DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
WASHINGTON, DC 20380-0001

MCO 3501.4A
TE 31A
19 Jun 91

MARINE CORPS ORDER 3501.4A

From: Commandant of the Marine Corps
To: Distribution List

Subj: MARINE CORPS COMBAT READINESS EVALUATION SYSTEM (SHORT TITLE: MCCRES); VOLUME III, ROTARY-WING SQUADRONS

Ref: (a) MCO 3501.1B

Encl: (1) Volume III Mission Performance Standards (MPS's) for Rotary-Wing Squadrons

1. Purpose. To promulgate this Order for use in the training and evaluation of rotary-wing squadrons per the reference.

2. Cancellation. MCO 3501.4.

3. Information. The reference establishes MCCRES for implementation within the Marine Corps. The enclosure, supported by the policies and procedures set forth in the reference provides the MPS's for use in evaluation of the combat readiness of fixed-wing squadrons to perform combat operations.

4. Action. Commanders will:

a. Use the MPS's contained in the enclosure as guidelines for establishing training goals, training programs, and to prepare for formal readiness evaluations as directed by higher headquarters per the reference.

b. When appropriate, use the MPS's for informal evaluations, and/or as an inventory to determine a unit's current training status and areas for future progressive training programs.

c. Make every effort to conduct evaluations when the unit is participating in their appropriate role as part of a Marine Air Ground Task Force (MAGTF). This method will strengthen integration efforts and give a more complete evaluation of realistic combat readiness.

5. Reserve Applicability. This Order is applicable to the Marine Corps Reserve.

Paul K. Van Riper

PAUL K. VAN RIPER
By direction

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VOLUME III

MISSION PERFORMANCE STANDARDS (MPS)

ROTARY-WING SQUADRONS

INTRODUCTION:

This volume of the Marine Corps Combat Readiness Evaluation System (MCCRES) contains the mission performance standards (MPS) that have been specifically formulated for use in the evaluation, under simulated combat conditions, of the operational performance of rotary-wing squadrons.

Because the employment in combat of squadron size units is a general theme throughout Marine Corp. doctrine, the helicopter MPS's have been structured for use at the squadron level. However, since task organization for combat by aircraft squadrons may take many forms, these MPS's have been developed to maximize flexibility. This flexibility permits the use of these MPS's, with only minor modification, in the evaluation of any of the following forms of a helicopter squadron:

1. A squadron operating as a subordinate unit of its parent Marine Aircraft Group (MAG).

2. An appropriately augmented squadron operating independently.

3. A squadron composed or reinforced with aircraft detachments from other type squadrons; e.g., a medium helicopter squadron reinforced with heavy, light, and/or attack helicopter detachments.

4. A squadron operating as the aviation element of a Marine Expeditionary Unit (MEU).

5. A squadron operating as an element of the task organized Marine Aircraft Group of a Marine Expeditionary Brigade (MEB).

While the most likely and comprehensive use of these MCCRES MPS's is in evaluations conducted on complete squadrons operating within the parent MAG or as the MEU aviation element, it is possible to use the MPS's to assess the operational readiness of separate aircraft detachments. This type of evaluation, however, should only occur during the informal application of the MPS's by a commander using MCCRES standards as a training tool. When the aircraft detachment is operating as a part of a composite squadron, formal evaluation of the detachment's performance of applicable MPS's may occur and the results of such an evaluation should be used in assessing the overall performance of the composite squadron.

The MCCRES MPS's are grouped by aircraft type; i.e., all MPS's pertaining to a particular aircraft Type will be found in that section of this volume. The old general MPH sections have been deleted and the MPS's contained therein have been included as applicable in the appropriate sections of this volume. They are grouped to allow the unit to utilize any or all of the portions that apply to the specific scenario or exercise being evaluated.

The enclosed standards cover the operational tasks that may be assigned to the unit in a combat environment. The MPS's, tasks, and standards are derived from Marine Corps doctrine, tactics, techniques, and field recommendations from Marine Corps commands. It is recommended that commanders use MCCRES MPS's to establish training objectives and take every opportunity to informally evaluate their units against these standards. The system provides the commander with a tool to formally or informally evaluate the combat readiness and training of his unit, to identify strengths and weaknesses, and to prioritize the unit's future training requirements.

One of the primary responsibilities of a squadron/detachment commander and his unit is to plan and execute support of the ground commander's scheme of maneuver. Accordingly, it is recommended and preferred that evaluations be conducted and measured with regard to support of a Marine Air Ground Task Force (MAGTF). This approach maximizes training opportunities and creates a meaningful tactical orientation to facilitate learning and training feedback.

A squadron normally has pilots undergoing training in the Combat Ready (CR), Combat Qualification (CQ), and Full Combat Qualified (FCQ) phases per the aviation Training and Readiness (T&R) Manual. Accordingly, MCCRES evaluations should be tailored to include sorties from each of the three phases of training based on combat environment consistent with squadron training and safety requirements. Aircrew will not be evaluated

on sorties they haven't previously completed without prior approval of the squadron commander or higher command elements.

As the MCCRES evaluation procedures are intended to provide feedback to the commander on unit trends, and highlight necessary future training goals, it is preferred that multiple sorties be scheduled in each flight phase so that as many different aircrew as possible can participate. Simply stated, one "special" aircrew flying a sortie does not give an adequate indication of the unit's training readiness.

It is understood that the number of MCCRES tasks that can be evaluated will be influenced by Available training areas, environmental restrictions, units to be supported, external support, time available, and scenarios. MCCRES tasks for squadrons assume that personnel and lo8istic support are sufficient to achieve minimum acceptable STANDARDS: however. it is acknowledged that sufficient people, supplies, and equipment are not always available. The standards are written so that those sections applicable to a particular exercise or training scenario can be selected for evaluation. The unit is not penalized if it cannot attempt all the standards. When external factors contribute to limiting the unit's combat readiness, it should be noted and recorded in the overall report.

In addition to being familiar with the MIS's, the evaluator should have a thorough knowledge of FMFM 1 (WARFIGHTING) FMFM 1-1 (CAMPAIGNING) FMFM 5-1 (Marine Aviation), FMFM 5-3 (Assault Support Helicopter (ASH} Manual), FMFM 5-41 (Close Air Support and Close-in Fire Support), FMFM 7-1 (Fire Support Coordination), the appropriate Naval Air Training and Operating Procedures Standardization Program (NATOPS) flight manual(s), and squadron SOP's.

To assist the evaluator's decision-making process, the words, "shall", "should", and "may", have been used throughout this volume. Usage and meaning of these words is intended to follow the same guidelines contained within the NATOPS manual'. i.e., shall/mandatory, should/recommend, and may/optional.

Recommended changes to this volume or other MCCRES documentation should be submitted to the Commanding General, MCCDC (Code TE3l), H&SBN - Training & Education Center, Quantico, Vs. 22134-5010. Each suggested change must cite the specific item, volume, page, paragraph, or line of text as appropriate and should be in the following format:

1. Item to be changed (MIS, Task, Standard, etc.).

2. Comment.

3. Recommendation.

SECTION 3A

MARINE MEDIUM HELICOPTER SQUADRON (HMM)

ENCLOSURE (1)

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MARINE MEDIUM HELICOPTER SQUADRON (HMM) INTRODUCTION

The mission of the HMM is to provide assault transport of combat troops in the initial assault waves and follow-on stages of amphibious operations and subsequent operations ashore. The enclosed standards cover the operational tasks that may be assigned to the unit in a combat environment. They are grouped to allow the unit to utilize any or all of the portions that are applicable to the specific scenario or exercise being evaluated. The MPS's, tasks, and standards are derived from Marine Corps doctrine, tactics, techniques, and field recommendations from Marine Corps commands.

It is recommended that commanders use MCCRES MPS's to establish training objectives and take every opportunity to informally evaluate their units against these standards. The system provides the commander with a tool to formally or informally evaluate the combat readiness and training of his unit, to identify strengths and weaknesses, and to prioritize the unit's future training requirements.

One of the primary responsibilities of an HMM squadron/detachment commander and his unit is to plan And execute support of the MAGTF commander's scheme of maneuver. Accordingly, it is recommended and Preferred that evaluations be conducted and measured with regard to support of a Marine Air Ground Task Force (MAGTF). This approach maximizes training opportunities and creates a meaningful tactical orientation to facilitate learning and training feedback.

A squadron normally has pilots undergoing training in the Combat Ready (CR), Combat Qualification (CQ), and Full Combat Qualified (FCQ) phases per the aviation Training and Readiness (T&R) Manual. Accordingly, MCCRES evaluations should be tailored to include sorties from each of the three phases of training based on aircrew combat ready percentage (CRP). The evaluation should evaluate all assigned aircrews in a simulated combat environment coincident with squadron training and safety requirements. Aircrews will not be evaluated on sorties they haven't previously completed without prior approval of the squadron commander or higher command elements.

As the MCCRES evaluation procedures are intended to provide feedback to the commander on unit trends and highlight necessary future training goals, it is preferred that multiple sorties be scheduled in each flight phase so that as many squadron aircrew as possible can participate. Simply stated, one "special" aircrew flying a sortie does not give an adequate indication of the unit's training readiness.

It is understood that the number of MCCRES tasks that can be evaluated will be influenced by available training areas, environmental restrictions, units to be supported, external support, time available, and scenarios. MCCRES tasks for a squadron presupposes that personnel and logistic support are sufficient to achieve minimum acceptable standards; however, it is acknowledged that sufficient people, supplies, and equipment are not always available. Portions of the standards may be utilized as they fit a particular scenario or operation without prejudice to the evaluated unit for not attempting all standards. When external factors contribute to limiting the unit's combat readiness, it should be noted in the comments portion of the evaluation sheet, and recorded in the overall report.

3A.l GENERAL KNOWLEDGE

TASK: 3A.l.1 CONDUCT NATOPS IMMEDIATE ACTION EMERGENCIES EXAM

CONDITION(S): The examination will cover only immediate action emergencies; i.e., those denoted by an asterisk in the NATOPS manual. All available squadron aircrew will take the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron aircrew achieve 90 to 95 percent.

.2 ____ Squadron aircrew achieve 96 to 100 percent.

EVALUATOR INSTRUCTIONS: The squadron must average 90 percent or higher on this exam. Debrief the exam as soon as everyone is finished to reinforce correct responses and correct any wrong responses.

KEY INDICATORS: None.

TASK: 3A.1.2 CONDUCT TACTICAL MANUAL EXAMINATION

CONDITION(S): Questions for the tactical examination will be requested from higher command/MAWTS-1 by The Senior Evaluator. Local publications that address tactical operations may be used as a source for supplementary questions for the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ The squadron averages 75 percent or higher, on tactical manual exam.

.2 ____ The squadron averages 85 percent or higher.

.3 ____ The squadron averages 95 percent or higher.

.4 ____ The squadron averages 100 percent.

EVALUATOR INSTRUCTIONS: The squadron will be provided with a reasonable notice of what will be Evaluated by the examination, and a listing of appropriate references, Nark the score achieved and all standards below that score with a "yea." Nark standards that are not attained with a "no."
This same procedure will be used throughout the MCCRES.

KEY INDICATORS: None.

TASK: 3A.l.3 CONDUCT AIRCRAFT OR EQUIPMENT RECOGNITION

CONDITION(S): The examination will include examples of the major weapon systems currently in use by countries around the world. The examination should include such additional regional features as fin flashes, national ensigns, etc. All available squadron aircrews will take the examination. S-2 will provide realistic views from a helicopter perspective.

STANDARDS: EVAL: Y: N: NE

.1 ____ The squadron averages 75 percent or higher on recognition exam.

.2 ____ The squadron averages 85 percent or higher.

.3 ____ The squadron averages 95 percent or higher.

.4 ____ The squadron averages 100 percent.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.1. SCORE THE NBC EXAM

CONDITION(S): Classroom atmosphere. An exam will be prepared at the wing/brigade level and will take No more then 30 minutes. All available personnel will take the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit averages 70 percent or higher.

.2 ____ Unit averages 80 percent or higher.

.3 ____ Unit averages 90 percent or higher.

.4 ____ Unit averages 100 percent.

EVALUATOR INSTRUCTIONS: Standards will be marked either Y or N. As an example, if the team average Was 86 percent, standards 3A.17.14.l and 3A.17.14.2 would be marked Y (Yes) and the remainder would be marked N(No).

REQUIRED DATA:

a. No. of personnel in unit: ____.

b. No. of personnel taking exam: ____.

c. Unit average: ____.

KEY INDICATORS: None.

TASK: 3A.1.5 CONDUCT RULES OF ENGAGEMENT (ROE)

CONDITION(S): The examination will consist of actions required in relation to actual squadron contingencies to include classified briefing information, as appropriate.

STANDARDS: EVAL: Y: N: NE

.1 ____ The squadron averages 75 percent or higher on published standard ROE exam.

.2 ____ The squadron averages 85 percent or higher.

.3 ____ The squadron averages 95 percent or higher.

.4 ____ The squadron averages 100 percent.

EVALUATOR INSTRUCTIONS: The evaluator must provide the ROE as the contingencies indicate.

KEY INDICATORS: None.

3A.2 GENERAL SQUADRON PLANNING

TASK: 3A.2. 1 CONDUCT ADMINISTRATION PLANNING

CONDITION(S): The squadron is in receipt of an operations order requiring them to deploy and support tactical operations of a MAGTF. The 5-1 commences planning and liaison with outside units, as directed.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses published SOP's in planning and coordinating redeployment activities.

.2 ____ Identifies any personnel shortages and requests augmentation.

.3 ____ Submits orders request with sufficient leadtime.

.4 ____ Screens personnel records for Marine's deployability.

.5 ____ Arranges for advance per diem, as necessary.

.6 ____ Identifies advance party and rear det personnel.

.7 ____ Coordinates postal handling procedures for deployed personnel.

.8 ____ Reviews casualty reporting procedures.

.9 ____ Arranges provisions for payment of deployed personnel.

.10 ____ Coordinates for the availability of a flight surgeon and corpsmen for the deployment.

.11 ____ Arranges for endorsement of orders at all deployment sites.

.12 ____ Issues meal cards, as appropriate.

.13 ____ Ensures Basic Allowance for Subsistence (BAS) is reflected on the unit diary.

.14 ____ Makes the appropriate entries for accumulated deployed time and sea duty on unit diary.

.15 ____ Arranges for COMM shift and message releasing authority at the deployed site.

.16 ____ Prepares personnel affairs briefs for dependents.

.17 ____ Plans special services requirements at deployed site.

.18 ____ Arranges for PAO augmentation.

.19 ____ Arranges for home town news releases.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3£.2.2 CONDUCT INTELLIGENCE PLANNING

CONDITIONS: The squadron is in receipt of an operations order requiring them to deploy and support the tactical operations of a MAGTF. The 5-2 commences plannin8 and liaison immediately. It is imperative that the intelligence planning/gathering be completed in a timely manner Co it will be useful to the aircrews during their later mission planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives ACE/MAG commander's planning guidance and intent.

.2 ____ Requests essential elements of information (EEI's) from the higher command element to include enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities, weather conditions in the areas of responsibility (AOR), prominent terrain in the AOR, and safe areas and divert fields. (KI)

.3 ____ Prepares a preliminary aviation intelligence estimate to furnish the squadron commander with sufficient intelligence to formulate basic decisions and assist in issuing planning guidance to squadron personnel.

.4 ____ Makes early distribution of the intelligence estimate to all staff officers to allow them to proceed with their planning functions.

.5 ____ Determines. based on the assigned missions and the commander's guidance, additional EEI's and other intelligence requirements (OIR's) of the squadron.

.6 ____ Phrases the additional EEI's for forwarding to higher command element in simple, concise statements which include a positive directive, qualifying questions. and items inviting special attention.

.7 ____ Recommends a priority of effort to the higher command element to satisfy the squadron's intelligence requirements based on the tactical situation and the mission(s) assigned.

.8 ____ Determines squadron requirements for maps, charts, aerial imagery, photographs, other graphic aids, and inventories onhand assets.

.9 ____ Requests any necessary graphic aids not onhand.

.10 ____ Disseminates all necessary information, graphic aide, and "smart packs" to aircrews, as required in time for mission planning.

.11 ____ Plane and reviews procedures for requesting satellite intelligence information in conjunction with the communications officer.

.12 ____ Develops a collection plan to support the mission.

.13 ____ Plans communications requirements for sending end receiving intelligence information.

.14 ____ Coordinates with ACE/MAG 5-2 to develop collection plan requirements to include visual reconnaissance assignments to squadron aircrew.

.15 ____ Participates in all briefings of aircrews and provides updated intelligence information prior to each launch.

.16 ____ Plane and conducts an intelligence debrief for every aircrew' that completes a mission.

.17 ____ Records information gathered from aircrews systematically for ease of study and comparison, end forwards information gathered immediately to all appropriate command elements.

.18 ____ Develops and maintains a complete enemy order of battle (EOB) to include information on enemy missiles, aviation assets, EW Capabilities, naval forces, ground forces, and coordinates dissemination means with the S-3. (KI)

.19 ____ Updates all staff members on newly acquired intelligence information as it become. available.

.20 ____ Provides routine intelligence reports to higher and adjacent elements, as required in the operations order.

.21 ____ Plans to submit reports on time to higher commend..

.22 ____ Plane for end requests TERPES/TAMPS data.

EVALUATOR INSTRUCTIONS: Provide as requested information that enables 5-2 to accomplish assigned tasks and disseminate EOB.

KEY INDICATORS:

INTELLIGENCE COLLECTION MANAGEMENT

1. Prepares end maintains a squadron collection plan.

2. Coordinates the development and approval of squadron EEI's.

3. Submits Request for Information (RI) to higher echelons. as required.

ELECTRONIC WARFARE

EW incorporated into EW mission planning should include:

1. Target significance.

2. Threat disposition to include early warning end GCI radars, Al, SAM/AAA, end EW capabilities.

3. Threat capabilities to include early warning end GCI radars, Al, SAN/AAA, end EW capabilities..

4. Mission ECM/ECCM capabilities.

5. Application of threat information in influencing routine selections, target attack tactic., EW support requirements, end SEA) tactics planning.

6. Preparation of detailed intelligence map. and charts end plotting of radar horizons.

7. Appropriate light level calendar.

TASK: 3A.2.3 CONDUCT OPERATIONS PLANNING

CONDITION(S): The squadron has received en initiating directive informing them of impending operations. All liaison has been performed, end initial planning has begun. An operations order has been developed and unit SOP's are available. Day and night operations will be assigned, and will require integration with supported units as well as adjacent aviation elements.

STANDARDS: EVAL: Y: N: NE

.1 ____ ACE/squadron commander's guidance and intent received.

.2 ____ Ensures squadron staff officers become thoroughly familiar with the operations plan and ensures delivery of warning order.

.3 ____ Plans aircrew assignments to the level of the crews qualifications; i.e.. CR. CQ, and FCQ.

.4 ____ Sufficient TERF qualified crews are available.

.5 ____ Sufficient NVG qualified crews are available.

.6 ____ Sufficient ACM qualified crews are available.

.7 ____ Sufficient crewchiefs are available.

.8 ____ Sufficient aircrew are available to carry troops while on NVG missions.

.9 ____ Coordinates the development of the EEI's with the S-2. (See Teak 3A.2.2 Intelligence Planning.)(KI)

.10 ____ Establishes early liaison with the ACE/MAG staff operations planners.

.11 ____ Makes initial estimate of squadron capabilities as they pertain to the assigned mission(s).

.12 ____ Provides projected aircraft availability for the ACE/MAG commander/staff, based on the assigned mission.

.13 ____ Develops planning figures for a surge effort and its maintenance.

.14 ____ Establishes operational plans using unit SOP's and tactical manuals.

.15 ____ Coordinates with adjacent staff members (S-4, Maint, Supply, Comm, at dl) to ensure the availability of squadron support assets (i.e. full Systems aircraft, EW equipment, secure voice equipment, fuel, GSE, etc.).

.16 ____ Assigns liaison operations team to supported unit,

.17 ____ Involves appropriate command and control agencies (i.e. DASC, TACC, ATC) in initial planning and briefings.

.18 ____ Establishes briefing time and location.

.19 ____ Institutes EW procedures by SOP to include MIJI reports, 1FF/SlY authentication, and EMCON procedures.

.20 ____ Employs EW assets available per doctrine.

.21 ____ Establishes procedures for C3CM during all phases of the operations. (KI)

.22 ____ Establishes divert criteria caused by weather minimums.

.23 ____ Coordinates with 5-2 in the preparation of a deception plan that is believable, consistent with the enemy's perception of our real capabilities, tactical doctrine SOP's, and threat analysis.

.24 ____ Develops an emergency Tactical Recovery of Aircraft and Personnel (TRAP) contingency plan which includes guidance as to the authority to do destroy aircraft, if required.

.25 ____ Uses SOP for procedures of enemy and friendly NBC strikes, reports required, equipment issued, promulgation of MOPP levels, and aerial radiological and chemical surveys.

.26 ____ Coordinates aerial observer support.

.27 ____ Develops post assault aviation employment plan to include staging of aircraft, RESUPPLY, and reinforcements.

.28 ____ Provides guidance on security and delivery of POW's by aviation units.

.29 ____ Formulates scatter plans.

.30 ____ Plans location of the FARP.

.31 ____ Plans for MEDEVAC as contained in the SOP. (See TASK 3A.ll.)

.32 ____ Coordinates requirements for changes to airframe configurations required to support missions with maintenance personnel.

.33 ____ Coordinate and provides input to the loading plan.

.34 ____ If paradrops are planned, coordinates marking of LZ with LZ control team.

.35 ____ Establishes command and control procedures for LZ's as contained in the SOP.

.36 ____ Updates any changes to return to force (RTF) procedures or routes.

.37 ____ Plans standby crews when necessary.

.38 ___ Plans use of TERPES and/or TAMPS for mission planning.

.39 ____ Determines Class V requirements.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

EEI's

EEI's from the 5-2 to include enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations enemy aircraft capabilities and tactics, weather conditions in the AOR, prominent terrain in the AOR, and safe areas/divert fields.

C3CM

1. Threat analysis.
2. Protect C3.
   a. Make use of secure communications.
   b. Utilize alternate means of communications.
   c. Exercise emission control.
3. Counter C3: Identify threat critical modes.
4. Electronic Warfare (EW).
   a. Electronic Support Measures (ESM).
   b. Electronic Countermeasures (ECM).
   c. Electronic Counter-Countermeasures (ECCM).
   d. Physical Destruction.

TASK: 3A.2.4 CONDUCT LOGISTICS PLANNING

CONDITION(S): The squadron is in receipt of an operations order requiring them to deploy and support tactical operations of a MAGTF. The S-4 commences planning and liaison with outside units, as directed.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives higher command guidance and attends any planning conferences.

.2 ____ Accomplishes planning per published SOP’s and deployment checklists, to include attached units.

.3 ____ Coordinates SAAM requests with ACE/MALLS S-4.

.4 ____ Coordinates the load plan with ACE/MALS S-4.

.5 ____ Ensures that certifying officials for the transport of hazardous material, per MCO P4030.19, are available.

.6 ____ Planar for material handling equipment (HRE) at all points of embarkation and debarkation.

.7 ____ Plans and coordinates with the ACE/MALS 3-4 for the provision and use of special equipment to support the MAC airlift of disassembled helicopters per Chap. VI, USAF Technical Order 1C-5A-9, including C-s auxiliary ramp extensions, one set per helicopter of nose strut keeper blocks and modified air transport dolly wheels, main gear box/rotor stand, main rotor blade stand sets, wheel chocks, hydraulic jacks, PT-4 equivalent towbars, specified quantities/dimensions of plywood for dunnage/shoring per the General Aircraft Information Manual, A1-46AE-GAI-0O0.

.8 ____ Coordinates with the Embarkation Chief. M(), and 3-3, as appropriate, the schedule and procedures for helicopter disassembly, preparation for loading, unloading, reassembly, and operational flight testing upon reassembly, during airlift operations.

.9 ____ Plans for all squadron transportation requirements; i.e.. to and from billeting and work spaces, messhall, ordnance areas, duty vehicles, refuel/defuel drivers, buses for PAX, and trucks for baggage/large cargo.

.10 ____ Coordinates with the 5-3 for the loadout instruction (LOI) outlining the timetable for embarkation including weight allowances and staging areas.

.11 ___ Plans for squadron packup to be staged and weighed in advance, to include supply packup and GSE gear.

.12 ____ Coordinates for working parties to assist in the loading and unloading of and to accompany the lift aircraft.

.13 ____ Coordinates procedures with ACE/MALS intermediate maintenance activity (IMA) for acquiring and transporting aircraft parts not currently on hand to the deployed site.

.14 ____ Coordinates with ACE/MAG supply for generators, tents, sleeping bags, cots, blankets, heaters, lights, and water buffaloes if barracks will not be used.

.15 ____ Coordinates with ACE/MAG 3-4 for any special equipment (e.g., 782 gear, NBC MOPP gear, cold weather/desert equipment, T/O weapons) to be issued to individuals.

.16 ____ Plans head/shower/laundry facilities, if required, and submits requirements to the ACE/MAG S-4

.17 ____ Establishes a point of contact (POC) at the deployment site, if available.

.18 ____ Coordinates location of office spaces and maintenance areas for all squadron departments.

.19 ____ Plans billeting and submits requirements to ACE/MAG 5-4.

.20 ____ Coordinates the availability of electrical power and pressurized air for maintenance spaces at the deployed site.

.21 ____ Coordinates any food service requirements (messmen, cooks) and hours of operation at deployed site.

.22 ____ Identifies medical/dental capabilities at the deployed site.

.23 ____ Coordinates with the communications/electronics officer (CEO) for communications requirements to include telephones/intercoms/radios

.24 ____ Coordinates the amount and types of fuel required at the deployed site.

.25 ____ Coordinates security requirements for billeting and working areas.

.26 ____ Coordinates the ordering of ordnance and expendables with 8-3.

.27 ____ Coordinates for explosive device storage at the deployed site.

.28 ____ Coordinates disposal of hazardous waste at the deployed site.

.29 ___ Ensures coordination with CSSD for personnel and equipment for the FARP. (See TASK 3F.15.)

.30 ____ Determines Classes I and III requirements.

.31 ____ Ensures HST has required equipment for conducting operations, if necessary.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A 2.5 CONDUCT MAINTENANCE PLANNING

CONDITIONS: The squadron is preparing to function in support of a MAGTF as part of a ACE/NAG. A variety of missions can be anticipated requiring sections. divisions and multiple division strength. Liaison is being conducted with the INA.

STANDARDS: EVAL: Y: N: NE

.1 ___ Identifies and coordinates any personnel shortages with the 5-1, for forwarding to the ACE/NAG for assistance.

.2 ____ Identifies the advance and trail maintenance packup and the prepositioning of components (engines, struts, etc.) to ACE/NAG supply.

.3 ____ Identifies advance and trail maintenance personnel to S-1 for the coordination of paychecks, orders, health records, etc.

.4 ____ Plans advance and trailing maintenance party, ensuring that appropriate licensed personnel are available (i.e., collateral duty inspectors (CDI). high turn-up personnel, etc.) as well as any special equipment noted for embarkation, if movement to a new support base is required.

.5 ____ Ensures that advance and trail maintenance designated Supervisory personnel have message releasing authority.

.6 ____ Coordinates message pick-up authority for maintenance personnel with S-1.

.7 ____ Coordinates with S-1 for any request for wills, allotments, dependent’s power of attorney, etc.

.8 ____ Coordinates with the 8-3 to determine the number of sorties anticipated and required, aircraft configurations, and scheduling of the launches that best utilize the available assets.

.9 ____ Informs CD and S-3 of any shortcomings of assets available to meet the operational requirements.

.10 ____ Coordinates ordnance requirements with 8-3 so that the request is conveyed quickly to ACE/NAG ordnance.

.11 ____ Coordinates with the 5-3 for a conference at the deployed site to include representatives from supply, base operations, ATC. IMA, ordnance, fuel farm, billeting, and security to discuss aircraft support.

.12 ____ Reviews SOP's, lessons learned, etc.

.13 ____ Uses squadron SOP in planning briefings on disaster preparedness.

.14 ____ Screens aircraft logs to ensure that no aircraft inspections will interfere with the operational requirements (i.e., phase inspection, appropriate day inspection, changing of high time components, etc.).

.15 ____ Identifies necessary test equipment and ground support equipment (engine stands, nitrogen carts, jacks, NC units, light units, SATS loaders, hydraulic jenny, etc.), for use at the deployed Site and coordinates this with the 5-4.

.16 ____ Coordinates with MALS to make available XRAY/NDI equipment. if necessary.

.17 ____ Ensures the pre-expend bins (PEB)'s are stocked.

.18 ____ Ensures that all calibrated equipment is up-to-date including gauges, torque wrenches, jacks, tire changing kits, and avionics equipment.

.19 ____ Coordinates with MALS/GSE for any predeployment licensing needed.

.20 ____ Coordinates with MALS to make available high use items including brakes, tires, black boxes, and high-time items.

.21 ____ Coordinates with the squadron 5-4 for necessary transportation to replenish aircraft parts and other supplies.

.22 ____ Coordinates with the squadron 5-4 for transportation of maintenance personnel to and from billeting, work spaces, and dining facilities, if required.

.23 ____ Coordinates with squadron 5-4 for any special personnel equipment requirements (field jackets. 782 gear, cold weather gear, mosquito nets, etc.).

.24 ____ Coordinates disposal of hazardous waste with the 3-4.

.25 ____ Coordinates with the 5-4 for required ordnance vehicles.

.26 ____ Plans facilities for storage of explosive items, if required.

.27 ____ Ensures key maintenance personnel (shop NCOIC's, QAR's) are available during predeployment workup, and if not makes appropriate adjustments to work schedules.

.28 ____ Reviews the number of licensed personnel to ensure that appropriate personnel are available for each working crew including high power turnup, GSE personnel, tow qualified personnel, plane captains, ordnance drivers, and CDI's.

.29 ____ Rehearses the reclamation team and inventories equipment for serviceability, to include a radio for communication, lighting, foul weather gear, water, and rations for several days.

.30 ____ Coordinates with the 3-2 and 3-3 for security forces augmentation requirements.

.31 ____ Plans for maintenance area security of any required classified material and coordinates with 5-2 and 5-4.

.32 ____ Makes special arrangements for food services to accommodate unusual work schedules, if required.

.33 ____ Plans for the establishment of communications between reedy room and maintenance control including the monitoring of squadron base frequency.

.34 ____ Ensures that maintenance intercom/radio system between working spaces is incorporated and working.

.35 ____ Ensures that maintenance control has access to key phone numbers and radio frequencies such as security, crash crew, firs department, fuel farm, supply, key maintenance personnel, enlisted billeting, GSE, etc.

36 ____ Ensures that all maintenance personnel are aware of the threat alert conditions, the methods used by the squadron to signal enemy attacks, and individual actions to take place.

.37 ____ Ensures briefings are held to keep maintenance personnel abreast of the tactical situation.

.38 ____ Plans for and identifies necessary equipment which should be available for use in an NBC environment.

.39 ____ Identifies aircraft wash facilities.

.40 ____ Determines hand tool requirements.

.41 ____ Identifies and provides reports required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3A.3 CONTINUING ACTIONS

TASK: 3A.3.l CONDUCT COMMAND AND STAFF ACTIONS

CONDITION(S) Given a mission tasking the commander and his staff should monitor all facets of the assigned missions

STANDARDS: EVAL: Y: N: NE

.1 ____ Designates flight leadership.

.2 ____ Supervises the conduct of operational while maintaining tactical communications with the supported unit/ACE commander.

.3 ____ Disseminates any changes to procedures, tactics, or communications as dictated by the operational situation.

.4 ____ Provides updated information to the supported unit/ACE as to how assets can assist the MAGTF in their current tactical situation.

.5 ____ Monitors delays to assigned missions and/or mission aborts. Provides recommendations for alternative actions to higher headquarters.

.6 ___ Coordinates and updates fire support coordination measures to the ACE/MAG/supported unit".

.7 ____ Ensures procedures for updating all source, theater intelligence information are established and disseminated to aircrews for planning.

.8 ____ Ensures contingency requirements and emergencies are tactically sound and handled according to plans, and SOP.

.9 ____ Ensures early warnings and alert conditions are passed in a timely manner.

.10 ____ Monitors designated alert/broadcast nets and responds to data such as nuclear flash warnings.

.11 ____ Effectively operates a squadron common net.

.12 ____ Establishes a means of effective coordination with HDC, DASC, and/or higher headquarters, including ECON.

.13 ____ Adheres to flight schedule.

.14 ____ Conducts post operation debriefing as to include lesions learned. Uses positive points to update contingency plans and SOP's.

.15 ____ Staff actions continue during absence of the commander.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.3.2 DEMONSTRATE MAINTENANCE PERFORMANCE

CONDITION(S): Aircraft availability. response reliability, and maintenance effectiveness are evaluated throughout the scenario. As closely as possible. combat operations and tempo shall be simulated, but must not interfere with current safety regulations and standards.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircraft availability - 50 to 59 percent or higher.

.2 ____ Aircraft availability - 60 to 69 percent or higher.

.3 ____ Aircraft availability - 70 to 79 percent or higher.

____ Aircraft availability - 80 to 89 percent or higher.

.5 ____ Aircraft availability - 90 to 100 percent.

.6 ____ Response reliability - less then 70 percent. (KI)

.7 ____ Response reliability - 70 to 79 percent or higher.

.8 ____ Response reliability - 80 to 89 percent or higher.

.9 ____ Response reliability - 90 to 100 percent.

.10 ____ Maintenance effectiveness - less than 70 percent.

.11 ____ Maintenance effectiveness - 70 to 79 percent or higher.

.12 ____ Maintenance effectiveness - 80 to 89 percent or higher.

.13 ____ Maintenance effectiveness - 90 to 100 percent.

.14 ____ Seventy percent of tested Mode IV units were operational.

.15 ____ Eighty percent of tested Mode IV units were operational.

.16 ____ Ninety percent of tested Mode IV units were operational.

.17 ___ One hundred percent of tested Mode IV units worked successfully.

.18 ____ Seventy percent of tested secure voice units worked successfully.

.19 ____ Eighty percent of tested secure voice units worked successfully.

.20 ____ Ninety percent of tested secure voice units worked successfully.

.21 ____ one hundred percent of tested secure voice units worked successfully.

.22 ____ Processing of discrepancies begins immediately following aircrew return to squadron/maintenance area.

EVALUATOR INSTRUCTIONS: Evaluator must comment in detail as to the reasons for the scores given, to include NRS, NMRS. Onhand aircraft are defined as assigned aircraft minus SDLM aircraft minus deployed aircraft. "Up" aircraft are defined as "mission capable" aircraft per OPNAVINST 4790.2E, VOL II. Aircraft availability is defined as "up" aircraft divided by "onhand" aircraft. Response reliability is defined as sorties scheduled minus combat aborts divided by sorties scheduled. Maintenance effectiveness is defined as sorties scheduled minus maintenance aborts divided by sorties scheduled.

KEY INDICATORS:

ABORTS

WEATHER ABORTS:

Scheduled missions which are launched and not completed due to weather conditions shall not be counted in the computations.

COMBAT ABORTS:

Scheduled missions which are not launched as scheduled due to the lack of aircraft or pilots. An aircraft shall also be considered a combat abort if it is ‘up" but launched too late to complete the assigned mission. No abort shall be assessed when a replacement aircraft is launched in place of a downed aircraft provided the replacement aircraft fulfills the required mission.

- A launched mission that, because of mechanical malfunction or pilot error. was unable to complete the mission.
- A mission launched unarmed or otherwise not configured for the assigned mission.

NOTE: Authorized additions to the flight schedule after its publication are considered scheduled sorties.

TASK: 3A.3.3 CONDUCT SAFETY SURVEY

CONDITION(S): Safety of aircraft and crews shall be the overriding consideration throughout any evaluation, therefore aviation and ground safety shall also be evaluated continuously.

STANDARDS: EVAL: Y: N: NE

.1 ____ Each crewmember wears required flight/survival clothing and equipment.

.2 ____ Requires safety devices as the mission dictates.

.3 ____ Maintenance practices are conformed with current safety regulations; i.e., Group, Wing.

.4 ____ Seats and restraining devices are available and are used by emplaned personnel.

.5 ____ Secures vehicles and cargo properly for flight in the aircraft.

.6 ____ Sound suppressors and safety goggles are available and are used. (KI)

.7 ____ Crewmembers do not exceed crew day/flight-time limitations without authorization.

.8 ____ Unsafe practices are immediately corrected and/or are addressed in flight debriefings by flight leaders.

EVALUATOR INSTRUCTIONS: The evaluator shall use local directives/SOP’s.

KEY INDICATORS:

SAFETY EQUIPMENT

Safety equipment will be per local directives.

TASK: 3A.3.4 CONDUCT OPERATIONS DUTY OFFICER (01)0) TASKS

CONDITION(S): The ODO is a key link to the effective control of squadron aircraft and as such should be evaluated throughout flight operations.

STANDARDS: EVAL: Y. N: NE

.1 ____ Has access to information to assist pilots during airborne emergencies.

.2 ____ Ensures the squadron common net is monitored during flight operations.

.3 ____ Continually monitors the flight schedule.

.4 ____ Establishes priority for assignment of available aircraft.

.5 ____ Monitors crew day and flight-time limitations.

.6 ____ Ensures essential information is available to flightcrews and weight and balance forms are filled out.

____ Maintains hazard map. if required.

.8 ____ The TACC is kept informed of current flight operations.

.9 ____ Ensures availability and readiness of standby aircrew and aircraft.

.10 ____ Knows, and executes, the necessary procedures for overdue aircraft per premishap plan.

.11 ____ Duty officer reacts to 5 staged mishap per the squadron SOP.

EVALUATOR INSTRUCTIONS: Evaluator should be familiar with squadron flight operations SOP.

KEY INDICATORS:

ESSENTIAL INFORMATION

The duty officer should ensure the following information is available and briefed to the flight-crews:

1. Current weather and forecast.
2. Deck spot or parking spot.
3. Divert fields/decks.
4. Frequencies/call signs.
5. NAVAIDS ID/status.
6. Nearest land (shipboard).
7. Recovery time/schedule.
8. NOTAM’s.

9. BRC/PIM

10. Fire plans.

11. Updated tactical admin read and initial board.

TASK: 3A.3.5 CONDUCT INTELLIGENCE UPDATE DURING MISSION BRIEFING

CONDITION(S): The operations order has been issued and the squadron is assigned missions in tactical support of a MAGTF. All liaison has been performed and initial intelligence information has bean disseminated. Mission commanders have been assigned and hold a brief prior to each mission where designated S-2 representatives will give an intelligence update.

STANDARDS: EVAL: Y: N: NE

.1 _____ Updates briefing on detailed ground scheme of maneuver, forces and weapons involved, enemy concentrations control points, ingress/egress routes, and the latest aerial imagery.

.2 ____ Updates EEI's for visual reconnaissance by squadron aircrews.

.3 ____ Updates any enemy/threat capabilities and changes to tactics.

EVALUATOR INSTRUCTIONS: Hone.

KEY INDICATORS: Hone.

TASK: 3A. 3. EVALUATE SELF PROTECTION ECM CREW KNOWLEDGE

CONDITION(S): Aircrews display adequate knowledge of available countermeasures and compatible onboard EW equipment throughout the exercise.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircrew demonstrate proper employment and capabilities of onboard radar homing and warning (RHAW) equipment. (KI)

.2 ____ Aircrew demonstrate proper employment and capabilities of onboard expendables: e.g., chaff, flares, and jammers. (KI)

.3 ____ Aircrew demonstrate proper employment and capabilities of passive infrared (IR) jammers.

* 4 ____ Demonstrate familiarity with current recommended defensive formations to include mutually supportive alignment, spacing, and ECM support aircraft integration.

5 ____ Exhibit familiarity with current recommended defensive maneuvers for SAM, AM, and airborne threats.

EVALUATOR INSTRUCTIONS: If available, ground test equipment will be used to simulate ECM operation.

KEY INDICATORS:

RHAW AND MISSILE WARNING RECEIVERS

Operation: Cockpit switchology, pre-operations checks, interference limitations (internal and external interference sources). display indications.

Capabilities: Threat correlations, threats covered, display ambi8uitiei, threats not covered.

Employment: Reactions to displays.

ONBOARD EXPENDABLES

Operations: Dispenser loading and program, cockpit switchology for manual, and programmed expenditure.

Capabilities: General knowledge of chaff-type correlation with threat, decoy flare IR effectiveness, current jammer threat coverage.

Employment: Timing/interface with threat activity and aircraft maneuvers, use in high/low altitude profiles, etc.

TASK: 3A.3.7 EXECUTE GUNNERY EVALUATION

CONDITION(S): The squadron has been alerted to prepare aircraft for launch on an armed transport mission. All crew-served weapons and ammunition are prepared and ready for installation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Demonstrates the proper donning of ballistic protective equipment.

.2 ____ Demonstrates proper use of verbal/nonverbal communication with aircrew.

.3 ____ Correctly mounts appropriate crew-served weapons within 15 minutes each.

.4 ____ Successfully fires their crew-served weapon(s) in a safe and knowledgeable manner within the appropriate parameter: of the system used.

.5 ____ Achieves multiple bits on appropriate targets.

.6 ____ Demonstrates understanding of weapons control conditions (weapons free, weapons tight, hold fire, etc.).

.7 ____ Demonstrates proper procedures in taking corrective action on malfunctions or stoppages.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.3.8 EVALUATE PREDISASTER PLAN

CONDITION(S): During operations a simulated disaster will occur on the flight line. An aircraft will be destroyed and casualties will have been inflicted. Once informed that the incident has taken place, the maintenance and operations personnel will make appropriate calls and prepare the flash message.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses a current disaster plan or SOP covering accidents on the flightline, in working spaces and on the hangar deck.

.2 ____ Plans briefings for all personnel on flightline disaster; e.g., get personnel clear of aircraft, know where the fire bottles are and how to use them, towing adjacent aircraft away from accident site, where the phone numbers are to get in touch with fire department, medical department, base ODD. Squadron CO, XO. and AD.

.3 ____ Random sampling of maintenance personnel indicates clear understanding of the plan and each work center’s required actions.

.4 ____ Proper firefighting, first aid equipment, and gas masks are onhand.

.5 ____ Executes orderly and positive immediate action to cope with the incident/accident/disaster.

.6 ____ Keeps damage injuries at S minimum level.

.7 ____ Leadership is demonstrated by SNCO’s/NCO’s in coping with the incident/accident/disaster.

.8 ____ Prepares required messages concerning casualties and disaster occurrences within required timeframe.

EVALUATOR INSTRUCTIONS: Evaluator reviews squadron’s plan and ascertains general knowledge of plan by random sampling of personnel. Evaluator creates an incident, accident, or disaster on the flightline, working spaces, or hangar deck (fire. ordnance detention, etc.). The Senior Evaluator will act as the "message center" for processing of OPREP-3/Report of Mass Casualty messages.

KEY INDICATORS: None.

TASK: 3A.3.9 EVALUATE CREWCHIEF COORDINATION

CONDITION(S): Crew coordination should be evaluated on a. many missions, as possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Covers lookout sectors as briefed.

.2 ____ Communicates promptly. consistently, and accurately using appropriate terminology/signals.

.3 ____ Monitors mechanical functioning of the aircraft.

.4 ____ Keeps pilots advised of position of other aircraft in the flight.

.5 ____ Provides obstacle clearance and landing zone information during hovering and landing operations.

.6 ____ Understands and complies with commands for control of weapons employment procedures. (KI)

.7 ____ Ensures all passengers are seated, have seat belts on, and are wearing appropriate safety equipment.

.8 ____ During external cargo/rope suspension operation uses standard terminology for positioning aircraft.

.9 ____ During external cargo/rope operations advises pilot of conditions of the load.

.10 ____ Keeps the pilot informed of internal load and personnel progress during all open ramp operations either airborne or on the ground.

.11 ____ Performs all safety and mechanical checks during refuel/transfer of fuel with range extension tanks installed.

