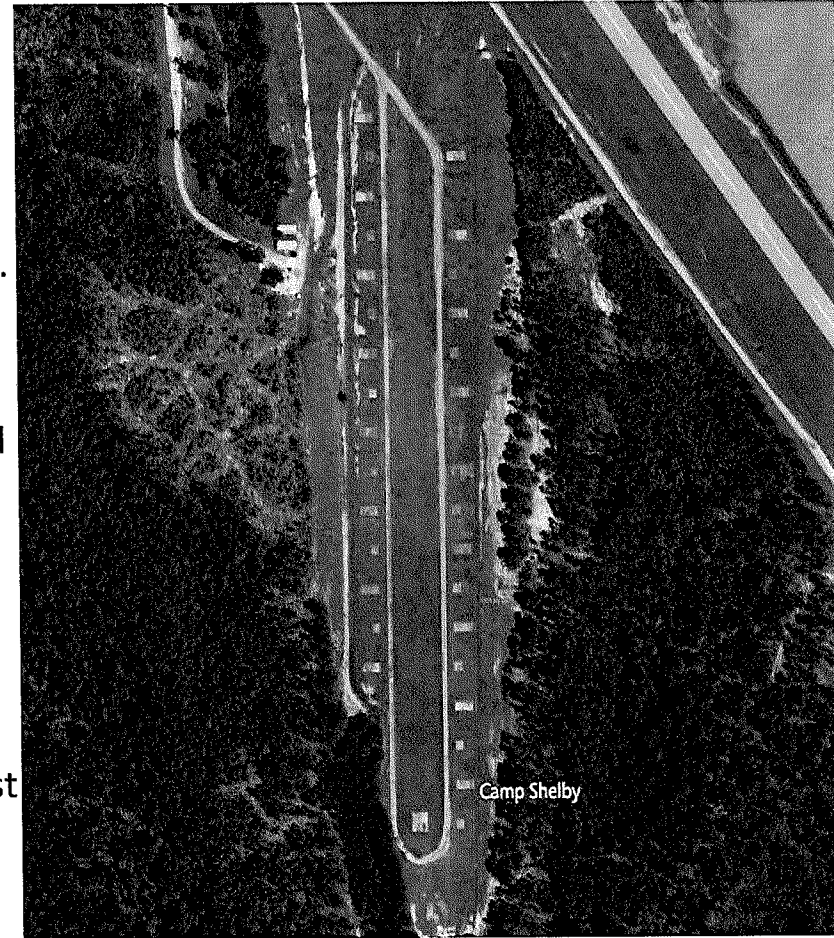
- **HAAF is a UAS training facility**
  - Check NOTAMS for HAAF
  - Rolling take offs or landing will not be conducted
  - Hovering flight over UAS equipment is prohibited.
  - Over flight of UAS equipment below 200ft AGL is prohibited.
- **Radio Communication**
  - All aircraft will monitor and transmit on [REDACTED] (also monitored and used by Shelby Radio for advisory information)
- **During UAS launch and recovery operations all rotary wing traffic will either:**
  - Depart the traffic pattern

**OR**

  - Land and come to flat pitch
  - Rotary wing operations can resume only after UAS have entered R-4401 or landed. UAS launch and landings are not operator controlled.
- ❖ **Armed aircraft will NOT operate or land at HAAF except during EMERGENCY**
- ❖ **Ground taxi operations are restricted to concrete surfaces only**
- ❖ **Hovering or Landing near slow turning blades is PROHIBITED**
- ❖ **Emergency procedure training in the parking area is PROHIBITED**

# Hagler Army Airfield (HAAF) Cont

- **HAAF Helicopter Parking Key Hole**
  - Oriented to 180/360.
  - 17 parking pads, 6(ea)-point tie-downs.
  - Available for transient parking and refuel.
  - Key hole will NOT be used for tactical LZ operations when aircraft are parked on helipads.
  - When conducting sling load operations, remain 200 feet away from parked aircraft.
  - Units should establish internal control procedures for aircraft movement in and around parking areas.
  - Units should provide their own tactical lighting system if needed to ensure safe night operations.
  - Non-government vehicles are restricted from driving on or around the parking pads.
  - Activities that may have an environmental impact (POL servicing, trenches, tents, etc.) must be approved by the [REDACTED]