.12 ____ Uses correct hand and arm signals during taxiing or positioning aircraft.

.13 ____ Crewchief passes on signals between the pilot, jumpmaster, and/or helicopter rope suspension training master.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

WEAPONS CONTROL

BASIC COMMANDS SHOULD BE:

1. "Lock and load."
2. "Open fire."
3. "Cease fire."
4. "Clear your weapons."
5. "Countermeasures employed."

TASK: 3A.3.1O EVALUATE COMMUNICATIONS DISCIPLINE

CONDITION(S): Communications discipline should be evaluated on as many missions as possible.

STANDARDS: EVAL: Y: N: NE

.1 ___ Complies with EMCON procedures.

.2 ____ Radio communications are prompt and concise.

.3 ____ Avoids unnecessary transmissions and testing of equipment. (KI)

.4 ____ Automated Communications Electronics Operation Instructions (ACEOI) properly employed.

.5 ____ Does not respond to fraudulent or imitative messages.

.6 ____ Recognizes, counters properly, and reported MIJI activities.

.7 ___ Makes appropriate "Beadwindow" calls.

.8 ____ Makes maximum use of covered communication equipment.

.9 ____ Briefs radio discipline and employs visual signals to the maximum extent possible.

.10 ____ Employs visual signals wherever possible for ground-to-air co"-communication.

.11 ____ Executes chattermark procedures as briefed.

.12 ____ Properly encrypts and decrypts friendly numerical information transmitted on insecure radios.

.13 ____ Properly authenticates or challenges stations called or stations calling on insecure radios.

EVALUATOR INSTRUCTIONS: C3 agencies provide debrief with regard to MIJI attempts.

KEY INDICATORS:

UNNECESSARY TRANSMISSIONS

1. Avoid unnecessary maintenance radio operation during EMCON conditions.

2. Considers radio operations for deception plan.

TASK: 3A. 3.11 EXECUTE AIRBORNE CONTROL OF AIRCRAFT

CONDITION(S): The ACE has been assigned a mission which requires a large helicopterborne force. On-scene control of aircraft in the operations area is required due to the scope of the operation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes tactical air coordinator (airborne)(TAC(A)). as appropriate to include artillery, naval gunfire, close air support (CAS), and close in fire support (CIFS).

.2 ____ Utilizes naval aviation observer (MAO), as appropriate.

.3 ____ Utilizes FAC(A), as appropriate to include aerial reconnaissance, directing CAS, and close in fire support.

.4 ____ HC(A) exercises specified airborne coordination and control of helicopters within his AOR. (KI)

.5 ____ Helicopter Transport Commander functions as HC(A) when no HC(A) is assigned.

.6 ____ Utilizes flight coordinator, as required.

.7 ____ Properly utilizes DASC/DASC (airborne).

.8 ____ Division/section leaders control respective elements.

EVALUATOR INSTRUCTIONS: The evaluator shall be familiar with the Assault Support Helicopter (ASH) Tactical Manual. The evaluator should examine the utilization of each airborne control agency provided by the squadron.

KEY INDICATORS:

HELICOPTER COORDINATOR (AIRBORNE)

Should:

1. Assist HDC or DASC in coordination and control of helicopters.

2. Be thoroughly knowledgeable in every facet of the operation.

3. Recommend to mission commander for request of observation/tactical air support as needed.

4. Be airborne with HUC for timely and coordinated decision-making.

5. Coordinate and control en route helicopter flights.

6. Ensure LZ preparation strikes are timely, accurate, end sufficient.

7. Advise TACC and HDC Status of lending end provide information concerning weather, enemy activity, alternate routes, end supporting arms.

TASK: 3A.3 .12 DEMONSTRATE PROPER ELECTRONIC WARFARE CONSIDERATIONS

CONDITION(S): Aircrews apply EW mission planning requirements to exercise mission excretions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses EW considerations end tactics effectively.

.2 ____ Conducts airfield departures as briefed.

.3 ____ Optimizes tactics, including route utilized, altitudes, and EW support for the threat EW considerations.

.4 ____ Employs appropriate RTF procedures.

.5 ____ Demonstrates proper air command and control procedures within TAOR, including entry/exit points end corridors, IFF/SIF, and covered end coded communications.

.6 ____ Gathers EW intelligence within limits of capability.

.7 ___ Demonstrates proper tactical. utilization of radar warning receiver.

.8 ____ Demonstrates proper tactical utilization of expendable countermeasure equipment.

.9 ____ Utilizes alternate communication nets (e.g., HF).

EVALUATOR INSTRUCTIONS: Indicate the following data; Missions flown, Mode IV checks attempted, Mode IV checks successful, Secures successful, KY-58’s used on tactical missions. Fifty percent of squadron assets shall be tested.

KEY INDICATORS: None.

TASK: 3A.3.13 DEMONSTRATE PROPER UNIT DISCIPLINE

CONDITION(S): The squadron has been given a mission to conduct tactical flight operations from a forward area. An enemy force with direct and indirect fire, rotary end fixed-wing aircraft, end EW capabilities is opposing the MAGTF. The unit has established self protection. defensive positions.

STANDARDS: EVAL: Y: N: NE

.1 ___ Unit has, and uses, a ground defense SOP.

.2 ____ Unit discipline is demonstrated by individual umbers being in control of themselves and contributing to mission accomplishment.

.3 ____ Marines take care to safeguard end clean their weapons, both individual and crewserved, daily.

4 ____ Vehicles, generators, etc., are given regular maintenance by the Marine assigned to operate them.

.5 ____ Marines employ their firepower in an orderly and organized fashion, if engaged. Random waste of ammunition is not tolerated by unit leaders.

.6 ____ Marines do not waste or souse unit supplies or material.

.7 ____ Supplies arm safeguarded from the enemy and from the weather and are not scattered as litter on the terrain.

.8 ____ Marines operating radios do not expose themselves to radio direction finding (RDF) by unnecessary, wordy, or repetitious message traffic. Standard prowords are used and communication checks are limited. All personnel using radio adhere to required standards of performance regardless of grade.

.9 ____ Unit cannot be detected by enemy as a result of poor noise discipline.

.10 ____ Unit cannot be detected by enemy as a result of poor light discipline.

.11 ____ Marines wear the prescribed uniform at all times, including individual weapon, body armor, helmet, and first aid kit.

.12 ____ Leaders actively promote field sanitation and personal hygiene by policing the area, inspecting feet and body sores, and enforcing use of designated heads and good personal health habits.

EVALUATOR INSTRUCTIONS: With exceptions, evaluators will use the 90 percent rule C90 percent of the Marines 90 percent of the time) to determine whether requirements are being met. The exceptions will be communications, noise, and light discipline. These standards will stand literally. If a unit is located by RDF and an enemy indirect fire mission can be brought to bear on the unit's location as a result, or the unit is located or observed as a result of noise or light, the standard cannot be considered met. Evaluators must determine whether the unit is violating light and noise discipline and communications procedures when no aggressors or EW support is available from the TEC. This task will be evaluated over the entire exercise and evaluators will note efforts of unit leaders to maintain and correct discipline. If there is improvement by the unit throughout the exercise in which standards are consistently met, the unit may receive a "YES" marking.

KEY INDICATORS: None.

TASK: 3A.3.14 DEMONSTRATE PROPER UNIT DISPERSION TECHNIQUES

CONDITION(S): The squadron is conducting tactical flight operations from a forward area against an enemy who possesses direct and indirect fire, rotary and fixed-wing aircraft, and SW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Marines do not gather in groups unnecessarily when performing their duties, or when deployed in the defense.

.2 ____ Dispersion is controlled by junior leaders who are active in keeping Marines dispersed.

.3 ____ Units are not grouped together in small areas so that they combine to present a lucrative target for enemy indirect fire, especially at the conclusion of an attack or a defensive action.

.4 ____ Leaders set an example of dispersion by not congregating.

.5 ____ Tentage, equipment, aircraft. vehicles, and radios are placed in such a manner as to reduce their vulnerability to bursting munitions.

.6 ____ Firing positions for crewserved weapons generally are separated by a minimum of 30 to 35 meters.

.7 ____ Disperses all aircraft and vehicles and takes advantage of terrain features to the maximum degree possible to seek cover and concealment, yet avoids positions that will cause difficulty in exiting.

EVALUATOR INSTRUCTIONS: This task is applicable throughout the exercise. Evaluator reaches a YES evaluation based on his observation that 90 percent of the Marines in the unit participate throughout the exercise with the quality of performance defined by the requirements.

KEY INDICATORS: None.

TASK: 3A.3.15 DEMONSTRATE PROPER USE OF COVER

CONDITION(S): The squadron is conducting tactical flight operations from a forward area against enemy forces who possess direct and indirect fire, air, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Individual Marines, including vehicle drivers, demonstrate by tactical and personal example an understanding of use of covered routes and covered positions.

.2 ____ Returning aircraft do not remain in exposed locales but move immediately to the nearest cover.

.3 ____ Equipment, tentage, radios, aircraft, and vehicle parking areas are sited to take advantage of cover provided by natural terrain features.

.4 ____ Individual and crewserved weapons firing positions are established in areas that permit use of natural cover while still allowing observation and adequate fields of fire.

.5 ____ All individual Marines and crewserved weapons elements make use of available material to improve cover.

EVALUATOR INSTRUCTIONS: This task is applicable throughout the exercise. Evaluator reaches a YES evaluation based on his observation that 90 percent of the Marines in the unit participate throughout the exercise with the quality of performance defined by the requirements.

KEY INDICATORS: None.

TASK: 3A.3.16 DEMONSTRATE PROPER CAMOUFLAGE AND CONCEALMENT TECHNIQUES

CONDITION(S): The squadron is conducting tactical flight Operations from a forward area against enemy forces who possess direct and indirect fire, air, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that the principles of camouflage siting, discipline, and construction are employed continuously throughout the operations.

.2 ____ Uses natural materials and camouflage screen support systems to conceal positions, aircraft, and vehicles from enemy ground observation to a distance of 200 meters. (KI)

.3 ____ Camouflages all positions to prevent identification by enemy aircraft by employing soil, fresh foliage, and netting.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: VEHICLES (including GSE gear);

1. Have any light-colored tactical markings dulled or covered.

2. Have all reflective surface. dulled or covered to include mirrors and windshield.

3. Are equipped with proper camouflaging materials.

TASK: 3A. 3 17 DEMONSTRATE PROPER LOCAL SECURITY TECHNIQUES

CONDITION(S): The squadron has assumed a defensive position around the forward area. Enemy forces are active. Enemy reconnaissance units have been reported in close vicinity. Local security measures and patrols have been planned and established as a means of aggressive defense.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs and inspects Marines assigned local forward security missions.

.2 ____ Emplaces Marines and weapons in positions which offer good observation, fields of fire,

.3 ____ concealment and cover, and which controls enemy avenues of approach.

.3 ____ Employs local security measures which provide for early warning, continual observation, and counter reconnaissance screening, and avoids the element of enemy surprise.

.4 ____ Individual weapons are available and ready for use at all times.

.5 ____ Individual Marines are aware of the procedures for calling for, lifting, or shifting fires.

.6 ____ Individual weapon shooters provide immediate well aimed volume of fire within the sectors of fire assigned to each weapon.

.7 ____ Band grenades are available and Marines are proficient in their use.

.8 ____ Considers active and passive OPSEC measures to prevent surprise and to provide greater security.

.9 ____ Positions elements to allow for their mutual support, emphasizing coordinated surveillance, exchange of information, coordinated fires, final protective fires, and patrolling.

.10 ____ Organizes defensive positions to allow for all-round defense.

.11 ___ Plans primary and supplementary positions.

.12 ___ Plans a defense in depth through the use of supplementary positions and through the planned use of calling fires into threatened areas.

.13 ____ Employs a series of natural and artificial obstacles to restrict, delay, block, or stop the movement of enemy forces.

.14 ___ Maintains the dispersion of equipment and individuals throughout the operation to avoid excessive casualties.

.15 ____ Makes maximum use of surveillance devices (sensors, tripwires, observation posts) in order to detect enemy movement.

.16 ___ Uses available time effectively in the planning and preparation of defensive positions.

.17 ____ Security elements report departure and return per established procedures.

.18 ____ Disseminates combat information acquired by security elements throughout the unit and as required to higher command elements.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.3. 18 DEMONSTRATE PROPER RESPONSE TO ENEMY ELECTRONIC WARFARE (EN) ACTIVITY

CONDITION(S): The squadron is conducting tactical flight operations from a forward area. The enemy is known to have EW capability.

STANDARDS: EVAL: Y: N: NE

.1 ____ All radio nets specified as covered circuits in the communications plan are operated in the covered mode.

.2 ____ CEOI instructions for daily changing of frequencies and call signs are observed.

.3 ____ Observes emission control (EMCON) procedures.

.4 ____ Chooses communication sites that provide for terrain masking to minimize enemy probability of intercept.

.5 ____ Marines require authentication when operating unsecure radio and wire nets.

.6 ____ CEOI allocates alternate frequencies for critical radio nets.

.7 ____ Marines operating radios recognize enemy jamming (as opposed to equipment malfunctions). do not reveal effectiveness of enemy jamming efforts, and continue to attempt to communicate.

.8 ____ Proven or suspected enemy electronic activity is reported to the senior unit by other secure means in a timely manner.

.9 ____ Relays communications by alternate means when radio nets are effectively jammed.

.10 ____ Marines operating radios and officers transmitting on those radios do not compromise unit locations, strength, or commit other "Beadwindow" security lapses.

.11 ____ Expedient directional antennas are used to the maximum extent possible.

.12 ____ Uncovered transmissions are accomplished in such a way as to discourage radio direction finding by using short bursts and keeping traffic to the minimum essential.

.13 ____ Brevity codes promulgated by the appropriate communications SOP are employed.

.14 ____ Communications security materials of all types are safeguarded.

.15 ____ Low priority and routine messages are sent by means other than radio communications.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A. 3.19 DEMONSTRATE CORRECT RESPONSE TO ENEMY AIR CAPABILITY

CONDITION(S): The squadron is conducting tactical flight operations from a forward area. The enemy, in addition to direct and indirect fire and EW capabilities, has a fixed and rotary-wing aircraft capability.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit has established procedures for both passive and active air defense.

.2 ____ Air guards are designated. (KI)

.3 ____ Unit has an alarm system to warn of air attack.

.4 ____ Marines within the unit are aware of the meaning of the alarm.

.5 ____ If given advance warning of approaching hostile aircraft, Marines react by dispersing per established passive measures and by taking appropriate active defensive actions when attacked. The unit utilizes the scatter plan for aircraft assets.

.6 ____ Unit machinegun teams engage enemy aircraft when under attack.

.7 ____ Small unit leaders demonstrate ability to concentrate small arms fire against attacking aircraft.

.8 ____ Unit reports attack by enemy air to higher headquarters using a flash message.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIR GUARDS

Air guards within each subordinate element are designated to watch for the approach of hostile aircraft. These Marines are not specially trained beyond careful instruction by their immediate leader. They are able to:

1. State the nature of the threat; i.e., fixed-wing jet, fixed-wing prop, or rotary-wing.

2. Describe the signal established as the alarm for attack.

3. Identify friendly aircraft that are in support of the MAGTF.

TASK: 3A. 3.20 DEMONSTRATE PROPER CASUALTY HANDLING

CONDITION(S): The squadron is conducting tactical flight operations from a forward area which is taken under fire by the enemy and has taken casualties that require evacuation. The ACE/MAG has designated a medical collection point.

STANDARDS: EVAL: Y: N: NE

.1 ____ Marines dealing with casualties prior to arrival of corpsmen demonstrated buddy aid knowledge in treatment of fractures, penetrating wounds, and sucking chest wounds.

.2 ____ Marines tagged as lightly wounded apply self-aid.

.3 ____ Marines who must be evacuated are transported by man carry, litter, vehicle, or helicopter to the collection point or treatment site in a tactically sound and expeditious manner that still shows regard for the type of wound of the casualty.

.4 ____ Casualty reporting begins immediately after a Marine is tagged. starting at the level of the junior leader, and terminating at the unit headquarters.

EVALUATOR INSTRUCTIONS: In training exercises, the evaluator will specify that Marines. Including officers. who are tagged with incapacitating wounds drop when "hit." Marines tagged as incapacitated do not move under their own power, relying on other Marines to move them as part of the evaluation.

KEY INDICATORS: None.

3A. 4 HELICOPTERBORNE ASSAULT OPERATIONS

TASK: 3A.4.1 CONDUCT HELICOPTERBORNE ASSAULT MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct a helicopterborne assault mission(s) in support of the MAGTF. All liaison has been performed, and initial planning has begun. An operations order has been developed and unit SOP'S are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the squadron should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the assault commander.

.2 ____ Issues warning order to squadron staff planners to prepare for imminent meeting.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Requests combat information and EEI's concerning METT-T.

.5 ____ Establishes a time schedule delineating completion times for all phases of planning.

.6 ____ Provides helicopter availability table (HAT) information to the assault commander.

.7 ____ 5-2 initiates planning to provide environmental data.

.8 ____ Develops aviation support requirements (ordnance. fuel, special equipment. personnel, etc.).

.9 ____ Provides aviation supportability estimates to commander.

.10 ____ Requests air support requirm9nta from ACE/CLF/CATF.

.11 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.12 ____ Plans reconnaissance request of the A)A.

.13 ____ Reconciles any aviation shortfalls with the commander.

.14 ____ Requests support from theater aviation assets, if required, for fixed-wing escort, airborne early warning platform. fire support or EW support.

.15 ____ Allocates assets to support assault force concept of operations and coordinates an air tasking order (ATO).

.16 ____ Plans distance and fuel requirements and identifies refueling/FARP requirements. (Sea TASK: 3A.l3 Forward Arming and (Refueling Point).

.17 ____ Integrates available fire support capability (i.e. NGF, CAS, CIFS, artillery), with planned aviation tactics, to include ingress/egress, and while in the objective area.

.18 ____ Plans primary and alternate landing zones (LZ's). (KI)

.19 ____ Recommends priority of targets for zone prep.

.20 ____ Plans and coordinates control points. (KI)

.21 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.22 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the reconnaissance element.

.23 ____ Plans helicopter landing diagram and landing sequence to ensure any deconfliction and control of assets.

.24 ____ Coordinates mutual support of weapons systems in the LZ.

.25 ____ Develop COMM plan (electronic and visual) to establish the C3 link, to include air control agencies, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords. and frequencies (environmental effects, jamming capabilities), and coordinate with the MAGTF.

.26 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.27 ____ Plans TRAP procedures.

.28 ____ Plans FARP procedures.

.29 ____ Plans in conjunction with the MAGTF, a viable deception plan.

.30 ____ Coordinates the development of the "smart packs" (kneeboard handouts) to include primary/alternate communications, mission terrain information, control measures, ROE, and restrictive measures.

.31 ____ Plans smallest maneuver element for tactical controllability in VMC and INC, both day and night. (KI)

.32 ____ Establishes plans for both operational and weather go/no 80 criteria.

.33 ____ Establishes a bump plan.

.34 ____ Establishes a scatter plan.

.35 ____ Coordinates and integrates command and control procedures.

.36 ____ Schedules rehearsal for evaluating the plan, if time allots.

.37 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft.

.38 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.39 ____ Assist the Supported unit commander in the preparation of the Helotism Wave and Serial Assignment Table (HWSAT).

.40 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.41 ____ Plans and coordinates RTF with the ACE.

.42 ____ Submits plan to the ACE/CLF/CATF for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, MAWTS-1 take-home packages, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE (LZ) SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

NIGHT LIMITATIONS

7. Reduction of visual acuity.
8. Positive aircraft control procedures.
9. Slower tempo of activity.
10. Smaller helicopter waves.
11. Problems inherent in conducting rendezvous, approaches, and landings at night.
12. Slower and more complicated troop and cargo loading/unloading operations.
13. Slower buildup of combat power in the LZ.

TASK: 3A.4.2 CONDUCT HELICOPTERBORNE ASSAULT MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned support mission. in support of the MAGTF. All liaison ha. been performed and mission planning is Complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible. Flight leaders provide navigation card, maps, aircraft configurations and gross weights. detailed fuel figure., checkpoints. IP's, and TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NATOPS, briefing guides, SOP'. and WWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Questions are allowed to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes teaks.

.5 ____ Allocates time to ensure all task assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the area of operations.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved; i.e., NGF, any joint integration, ingress/egress routes, and the latest aerial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM, and ECCM capabilities. (KI)(See TASK 3A.3.5 Intelligence Update.)

.12 ____ 5-2 briefs local populace reaction capabilities. (See 3A.3.5 Task Intelligence Update.)

.13 ____ Briefer uses appropriate maps, charts, and aerial photographs. as required.

.14 ____ Briefs encryption procedures. both internal end external to the flight.

.15 ____ Briefs SERE procedures, (KI)

.16 ____ Briefs EN consideration. (KI)

.17 ____ Briefs weather. (KI)

.18 ____ Ensures that all appropriate personnel have handouts. (KI)

.19 ____ Briefs mission go/no 80 criteria; i.e., aircraft, personnel, and other mission essential equipment.

.20 ____ Briefs mission precedence.

.21 ____ Ensures the mission statement is understood by all participants.

.22 ____ Briefs a time line, to include L hour/H hour.

.23 ____ Briefs mission assets. (KI)

.24 ____ Briefs cell signs/event numbers.

.25 ____ Briefs chain of responsibilities. (KI)

.26 ____ Briefs general scheme of maneuver. (KI)

.27 ____ Briefs g0/no 80 weather criteria.

.28 ____ Briefs inadvertent IMC/loss of visual contact.

.29 ____ Briefs fuel requirement:. (KI)

.30 ____ Brief. ROE/window conditions.

.31 ____ Brief: NVG operational consideration:.

.32 ____ Briefs launch conditions. (KI)

.33 ____ Briefs ingress procedures. (KI)

.34 ____ Brief: LZ procedure:. (KI)

.35 ____ Brief: egress procedures. (KI)

.36 ____ Briefs downed aircraft procedures for overeater and overland,

.37 ____ Briefs TRAP procedure:. (See TASK: 3A.12 TRAP.)

.38 ____ Briefs concurrent operations.

.39 ___ Brief. FARP procedure:. (See TASK: 3A.13 FARP.)

.40 ____ Briefs deception plan.

.41 ____ Brief: special considerations.

.42 ____ Briefs all safety matters.

.43 ____ Briefs time back.

.44 ____ Briefs location/time of debriefs.

.45 ____ Briefs goggle/defogging procedures.

.46 ____ Briefs controlling agencies.

.47 ____ Briefs EMCON procedures.

.48 ____ Brief: DRIADS.

.49 ____ Brief: ground signals.

EVALUATOR INSTRUCTIONS: Brief uses 55-9-ASH Manual.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire (NGF).
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AAA threat Locations known.
5. SAM threat locations known.
6. Air threat locations known.
7. Expected movement.
8. EEI’s.

SUE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.

EW

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Data.
2. Propagation.
3. Current weather.
4. Forecast weather.

HANDOUTS

1. Kneeboard cards.
2. Maps/charts.
3. ACEOI.

MISSION ASSETS

1. Fixed wing.
2. helicopter including go/no 80 criteria.

3. Supporting arms.

4. Ground support.

CHAIN OF RESPONSIBILITY

The location. call sign, and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander/alternate.

3. HTC.

4. Flight Leader/alternate.

5. Flight Coordinator/alternate.

The following agencies' locations, call signal, and frequencies should be briefed:

1. HC(A).

2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.

2. Control measures, boundaries, phase lines, IP's, etc.

3. Primary and alternate LZ's.

4. CAS prep.

5. SEAD.

6. Escort.

FUEL

1. Take-off load.

2. Minimum.

3. Bingo.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.

3. Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedure..

INGRESS

1. Primary and alternate routes.
2. Control measures (RP’s. CP’s, IP’s).
3. Timing.
4. Airspeeds and altitude.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, lost comm, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of first enemy contact.
13. Evasive maneuvers.
14. Scatter plan.
15. Go/no 80 criteria.
16. NBC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate arid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort,
5. Take-off instructions.
6. Weapons conditions.
7. Landing diagram.
8. Retraction plan.

EGRES5

9. Primary and alternate routes.
10. Control measures (CP’s, RP’s).
11. Timing.
12. Airspeed and altitude
13. Formations.

14. Escort.

15. Supporting arms.

16. Weapons conditions.

17. Penetration checklist

18. Communication procedures including visual signals, lost comm, chattermark, codewords. and RIO.

19. En route terrain.

20. Probable point of last enemy contact.

21. Evasive maneuvers.

22. Scatter plan.

23. NBC considerations.

24. NVG considerations.

TASK: 3A.4.3 CONDUCT HELICOPTERBORNE ASSAULT MISSION EXECUTION

CONDITION(S): Given the required assets from the MAGTF commander while shipboard or shorebased in support of the MAGTF, during day or night hours against a threat as briefed by the S-2, and after completing mission planning and briefing execute assigned mission.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission

.2 ____ Aircraft were configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conducts start-up on time with systems checks on time reedy for launch.

.6 ____ Supported unit boards helicopters with minimum delay, ensuring all personnel/equipment are properly staged.

.7 ____ Conducts launch activities (execute bump plan, if required) as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no go exist before continuing with C3.

.10 ____ Execute COMM procedures/plan as briefed.

.11 ____ Formation facilitates support by escort. control, maneuverability, mutual support, and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC/ loss of visual contact entry.

.15 ____ Exercises COMM discipline during mission.

.16 ____ Ensures aircrews observe

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactics response to any pop-up immediate threat.

.19 ____ Aircrew demonstrates crew coordination. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed.

.22 ____ Remains constantly aware of aircraft Systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ Changes to route are made by proper authority.

.25 ____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.26 ____ Ensures crewmen comply with weapons conditions as briefed.

.27 ____ Receives clearance at the IP to proceed to the LZ.

.28 ____ Perform. penetration checklist at the appropriate time/place.

.29 ____ Reports to C3 progress of mission. as required to update weather. enemy situation, and go/no 80.

.30 ____ Flight receiving clearance at the IP to proceed to the LZ ensure go/no 80 criteria exists. (KI)

.31 ____ Executes deception plan.

.32 ____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.33 ____ Employs proper approach techniques to LZ.

.34 ____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.35 ____ Allows escort to be in position in time for prep fires.

.36 ____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.37 ____ Ensures change to LZ is done by proper authority.

.38 ____ Contacts C3 upon reaching/departing LZ’s.

.39 ____ Ensures minimum time in zone.

.40 ____ Flights arrive in LZ on time.

.41 ____ In 5 minutes or less.

.42 ____ In 4 minutes or less.

.43 ____ In 3 minutes or less.

.44 ____ In 2 minutes or less.

.45 ____ In 1 minute or less.

.46 ____ Flights land at correct LZ.

.47 ____ Within 1,000 meters or less of LZ.

.48 ____ Within 400 meters or less of LZ.

.49 ____ Within 200 meters or less of LZ.

.50 ____ Within 100 meters or less of LZ.

.51 ____ Executes waveoffs as briefed.

.52 ____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.53 ____ During paradrops, flies correct altitude, airspeed, heading providing information to crewchief/jumpmaster.

.54 ____ Executes proper departure techniques to reduce exposure to threat.

.55 ____ Executes downed aircraft procedures ca briefed.

.56 ____ Executes RTF procedures.

.57 ____ Executes FARP procedures.

.58 ____ Continues contact with C3 concerning flight status.

.59 ____ Executes EW procedures.

.60 ____ Performs recovery procedures.

.61 ____ Executes post landing deployment of helicopters.

.62 ____ Performs post flight of aircraft.

KEY EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

APPROPRIATE FLIGHT PROFILE

Aircraft shall utilize terrain. vegetation, and manmade objects to reduce or avoid electronic missions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.
2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition he monitors the cockpit instruments.
3. Weapons employment.
4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE/ROC.
2. Aircraft performance/limitations.
3. Obstacle/hazard identification and avoidance.
4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LZ.
4. Marking of the LZ.
5. Other matters of special interest.

TASK: 3A.4.4 CONDUCT HELICOPTERBORNE ASSAULT MISSION DEBRIEFING

CONDITION(S): Given a completed mission conduct a debriefing for that mission, with emphasis on lesions learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP, NATOPS, guides, and NW? 55-g.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any reel time intelligence information.

.4 ____ Utilize maps, aerial photos, sketches, or other training aide when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan. brief, execution phases, and lessons learned to develop new COA’s and tactics to improve SOP’s, contingency plans, and aircrew knowledge.

.8 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.

3A.5 RESUPPLY

TASK: 3A.5.1 CONDUCT RESUPPLY MISSION PLANNING

CONDITION(S): The squadron is in receipt of e warning order to conduct resupply missions in support of the MAGTF. All liaison has been performed and initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (reel world contingencies are encouraged), the squadron should perform as many standards, as necessary. Additional assets may he utilized if available to include other helicopters. fixed-wing. air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Acknowledge receipt of mission tasking to higher headquarters.

.2 ____ Receives commander's planning guidance and intent.

.3 ____ Issues warning order to squadron staff planners to meet.

.4 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.5 ____ Requests combat information and EEI's concerning METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides HAT information to the supported unit commander.

.8 ____ Considers internal/ external/aerial delivery transport advantages/disadvantages. (KI)

.9 ____ 5-2 initiates planning to provide environmental data.

.10 ___ Develops aviation support requirements (ordnance, fuel, special equipment, personnel. etc.).

.11 ____ Provides aviation supportability estimates to commander.

12 ____ Requests air support requirements from ACE/CLF/CATF.

.13 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.14 ____ Requests reconnaissance of the AOA, if necessary.

.15 ____ Reconciles any aviation shortfalls with the commander.

.16 ____ Requests support from theater aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.17 ____ Allocates assets to support concept of operations and coordinates an ATO.

.18 ____ Plans distance and fuel requirements; identifies refueling/FARP requirements. (See TASK: 3A. 13 Forward Arming and Refueling Point.)

.19 ___ Integrates available fire support capability (i.e., NGF, CAS, CIFS, artillery), with planned aviation tactics, to include ingress/egress, and while in the objective area.

.20 ____ Plans primary and alternate LZ's. (KI)

.21 ____ Plans ingress/egress routes to the primary and alternate LZ's.

.22 ____ Recommends priority of targets for zone prep.

.23 ____ Plans and coordinates control points. (KI)

.24 ____ Ensures authority and procedures to change LZ's or ingress/egress routes ere clearly established.

.25 ____ Establishes end coordinates ITG procedures with the reconnaissance element.

.26 ____ Plans helicopter landing diagram and landing sequence to ensure traffic deconfliction and control of assets.

.27 ____ Coordinates mutual support of weapons systems in the LE.

.28 ____ Develop COMM plan (electronic and visual) to establish the C3 link, to include air control agencies, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies (environmental effects, jamming capabilities), and coordinate with the MAGTF.

.29 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.30 ____ Plans TRAP procedures.

.31 ____ Plans FARP procedures.

.32 ____ Plans in conjunction with the MAGTF a viable deception plan.

*33 ___ Coordinates the development of the "smart packs" (kneeboard handouts) to include primary/alternate communications, mission terrain information, control measures, ROE, and restrictive measures.

.34 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.35 ____ Establishes plans for both operational and weather go/no 80 criteria.

.36 ____ Establishes a bump plan.

.37 ____ Establishes a scatter plan.

38 ____ Coordinates and integrates command and control procedures.

.39 ____ Schedules rehearsal for evaluating the plan, if time allots.

.40 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft,

.41 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.42 ____ Assists the supported commander in the preparation of the HWSAT.

.43 ____ Considers LAAD assets to support operations based on available threat intelligence.

.44 ____ Plans and coordinates RTF with the ACE.

.45 ____ Submits plan to the ACE/CLF/CATF for approval.

<u>EVALUATOR INSTRUCTIONS</u>: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, MAWTS-1 take-home packages, NATOPS instructions, and squadron SOP's. All key participants end detachment representatives should participate in the planning.

KEY INDICATORS:

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.
2. Reduced threat exposure time.
3. No loading/unloading delay.

Disadvantages

1 Reduced airspeeds.
2. Restricted maneuverability.
3. Possible cargo loss due to:
   a. Equipment failure.
   b. Improper hookup.
   c. Pilot technique.

INTERNAL

Advantages

1. Small item/s/loads.
2. Palleted cargo discharge while taxiing.
3. Reduced danger of cargo damage/loss.
4. No slings requirement..
5. No cargo net requirements.
6. No airspeed/maneuverability restrictions.
7. Permit. NOE.

Disadvantages

1. Loading/unloading delay..
2. Nay require more sorties to accomplish mission.
3. Increased threat exposure time.
4. Load. generally smaller than external load..
5. Excludes outsize cargo that nay be necessary for mission.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/loads.
2. Permits NOE.
3. No slings requirements.
4. No offloading delays.
5. Reduced threat exposure time.

Disadvantages

1. Loading delay.
2. May require more sorties to accomplish mission,
3. Possible cargo loss due to:
   a. Equipment failure.
   b. Improper rigging.
   C. Pilot technique.

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

TASK: 3A.5.2 CONDUCT RESUPPLY MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned support missions in support of the MAGTF. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers. FAC(A) and HC(A) attends brief when possible. Flight leaders provide navigation card, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NATOPS, briefing guides, SOP's and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Questions are allowed to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all task assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the area of operations.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved,' i.e.. NGF, any joint integration, ingress/egress routes, and the latest aerial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities. type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM, and ECCM capabilities. (KI) (See TASK 3A.3.5 Intelligence Update.)

.12 ___ S-2 briefs local populace reaction capabilities. (See TASK 3A.3.5 Intelligence Update.)

.13 ____ Brief uses appropriate maps. charts, and serial photographs. as required.

.14 ____ Briefs encryption procedures, both internal and external to the flight.

.15 ____ Briefs HERE procedures. (KI)

.16 ____ Briefs EW consideration. (KI)

.17 ____ Briefs weather. (KI)

.18 ____ Ensures that all appropriate personnel have handouts.

.19 ____ Briefs mission go/no 80 criteria; i.e., aircraft, personnel, and other mission essential equipment.

.20 ____ Briefs mission precedence.

.21 ____ Ensures the mission statement is understood by all participants.

.22 ____ Briefs a time line, to include L hour/H hour.

.23 ____ Briefs mission assets. (KI)

.24 ____ Briefs call signs/event numbers.

.25 ____ Briefs chain of responsibilities. (KI)

.26 ____ Briefs general scheme of maneuver. (KI)

.27 ____ Briefs go/no 80 weather criteria.

.28 ____ Briefs inadvertent IMC/loss of visual contact.

.29 ____ Briefs fuel requirements. (KI)

.30 ____ Briefs ROE/window conditions.

.31 ____ Briefs NVG operational considerations.

.32 ____ Briefs launch conditions. (KI)

.33 ____ Briefs ingress procedures. (KI)

.34 ____ Briefs LZ procedures. (KI)

.35 ____ Briefs egress procedures. (KI)

.36 ____ Briefs downed aircraft procedures for overwater and overland.

.37 ____ Briefs TRAP procedures. (See Talk: 3A.12 TRAP.)

.38 ____ Briefs concurrent operations.

.39 ____ Briefs FARP procedures. (See TASK: 3A.13 FARP.)

.40 ____ Briefs deception plan.

.41 ____ Briefs special considerations.

.42 ____ Briefs all safety matters,

.43 ____ Briefs time hack.

.44 ____ Briefs location/time of debriefs.

.45 ____ Briefs goggle/degoggling procedures.

.46 ____ Briefs controlling agencies.

.47 ____ Briefs ECO)N procedures.

.48 ____ Briefs DRIADS.

4g ____ Briefs ground signals.

EVALUATOR INSTRUCTIONS: Brief uses IMP 55-9-ASH Manual.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AM threat locations known.
5. SAM threat locations known.
6. Air threat locations known.
7. Expected movement.
8. Essential elements of information.

SERE

1. ISOPREP card.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.

EW

1. EMCON condition.
2. Deception/meaconing
3. MIJI reporting.

WEATHER

1. Date.
2. Propagation
3. Current weather.
4. Forecast weather.

HANDOUTS

1. Kneeboard card..
2. Maps/charts.
3. ACEOI.

MISSION ASSETS

1. Fixed-wing.
2. Helicopter including go/no 80 criteria.

3. Supporting arms.

4. Ground support.

CHAIN OF RESPONSIBILITY

The location, call sign, and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander/alternate.

3. HTC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies' locations. call signs, and frequencies should be briefed.

1. HC(A).

2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.

2. Control measures, boundaries, phase lines, IP's, etc.

3. Primary and alternate LZ's.

4. CAS prep.

5. SEAD.

6. Escort.

FUEL

1. Take-off load.

2. Minimum.

3. Bingo.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.

3. Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures (RP’s, CP’S, IP’s).
3. Timing.
4. Airspeeds and altitude.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedure. including visual signals, lost comm, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of first enemy contact,
13. Evasive maneuver..
14. Scatter plan.
15. Go/no 80 criteria.
16. NEC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort.
5. Take-off instructions.
6. Weapons conditions.
7. Landing diagram.
8. Retraction plan.

EGRESS

9. Primary and alternate routes.
10. Control measures (CF’s. RP’s).
11. Timing.
12. Airspeed, altitude and formations.
13. Escort.

14. Supporting arms.

15. Weapons conditions.

16. Penetration checklist.

17. Communication procedures including visual signals, lost coo, chattermark, codewords, and RIO.

18. En route terrain.

19. Probable point of last enemy contact.

20. Evasive maneuvers.

21. Scatter plan.

22. NBC considerations.

23; NVG considerations.

TASK: 3A.5.3 EXECUTE RESUPPLY MISSION

CONDITION(S): Given the required asset. from the MAGTF commander while shipboard or shorebased in support of the MAGTF, during day or night hours against a threat as briefed by the S-2, and after completing mission planning and briefing execute assigned mission.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Aircraft were configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conducts start-up and systems checks on time and ready for launch.

.6 ____ All personnel/equipment are properly staged.

.7 Conducts launch activities (execute bump plan, if required) as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no 80 criteria exist before continuing with mission.

.10 ____ Execute COMM procedures/plan as briefed.

.11 ____ Formation facilitates support by escort, control. maneuverability, mutual support, and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent fl£/loss of visual contact.

.15 ____ Exercises COMM discipline during mission.

.16 ____ Ensures aircrew observe ROE/ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 _____ Employs proper tactics response to any pop-up immediate threat.

.19 _____ Aircrew demonstrates crew coordination (look-out doctrine). (KI)

.20 _____ Flight navigates and remains oriented throughout mission.

.21 _____ Members of the flight provide course correction, if needed.

.22 _____ Remains constantly aware of aircraft systems and performance.

.23 _____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 _____ changes to route are made by proper authority.

.25 _____ Ensures fire support plan covers all perceived vulnerable cress and is responsive.

.26 _____ Ensures crewmen comply with weapons conditions as briefed.

.27 _____ Receives clearance at the IF to proceed to the LZ.

.28 _____ Performs penetration checklist at the appropriate time/place.

.29 _____ Reports to commander progress of mission, as required to update weather, enemy situation, and go/no 80 criteria.

.30 _____ Flight receiving clearance at the IF to proceed to the LZ ensures go/no 80 criteria exists. (KI)

.31 _____ Executes deception plan.

.32 _____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.33 _____ Employs proper approach techniques to LZ.

.34 _____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.35 _____ Allows escort to be in position in time for prep fires.

.36 _____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.37 _____ Ensures change to LZ is done by proper authority.

.38 _____ Contacts C3 upon reaching/departing LZ’s.

.39 _____ Ensures minimum time in zone.

.40 _____ Flights arrive in LZ on time.

.41 _____ In 5 minutes or less.

.42 _____ In 4 minutes or less.

.43 _____ In 3 minutes or less.

.44 _____ In 2 minutes or less.

.45 _____ In 1 minute or less.

.46 _____ Flights land at correct LZ.

.47 _____ Within 1,000 meters or less of LZ.

.48 _____ Within 400 meters or less of LZ.

.49 _____ Within 200 meters or less of LZ.

.50 _____ Within 100 meters or less of LZ.

.51 ____ Executes waveoffs as briefed.

.52 ___ If carrying external load, drops load in spot as directed by HST/LZ control team.

.53 ____ During paradrops, flies correct altitude, airspeed, beading providing information to crewchief/jumpmaster.

.54 ____ Executes proper departure techniques to reduce exposure to threat.

.55 ____ Executes downed aircraft procedures as briefed.

.56 ____ Executes RTF procedures.

.57 ____ Executes FARP procedures.

.58 ____ Continues contact with C3 concerning flight status.

.59 ____ Executes EW procedures.

.60 ____ Performs recovery procedures.

.61 ____ Executes post landing deployment of helicopters.

.62 ____ Performs po5tflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

APPROPRIATE FLIGHT PROFILE

1. Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.

3. weapons employment.

4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE/ROC.

2. Aircraft performance/limitation5.

3. Obstacle/hazard identification and avoidance,

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LZ.
4. Marking of the LZ.
5. Other matters of special interest.

TASK: 3A.5.4 CONDUCT RESUPPLY MISSION DEBRIEFING

CONDITION(S): Conduct a resupply mission debriefing. Emphasizing lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP, NATOPS, guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, end lessons learned to develop new COA's and tactics to improve SOP's, contingency plane, and aircrew knowledge.

.8 ____ S-2 collected all classified/Sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.
2. Command and control.
3. Communications.
4. support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.

3A.6 MILITARY OPERATIONS IN URBAN TERRAIN(MOUT)

TASK: 3A.6.1 CONDUCT MOUT MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct key mission(s) in support of the MAGTF. The enemy forces have no known fixed-wing aircraft; however, they are supplied with Soviet bloc weapons to include hand-held antiair missiles, heavy machineguns, end light antiaircraft artillery. The use of precision munitions and guided weapons can be approved by CATF/MAGTF. All liaison has been performed, and initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the squadron should perform as many standards, as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the MOUT commander.

.2 ____ Issues warning order to squadron staff planners to meet.

.3 ____ Analyzes mission tasking to determine specific tasks, whether stated or implied.

.4 ____ Requests combat information and EEI's concerning METT-T.

.5 ____ Establishes a time schedule delineating completion time for all phases of planning.

.6 ____ Provides HAT information to the MOUT commander.

.7 ____ S-2 initiates planning to provide environmental data.

.8 ____ Develops aviation support requirements; i.e. ordnance, fuel, special equipment. personnel, etc.

.9 ____ Provides aviation supportability estimates to MOUT commander.

.10 ____ Requests air support requirements from ACE/CLF/CATF.

.11 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP's, operations orders, plans. and informal briefings.

.12 ____ Plans reconnaissance request of the AOA.

.13 ____ Reconciles any aviation short falls with the commander.

.14 ____ Requests support from theater aviation assets, if required. for fixed-wing escort, airborne early warning platform, fire support. or EW support.

.15 ____ Allocates assets to support MOUT force concept of operations and coordinates an ATO.

.16 Plans distance and fuel requirements; identifies refueling/FARP requirements. (See TASK: 3A.13 Forward Arming and Refueling Point).

.17 ____ Integrates available fire support capability (i.e.. NGF, CAS, CIFS, artillery), with planned aviation tactics during ingress/egress and while in the objective area.

.18 ____ Plans primary and alternate LZ's. (KI)

.19 ____ Coordinates ingress/egress routes to the primary and alternate LZ a with MOUT commander and/or ACE/supported unit.

.20 ____ Recommends priority of targets for zone prep.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates ITG procedures with the reconnaissance element.

.24 ____ Plans helicopter landing diagram and landing sequence to ensure any deconfliction and control of assets.

.25 ____ Coordinates mutual support of weapons systems in the LZ.

.26 ____ Develops COMM plan (electronic and visual) to establish the C3 link, to include air control agencies, COMSEC, deception, chattermark. EMCON conditions, NORDO, codewords, prowords, and frequencies (environmental effects, jamming capabilities) and coordinates with the MAGTF.

.27 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.28 ____ Plans TRAP procedures.

.29 ____ Plans FARP procedures.

* 30 ____ Plans in conjunction with the MAGTF, a viable deception plan.

.31 ___ Coordinates the development of "smart packs" (kneeboard handouts) to include primary/alternate communications, mission terrain information, control measures, ROE, and restrictive measures.

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.33 ____ Establishes plans for both operational and weather go/no 80 criteria.

.34 ____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allots.

.38 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft,

.39 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.40 ____ Assists the MOUT commander in the preparation of the HWSAT.

.41 ____ Considers LAAD assets to support operations based on available threat intelligence.

.42 ____ Formulates contingency plans for rapid withdrawal or extraction.

.43 ____ Plans and coordinates RTF with the ACE.

.44 ____ Submits plan to the ACE/CLF/CATF for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, MAWTS-1 take-home packages, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.

2. Enemy capabilities, predicted intentions, and dispositions.

3. Terrain and proximity to objective.

4. Logistic support requirements.

5. Supporting arms requirements.

6. Approach and retirement routes.

7. Ease of identification.

8. Size and number required.

CONTROL POINTS

1. Rendezvous point.

2. Departure point.

3. checkpoint.

4. Penetration control point.

5. Initial point.

6. Break-up point.

TASK: 3A.6.2 CONDUCT MOUT MISSION BRIEFING

CONDITION(S): The ATO has been issued end the squadron is assigned support missions in support of the MAGTF. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers. FAC(A) and BC(A) attends brief when possible. Flight Leaders provide navigation card, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, XP's, and TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NATOPS, briefing guides, SOP's, and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Questions are allowed to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all task assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the area of operations.

.10 ____ Briefs friendly forces schema of maneuver, weapons involved; i.e., NOF, any joint integration, ingress/egress routes, and the latest aerial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM, and ECCM capabilities. (KI)(See TASK 3A.3.5 Intelligence Update).

.12 ____ 5-2 briefs local populace reaction capabilities. (See TASK 3A.3.5 Intelligence Update).

.13 _____ Brief uses appropriate maps, charts. and aerial photographs, as required.

.14 _____ Briefs encryption procedures, both internal and external to the flight.

.15 _____ Briefs SERE procedures. (KI)

.16 _____ Briefs EW consideration. (KI)

.17 _____ Briefs weather. (KI)

.18 _____ Ensures that all appropriate personnel have handouts.

.19 _____ Briefs mission go/no 80 criteria; i.e., aircraft, personnel, and other mission essential equipment.

.20 _____ Briefs mission precedence.

.21 _____ Ensures the mission statement is understood by all participants.

.22 _____ Briefs a time line, to include L hour/B hour.

.23 _____ Briefs mission assets. (KI)

.24 _____ Briefs call signs/event numbers.

.25 _____ Briefs chain of responsibilities. (KI)

.26 _____ Briefs general scheme of maneuver. (KI)

.27 _____ Briefs go/no 80 weather criteria.

.28 _____ Briefs inadvertent IMC/loss of visual contact.

.29 _____ Briefs fuel requirements. (KI)

.30 _____ Briefs ROE/window conditions.

.31 _____ Briefs NVG operational considerations.

.32 _____ Briefs launch conditions. (KI)

.33 _____ Briefs ingress procedures. (KI)

.34 _____ Briefs LZ procedures. (KI)

.35 _____ Briefs egress procedures. (KI)

.36 _____ Briefs downed aircraft procedures for overwater and overland.

.37 _____ Briefs TRAP procedures. (See TASK: 3A.12 TRAP).

.38 _____ Briefs concurrent operations.

.39 _____ Briefs FARP procedures. (See TASK: 3A.13 FARP).

.40 _____ Briefs deception plan.

.41 _____ Briefs special considerations.

.42 _____ Briefs all safety matters.

.43 _____ Briefs time hack.

.44 _____ Briefs location/time of debriefs.

.45 _____ Briefs goggle/degoggling procedures.

.46 _____ Briefs controlling agencies.

47 ____ Brief. ECON procedures.

.48 ____ Briefs DRIADS.

.49 ____ Briefs ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASB Manual.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire,
5. Fire support coordination measures.
6. LAI.
7. Tanks.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AAA threat locations known.
5. SAM threat locations known.
6. Air threat locations known.
7. Expected movement.
8. Essential elements of information.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Data.
2. Propagation.
3. Current weather.
4. Forecast weather.

HANDOUTS

1. Kneeboard cards.
2. Maps/charts.
3. ACEOI.

MISSION ASSETS

1. Fixed-wing.
2. Helicopter including go/no 80 criteria.
3. Supporting arms.
4. Ground support.

CHAIN OF RESPONSIBILITY

The location, call sign, and frequency should be briefed for the following:

1. Overall mission commander.
2. Air mission commander.
3. HTC.
4. Flight leader/alternate.
5. Flight coordinator/alternate.

The following agencies locations, call signs, and frequencies should be briefed:

1. HC(A).
2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.
2. Control measures, boundaries, phase lines. IP’s, etc.
3. Primers’ and alternate LZ’s.

4. CAS prep.
5. SEAD.
6. Escort.

FUEL

1. Take-off load.
2. Minimum.
3. Bingo.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.
6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures (RP’s, CP’s, IP’s).
3. Timing.
4. Airspeeds and altitude.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, lost cam, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of first enemy contact.
13. Evasive maneuvers.
14. Scatter plan.
15. Go/no go criteria.
16. NEC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort.
5. Take-off instructions.
6. Weapons conditions.
7, Landing diagram.
8. Retraction plan.

EGRESS

9. Primary and alternate routes.
10. Control measures (CP’s, RP’s).
11. Timing.
12. Airspeed and altitude
13. Formations.
14. Escort.
15. Supporting arms.
16. Weapons conditions.
17. Penetration checklist.
18. Communication procedures including visual signals. lost cam, chattermark. codewords, and RIO.
19. En route terrain.
20. Probable point of last enemy contact.
21. Evasive maneuvers.
22. Scatter plan.
23. NBC considerations.
24. NVG considerations.

TASK: 3A.6.3 EXECUTE MOUT MISSION

CONDITION(S): Given the required assets from the MAGTF commander while shipboard or shoreba5ed in support of the MAGTF, during day or night hours against a threat as briefed by the 5-2, and after completing mission planning and briefing execute assigned mission.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Aircraft were configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed time frame.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conducts start-up and systems checks on time and ready for launch.

.6 ____ Supported unit boards helicopters with minimum delay, ensuring all personnel/equipment are properly staged.

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no 80 criteria exist before continuing with mission.

.10 ____ Executes COMM procedures/plan as briefed.

.11 ____ Formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC/ loss of visual contact entry.

.15 ____ Exercises C discipline during mission.

.16 ____ Ensures aircrews observe ROE/ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactics response to any pop-up immediate threat.

.19 ____ Aircrew demonstrates crew coordination. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ Charges to route are made by proper authority.

.25 ____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.26 ____ Ensures crewmen comply with weapons conditions, as briefed.

.27 ____ Receives clearance at the IP to proceed to the LZ.

.28 ____ Performs penetration checklist at the appropriate time/place.

.29 ____ Reports to controlling agency progress of mission as required to update weather, enemy situation, and go/no 80 criteria.

.30 ____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no 80 criteria exists. (KI)

.31 ____ Executes deception plan.

.32 ____ updates heloteam Leader on approach to LZ giving direction the helicopter will Land.

.33 ____ Employs proper approach techniques to LZ.

.34 ____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.35 ____ Allows escort to be in position in time for prep fires.

.36 ____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.37 ____ Ensures charge to LZ is done by proper authority.

.38 ____ Contacts controlling agency upon reaching/departing LZ’s.

39 ____ Ensures minimum time in zone.

.40 ____ Flights arrive in LZ on time.

.41 ____ In 5 minutes or Less.

.42 ____ In 4 minutes or Less.

.43 ____ In 3 minutes or less.

.44 ____ In 2 minutes or less.

.45 ____ In 1 minute or less.

.46 ____ Flights land at correct LZ.

.47 ____ Within 1,000 meters or Less of LE.

.48 ____ Within 400 meters or less of LZ.

.49 ____ Within 200 meter. or Less of LE.

.50 ____ Within 100 meters or less of LE.

.51 ____ Executes waveoffs as briefed.

.52 ____ If carrying external load, drop. Load in spot as directed by UST/LZ control team.

.53 ____ During paradrops, flies correct altitude, airspeed, heading providing information to crewchief/jumpmaster.

54 ____ Executes proper departure techniques to reduce exposure to threat.

.55 ____ Executes downed aircraft procedures as briefed.

.56 ____ Executes RTF procedures.

.57 ____ Executes FARP procedures.

.58 ____ Continues contact with controlling agency concerning flight status.

59 ____ Executes EW procedures.

.60 ____ Performs recovery procedures.

.61 Executes post landing deployment of helicopters.

.62 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

APPROPRIATE FLIGHT PROFILE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.
2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.
3. Weapons employment.
4. Maintenance of situational awareness.

SAFETY CONSIDERATION

Shall emphasize:

1. Compliance with safety audience to include ROE and ROC.
2. Aircraft performance/limitations,
3. Obstacle/hazard identification and avoidance.
4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATION

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LE.
4. Marking of the LE.
5. Other matters of special interest.

TASK: 3A.6.4 CONDUCT MOUT MISSION DEBRIEFING

CONDITION(S): Given a completed mission conduct a debriefing for that mission, with emphasis on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation million essential personnel are present.

.2 ____ Debrief is conducted per SOP. NATOPS, guides, and 55-9

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aide when debriefing the overall mission.

.5 ____ Debriefs all aspect. of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyses plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improves SOP's, contingency plans, and aircrew knowledge.

.8 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.
2. Command and control.
3. Communications.
4. Support/escort.
S. Coordination.
8. Navigation.
7. 3sfety.
8. Tactics used/effectiveness.
9. Recommendations.

3A.7 NONCOMBATANT EVACUATION OPERATIONS (NEO)

TASK: 3A.7.1 CONDUCT NONCOMBATANT EVACUATION (NEO) MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct a NEO mission(s) in support of the MAGTF. The mission to recover U.S. nationals and embassy designated personnel friendly to the United States. who are either threatened with harm or are endangered by violence occurring within the country of residence. All liaison has been performed and initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the squadron should perform as many standards, as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the NEO commander.

.2 ____ Issues warning order to squadron staff planner. to meet.

.3____ Analyses mission tasking to determine specific tasks. stated and implied.

.4 ____ Requests combat information and EEI's concerning METT-T.

.5 ____ Establishes a time schedule delineating completion time for all phases of planning.

.6 ____ Provide. HAT information to the assault commander.

.7 ____ S-2 initiates planning to provide environmental data.

.8 ____ Develops aviation support requirements; i.e. ordnance, fuel, special equipment, personnel, etc.

.9 ____ Provides aviation supportability estimates to NEO commander.

.10 Requests air support requirements from ACE/CLF/CATF.

.11 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.12 ____ Plans reconnaissance request of the AOA.

.13 ____ Reconciles any aviation short falls with the NEO commander.

.14 ____ Requests support from theater aviation assets, if required. for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.15 ____ Allocates assets to support NEO force concept of operations and coordinates an ATO.

.16 ____ Plans distance and fuel requirements; identifies refueling/FARP requirements. (See TASK: 3A.13 FARP).

.17 Integrates available fire support capability (i.e., NGF, CAS, CIFS, artillery), with planned aviation tactics, to include ingress/egress, and while in the objective area.

.18 ____ Plans primary and alternate LZ's. (KI)

.19 ____ Plans ingress/egress routes to the primary and alternate LZ's to NEO commander and/or ACE/supported unit.

.20 ____ Recommends priority of targets for zone prep.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates ITG procedures with the reconnaissance element.

.24 ____ Plans helicopter landing diagram and landing sequence to ensure any deconfliction and control of assets.

.25 ____ Coordinates mutual support of weapons systems in the LZ.

.26 ____ Develop COMM plan (electronic and visual) to establish the C3 link, to include sir control agencies, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies (environmental effects, jamming capabilities), and coordinate with the MAGTF.

.27 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.28 ____ Plans TRAP procedures.

.29 ____ Plans FARP procedures.

.30 ____ Plans in conjunction with the MAGTF a viable deception plan.

.31 ____ Coordinates the development of "smart packs'. (kneeboard handouts) to include primary/alternate communications. Mission terrain information, control measures, ROE, and restrictive measures.

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.33 ____ Establishes plans for both operational and weather g0/no 50 criteria.

.34 ____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allots.

.38 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft.

.39 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.40 ____ Assist the NEO commander in the preparation of the HWSAT.

.41 ____ Considers LAAD assets to support operations based on available threat intelligence.

.42 ____ Plans and coordinates RTF with the ACE.

.43 ____ Submits plan to the ACE/CLF/CATF for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, MAWTS-1 take-home packages, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS ID HELICOPTER LANDING ECON SELECTION

1 MAGTF concept of operation.

2. Enemy capabilities. predicted intentions. and dispositions.

3. Terrain and proximity to objective.

4. Logistic support requirements.

5. Supporting arms requirements.

6. Approach and retirement routes.

7. Ease of identification.

8. Size and number required.

CONTROL POINTS

1. Rendezvous point.

2. Departure point.

3. Checkpoint.

4. Penetration control point.

5. Initial point.

6. Break-up point.

TASK: 3A.7.2 CONDUCT NONCOMBATANT EVACUATION (NEO) MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned support missions in support of the MAGTF. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible. Flight leaders provide navigation card, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NATOPS, briefing guides, SOP's and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Questions are allowed to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all task assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the area of operations.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved; i.e., NGF, any joint integration, ingress/egress routes, and the latest aerial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy EMC and ECCM capabilities. (KI)(See TASK 3A.3.5 Intelligence Update).

.12 ____ S-2 briefs local populace reaction capabilities. (See TASK 3A.3.5 Intelligence Update).

.13 ____ Brief uses appropriate maps, charts, and aerial photographs, as required.

.14 ____ Briefs encryption procedures, both internal and external to the flight.

.15 ____ Briefs SERE procedures. (KI)

.16 _____ Briefs EW consideration. (KI)

.17 _____ Briefs weather. (KI)

.18 _____ Ensures that all appropriate personnel have handouts. (KI)

.19 _____ Briefs mission go/no 80 criteria; i.e., aircraft: personnel, and other mission essential equipment.

.20 _____ Briefs mission precedence.

.21 _____ Ensures the mission statement is understood by all participants.

.22 _____ Briefs a time line, to include L hour/B hour.

.23 _____ Briefs mission assets. (KI)

.24 _____ Briefs call signs/Event numbers.

.25 _____ Briefs chain of responsibilities. (KI)

.26 _____ Briefs general scheme of maneuver. (KI)

.27 _____ Briefs go/no 80 weather criteria.

.28 _____ Briefs inadvertent Inc/loss of visual contact.

.29 _____ Briefs fuel requirements. (KI)

.30 _____ Briefs ROE/window conditions.

.31 _____ Briefs NVG operational considerations.

.32 _____ Briefs launch conditions. (KI)

.33 _____ Briefs ingress procedures. (KI)

.34 _____ Briefs LZ procedures. (KI)

.35 _____ Briefs egress procedures. (KI)

.36 _____ Briefs downed aircraft procedures for overwater and overland.

.37 _____ Briefs TRAP procedures. (See TASK: 3A.12 TRAP).

.38 _____ Briefs concurrent operations.

.39 _____ Briefs FARP procedures. (See TASK: 3A.13 FARP).

.40 _____ Briefs deception plan.

.41 _____ Briefs special considerations.

.42 _____ Briefs all safety matters.

.43 _____ Briefs time hack.

.44 _____ Briefs location/time of debriefs.

.45 _____ Briefs goggle/degoggling procedures.

.46 _____ Briefs controlling agencies.

.47 _____ Briefs EMCON procedures.

.48 _____ Briefs DRIADS.

.49 _____ Briefs ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual.

KEY INDICATORS:

FRIENDLY FORCES

Infantry to include scheme of maneuver.

1. Artillery.
2. Air support.
3. Naval gunfire.
4. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AM threat locations known.
5. SAN threat locations known.
6. Air threat locations known.
7. Expected movement.
8. Essential elements of information.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood kits.
4. Safe area.
5. Designated area for rescue.

EN

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Date.
2. Propagation.

3. Current weather.

4. Forecast weather.

HANDOUTS

1. Kneeboard cards.

2. Maps/charts.

3. ACEOI.

MISSION ASSETS

1. Fixed-wing.

2. Helicopter including 50/50 80 criteria.

3. Supporting arms.

4. Ground support.

CHAIR OF RESPONSIBILITY

The location. call sign, and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander/alternate.

3. HTC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies, locations, call signs, and frequencies should be Briefed:

1. HC(A).

2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.

2. Control measures, boundaries, phaselines, IP’s, etc.

3. Primary and alternate LZ’s.

4. CAS prep.

5. Escort.

FUEL

1. Take-off load.

2. Mini-is.

3. Bingo.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3 Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.
6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures (RP’s, CP’s, ZP’s).
3. Timing.
4. Airspeeds and altitude.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, last corn, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of first enemy contact.
13. Evasive maneuvers.
14. Scatter plan.
15. Go/no 80 criteria.
16. NEC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort.
5. Take-off instructions.
6. Weapons conditions.

S

7. Landing diagram.

8. Retraction plan.

EGRESS

1. Primary and alternate routes.

2. Control measures (CP’s, RP’s).

3. Timing.

4. Airspeed and altitude

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons condition..

9. Penetration checklist.

10. Communication procedure, including visual signals, lost comm, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of lilt enemy contact.

13. Evasive maneuvers.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

TASK: 3A.7.3 EXECUTE NONCOMBATANT EVACUATION (NEO) MISSION

CONSIDERATION(S): Given the required assets from the MAGTF commander while shipboard or shorebased in support of the MAGTF, during day or night hours against a threat as briefed by the S-2, and after completing mission planning and briefing execute assigned mission.

STANDARDS. EVAL: Y; N; NE:

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Aircraft were configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed time frame.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conducts start-up on time with systems checks on time ready for launch.

.6 ____ Supported unit boards helicopters. with minimum delay, ensuring all personnel/equipment is properly staged.

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no 80 exist before continuing with mission.

.10 ____ Executes COMM procedures/plan as briefed.

.11 ____ Formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC/loss of visual contact.

.15 ____ Exercises COMM discipline during mission.

.16 ____ Ensures aircrews observe ROE and ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactics response to any pop-up immediate threat.

.19 ____ Aircrew demonstrates crew coordination. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ Changes to route are made by proper authority.

.25 ____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.26 ____ Ensures crewmen comply with weapons conditions, as briefed.

.27 ____ Receives clearance at the IP to proceed to the LZ (KI).

.28 ____ Performs penetration checklist at the appropriate time/place.

.29 ____ Reports to controlling agency progress of mission as required to update weather, enemy situation and go/no 80 criteria.

.30 ____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no 80 criteria exists.

.31 ____ Executes deception plan.

.32 ____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.33 ____ Employs proper approach techniques to LZ.

.34 ____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.35 ____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.36 ____ Ensures change to LZ is done by proper authority.

.37 ____ Contacts controlling agency upon reaching/departing LZ’s.

.38 ____ Ensures minimum time in zone.

.39 ____ Flights arrive in LZ on time.

.40 ____ In 5 minutes or less.

.41 ____ In 4 minutes or less.

.42 ____ In 3 minutes or less.

.43 ____ In 2 minutes or less.

.44 ____ In 1 minute or less.

.45 ____ Flights land at correct LZ.

.46 ____ Within 1.000 meters or less of LZ.

.47 ____ Within 400 meters or less of LZ.

.48 ____ Within 200 meters or less of LZ.

.49 ____ Within 100 meters or lees of LZ.

.50 ____ Executes waveoffs as briefed.

.51 ____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.52 ____ During paradrops, flies correct altitude, airspeed, heading providing information to crewchief/jumpmaster.

.53 ____ Executes proper departure techniques to reduce exposure to threat.

.54 ____ Executes downed aircraft procedures, as briefed.

.55 ____ Executes RTF procedures.

.56 ____ Executes FARP procedures.

.57 ____ Continues contact with controlling agency concerning flight status.

.58 ____ Executes EW procedures.

.59 ____ Performs recovery procedures.

.60 ____ Executes poet landing deployment of helicopters.

.61 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

APPROPRIATE FLIGHT PROFILE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls. avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE/ROC.
2. Aircraft performance/limitations.
3. Obstacle/hazard identification and avoidance.
4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LZ.
4. Marking of the LZ.
5. Other matters of special interest.

TASK: 3A.7.4 CONDUCT NONCOMBATANT EVACUATION (NEO) MISSION DEBRIEFING

CONDITION(S): Given a completed mission conduct a debriefing for that mission, with emphasis on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP, NATOPS, guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilize maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan. brief. execution phases, and lessons learned to develop new COA’s and tactics to improve SOP’s, contingency plans, and aircrew knowledge.

.8 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.
2. Command and control.
3. Communications.

4. Support/escort.

5. Coordination.

6. Navigation.

7. Safety.

8. Tactics used/effectiveness.

9. Recommendations.

3A.8 RAID

TASK: 3A.8.1 CONDUCT RAID MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct a raid to destroy a point target or conduct a harassing raid. All liaison has been performed, and initial planning has begun. An operations order has bean developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the squadron should perform as many standards, as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the raid commander.

.2 ____ Issues warning order to squadron staff planners to meet.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Requests combat information and EEI's concerning METT-T.

.5 ____ Establishes a time schedule delineating completion times for all phases of planning.

.6 ____ Provides EAT information to the raid commander.

.7 ____ 5-2 initiates planning to provide environmental data.

.8 ____ Develops aviation support requirements; i.e. ordnance, fuel, special equipment, personnel, etc.

.9 ____ Provides aviation supportability estimates to the commander.

.10 ____ Requests air support requirements from ACE/CLF/CATF.

.11 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.12 ____ Coordinates reconnaissance request of the ADA.

.13 ____ Reconciles any aviation shortfalls with the commander.

.14 ____ Requests support from theater aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.15 ____ Allocates assets to support raid force concept of operations and coordinates an ATO.

.16 ____ Plans distance and fuel requirements; identifies refueling/FARP requirements. (See TASK: 3A.13 FARP).

.17 ____ Integrates available fire support capability (i.e., NGF, CAS, CIFS, artillery), with planned aviation tactics, to include ingress/egress, and while in the objective area.

.18 ____ Plans primary and alternate LZ's. (KI)

.19 ____ Coordinates ingress/egress routes to the primary and alternate LZ's with raid commander and/or ACE/supported unit.

.20 ____ Recommends priority of targets for zone prep.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates ITG procedures with the reconnaissance element.

.24 ____ Plans helicopter landing diagram and landing sequence to ensure any deconfliction and control of assets.

.25 ____ Coordinates mutual support of weapons systems in the LE.

.26 ____ Develops COMM plan (electronic and visual) to establish the C3 link, to include air control agencies, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies (environmental effects, jamming capabilities), and coordinate with the MAGTF.

.27 ____ Plans Shipboard refueling/rearming cycles with the ATF, if necessary.

.28 ____ Plans TRAP procedures.

.29 ____ Plans FARP procedures.

.30 ____ Plans in conjunction with the MAGTF a viable deception plan.

.31 ___ Coordinates the development of "smart packs" (kneeboard handouts) to include primary/alternate communications, mission terrain information, control measures, ROE, and restrictive measures.

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and INC, both day and night.

.33 ____ Establishes plans for both operational and weather go/no 80 criteria.

.34 ____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allots.

.38 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft.

.39 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.40 ____ Assists the supported unit commander in the preparation of the HWSAT.

.41 ____ Considers LAAD assets to support operations based on available threat intelligence.

.42 ____ Formulates contingency plans for rapid withdrawal or extraction. (KI)

.43 ____ Plans and coordinates RTF with the ACE.

44 ____ Submits plan to the ACE/CLF/CATF for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals. MAWTS-l take home-packages, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning. Evaluator may impose time constraints on mission based on level of squadron training.

KIT INDICATORS:

FACTORS IN HELICOPTER LANDING EON SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Site and number required.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

CONTINGENCY PLANS

Because RAID forces, in most instances. are small forces with limited combat staying power. Contingency plans shall be fully coordinated and be capable of being executed with speed and precision to ensure success and the safety of the personnel involved.

TASK: 3A.8.2 CONDUCT RAID MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned support missions in support of the MAGTF. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible. Flight leaders provide navigation card, maps. aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NATOPS, briefing guides. SOP's and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Questions are allowed to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the area of operation..

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved: i.e., NGF, any joint integration, ingress/egress routes, and the latest serial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)(See TASK 3A.3.5 Intelligence Update).

.12 ____ 5-2 briefs local populace reaction capabilities. (See TASK 3A.3.5 Intelligence Update).

.13 ____ Brief uses appropriate maps. charts, and aerial photographs, as required.

.14 ____ Briefs encryption procedures. both internal and external to the flight.

.15 ____ Briefs SERE procedures. (KI)

.16 ____ Briefs EW consideration. (KI)

.17 ____ Briefs weather. (KI)

.18 ____ Ensures that all appropriate personnel have handouts. (KI)

.19 ____ Briefs mission go/no 80 criteria; i.e., aircraft, personnel, and other mission essential equipment.

.20 ____ Briefs mission precedence.

.21 ____ Ensures the mission statement is understood be, all participants.

.22 ____ Briefs a time line, to include L hour/H hour.

.23 ____ Briefs mission assets, (KI)

.24 ____ Briefs call signs/event numbers.

.25 ____ Briefs chain of responsibilities. (KI)

.26 ____ Briefs general scheme of maneuver. (KI)

.27 ____ Briefs go/no 80 weather criteria.

.28 ____ Briefs inadvertent DC/loss of visual contact.

.29 ____ Briefs fuel requirements. (KI)

.30 ____ Briefs ROE/window conditions.

.31 ____ Briefs NVG operational considerations.

.32 ____ Briefs Launch conditions. (KI)

.33 ____ Briefs ingress procedures. (KI)

.34 ____ Briefs LZ procedures. (KI)

.35 ____ Briefs egress procedures. (KI)

.36 ____ Briefs downed aircraft procedures far overwater and overland.

.37 ____ Briefs TRAP procedures. (See TASK. 3A.12 TRAP).

.38 ____ Briefs concurrent operations.

.39 ____ Briefs FARP procedures. (See TASK: 3A.l3 FARP).

.40 ____ Briefs deception plan.

.41 ____ Briefs special considerations.

.42 ____ Briefs all safety matters.

.43 ____ Briefs time hack.

.44 ____ Briefs location/time of debriefs.

.45 ____ Briefs goggle/degoggling procedures.

.46 ____ Briefs controlling agencies.

.47 ____ Briefs EMCON procedures.

.48 ____ Briefs DRIADS.

.49 ____ Briefs ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AAA threat locations known.
5. SAM threat locations known.

6. Air threat locations known.

7. Expected movement.

8. Essential elements of information.

SERE

1 ISOPREP cards.

2. Passwords.

3. Barter kits/blood kits.

4. Safe area.

5. Designated area for rescue.

EW

1. EMCON condition.

2. Deception/meaconing.

3. MIJI reporting.

WEATHER

1. Data.

2. Propagation.

3. Currant weather.

4. Forecast weather.

HANDOUTS

1 Kneeboard cards.

2. Maps/charts.

3. ACEOI.

MISSION ASSETS

1. Fixed-wing.

2. Helicopter including go/no 80 criteria.

3. Supporting arms.

4. Ground support.

CHAIN OF RESPONSIBILITY

The location, call sign, and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander/alternate.

3. HTC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefed:

1. HC(A).

2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress route.

2. Control measures, boundaries, phase lines, IP's, etc.

3. Primary and alternate LZ's.

4. CAS prep.

5. SEA.

6. Escort.

FUEL

1. Take-off load.

2. Minimum.

3. Bingo.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.

3. Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Dump plan.

6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.

2. Control measures (RP's, CP's, IP's).

3. Timing.

4. Airspeeds and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost comm, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. Evasive maneuvers.

14. Scatter plan.

15. Go/no 80 criteria.

16. NEC considerations.

17 NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LE brief.

3. Landing direction/wave-Off instructions.

4. Escort.

5. Take-off instructions

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan.

EGRESS

1. Primary and alternate routes.

2. Control measures (CP’s, RP’s.

3. Timing.

4. Airspeed and altitude

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost comm, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. Evasive maneuvers.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

TASK: 3A.8.3 EXECUTE RAID MISSION

CONDITION(S): Execute mission during daylight or darkness in support of the MAGTF while ship-based or ashore against a threat identified by the 5-2 after mission planning and briefing have been accomplished.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Aircraft were configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed time frame.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conducts start-up on time with systems checks on time ready for launch.

.6 ____ Supported unit boards helicopters with minimum delay, ensuring all personnel/equipment is properly staged

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no 80 criteria exist before continuing with mission.

.10 ____ Execute COMM procedures/plan as briefed.

.11 ____ Formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

14 ____ Executes procedures properly upon inadvertent IMC/loss of visual contact.

.15 ____ Exercises COMM discipline during mission.

16 ____ Ensures aircrews observes ROE/ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactics response to any pop-up immediate threat.

.l9 ____ Aircrew demonstrates crew coordination. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ Changes to route are made by proper authority.

.25 ____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.26 ____ Ensures crewmen comply with weapons conditions as briefed.

.27 ____ Receives clearance at the IP to proceed to the LZ. (KI)

.28 ____ Performs penetration checklist at the appropriate time/place.

.29 ____ Reports to controlling agency progress of mission, as required to update weather, enemy situation, and go/no 80 criteria.

.30 ____ Flight receiving clearance at the I to proceed to the LZ ensures go/no 80 criteria exists. (KI)

.31 ____ Executes deception plan.

.32 ____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.33 ____ Employs proper approach techniques to LZ,

.34 ____ Makes consistent use of cover, concealment. altitude, and airspeed to minimize exposure to the enemy during approaches.

.35 ____ Allows escort to be in position in time for prep fires.

.36 ____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.37 ____ Ensures any change to LE is done by proper authority.

.38 ____ Contacts controlling agency upon reaching/departing LZ’s.

.39 ____ Ensures minimum time in zone.

.40 ____ Flights arrive in LZ on time.

.41 ____ In 5 minutes or less.

.42 ____ In 4 minutes or less.

.43 ____ In 3 minutes or less.

.44 ____ In 2 minutes or less.

.45 ____ In 1 minute or less.

.46 ____ Flights land at correct LZ.

.47 ____ Within 1,000 meters or less of LE.

.48 ____ Within 400 meters or less of LZ.

.49 ____ Within 200 meters or less of LZ.

.50 ____ Within 100 meters or less of LZ.

.51 ____ Executes waveoffs as briefed.

.52 ____ If carrying external load. drops Load in spot, as directed by HST/LZ control team.

.53 ____ During paradrops, flies correct altitude, airspeed, heading providing information to crewchief/jumpmaster.

.54 ____ Lands in correct extraction site LZ.

.55 ____ Flights arrive at the extraction LZ on time.

.56 ____ In 5 minutes or less.

.57 ____ In 4 minutes or less.

.58 ____ In 3 minutes or less.

.59 ____ In 2 minutes or less.

.60 ____ In 1 minute or less.

*61 ____ Last extraction aircraft does not depart the LZ until raid force leader accounts for all raid force personnel.

.62 ____ Executes proper departure techniques to reduce exposure to threat.

.63 ____ Executes downed aircraft procedures as briefed.

.64 ____ Executes RTF procedures.

.65 ____ Executes FARP procedures.

.66 ____ Continues contact with controlling agency concerning flight status.

.67 ____ Executes EW procedures.

.68 ____ Performs recovery procedures.

.69 ____ Executes post lending deployment of helicopters.

.70 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

APPROPRIATE FLIGHT PROFILE

Aircraft shall utilize terrain, vegetation, end manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles end reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction end route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE/ROC.

2. Aircraft performance/limitations.

3. Obstacle/hazard identification and avoidance.

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction end velocity.

2. Friendly end enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5 Other matters of special interest.

TASK: 3A.8., CONDUCT RAID MISSION DEBRIEFING

CONDITION(S): Given a completed mission conduct a debriefing for that mission, with emphasis on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP. NATOPS, guides, end NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos. sketches, or other training aide when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plane. and aircrew knowledge.

.8 ____ 5-2 collects all classified/sensitive materials.

.9 ____ Following debrief, members of the aircrew end raid force are briefed as to what information may be released about the overall mission.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.

2. Command end control.

3. Communications.

4, Support/escort.

5. Coordination.

6. Navigation.

7. Safety.

8. Tactics used/effectiveness.

9. Recommendations.

3A.9 SECURITY/REINFORCEMENT OPERATIONS

TASK: 3A.9.1 CONDUCT SECURITY/REINFORCEMENT MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct a security/reinforcement mission to protect a key area (i.e. , U.S. Embassy, downed aircraft, critical avenues, etc.). Antigovernment forces are organized and capable of interfering militarily with the security forces. Minimal assistance is expected from the host national forces for additional security.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the security/reinforcement commander.

.2 ____ Issues warning order to squadron staff planners to meet.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Requests combat information and EEI’s concerning METT-T.

.5 ____ Establishes a time schedule delineating completion times for all phases of planning.

.6 ____ Provides HAT information to the security/reinforcement commander.

.7 ____ S-2 initiates planning to provide environmental data.

.8 ____ Develops aviation support requirements; i.e. ordnance, fuel, special equipment, personnel, etc.

.9 ____ Provides aviation supportability estimates to the commander.

.10 ____ Requests air support requirements from ACE/CLF/CATF.

.11 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP’s, operations orders, plans, and informal briefings.

.12 ____ Plans reconnaissance request of the ADA.

.13 ____ Reconciles any aviation shortfalls with the security/reinforcement commander.

.14 ____ Requests support from theater aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.15 ____ Allocates assets to support security/reinforcement force concept of operations end coordinates an A?0.

.16 ____ Plans distance and fuel requirements; identifies refueling/FARP requirements. (Bee Task 3A.13 FARP).

.17 ____ Integrates available fire support capability (i.e., NGF, CAS, CIFS, artillery), with planned aviation tactics, to include ingress/egress, and while in the objective area.

.18 ____ Plans primary end alternate LZ’s. (KI)

.19 ____ Coordinates ingress/egress routes to the primary and alternate LZ’s with security/reinforcement commander and/or ACE/supported unit.

.20 ____ Recommends priority of targets for zone prep.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are. clearly established.

.23 ____ Establishes and coordinates ITG procedure: with the reconnaissance element.

.24 ____ Plans helicopter landing diagram and landing sequence to Insure any deconfliction and control of assets.

.25 ____ Coordinates mutual support of weapons systems in the LE.

.26 ____ Develops COMM plan (electronic and visual) to establish the C3 link, to include air control agencies, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies (environmental effects, jamming capabilities), and coordinate with the MAGTF.

.27 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.28 ____ Plans TRAP procedures.

.29 ____ Plans FARP procedures.

.30 ____ Plans in conjunction with the MAGTF a viable deception plan.

.31 ___ Coordinates the development of "smart packs" (kneeboard handouts) to include primary/alternate communications, mission terrain information, control measures, ROE, and restrictive measures.

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.33 ____ Establishes plans for both operational and weather go/no 80 criteria.

.34 ____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allots.

.38 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft.

.39 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.40 ____ Assists the security/reinforcement commander in the preparation of the HWSAT.

.41 ____ Considers LAAD assets to support operations based on available threat intelligence.

.42 ____ Formulates contingency plans for rapid withdrawal or extraction. (KI)

.43 ____ Plans and coordinates RTF with the ACE.

.44 ____ Submits plan to the ACE/CLF/CATF for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, MAWTS-1 take-home packages, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.

2. Enemy capabilities, predicted intentions, and dispositions.

3, Terrain and proximity to objective.

6. Logistic support requirements.

5. Supporting arms requirements.

6. Approach and retirement routes.

7. Ease of identification.

B. Size and number required.

CONTROL POINTS

1. Rendezvous point.

2. Departure point.

3. Checkpoint.

4. Penetration control point.

5. Initial point.

6. Break-up point.

CONTINGENCY PLANS

Because security/reinforcement forces are in most instances a small force with limited combat staying power, contingency plans shall be fully coordinated end be capable of being executed with speed and precision to ensure success and the safety of the personnel involved.

TASK: 3A.9.2 CONDUCT SECURITY/REINFORCEMENT MISSION BRIEFING

CONDITION(S): The ATO has been issued end the squadron is assigned support missions in support of the MAGTF. All liaison has bean performed and mission planning is complete. mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible. Flight leaders provide navigation card, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NATOPS, briefing guides, SOP's and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Questions are allowed to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all task assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

7 ____ Maximizes use of tactical SOP'S.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the area of operations.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved; i.e.. NGF, any joint integration, ingress/egress routes, and the latest aerial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM, and ECCM capabilities. (See TASK 3A.2.6 Intelligence Planning). (KI)

.12 ____ 5-2 briefs local populace reaction capabilities. (See TASK 3A.2.6 Intelligence Planning).

.13 ____ Brief uses appropriate maps, charts, and aerial photographs, as required.

.14 ____ Briefs encryption procedures. both internal and external to the flight.

.15 ____ Briefs SERE procedures. (KI)

.16 ____ Briefs EW consideration. (KI)

.17 ____ Briefs weather. (KI)

.18 ____ Ensures that all appropriate personnel have handouts. (KI)

.19 ____ Briefs mission go/no 80 criteria; i.e., aircraft, personnel and other mission essential equipment.

.20 ____ Briefs mission precedence.

.21 ____ Ensures the mission statement is understood by all participants.

.22 ____ Briefs a time line, to include L hour/H hour.

.23 ____ Briefs mission assets. (KI)

.24 ____ Briefs call signs/event numbers.

.25 ____ Briefs chain of responsibilities. (KI)

.26 ____ Briefs general scheme of maneuver. (KI)

.27 ____ Briefs go/no 80 weather criteria.

.28 ____ Briefs inadvertent IMC/1 of visual contact.

.29 ___ Briefs fuel requirements. (KI)

.30 ____ Briefs ROE/window conditions.

.31 ____ Briefs NVG operational considerations.

.32 ____ Briefs launch conditions. (KI)

.33 ____ Briefs ingress procedures. (KI)

.34 ____ Briefs LZ procedures. (KI)

.35 ____ Briefs egress procedures. (KI)

.36 ____ Briefs downed aircraft procedures for overwater and overland.

.37 ____ Briefs TRAP procedures. (See TASK: 3A.12 TRAP).

.38 ____ Briefs concurrent operations.

.39 ____ Briefs FARP procedures. (See TASK: 3A.13 FARP).

.40 ____ Briefs deception plan.

.41 ____ Briefs special considerations.

.42 ____ Briefs all safety matters.

.43 ____ Briefs time hack.

.44 ____ Briefs location/time of debriefs.

.45 ____ Briefs goggle/degoggling procedures

.46 ____ Briefs controlling agencies.

.47 ____ Briefs EMCON procedures.

.48 ____ Briefs DRIADS.

.49 ____ Briefs ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Navel gunfire.
5. Fire support coordination measures.

FRIENDLY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AM threat locations known.
5. SAM threat locations known.
6. Air threat locations known.
7. Expected movement.
8. Essential elements of information.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.

EW

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Data.
2. Propagation.
3. Current weather.
4. Forecast weather.

HANDOUTS

1. Kneeboard cards.
2. Maps/charts.
3. ACEOI.

MISSION ASSETS

1. Fixed-wing.
2. Helicopter including go/no 80 criteria.
3. Supporting arms.
4. Ground support.

CHAIN OF RESPONSIBILITY

The location. call sign, and frequency should be briefed for the following:

1. Overall mission commander.
2. Air mission commander/alternate.
3. HTC.
4. Flight leader/alternate.
5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefed:

1. HC(A).
2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.
2. Control measures, boundaries, phase lines, IP's, etc.
3. Primary and alternate LZ's.

4. CAS prep.
5. SEAD.
6. Escort.

FUEL

1. Take-off load.
2. Minimum.
3. Bingo.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.
6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures (RP’s, CP’s. IP’s).
3. Timing.
4. Airspeeds arid altitude.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals. lost comm, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of first enemy contact.
13. Evasive maneuvers.
14. Scatter plan.
15. Go/no 80 criteria.
16. NBC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort.
5. Take-off instructions.
6. Weapons conditions.
7. Landing diagram.
8. Retraction plan.

EGRESS

1. Primary and alternate routes.
2. Control measures (CP’s, RP’s).
3. Timing.
4. Airspeed and altitude
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons condition..
9. Penetration checklist.
10. Communication procedure. including visual signals, lost comm, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of last enemy contact.
13. Evasive maneuvers.
14. Scatter plan.
15. NBC considerations.
16. NVG considerations.

TASK: 3A.9.3 EXECUTE SECURITY/REINFORCEMENT/ MISSION

CONDITION (5): Given the required assets from the MAGTF commander while shipboard or shorebased in support of the MAGTF, during day or night hours against a threat as briefed by the 5-2, and after completing mission planning and briefing execute assigned mission.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Aircraft war. configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conduct. start-up on time with systems check. on time ready for Launch.

.6 ____ Supported unit boards helicopter. with minimum delay. ensuring all personnel/equipment is properly staged.

.7 ____ Conducts Launch activities (execute bump plan. if required), as briefed.

.8 ____ Accomplished rendezvous procedures as briefed or 55 directed by controlling agencies.

.9 ____ Confirms go/no 80 criteria exist before continuing with mission.

.10 ____ Execute 12 procedures/plan as briefed.

.11 ____ Formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employ’s smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent LZ/loss of visual contact.

.15 ____ Exercises 12 discipline during mission.

.16 ____ Ensures aircrews observe ROE/ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employ’s proper tactics response to any pop-up immediate threat.

.19 ____ Aircrew demonstrates crew coordination. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ Changes to route are made by proper authority.

.25 ____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.26 ____ Ensures crewmen comply with weapons conditions as briefed.

.27 ____ Receives clearance at the IP to proceed to the LZ. (KI)

.28 ____ Performs penetration checklist at the appropriate time/place.

.29 ____ Reports to controlling agency progress of mission as required to update weather, enemy situation, and go/no go criteria.

.30 ____ Flight receiving clearance at the IF to proceed to the LE ensures go/no go criteria exists. (KI)

.31 ____ Executes deception plan.

.32 ____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.33 ___ Employs proper approach techniques to LZ.

.34 ____ Taxes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.35 ____ Allows escort to be in position in time for prep fires.

.36 ____ Performs landing as briefed, in sequence. and in proper position utilizing ITG procedures.

.37 ____ Ensures change to LZ is done by proper authority,

.38 ____ Contacts controlling agency upon reaching/departing LZ's.

.39 ____ Ensures minimum time in zone,

.40 ____ Flights arrive in LZ on time.

.41 ____ In 5 minutes or less.

.42 ____ In 4 minutes or less.

.43 ____ In 3 minutes or less.

.44 ____ In 2 minutes or less,

.45 ____ In 1 minute or lees.

.46 ____ Flights land at correct LE.

.47 ____ Within 1,000 meters or less of LZ.

.48 ____ Within 400 meters or less of LZ.

.49 ____ Within 200 meters or less of LZ.

.50 ____ Within 100 meters or less of LE.

.51 ____ Executes waveoffs as briefed.

.52 ____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.53 ____ During paradrops. flies correct altitude, airspeed, heading providing information to crewchief/jumpmaster.

.54 ____ Executes proper departure techniques to reduce exposure to threat.

.55 ____ Executes downed aircraft procedures as briefed.

.56 ____ Executes RTF procedures.

.57 ____ Executes FARP procedures.

.58 ____ Continues contact with controlling agency concerning flight status.

.59 ____ Executes EW procedures.

.60 ____ Performs recovery procedures.

.61 ____ Executes post Landing deployment of helicopters.

.62 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

APPROPRIATE FLIGHT PROFILE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit.