# Scheduling and Prior Permission Request (PPR)

- PPR is required:
  - Aircrews will obtain PPR before entry into R-4401 airspace.
  - Landing to any approved LZ's inside the cantonment area or to HAAF.
- Contact CSJFTC Range Control for PPRs 72 hours (three business/working days) prior.

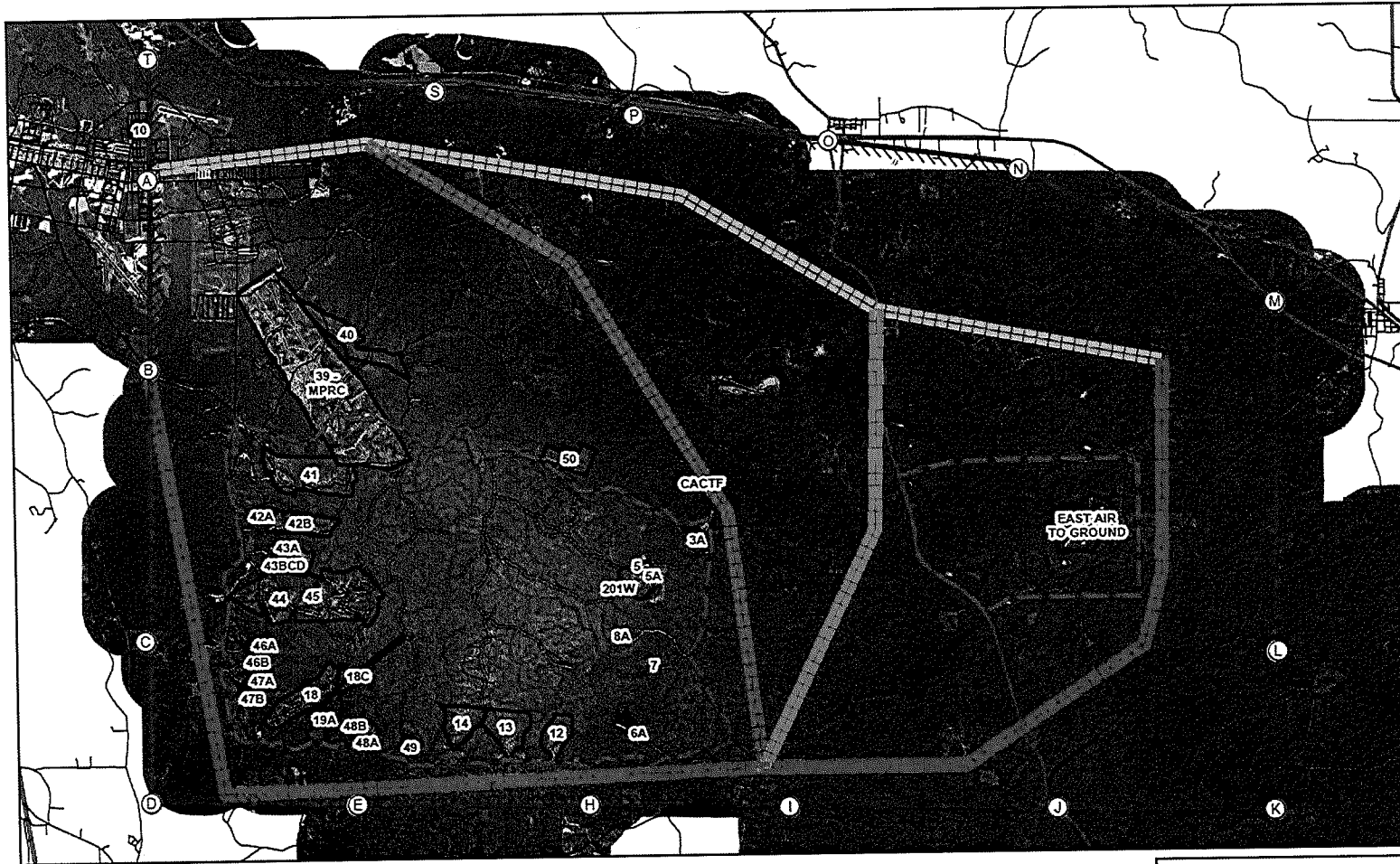
# Live Fire Areas



- Contact Range Control for active ranges
- Hazard maps do not Depict specific range fans
- Do not enter Live Five areas unless clearance is given by Shelby Radio/Range Control

# Entry and Exit into R-4401

- Contact Shelby Radio approximately 20 miles out
- Positive two-way communication WILL be established prior to entering R-4401
- Initiate call to Shelby Radio/Shelby Range Air with call sign, location, intended entry point ( ), and intended destination.
- UAS launching from Hagler or a point within R-4401 will establish Initial contact with Shelby Radio/Shelby Range Air 15 minutes prior to launch and 15 minutes prior to landing.

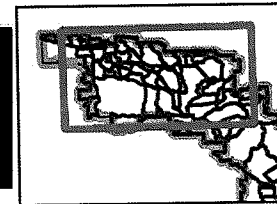
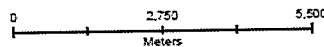
# Figure 2-4 SAAFR





 Margaret Hall  
 Range Control CSJFTC  
 Date: 18 APR 2014

No warranty is made by the State/Territory/National Guard Bureau as to the accuracy, reliability or completeness of these data for individual use or aggregate use with other data. This map is a living document in that it is intended to change as new data becomes available and is incorporated into the Enterprise GIS database.

**Air Space**





# What to Expect from AIC/Range Air

- Provides flight following services
- Procedural control and emergency assistance to all airspace users in CSJFTC and R-4401.
- Provides aircrew updates including:
  - active ROZ status
  - dissemination of inclement weather information and warnings/advisories
  - assistance to aircraft performing search and rescue operations
  - dissemination of AC2 information during rotational exercises.
- **WARNING: R-4401 is NOT positive control airspace.**
  - Aircrews are responsible for seeing and avoiding hazards.

# CSJFTC Air Space Checklist

- Review Camp Shelby APG
- Determine Entry and Exit points, routes, etc...
- Call Range Control for [REDACTED]
- Obtain copy of PPR w/ PPR # to call into R-4401
- Contact Shelby Radio 20 miles out with PPR# and intentions
- Report Entry Point
- Report movements as required by Shelby Radio
- Report Exit Point

Questions?