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not it the controls.
2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls directions and route corrections. In addition, he monitors the cockpit instruments.
3. Weapons employment.
4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

shall emphasize:

1. Compliance with safety guidance to include ROE/ROC.
2. Aircraft performance/limitations.
3. Obstacle/hazard identification and avoidance,
4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LZ.
4. Marking of the LZ.
5. Other matters of special interest.

TASK: 3A.9.4 CONDUCT SECURITY/REINFORCEMENT MISSION DEBRIEFING

CONDITION(S): Given a completed mission conduct a debriefing for that mission, with emphasizes on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debriefs are conducted per SOP, NATOPS, guides, and NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.g ____ 3-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.

2. Command and control.

3. Communications.

4. Support/escort.

5. Coordination.

6. Navigation.

7. Safety.

g. Tactics used/effectiveness.

9. Recommendations.

3A.1O RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS

TASK: 3A.1O.1 PLAN RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS

CONDITION(S): The squadron is in receipt of a warning order to conduct reconnaissance patrol/reaction force operations mission(s) in support of the MAGTF. All liaison has been performed, and an initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore. either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the squadron should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the security/reinforcement commander.

.2 ____ Issues warning order to squadron staff planners to meet.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

4 ____ Requests combat information and EEI's concerning METT-T.

.5 ____ Establishes a time schedule delineating completion times for all phases of planning.

.6 ____ Provides HAT information to the security/reinforcement's commander.

.7 ____ S-2 initiates planning to provide environmental data.

.g ____ Develops aviation support requirements'. i.e. ordnance, fuel, special equipment, personnel, etc.

.9 ____ Provides aviation supportability estimates to commander.

.10 ____ Requests air support requirements from ACE/CLF/CATF.

.11 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.12 ____ Plans reconnaissance request of the AOA.

.13 ____ Reconciles any aviation shortfalls with the security/reinforcement commander.

.14 ____ Requests support from theater aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.15 ____ Allocates assets to support security/reinforcement force concept of operations and coordinates an ATO.

.16 ____ Plans distance and fuel requirements; identifies refueling/FARP requirements. (See TASK: 3A.13 TARP).

.17 ____ Integrates available fire support capability (i.e., NGF, CAS, CIFS, artillery), with planned aviation tactics, to include ingress/egress, and while in the objective area.

.18 ____ Plans primary and alternate LZ's. (KI)

.19 ____ Coordinates ingress/egress routes to the primary and alternate LZ's with security/reinforcement commander and/or ACE/supported unit.

.20 ____ Recommends priority of targets for zone prep.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates ITG procedures with the reconnaissance element.

.24 ____ Plans helicopter landing diagram and landing sequence to ensure any deconfliction and control of asset..

.25 ____ Coordinates mutual support of weapons systems in the LZ.

.26 ____ Develops COMM plan (electronic and visual) to establish the C3 link, to include air control agencies, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies (environmental effects, jamming capabilities). and coordinate with the MAGTF.

.27 ____ Plans shipboard refueling/rearming cycles with the ATT, if necessary.

.28 ____ Plans TRAP procedures.

.29 ____ Plans FARP procedures.

.30 ____ Plans in conjunction with the MAGTF s viable deception plan. (KI)

.31 ____ Coordinates the development of "smart packs" (kneeboard handouts) to include primary/alternate communications, mission terrain information, control measures, ROE, and restrictive measures.

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.33 ____ Establishes plans for both operational and weather go/no go criteria.

.34 ____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allots.

.38 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft.

.39 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.40 ____ Assists the security/reinforcement commander in the preparation of the HWSAT.

.41 ____ Considers LAAD assets to support operations based on available threat intelligence.

.42 ____ Formulates contingency plans for rapid withdrawal or extraction. (KI)

.43 ____ Plane and coordinates RTF with the ACE.

.44 ____ Submits plan to the ACE/CLF/CATF for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, MAWTS-l take-home packages, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS II HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

CONTINGENCY PLANS

Because RECON patrols and reaction forces are in most instances a small force with limited combat staying power, contingency plans shall be fully coordinated and capable of being executed with speed and precision to ensure success and safety of personnel involved.

DECEPTION PLANS

Due to the covert nature of reconnaissance operations, every attempt shell be made to conceal intentions, mislead the enemy, and perform the unexpected. Supporting arms and helicopter support should be employed in a manner that does not compromise the location of the insertion point. If LZ preparation fires must be employed, multiple LZ preparations and simulated patrol insertions can be used to deceive the enemy as to the actual insertion point.

TASK: 3A.1O.2 BRIEF RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS

CONDITION(S): The ATO has bean issued and the squadron is assigned support missions in support of the MAGTF. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible. Flight leaders provide navigation card, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NATOPS, briefing guides, SOP's and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Questions are allowed to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all task assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the area of operations.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved, i.e., NOF'. any joint integration, ingress/egress routes, and the latest aerial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM, and ECCM capabilities. (See TASK 3A.2.2 Intelligence Planning). (KI)

.12 ____ 5-2 briefs local populace reaction capabilities. (See TASK 3A.2.2 Intelligence Planning).

.13 ____ Brief uses appropriate maps, charts, and aerial photographs, as required.

.14 ____ Briefs encryption procedures, both internal and external to the flight.

.15 ____ Briefs SERE procedures. (KI)

.16 ____ Briefs EN consideration. (KI)

.17 ____ Briefs weather. (KI)

.18 ____ Ensures that all appropriate personnel have handouts.

.19 _____ Briefs mission go/no go criteria; i.e.. aircraft, personnel, and other mission essential equipment.

.20 _____ Briefs mission precedence.

.21 _____ Ensures the mission statement is understood by all participants.

.22 _____ Briefs a time line, to include L hour/H hour.

.23 _____ Briefs mission assets. (KI)

.24 _____ Briefs cell signs/event numbers.

.25 _____ Briefs chain of responsibilities. (KI)

.26 _____ Briefs general scheme of maneuver. (KI)

.27 _____ Briefs go/no 80 weather criteria.

.28 _____ Briefs inadvertent IMC/loss of visual contact.

.29 _____ Briefs fuel requirements. (KI)

.30 _____ Briefs ROE/window conditions.

.31 _____ Briefs NVG operational considerations.

.32 _____ Briefs launch conditions. (KI)

.33 _____ Briefs ingress procedures. (KI)

.34 _____ Briefs LZ procedures. (KI)

.35 _____ Briefs egress procedures. (KI)

.36 _____ Briefs downed aircraft procedures for overwater and overland.

.37 _____ Briefs TRAP procedures. (Sea Teak: 3A.12 TRAP).

.38 _____ Briefs concurrent operations.

.39 _____ Briefs FARP procedures. (See TASK: 3A.13 FARP).

.40 _____ Briefs deception plan.

.41 _____ Briefs special considerations.

.42 _____ Briefs all safety matters.

.43 _____ Briefs time heck.

.44 _____ Briefs location/time of debriefs.

.45 _____ Briefs goggle/degoggling procedures.

.46 _____ Briefs controlling agencies.

.47 _____ Briefs EMCON procedures.

.48 _____ Briefs DRIADS.

.49 _____ Briefs ground Signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry. to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation are..
2. Ability to reinforce.
3. Ground threat locations known.
4. AAA threat locations known.
5. SAN threat locations known.
6. Air threat locations known.
7. Expected movement.
9. Essential elements of information.

SUE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5 Designated area for rescue.

EW

1 EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Data.
2. Propagation.

3. Current weather.

4. Forecast weather.

HANDOUTS

1. Kneeboard cards.

2. Maps/charts.

3. ACEOI.

MISSION ASSETS

1. Fixed-wing.

2. Helicopter including go/no go criteria

3. Supporting arms.

4. Ground support.

CHAIN OF RESPONSIBILITY

The location. call sign, and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander/alternate.

3. HTC.

4. Flight Leader/alternate.

5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefed:

1. BC(A).

2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.

2. Control measures, boundaries, phaselines, IP's, etc.

3. Primary and alternate LZ's.

4. CAS prep.

5. SEAD.

6. Escort.

FUEL

1. Take-off load.

2. Minimum.

3. Bingo.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.
6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures CRP’s, CP’s, IP’s).
3. Timing.
4. Airspeeds and altitude.
5. Formations.
6. Escort.
7. Supporting arms.

a. Weapons conditions.

9. Penetration checklist.
10. Communication procedures including visual signals, lost comm. chattermark, codewords, and RIO
11. En route terrain.
12. Probable point of first enemy contact.
13. Evasive maneuvers.
14. Scatter plan.
15. Go/no go criteria.
16. NBC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort.
5. Take-off instructions.
6. Weapons conditions.

7. Landing diagram.

8. Retraction plan

EGRESS

1. Primary and alternate routes.

2. Control measures (CP's. RP's).

3. Timing.

4. Airspeed and altitude

5. Formations.

6. Escort.

7. Supporting arms.

8. weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost comm, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. Evasive maneuvers.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

TASK: 3A.10.3 EXECUTE RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS

CONDITION(S): Given the required assets from the MAGTF commander while shipboard or shorebased in support of the MAGTF. during day or night hours against a threat as briefed by the S-2, and after completing mission planning and briefing execute assigned mission.

STANDARDS: EVAL: Y; N; NE

.1 ____ All aircrew are qualified and current for assigned mission.

2 ____ Aircraft were configured to conduct preplanned missions.

3 ____ Conducts preflight activities within prescribed timeframe.

____ Conducts a last minute liaison with supported unit for any changes.

5 ____ Conducts start-up on time with systems checks on time ready for launch.

6 ____ Supported unit boards helicopters with minimum delay, ensuring all personnel/equipment are properly staged.

.7 ____ Conducts launch activities (execute bump plan. if required). as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 _____ Confirms go/no go criteria exists before continuing with mission.

.10 _____ Execute COMM procedures/plan as briefed.

.11 _____ Formation facilitates support by escort, control, maneuverability, mutual support. and collision avoidance.

.12 _____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 _____ Employs smallest maneuver element capable of accomplishing mission.

.14 _____ Executes procedures properly upon inadvertent IMC/loss of visual contact entry.

.15 _____ Exercises COMM discipline during mission.

.16 _____ Ensures aircrew observe ROE/ROC.

.17 _____ Uses appropriate flight control measures to adequately control the flight.

.18 _____ Employs proper tactics response to any pop-up immediate threat.

.19 _____ Aircrew demonstrates crew coordination. (KI)

.20 _____ Flight navigates and remains oriented throughout mission.

.21 _____ Members of the flight provide course correction, if needed.

.22 _____ Remains constantly aware of aircraft systems and performance.

.23 _____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 _____ Changes to route are made by proper authority.

.25 _____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.26 _____ Ensures crewmen comply with weapons conditions, as briefed.

.27 _____ Receives clearance at the IP to proceed to the LZ.

.28 _____ Performs penetration checklist at the appropriate time/place.

.29 _____ Reports to controlling agency progress of mission as required to update weather, enemy situation, and go/no go criteria.

.30 _____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no go criteria exists. (KI)

.31 _____ Executes deception plan.

.32 _____ Updates heloteam leader an approach to LZ giving direction the helicopter will land.

.33 _____ Employs proper approach techniques to LZ.

_____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.35 _____ Allows escort to be in position in time for prep fires.

.36 _____ Performs landing as briefed. in sequence, and proper positions utilizing ITO procedures.

.37 _____ Ensures change to LE is done by proper authority.

.38 _____ Contacts controlling agency upon reaching/departing LZ’s.

.39 _____ Ensures minimum time in zone.

.40 _____ Flights arrive in LZ on time.

.41 _____ In 5 minutes or less.

.42 ____ In 4 minutes or less.

.43 ____ In 3 minutes or less.

.44 ____ In 2 minutes or less.

.45 ____ In 1 minute or less.

.46 ____ Flights land at correct LZ.

.47 ____ Within 1,000 meters or less of LZ.

.48 ____ Within 400 meters or less of LZ.

.49 ____ Within 200 meters or less of LE.

.50 ____ Within 100 meters or less of LE.

.51 ____ Executes waveoffs as briefed.

.52 ____ If carrying external load. drape load in spot as directed by HST/LZ control tern.

.53 ____ During paradrops, flies correct altitude, airspeed, heading providing information to crewchief/jumpmaster.

.54 ____ Executes proper departure techniques to reduce exposure to threat.

.55 ____ Executes downed aircraft procedures as briefed.

.56 ____ Execute. RTF procedures.

.57 ____ Executes FARP procedures.

.58 ____ Continues contact with controlling agency concerning flight status.

.59 ____ Executes EW procedures.

.60 ____ Performs recovery procedures.

.61 ____ Executes post lending deployment of helicopters.

.62 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

APPROPRIATE FLIGHT PROFILE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls. avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE/ROC.

2 Aircraft performance/limitations.

3. Obstacle/hazard identification and avoidance.

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest.

TASK: 3A.1O.4 EXECUTE EMERGENCY EXTRACTION

CONDITION(S): The extraction flight is in the objective area. The RECON Patrol is in enemy contact or contact is imminent and requires immediate extraction.

STANDARDS: EVAL: Y: N: NE

.1 ____ Flight coordinator positioned to support the extraction aircraft.

.2 ____ Close air support and/or other supporting arms are requested to aid in the extraction.

.3 ____ Tactical situation permitting. the extraction aircraft receives an LZ briefing from the flight coordinator or RECON patrol per the ASH/TAC manual.

.4 ____ Helicopter Transport Commander (HTC) selects a scheme of maneuver based on information from recommendations of the flight coordinator.

.5 ____ The HTC commander ensures each helicopter aircraft commander (HAC) is briefed on the situation and adopted course of action.

.6 ____ Extraction zone is properly identified. (KI)

.7 ____ The extraction aircraft makes proper use of screening.

.8 ____ The extraction aircraft keeps the flight coordinator informed of its intended flight maneuvers to facilitate fire suppression support.

.9 ____ Departing aircraft uses a tactical egress.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

LANDING ZONE MARKING

The importance of proper LZ identification through either radio communication and/or visual signals to prevent enemy deception cannot be overemphasized. Radio transmissions shall not refer to smoke/panel color until the smoke/panel has been deployed and sighted by the helicopter flight. Subsequent to such sighting, the color of the smoke/panel shall be confirmed via radio communication with the ground unit.

TASK: 3A.l0.5 EXECUTE ROPE SUSPENSION OPERATIONS

CONDITION(S): The preferred technique for RECON insertion/extraction is through the use of LZ's. If the situation or consideration require hovering operations, then rappelling, fast rope, and SPIE system should be used.

STANDARDS: EVAL: Y: N: NE

.1 ____ Joint briefing is conducted to ensure complete understanding of procedures and in-flight emergencies

.2 ____ HAC ensures equipment is rigged and inspected per applicable directives. (KI)

.3 ____ Safety considerations are of paramount importance.

.4 ____ Hovering out of ground effect (HOGE) computation ensures power available/power required ratio is sufficient for safe operations.

.5 ____ HAC ensures a Helicopter Rope Suspension Training master (HRST) is assigned to each station.

.6 ____ The pilot establishes a stable hover slightly above tree top/obstacle height while the SPIE rope is lowered and teem members hookup.

.7 ____ When HRST master indicates the teem is ready, the extraction helicopter lifts vertically until SPIE rope clears all obstacles.

.8 ____ Intensifies suppressive fires as the extraction commences,

.9 ____ In the event of an emergency, the SPIE rope is not released/cut until all teem members are on the ground or tangled in trees, brush, or other supporting structure.

.10 ____ Plight techniques are per NATOPS flight manual.

.11 ____ Crewchief effectively performs his duties, (El)

.12 ____ All patrol members successfully inserted/extracted.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

EQUIPMENT RIGGING INSPECTION

Rope:

1. Fraying.

2. Excessive oil.

3. Free of splices,

4. Padding to protect rope from damage.

Fast Rope Frame:

1. Frame free of excessive corrosion, cracks, and deformation.

2. Mounting security.

3. Rope mounted securely.

CREWCHIEF DUTIES AND RESPONSIBILITIES

In addition to normal aircrew duties, the crewchief shall:

1. Ensure all HRST master and crewmembers wear gunner's belts when operating near suspension stations.

2. Ensure rope cutting device is available at each suspension station. Pass voice instructions to pilots for assistance in maintaining a steady hover. Keep pilot informed of progress of the operation. Ensure HRST master retrieves/secures insertion/extraction equipment prior to the helicopter transition to forward flight.

TASK: 3A.10.9 DEBRIEF RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS

CONDITION(S): Given a completed mission conduct a debriefing for that mission, with emphasis on lessons learned for future use.

STANDARDS: EVAL: T: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP, NATOPS, guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records poet mission debrief for future use.

.7 ____ Analyses plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.

2. Command and control.

3. Communications.

4. Support/escort.

5. Coordination.

6. Navigation.

7. Safety.

8. Tactics used/effectiveness.

9. Recommendations.

3A.11 MEDICAL EVACUATION (MEDEVAC)

TASK 3A.11.t PLAN MEDICAL EVACUATION (MEDEVAC) MISSION

CONDITION(S): Throughout the evaluation, the squadron should be tasked to provide and plan the employment of a dedicated MEDEVAC support package consisting of one of more assault support helicopters and escorts. In addition to fast reaction launch of the dedicated MEDEVAC package, the evaluator should cause the diversion of airborne flights from other missions of lower priority. Time constraints will prohibit the completion of some standards on these missions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early Liaison with the supported unit commander.

.2 ____ Issues warning order to squadron staff planners to meet.

.3 ____ Analyses mission tasking to determine specific tasks, stated and implied.

.4 ____ Requests combat information and EEI’s concerning METT-T.

.5 ____ Establishes a time schedule delineating completion times for all phases of planning.

.6 ____ Squadron designates required MEDEVAC support aircraft and crews per LOI/PLAN.

.7 ____ Conducts coordinated planning by MEDEVAC flight leader and flight coordinator.

.8 ____ Provides HAT information to the supported unit commander.

.9 ____ 5-2 initiates planning to provide environmental data.

.10 ____ Develops aviation support requirements; i.e. ordnance, fuel. special equipment. personnel. etc.

.11 ____ Provides aviation supportability estimates to commander.

.12 ____ Requests air support requirements from ACE/CLF/CATF.

.13 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP’s, operations orders, plans, and informal briefings.

.14 ____ Plans reconnaissance request of the area of operations.

.15 ____ Reconciles any aviation short falls with the commander.

.16 ____ Requests support from theater aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.17 ____ Allocates 55sCt5 for supported unit’s force concept of operations and coordinates an ATO.

.18 ____ Plans distance and fuel requirements; identifies refueling/FARP requirements. (See TASK: 3A. 13 FARP).

.19 ____ Integrates available fire support capability (i.e. , NGF, CAS, CIFS, artillery), with planned aviation tactics. to include ingress/egress, and while in the objective area.

.20 ____ Plans primary and alternate LZ's. (KI)

.21 ____ Plans ingress/egress routes to the primary and alternate LZ's to supported unit commander and/or ACE/supported unit.

.22 ____ Recommends priority of targets for zone prep.

.23 ____ Plans and coordinates control points. (KI)

.24 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.25 ____ Establishes and coordinates ITG procedures with the reconnaissance element.

.26 ____ Plans helicopter landing diagram and landing sequence to ensure any deconfliction and control of assets.

.27 ____ Coordinates mutual support of weapons systems in the LE.

.28 ____ Develops COMM plan (electronic and visual) to establish the C3 link, to include air control agencies, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords. prowords, and frequencies (environmental effects, jamming capabilities), and coordinates with the MAGTF.

.29 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.30 ____ Plans TRAP procedures.

.31 ____ Plane FARP procedures.

.32 ____ Coordinates the development of "smart packs" (kneeboard handouts) to include primary/alternate communications, mission terrain information, control measures, ROE, and restrictive measures.

.33 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.34 ____ Establishes plans for both operational and weather go/no go criteria.

.35 ____ Establishes a bump plan.

.36 ____ Establishes a scatter plan.

.37 ____ Coordinates and integrates command and control procedures.

.38 ____ Schedules general rehearsal for executing the plan, if time allots.

.39 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft.

.40 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.41 ____ Assists the supported unit commander in the preparation of the HWSAT.

.42 ____ Considers LAAD assets to support operations based on available threat intelligence.

.43 ____ Plans and coordinates RTF with the ACE.

.44 ____ Summits plan to the ACE/CLF/CATF for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability' can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, MAWTS-1 take-home packages. NATOPS instructions. and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities. predicted intentions and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

TASK: 3A.11.2 BRIEF MEDICAL EVACUATION (MEDEVAC) MISSION

CONDITION(S): The AID has been issued and the squadron is assigned support missions in support of the MAGTF. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A)attends brief when possible. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ___ All items are briefed per published NATOPS, briefing guides, SOP's and NWP-55-9.

.2 ____ All participating aircrew's are present.

.3 ____ Questions are allowed to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all task assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the area of operations.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved; i.e., NGF, any joint integration, ingress/egress routes, and the latest aerial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (See TASK 3A.2.2 Intelligence Planning). (KI)

.12 ____ S-2 briefs local populace reaction capabilities. (See TASK 3A.2.2 Intelligence Planning).

.13 ____ Mission commander briefs MEDEVAC flight leader's duties and responsibilities. (KI)

.14 ____ Brief uses appropriate maps, charts, and serial photographs, as required.

.15 ____ Briefs encryption procedures, both internal and external to the flight.

.16 ____ Briefs SERE procedures. (KI)

.17 ____ Briefs EW consideration. (KI)

.18 ____ Briefs weather. (KI)

.19 ____ Ensures that all appropriate personnel have handouts.

.20 ____ Briefs mission go/no go criteria; i.e., aircraft, personnel, and other mission essential equipment.

.21 ____ Briefs mission precedence.

.22 ____ Ensures the mission statement is understood by all participants.

.23 ____ Briefs a time line, to include L hour/H hour.

.24 ____ Briefs mission assets. (KI)

.25 ____ Briefs call signs/event numbers.

.26 ____ Briefs chain of responsibilities. (KI)

.27 ____ Briefs general scheme of maneuver. (KI)

.28 ____ Briefs go/no go weather criteria.

.29 ____ Briefs inadvertent IMC/loss of visual contact.

.30 ____ Briefs fuel requirements. (KI)

.31 ____ Briefs ROE/window conditions.

.32 ____ Briefs NVG operational considerations.

.33 ____ Briefs launch conditions. (KI)

.34 ____ Briefs ingress procedures. (KI)

.35 ____ Briefs LZ procedures. (KI)

.36 ____ Briefs egress procedures. (KI)

.37 ____ Briefs downed aircraft procedures for overwater and overland.

.38 ____ Briefs TRAP procedures. (See TASK: 3A.12 TRAP).

.39 ____ Briefs concurrent operations.

.40 ____ Briefs FARP procedures. (See TASK: 3A.13 FARP).

.41 ____ Briefs special considerations.

.42 ____ Briefs all safety matters.

.43 ____ Briefs time hack.

.44 ____ Briefs location/time of debriefs.

.45 ____ Briefs goggle/degoggling procedures.

.46 ____ Briefs controlling agencies.

.47 ____ Briefs EMCON procedures.

.48 ____ Briefs DRIADS.

.49 ____ Briefs ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Navel gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AM threat locations known.
5. SAN threat locations known.
6. Air threat locations known.
7. Expected movement.
8. Essential elements of information.

MEDEVAC FLIGHT LEADER

1. Be responsible for mission accomplishment.
2. The determination of the sequence of medical evacuations from any particular location is a function of the supported unit commander and is accomplished normally by assignment of precedence based upon medical and tactical factors.
3. Request additional helicopter support, as required.
4. Designate flight coordinator.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.

EW

1. EMCON condition.
2. Deception/meaconing.
3 MIJI reporting.

WEATHER

1. Data.
2. Propagation.
3. Current weather.
4. Forecast weather.

HANDOUTS

1. Kneeboard cards.
2. Maps/charts.
3. ACED.

MISSION ASSETS

1. Fixed-wing.
2. Helicopter including go/no go criteria.
3. Supporting arms.
4. Ground support.

CHAIN OF RESPONSIBILITY

The location, call sign, end frequency should be briefed for the following:

1. Overall mission commander.
2. Air mission commander/alternate.
3. HTC
4. Flight leader/alternate.
5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefed:

1. HC(A).
2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.
2. Control measures, boundaries, phase lines, IP's, etc.
3. Primary and alternate LZ's.
4. CAS prep.
5. SEAD.
6. Escort.

FUEL

1. Take-off load.
2. Minimum.
3. Bingo.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. lump plan.
6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures (RP's, CP's, IP's).
3. Timing.
4, Airspeeds and altitude.
5. Formations.
6. Escort.
7. Supporting arms.
S. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, Lost comm, chattermark, codewords, and RIO enrobe terrain.

11. Probable point of first enemy contact.
12. Evasive maneuvers.
13. Scatter plan.
14. Go/no 80 criteria.
15. NBC considerations.
16. NVG considerations.

LANDING ZONE

1. Primary and alternate &rid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4, Escort.
5. Take-off instructions.
6. Weapons conditions.
7. Landing diagram.
8. Retraction plan.

EGRESS

1. Primary and alternate routes.
2. Control measures (CP’s, RP’s).
3 Timing.
4. Airspeed, altitude, and formations.
5. Escort.
8. Supporting arms.
7. Weapons conditions.
8. Penetration checklist.
9. Communication procedures including visual signals, lost cam, chattermark, codewords, and RIO.
10. En route terrain.
11. Probable point of last enemy contact.
12. Evasive maneuvers.
13. Scatter plan.
14. NBC considerations.
15. NVG considerations.

TASK: 3A.ll.3 EXECUTE MEDICAL EVACUATION (MEDEVAC) MISSION

CONDITION(S): Given the required assets from the MAGTF commander while shipboard or shorebased in support of the MAGTF, during day or night hours against a threat as briefed by the 5-2, and after completing mission planning and briefing execute assigned mission.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Aircraft were configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts start-up on time with systems checks on time ready for launch.

.5 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.6 ____ Ensures flight is equipped with the appropriate medical and rescue equipment/personnel.

.7 ____ Obtains clearance from controlling agency for all aircraft to proceed to MEDEVAC pick-up location.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no go criteria exist before continuing with mission.

.10 ____ Executes Coed procedures/plan as briefed.

.11 ____ Formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Plight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC/loss of visual contact.

.15 ____ Exercises Coed discipline during mission.

.16 ____ Ensures aircrews observe ROE/ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactics response to any pop-up immediate threat.

.19 ____ Aircrew demonstrates crew coordination (e.g., look-out doctrine). (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ Changes to route are made by proper authority.

.25 ____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.26 ____ Ensures crewmen comply with weapons conditions as briefed.

.27 ____ Receives clearance at the IP to proceed to the LE.

.28 ____ Routes and altitude flown are medically expeditious, and tactically sound.

.29 ____ Performs penetration checklist at the appropriate time/place.

.30 ____ Reports to controlling agency progress of mission as required to update weather, enemy situation, and go/no go criteria.

.31 ____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no go criteria exists. (KI)

.32 ____ Establishes radio contact with supported ground unit as soon possible to receive LZ brief.

.33 ____ Decides whether to attempt the evacuation or abort the mission based on assigned mission precedence, weather conditions, and enemy activity.

.34 ____ Ensures aircrew is briefed during egress. on the situation and the adopted course of action. (KI)

.35 ____ Chooses approach and departure corridors and flight techniques which afford greatest protection to the evacuation helicopter.

.36 ____ Informs the flight coordinator of the intended approach route and flight techniques.

.37 ____ Allows escort to be in position in time for prep fires.

.38 ____ Identifies the proper LZ through radio communications and/or colored smoke/panels. (KI)

.39 ____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.40 ____ Ensures change to LE is done by proper authority.

.41 ____ Contacts controlling agency upon reaching/departing LZ’s.

.42 ____ Ensures minimum time in zone.

.43 ____ Flights arrive in LZ on time.

.44 ____ In 5 minutes or less.

.45 ____ In 4 minutes or less.

.46 ____ In 3 minutes or less.

.47 ____ In 2 minutes or less.

.48 ____ In 1 minute or less.

.49 ____ Flights land at correct LZ.

.50 ____ Within 1,000 meters or lees of LZ.

.51 ____ Within 400 meters or less of LZ.

.52 ____ Within 200 meters or less of LZ.

.53 ____ Within 100 meters or less of LE.

.54 ____ Executes waveoffs as briefed.

.55 ____ While evacuee is being loaded, the help lead informs the flight coordinator of the intended departure route and flight techniques.

.56 ____ Executes proper departure technique to reduce exposure to threat.

.57 ____ During the return flight, the medical facility is informed of:

a. ETA.

b. Type wound, injury or illness.

C. Evacuee category (urgent, priority, routine).

.58 ____ Executes downed aircraft procedures as briefed.

.59 ____ Executes RTF procedures.

.60 ____ Executes FARP procedures.

.61 ____ Continues contact with controlling agency concerning flight status.

.62 ____ Executes EW procedures.

.63 ____ Performs recovery procedures.

.64 ____ Executes post landing deployment of helicopters.

.65 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

APPROPRIATE FLIGHT PROFILE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1 The pilot at the controls, avoids obstacles end reports terrain/landmark information to the pilot at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE/ROC.

2. Aircraft performance/limitations.

3. Obstacle/hazard identification and avoidance.

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest.

AIRCREW BRIEF

1. Friendly positions.

2. Enemy positions.

3. ROE/weapons conditions.

LANDING ZONE MARKING

The importance of proper LZ identification through either radio communication and/or visual signals to prevent enemy deception cannot be overemphasized. Radio transmissions shall not refer to smoke/panel color until the smoke/panel has been deployed and Sighted by the helicopter flight. Subsequent to such sighting, the color of the smoke/panel shall be confirmed via radio communication with the ground unit.

TASK: 3A.11.4 DEBRIEF MEDICAL EVACUATION (MEDEVAC) MISSION

CONDITION(S): Given a completed mission conduct a debriefing for that mission, with emphasis on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP, NATOPS, guides, and NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan. brief, execution phases, and lessons learned to develop new COA’s and tactics to improve SOP’s. contingency plans, and aircrew knowledge.

.8 ____ 5-2 collects all classified/Sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1 Changes from brief.

2 Commend and control.

3 Communications.

4 Support/escort.

5. Coordination.

6. Navigation.

7. Safety.

8. Tactics used/effectiveness.

9. Recommendations.

3A.12 TACTICAL RECOVERY OF AIRCRAFT, EQUIPMENT, AND PERSONNEL (TRAP)

TASK: 3A.12.1 PLAN TACTICAL RECOVERY OF AIRCRAFT, EQUIPMENT, AND PERSONNEL (TRAP) OPERATIONS

CONDITION(S): The squadron is in receipt of a warning order to conduct a TRAP mission. All liaison has been performed, and initial planning has begun. Operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the squadron should perform as many standards, as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the TRAP commander.

.2 ____ Issues warning order to squadron staff planners to meet.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Requests combat information and EEI's concerning METT-T.

.5 ____ Establishes a time schedule delineating completion times for all phases of planning.

.6 ____ Provides HAT information to the TRAP commander.

.7 ____ 5-2 initiates planning to provide environmental data.

.8 ____ Develops aviation TRAP support requirements (parts, tools, ordnance, fuel, special equipment, personnel, etc.).

.9 ____ Provides aviation supportability estimates to the TRAP commander.

.10 ____ Requests air support requirements from ACE/CLF/CATF.

.11 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.12 ____ Plans reconnaissance request of the area of operations.

.13 ____ Reconciles any aviation short falls with the TRAP commander.

.14 ____ Requests support from theater aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.15 ____ Allocates assets to support assault force concept of operations and coordinates an ATO.

.16 ____ Plans distance and fuel requirements; identifies refueling/FARP requirements. (See TASK: 3A. 13 FARP).

.17 ____ Integrates available fire support capability; (i.e., NGF, CAS, CIFS, artillery), with planned aviation tactics, to include ingress/egress, and while in the objective area.

.18 ____ Integrates and coordinates aviation communications support requirements with higher headquarters, TRAP force, and air control agencies.

.19 ____ Considers requirement to resupply TRAP force as well as identifying additional equipment (slings, hoist, litters, etc.).

.20 ____ Coordinates with the Explosive Ordnance Disposal (EOD) Team for the contingency destruction of downed aircraft and removal of hazardous material.

.21 ____ Plans ingress/egress routes to the TRAP site with the TRAP commander and/or ACE/supported unit.

.22 ____ Recommends priority of targets for zone prep.

.23 ____ Plans and coordinates control points. (KI)

.24 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.25 ____ Establishes and coordinates ITG procedures with the reconnaissance element.

.26 ____ Plans helicopter landing diagram and landing sequence to ensure any deconfliction and control of asset.

.27 ____ Coordinates mutual support of weapons systems in the LZ.

.28 ____ Develops COMM plan (electronic and visual) to establish the C3 link, to include air control agencies, COMSEC, deception, chattermark, ECON conditions, NORDO, codeword, prowords, and frequencies (environmental effects, jamming capabilities), and coordinates with the MAGTF.

.29 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.30 ____ Plans FARP procedures.

.31 ____ Plans in conjunction with the MAGTF a viable deception plan.

.32 ____ Coordinates the development of "smart packs" (kneeboard handouts) to include primary/alternate communications, mission terrain information, control measures, ROE, and restrictive measures.

.33 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.34 ____ Establishes plans for both operational and weather go/no go criteria;

.35 ____ Establishes a bump plan.

.36 ____ Establishes a scatter plan.

.37 ____ Coordinates and integrates command and control procedures.

.38 ____ Schedules rehearsal for evaluating the plan if time allots.

.39 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft.

.40 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.41 ____ Assists the TRAP commander in the preparation of the HWSAT.

.42 ____ Considers LAAD assets to support operations based on available threat intelligence.

.43 ____ Plans and coordinates RTF with the ACE.

.44 ____ Submits plan to the ACE/GCE/CLF/CATF for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, MAWTS-1 take-home packages, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

TASK: 3A.12.2 BRIEF TACTICAL RECOVERY OF AIRCRAFT/PERSONNEL (TRAP) MISSION

CONDITION(S): The ATO ha. been issued and the squadron is stationed support missions in support of the MAGTF. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible. Flight leaders provide navigation card, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NATOPS, briefing guides, SOP's and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Questions are allowed to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

____ Briefs the general situation in the area of operations.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved; i.e., NGF, any joint integration, ingress/egress routes, and the latest aerial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (See TASK 3A.2.2 Intelligence Planning). (KI)

.12 ____ 5-2 briefs local populace reaction capabilities. (See TASK 3A.2.2 Intelligence Planning).

.13 ____ Brief uses appropriate maps, charts, and aerial photographs, as required.

.14 ____ Briefs encryption procedures, both internal and external to the flight.

.15 ____ Briefs SERE procedures. (KI)

.16 ____ Briefs EW consideration. (KI)

.17 ____ Briefs weather. (KI)

.18 _____ Ensures that all appropriate personnel have handouts. (KI)

.19 _____ Briefs mission go/no go criteria; i.e., aircraft, personnel, and other mission essential equipment.

.20 _____ Briefs mission precedence.

.21 _____ Ensures the mission statement is understood by all participants.

.22 _____ Briefs a time line to include L hour/H hour.

.23 _____ Briefs mission assets. (KI)

.24 _____ Briefs call signs/event numbers.

.25 _____ Briefs chain of responsibilities. (KI)

.26 _____ Briefs general scheme of maneuver. (KI)

.27 _____ Briefs go/no go weather criteria.

.28 _____ Briefs inadvertent XL/loss of visual contact.

.29 _____ Briefs fuel requirements. (KI)

.30 _____ Briefs ROE/window conditions.

.31 _____ Briefs NVG operational considerations.

.32 _____ Briefs launch conditions. (KI)

.33 _____ Briefs ingress procedures. (KI)

.34 _____ Briefs LZ procedures. (KI)

.35 _____ Briefs egress procedures. (KI)

.36 _____ Briefs downed aircraft procedures for overwater and overland.

.37 _____ Briefs concurrent operations.

.38 _____ Briefs FARP procedures. (See TASK: 3A.13 FARP.)

.39 _____ Briefs deception plan.

.40 _____ Briefs special considerations.

.41 _____ Briefs all safety matters.

.42 _____ Briefs time hack.

.43 _____ Briefs location/tire of debriefs.

.44 _____ Briefs goggle/degoggling procedures.

.45 _____ Briefs controlling agencies.

.46 _____ Briefs EMCON procedures.

.47 _____ Briefs DRIADS.

.48 _____ Briefs ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry. to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AM threat locations known.
5. SAM threat locations known.
6. Air threat locations known.
7. Expected movement.
8. Essential elements of information.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.

EW

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Date.
2. Propagation.

3. Current weather.

4. Forecast weather.

HANDOUTS

1. Kneeboard cards.

2. Maps/charts.

3. ACEOI.

MISSION ASSETS

1. Fixed-wing.

2. Helicopter including go/no go criteria.

3. Supporting arms.

4. Ground support.

CHAIN OF RESPONSIBILITY

The location. call sign, and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander/alternate.

3. HTC.

4. Flight leader/alternate,

5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefed:

1. HC(A).

2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.

2. Control measures, boundaries. phase lines, IP's, etc.

3. Primary and alternate LZ's.

4. CAS prep.

5. SEA).

6. Escort.

FUEL

1. Take-off load.

2. Minimum.

3. lingo.

LAUNCH

1. Aircraft manning tine.

2. Turn-up time.

3. Taxi time/plan/frequencies..

4. T/O time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.

2. Control measures CRP’s, CP’s, IP’s).

3. Timing.

4. Airspeeds and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

a. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, bat comm, chattermark, codeword, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. Evasive maneuvers.

14. Scatter plan.

15. Go/no go criteria.

16. NBC considerations.

17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LE brief.

3. Landing direction/wave-off instructions.

4. Escort.

5. Take-off instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan.

EGRESS

1. Primary and alternate routes.

2. Control measures (CP's, RP's).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals. lost cam, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. Evasive maneuvers.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

TASK: 3A. 12.3 EXECUTE TACTICAL RECOVERY OF AIRCRAFT/PERSONNEL (TRAP) OPERATIONS

CONDITION(S): Given the required assets from the MAGTF commander while shipboard or shorebased in support of the MAGTF, during day or night hours against a threat as briefed by the 5-2, and after completing mission planning and briefing execute assigned mission.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Aircraft were configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed time frame.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conducts start-up on time with systems checks on time and ready for launch.

.6 ____ Supported unit boards helicopters with minimum delay, ensuring all personnel/equipment are properly staged.

.7 ____ Conducts launch activities (execute bump plan, if required) as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no go criteria exist before continuing with mission.

.10 ____ Executes COMM procedures/plan as briefed.

.11 ____ Formation facilitates support by escort, control, maneuverability, mutual support. and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC/loss of visual contact.

.15 ____ Exercises COMM discipline during mission.

.16 ____ Ensures aircrews observe ROE/ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactics response to any pop-up immediate threat.

.19 ____ Aircrew demonstrates crew coordination. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ changes to route are made by proper authority.

.25 ____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.26 ____ Ensures crewmen comply with weapons conditions, as briefed.

.27 ____ Receives clearance at the IP to proceed to the LX. (KI)

.28 ____ Performs penetration checklist at the appropriate time/place.

.29 ____ Reports to controlling agency progress of mission, as required, to update weather, enemy situation, and go/no go criteria.

.30 ____ Flight receives clearance at the IP to proceed to the LX and ensures go/no go criteria exists. (KI)

.31 ____ Executes deception plan.

.32 ____ Updates heloteam leader on approach to LX giving direction the helicopter will land.

.33 ____ Employs proper approach techniques to LX.

.34 ____ Makes consistent use of cover, concealment. altitude. and airspeed to minimize exposure to the enemy during approaches.

.35 ____ Allows escort to be in position in time for prep fires.

.36 ____ Performs landing as briefed, in sequence. and in proper position utilizing ITG procedures.

.37 ____ Ensures any change to LX is done by proper authority.

.38 ____ Contacts controlling agency upon reaching/departing LZ’s.

.39 ____ Ensures minimum time in zone.

.40 ____ Flights arrive in LZ ontime.

.41 ____ In 5 minutes or less.

.42 ____ In 4 minutes or less.

.43 ____ In 3 minutes or less.

.44 ____ In 2 minutes or less.

.45 ____ In 1 minute or less.

.46 ____ Flights lend at correct LZ.

.47 ____ Within 1.000 meters or less of LZ.

.48 ____ Within 400 meters or less of LZ.

.49 ____ Within 200 meters or less of LZ.

.50 ____ Within 100 meters or less of LZ.

.51 ____ Executes waveoffs as briefed.

.52 ____ If carrying external load, drops Iced in spot as directed by HST/LZ control team.

.53 ____ Aircraft arrive at TRAP site with sufficient assets to accomplish the mission.

.54 ____ Maintains continuous coordination with supported unit commander informing him of TRAP progress.

.55 ____ Receives timely update to deployment of enemy forces in the area.

.56 ____ Ensures coordination with HST during external recovery of downed aircraft/aircraft components.

.57 ____ Successfully retrieves downed aircraft or extracts personnel from TRAP site.

.58 ____ Accounts for all TRAP personnel and equipment before departing the objective area.

.59 ____ Executes proper departure techniques to reduce exposure to threat.

.60 ____ Executes downed aircraft procedures as briefed.

.61 ____ Executes RTF procedures.

.62 ____ Executes FARP procedures.

.63 ____ Continues contact with controlling agency concerning flight status.

.64 ____ Executes EW procedures.

.65 ____ Performs recovery procedures.

.66 ____ Executes post landing deployment of helicopters.

.67 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

APPROPRIATE FLIGHT PROFILE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls. avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE/ROC.

2. Aircraft performance/limitations.

3. Obstacle/hazard identification and avoidance.

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest.

TASK: 3A. 12. DEBRIEF TACTICAL RECOVERY OF AIRCRAFT/PERSONNEL (TRAP) OPERATIONS

CONDITION(S): Given a completed mission conduct a debriefing for that mission. with emphasis on Lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP. NATOPS, guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and Lessons learned to develop new COA's: and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.
2. Command end control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.

3A.13 FORWARD ARMING AND REFUELING POINT(FARP)

TASK: 3A.13. PLAN FORWARD ARMING AND REFUELING POINT (FARP) OPERATIONS

CONDITION(S): The ACE is in receipt of a mission which requires the en route rearming end/or refueling of mission aircraft. The decision has been made to deploy a TARP. The intelligence scenario end operational scheme of maneuver reflects the basic mission that is being supported. The TARP is en enabling objective of the mission assigned.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes NWP-55 (ASH Manual) checklist.

.2 ____ Assigns a FARP coordinator.

.3 ____ Plans time line end specifies duration of TARP operation.

.4 ____ Identifies number end type of aircraft to be supported.

.5 ____ Identifies mission essential equipment/logistics based on requirements.

.6 ____ Develops threat plan from available intelligence/ combat information.

.7 ____ Coordinates security requirements.

.8 ____ Develops communications plan to include frequencies end EMCON procedures.

.9 ____ Coordinates ITG requirements with the ground element, as required.

.10 ____ Plans for codewords/prowords end informs controlling agencies of their use.

.11 ____ Plans for appropriate number and types of support personnel (e.g., HST, ORD, TAFDS, ATC).

.12 ____ Recommends FARP consideration for go/no go criteria in coordination with the supported elements.

.13 ____ Compares essential equipment assets with those available, considering backup requirements as well, and plane for their movement to the FARP area.

.14 ____ Coordinates weather criteria.

.15 ____ Plans alternate contingencies.

.16 ____ Considers EW assets/procedures.

.17 ____ Plans downed aircraft/recovery procedures to include necessary standby personnel.

.18 ___ Plans arming/dearming procedures.

.19 ____ Ensures rules of engagement weapons status and conditions are established.

.20 ____ Plans hung ordnance/jammed gun procedures.

.21 ____ Plans for tactical dispersion of aircraft to ensure the phased arrival at the FARP location.

.22 ____ Plans flight formations with reference to refueling sequence and tactical situation.