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 (U) 15-03 Profile

Date Day SR/SS MR/MS	4 Feb Wednesday	5 Feb Thursday	6 Feb Friday 0640/1733 2009/0759	7 Feb Saturday 0640/1733 2100/0832	8 Feb Sunday 0639/1734 2152/0905	9 Feb Monday 0638/1735 2245/0940	10 Feb Tuesday 0637/1736 2340/1016	11 Feb Wednesday 0637/1737 -/1055	12 Feb Thursday 0636/1738 0035/1138	13 Feb Friday 0635/1739 0131/1227	14 Feb Saturday 0634/1739 0228/1321	15 Feb Sunday 0633/1740 0325/1420
Time Line			FSO (TD-3)	FSO (TD-2)	FSO (TD-3)	FSO (TD-4)	FSO (TD-5)	FSO (TD-6)	FSO (TD-7)	FSO (TD-8)	FSO (TD-9)	FSO (TD-10)
MSOC N Camp Shelby								AMT Bundle Drops				FAAR
8341 CAMP SHELBY	C U S T O M S	C U S T O M S	PNF FAST ROPE TRAINING		AMT DA CACTF GAF		DA PORT BIENVILLE HAF	VBSS REHEARSALS	VBSS MOBILE HAF/BAF		SR CRIMSON SHIPPING	FAAR
8344 CAMP SHELBY			PNF FAST ROPE TRAINING	DA KABUL GAF		TTL DOLPHIN ISLAND AMPHIB	AMT					
8342 GULFPORT			PNF FAST ROPE TRAINING	DA GULFPORT PORT FAC HAF		CTR BAYOU LANE AMPHIB		DA / KILN HAUNTED HOUSE BAF/HAF	AMT		DA MARFOR RES HAF/GAF	FAAR
8343 CAMP VILLERE			PNF FAST ROPE TRAINING		DA NOLA NASA HAF		CTR BLDS NEAR MARFOR RES	AMT		INSERT SR		FAAR
SBT-22			SR GULFPORT PORT FAC		SR BAYOU LANE	SR DOLPIN ISLAND		SR KILN HAUNTED HOUSE	SR MOBILE VBSS C2 / PRIZE TEAM		SR CRIMSON SHIPPING	
HMH-772			PNF FAST ROPE TRAINING	ASSAULT SUPPORT GULFPORT	ASSAULT SUPPORT NASA		ASSAULT SUPPORT BIENVILLE	AMT Support Villere			ASSAULT SUPPORT MARFORRES	
HMLA-773				CAS SUPPORT KABUL	CAS SUPPORT CACTF		CAS SUPPORT BIENVILLE	CAS SUPPORT KILN	ASSAULT SUPPORT VBSS		CAS SUPPORT MARFORRES	
LAANG UH-60							AMT Support Shelby	ASSAULT SUPPORT KILN				





## DEPARTMENTS OF THE ARMY AND AIR FORCE

JOINT FORCE HEADQUARTERS-LOUISIANA  
OFFICE OF THE ADJUTANT GENERAL  
STATE AVIATION COMMAND-NORTH SHORE REGIONAL AIRPORT  
[REDACTED]

NGLA-SAC

12 February 2015

MEMORANDUM THRU

FOR [REDACTED]

SUBJECT: Training Support for MARSOC

1. References:

a. NG PAM 95-5, Nov, 2011, subject: Use of Army National Guard Aircraft. Chapter 4, 4-2a; Chapter 7, para 7-8 and Table C-1.

b. Army Regulation 95-1, Mar 14, subject: Aviation Flight Regulations. Chapter 3.

c. NG Supplement 1 to AR 95-1, Chapter 4, para 4-15.1.

2. Request authorization and approval for a period of one year for the following training on DOD owned aircraft as has been granted in the past.

a. Justification: MARSOC has requested mission support for tactical ingress/egress (Air Assault/CASEVAC, SPIES/FRIES, Caving Ladder) and other helicopter support in the form of helocast. 1-244<sup>th</sup> Assault Helicopter Battalion is located Hammond, LA. These mission requests are ATM tasks for air assault helicopter crews and are part of METL for 1-244<sup>th</sup> AHB. In order to enhance its scheduled training, 1-244<sup>th</sup> AHB and AASF#1 and AASF#2 can support these types of requests based upon aircraft and crew availability. This training is of benefit to the LAARNG as it helps train both rated and non-rated air crew members in addition to staff members in these mission profiles and enhances METL training. AASF#1, AASF#2 and 1-244<sup>th</sup> AHB requests authorization to support MARSOC on a continual basis for one year to accomplish the following tasks: conduct aircraft and other required safety briefings; conduct cold and hot loading and unloading procedures; conduct air assault operations, conduct tactical ingress/egress in the form of SPIES/FRIES and helocast operations; and conduct staff planning, briefings and rehearsal processes with all personnel. In order to enhance coordination and planning, 1-244<sup>th</sup> and AASF will imbed LNOs with MARSOC during both the planning and execution phases of the operations. Training to take place in the local training area in addition to Hulbert Field, Florida training area. Reimbursement for interagency costs will be sought.