.23 ____ Integrates available fire support capabilities within the scheme of maneuver.

.24 ____ Plans scatter procedures and control points to allow for inflight contingencies.

.25 ____ Assigns an onsite FARP coordinator.

.26 ____ Base FARP location on METT-T.

.27 ____ Plans alternate location.

.28 ____ Plans visual signals for both day and night uses, and attempts to eliminate unnecessary voice communications.

.29 ____ Plans marking of FARP area.

.30 ____ Plans FARP layout and publishes diagram.

.31 ____ Plans refueling/rearming areas for safe separation.

.32 ____ Plans movement of aircraft in the FARP area and sequencing of services.

.33 ____ Plans ground safety equipment.

.34 ____ Considers drainage in FARP locations.

.35 ____ Considers environmental factors.

.36 ____ Considers location of LAAD teems for short range ground to air missile defense protection at the FARP site.

.37 ____ Plans for specific number and types of aircraft.

.38 ____ Plans replenishment method.

.39 ____ Coordinates plans for use of specific fuel pumps, nozzles, and backups.

.40 ____ Identifies mission fuel requirements.

.41 ____ Identifies/plans for specific number of refueling points.

42 ____ Plans refuel heading.

.43 ____ Calculates pumping time per aircraft.

.44 ____ Plans total refueling time.

.45 ____ Plans refueling sequence.

.46 ____ Calculates ordnance buildup times.

.47 ____ Plans arming/dearming headings.

.48 ____ Plans for emergencies in the refueling/rearming areas.

.49 ____ Utilizes light level planning calendar.

.50 ____ Plans FARP area lighting.

.51 ____ Allocates NVG to support the operation.

.52 ____ Plans ITG and coordinates with appropriate elements.

53 ____ Determines aircraft lighting procedures.

.54 ____ Provides taxi directors with appropriate wands.

.55 ____ Plans for contingencies and emergency procedures.

.56 ____ Plans and identifies mission supplies.

.57 ____ Considers resupply.

.58 ____ Plans for retrograding of supplies and personnel after FARP use.

.59 ____ Determines requirement for EOD support.

EVALUATOR INSTRUCTIONS: The evaluator should be familiar with all applicable FMFM's, Tactical Manuals, MAWTS-1 take-home packages, NATOPS instructions. and squadron SOP's. Liaison with the CSS element is required.

KEY INDICATORS: None.

TASK: 3A.13.2 BRIEF FORWARD ARMING AND REFUELING POINT (FARP) OPERATIONS

CONDITION(S): The decision to employ a FARP has been made. All liaison has been performed and mission planning is complete.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NWP-55-9 ASH Manuel.

.2 ____ Briefs procedures for ordnance, HST, and ATC.

.3 ____ Briefs general scheme of maneuver for the basic mission.

.4 ____ Briefs FARP security plan.

.5 ____ Briefs communications plan and provides handouts.

.6 ____ Briefs weather criteria.

.7 ____ Briefs go/no go criteria.

.8 ____ Briefs deception plan.

.9 ____ Briefs threat intelligence. to include escape and evasion procedures.

.10 ____ Briefs downed aircraft procedures in the FARP area.

.11 ____ Briefs emergencies disengagement procedures.

.12 ____ Briefs codewords.

.13 ____ Briefs alternate FARP locations.

.14 ____ Briefs time line.

.15 ____ Briefs ROSH\weapons status and conditions.

.16 ____ Brief. arming/dearming procedures.

.17 ____ Briefs special considerations.

.18 ____ Briefs obstacle clearance in FARP area.

.19 ____ Briefs flight formations with reference to the refueling sequence.

.20 ____ Briefs receiver aircraft on amount of fuel to be taken.

.21 ____ Briefs the number of refueling points.

.22 ____ Briefs refueling and rearming headings.

.23 ____ Briefs movement of aircraft in the FARP area.

.24 ____ Briefs FARP area diagram.

.Z5 ____ Briefs location of ground safety equipment.

.26 ____ Briefs visual signals for day/night.

a. Night Briefing Items:

.27 ____ Briefs ambient illumination.

.28 ____ Briefs illumination plan.

.29 ____ Briefs night vision goggles (NVG’s) procedures.

.30 ____ Briefs ITG.

.31 ____ Briefs aircraft lighting. FARP lighting, and ground directors lighting.

.32 ____ Briefs contingencies and emergency procedures at the FARP.

EVALUATOR INSTRUCTIONS: This brief is to be conducted by the mission commander or his designee. All participants attend.

KEY INDICATORS: None.

TASK: 3A.13.3 EXECUTE FORWARD ARMING AND REFUELING POINT (FARP) OPERATIONS

CONDITION(S): None.

STANDARDS: EVAL: Y: N: NE

.1 ____ Assigned aircraft arrived at the FARP site.

.2 ____ FARP is executed as briefed.

.3 ____ FARP is laid out as briefed.

.4 ____ Refueling/rearming area allows for safe separation of aircraft.

.5 ____ Onsite FARP coordinator and support personnel are present in the zone and are in control.

.6 ____ Movement of aircraft in the FARP area is as briefed.

.7 ____ Visual signals are executed as briefed.

.8 ____ Aircrews are able to adapt to changes without sacrificing mission accomplishment.

.9 ____ Sufficient fuel is available for receiver aircraft.

.10 ____ FARP site is setup in sufficient time to support the mission.

.11 ____ Aircraft receive proper ordnance.

.12 ____ Refueling/rearming headings are as briefed.

.13 ____ Refueling sequence is as briefed.

.14 ____ Total time of refueling is as briefed.

.15 ____ Available number of refueling points is as briefed.

.16 ____ FARP lighting is sufficient.

.17 ____ Taxi directors use appropriate lighting.

.18 ____ ITG methods were successful.

.19 ____ Aircraft lighting is as briefed.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.13.e DEBRIEF FORWARD ARMING AND REFUELING POINT (FARP) OPERATIONS

CONDITION(S): This phase is to be conducted with all key participants at the completion of the operation. To be included cc part of the overall mission debrief.

STANDARDS: EVAL: Y: N: NE

.1 ____ Debrief all aspects of the mission.

.2 ____ Discusses and incorporates lessons learned.

.3 ____ Debriefs accuracy of fuel planning.

.4 ____ Uses the debrief as a constructive training tool.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3A. 14 COLD-WEATHER OPERATIONS

TASK: 3A.14.l PLAN COLD-WEATHER OPERATIONS

CONDITION(S): The squadron has been assigned a mission to support a tactical operation. The commander is directed to establish liaison with the supported unit for planning. This tack is considered in conjunction with MPS's 3A.l thrush 3A.5.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reviews information on terrain and climatology including snow conditions, snow depth, ice thickness. and wind velocity and direction.

.2 ____ Considers equivalent chill factor and effect on Marines' physical and mental efficiency.

.3 ____ Planning reflects that work requires up to four times longer to accomplish in cold weather.

.4 ____ Fire support plan considers the limitations in ground mobility of artillery weapons.

.5 ____ Allows extra time for preflight, engine warmup, ground checks, rotor engagement, and taxiing of aircraft.

.6 ____ Utilizes prominent terrain features for navigation to offset difficulties associated with snow covered and feature less terrain.

.7 ____ Considers use of mobile navigation aids and ASRT to navigate.

.8 ____ Coordinates with HST for LZ prep.

.9 ____ Ensures the proper distribution of survival gear to personnel and aircraft for survival in cold-weather environment in event of mishap or heater failure. (KI)

.10 ____ Emphasizes adherence to assigned mission routes to enhance SAR effort.

.11 ____ Plans extensive use of warming tents and stoves to assure adequate living and working conditions.

.12 ____ Considers input that reduced visibility from snow and will have on tactical plan and aircraft operations.

EVALUATOR INSTRUCTIONS None.

KEY INDICATORS:

HELICOPTER SURVIVAL KIT

1. 5 Nan arctic tent.
2. Rations.
3. Waterproof matches.

4. Sleeping begs.

5. Axes.

6. Entrenching tool.

7. Lines.

8. Radio batteries.

9. Candles.

10. Snow Knife.

11. Snow saw.

12. Sunglasses.

13. Water purification tables.

14. Flashlight/lanterns.

15. Snow shoes.

TASK: 3A. 14.2 EXECUTE COLD-WEATHER MAINTENANCE TASK

CONDITION(S): The squadron is deployed to an expeditionary airfield with all necessary ground support equipment available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures supervisory personnel are present to monitor affects of cold weather on maintenance personnel.

.2 ____ Employs buddy system when working on aircraft to prevent cold-weather casualties.

.3 ____ Ensures personnel wear cold-weather gear, particularly gloves, when working near metal during freezing temperatures.

.4 ____ Locates warming tents near aircraft maintenance areas and monitors their use during freezing weather.

.5 ____ Stores batteries in warm areas when not in use.

.6 ____ Uses auxiliary power units whenever possible.

.7 ____ Preheats oil reservoirs, engine intakes, and oil components to aid in engine start and rotor engagement.

.8 ____ Parks aircraft with full fuel tanks and fully serviced systems to prevent moisture from accumulating in fuel and lubrication systems.

.9 ____ Covers rotor blades when aircraft is not in operation.

.10 ____ Uses protective covers whenever possible.

.11 ____ obtains fluid level readings when fluids are warm.

.12 ____ Demonstrates awareness of what cold soaking does to control rods and other malleable metal surfaces.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.14.3 EXECUTE COLD-WEATHER MISSION

CONDITION(S): The squadron conducts cold weather support missions. All liaison has been performed arid mission planning and briefing is completed.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircrew wear appropriate cold-weather equipment.

.2 ____ Aircraft attain normal operating limitations before taxiing.

.3 ____ Takes proper precautions when taxiing on snow/ice covered areas.

.4 ____ Does not operate aircraft beyond NATOPS limitations when flying in icing conditions.

.5 ____ Demonstrates proper snow landing techniques.

.6 ____ Uses landing point indicators (i.e., sled, panel, colored snow, etc.) to prevent drift during landing.

.7 ____ Land aircraft far enough apart in LZ to prevent blowing snow from reducing visibility to other aircraft during approach.

.8 ____ During external operations, with snow in the landing area, lands adjacent to the load and uses a sling extension for sling Qperation5.

.9 ____ When resting in snow, maintains sufficient power to the head/hover control to prevent settling.

.10 ____ Crewchief ensures sufficient rotor clearance when landing on snow before allowing egress of personnel and equipment.

.11 ____ Crewchief restricts accumulation of snow inside cabin section of aircraft.

.12 ____ Maintains cabin temperature below 40 degrees Fahrenheit to prevent condensation forming on equipment and weapons.

.13 ____ Utilizes maximum performance takeoff to minimize IFR conditions caused by blowing snow induced by rotor wash.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3A.l5 DESERT OPERATIONS

TASK: 3A.15.1 CONSIDER GENERAL EFFECTS OF DESERT OPERATIONS

CONDITION(S): This MPS is considered in conjunction with MPS's 3A.4 through 3A.13. The mission should include TERF, navigation, and night evolutions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Considers affect of ambient weather conditions (i.e., temperature, humidity, density altitude, dust/sand storms, etc.) on aircraft performance and assigned mission.

.2 ____ Utilizes easily identifiable terrain features as checkpoints during en route navigation.

.3 ____ Considers alternatives for reducing effect of sand and dust in areas where aircraft will be operating.

.4 ____ Ensures aircraft are properly configured with survival equipment for desert survival. (KI)

.5 ____ Covers windscreens when not in use to prevent possible bubbling.

.6 ____ Keeps windscreen from receiving direct sunlight.

.7 ____ Covers or closes all possible openings when aircraft is not in use. (KI)

.8 ____ During engine start, rotor engagement and taxi, minimizes ground time to reduce effects of blowing sand, dust, and high temperatures on engines and gear boxes.

.9 ____ Ensures all ground crew use proper protective clothing and equipment to reduce effects of rotor wash on personnel. (KI)

.10 ____ Supervisor monitors conditions of maintenance personnel for dehydration, heat exhaustion, and other heat related injuries.

.11 ____ Remains constantly aware of available aircraft power.

12 ____ Avoids flying into sand or dust storms.

.13 ____ Executes briefed inadvertent IFR procedures.

.14 ____ On approach and landing, the pilot uses power required that will cause a minimum amount of dust and sand turbulence. (KI)

.15 ___ Plans waveoff per NATOPS.

EVALUATOR INSTRUCT 1058: None.

KEY INDICATORS:

SURVIVAL KITS

Survival kits are preflighted. maintained, and up-to-date.

COVER ALL OPENING. WHEN AIRCRAFT 15 NOT IN USE

1. Blowing sand and dust will seep into any opening. Buildup of sand/dust in unobserved spaces can cause mechanical failure or malfunction.

2. Overall maintenance is severely degraded by blowing sand and dust. System contamination is a constant problem due to the arrival and departure of aircraft. Prolonged operation in a sand based environment will result in significantly degraded aircraft availability.

3. Check for presence of sand and dust in control hinges and actuating linkages.

4. check tires for proper inflation.

5. check proper extensions of struts.

6. check for accumulation of dust and sand in avionics and navigation compartments, engine intakes, cockpit. corrosion on rotor blades, etc.

PROTECTIVE CLOTHING/EQUIPMENT AVAILABLE AND USED TO HANDLE

AIRCRAFT

Blowing sand and debris associated with desert aircraft operations and the internal heat buildup associated with the aircraft parked in the sun requires specialized equipment by aircrew and HST personnel. All ground aircrew and HST personnel working in close proximity to operating aircraft must have appropriate eye protection, cranial protectors, sound attenuators, and gloves in addition to the required desert protective clothing.

APPROACHES

Despite Engine Air Particle Separators (EAPS's) installed on every engine, hovering close to the ground will lead to sand ingestion by the engines (which will result in engine damage/power loss), and possible observation of dust clouds by the enemy. It also can cause disorientation to pilots due to flying sand, particularly at night. Blowing debris from landing and departing aircraft creates a hazard to all personnel and a visibility problem for the aircrew.

3A.16 NIGHT OPERATIONS

TASK: 3A.16.l PLAN NIGHT OPERATIONS

CONDITION(S): This MPS is considered in conjunction with MPS's 3A.4 through 3A.15 and concerns specific considerations that are addressed should an operation be conducted under the cover of darkness. As such, the execution of a mission at night should not be considered so much as a special operation as another option available to the tactical commander to achieve mission accomplishment. Accordingly, while the employment of a night operation may not ensure mission success. failure to apply basic techniques in planning and execution when using darkness will almost surely result in tactical degradation that will be the genesis for mission failure.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar and lunar illumination table to determine if mission is to be conducted using unaided night vision techniques or NVG's. (KI)

.2 ____ Considers slower tempo and limitations that characterize night operations. (KI)

.3 ____ Establishes procedures for night vision adaptation and preservation.

.4 ____ Bases aircraft lighting cm forecast light conditions and current directives.

.5 ____ Considers the advantages/dk%ldvantag9a of artificial illumination vs. natural lighting. (KI)

.6 ____ Plans methods of employment and delivery of artificial illumination. (KI)

.7 ____ Incorporates on call illumination for emergency situations.

.8 ____ Considers lighting aids to assist locating/identifying the LZ. (KI)

.9 ____ Ensures liaison with supported/supporting unit to coordinate use of light in LZ to ensure night adaptation/preservation or NVG compatibility. (KI)

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.
5. Problems inherent in conducting rendezvouses, approaches, and landings at night.
6. Slower and more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the LZ.

NIGHT OPERATIONS CONSIDERATIONS

1. Mission and requirements.
2. Threat.
3. Ambient light level available (both natural and artificial).
4. Weather.
5. Terrain/distance.
6. Usage of NVG manual,
7. Shadowing.

NATURAL AND ARTIFICIAL ILLUMINATION CONSIDERATIONS

NATURAL LIGHTING ADVANTAGES:

1. Element of surprise is maintained longer.
2. Night vision capabilities are maximized and conserved.
3. Helicopters are difficult to acquire and engage by visual means.
4. Ground fire is easy to see.

NATURAL LIGHTING DISADVANTAGES:

1. Navigation is difficult.
2. LZ’s are more difficult to identify.
3. Depth perception is greatly reduced.
4. Escort support capabilities are restricted.

ARTIFICIAL LIGHTING ADVANTAGES:

1. Permits navigation by terrain reference.
2. Aids in LZ identification.
3. Provides a visual horizon.
4. Permits sea and avoid' procedures for safe separation of aircraft and flights.
5. Permits use of daylight operation procedures. flight techniques, and escort support procedures.

ARTIFICIAL LIGHTING DISADVANTAGES:

1. Flying through illumination debris.
2. Silhouetting of aircraft.
3. Provides optical tracking by the enemy.
4. Need for visible horizon.
5. Minimum acceptable level of lighting rather than the maximum to delay advantage to enemy.
6. Aircraft flight pattern and downwind path of expanded flares and extended gun line of artillery-delivered illumination flare canisters.

STATION DELIVERY METHODS

Should Consider:

1. Aircraft delivery is most effective, versatile, and easiest to control.
2. Long endurance, large flare capacities of cargo-type (C-130) aircraft.
3. Minimum enemy exposure time of close air support and attack helicopters.
4. Ambient light level fluctuations and gaps in illumination caused by threat evasive maneuvers.
5. Adjustment time for artillery and NGF flares.
6. Less light production and shorter burn time of artillery and NGF.
7. Effectiveness of artillery and NGF is reduced in poor weather conditions.
8. Enemy air defense capabilities.
9. Range capabilities/limitations of artillery and NGF.

LANDING ZONE LIGHTING

Types of Lighting Aids

1. Terminal guidance systems (Glide Angle Indicator Light (GAIL)). Precision Helicopter Landing System (PHLS) expeditionary lights.
2. Flare illumination.
3. Field expedients (i.e. vehicle lights, flashlights, blinking lights, bonfires, smudge pots, chemical light sticks, etc.)

Landing Zone Lighting Should:

1. He visible to the pilot.

2. Identify an area free of obstacles that is safe for hovering and/or landing.

3. Employ three or more separate lights to preclude effects of autokinesis.

4. Provide orientation along obstacle free approach and take-off corridors.

NVG COMPATIBLE LZ LIGHTING RESOURCES

Landing Zone Lighting:

1. NVG compatible LZ lighting.

2. IR Lights.

3. chemical light sticks.

4. Shielded flashlights.

5. Any light source sufficiently dimmed to not effect the NVG's.

GROUND UNIT CONSIDERATIONS

1. Increased time for embarkation/debarkation.

2. Light discipline requirements for NVG operations.

3. HST requirements for NVG utilization.

4. FARP requirements for NVG operations.

TASK: 3A.16.2 BRIEF NIGHT OPERATIONS

CONDITION(S): The ATO has been issued and the squadron is assigned a variety of night missions in support of the MAGTF.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures maps are prepared and are NVG/night compatible.

.2 ____ Issues NVG in adequate numbers and with appropriate accountability.

.3 ____ Ensures all aircrew members have required night flying equipment.

.4 ____ Aircrew coordination briefs to include NVG considerations. (KI)

.5 ____ Flight schedule allows additional time for aircrew5 to thoroughly preflight aircraft and lighting systems.

.6 ____ Ensures weapon employment procedures and effects are covered.

.7 ____ Ensures goggling/degoggling procedures are briefed.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW COORDINATION

1. Procedures for NVG failures.

2. Inadvertent entry into IMC.

3. Light discipline.

TASK: 3A.16.3 EXECUTE NIGHT MISSIONS

CONDITION(S): The squadron conducts night support missions. All liaison had been performed and mission planning and briefing is completed. Navigation is required to the IP/LZ and timing for L-Hour/TT/TOT has been established.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures cockpit lighting is configured for night flying or NVG compatibility.

.2 ____ Employs proper procedures.

.3 ____ Ensures all crewmembers wear mounted NVG's, during NVG employment.

.4 ____ Ground crew Utilize appropriate wand signals for directing aircraft.

.5 ____ Minimum aircraft lighting used commensurate with safety and NVG compatibility.

.6 ____ Demonstrates proficiency in the in-flight Utilization of NVG, as well as aircrew coordination. (KI)

.7 ____ Avoids continuous flight in the 6 o'clock position.

.8 ____ Does not descend below the altitude established for safe terrain and obstacle clearance.

.9 ____ Ensures coordination with the flight coordinator for external lights out approach to preclude lose or hindrance to escorts.

.10 ____ Properly executes GAIL/PHLS approaches.

.11 ____ Makes approaches that minimize aircraft maneuvering and provides sufficient altitude and straight away for safe rate of descent.

.12 ____ Judiciously uses spotlight to clear obstacles and locate the LZ.

.13 ____ Considers the judicious use of the spotlight (IR or white) while in the LZ.

.14 ____ Lands aircraft at designated spot indicated by LZ lighting.

.15 ____ Departure technique provides safe terrain and obstacle clearance altitude.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW MEMBERS RESPONSIBILITIES

Pilot At The Controls:

1. Primary responsibility for flying the helicopter and observing outside the cockpit.

2. Correlates visual cues with flight instrument information.

3. Employs NVG scanning techniques for navigational landmarks, obstacle and aircraft avoidance, formation flying, and helicopter performance monitoring.

4. Avoids cockpit related distractions and tendency to focus on one external visual or sensory cue.

Pilot Not At The Controls:

1. Monitors flight instruments to determine aircraft performance and detect unsafe conditions.

2. Provides airspeed, radar altimeter, rate of descent/climb information to pilot at the controls.

3. Monitors aircraft and pilot performance, reporting unsafe observations, and taking necessary corrective actions.

4. Is prepared to take control of the aircraft at all times.

5. Monitors mechanical functioning of the aircraft, performs cockpit duties (e.g., operates switches, tunes radios, etc.) navigates, and monitors performance of crewchief/gunner.

6. Remains oriented along the flight route.

Crewchief And Gunner:

1. Monitors mechanical functioning of helicopter.

2. Performs look-out duties to warn of aircraft and obstacles.

3. Monitors positions of other aircraft inflight.

4. Assists in terrain recognition and provides obstacle clearance and LZ condition information during hovering and landing operations.

5. Provides positional directions to pilot during external operations.

3A.17 NUCLEAR. BIOLOGICAL. CHEMICAL (NBC)OPERATIONS

TASK: 3A.17.1 PREPARE FOR NUCLEAR, BIOLOGICAL, CHEMICAL (NBC) OPERATIONS

CONDITION(S): Threat forces have been. reported to be capable of employing NBC munitions in the area where the squadron is located aimed at destroying/disrupting operations. Due to the threat, passive and active defense measures must be used for survival of the unit. This task may be evaluated during any evolution (ground or air) in which the squadron participates. Safety of aircraft and crews is the primary consideration when employing actual chemical agents and masking procedures. As desired by the evaluator, this task may be exercised through the use of smoke, gas, or a combination thereof at any time during the evaluation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron has established an SO? which outlines procedures for enemy NBC strikes and reports required.

.2 ____ All individual NBC defense equipment authorized by the unit table of equipment is issued to each individual and is serviceable.

.3 ____ All unit defense equipment (TIE) is operationally reedy end distributed to designated and trained/knowledgeable operators.

.4 ____ Shortages are identified and replacement actions are initiated.

.5 ____ Decontamination equipment and bulk decontaminates are assembled and prepared for ready transport to 5 decontamination area.

.6 ____ MLL decontamination equipment units are filled (water used for training).

.7 ____ MOPP level is established by the TAC/appropriate staff member end personnel are et or above the required MO?? level.

.8 ____ Ensures personnel are familiar with the Operational Exposure Guide (FMFM 11-8) end Mission Oriented Protective Posture (FMFM 11-9) for the control of exposure of personnel to radiation or chemical hazards.

.9 ____ Ensures Marines properly identify NATO or Threat NBC contamination markers.

.10 ____ Emplacement of equipment maximizes utilization of terrain features for cover, concealment, and topographic shielding.

EVALUATOR INSTRUCTIONS: Provide the unit information to expect an imminent nuclear attack by the enemy, and integrate NBC scenarios with normal assignments. Evaluator(s) should be highly trained in the area of NBC Defense (MOS 57XX) or be thoroughly trained in this area as pert of Evaluator’s School.

KEY INDICATORS: None.

TASK: 3A.17.2 PREPARE FOR NUCLEAR ATTACK

CONDITION(S): The squadron is informed that nuclear weapons have been used in offensive operations, SOP’s/Op Orders are onhand to provide checklists, sequence of actions, and guidance.

STANDARDS: EVAL: Y: N: NE

.1 ____ Backup/alternate command, control, and communications procedures are identified.

.2 ____ Subordinate/displaced elements are alerted.

.3 ____ Squadron continues the mission while implementing actions to minimize casualties end damage.

.4 ____ Vehicles and equipment are protected from heat, blast, and radiation.

.5 ____ Periodic monitoring is initiated using available survey instruments.

.6 ____ Personnel identify/prepare shelters to protect from heat, blast, end radiation.

.7 ____ All loose items, flammable/explosive items, food and water are secured/protected from heat, blast, and radiation.

.8 ____ Marines are familiar with standard first-aid procedures to provide self/buddy aid for nuclear blast and thermal effects.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.17.3 RESPOND TO THE INITIAL EFFECTS OF A NUCLEAR ATTACK

CONDITION(S): Nuclear attack is simulated by the detonation of an artillery or nuclear blast simulator or by other appropriate means.

STANDARDS: EVAL: Y: N: NE

.1 ____ Upon recognizing the attack, all personnel take immediate action to shield themselves from blast and heat of detonation.

.2 ____ Chain of command and communications are maintained or re-established. Squadron resumes mission if possible.

.3 ____ S-l initial and follow-up reports (as required) are rapidly submitted to higher headquarters by personnel designated or responsible for collecting the information. Reliable and complete reports are rapidly forwarded by secure means when possible.

.4 ____ Casualties are given first aid and are evacuated to a medical treatment station as the mission permits; fatalities are evacuated to a graves registration collection point.

.5 ____ Damage assessment is submitted by secure means to higher/supported headquarters per SOP.

.6 ____ Continuous monitoring is initiated using available survey instruments.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.17.4 RESPOND TO THE RESIDUAL EFFECTS OF A NUCLEAR ATTACK

CONDITION(S): A surface or subsurface nuclear detonation has occurred. The squadron location is within the predicted fall-out zone. An M5A: radiological fall-out predictor, or substitute, is available. The unit gets effective downwind messages at least once every 3 hours. NSC-2 report is furnished to the unit about 15 mink Eyes after the detonation, or prepared by the unit; C-3 report is furnished about 45 minutes after detonation; NBC-S report and/or contamination overlay is provided about 4 hours after the detonation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron mission is performed concurrently with all other actions.

.2 ____ Supervisors are advised of estimated time of fall-out arrival and subordinate units are notified.

.3 ____ Continuous monitoring is maintained using available survey instruments.

.4 ___ Equipment, munitions,. POL, food, and water are protected from fallout.

.5 ____ Personnel take protective measures to minimize fall-out effects as mission permits.

.6 ____ NEC-4 reports are forwarded, as required, to higher headquarters by secure means.

.7 ____ Unit total dose information is recorded and reported to higher headquarter using available secure means.

.8 ____ Exposure is minimized while the CO determines if relocation to a clean area is necessary or possible. Optimum time of exit is calculated.

.9 ____ Personnel are able to handle and provide first-aid treatment to casualties in a nuclear environment.

.10 ____ Casualties and fatalities are assessed,

EVALUATOR INSTRUCTIONS: Squadron commander is advised of estimated time of fall-out arrival.

KEY INDICATORS: None.

TASK: 3A.17.5 PERFORM RADIOLOGICAL DECONTAMINATION

CONDITION(S): Fallout has ceased, and personnel and equipment are contaminated. The hazard to personnel does not allow time for the radiation to decay to a minimum level. Time and tactical situation permits decontamination. Decontamination support is not available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Decontamination priorities are established.

.2 ____ Decontamination point is established.

.3 ____ Decontamination personnel wear appropriate protective clothing and equipment.

.4____ Equipment, personnel, individual weapons, and electronic systems are decontaminated using appropriate decontamination kits.

.5 ____ Unit equipment and vehicles are decontaminated using appropriate expedient devices.

.6 ____ Contaminated areas are marked with NATO standard NBC markers.

.7 ____ Adequacy of decontamination is determined using available personnel and equipment monitoring instruments.

.8 ____ Contaminated materials are discarded according to tactical SOP, marked as contaminated, and location is provided to higher headquarters.

.9 ____ Decontamination personnel are decontaminated, as necessary.

.10 ____ Does not exceed OEG.

.11 ____ Total dose information is recorded and reported to the MAGTF command element.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.17.6 CROSS A RADIOLOGICAL CONTAMINATED AREA

CONDITION(S): Tactical situation forces a squadron to across a radiological contaminated area while moving to a new site. Unit receives an NBC-5 report or contamination overlay from the MAGTF command element.

STANDARDS: EVAL: Y: N: NE

.1 ____ Temporary facilities are established to continue the mission while a new site is being setup.

.2 ____ NBC-5 report and/or contamination overlay is posted to situation map and route determined.

.3 ____ Route clearance and approval is obtained if necessary.

.4 ____ Turn-back dose and dose rate are provided to advance party and/or reconnaissance team.

5 ____ Vehicles receive additional shielding and personnel are provided all available protection from dust.

.6 ____ Advance party and/or reconnaissance team is dispatched to reconnoiter new areas.

.7 ____ Crosses suspected contaminated area while employing contamination avoidance techniques.

.8 ____ OEG is not exceeded.

.9 ____ After clearing the contaminated area, the degree of personnel and equipment contamination is determined using available personnel and equipment monitoring instruments.

.10 ____ Decontamination priorities are established and performed, as required.

.11 ____ Unit total dose information is recorded, using available total dose instruments and reported to higher headquarters.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.17.7 PREPARE FOR A FRIENDLY NUCLEAR STRIKE

CONDITION(S): Unit receives a friendly NUCWARN per FMFM 11-8. TADC/TACC is located within minimum safe distance (MSD) 2 to 3.

STANDARDS: EVAL: Y: N: NE

.1 ____ Personnel accurately and completely apply the NUCWARN to the situation map within 5 minutes after message receipt.

.2 ____ Pertinent information regarding the planned detonation (time of burst, ground Zero, fall-out coverage. MSD, etc.) is available to the TAC.

.3 ____ TAC is advised of the vulnerability of the unit to the burst (within MSD 1, 2. or 3) and residual contamination (within predicted fall-out Zone).

.4 ____ TAC is advised of the measures needed to prevent casualties, damage, and extended interference with the mission.

.5 ____ Squadron implements protective measures, as directed by higher headquarters, consistent with the mission.

.6 ____ Personnel minimize exposure by rolling down sleeves, buttoning collars, and wearing additional clothing equal to a two layer uniform.

.7 ____ Personnel take cover in foxholes, bunkers, armored vehicles, existing shelters (basements, culverts, caves, tunnels, etc.), or lie prone on open ground.

.8 ____ Vehicles are placed behind masking terrain.

.9 ____ Duplicate electronic devices are turned off; erected antennas are disassembled; antennas are tied down. Bare minimum radio equipment remains erected.

.10 ____ All loose items (small weapons, tools, etc.) and highly flammable/explosive items (POL, propellants, missiles, etc.) are placed in armored vehicles or shelters.

.11 ____ Squadron acknowledges the warning before the expected time of burst. All protective measures are implemented.

EVALUATOR INSTRUCTIONS: Evaluator simulates nuclear detonation with an artillery or nuclear blast simulator or informs the unit that nuclear blast has occurred. Evaluator assesses casualties and damage to unprotected personnel and equipment.

KEY INDICATORS: None.

TASK: 3A.l7.B PREPARE FOR A CHEMICAL AGENT ATTACK

CONDITION(S): Squadron is informed that chemical weapons have been used in the theater of operations and that a chemical attack is imminent.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron has and uses a chemical defense SOP which addresses chemical defense/decontamination procedures.

.2 ____ Squadron is directed to increase MOPP consistent with mission, temperature, work rate, and TAC guidance.

.3 ____ Unit tasks that require a high degree of manual dexterity or physical strength, and are difficult to perform in MOPP 4 are identified. Alternate methods, such as rotating or assigning additional personnel, are planned.

.4 ____ Marinas identify criteria for and demonstrate the capabilities for donning the protective mask and chemical protective ensemble.

.5 ____ The buddy system is used to facilitate monitoring/treatment for chemical agent poisoning and emergency decontamination of team members.

.6 ____ Squadron performs its mission while implementing all actions to minimize casualties and damage.

.7 ____ Personnel are wearing the appropriate level MOPP equipment for the condition set.

.8 ____ Portions of essential equipment, munitions, POL, food, and water supplies that cannot be placed in a shelter are covered with expendable or readily decontaminated tarps, shelter halves, or ponchos.

.9 ____ Detector paper is affixed to visible, horizontal surfaces of protective clothing, and on equipment. munitions, etc.

.10 ____ Squadron equipment is checked to ensure the Mll ii filled, individuals have completed M13 and M256 kits, and there is an available water source with a supporting road network.

.11 ____ Potential decontamination sites are reported to higher headquarters.

.12 ____ Available chemical agent alarms are setup and monitored.

.13 ____ Protective NBC equipment and supplies are properly used and maintained in a high state of serviceability.

.14 ___ Marines demonstrate a knowledge of chemical agent symptoms.

EVALUATOR INSTRUCTIONS: Squadron is informed that chemical weapons have been used in theater and that attack is imminent.

KEY INDICATORS: None.

TASK: 3A.17.9 RESPOND TO A CHEMICAL AGENT ATTACK

CONDITION(S): Squadron subjected to a chemical agent attack. Site should support the type of activities being conducted and permit the safe use of simulators and devices.

STANDARDS: EVAL: Y: N: NE

.1 ____ Upon hearing a chemical alarm, personnel take immediate protective measures followed by treatment/decontamination of casualties. (KI)

.2 ____ Personnel automatically mask upon notification of any enemy artillery, rocket, or air attack/overflight.

.3 ____ Personnel automatically mask upon perceiving a suspicious odor, airborne droplets/mist, or smoke from unknown source.

.4 ____ Marines do not unmask until authorized. (KI)

.5 ____ Squadron is able to perform mission for at least 4 hours while in MOPP 4.

.6 ____ Type of chemical agent is identified and reported using available detector kit.

a. If Persistent Agent:

.7 ____ Contamination is located and marked with NATO standard markers.

.8 ____ Location and type of contamination is reported to the higher headquarters.

.9 ____ CO determines if immediate relocation to a clean area is necessary or possible and advises MAGTF/MAG CO.

.10 ____ Priorities are determined for decontamination. Decontamination support is requested if required.

.11 ____ WIA’s are wrapped, marked as contaminated, and evacuated as mission permits. Medical treatment facility is warned.

.12 ____ KIA’s are wrapped, marked as contaminated, and evacuated as mission permits. Graves registration collection point is warned.

a. If Nonpersistent Agent:

.13 ____ Unmasking procedures are followed. (KI)

.14 ____ WIA’s are evacuated to the medical treatment facility as mission permits.

.15 ____ KIA’s are evacuated to the graves registration collection point as mission permits.

.16 ____ Detector units are serviced and returned to operation.

.17 ____ Expended chemical defense items are replaced, as required.

.18 ____ CO adjusts MOPP level, as required.

.19 ____ Squadron is sole to handle and provide first-aid treatment to casualties in a chemical environment.

EVALUATOR INSTRUCTIONS: Selected personnel are presented decontamination training kits and first-aid treatment training devices to "treat designated casualties". Every attempt must be made to provide a realistic situation through devices, scenarios, or other aids believable, well-supported situation imposed by the trainer/evaluator.

KEY INDICATORS:

CHEMICAL CASUALTIES

Chemical casualties are described as:

1. Personnel without mask and hood within arms reach, without decontamination kits, or not wearing chemical protective clothing.

2. Personnel not taking immediate corrective actions upon perceiving the attack; i.e., not masking within 9 seconds or making incorrect use of decontamination kits/first-aid treatment items.

3. Marines who unmask or otherwise assume a lesser degree of MOPP without being authorized to do so.

UNMASKING PROCEDURES

1. When a detector kit is available, the following unmasking procedures will be adhered to:

   a. After determining absence of agents two or three Marines unmask for 5 minutes.

   b. Marines remask and are examined in a shady area for symptoms for 10 minutes.

   c. If no symptoms appear, remainder of unit may unmask.

2. when no detector kit is available, the following unmasking procedures will be adhered to:

   a. Two or three Marines take a deep breath, hold it, break the seal on their masks, and keep their eyes open for 15 seconds.

   b. Then they clear their masks, re-establish the seal and wait 10 minutes.

   c. If no symptoms appear, the same Marines break the seal of their masks, take two or three deep breaths, clear and reseal their masks.

   d. If after 10 minutes no symptoms have appeared, the same Marines unmask for 5 minutes and then remask.

   e. If after 10 more minutes no symptoms have appeared, the rest of the unit may unmask.

TASK: 3A.17.10 PERFORM PARTIAL DECONTAMINATION

CONDITION(S): Personnel and equipment have been contaminated by a chemical agent. Emergency decontamination has been accomplished. Time is not available for complete decontamination. The hazard is such that partial decontamination is required. All personnel maintain a maximum MOPP level. Extent of decontamination is determined and decontamination priorities are established.

STANDARDS: EVAL: Y: N: NE

.1 ____ Personnel decontaminate individual weapons and squadron equipment using appropriate decontamination kits.

.2 ____ Extent of decontamination is determined and decontamination priorities are established

.3 ____ Contaminated protective covers are removed. decontaminated. or discarded.

.4 ____ Decontamination procedures are appropriate to items being decontaminated (KI)

.5 ____ Squadron equipment and vehicles are decontaminated using appropriate expedient devices.

.6 ____ Squadron conducts hasty decontamination of its personnel, if necessary.

.7 ____ Adequacy of decontamination is determined.

1. If inadequate:

a. Procedures are repeated.

b. Decontamination support is requested or:

c. Risk of using equipment is accepted.

.8 ____ Contaminated materials are discarded according to tactical SOP, marked as contaminated, and location provided to the MAGTF command element.

.9 ____ CD reduces MOPP level if required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DECONTAMINATION PROCEDURES

Initial decontamination of unit equipment, vehicles, and weapons may be accomplished by:

a. Removing all gross liquid contamination with sticks or other improvised devices, which are buried after use.

b. Utilizing Mll decontamination equipment filled with DS2 to spray areas frequently used or touched. (Water is used to simulate DS2 in a training environment.)

Contaminated items that may need special decontamination treatment are:

a. POL, food, and water containers and munitions. These are washed with soapy water, rinsed, and thoroughly air dried.

b. Communications equipment, vans, and other electronic equipment. Decontaminated with hot air, by weathering, or all metal parts are wiped with rags soaked with DS2. (Water is used for training purposes).

c. Optical Instruments. Blotted with rags and then wiped with lens cleaning solution or organic solvent.

Adequacy of decontamination is determined using the chemical agent detector kit. If contamination is still present, decontaminate again.

TASK: 3A.17.11 COORDINATE FOR COMPLETE DECONTAMINATION OF EQUIPMENT

CONDITION(S): Squadron equipment has been contaminated by a chemical agent. Emergency decontamination has been accomplished. Time is available for complete decontamination. Decontamination support from a decontamination unit is available upon request.

STANDARDS: EVAL: Y: N: NE

.1 ____ Coordination is made with the decontamination unit as to time of arrival, supplies, equipment, personnel support to be furnished by the contaminated unit, and estimated time of completion of decontamination.

.2 ____ Squadron receives route clearance to Personnel Decontamination Station/Equipment Decontamination Station (PDS/EDS) assembly area. Advance party (personnel to augment decontamination operation and establish security) is dispatched to PDS/EDS.

.3 ____ Main body arrives at PDS/EDS assembly area and organizes for processing.

.4 ____ Decontamination begins as scheduled.

.5 ____ Squadron personnel reorganize in a clean area upwind of residual effects for the resumption of their mission.

.6 ____ CO adjusts MOPP level as required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A. 17.12 EXCHANGE PROTECTIVE CLOTHING

CONDITION(S): The protective clothing is contaminated and a suitable uncontaminated area is available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Individuals don new protective clothing.

.2 ____ Contaminated clothing is removed without transfer of contamination.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A. 17.13 CONDUCT NBC AERIAL SURVEY

CONDITION(S): Safety of aircraft and aircrew is the primary consideration in the conduct of aerial radiological and chemical surveys.

STANDARDS: EVAL: Y: N: NE

.1 ____ Wears appropriate level MOPP gear for condition that is set.

.2 ____ Monitor has internal communications with aircrew.

.3 ____ Aircrew is familiar with course leg technique of radiological survey. (KI)

.4 ____ Aircrew is familiar with point technique of radiological survey. (KI)

.5 ____ Squadron monitor/survey and decontamination teams are ready upon completion of the flight to check for and remove contamination from aircraft.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

COURSE LEG TECHNIQUE

1. Pilot locate. the starting checkpoint of a course leg to be flown and either locates the end checkpoint or determines the azimuth of the course leg.

2. Pilot flies aircraft on the proper course to pa.. over the checkpoint on e straight path to the end checkpoint. When on course he alerts the monitor and gives the altitude above the ground.

3. Pilot commands "Mark" when the aircraft is over the starting checkpoint end flies the course maintaining a constant altitude end speed above ground.

4. Pilot alerts the monitor when aircraft nears the end checkpoint. When the aircraft is over the end checkpoint, the pilot commands "Mark."

POINT TECHNIQUE

1. When the situation permits, the aircraft Lands near the point of interest and the monitor dismounts and proceeds to the selected point and takes a meter reading or tests for the presence of chemical agents.

2. If the situation does not allow for a landing, an aerial radiological reading will he taken.

SECTION 3B

MARINE HEAVY HELICOPTER SQUADRON (HMH)

ENCLOSURE (1)

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MARINE HEAVY HELICOPTER SQUADRON (HMH)

The mission of the HMH is to provide assault helicopter transport of heavy weapons. equipment, and supplies during amphibious operations and subsequent operations ashore. The enclosed standards cover the operational tasks that may be assigned to the unit in a combat environment. They are grouped to allow the unit to utilize any or all of the portions that are applicable to the specific scenario or exercise being evaluated. The MPS's, tasks, and standards are derived from Marine Corps doctrine, tactics, techniques, and field recommendations from Marine Corps commands.

It is recommended that commanders use MCCRES MPS's to establish training objectives and take every opportunity to informally evaluate their unite against these standards. The system provides the commander with a tool to formally or informally evaluate the combat readiness and training of his unit, to identify strengths and weaknesses, and to prioritize the unit's future training requirements.

One of the primary responsibilities of an 1111 squadron/detachment commander and his unit is to plan and execute support of the MAGTF commander's scheme of maneuver. Accordingly, it is recommended and preferred that evaluations he conducted and measured with regard to support of a Marine Air Ground Task Force (MAGTF). This approach maximizes training opportunities end creates a meaningful tactical orientation to facilitate learning and training feedback.

A squadron normally has pilots undergoing training in the Combat Reedy (CR), Combat Qualification (CQ), and Full Combat Qualified (FCQ) phases per the aviation Training and Readiness (T&R) Manuel. Accordingly, MCCRES evaluations should be tailored to include sorties from each of the three phases of training based on combat environment consistent with squadron training and safety requirements. Aircrew will not be evaluated on sorties they haven't previously completed without prior approval of the squadron commander or higher co-and elements.

As the MCCRES evaluation procedures are intended to provide feedback to the commander on unit trends, and highlight necessary future training goals, it is preferred that multiple sorties be scheduled in each flight phase so that as many different aircrew as possible can participate. Simply stated, one "special" aircrew flying a sortie does not give an adequate indication of the unit's training readiness.

It is understood that the number of MCCRES tasks that can he evaluated will be influenced by available training areas, environmental restrictions, units to be supported, external support, time available, and scenarios. MCCRES tasks for squadron assume that personnel and logistic support are sufficient to achieve minimum acceptable standards; however, it is acknowledged that sufficient people, supplies, and equipment are not always available. The standards are written so that those sections applicable to a particular exercise or training scenario can be selected for evaluation. The unit is not penalized if it cannot attempt all the standards. When external factors contribute to limiting the unit's combat readiness, it should be noted and recorded in the overall report.