NGLA-SAC

SUBJECT: Training Support

b. Procedures: 1-244<sup>th</sup>, AASF#1 and #2 personnel along with MARSOC will be prepared for the training IAW directions from the supported unit SOPs, 1-244<sup>th</sup> AHB SOP and Louisiana Army National Guard SOP, TC 1-237, TC 1-1520-237-10, and USSOCOM 350-6. Aircrews and ground personnel will participate in all safety briefings and rehearsals prior to execution which at a minimum will include loading, enroute and unloading safety procedures on the UH-60; weapons safety in and around operating UH-60's; emergency egress of UH60s; and tactical ingress/egress operations from UH60s. Further, CONOPS will be developed for all operations and LNOs will be imbedded to enhance planning and execution.

c. Location: AASF#1, Hammond, LA; AASF#2, Pineville, LA; FT. Polk, LA. Landing Zone and para-drop zones approved by both LAARNG and MARSOC personnel.

d. Experience of participating personnel as follows: 1-244<sup>th</sup> AHB, AASF#1 and AASF#2 rated and non-rated crew members have participated in many of these types of operations in both combat and non-combat conditions. Further, current crews have conducted both these operations in the past with MARSOC and have developed continuing training relationships.

e. Itinerary as follows:

(1) **Date of Travel:** As assigned. Currently, 8-11 MAR, 2015. Requesting one year authorization as has been granted in the past.

(2) **Type of Aircraft:** 2 UH-60, approximately 2.0 hours of flight time for each mission. Number is mission dependent, but generally no more than two.

(3) **Assigned Units:** AASF #1, Hammond, LA; AASF#2, Pineville, LA;

(4) **Points of Take-Off:** Hammond or Pineville, Local Training area and Hulbert Field training Area.

(5) **Points of Landing:** Same as 4 above.

(6) **Number of Passengers:** 20

(7) **Action Officer:** [REDACTED]

3. POC is the undersigned at [REDACTED]

4. TAG concurs and intends to support this request.

FOR THE ADJUTANT GENERAL: [REDACTED]

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NATIONAL GUARD BUREAU  
[REDACTED]

ARNG-AV

20 February 2015

MEMORANDUM FOR [REDACTED]  
[REDACTED]

SUBJECT: Authorization to Provide Training Support to Marine Special Operations Command (MARSOC)

1. References.

- NG Pam 95-5, Use of ARNG Aircraft, 4 Nov 11, para 4-2a, 7-8 and 10-1c
- NG Suppl 1 to AR 95-1, Flight Regulations, 8 Aug 11, para. 4-15.1

2. Your request to provide training support to MARSOC with aviation elements of the Louisiana Army National Guard (LAARNG) for a period of one year expiring 31 December 2015 is approved.

3. The MARSOC has requested to continue mission support for tactical ingress/egress operations (to include CASEVAC). These mission requests are ATM tasks and are part of METL for the 1-244<sup>th</sup> AHB. This training benefits the LAARNG aircrews with additional enhanced staff training in these mission profiles. The LAARNG will conduct aircraft and other required safety briefings; conduct cold and hot loading and unloading procedures; conduct air assault operations. Staff planning, briefings and rehearsal processes with all personnel will be performed throughout. LAARNG will imbed LNOs with MARSOC during planning and execution phases of operations. In addition to Hurlbert Field, training will be conducted in the local Florida training area.

4. The LAARNG will provide to ARNG-AVO prior to execution date of any training the itinerary and mission details of the event to be conducted. Supporting aviation units must comply with all regulatory, safety, and risk assessment procedures. News media personnel may not fly on the aircraft during this mission.

5. All LAARNG aircrew members will be trained, qualified, and conduct support operations in accordance with above references and the appropriate Aircrew Training Manual (ATM). Aircrew members will be selected based upon the requirement to conduct mission or sustainment training by the unit commander.

6. The tasks identified above must be within the supporting aviation unit's Mission Essential Task List (METL). The unit will identify ATM tasks and maintain a record of qualification and proficiency training for selected aircrew members. The unit will update the Commanders Task Lists and Standard Operating Procedures to reflect this specialized mission training.