3B.1 GENERAL KNOWLEDGE

TASK: 3B.1.1 ADMINISTER NATOPS IMMEDIATE ACTION EMERGENCIES EXAM

CONDITION(S): The examination will cover only immediate action emergencies; i.e., those denoted by an asterisk in the NATOPS manual. All available squadron aircrew will take the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron aircrew achieve 90 to 95 percent.

.2 ____ Squadron aircrew achieve 96 to 100 percent.

EVALUATOR INSTRUCTIONS: The squadron must average 90 percent on this exam. Debrief the exam as soon as everyone is finished to reinforce correct responses and correct any wrong responses.

KEY INDICATORS: None.

TASK: 3B.1.2 ADMINISTER TACTICAL MANUAL EXAMINATION

CONDITION(S): Questions for the tactical examination will be requested from higher command/MAWTS-l by the senior evaluator. Local publications that address tactical operations may be used as a source for supplementary questions for the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew achieve 85 percent.

.2 ____ All aircrew achieve 90 percent.

.3 ____ All aircrew achieve 95 percent.

.4 ____ All aircrew achieve 100 percent.

EVALUATOR INSTRUCTIONS: The squadron will be provided with a reasonable notice of what will be evaluated by the examination and a listing of appropriate references. Mark the score achieved and all standards below that score with a "yes."

KEY INDICATORS: None.

TASK: 3B.1.3 ADMINISTER AIRCRAFT AND EQUIPMENT RECOGNITION EXAM

CONDITION(S): The examination will include examples of the major ground, air, and naval weaponry and systems currently employed by western, Communist, and third world nations, as well as recognition of hospital ships. MEDEVAC aircraft, and other medical transports marked with the Red Cross and other distinctive emblems provided for in the Geneva Conventions. The examination should include such additional regional features as fin flashes, national ensigns, etc. All available squadron aircrews will take the examination. 5-2 will provide realistic views from an aircraft perspective.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew achieve 85 percent.

.2 ____ All aircrew achieve 90 percent.

.3 ____ All aircrew achieve 95 percent.

.4 ____ All aircrew achieve 100 percent.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.1.4 ADMINISTER RULES OP ENGAGEMENT EXAMINATION

CONDITION(S): The examination will consist of actions required in relation to actual squadron contingencies to include classified briefing information, as appropriate.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew achieve 85 percent on published standard ROE Exam.

.2 ____ All aircrew achieve 90 percent.

.3 ____ All aircrew achieve 95 percent.

.4 ____ All aircrew achieve 100 percent.

EVALUATOR INSTRUCTIONS: The evaluator must provide the ROE as the contingencies dictate; i.e., JCS Peacetime Rule. of Engagement, Law of Land Warfare. and local ROE, both classified and unclassified.

KEY INDICATORS: None.

3B.2 GENERAL SQUADRON PLANNING

TASK: 3B.2.1 CONDUCT ADMINISTRATION PLANNING

CONDITION(S): The squadron is in receipt of an operations order requiring them to deploy and support tactical operations of a MAGTF. The S-1 commences planning and liaison with outside units, as directed.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses published SOP’s in planning and coordinating predeployment activities.

.2 ____ Identifies any personnel shortages and requests augmentation.

.3 ____ Submits orders request with sufficient lead-time.

.4 ____ Screens personnel records for personnel deployability.

.5 ____ Arranges for advance per diem, as necessary.

.6 ____ Identifies advance party and rear det personnel.

.7 ____ Coordinates postal handling procedures for deployed personnel.

.8 ____ Revise by reporting procedures.

.9 ____ Arranges provisions for payment of deployed personnel.

.10 ____ Coordinates for the availability of a flight surgeon and corpsmen for the deployment.

.11 ____ Arranges for endorsement of orders at all deployment sites, if required.

.12 ____ Issues meal cards, as appropriate.

.13 ____ Ensures comrats and BAS's are properly reflected on the unit diary.

.14 ____ Makes the appropriate entries for accumulated deployed time and sea duty on unit diary.

.15 ____ Arranges for COMM shift and message releasing authority at the deployed site.

.16 ____ Prepares personnel affairs briefs for dependents.

.17 ____ Plane special services requirements at deployed site.

.18 ____ Arranges for PAO augmentation, if required.

.19 ____ Arranges for hometown news releases, if desired.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.2.2 CONDUCT LOGISTICS PLANNING

CONDITION(S): The squadron is in receipt of an operations order requiring it to deploy and support tactical operations of a MAGTF. The 5-4 commences planning and liaison internally and with outside units, as directed.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives higher command guidance and attends all planning conferences.

.2 ____ Accomplishes planning per published SOP's and deployment checklists, to include attached units.

.3 ____ Coordinates SAAM requests with ACE/MALS 5-4.

.4 ____ Coordinates the load plan with ACE/MALS 5-4.

.5 ____ Ensures that all certifying officials are available for the transport of hazardous material, per MCO P4030.19.

.6 ____ Plane for MHE at all points of embarkation and debarkation.

.7 ____ Plans and coordinates with the ACE/MALS S-4 for the provision and use of special equipment to support the MAC airlift of disassembled helicopters (main gear box/rotor stand, main rotor blade stand sets, wheel chocks, hydraulic jacks, NT-4 equivalent tow bars, specified quantities/dimensions of plywood for parking and shoring, etc.).

.8 ____ Coordinates with the embarkation chief, AMO, and 5-3, as appropriate, for the schedule and procedures for helicopter disassembly, preparation for loading, unloading, reassembly, and operational flight testing upon reassembly, during airlift operations.

.9 ____ Plans for all squadron ground transportation requirements; i.e., to and from billeting and work spaces, messhall, ordnance areas, duty vehicles, refuel/defuel drivers, buses for PAX, and trucks for baggage/large cargo.

.10 ____ Coordinates with the S-3 for the LOI outlining the timetable for embarkation including weight allowances and staging areas.

.11 ____ Plans for squadron packup to be staged and weighed in advance, to include supply packup and GSE gear.

.12 ____ Coordinates for working parties to assist in the loading and unloading of transports. and to accompany the transport aircraft, if required.

.13 ____ Coordinates procedures with ACE/MALS IMA for acquiring and transporting aircraft parts not currently onhand to the deployed site.

.14 ____ Coordinates with ACE/MALS supply for generators, tents, sleeping bags. cots, blankets, heaters, lights, and water trailers if barracks will not be used.

.15 ____ Coordinates with ACE/MAG 5-4 for any special equipment C782 gear, NBC MOPP gear, cold-weather/desert equipment. T/O weapons) to be issued to individuals.

.16 ____ Plans for head/shower/laundry facilities, if required, and submits requirements to the ACE/MAG 5-4.

.17 ____ Establishes a Point Of Contact (POC) at the deployment site, if available.

.18 ____ Coordinates location of office spaces and maintenance areas for all squadron departments.

.19 ____ Plans billeting and submits requirements to ACE/MAG 5-4.

.20 ____ Coordinates the availability of electrical power and pressurized air for maintenance spaces at the deployed site.

.21 ____ Coordinates any food service requirements (messmen, cooks) and hours of operation at deployed site.

.22 ____ Identifies or establishes medical/dental capabilities at the deployed site.

.23 ____ Coordinates with the CEO for communications requirements to include telephones/intercoms/radios.

.24 ____ Coordinates the amount and types of fuel required at the deployed site.

.25 ____ Coordinates security requirements for billeting and working areas.

.26 ____ Coordinates the ordering of ordnance and expendables with S-3.

.27 ____ Coordinates for explosive device storage at the deployed site.

.28 ____ Coordinates the disposal of hazardous waste at the deployed site.

.29 ____ Ensures coordination with CSSD for personnel and equipment for the FARP. (See MPS 35.15.).

.30 ____ Determines Classes I and III requirement.

.31 ____ Ensures HST has required equipment for conducting operations, if necessary.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None

TASK: 3B.2.3 CONDUCT MAINTENANCE PLANNING

CONDITION(S): The squadron is preparing to function as part of a MAGTF. A variety of missions can be anticipated requiring sections, divisions. and multiple division strength. Liaison is being conducted with the IMA.

STANDARDS: EVAL: Y: N: NE

.1 ____ Identifies and coordinates any personnel shortages with the S-1 for forwarding to the MAG for assistance, as required.

.2 ____ Identifies the advance and trail maintenance packup and the prepositioning of components (engines, struts. etc.) to MALS supply.

.3 ____ Notifies 5-1 of advance and trail maintenance personnel for the coordination of paychecks, orders, health records, etc.

.4 ____ Plans advance and trail maintenance party. ensuring that appropriate licensed personnel are available (CDI's, high-power turn-up personnel. etc.) as well as any special equipment noted for embarkation, if movement to a new support base is required.

.5 ____ Ensures that advance and trail maintenance designated supervisory personnel have message releasing authority.

.6 ____ Ensures that clearance for maintenance personnel message pickup authority is delivered to the message center.

.7 ____ Coordinates with S-1 for any request for wills, allotments, dependent powers of attorney, expiring I.D. cards, etc.

.8 ____ Coordinates with the S-3 to determine the number of sorties anticipated and required, aircraft configurations, and best utilization of available assets.

.9 ____ Informs CO and S-3 of any shortcomings of assets available to meet the operational requirements.

.10 ____ Coordinates the ordnance requirements with S-3 in a timely manner to allow the request to be conveyed to MAG ordnance.

.11 ____ Coordinates with the S-3 for a conference at the deployed site to include representatives from supply, base operations, ATC, IMA, ordnance, fuel farm, billeting, and security to ensure coordinated efforts for aircraft support.

.12 ____ Reviews SOP's, lessons learned, etc.

.13 ____ Uses squadron SOP in planning briefings on disaster preparedness.

.14 ____ Screens aircraft logs to ensure that no aircraft inspections will interfere with the operational requirements; i.e., phase inspection, appropriate day inspection, changing of high-time components, etc.

.15 ____ Identifies necessary test equipment and ground support equipment (engine stands, nitrogen carts, jacks, NC units, light units, SATS loaders, hydraulic jenny, etc.), for use at the deployed site and coordinates this with the 6-4.

.16 ____ Coordinates with IMA to make XRAY/NDI equipment available, if necessary.

.17 ____ Ensures the PEB's are stocked.

.18 ____ Ensures that all calibrated equipment is up-to-date including gauges. torque wrenches, jacks, tire changing kits, and avionics equipment.

.19 ____ Coordinates with IMA GSE for any predeployment licensing needed.

.20 ____ Coordinates with IMA to make available high use items including brakes, tires, black boxes, and high-time items.

.21 ____ Coordinates with the squadron 5-4 for necessary transportation to replenish aircraft parts and other supplies.

.22 ____ Coordinates with the squadron 5-4 for transportation of maintenance personnel to and from billeting, work spaces, and dining facilities, if required.

.23 ____ Coordinates with squadron 5-4 for any special personnel equipment requirements; field jackets, 782 gear, cold-weather gear, mosquito nets, etc.

.24 ____ Coordinates disposal of hazardous waste with the 5-4.

.25 ____ Coordinates with the 5-4 for required ordnance vehicles.

.26 ____ Plans facilities for storage of explosive items, if required.

.27 ____ Ensures key maintenance personnel (shop NCOIC's, QAR's) are available during predeployment workup, and if not, makes the appropriate adjustments to work schedules.

.28 ____ Reviews the number of licensed personnel to ensure that appropriate personnel are available for each working crew including high power turnip, GSE personnel, tow qualified personnel, plane captains, ordnance drivers. and CDI's.

.29 ____ Rehearses the reclamation teem and inventories equipment for serviceability, to include e radio for communication, lighting, foul-weather gear, water, and rations for several days.

.30 ____ Coordinates with the 5-2 and 5-3 for security forces augmentation requirements.

.31 ____ Plans for maintenance area security of any required classified material and coordinates with 5-2 and 5-4.

.32 ____ Makes special arrangements for food services to accommodate unusual work schedules, if required.

.33 ___ Coordinates the establishment of communications between ready room. and maintenance control including the monitoring of squadron base frequency.

.34 ____ Ensures that maintenance intercom/radio system between working spaces is installed and working, if available.

.35 ____ Ensures that maintenance control has access to key phone numbers and radio frequencies such as security, crash crew, fire department, fuel farm, supply, key maintenance personnel, enlisted billeting, G5E, etc.

.36 ____ Ensures that all maintenance personnel are aware of the threat alert conditions, the methods used by the squadron to signal enemy attacks, and individual actions to take place.

.37 ____ Ensures briefings are held to keep maintenance personnel abreast of the tactical situation.

.38 ____ Plans for and identifies necessary equipment which should be available for use in an NBC environment.

.39 ____ Identifies aircraft wash facilities.

.40 ____ Determines hand tool requirements.

.41 ____ Identifies and provides reports required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.2.4 CONDUCT OPERATIONS PLANNING

CONDITION(S): The squadron has received an initiating directive informing them of impending operations as part of a MAGTF. All liaison has been performed, and initial planning has begun. An operations order has been developed and unit SOP's are available. Day and night operations will be assigned, and will require integration with supported units as well as adjacent aviation elements.

STANDARDS: EVAL: Y: N: NE

.1 ____ ACE/squadron commander's guidance and intent has been received.

.2 ____ Ensures that squadron staff officers become thoroughly familiar with the operations plan and ensures delivery of warning order.

.3 ____ Plans aircrew assignments to the level of the crews qualifications; i.e., CR, CQ, and FCQ.

.4 ____ Sufficient NVG qualified crews are available to man all primary aircraft account (PAA) aircraft.

.5 ____ Sufficient TURF qualified crews are available to man all assigned aircraft per the PM.

.6 ____ Sufficient ACM qualified crews are available to man all PM aircraft.

.7 ____ Sufficient crewchiefs are available to man all PM aircraft.

.8 ____ Sufficient aircrew are available to carry troops while on NVG missions.

.9 ____ Coordinates the development of the EEI's with the S-2. (KI)

.10 ____ Establishes early liaison with the MAGTF staff operations planners.

.11 ____ Makes initial estimate of squadron capabilities as they pertain to the assigned mission(s).

.12 ____ Provides projected aircraft availability for the MAGTF commander/staff, based on the assigned mission.

.13 ____ Develops planning figures for a surge effort.

.14 ____ Establishes operational plans using unit SOP's and tactical manuals.

.15 ____ Coordinates with adjacent staff members CS-4, Maintenance, Supply, Communications, etc.) to ensure the availability of squadron support assets; i.e., full systems aircraft, EW equipment, secure voice equipment, fuel, GSE, etc.

.16 ____ Assigns liaison operations team to supported unit.

.17 ____ Involves appropriate command and control agencies (DASC, TADC, ATC) in initial planning and briefings.

.18 ____ Establishes briefing times and Location.

.19 ____ Institutes EW procedures by SOP to include MIJI reports, IFF/SIF authentication, and EMCOM procedures.

.20 ____ Coordinates the use of EW assets available per doctrine.

.21 ____ Establishes supporting plan to accomplish the MAGTF commander's C3CM strategy. (KI)

.22 ____ Establishes divert criteria caused by weather minimums.

.23 ____ Aide in preparation of a deception plan that is believable, consistent with tactical doctrine, SOP, and threat analysis.

.24 ____ Develops an emergency TRAP contingency plan which includes guidance as to the authority to destroy aircraft, if required.

.25 ____ Uses SOP for procedures of enemy and friendly NBC strikes, reports required, equipment issued, promulgation of MOPP levels, and aerial radiological and chemical surveys.

.26 ____ Coordinates aerial observer support.

.27 ____ Develops post assault aviation employment plan to include staging of aircraft, resupply, and reinforcements.

.28 ____ Provides guidance to aircrews on security and delivery of prisoners of war by aviation units.

.29 ____ Formulates scatter plans.

.30 ____ Plans for recommended locations of the FARP(s).

.31 ____ Plans for MEDEVAC capability Cs contained in the SOP. (See MPS 38.14.) (KI)

.32 ____ Coordinates requirements with maintenance personnel for changes to airframe configurations required to support missions.

.33 ____ Coordinates and provides input to the loading plan.

.34 ____ If paradrops are planned, coordinates marking of LZ with LZ control team.

.35 ____ Establishes command and control procedures for LZ's as contained in the SOP.

.36 ____ Updates any changes to RTF procedures or routes.

.37 ____ Plans standby crews, when necessary.

.38 ____ Plans use of TERPS and/or TAMPS for mission planning.

.39 ____ Plans Class V(A) requirement.

EVALUATOR INSTRUCTIONS: None.

RET INDICATORS:

INTELLIGENCE ESTIMATE

1. analysis of AOR: To include analysis of military geography, topography, hydrography, climate, and weather.

2. analysis of enemy capabilities: To include type and location of air defense weapons, capability to detect and react, capabilities of enemy aircraft, and enemy tactics.

3. Conclusions: Most likely enemy CA's and enemy vulnerabilities.

OVERALL DECEPTION PLANNING

1. Determines if enemy's capabilities warrant use of deception.

2. Determines if there is sufficient time to formulate, write, organize, and carry out the deception.

3. analyzes enemy perceptions of operational area.

4. Analyzes CA's available to the enemy.

5. Identifies logical opportunity to integrate deception plan with ground scheme of maneuver.

6. Plans for flexibility to counter any unexpected enemy reaction.

7. Coordinates with higher units and agencies that will participate or be affected by implementation of the plan.

8. Develops deception events that support the plan.

1. Threat analysis.
2. Protect C3:
    a. Make use of secure communications.
    b. Utilize alternate means of communications.
    c. Exercise emission control.
3. Counter C3: Identify threat critical nodes.
4. Electronic warfare (EW):
    a. Electronic support measures (ESM).
    b. Electronic countermeasures (ECM).
    c. Electronic counter-countermeasures (ECCM)
    d. Physical destruction.

TASK: 3B.2.5 EXECUTE OPERATIONS DUTY OFFICER (ODD) TASKS

CONDITION(S): The operations/squadron duty officer is a key link to the effective control of employed squadron aircraft and as such should be evaluated through flight operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ Is capable of providing information for assisting pilots during airborne emergencies, as required.

.2 ____ Ensures the squadron common net is monitored during flight operations.

.3 ____ Continually monitors the flight schedule.

.4 ____ Establishes priorities for assignment of available aircraft.

.5 ____ Monitors crewday and flight-time limitations.

.6 ____ Ensures essential information is available to flightcrews and weight and balance forms are filled out. (KI)

.7 ____ Keeps the TACC/higher command element informed of current flight operations.

.8 ____ Ensures availability and readiness of standby aircrew and aircraft.

9 ____ Knows, and executes, the necessary procedures for overdue aircraft per premishap plan.

10 ____ Duty officer reacts to 5 staged mishap per squadron SOP.

EVALUATOR INSTRUCTIONS: Evaluator should be familiar with squadron flight operations SOP.

KEY INDICATORS:

0D0 ESSENTIAL INFORMATION

The duty officer should ensure the following information is available and briefed to the flightcrews:

1. Current weather and forecast.
2. Deck spot or parking spot.
3. Divert fields/decks.
4. Frequencies/call signs.
5. NAVAIDS.
6. ID/status.
7. Nearest land, if deployed aboard ship.
8. Recovery time/schedule.
9. NOTAM's.
10. BRC/PIM.
11. Fire plans.
12. Updated tactical admin read and initial board.

TASK: 3B.2.6 CONDUCT INTELLIGENCE PLANNING

CONDITION(S): The squadron is in receipt of an operations order requiring them to deploy and support the tactical operations of a MAGTF. The 5-2 commences planning and liaison immediately. It is imperative that intelligence planning/collection he completed in a timely manner SQ it will be useful to the aircrew during their later mission planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives MAGTF commander's planning guidance and intent.

.2 ____ Requests EEI's from the higher command element to include enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities, weather conditions in the AOR, prominent terrain in the AOR, and safe areas and divert fields.

.3 ____ Prepares a preliminary aviation intelligence estimate to furnish the squadron commander with sufficient intelligence to formulate basic decisions and assist in issuing planning guidance to squadron personnel.

.4 ____ Makes early distribution of the intelligence estimate to all staff officers to allow them to proceed with their planning functions.

.5 ____ Determines, based on the assigned missions and the commander's guidance, additional EEI's and OIR's of the squadron.

.6 ____ Phrases the additional EEI's for forwarding to higher command elements in simple, concise statements which include a positive directive, qualifying questions, and items inviting special attention.

.7 ____ Recommends a priority of effort to the higher command element to satisfy the squadron's intelligence requirements based on the tactical situation and the mission(s) assigned.

.8 ____ Determines squadron requirements for maps, charts, aerial imagery, photographs, and other graphic aids after inventorying onhand assets.

.9 ____ Requests any necessary graphic aids not onhand.

.10 ____ Disseminates all necessary information. graphic aids, and "smart packs" to aircrews as required, in time for mission planning.

.11 ____ Plans and reviews procedures for requesting satellite intelligence information.

.12 ____ Develops a collection plan to support the mission.

.13 ____ Plans communications requirements for sending and receiving intelligence information.

.14 ____ Coordinates with MAGTF G-2 and S-2 in the development of collection plan requirements including visual reconnaissance assignments to squadron aircrew.

.15 ____ Participates in all briefings of aircrews and provides updated intelligence information prior to each launch.

.16 ____ Plans and conducts an intelligence debrief for every aircrew that completes a mission.

.17 ____ Records information gathered from aircrews systematically for ease of study and comparison, and forwards this information immediately to all appropriate command elements.

.18 ____ Develops and maintains a complete EOB to include information on enemy missiles, aviation assets, EW capabilities, naval forces, ground forces, and coordinates dissemination means with the S-3.

.19 ____ updates all staff members on newly acquired intelligence information as it becomes available.

.20 ____ Provides routine intelligence reports to higher and adjacent elements as required in the operations order.

.21 ____ Plane to submit reports ontime to higher commands.

.22 ____ Plans for and requests TERPES/TAMPS date.

EVALUATOR INSTRUCTIONS: Provides, as requested, information that enables 5-2 to accomplish assigned tasks and disseminate enemy order of battle.

KEY INDICATORS:

INTELLIGENCE COLLECTION MANAGEMENT

The following items must be completed:

1. Prepare and maintain a squadron collection plan.

2. Coordinate the development and approval of squadron EEI’s.

3. Submit requests for information (RI) to higher echelons, as required.

ELECTRONIC WARFARE (EW)

EW incorporated into EW mission planning should include:

1. Target significance.

2. Threat disposition to include early warning and GCI radars, AX, SAM/AM, and EW capabilities.

3. Threat capabilities to include early warning and GCI radars, AZ. SAM/AM, and EW capabilities.

4. Mission ECM/ECCM capabilities.

5. Application of threat information in determining route selections, target attack tactics, support requirements, and SEAD tactics planning.

6. Preparation of detailed intelligence maps and charts and plotting of radar horizons.

7. Appropriate light level calendar.

TASK: 3B.2.7 CONDUCT INTELLIGENCE UPDATE BRIEFING

CONDITION(S): The operations order has been issued and the squadron is assigned missions in tactical support of a MAGTF. All liaison has been performed and initial intelligence information has been disseminated. Mission commanders have been assigned and hold a brief prior to each mission where designated S-2 representatives will give an intelligence update.

STANDARDS: EVAL: Y: N: NE

.1 ___ Updates briefing on detailed ground scheme of maneuver. forces end weapons involved, enemy concentrations, control points, ingress/egress routes, end the latest aerial imagery.

.2 ____ Updates EEI's for visual reconnaissance by squadron aircrew.

.3 ____ Updates any threat capabilities and changes to tactics or vulnerabilities.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3B.3 CONTINUING ACTION BY MARINES

TASK: 3B.3.1 DEMONSTRATE INDIVIDUAL DISCIPLINE

CONDITION(S): The squadron is conducting tactical operations from a forward area. Enemy forces are in the area possessing weapons capable of direct and indirect fire, rotary-wing and fixed-wing aircraft, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit discipline is demonstrated by individual members being in control of themselves and contributing to mission accomplishment.

.2 ____ Marines take care to safeguard end clean their weapons, both individual and crew-served. daily.

.3 ____ Vehicles, generators, etc., are given regular maintenance by the Marines assigned to operate them.

.4 ____ Marines employ fire control and fire discipline when engaged. Random waste of ammunition is not tolerated by unit leaders.

.5 ____ Marines do not waste or abuse unit supplies or material.

.6 ____ Supplies are safeguarded from the enemy and from the weather and are not scattered as litter on the terrain.

.7 ____ Marines operating radios do not expose themselves to radio direction finding (RDF) by unnecessarily wordy or repetitious message traffic. Standard prowords are used and communication checks are limited. All personnel using radios adhere to required standards of performance regardless of grade.

.8 ____ Leaders actively promote field sanitation and personal hygiene by policing the area and enforcing use of designated heads and good personal health habits.

.9 ____ Unit leaders actively enforce rules of engagement and he law of war, individual Marines exercise appropriate discipline in this regard.

EVALUATOR INSTRUCTIONS: Evaluators will use the 90 percent rule (90 percent of the Marines 90 percent of the time) to determine whether requirements are being met.

KEY INDICATORS: None.

TASK: 3B.3.2 DEMONSTRATE PROPER DISPERSION OF PERSONNEL AND EQUIPMENT

CONDITION(S): The squadron is conducting tactical flight operations from a forward area with the enemy reported to be in the vicinity possessing direct and indirect fire weapons, rotary-wing and fixed-wing aircraft, and EN capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Tentage, equipment, aircraft, vehicles, and radios are placed in such a manner as to reduce their vulnerability to bursting munitions.

.2 ____ Firing positions for crew-served weapons generally are separated by a minimum of 30 to 35 meters.

.3 ____ Disperses all vehicles and aircraft and takes advantage of terrain features to the maximum degree possible to seek cover and concealment, yet avoids positions that will cause difficulty in exiting.

EVALUATOR INSTRUCTIONS: This task is applicable throughout the exercise. Evaluator reaches a YES evaluation based on his observation that 90 percent of the Marines in the unit participate throughout the exercise with the quality of performance defined by the requirements.

KEY INDICATORS: None.

TASK: 3B.3.3 DEMONSTRATE PROPER USE OF COVER

CONDITION(S): The squadron is conducting tactical flight operations from a forward area with the enemy reported to be in the vicinity possessing direct and indirect fire weapons, rotary-wing and fixed-wing aircraft, and EN capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Individual Marines, including vehicle drivers, demonstrate by tactical and personal example an understanding of use of covered routes and covered positions.

.2 ____ Aircraft and vehicles do not remain in exposed locales but move immediately to the nearest cover.

.3 ____ Equipment, tentage, radios, aircraft, and vehicle parking areas are sited to take advantage of cover provided by natural terrain. features.

.4 ____ Individual and crew-served weapons firing position. are established in areas that permit use of natural cover while still allowing observation and adequate fields of fire.

.5 ____ All individual Marines and crew-served weapons elements make use of available material to improve cover.

EVALUATOR INSTRUCTIONS: This task is applicable throughout the exercise. Evaluator reaches a YES evaluation based on his observation that 90 percent of the Marines in the unit participate throughout the exercise with the quality of performance defined by the requirements.

KEY INDICATORS: None.

TASK: 3B.3.4 DEMONSTRATE PROPER CAMOUFLAGE AND CONCEALMENT

CONDITION(S): The squadron is conducting tactical flight operations from a forward site with the enemy reported to be in the area possessing direct and indirect fire weapons, rotary-wing and fixed-wing aircraft, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that the principles of camouflage siting, discipline. and construction are employed continuously throughout the operations.

.2 ____ Uses natural materials and camouflage screen support systems to conceal positions, aircraft, and vehicles.

.3 ____ Camouflages dl positions to prevent identification by enemy aircraft.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.3.5 CONDUCT LOCAL SECURITY OPERATIONS

CONDITION(S): Enemy reconnaissance units have been sighted in close vicinity to squadron positions. These forces possess direct and indirect fire, rotary-wing and fixed-wins aircraft, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs and inspects Marines assigned local forward security missions.

.2 ____ Emplaces Marines and weapons in positions which control enemy avenues of approach, offer good observation, fields of fire, concealment, and cover.

.3 ____ Employs local security measures which provide for early warning, continual observation, and counter-reconnaissance screening to avoid the element of enemy surprise.

.4 ____ Individual weapons are available and ready for use at all times.

.5 ____ Individual Marines are aware of signals for lifting or shifting fires.

.6 ____ Individual weapon shooters provide immediate well-aimed volume of fire at the sectors of fire assigned to each weapon.

7 ____ Hand grenades are available and Marines are proficient in their use.

.8 ____ Considers active and passive OPSEC measures to prevent surprise and to provide greater security.

.9 ____ Positions elements to allow for their mutual support, emphasizing coordinated surveillance, exchange of information, coordinated fires, final protective fires. and patrolling.

.10 ____ Organizes defensive positions to allow for all-round defense.

.11 ___ Plans primary and supplementary position..

.12 ____ Maintains the dispersion of units and individuals throughout the operation to avoid excessive casualties.

.13 ____ Makes maximum use of surveillance device. in order to detect enemy movement.

.14 ____ Uses available time effectively in the planning and preparation of defensive positions.

.15 ____ Disseminates combat information acquired by security element. throughout the unit and as required to higher command elements.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.3.6 DEMONSTRATE CORRECT RESPONSE TO ENEMY ELECTRONIC WARFARE (EW) CAPABILITY

CONDITION(S): The squadron is conducting tactical flight operations from a forward site while the enemy is known to have EW capability.

STANDARDS: EVAL: Y: N: NE

.1 ____ All radio nets specified as covered circuits in the communications plan are operated in the covered mode.

.2 ____ CEOI instructions for daily changing of frequencies and call signs are observed.

.3 ____ observes emission control (EMCON) procedures.

.4 ____ Choose. communication sites that provide for terrain masking to minimize enemy probability of intercept.

.5 ____ Marines require authentication when operating unsecure radio and wire nets.

.6 ____ CEOI allocates alternate frequencies for critical radio nets.

.7 ____ Marines operating radios recognize enemy jamming (as opposed to equipment malfunction.), do not reveal effectiveness of enemy jamming efforts, and continue to attempt to communicate.

.8 ____ Proven or suspected enemy electronic activity is reported to the supported unit by a MIJI report via wire. messenger or other secure means in a timely manner.

.9 ____ Relays communications by alternate mans "hen radio nets are effectively jammed.

.10 ____ Marines operating radios and officers transmitting on those radios do not compromise unit locations, strength, or commit other "Beadwindow" security lapses.

.11 ____ Expedient directional antennae are used to the maximum extent possible.

.12 ____ Uncovered transmissions are accomplished in such a way as to discourage radio direction finding.

.13 ____ Communications security material of all types is safeguarded.

.14 ____ Low-priority and routine massages are sent by means other than radio communications.

.15 ____ Brevity codes promulgated by the appropriate communications SOP are employed.

EVALUATOR INSTRUCTIONS: The task is applicable in all instance. in which the aggressor force described as the threat in the published scenario has an electronic warfare capability. Evaluator should determine in concert with the TEC the degree of application prior to start of the exercise.

KEY INDICATORS: None.

TASK: 3B.3.7 DEMONSTRATE CORRECT RESPONSE TO ENEMY AIR CAPABILITIES

CONDITION(S): The squadron is conducting tactical flight operations. The enemy, in addition to direct and indirect fire and EW capabilities, has a fixed-wing and rotary-wing aircraft capability.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit has established procedure. for both passive and active air defense.

.2 ____ Air guards are designated. (KI)

.3 ____ Unit has an alarm system to warn of air attack.

.4 ____ Marines within the unit are aware of the meaning of the alarm.

.5 ____ If given advance warning of approaching hostile aircraft, Marines react by dispersing per established passive measures and by taking appropriate active defensive actions when attacked.

.6 ____ Unit machinegun teams engage enemy aircraft when under attack.

.7 ____ Small unit leaders demonstrate ability to concentrate smell arms fire against attacking aircraft.

.8 ____ Unit reports attack by enemy air to higher headquarters using a flash message.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIR GUARDS

Air guards within each subordinate element are designated to watch for the approach of hostile aircraft. These Marines are not specially trained beyond careful instruction by their immediate leader. They are able to:

1. State the nature of the threat; i.e., fixed-wing jet, fixed-wing prop, or rotary-wing.

2. Describe the signal established as the alarm for attack.

3. Identify friendly aircraft that are in support of the unit.

TASK: 3B.3.8 DEMONSTRATE CORRECT TREATMENT OF ENEMY PRISONERS OF WAR

CONDITION(S): The squadron has taken prisoners of war (EPW's) and has designated a EPW collection point.

STANDARDS: EVAL: Y: N: NE

.1 ____ The squadron has and uses SOP for processing EPW's.

.2 ____ EPW's are searched immediately upon capture; weapons and items of potential intelligence value are tagged and evacuated at the same time as the EPW; personal items and protective clothing and equipment are returned to the EPW. (KI)

.3 ____ Individual Marines handling EPW's segregate them by type (sex, grade, and combatant status). (KI)

.4 ___ EPW's are allowed to retain personal protective equipment (e.g., helmet, gas mask, etc.). (KI)

.5 ____ EPW's are required to remain silent and not permitted to converse among themselves. (KI)

.6 ____ EPW's are processed with speed to obtain maximum intelligence benefits. (KI)

.7 ____ Marines handling EPW's ensure that they are safeguarded from abuse and from hazards of enemy fire. (KI)

.8 ____ Perishable information obtained from EPW's is reported immediately to higher headquarters. (KI)

.9 ____ Enemy casualties receive same medical care and MEDEVAC priority as unit casualties with any difference in treatment based solely on medical considerations. (KI)

.10 ____ EPW's are escorted under guard to the designated collection point as soon as possible.

.11 ____ EPW's and all recovered equipment/documents are transferred to higher command element as soon as possible.

EVALUATOR INSTRUCTIONS: Evaluator ensures that EPW's are not mistreated.

KEY INDICATORS:

SEGREGATION

The segregation of EPW's requires that individual EPW's be identified as belonging to a particular category. While time and combat conditions may not permit the detailed interrogation of EPW's to make all such determinations, it should be possible to readily identify and separate EPW's into groups by sex and into subgroups such as enlisted, officer, civilians, and political figures. This keeps the leaders from promoting escape efforts, and will assist in maintaining discipline.

SEARCHING

EPW's should be disarmed and searched for concealed weapons, equipment, and documents of particular intelligence value immediately upon capture. unless the number of EPW's captured, enemy action, or other circumstances 'sake such a search impracticable. Until each EPW is searched, Marines must be particularly alert to prevent the use of concealed weapons or the destruction of documents or equipment.

SILENCE

Silence EPW's and do not let them talk to each other. Should a EPW be heard or observed doing anything unusual, note and report this information for interrogation purposes.

SAFEGUARD

The handling of EPW's will be per the 1949 Geneva Convention and they will be safeguarded at all times. While evacuating EPW's to the rear, do not let them bunch up, spread out too far, or start diversions. Before evacuating a EPW, attach a tag to him which reflects date/time of capture, place of capture, capturing unit, and circumstances of capture.

SPEED

Evacuate EPW's to the designated battalion/regimental collection point as scan as possible.

EQUIPMENT

Items of personal or individual equipment which are new or appear to be of a type not previously Been may be of intelligence value and should be processed via intelligence channels.

DOCUMENTS

A captured document is any piece of recorded information which has been in the hands of the enemy. When such documents are taken from a EN for safekeeping and delivery to intelligence personnel, care must be taken to secure that they can later be identified with the individual EPW from whom they were taken. Documents and records of a personal nature must be returned to the EN from whom they were taken. In no instance should the personal identity card of a EN be taken.

PERSONAL EFFECTS

EPW's should be permitted to retain protective equipment such as helmets, protective masks, and like items; effects and articles used for clothing or eating, except knives and forks; rations; identification cards or tags; and badges of grade and nationality. When items of equipment issued for personal protection are taken, they must be replaced with equivalent items serving the same purpose. Although money and other valuables may be taken from EPW's as a security measure, they must be receipted and a record must be maintained.

MEDICAL CARE

EPW's are entitled to the acme medical care as friendly casualties, to include MEDEVAC priority. Any difference in treatment must be based solely on medical considerations.

TASK: 3B.3.9 DEMONSTRATE CORRECT TREATMENT OF CASUALTIES

CONDITION(S): The squadron is conducting tactical flight operations from a
forward site and has taken casualties that require evacuation. The squadron has designated a medical collection point.

STANDARDS: EVAL: Y: N: NE

.1 ____ Marines dealing with casualties prior to arrival of corpsmen demonstrate buddy aid knowledge in treatment of fractures, penetrating wounds, and sucking chest wounds.

.2 ____ Marines tagged as lightly wounded apply self aid.

.3 ____ Marines who must he evacuated are transported by man carry, litter, vehicle, or helicopter to the collection point or treatment site in a tactically sound and expeditious manner that still shows regard for the type of wound of the casualty.

.4 ____ Casualty reporting begins immediately after a Marine is tagged. starting at the level of the junior leader and terminating at the unit headquarters.

EVALUATOR INSTRUCTIONS: Marines. including officers, who are tagged with incapacitating wounds drop when 'hit." Marines tagged as incapacitated do not move under their own cower, relying on other Marines to nova them.

KEY INDICATORS: None.

TASK: 3B.3.10 DEMONSTRATE MAINTENANCE PERFORMANCE

CONDITION(S): Aircraft availability, response reliability, and maintenance effectiveness are evaluated throughout the scenario. Al closely as possible, combat operations and tempo shall be simulated, but must not interfere with current safety regulations and standards.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircraft availability 50 to 59 percent or higher.

.2 ____ Aircraft availability - 60 to 69 percent or higher.

.3 ____ Aircraft availability - 70 to 79 percent or higher.

.4 ____ Aircraft availability - 80 to 89 percent or higher.

.5 ____ Aircraft availability - 90 to 100 percent.

.6 ____ Response reliability - less than 70 percent. (KI)

.7 ____ Response reliability - 70 to 79 percent or higher.

.8 ____ Response reliability - 80 to 89 percent or higher.

.9 ____ Response reliability - 90 to 100 percent.

.10 ____ Maintenance effectiveness - less than 70 percent.

.11 ____ Maintenance effectiveness - 70 to 79 percent or higher.

.12 ____ Maintenance effectiveness - 80 to 89 percent or higher.

.13 ____ Maintenance effectiveness - 90 to 100 percent.

.14 ____ Seventy percent of tested Mode iv units were operational.

.15 ____ Eighty percent of tested Mode Iv units were operational.

.16 ____ Ninety percent of tested Mode iv units were operational.

.17 ____ One hundred percent of tested Mode iv units worked successfully.

.18 ____ Seventy percent of tested secure voice units worked successfully.

.19 ____ Eighty percent of tested secure voice units worked successfully.

.20 ____ Ninety percent of tested secure voice units worked successfully.

.21 ____ One hundred percent of tested secure voice units worked successfully.

.22 ____ Processing of discrepancies begins immediately following aircrew return to squadron/maintenance area.

EVALUATOR INSTRUCTIONS: Evaluator must comment in detail as to the reasons for the scores given, to include NRS, NMRS. "Onhand" aircraft are defined as assigned aircraft minus SDLM aircraft minus deployed aircraft. "Up" aircraft are defined as "mission capable" aircraft per OPNAVINST 4790.2E, VOL II. Aircraft availability is defined as "up" aircraft divided by "onhand" aircraft. Response reliability is defined as sorties scheduled minus combat aborts divided by sorties scheduled. Maintenance effectiveness is defined as sorties scheduled minus maintenance aborts divided by sorties scheduled.

KEY INDICATORS:

ABORTS

WEATHER ABORTS:

Scheduled missions which are launched and not completed due to weather conditions shall not be counted in the computations.

COMBAT ABORTS:

1. Scheduled missions which are not launched as scheduled due to the lack of aircraft or pilots. An aircraft shall also be considered a combat abort if it is "up" but launched too late to complete the assigned mission. Ho abort shall be assessed when a replacement aircraft is launched in place of a downed aircraft provided the replacement aircraft fulfills the required mission.

2. A launched mission that, because of mechanical malfunction or pilot error, was unable to complete the mission.

3. A mission launched unarmed or otherwise not configured for the assigned mission.

NOTE: Authorized additions to the flight schedule after its publication are considered scheduled sorties.

TASK: 3B.3.11 DEMONSTRATE SAFETY AWARENESS

CONDITION(S): Safety of aircraft and crews shall be a primary consideration throughout any evaluation. Therefore aviation and ground safety shall be evaluated continuously.

STANDARDS: EVAL: Y: N: NE

.1 ____ Each crewmember veers required flight/survival clothing and equipment.

.2 ____ Requires safety device. as the mission dictates.

.3 ____ Maintenance practices conform with current safety regulations; i.e., Group, Wing.

.4 ____ Seats and restraining devices are available and used by emplaned personnel.

.5 ____ Secures vehicles and cargo properly prior to takeoff and until after landing.

.6 ____ Sound suppressors and safety goggles are available and used.

.7 ____ Crewmembers do not exceed crew day/flight time limitations without authorization.

.8 ____ Unsafe practices are immediately corrected and/or are addressed in flight debriefings by flight leaders.

EVALUATOR INSTRUCTIONS: The evaluator shall use local directives/SOP’s.

KEY INDICATORS: None.

TASK: 3B.3.12 DEMONSTRATE ELECTRONIC WARFARE (EW) PROCEDURES

CONDITION(S): Aircrews apply EW mission planning requirements to exercise mission executions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses EW considerations and tactics affectively.

.2 ____ Conducts airfield departures, as briefed.

.3 ____ Optimizes tactics, including route utilized, altitudes, and EW support for threat EW considerations.

.4 ____ Employs appropriate return-to-force (RTF) procedures.

.5 ____ Demonstrates proper air command and control procedures within TAOR, including entry/exit points and corridors, IFF/SIF, and covered and coded communications.

.6 ____ Gathers EW intelligence within limits of capability.

.7 ____ Demonstrates proper tactical utilization of radar warning receiver.

.8 ____ Demonstrates proper tactical utilization of expendable countermeasure equipment.

.9 ____ Utilizes alternate communication nets (e.g., SF).

EVALUATOR INSTRUCTIONS: Fifty percent of squadron assets shall be tested. Indicate the following data:

1. Missions flown.

2. Mode IV checks attempted.

3. Mode XV checks successful.

4. Secure voice checks successful.

5. Whether KY-58’s were used on tactical missions.

KEY INDICATORS: None.

TASK: 3B.3.13 DEMONSTRATE SELF PROTECTION ELECTRONIC COUNTERMEASURES (ECM) CREW KNOWLEDGE

CONDITION(S): Aircrews demonstrate adequate knowledge of available countermeasures and compatible onboard EW equipment throughout the exercise.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircrews demonstrate proper employment and capabilities of onboard radar homing and warning (RHAW) equipment.(KI)

.2 ____ Aircrews demonstrate proper employment end capabilities of onboard expendables; e.g., chaff, flares, and jammers. (KI)

.3 ____ Aircrew demonstrates proper employment and capabilities of passive infrared (IR) jammers.

.4 ____ Demonstrate familiarity with current recommended defensive formations/tactics to include mutually supportive alignment, spacing, and ECM support aircraft integration.

.5 ____ Exhibit familiarity with current rec0,'mended defensive maneuvers for SAM, AAA, and airborne threats.

EVALUATOR INSTRUCTIONS: If available, around test equipment will be used to simulate ECM operation.

KEY INDICATORS:

RHAW AND MISSILE WARNING RECEIVERS

Operation: Cockpit switchology, preoperations checks, and display indications.

Capabilities: Threat correlations, threats covered, display ambiguities, threats not covered,

Employment Reactions to displays.

ONBOARD EXPENDABLES

Operation: Dispenser loading and program, cockpit switchology for manual and programmed expenditure.

Capabilities: General knowledge of chaff, decoy flare IR effectiveness, current jammer threat coverage.

Employment: Timing/interface with threat activity and aircraft maneuvers, use in high/low altitude profiles, etc.

TASK: 3B.3.14 DEMONSTRATE CREWCHIEF COORDINATION

CONDITION(S): Crew coordination should be evaluated on as many missions as possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Pilot briefs crewchief.

.2 ____ Covers lookout sectors, as briefed.

.3 ____ Communicates promptly, consistently, and accurately using appropriate terminology/signals.

.4 ____ Monitors mechanical functioning of the aircraft.

.5 ____ Keeps pilots advised of position of other aircraft in the flight.

.6 ____ Provides obstacle clearance and landing zone information during hovering and landing operations.

.7 ____ Ensures all passengers are seated, have seat belts on, and are wearing appropriate safety equipment.

.8 ____ During external cargo/rope suspension/hoist operation uses standard terminology for positioning aircraft.

.9 ____ During external cargo/rope/hoist operations advises pilot of load conditions.

.10 ____ Keeps the pilot informed of internal load and personnel progress during all open ramp operations either airborne or On the ground, as applicable.

.11 ____ Performs all safety and mechanical checks during refuel/transfer of fuel with range extension tanks installed.

.12 ____ Uses correct hand and arm signals during taxiing or positioning of aircraft.

.13 ____ Crewchief passes on signals between the pilot, jumpmaster, and/or helicopter rope suspension training master.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.3.15 EXECUTE HELICOPTER ROPE SUSPENSION (HRS) OPERATIONS

CONDITION(S): The squadron has been tasked to clandestinely insert infantry or reconnaissance teams into enemy territory. Aircraft exposure to enemy observation must be kept to a minimum. Therefore, some type of HRS operation will be necessary.

STANDARDS: EVAL: Y: N: NE

.1 ____ Rope suspension (RS) master and aircrew conduct joint inspection of aircraft per currently approved directive. to ensure aircraft is ready for RS operations; i.e., sharp edges and points taped, lines and anchor points rigged, etc.

.2 ____ RS master and aircrew conduct joint inspection of rope suspension system.

.3 ____ Ensures proper communication devices are installed and operable. (KI)

.4 ____ Aircrew and RS master brief entire mission face to face. (KI)

.5 ____ Briefs emergency procedures. (KI)

.6 ____ Flight employs deception measures at IP (some helicopters depart for false LZ), if required, to mask final destination.

.7 ____ Aircrew demonstrates expeditious establishment of critical factors; i.e., altitude, minimum lateral drift, etc.

.8 ____ Expeditiously inserts teem into correct LZ.

.9 ____ Does not depart LZ until rope(s) is clear of last man.

.10 ____ Aircrew does not exceed permissible rate of turn and forward speed if trailing SPIE rig.

EVALUATOR INSTRUCTIONS: Aircrew coordination is paramount. In all situations, the helicopter aircraft commander (HAC) is ultimately responsible for the safety of the crew, passengers embarked, and the orderly conduct of the flight.

NET INDICATORS:

COMMUNICATIONS DEVICES

The following requirements shall be mandatory:

1. Internal Communications System (ICS) Communications. Positive ICS communication between all aircrew members and the RS master must be maintained throughout the evolution. Alternate signals must be agreed upon for use in emergency situations only.

2. Two Way Radio Communication. Positive two way radio communication with the aircrew and the supported ground unit must be maintained. An alternate, back up method of communication; i.e., hand and arm signals, smoke, etc., is permissible to continue operations only if it has been briefed by all parties concerned and the HAC and the RS master both agree that the evolution can be safely conducted.

MISSION BRIEF

A face to face mission brief for all aircrew and the RS master and his assistants (if present) participating in the rope suspension operation is mandatory. In addition to briefing the specifics of the mission to be performed, the safety of the entire evolution must be stressed to all participants.

EMERGENCY PROCEDURES

Emergency procedures must include but are not limited to the following:

1. Emergency jettisoning of the rope(s).

2. Personnel entangled in rope.

TASK: 3B.3. 16 DEMONSTRATE CORRECT AND EFFECTIVE GUNNERY TECHNIQUES

CONDITION(S): The squadron has bean alerted to prepare aircraft for launch on an armed transport mission. All crew-served weapons and ammunition are prepared and ready for installation.

STANDARDS: EVAL: Y; N; NE

.1 ____ Demonstrates the proper donning of ballistic protective equipment.

.2 ____ Demonstrates proper use of verbal/nonverbal communication with aircrew.

.3 ____ Correctly mounts appropriate crew-served weapons within 15 minutes each.

.4 ____ Successfully fires crew-served weapon(s) in a safe and knowledgeable manner within the appropriate parameters of the system used.

.5 ____ Achieves multiple hits on appropriate targets.

.6 ____ Understands and complies with commands for control of weapons employment procedures. (KI)

.7 ____ Demonstrates proper procedures in taking corrective action on malfunctions or stoppages.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

WEAPONS CONTROL

Basic Co-ends Should Be:

1. Lock and load.

2. Open fire.

3. Cease fire.

4. Clear your weapons.

5. Countermeasures employed.

TASK: 3B.3.17 DEMONSTRATE COMMUNICATIONS DISCIPLINE

CONDITION(S): Communications discipline should be evaluated on is many missions as possible.

STANDARDS: EVAL: Y; N; NE

.1 ____ Complies with EMCON procedures.

.2 ____ Radio communications are prompt and concise.

.3 ____ Avoids unnecessary transmissions and testing of equipment. (KI)

.4 ____ Automated Communications Electronics Operation Instructions (ACEOI) are properly employed.

.5 ____ Does not respond to fraudulent or imitative messages.

.6 ____ Recognizes, counters properly, and reports MIJI activities.

.7 ____ Makes appropriate "Beadwindow" calls.

.8 ____ Makes maximum use of covered communication equipment.

.9 ____ Briefs radio discipline and employs visual signals to the maximum extent possible.

.10 ____ Employs visual signals wherever possible for ground-to-air communication.

.11 ____ Executes chattermark procedures. as briefed.

.12 ____ Correctly uses authentication procedures.

EVALUATOR INSTRUCTIONS: Appropriate agencies provide debrief with regard to MIJI attempts.

KEY INDICATORS:

1. Avoids unnecessary maintenance radio operation during EMCON conditions.

2. Considers radio operations for deception plan.

TASK: 3B.3.18 CONDUCT PREDISASTER PLAN PREPARATION AND TRAINING

CONDITION(S): During operations, a simulated disaster will occur on the flightline. An aircraft will be destroyed and casualties will result. Once informed that the incident has taken place, the maintenance and operations personnel will make appropriate cells and prepare the flash message.

STANDARDS: EVAL: Y; N; NE

.1 ____ Uses a current disaster plan or SOP covering accidents on the flightline, in working spaces, and on the hangar deck.

.2 ____ Plans briefings for all personnel on flightline disaster; e.g., get personnel clear of aircraft, know where the firs bottles are and how to use them, towing adjacent aircraft away from accident site, where the phone numbers are to get in touch with fire department, medical department, base ODO, Squadron CO. XO, and MO.

.3 ____ Random sampling of maintenance personnel indicates clear understanding of the plan and each work center’s required actions.

.4 ____ Proper firefighting, first aid equipment, and gas masks are onhand.

.5 ____ Executes orderly and positive immediate action to cope with the incident/accident/disaster.

.6 ____ Keeps damage injuries at a minimum Level.

.7 ____ Leadership is demonstrated by SNCO's/NCO's in coping with the incident/accident/disaster.

.8 ____ Prepares required messages concerning casualties and disaster occurrences within required timeframe.

EVALUATOR INSTRUCTIONS: Evaluator reviews squadron's plan and ascertains general knowledge of plan by random Sampling of personnel. Evaluator creates an incident, accident, or disaster on the flightline, working spaces, or hangar deck (fire, ordnance detonation, etc.). The senior evaluator will act as the "message center" for processing of OPREP-3/Report of Mass Casualty messages.

KEY INDICATORS: None.

3B.4 AMPHIBIOUS OPERATIONS

TASK: 3B.4.1 CONDUCT CONCEPT OF OPERATIONS PLANNING FOR AMPHIBIOUS OPERATIONS

CONDITION(S): The HMH is located afloat conducting flight operations to support an amphibious operation. The potential exists for the squadron to be based ashore upon the establishment of the force beachhead. The squadron has access to additional helicopter, fixed-wing, air control elements, and MWSS support via the ACE. The squadron is given reasonable time to conduct necessary mission planning, coordination. and flight scheduling with both the ACE and the supported ground combat elements. However, the mission scenario during the evaluation may be altered to simulate real world contingencies requiring some reprioritization. These changes should be considered as complementary to the evaluation of the squadrons response to operational evolutions by negating the affects of a "canned" problem. Missions may include day and night evolutions.

STANDARDS: EVAL: Y; N; NE

.1 ____ Reviews the commander's planning guidance and intent.

.2 ____ Establishes early liaison with higher command elements to ensure aviation coordination and integration with the supported unit's requirements.

.3 ____ Analyzes the mission to begin specific planning. (KI)

.4 ____ Examines mission objectives in terms of precedence and METT-T. (KI)

.5 ____ Determines if there are particular mission(s) which need special equipment and/or training that must be accomplished prior to attempting that mission and if so, makes higher command elements aware of these requirements.

.6 ____ Provides input for the aviation estimate of supportability to higher command elements. (KI)

.7 ____ Identifies squadron shore basing or FARP requirements, if any.

.8 ____ Considers serial refueling/rapid ground refueling requirements.

.9 ____ Forwards additional aviation support requirements (aircraft. ordnance. fuel, special equipment, personnel. etc.) to higher command elements.

.10 ____ Determines capability to continue subsequent operations.

.11 ____ Time permitting, plans/schedules a rehearsal of as many supporting units as possible that address the scheme of maneuver and timing.

.12 ____ Begins preparation of the HAT.

.13 ____ Presents the squadron concept of operations to higher command elements for approval.

EVALUATOR INSTRUCTIONS: The focus of this task is on the squadron as it fulfills its basic responsibilities to the supported unit and execution of proper planning procedures. This task is evaluated through all phases of the exercise. The evaluator should note that some of the requirements are one-time actions and some are repetitive actions that will occur as the tactical Situation dictates. Availability of assets may dictate that some support will be constructive.

KEY INDICATORS:

MISSION TASKS

A mission may be general or specific in nature or have an implied mission that must be accomplished in conjunction with the stated mission. The helicopter planners must discuss these aspects of the mission with the supported unit commander(s). At this time, the teak. to be accomplished should begin to emerge as being either preplanned or immediate, the two categories of assault helicopter missions. A. these categories begin to unfold, both the helicopter planner and the supported unit commander will develop a conceptual reference within which to identify parameters for the precedence of missions during the operations.

AVIATION ESTIMATE OF SUPPORTABILITY

The following areas discussed in FMFM 5-3 should be addressed:

1. Enemy situation and capabilities.
2. Requirements for aviation support.
3. Topography.
4. Weather: Regarding the target area, routes to and from the target, probable weather at recovery or home base upon return, and the effect of the weather upon the enemy’s capability.
5. observation and surveillance.
6. Communications.
7. Logistics.
8. Hydrographic conditions.
9. Specific commitments.

TASK: 3B.4.2 CONDUCT EN ROUTE PLANNING FOR AMPHIBIOUS OPERATIONS

CONDITION(S): Continuous and concurrent planning must be demonstrated with all applicable agencies during this planning evolution.

STANDARDS: EVAL: Y: N: NE

.1 ____ Plans the smallest maneuver element capable of accomplishing the mission.

.2 ____ Plans formations that ensure controllability during marginal weather condition.; e.g., execution of inadvertent IFR procedures.

.3 ____ Coordinates and integrates control points with control agencies for use throughout the operation.

.4 ____ Incorporates time, distance, altitude, and airspeed factors in route selections.

.5 ____ Submits approach/retirement lanes/routes to the MAGTF for approval.

.6 ____ Establishes EMCON and alternate communications plan.

.7 ____ Develops codewords to identify completion of critical mission phases and informs control agencies of these codewords.

.8 ____ Provides input to the timing and integration of fire support plans to include delivery of prep fires, request for SEAD, and primary and alternate mean. of actuating fire control procedures.

.9 ____ Provides assistance to the supported unit commander in his preparation of the helo wave and serial assignment table.

.10 ____ Completes the preparation of the HAT and the helicopter landing diagram and ensures subsequent distribution.

.11 ____ Coordinates with airborne control agencies for the entire operation.

.12 ____ If feasible, ensures aviation and supported unit commanders are in the same aircraft during critical mission phases.

.13 ____ Ensures procedures are established for safe flight separation during approach or retirement and deconfliction with ground units during the utilization of supporting arms (NGF, artillery, CAS).

EVALUATOR INSTRUCTIONS: Evaluator ensures that SPINS are distributed to all support agencies.

KEY INDICATORS: None.

TASK: 3B.4.3 CONDUCT TERMINAL ASSAULT PLANNING FOR AMPHIBIOUS OPERATIONS

CONDITION(S): The squadron has been tasked to support a helicopterborne assault during amphibious operations. Appropriate provisions should be made for coordination with ATF agencies to accomplish shipboard planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Recommends primary and alternate LZ's, attack positions, and holding areas on the basis of METT-T. (KI)

.2 ____ Recommends control points on the basis of METT-T. (KI)

.3 ____ Recommends approach/retirement lanes/routes on the basis of threat analysis, terrain, and commander guidance from the IP inbound.

.4 ____ Coordinates primary and alternate approach/retirement lanes/routes and submits them to the MAGTF commander for approval.

.5 ____ Begins coordination and preparation of the helicopter landing diagram for subsequent submission to the MAGTF commander.

.6 ____ Selects in conjunction with the MAGTF clearly identifiable landing sites and points in the LZ.

.7 ____ Makes liaison with units providing terminal guidance and develops procedures for helicopter insertion to include use of visual and electronic aids.

.8 ____ Ensures that the authority *and procedures to change LZ's and/or approach/retirement lanes/routes are clearly understood.

.9 ____ Coordinates tactical formations with the flight coordinator for approach and retirement from the LZ.

.10 ____ Ensures procedures are established for safe flight separation during approach and retirement with regard to established fire support coordination measures.

.11 ____ Coordinates mutual support of weapons systems in the LZ.

.12 ____ Determines requirements and submits requests for additional support.

.13 ____ Recommends priority of targets for zone prep with regard to ROE.

.14 ____ Coordinates timing and integration of air, NGF. and other supporting arms to ensure SEAD and responsive fire support throughout the terminal phase.

.15 ____ Coordinates and integrates command and control from IP inbound.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

Planning factors must include:

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required.

CONTROL POINTS

typical control points that must be established include:

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Breakup point.

TASK: 3B.4.4 CONDUCT EXTRACTION PLANNING FOR AMPHIBIOUS OPERATIONS

CONDITION(S): Close coordination with the supported unit commander and air and fire support agencies is required. The plan should clearly reflect the fact that this operation may be conducted against serious opposition by enemy air and ground forces.

STANDARDS: EVAL: Y; N; NE

.1 ____ Ensures that the extraction plan is as detailed and complete as the helicopterborne assault plan.

.2 ____ Coordinates Lift requirements with the around element and maximizes use of available assets.

.3 ____ Uses METT-T factors in development of the extraction plan.

.4 ____ Collects all known intelligence on the enemy situation to include air defense threat, gun and troop positions, and enemy capabilities.

.5 ____ Bases selection of LZ's and alternates on loading plan, terrain, and METT-T.

.6 ____ Coordinates input for fire support plan,

.7 ____ Coordinates CIFS and escort requirements to include immediate request procedures and onsite coordination and communication methods.

.8 ____ Develops a flexible and responsive load plan with the ground commander.

EVALUATOR INSTRUCTIONS: Hone.

NET INDICATORS: None.

33.5 SUBSEQUENT OPERATIONS ASHORE

TASK: 3B.5.1 CONDUCT CONCEPT OF OPERATIONS PLANNING FOR SUBSEQUENT OPERATIONS ASHORE

CONDITION(S): The HMH is located afloat conducting flight operations to support an amphibious operation and subsequent operations ashore. The potential exists for the squadron to be based ashore upon the establishment of the force beachhead. The squadron has access to additional helicopter. fixed-wins, air control elements, and MWSS support via the ACE. The squadron is given reasonable time to conduct necessary mission planning, coordination, and flight scheduling with both the ACE and the supported unit. However, the mission scenario during the evaluation may be altered to simulate real world contingencies requiring some reprioritization. These changes should be considered as complementary to the evaluation of the squadron's response to operational evolutions by negating the effects of a "canned" problem. The mission may include day and night evolutions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reviews the commander's planning guidance and intent.

.2 ____ Establishes early liaison with higher headquarters to ensure aviation coordination and integration with the supported unit's requirements.

.3 ____ analyzes the mission to begin specific planning. (KI)

.4 ____ Examines mission objectives in terms of precedence and METT-T. (KI)

.5 ____ Determines if there are particular mission(s) which need special equipment and/or training that must be accomplished prior to attempting that mission, and if so, makes higher headquarters aware of these requirements.

.6 ____ Provides input for the aviation estimate of supportability to the higher headquarters. (KI)

.7 ____ Identifies squadron shorebasing or FARP requirements, if any.

.8 ____ Considers aerial refueling/rapid ground refueling requirements.

.9 ____ Forwards additional aviation support requirements (aircraft, ordnance, fuel, special equipment, personnel, etc.) to higher command.

.10 ____ Determines capability to continue subsequent operations.

.11 ____ Time permitting, plans/schedules a rehearsal of as many supporting units as possible that address the scheme of maneuver and timing.

.12 ____ Begins preparation of the BAT.

* 13 ____ Presents the squadron concept of operations to higher headquarters for approval.

EVALUATOR INSTRUCTIONS: The focus of this task is on the squadron as it fulfills its basic responsibilities to the supported unit and execution of proper planning procedures. This task is evaluated through all phases of the exercise. The evaluator should note that some of the requirements are one-time actions and some are repetitive actions that will occur as the tactical situation dictates. Availability of assets may dictate that some support may be constructive.

KEY INDICATORS:

MISSION TASKS

A mission maybe general or specific in nature or have an implied mission that must be accomplished in conjunction with the stated mission. The helicopter planners must discuss these aspects of the mission with the supported unit commanders. At this time. the tasks to be accomplished should begin to emerge as being either preplanned or immediate, the two categories of assault helicopter missions. As these categories begin to crystallize. both the helicopter planner and the supported unit commander will develop a conceptual reference within which to identify parameters for the precedence of missions during the operations.

AVIATION ESTIMATE OF SUPPORTABILITY

The following areas discussed in FMFM 5-3 should be addressed:

1. End situation and capabilities.
2. Requirements for aviation support.
3. Topography.
4. Weather.
5. Observation and surveillance.
6. Communications.
7. Logistics.
8. Hydrographic conditions.
9. Specific commitments.

TASK: 3B.5.2 CONDUCT EN ROUTE PLANNING FOR SUBSEQUENT OPERATIONS ASHORE

CONDITION(S): Continuous and concurrent planning must be demonstrated with all applicable agencies during this planning evolution.

STANDARDS: EVAL: Y: N: NE

.1 ____ Employs the smallest maneuver element capable of accomplishing the mission.

.2 ____ Plans formations that ensure controllability during marginal weather conditions; e.g. execution of inadvertent IFR procedures.

.3 ____ Coordinates and integrates control points with control agencies throughout the operation.

.4 ____ Incorporates time, distance, altitude, and airspeed factors in route selections.

.5 ____ Submits approach/retirement lanes/routes to the MAGTF commander for approval.

.6 ____ Establishes emission control and alternate communications plan.

.7 ____ Develop codewords to identify completion of critical mission phases and informs control agencies of theme codeword.

.8 ____ Provides input to the timing and integration of fire support plans to include delivery of prep fire., request for SEAD, and primary and alternate mean: of actuating fire control procedure.

.9 ____ Provides assistance to the supported unit commander in his preparation of the helo wave and aerial assignment table.

.10 ____ Complete: the preparation of the EAT and the helicopter landing diagram and ensures subsequent distribution.

.11 ____ Coordinates with airborne control agencies for the entire operation.

.12 ____ If feasible, ensures aviation and supported unit commanders are in the same aircraft during critical mission phases.

.13 ____ Ensures procedures are established for safe flight separation during approach or retirement and deconfliction with ground units during the utilization of supporting arms (NGF, artillery, CAS, CIFS).

EVALUATOR INSTRUCTIONS: Evaluator ensure. that SPINS are distributed to all support agencies.

KEY INDICATORS: None.

TASK: 3B.5.3 CONDUCT TERMINAL ASSAULT PLANNING FOR SUBSEQUENT OPERATIONS ASHORE

CONDITION(S): The squadron has been tasked to support a helicopterborne assault during subsequent operations ashore. Appropriate provisions should be made for coordination with ATF agencies to accomplish shipboard planning, as necessary.

STANDARDS: EVAL: Y: N: NE

.1 ____ Recommends primary and alternate LZ’s, attack positions, and holding areas on the basis of METT-T. (KI)

.2 ____ Recommends control points on the basis of METT-T. (KI)

.3 ____ Recommends approach and retirement lanes/routes on the basis of threat analysis, terrain, and commander guidance from the IP inbound.

.4 ____ Coordinates and integrates command and control from IF inbound.

.5 ____ Coordinates primary and alternate approach/retirement lanes/routes and submits them to the MAGTF commander for approval.

.6 ____ Begins coordination and preparation of the helicopter landing diagram for subsequent submission to the MAGTF commander.

.7 ____ Selects in conjunction with the supported unit clearly identifiable landing cite. and paints in the LE.

.8 ____ Makes liaison with units providing terminal guidance and develops procedures for helicopter insertion to include use of visual and electronic aide.

.9 ____ Ensures that the authority and procedures to change LZ's and/or approach/retirement lanes/routes are clearly understood.

.10 ____ Coordinates tactical formations with the flight coordinator for approach and retirement from the LZ.

.11 ____ Ensures procedures are established for safe flight separation during approach and retirement with regard to established fire support coordination measure..

.12 ____ Coordinates mutual support of weapons systems in the LE.

.13 ____ Determines requirements for and submits requests for additional support.

.14 ____ Recommends priority of targets for zone prep with regard to ROE.

.15 ____ Coordinates timing and integration of air, NGF, and other supporting arms to ensure SEAD and responsive fire support throughout the terminal phase.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Breakup point.

TASK: 3B.5.4 CONDUCT EXTRACTION PLANNING FOR SUBSEQUENT OPERATIONS ASHORE

CONDITION(S): Close coordination with the supported unit commander, air and fire support agencies is required. The plan should clearly reflect the fact that this operation may be conducted against serious opposition by enemy air and ground forces.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that the extraction plan is as detailed and complete as the helicopterborne assault plan.

.2 ____ Coordinates lift requirements with the ground element and maximizes use of available assets.

.3 ____ Uses METT-T factors in development of the extraction plan.

.4 ____ Collects all known intelligence on the enemy situation to include air defense threat, gun and troop positions, and enemy capabilities.

.5 ____ Selection of LZ's and alternates based on terrain, loading plan, and .

.6 ____ Coordinates input for fire support plan.

.7 ____ Coordinates CIFS and escort requirements to include immediate request procedures and onsite coordination and communication methods.

.8 ____ Develops a flexible and responsive load plan with the ground commander.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3B.6 HELICOPTERBORNE ASSAULT OPERATIONS

TASK: 3B.6.1 CONDUCT HELICOPTERBORNE ASSAULT MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct a helicopterborne assault mission(s) in support of a MAGTF. All liaison has been performed, and initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged) the squadron should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to squadron staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific tasks, stated end implied.

.4 ____ Provides aviation supportability estimates to supported commander.

.5 ____ Requests combat information end EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table CHAT information to the supported commander.

.8 ____ Develops aviation support requirements (ordinance, fuel, special equipment, personnel, etc.).

.9 ____ Provides air support requirements to the MAGTF.

.10 ____ The commander provides guidance. throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.11 ____ Plans and/or requests reconnaissance information of the area of operations.

.12 ____ Reconciles any aviation shortfalls with the supported commander.

.13 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.14 ____ Allocates assets to support assault force concept of operations and coordinates an air tasking order (ATO).

.15 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements. (See MPS: 38.15 Forward Arming and Refueling Point Operations).

.16 ____ Integrates available fire support capability (NGF, CAS, CIFS, artillery) with planned aviation tactics during ingress/egress, as well as in the objective area.

.17 ____ Plans/coordinates primary and alternate LZ's. (KI)

.18 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ's.

.19 ____ Recommends priority of targets for prep fires.

.20 ____ Plans and coordinates control points. (KI)

.21 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.22 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.23 ____ Coordinates communications needs (electronic and visual) to establish the COMM link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.24 ____ Plans shipboard refueling/rearming cycles, if necessary.

.25 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.26 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures if required by mission assignment.

.27 ____ Plans in conjunction with the supported element a viable deception plan, if required.

.28 ____ Coordinates the development of "smart packs" (kneeboard handovers).

.29 ____ Establishes plans for both operational and weather go/no go criteria.

.30 ____ Establishes a bump plan.

.31 ____ Establishes a scatter plan.

.32 ____ Coordinates and integrates command and control procedures.

.33 ____ Schedules rehearsal for evaluating the plan, if time allows.

.34 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.35 ____ Assists the supported commander in the preparation of the heloteam wave and serial assignment table (HWSAT).

.36 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.37 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.38 ____ Plans and coordinates return to force procedures (RTF).

.39 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.40 ____ Considers NYC's and establishes priorities for issue and testing, if required.

.41 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

.42 ____ Submits plans to the MAGTF for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break up point.

NIGHT LIMITS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.
5. Problems inherent in conducting rendezvouses, approaches, and landings at night.

6. Slower and more complicated troop and cargo loading/unloading operations.

7. Slower buildup of combat power in the landing zone.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.

2. Reduced threat exposure time.

3. 10 loading/unloading delay.

Disadvantages

1. Reduced airspeeds.

2. Restricted maneuverability.

3. Possible cargo loss due to.

   a. Equipment failure.

   b. Improper hookup.

   c. Pilot technique.

INTERNAL

Advantages

1. Small items/loads.

2. Palleted cargo discharge while taxiing.

3. Reduced danger of cargo damage/loss.

4. No slings requirements.

5. No cargo net requirements.

6. 10 airspeed/maneuverability restrictions.

7. Permits ND.

Disadvantages

1. Loading/unloading delays.

2. May require more sorties to accomplish mission.

3. Increased threat exposure time.

4. Loads generally smaller than external loads.

5. Excludes outsize cargo that may be necessary for mission.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/loads.
2. Permits NOE.
3. No slings requirements.
4. No offloading delays.
5. Reduced threat exposure time.

Disadvantages

1. Loading delay.
2. May require more sorties to accomplish million.
3. Possible cargo loss due to:
   a. Equipment failure,
   b. Improper rigging.
   c. Pilot technique.

TASK: 3B.6.2 CONDUCT HELICOPTERBORNE ASSAULT MISSION BRIEFING

CONDITION(S): The ATO ha. been issued end the squadron is assigned support missions in support of the MAGTF. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers (FAC[A3, HC[A]) attend briefs when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP’s, and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Allows questions to ensure safety of flight information is understood by all.

.4 ____ Systematically prioriti2es tasks.

.5 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP’s.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the AOA.

.10 ____ Briefs friendly forces ground scheme of maneuver, weapons involved; i.e., NGF, any joint integration, ingress/egress routes, and the latest aerial imagery.

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)(See TASK 3B.2.7 Conduct Intelligence Update Briefing.)

.12 _____ 5-2 briefs local populace reaction capabilities.

.13 _____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.14 _____ Briefs encryption procedures, both internal and external to the flight.

.15 _____ Briefs SERE procedures. (KI)

.16 _____ Briefs EW considerations. (KI)

.17 _____ Briefs weather, to include go/no go criteria. (KI)

.18 _____ Ensures that all appropriate personnel have handouts.

.19 _____ Briefs mission go/no go criteria; i.e. aircraft, personnel. and other mission essential equipment.

.20 _____ Briefs mission precedence.

.21 _____ Ensures the mission statement is understood by all participants.

.22 _____ Briefs a timeline, to include L-/H-hour.

.23 _____ Briefs mission assets. (KI)

.24 _____ Briefs call signs/event numbers.

.25 _____ Briefs chain of responsibilities. (KI)

.26 _____ Briefs general scheme of maneuver. (KI)

.27 _____ Briefs inadvertent IMC/loss of visual contact.

.28 _____ Briefs fuel requirements. (KI)

.29 _____ Briefs ROE/window conditions.

.30 _____ Briefs NVG operational considerations.

.31 _____ Briefs launch conditions. (KI)

.32 _____ Briefs ingress procedures. (KI)

.33 _____ Briefs LE procedures. (KI)

.34 _____ Briefs caress procedures. (KI)

.35 _____ Briefs downed aircraft procedures for overwater and overland.

.36 _____ Briefs TRAP procedures. (See MPS 3B.14 TRAP OPERATIONS.)

.37 _____ Briefs concurrent operations.

.38 ___ Briefs FARP procedures. (See MPS 3B.15 FARP OPERATIONS.)

.39 _____ Briefs deception plan.

.40 _____ Briefs special considerations.

.41 _____ Briefs all safety matters.

.42 _____ Briefs timehack.

.43 _____ Briefs location/time of debriefs.

.44 _____ Briefs goggle/degoggling procedures.

.45 _____ Briefs controlling agencies.

.46 ____ Briefs EMCON procedures.

.47 ____ Briefs DRIADS.

.48 ____ Briefs ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9; ASH Manual. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire (NGF).
5. Fire support coordination measures.

ENEMY FORCES

1. Operations area.
2. Ability to reinforce.
3. Infantry, MA. SAN, and air threat locations known.
4. Expected movement.
5. EEI's.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.

EW

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Astronomical data.
2. RF Propagation.

3. Current weather.

4. Forecast weather.

HANDOUTS

1. Kneeboard cards.

2. Maps/charts.

3. ACEOI.

MISSION ASSETS

1. Fixed-wine.

2. Helicopter, including go/no go criteria.

3. Supporting arms.

4. Ground support.

CHAIN OF RESPONSIBILITY

The location. cell sign, and frequency should be briefed far the following:

1. Overall mission commander.

2. Air mission commander/Alternate.

3 HTC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies locations. call signs. and frequencies should be briefed:

1. HC(A).

2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.

2. Control measures, boundaries, phaselines. IP’s, etc.

3. Primary end alternate LZ’s.

4. CAS prep.

5. SEAD.

6. Escort.

FUEL

1. Take-off load.

2. Minimum.

3. Bingo.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.
6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures (RP’s, CP’s, IP’s).
3. Timing.
4. Airspeeds and altitudes.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of first enemy contact.
13. Evasive maneuvers/ACM.
14. Scatter plan.
15. Go/no 80 criteria.
16. NBC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort.
5. Take-off instructions.
6. Weapons conditions.
7. Landing disarm.

EGRESS

1. Primary and alternate routes.
2. Control measures (CP's. RP's).
3. Timing.
4. Airspeed and altitude.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of Last enemy contact.
13. Evasive maneuvers/ACM.
14. Scatter plan.
15. NBC considerations.
16. NVG considerations.

TASK: 3B.6.3 EXECUTE HELICOPTERBORNE ASSAULT MISSION

CONDITION(S): After completing mission planning and briefing execute assigned mission, given the required assets from the MAGTF commander while shipboard or shorebased in support of the MAGTF, during day or night hours against a threat as briefed by the S-2.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and are current for assigned mission.

.2 ____ Aircraft are configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime ready for launch.

.6 ____ Supported unit boards helicopters with minimum delay, ensuring all personnel/equipment are properly staged.

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no 80 exist before continuing with mission.

.10 ____ Execute COMM procedures/plans. as briefed.

.11 ____ Formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC/loss of visual contact.

.15 ____ Exercises COMM discipline during mission.

.16 ____ Ensures aircrews observe ROE and ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactics response to any pop-up immediate threat.

.19 ____ Aircrew demonstrates crew coordination (i.e., look-out doctrine). (KI)

.20 ____ Flight navigat55 and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ Changes to route are made by proper authority.

.25 ____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.26 ____ Ensures crewmen comply with weapons conditions, as briefed.

.27 ____ Performs penetration checklist at the appropriate time/place.

.28 ____ Reports to controlling agency progress of mission, as required to

update weather, enemy situation, and go/no go criteria.

.29 ____ Flight receives clearance at the IP to proceed to the LZ and ensures go/no go criteria exists. (KI)

.30 ____ Executes deception plan.

.31 ____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.32 ____ Employs proper approach techniques to LZ.

.33 ____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.34 ____ Allows escort to be in position in time for prep fires.

.35 ____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.36 ____ Ensures change to LZ is done by proper authority.

.37 ____ Contacts controlling agency upon reaching/departing LZ’ a.

.38 ____ Ensures minimum time in zone.

____ Flights arrive in LZ ontime.

.40 ____ Within 5 minutes of planned time.

.41 ____ Within 4 minutes of planned time.

.42 ____ Within 3 minutes of planned time.

.43 ____ Within 2 minutes of planned time.

.44 ____ Within 1 minute of planned time.

45 ____ Flights land at correct LZ.

.46 ____ Within 1,000 meters of LZ.

.47 ____ Within 400 meters of LZ.

.48 ____ Within 200 meters of LZ.

.49 ____ Within 100 meters of LZ.

.50 ____ Executes waveoffs, as briefed.

.51 ____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.52 ____ During paraops, flies correct altitude, airspeed, and heading providing information to crewchief/jumpmaster.

.53 ____ Executes proper departure techniques to reduce exposure to threat.

.54 ____ Executes downed aircraft procedures, as briefed.

.55 ____ Executes RTF procedures.

.56 ____ Executes FARP procedures.

.57 ____ Continues contact with controlling agency concerning flight status.

.58 ____ Executes EW procedures.

.59 ____ Performs recovery procedures.

.60 ____ Executes post landing deployment of helicopters.

.61 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual.

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the control., remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE and ROC.
2. Aircraft performance/limitations.
3. Obstacle/hazard identification and avoidance.
4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LE.
4. Marking of the LE.
5. Other matters of special interest.

TASK: 3B.6.4 CONDUCT HELICOPTERBORNE ASSAULT MISSION DEBRIEFING

CONDITION(S): The mission has been completed and a debrief is held with emphasis on lessons learned for future use. All participants shall be present.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, debriefing guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA’s and tactics to improve SOP’s, contingency plans, and aircrew knowledge.

.8 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.
2. Command and control.

3. Communications.

4. Support/escort.

5. Coordination.

6. Navigation.

7. Safety.

8. Tactics used/effectiveness.

9. Recommendations.

33.7 RESUPPLY OPERATIONS

TASK: 33.7.1 CONDUCT RESUPPLY MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct resupply operations as part of a MAGTF. All liaison has been performed, end initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged). the squadron should perform as many standards as required. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to squadron staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Provides aviation supportability estimates to MAGTF commander.

.5 ____ Requests combat information and EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table (HAT) information to the supported commander.

.8 ____ 5-2 initiates planning to provide environmental data.

.9 ____ Develops aviation support requirements (ordnance, fuel, special equipment, personnel, etc.).

.10 ____ Provides air support requirements to MAGTF.

.11 ____ Plans and/or requests reconnaissance information of the ADA.

.12 ____ Reconciles any aviation shortfalls with the MAGTF commander.

.13 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, firs support, or EW support.

.14 ____ Allocates assets to support assault force concept of operations and coordinates an air tasking order (ATO).

.15 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements. (See MPS 33.15: Forward Arming and Refueling Point Operations.)

.16 ____ Integrates available fire support capability (i.e., NGF, CAS. CIFS, artillery), with planned aviation tactics during ingress/egress, as well as in the objective area.

.17 ____ plans/coordinates primary and alternate LZ’s. (KI)

.18 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ’s.

.19 ____ Recommends priority of targets for prep fires.

.20 ____ Plans and coordinates control points. (KI)

.21 ____ Ensures authority and procedures to change LZ’s or ingress/egress routes are clearly established.

.22 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.23 ____ Plans helicopter landing diagram and landing sequence in terminal area to ensure deconfliction and positive control of assets.

.24 ____ Coordinates mutual support of weapons systems in the terminal objective area.

.25 ____ Coordinates communications needs (electronic and visual) to establish the COMM link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.26 ____ Coordinates shipboard refueling/rearming cycles, if necessary.

.27 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.28 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures, if required by mission assignment.

.29 ____ Plans in conjunction with the supported unit a viable deception plan, if required.

.30 ___ Coordinates the development of "smart packs" (kneeboard handouts).

.31 ____ Plans smallest maneuver element for tactical controllability in and fl£, both day and night.

.32 ____ Establishes plans for both operational and weather go/no go criteria.

.33 ____ Establishes a bump plan.

.34 ____ Establishes a scatter plan.

.35 ____ Coordinates and integrates command and control procedures.

.36 ____ Schedules rehearsal for evaluating the plan, if time allows.

.37 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.38 ____ Assists the supported unit commander in the preparation of the heloteam wave and serial assignment table (HWSAT).

.39 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.40 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.41 ____ Plans and coordinates return to force procedures (RTF) with the supported unit.

.42 ____ Utilizes light level planning calendar for night missions and understands limitations, (KI)

.43 ____ Considers NVG’s and establishes priorities for issue and testing, if required.

.44 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manual., NATOPS instruction., and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain end proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach end retirement routes.
7. Ease of identification.
8. Size end number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

RIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.
5. Problems inherent in conducting rendezvouses, approaches, end landings at night.
6. Slower end more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the landing zone.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.

2. Reduced threat exposure time

3. No loading/unloading delay

Disadvantages

1. Reduced airspeeds.

2. Restricted maneuverability.

3. Possible cargo loss due to:

   a. Equipment failure.

   b. Improper hookup.

   c. Pilot technique.

INTERNAL

Advantages

1. Small items/loads.

2. Palleted cargo discharge while taxiing.

3. Reduced danger of cargo damage/loss.

4 Ho slings requirements.

5. NO cargo net requirements.

6. Ho airspeed/maneuverability restrictions.

7. Permits HOE.

Disadvantages

1. Loading/unloading delays.

2. May require more sorties to accomplish mission.

3. Increased threat exposure time.

4. Loads generally smeller than external loads.

5. Excludes out size cargo that may be necessary for mission.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/loads.

2. Permits NOE.

3. No slings requirements.

4. Ho offloading delays.

5. Reduced threat exposure time.

Disadvantages

1. Loading delay.

2. May require more sorties to accomplish mission.

3. Possible cargo loss due to:

   a. Equipment failure.

   b. Improper rigging.

   C. Pilot technique.

TASK: 3B.7.2 CONDUCT RESUPPLY MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned resupply missions as part of a MAGTF. Several missions are tasked. requiring multiple divisions/sections. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP's, and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Allows questions to ensure tactical/safety of flight information is understood by all.

.4 ____ Systematically prioritizes teaks.

.5 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.6 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.10 ____ Ensures the mission statement is understood by all participants.

.11 ____ Briefs friendly forces ground scheme of maneuver, weapons involved; i.e., NGF, artillery, and any joint integration.

.12 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.13 ____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned scheme of maneuver, FSCL, phaselines, target description, enemy defenses, and reattack procedures, if required.

.14 ____ Briefs pilot intraformation coordination with normal or degraded systems, weapons, and communications.

.15 ____ Briefs integrated fire support/J-SEAD tactics and responsibilities, if required.

.16 ____ Briefs radio/KY-58 communication procedures with terminal controllers and/or control agencies, including authentication procedures, burn-through or chattermark procedures in a communications jamming environment, and alternate procedures/frequencies for contacting terminal controllers.

.17 _____ Briefs alternate target(s) or mission(s).

.18 _____ Briefs friendly location5 of air defense assets and any changing MEZ/FEZ requirements.

.19 _____ Briefs any known changes to TACP control procedures or communications requirements.

.20 _____ Briefs all mission assets.

.21 _____ Briefs availability of oncall electronic warfare (EW), obscuring smoke, or illumination missions.

.22 _____ S-2 briefs local populace reaction capabilities.

.23 _____ Briefer uses appropriate maps, charts. and aerial photographs, as required.

.24 _____ Briefs encryption procedures, both internal and external to the flight.

.25 _____ Briefs SERE procedures. (KI)

.26 _____ Briefs EW considerations, (KI)

.27 _____ Briefs weather, to include go/no go criteria. (KI)

.28 _____ Ensures that all appropriate personnel have handouts; i.e., kneeboard cards, maps, charts, etc.

.29 _____ Briefs mission go/no 80 criteria; i.e., aircraft. personnel and other mission essential equipment.

.30 _____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.31 _____ Briefs actions required if attacked by SAM/AAA and corresponding RWR gear operation/displays.

.32 _____ Briefs look-out procedures to include responsibilities, radio calls, and tactical maneuvering for threats.

.33 _____ Briefs mission precedence.

.34 _____ Briefs a timeline, both into and out of the AOA.

.35 _____ Briefs call signs/event numbers.

.36 _____ Briefs shipboard operating procedures. if necessary.

.37 _____ Briefs chain of responsibilities. (KI)

.38 _____ Briefs inadvertent IMC/loss of visual contact.

.39 _____ Briefs fuel/ordnance requirements. (KI)

.40 _____ Briefs NVG operational considerations.

.41 _____ Briefs launch conditions. (KI)

.42 _____ Briefs ingress procedures. (KI)

.43 _____ Briefs LZ procedures/considerations. (KI)

.44 _____ Briefs egress procedures. (KI)

.45 _____ Briefs downed aircraft procedures for overwater and overland.

.46 _____ Briefs TRAP procedures.

.47 _____ Briefs any concurrent operations, to include deconfliction with other participating aviation units.

.48 _____ Briefs TARP procedures.

.49 _____ Briefs deception plan.

.50 ____ Briefs timehack.

.51 ____ Briefs location/time of debriefs.

.52 ____ Briefs controlling agencies.

.53 ____ Briefs EMCON procedures.

.54 ____ Briefs DRIADS.

.55 ____ Briefs f1ightdeck ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual for helicopter operations. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS/TOT calculations when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measure:.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AM, SAM, and air threat locations known.
5. Expected movement.
6. Essential elements of information.

SUE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.
6. Radio communications.

EW

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Data.
2. propagation.
3. Current weather.
4. Forecast weather.

CHAIN OF RESPONSIBILITY

The location. call sign, and frequency should be briefed for the following:

1. Overall mission commander.
2. Air mission commander/alternate.
3. HTC.
4. Flight leader/alternate.
5. Flight coordinator/alternate.

The following agencies' locations, call signs. and frequencies should be briefed:

1. HC(A).
2. TAC(A).

FUEL

1. Take-off load.
2. Minimum.
3. Bingo.
4. Refueling/rearming.
5. Deck assignments.
6. Prioritizing.
7. Timeline.
8. Aerial refueling.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.

2. Control measures (RP’s, CP’s, IP’s).

3. Timing.

4. Airspeeds end altitudes.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. Evasive maneuvers/ACM.

14. Scatter plan.

15. Go/no go criteria.

16. NBC considerations.

17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LZ brief.

3. Lending direction/wave-off instructions.

4. Escort.

5. Take-off instructions.

6. Weapons conditions.

7. Lending diagram.

8. Retraction plan (retrograde. withdrawal, emergency extraction).

EGRESS

1. Primary end alternate routes.

2. Control measure. (CF's, RP's).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost communication, chattermark, codewords, end RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. Evasive maneuvers/ACM.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

17. RTF.

TASK: 3B.7.3 EXECUTE RESUPPLY MISSION

CONDITION(S): The squadron is in receipt of a warning order to execute resupply mission(s) in support of the MAGTF. All liaison, planning. and briefing have been performed. Unit S()P's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged). the squadron should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aircrew are qualified end are current for assigned mission.

.2 ____ Configures aircraft to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a final liaison with supported unit for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime and ready for launch.

.6 ____ Ensures all personnel/equipment are properly secured prior to launch. (Safety equipment for personnel is included).

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no go exists before continuing with mission.

.10 ____ Executes communications procedures/plans, as briefed.

.11 ____ Ensures formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Employs appropriate flight tactics/profile to minimize enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedure. properly upon inadvertent IMC entry/loss of visual contact.

.15 ____ Exercises communications discipline during mission.

.16 ____ Ensures aircrews observe ROE and ROC.

.17 ____ Uses appropriate flight control measure. to adequately control the flight.

.18 ____ Employs proper tactical response to any pop-up immediate threat.

.19 ____ Demonstrates aircrew coordination; e.g., look-out doctrine. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Applies proper course corrections, if needed, in a timely manner.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ changes to route are made by proper authority.

.25 ____ Ensures fire support plan is responsive and covers all perceived vulnerable areas.

.26 ____ Ensures crewmen comply with weapons conditions, as briefed.

.27 ____ Executes deception plan, if appropriate.

.28 ____ Allows escort to be in position in time for prep fires.

.29 ____ Performs penetration checklist at the appropriate time/place.

.30 ____ Reports progress of mission to controlling agency as required to update weather, enemy situation, and go/no go criteria.

.31 ____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no go criteria exists. (KI)

.32 ____ Ensures any change to LZ is made by proper authority.

.33 ____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.34 ____ Employs proper approach techniques to LZ.

.35 ____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.36 ____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.37 ____ Contacts controlling agency upon reaching/departing LZ’s.

.38 ____ Ensures minimum time in zone.

.39 ____ Flights arrive in LZ ontime.

.40 ____ Within 5 minutes of planned time.

.41 ____ Within 4 minutes of planned time.

.42 ____ Within 3 minutes of planned time.

.43 ____ Within 2 minutes of planned time.

.44 ____ Within 1 mink Eye of planned time.

.45 ____ Flights land at correct LZ.

.46 ____ Within 500 meters of LZ.

.47 ____ Within 200 meters of LZ.

.48 ____ Within 100 meters of LZ.

.49 ____ Within 50 meters of LZ.

.50 Executes waveoffs, as briefed.

.5l ____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.52 ____ During paraops, flies correct altitude. airspeed, and heading while providing information to crewchief/jumpmaster.

.53 ____ Lands in correct extraction site LZ.

.54 ____ Flights arrive at the extraction LZ on time.

.55 ____ Within 5 minutes of planned time.

.56 ____ Within 4 minutes of planned time.

.57 ____ Within 3 minutes of planned time.

.58 ____ Within 2 minutes of planned time.

.59 ____ Within 1 minute of planned time.

.60 ____ Executes proper departure techniques to reduce exposure to threat.

.61 ____ Executes downed aircraft procedures, as briefed.

.62 ____ Executes RTF procedures properly.

.63 ____ Executes FARP procedures properly, if planned.

.64 ____ Continues contact with controlling agency concerning flight status during retrograde.

.65 ____ Executes EW procedures.

.66 ____ Executes post landing dispersion of helicopters, cc required.

.67 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support helicopter Tactical Manual, applicable FMFM’s, TACMAN’s, NATOPS instructions, and SOP’s. The squadron shall perform as many standards as necessary for the completion of the mission. If execution at the LZ is ontime, all subordinate standards will be marked "Yes."

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic detection and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and report5 terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

5. Lookout and weapons stations duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE and ROC.

2. Aircraft performance/ limitations.

3. Obstacle/hazard identification and avoidance.

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest.

TASK: 33.7.4 CONDUCT RESUPPLY MISSION DEBRIEFING

CONDITION(S): The resupply mission(s) is complete and a debriefing. with emphasis on lessons learned for future use. is conducted.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, debriefing guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps. serial photos, sketches. or other training aide when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's. contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

31.8 NONCOMBATANT EVACUATION OPERATIONS (NEO)

TASK: 3B.8.1 CONDUCT NEO MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct NEE) mission(s) as part of a MAGTF. All Liaison has been performed, and initial planning has begun. An operations order has been developed' and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the squadron should perform as many standards as required. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: T: N: NE

.1 ____ Establishes early liaison with the NEO commander.

.2 ____ Issues warning order to squadron staff planners to prepare for imminent missions,

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Provides aviation supportability estimates to MAGTF commander.

.5 ____ Requests combat information and EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table (HAT) information to the supported commander.

.8 ____ S-2 initiates planning to provide environmental data.

.9 ____ Develops aviation support requirements (ordnance, fuel. special equipment, personnel, etc.).

.10 ____ Provides air support requirements to the MAGTF commander.

.11 ____ Plans and/or rousts reconnaissance information of the area of operations.

.12 ____ Reconciles any aviation shortfalls with the MAGTF commander.

.13 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.14 ____ Allocates assets to support assault force concept of operations and coordinates an air tasking order (ATO).

.15 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements. (See MPS 31.15: Forward Arming and Refueling Point Operations.)

.16 ____ Integrates available fire support capability (NGF, CAS, CIFS, artillery) with planned aviation tactics, during ingress/egress, as well as in the objective area.

.17 ____ Plans/coordinates primary and alternate LZ's. (KI)

.18 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ's.

.19 ____ Recommends priority of targets for prep fires, if applicable.

.20 ____ Plans and coordinates control points. (KI)

.21 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.22 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.23 ____ Plans helicopter landing diagram and landing sequence in terminal area to ensure deconfliction and positive control of assets.

.24 ____ Coordinates manual support of weapons systems in the terminal objective area.

.25 ____ Coordinates communications needs (electronic and visual) to establish the COMM link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.26 ____ Plans shipboard refueling/rearming cycles with the MAGTF, if necessary.

.27 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.28 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures, if required by mission assignment.

.29 ____ Plans in conjunction with the MAGTF, a viable deception plan, if required.

.30 ___ Coordinates the development of "smart packs" (kneeboard handouts).

.31 ____ Plane smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.32 ____ Establishes plans for both operational and weather go/no go criteria.

.33 ____ Establishes a bump plan.

.34 ____ Establishes a scatter plan.

.35 ____ Coordinate. and integrates command and control procedure..

.36 ____ Schedules rehearsal for evaluating the plan, if time allow..

.37 ____ Schedules mission briefing. for all flightcrews and necessary personnel.

.38 ____ Assists the supported unit commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT).

.39 ____ Considers low altitude sir defense (LAAD) assets to support operations baled on available threat intelligence.

.40 ____ Coordinate. contingency plan. for rapid withdrawal or extraction.

.41 ____ Plans and coordinates return to force procedures (RTF) with the MAGTF.

.42 ____ Considers NVG's and establishes priorities for issue and testing, if required.

.43 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

.44 ____ Briefs ROE.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities. predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.
2. Reduced threat exposure time.
3. No loading/unloading delay.

Disadvantages

1. Reduced airspeeds.
2. Restricted maneuverability.
3. Possible cargo loss due to:
   a. Equipment failure.
   h. Improper hookup.
   c. Pilot technique.

INTERNAL

Advantages

1. Smell items/Loads.
2. Palleted cargo discharge while taxiing.
3. Reduced danger of cargo damage/loss.
4. No slings requirements.
5. No cargo net requirements.
6. No airspeed/maneuverability restrictions.
7. Permits NOE.

Disadvantages

1. Loading/unloading delays.
2. May require more sorties to accomplish mission.
3. Increased threat exposure time.
4. Loads generally smaller than external loads.
5. Excludes outside cargo that may be necessary for mission.

AERIAL DELIVERY (N0 LANDING)

Advantages

1. Small items/loads.

2. Permits NOE.

3. No slings requirements.

4. No Off delays.

5. Reduced threat exposure tine.

Disadvantages

1. Loading delay.

2. May require more sorties to accomplish mission.

3. Possible cargo loss due to:

   a. Equipment failure.

   b. Improper rigging.

   c. Pilot technique.

TASK: 3B.8.2 CONDUCT NIGHT NEO MISSION PLANNING

CONDITION(S): The squadron has been tasked to execute a night NEO mission in support of MAGTF operations. Due to additional constraints imposed by night operations, the following standards must be considered in the planning stage.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.2 ____ Plans aircraft lighting and flight formations to be employed.

.3 ____ Allocates NVG's to support the NEO, and establishes priorities for issue and testing, if required.

.4 ____ Plans ITG landing gone procedures including LE and load identification lighting and communication procedures.

.5 ____ Schedules training rehearsal during darkness, if time permits.

.6 ____ Plans for contingencies and emergency procedures.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

NIGHT LIMITATIONS

1. Reduction of visual acuity.

2. Positive aircraft control procedures.

3. Slower tempo of activity.

4. Smaller helicopter waves.

5. Problems inherent in conducting rendezvouses, approaches, and landings at night.

6. Slower and more complicated troop and cargo loading/unloading operations.

7. Slower buildup of combat power in the landing zone.

TASK: 3B.8.3 EXECUTE NEO MISSION

CONDITION(S): The squadron is in receipt of a warning order to conduct NEO mission(s) in support of the MAGTF. All liaison, planning, and briefing have been performed. Unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the squadron should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Configures aircraft to conduct preplanned mission (troops, internal cargo, external lift).

.2 ____ Conducts final ZIPPO brief to ensure last minute details requiring coordination are discussed face-to-face between air and ground element.

.3 ____ Confirms with NEO commander at RP that NEO force is embarked.

.4 ____ Flight tactics reflect METT-T considerations.

.5 ____ Maintains communication discipline, as briefed.

.6 ____ Continuous coordination is maintained with supported unit commander as to the progress of the mission.

.7 ____ Receives timely update concerning deployment of enemy forces in the area.

.8 ____ Uses appropriate procedures for effectively utilizing fire support assets.

.9 ____ Ensures aircrews observe ROE/ROC.

.10 ____ Effectively Utilizes ITG procedures and LZ lighting to position aircraft into LZ.

.11 ____ Arrives at NEO site with sufficient ground and aviation assets to accomplish the mission.

.12 ____ Inserts NEO force into correct LZ at the desired time.

.13 ____ Appropriately positions aircraft in LZ to provide coverage while supported unit deploys from aircraft.

.14 ____ Confirms with NEO commander that all elements of NEO have been withdrawn prior to departure from objective area.

.15 ____ Uses tactically sound procedures to expedite return to base.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.8.4 CONDUCT NEO MISSION DEBRIEFING

CONDITION(S): The NEO mission is complete and a debriefing is being held for all participants. The emphasis is an lessons learned and how to apply them on future operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, debriefing guides, and NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: Hone.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. shipboard operating procedures.

3B.9 RAID OPERATIONS

TASK: 3B.9.1 CONDUCT RAID MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct a raid to destroy a point target or conduct a harassing raid. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the squadron should perform as many standards as required. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism. Mission planning has begun.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to squadron staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Provides aviation supportability estimates to MAGTF commander.

.5 ____ Requests combat information and EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table (HAT) information to the supported commander.

.8 ____ Develops aviation support requirements (ordnance, fuel, special equipment, personnel. etc.).

.9 ____ Provides air support requirements to the MAGTF commander.

.10 ____ Plans and/or requests reconnaissance information of the area of operations.

.11 ____ Reconciles any aviation shortfalls with the MAGTF commander.

.12 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.13 ____ Allocates assets to support assault force concept of operations and coordinates an air tasking order CATO).

.14 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements. (See MPS 3B.16 Forward Arming and Refueling Paint Operations.)

.15 ____ Integrates available fire support capability (NGF, CAS, CIFS, artillery) with planned aviation tactics during ingress/egress, as well as in the objective area.

.16 ____ Plans/coordinates primary and alternate LZ's. (KI)

.17 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ's.

.18 ____ Recommends priority of targets for prep fires.

.19 ____ Plans and coordinates control points. (KI)

.20 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.21 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.22 ____ Coordinates communications needs (electronic and visual) to establish the COMM link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.23 ____ Plans shipboard refueling/rearming cycles with the MAGTF, if necessary.

.24 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.25 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures. if required by mission assignment.

.26 ____ Plans a viable deception plan in conjunction with the supported unit, if required.

.27 ____ Coordinates the development of "smart packs' (kneeboard handouts).

.28 ____ Establishes plans for both operational and weather go/no go criteria.

.29 ____ Establishes a bump plan.

.30 ____ Establishes a scatter plan.

.31 ____ Coordinates and integrates command and control procedures.

.32 ____ Schedules rehearsal for evaluating the plan, if time allows.

.33 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.34 ____ Assists the MAGTF commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT),

.35 ____ Considers low altitude sir defense (LAAD) assets to support operations based on available threat intelligence.

.36 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.37 ____ Plans and coordinates return to force procedures (RTF) with the MAGTF.

.38 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.39 ____ Considers NVG's and establishes priorities for issue and testing, if required.

.40 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arm's requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.

3. checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

NIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.
5. Problems inherent in conducting rendezvouses, approaches, and landings at night.
6. Slower and more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the landing zone.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.
2. Reduced threat exposure time.
3. No loading/unloading delay.

Disadvantages

1. Reduced airspeeds.
2. Restricted maneuverability.
3. Possible cargo loss due to:
   a. Equipment failure.
   b. Improper hookup.
   C. Pilot technique.

INTERNAL

Advantages

1. Smell items/loads.
2. Palleted cargo discharge while taxiing.
3. Reduced danger of cargo damage/loss.
4. No slings requirements.

5. No cargo net requirements.

6. No airspeed/maneuverability restrictions.

7. Permits NOE.

Disadvantages

1. Loading/unloading delays.

2. May require more sorties to accomplish mission.

3. Increased threat exposure time.

4. Loads generally smaller than external loads.

5. Excludes outsize cargo that may be necessary for mission.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/bade.

2. Permits NOE.

3. No slings requirements.

4. No offloading delays.

5. Reduced threat exposure time.

Disadvantages

1. Loading delay.

2. May require more sorties to accomplish mission.

3. Possible cargo loss due to:

   a. Equipment failure.

   b. Improper rigging.

   C. Pilot technique.

TASK: 3B.9.2 CONDUCT RAID MISSION BRIEFING

CONDITION(S): The AID has been issued and the squadron is assigned raid missions as part of a MAGTF. Multiple divisions/sections will be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides. SOP's, and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.4 ____ Maximizes use of tactical SOP's.

.5 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.6 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.7 ____ Ensures the mission statement is understood by all participants.

.8 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.9 ____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned scheme of maneuver, FSCL, phaselines, target description. enemy defenses, and reattack procedures, if required.

.10 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.11 ____ Briefs all mission assets.

.12 ____ Briefs availability of oncall electronic warfare (EW), obscuring smoke, or illumination missions.

.13 ____ S-2 briefs local populace reaction capabilities.

.14 ____ Briefer uses appropriate maps. charts, and aerial photographs, as required.

.15 ____ Briefs weather. (KI)

.16 ____ Briefs mission go/no go criteria; i.e., aircraft, personnel. and mission essential equipment.

.17 ____ Briefs mission precedence.

.18 ____ Briefs go/no go weather criteria.

.19 ____ Briefs inadvertent INC/loss of visual contact.

.20 ____ Briefs fuel/ordnance requirements. (KI)

.21 ____ Briefs NVG operational considerations.

.22 ____ Briefs LZ procedures/considerations. (KI)

.23 ____ Briefs FARP procedures, if applicable.

.24 ____ Briefs timehack.

.25 ____ Briefs EMCON procedures.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints. IP's, end TOS/TOT calculations when required.

KEY INDICATORS:

AIRCREW FORCES

1. Operation area.

2. Ability to reinforce.

3. Ground, AAA, SAM, and air threat locations known.

4. Expected movement.

5. Essential elements of information.

WEATHER

1. Data.
2. Propagation.
3. Current and forecast weather.

FUEL

1. Take-off load.
2. Minimum.
3. Bingo.
4. Refueling/rearming.
5. Deck assignments.
6. Prioritizing.
7. Timeline.
8. Aerial refueling.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave off instructions.
4. Escort.
5. Take-off instructions.
6. Weapons conditions.
7. Landing diagram.
8. Retraction plan (retrograde. withdrawal, emergency extraction).

TASK: 3B.9.3 EXECUTE RAID MISSION

CONDITION(S): The squadron is in receipt of a warning order to conduct a raid to destroy a point target or conduct a harassing raid. An operations order has been developed and unit SOP’s are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the squadron should perform Ca many standards ac necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y; N; NE

.1 ____ All aircrew are qualified and are current for assigned mission.

.2 ____ Aircraft are configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a final liaison with supported unit for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime and ready for launch.

.6 ____ Ensure. all personnel/equipment are properly secured prior to launch and that safety equipment for personnel is onboard.

.7 ____ Conducts launch activities, including bump plan if required, as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no 80 criteria exists before continuing with mission.

.10 ____ Execute communications procedures/plans, as briefed.

.11 ____ Ensures formation facilitates support by escort, control, maneuverability manual support, and collision avoidance.

.12 ____ Employs appropriate flight tactics/profile to minimize enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC entry/loss of visual contact.

.15 ____ Exercises communications discipline during mission.

.16 ____ Ensures aircrews observe ROE and ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactical response to any pop-up immediate threat.

.19 ___ Demonstrates aircrew coordination, i.e., look-out doctrine. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Applies proper course corrections, if needed, in a timely manner.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ changes to route are made by proper authority.

.25 ____ Ensures fire support plan is responsive and covers all perceived vulnerable areas.

.26 ____ Ensures crewmen comply with weapons conditions, as briefed.

.27 ____ Executes deception plan, if appropriate.

.28 ____ Allow. escort to be in position in time for prep fires.

.29 ____ Performs penetration checklist at the appropriate time/place.

.30 ____ Reports progress of mission to controlling agency as required to update weather, enemy situation, and go/no go criteria.

.31 ____ Flight receiving clearance at the IP to proceed to the LE ensures go/no go criteria exists. (KI)

.32 ____ Ensures any change to LE is made by proper authority.

.33 ____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.34 ____ Employs proper approach techniques to LE.

.35 ____ Makes consistent use of cover, concealment, altitude. and airspeed to minimize exposure to the enemy during approaches.

.36 ____ Performs landing as briefed, in sequence, and in proper positions utilizing ITG procedures.

.37 ____ Contact controlling agency upon reaching/departing LZ’s.

.38 ____ Ensures minimum time in zone.

.39 ____ Flights arrive in LZ ontime.

.40 ____ Within 5 minutes of planned time.

.41 ____ Within 4 minutes of planned time.

.42 ____ Within 3 minutes of planned time.

.43 ____ Within 2 minutes of planned time.

.44 ____ Within 1 minute of planned time.

.45 ____ Flights land at correct LE.

.46 ____ Within 500 meters of LE.

.47 ____ Within 200 meters of LE.

.48 ____ Within 100 meters of LZ.

.49 ____ Within 50 meters of LZ.

.50 ____ Executes waveoffs, as briefed.

.51 ____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.52 ____ Lands in correct extraction site LE.

.53 ____ Flights arrive at the extraction LE ontime.

.54 ____ Within 5 minutes of planned time.

.55 ____ Within 4 minutes of planned time.

.56 ____ Within 3 minutes of planned time.

.57 ___ Within 2 minutes of planned time.

.58 ____ Within 1 minute of planned time.

.59 ____ Lest extraction aircraft does not depart the LZ until raid force leader accounts for all raid force personnel.

.60 ____ Executes proper departure techniques to reduce exposure to threat.

.61 ____ Executes downed aircraft procedures. as briefed.

.62 ____ Executes RTF procedures properly.

.63 ____ Executes FARP procedures properly, if planned.

.64 ____ Continues contact with controlling agency concerning flight status during retrograde.

.65 ____ Executes EW procedures.

.66 ____ Executes post landing dispersion of helicopters.

.67 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual, applicable FMFM's, TACMAN's, NATOPS instructions, and SOP's. The squadron shall perform as many standards as necessary for the completion of the mission. If execution at the LZ is ontime, all subordinate standards will be marked "Yes.'

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic detection and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.
2. The pilot not at the controls, remains oriented at all times and informs the pilot at the control: of direction and route corrections. In addition, he monitors the cockpit instruments.
3. Weapons employment.
4. Maintenance of situational awareness.
5. Lookout and weapons stations duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE and ROC.
2. Aircraft performance/limitations.
3. Obstacle/hazard identification and avoidance.
4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LZ.
4. Marking of the LZ.
5. Other matters of special interest.

TASK: 3B.9.4 EXECUTE RAID WITHDRAWAL

CONDITION(S): Raid force has conducted either a point destruction raid and/or a harassing raid, and has proceeded to the withdrawal site.

STANDARDS: EVAL: Y: N: NE

.1 ____ Locates withdrawal aircraft to provide immediate, timely response to raid force signal.

.2 ____ Close-in fire support (CIFS) aircraft provide effective point and area target interdiction to prevent enemy from reacting to raid.

.3 ____ Uses fire support coordination measures to ensure safety of raid force.

.4 ____ Raid force at night is easily identified through use of discrete lighting (infrared chemlites) or other means.

.5 ____ Assault and CIFS aircraft react swiftly and appropriately to any change of situation in the LZ.

.6 ____ Assault aircraft conduct rapid, sequenced withdrawal of raid force.

.7 ____ CIFS aircraft provide final protective fires when planned 55 last elements of the raid force are embarked.

.8 ____ Assault aircraft commanders reconfirm accountability with raid force team leaders and report to raid force commander.

.9 ____ Attempts to recover Marines left behind are per the alternate pick-up points and times designated in the order.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.9.5 CONDUCT RAID MISSION DEBRIEFING

CONDITION(S): A raid mission has been completed. A debrief is held for the mission with all participants present if possible. A major emphasis during the debrief is on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

1 ____ Ensures all aviation mission essential personnel are present. if possible.

.2 ____ Conducts debrief per SOP, NATOPS, debriefing guides, and NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, end lessons learned to develop new COA’s and tactics to improve SOP’s, contingency plans, end aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

31.10 SECURITY/REINFORCEMENT OPERATIONS

TASK: 3B.10.1 CONDUCT SECURITY/REINFORCEMENT MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct security/reinforcement mission(s) to protect a key area'. e.g., U.S. Embassy, downed aircraft, etc. Antigovernment forces are organized and capable of interfering militarily with the security forces. Minimal assistance is expected from the host national forces for additional security. All liaison has been performed and initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the squadron should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N7: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to squadron staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Provides aviation supportability estimates to MAGTF commander, if required.

.5 ____ Requests combat information and EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table (HAT) information to the supported commander.

.8 ____ S-2 initiates planning to provide environmental data.

.9 ____ Develops aviation support requirements (ordinance, fuel, special equipment, personnel, etc.).

.10 ____ Provides air support requirements to MAGTF, if required.

.11 ____ Plane and/or requests reconnaissance information of the area of operations.

.12 ____ Reconciles any aviation shortfalls with the MAGTF commander, as required.

.13 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.14 ____ Allocates assets to support assault force concept of operations and coordinates an air tasking order CATO).

.15 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements. (See MPS 3A.l6 Forward Arming and Refueling Point Operations.)

.16 ____ Integrates available fire support capability (NGF, CAS, CIFS, artillery) with planned aviation tactics during ingress/egress, as well as in the objective area,

.17 ____ Plans/coordinates primary and alternate LZ’s. (KI)

.18 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ’s.

.19 ____ Recommends priority of targets for prep fires.

.20 ____ Plans and coordinates control points. (KI)

.21 ____ Ensures authority and procedures to change LZ’s or ingress/egress routes are clearly established.

.22 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.23 ____ Plans helicopter landing diagram and landing sequence in terminal area to ensure deconfliction and positive control of assets.

.24 ____ Coordinates manual support of weapons systems in the terminal objective area.

.25 ____ Coordinates communications needs (electronic and visual) to establish the COMM link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.26 ____ Plans shipboard refueling/rearming cycles, if necessary.

.27 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.28 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures, if required by mission assignment.

.29 ____ Plans in conjunction with the MAGTF, a viable deception plan, if required.

.30 ___ Coordinates the development of "smart packs" (kneeboard handouts).

.31 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.32 ____ Establishes plans for both operational and weather go/no go criteria.

.33 ____ Establishes a bump plan.

.34 ____ Establishes a scatter plan.

.35 ____ Coordinates and integrates command and control procedures.

.36 ____ Schedules rehearsal for evaluating the plan, if time allows.

.37 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.38 ____ Assists the supported commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT).

.39 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.40 ____ Coordinates contingency plane for rapid withdrawal or extraction.

.41 ____ Plans and coordinates return to force procedures (RTF) with the MAGTF, if necessary.

.42 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.43 ____ Considers NVG's and establishes priorities for issue and testing, if required.

.44 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

FLIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.

5. Problems inherent in conducting rendezvouses. approaches. and landings at night.

6. Slower and more complicated troop and cargo loading/unloading operations.

7. Slower buildup of combat power in the landing zone.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.

2. Reduced threat exposure time

3. No loading/unloading delay

Disadvantages

1. Reduced airspeeds.

2. Restricted maneuverability.

3. Possible cargo loss due to:

   a. Equipment failure.

   b. Improper hookup.

   c. Pilot technique.

INTERNAL

Advantages

1. Small items/loads.

2. Palleted cargo discharge while taxiing.

3. Reduced danger of cargo damage/loss.

4. No slings requirements.

5. No Cargo net requirements.

6. No airspeed/maneuverability restrictions.

7. Permits NOE.

Disadvantages

1. Loading/unloading delays.

2. Nay require more sorties to accomplish mission.

3. Increased threat exposure time.

4. Loads generally smaller than external loads.

5. Excludes outside cargo that may be necessary for mission.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/loads.
2. Permits NOE.
3. No slings requirements.
4. Na offloading delays.
5. Reduced threat exposure time.

Disadvantages

1. Loading delay.
2. May require mare sorties to accomplish mission.
3. Possible cargo loss due to:
   a. Equipment failure.
   b. Improper rigging.
   C. Pilot technique.

TASK: 3B.10.2 CONDUCT SECURITY/REINFORCEMENT MISSION BRIEFING

CONDITION(S): The squadron is assigned security/reinforcement missions as part of a MAGTF. Numerous missions are tasked, requiring multiple divisions/sections. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y; N; NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP’s, and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Allows questions to ensure tactical/safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.6 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.7 ____ Maximizes use of tactical SOP’s.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.10 ____ Ensures the mission statement is understood by all participants.

.11 ____ Briefs friendly forces ground scheme of maneuver, weapons involved; i.e., NGF, artillery. and any joint integration. (KI)

.12 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.13 ____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned scheme of maneuver, FSCL, phaselines, target description, enemy defenses, and reattack procedures, if required.

.14 ____ Briefs pilot intraformation coordination with normal or degraded systems. weapons, and communications.

.15 ____ Briefs integrated fire support/J-SEAD tactics and responsibilities, if required.

.16 ____ Briefs rsdio/KY-58 communication procedures with terminal controllers and/or control agencies, including authentication procedures, burn-through or chattermark procedures in a communications jamming environment, and alternate procedures/frequencies for contacting terminal controllers.

.17 ____ Briefs alternate target(s) or mission(s).

.18 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.19 ____ Briefs any known changes to TACP control procedures or communications requirements.

.20 ____ Briefs all mission assets.

.21 ____ Briefs availability of oncall electronic warfare (EW), obscuring smoke, or illumination missions.

.22 ____ S-2 briefs local populace reaction capabilities.

.23 ____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.24 ____ Briefs encryption procedures, both internal and external to the flight.

.25 ____ Briefs SERE procedures. (KI)

.26 ____ Briefs EW consideration. (KI)

.27 ____ Briefs weather, including go/no go criteria. (KI)

.28 ____ Ensures that all appropriate personnel have handouts; i.e., kneeboard cards, maps, charts, etc.

.29 ____ Briefs mission go/no 80 criteria; i.e., aircraft, personnel, and other mission essential equipment.

.30 ____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.31 ____ Briefs actions required if attacked by SAM/AM and RHAW gear operation/displays.

.32 ____ Briefs look-out procedures to include responsibilities, radio calls, and tactical maneuvering for threats.

.33 ____ Briefs laser designation procedures and codes, and visor/filter usage for pilot safety in a laser environment.

.34 ____ Briefs mission precedence.

.35 ____ Briefs a timeline, both into and only of the area of operations.

.36 ____ Briefs call signs/event numbers.

.37 ____ Briefs shipboard operating procedures, as applicable.

.38 ____ Briefs chain of responsibilities. (KI)

.39 ____ Briefs inadvertent IMC entry/loss of visual contact.

.40 ____ Briefs fuel/ordnance requirements. (KI)

.41 ____ Briefs NVG operational considerations.

.42 ____ Briefs launch conditions. (KI)

.43 ____ Briefs ingress procedures. (KI)

.44 ____ Briefs LZ procedures/considerations. (KI)

.45 ____ Briefs egress procedures. (KI)

.46 ____ Briefs downed aircraft procedures for overwater and overland.

.47 ____ Briefs TRAP procedures.

.48 ____ Briefs any concurrent operations, to include deconfliction with other participating aviation units.

.49 ____ Briefs FARP procedures.

.50 ____ Briefs deception plan.

.51 ____ Briefs timehack.

.52 ____ Briefs location/time of debrief.

.53 ____ Briefs controlling agencies.

.54 ____ Briefs EMCON procedures.

.55 ____ Briefs DRIADS.

.56 ____ Briefs flight deck/ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS/TOT calculations when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Infantry, AAA, SAM, and air threat locations known.
4. Expected movement.
5. Essential elements of information.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for re5cue.
6. Radio communications.

EW

1. EMCON condition.
2. Deception/meaconing.
3. FIJI reporting.

WEATHER

1. Data.
2. Propagation.
3. Current/forecast weather.

CHAIN OF RESPONSIBILITY

The location. call sign, and frequency should be briefed for the following:

1. Overall mission commander.
2. Air mission commander/alternate.
3. HTC.
4. Flight leader/alternate.
5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefs

1. HCC(A).
2. TAC(A).

FUEL

1. Take-off load.
2. Minimum.
3. Bingo.
4. Refueling/rearming.
5. Deck assignments.
6. Prioritizing.

7. Timeline.

8. Aerial refueling.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.

3. Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.

2. Control measures (RP’s, CP’s, IP’s).

3. Timing.

4. Airspeeds and altitudes.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. ACM.

14. Scatter plan.

15. go/no 80 criteria.

16. NBC considerations.

17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LE brief.

3. Landing direction/wave off instructions.

4. Escort.

5. Take-off instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan (retrograde, withdrawal, emergency extraction).

EGRESS

1. Primary and alternate routes.

2. Control measures (CF's, RP's).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals. lost communications, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. ACM.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

17. RTF.

TASK: 3B.10.3 EXECUTE SECURITY/REINFORCEMENT MISSION

CONDITION(S): The squadron is in receipt of a warning order to execute security/reinforcement mission(s) as part of a MAGTF. All liaison, planning. and briefing have been performed. Unit SOP'S are available. The mission can be conducted while Shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the squadron should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters. fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: T: N: NE

.1 ____ All aircrew are qualified and are current for assigned mission.

.2 ____ Configures aircraft to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a final liaison with the supported commander for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime and ready for launch.

.6 ____ Ensures all personnel/equipment are properly secured prior to launch and that safety equipment for personnel is onboard.

.7 ____ Conducts launch activities as briefed, including bump plan, if required.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms 50/no go criteria exists before continuing with mission.

.10 ____ Executes communications procedures/plans, as briefed.

.11 ____ Ensures formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Employs appropriate flight tactics/profile to minimize enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent LZ entry/lose of visual contact.

.15 ____ Exercises communications discipline during mission.

.16 ____ Ensures aircrews observe ROE and ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactical response to any pop-up immediate threat.

.19 ____ Demonstrates aircrew coordination; e.g., lookout doctrine. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Applies proper course corrections, if needed, in s timely manner.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ Changes to route are made by proper authority.

.25 ____ Ensures fire support plan is responsive and covers all perceived vulnerable areas,

.26 ____ Ensures crewmen comply with weapons conditions, as briefed.

.27 ____ Executes deception plan, if appropriate.

.28 ____ Allows escort to be in position in time for prep fires.

.29 ____ Performs penetration checklist at the appropriate time/place.

.30 ____ Reports progress of mission to controlling agency 55 required to update weather, enemy situation, and go/no go criteria.

.31 ____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no go criteria exists. (KI)

.32 ____ Ensures any change to LE is made by proper authority.

.33 ____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.34 ____ Employs proper approach techniques to LZ.

.35 ____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.36 ____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.37 ____ Contacts controlling agency upon reaching/departing LZ’s.

.38 ____ Ensures minimal time in zone.

.39 ____ Flights arrive in LZ ontime.

.40 ____ Within 5 minutes of planned time.

.41 ____ Within 4 minutes of planned time.

.42 ____ Within 3 minutes of planned time.

.43 ____ Within 2 minutes of planned time.

.44 ____ Within 1 minute of planned time.

.45 ____ Flights land at correct LZ.

.46 ____ Within 500 meters of LZ.

47 ____ Within 200 meters of LZ.

.48 ____ Within 100 meters of LZ.

.49 ____ Within SC meters of LZ.

.50 ____ Executes waveoffs, as briefed.

.51 ____ If carrying external Load, drops load in spot as directed by HST/LZ control team.

.52 ____ During paraops, flies correct altitude, airspeed. and heading while providing information to

crewchief/jumpmaster.

.53 ____ Lands in correct extraction site LZ.

.54 ____ Flights arrive at the extraction LZ ontime.

.55 ____ Within 5 minutes of planned time.

.56 ____ Within 4 minutes of planned time.

.57 ____ Within 3 minutes of planned time.

.58 ____ Within 2 minutes of planned time.

.59 ____ Within 1 minute of planned time.

.60 ____ Executes proper departure techniques to reduce exposure to threat.

.61 ____ Executes downed aircraft procedures, as briefed.

.62 ____ Executes RTF procedures properly.

.63 ____ Executes FARP procedures properly. if planned.

.64 ____ Continues contact with controlling agency concerning flight status during retrograde.

.65 ____ Executes EW procedures.

.66 ____ Executes post landing dispersion of helicopters, as applicable.

.67 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual, applicable FMFM's, TACMAN's, NATOPS instructions, and SOP's. The squadron shall perform as many standards as necessary for the completion of the mission. If execution at the LZ is ontime, all subordinate standards will be marked "Yea.

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic detection and limit use of aircraft lighting systems to enhance Survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.
2. The pilot not at the controls. remains oriented at all times and inform the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.
3. Weapons employment.
4. Maintenance of situational awareness.
5. Lookout and weapons stations duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE and ROC.
2. Aircraft performance/limitations.
3. Obstacle/hazard identification and avoidance.
4. Reduction of reaction time to aircraft emergencies.

IN CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LZ.
4. Marking of the LZ.
5. Other matters of special interest.

TASK: 3B.10.4 CONDUCT SECURITY/REINFORCEMENT MISSION DEBRIEFING

CONDITION(S): The security/reinforcement mission is complete and a debriefing is being held with emphasis on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, debriefing guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ 5-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

31.11 RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS

TASK: 31.11.1 CONDUCT RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct reconnaissance patrol/reaction force mission(s) in support of the MAGTF. All liaison has been performed and initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (reel world contingencies are encouraged), the squadron should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing. air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to squadron staff planners to meet.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Request. combat information and EEI's concerning METT-T.

.5 ____ Establishes a time schedule delineating completion times for all phases of planning.

.6 ____ Provides HAT information to the supported commander.

.7 ____ S-2 initiates planning to provide environmental data.

.8 ____ Develops aviation support requirements (ordnance. fuel, special equipment, personnel, etc.).

.9 ____ Provides aviation supportability estimates to the supported commander.

.10 ____ Reconciles any aviation shortfalls with the supported commander.

.11 ____ Provides air support requirements to MAGTF commander.

.12 ____ Helicopter unit commander provides guidance to staff members throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.13 ____ Plans and/or requests reconnaissance information of the area of operations.

.14 ____ Requests support from theater aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.15 ____ Allocates assets to support concept of operations and coordinates an ATO.

.16 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements. (See MPS 31.16 Forward Arming and Refueling Point Operations).

.17 ____ Integrates available fire support capability (NGF, CAS, CIFS, artillery), with planned aviation tactics, during ingress/egress, as well as in the objective area.

.18 ____ Plans primary and alternate LZ's. (KI)

.19 ____ Plans ingress/egress routes to the primary and alternate LZ' a.

.20 ____ Recommends priority of targets for zone prep.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates ITG procedures with the reconnaissance element.

.24 ____ Plans helicopter landing diagram and landing sequence to ensure any deconfliction and control of assets.

.25 ____ Coordinates manual support of weapons systems in the LZ.

.26 ____ Develops COMM plan (electronic and visual) to establish the communications link. to include air control agencies, COMSEC, deception, chattermark. N0N conditions, NORDO. codewords, prowords, and frequencies (environmental effects, jamming capabilities). and coordinates with the MAGTF.

.27 ____ Plans shipboard refueling/rearming cycles with the MAGTF, if necessary.

.28 ____ Plans TRAP procedures.

.29 ____ Plans FARP procedures.

.30 ____ Plans in conjunction with the MAGTF a viable deception plan. (KI)

.31 ___ Coordinates the development of "smart packs" (kneeboard handouts).

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.33 ____ Establishes. plans for both operational and weather go/no go criteria.

.34 ____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allows.

.38 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft.

.39 ____ Schedules mission briefings for all flightcrews and necessary personnel.

.40 ____ Assists the supported commander in the preparation of the HWSAT.

.41 ____ Considers LAAD assets to support operations based on available threat intelligence.

.42 ____ Formulates contingency plans for rapid withdrawal or extraction. (KI)

.43 ____ Plans and coordinates RTF with the MAGTF.

.44 ____ Submits plan to the MAGTF for approval, if required.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM’s, tactical manuals, NATOPS instructions, and squadron SOP’s. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS II HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities. predicted intentions. and dispositions.
3. Terrain end proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required.

CONTROL POINTS

1. Rendezvous point.

2. Departure point.

3. checkpoint.

4. Penetration control point.

5. Initial point.

6. Break-up point.

DECEPTION PLANS

Due to the covert nature of reconnaissance operations, every attempt shall be made to conceal intentions, mislead the enemy, and perform the unexpected. Supporting arms and helicopter support should be employed in a manner that does not compromise the location of the insertion point. If LZ preparation fires must be employed, multiple LZ preparations and simulated patrol insertions can be used to deceive the enemy as to the actual insertion point.

CONTINGENCY PLANS

Because RECON patrols and reaction forces are in most instances small forces with limited combat staying power, contingency plans shall be fully coordinated and capable of being executed with speed and precision to ensure success and safety of personnel involved.

TASK: 31.11.2 CONDUCT RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned support missions in support of the MAGTF. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP’s, and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Allows questions to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all task. assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP’s.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs the general situation in the area of operations.

.10 ____ Briefs friendly forces ground scheme of maneuver, weapons involved; i.e., NGF, any joint integration. ingress/egress routes, and the latest aerial imagery. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.12 ____ 5-2 briefs local populace reaction capabilities.

.13 _____ Brief uses appropriate maps charts, and aerial photographs. as required.

.14 _____ Briefs encryption procedures, both internal and external to the flight.

.15 _____ Briefs SERE procedure. (KI)

.16 _____ Briefs EW consideration. (KI)

.17 _____ Briefs weather, to include go/no 80 criteria. (KI)

.18 _____ Ensures that all appropriate personnel have handouts.

.19 _____ Briefs mission go/no 80 criteria, i.e., aircraft, personnel, and mission essential equipment.

.20 _____ Briefs mission precedence.

.21 _____ Ensures the mission statement is understood by all participants.

.22 _____ Briefs a timeline, to include L hour/B hour.

.23 _____ Briefs mission assets. (KI)

.24 _____ Briefs call signs/event numbers.

.25 _____ Briefs chain of responsibilities. (KI)

.26 _____ Briefs general scheme of maneuver. (KI)

.27 _____ Briefs inadvertent IMC/loss of visual contact.

.28 _____ Briefs fuel requirements. (KI)

.29 _____ Briefs ROE/window conditions.

.30 _____ Briefs NVG operational considerations.

.31 _____ Briefs launch conditions. (KI)

.32 _____ Briefs ingress procedures. (KI)

.33 _____ Briefs LZ procedures. (KI)

.34 _____ Briefs caress procedures. (KI)

.35 _____ Briefs downed aircraft procedures for overwater and overland.

.36 _____ Briefs TRAP procedures.

.37 _____ Briefs concurrent operations.

.38 _____ Briefs FARP procedures.

.39 _____ Briefs deception plan.

.40 _____ Briefs special considerations.

.41 _____ Briefs all safety matters.

.42 _____ Briefs timehack.

.43 _____ Briefs location/time of debriefs.

.44 _____ Briefs goggle/degoggling procedures.

.45 _____ Briefs controlling agencies.

.46 _____ Briefs EMCON procedures.

.47 ____ Briefs DRIADS.

.48 ____ Briefs flight deck/ground signals.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights. detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operations area.
2. Ability to reinforce.
3. Infantry. AM, SAM, and air threat locations known.
4. Expected movement.
5. Essential elements of information.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.

EN

1. ECON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Date.
2. RF propagation.

3. Current weather.

4. Forecast weather.

HANDOUTS

1. Kneeboard cards.

2. Maps/charts.

3. ACEOI.

MISSION ASSETS

1. Fixed-wing.

2. Helicopter including go/no go criteria.

3. Supporting arms.

4. Ground support.

CHAIN OF RESPONSIBILITY

The location, call sign, and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander/Alternate.

3. HTC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies' locations, call sign., and frequencies should be briefed:

1. HC(A).

2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.

2. Control measures, boundaries, phaselines, IP's, etc.

3. Primary and alternate LZ's.

4. CAS prep.

5. SEAD.

6. Escort.

FUEL

1. Take-off load.

2. Minimum.

3. Bingo.

LAUNCH

1. Aircraft mannin5 time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/formations/formations.
5. Bump plan.
6. Rendezvous procedures.

Ingress

1. Primary and alternate routes.
2. Control measures CRP’s. CP’s, IP’s).
3. Timing.
4. Airspeeds and altitudes.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of first enemy contact.
13. Evasive maneuvers/ACM.
14. Scatter plan.
15. Go/no go criteria.
16. NBC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort.
5. Take-off instructions.
6. Weapons conditions.

7. Landing diagram.

8. Retraction plan.

EGRESS

1. Primary and alternate routes.

2. Control measures (CP's, RP's).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7 Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. Evasive maneuvers/ACM.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

TASK: 3B.11.3 EXECUTE RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS

CONDITION(S): Given the required assets while shipboard or shorebased in support of the MAGTF, during day or night hours against a threat as briefed by the S-2 and after completing mission planning and briefing; execute assigned mission.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and are current for assigned mission.

.2 ____ Configures aircraft to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime ready for launch.

.6 ____ Supported unit boards helicopters with minimum delay, ensuring all personnel/equipment are properly staged.

.7 ____ Conducts launch activities including bump plan, if required, as briefed.

.8 ____ Accomplishes rendezvous procedures, as briefed, or as directed by controlling agencies.

.9 ____ Confirms go/no go criteria exist before continuing with mission.

.10 ____ Execute COMM procedures/plans, as briefed.

.11 ____ Formation facilitates support by escort, control, maneuverability, manual support. and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC/loss of visual contact.

.15 ____ Exercises COMM discipline during mission.

.16 ____ Ensures aircrew observe ROE and ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactics response to any pop-up immediate threat.

.19 ____ Aircrew demonstrates crew coordination; e.g., look-out doctrine. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed.

.22 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.23 ____ Changes to route are made by proper authority.

.24 ____ Ensures fire support plan covers all perceived vulnerable areas and is responsive.

.25 ____ Ensures crewmen comply with weapons conditions, as briefed.

.26 ____ Receives clearance at the IP to proceed to the LZ.

.27 ____ Performs penetration checklist at the appropriate time/place.

.28 ____ Reports progress of mission as required to update weather, enemy situation, and go/no go criteria.

.29 ____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no 80 criteria exists. (KI)

.30 ____ Executes deception plan.

.31 ____ Allows escort to be in position in time for prep fires.

.32 ____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.33 ____ Employs proper approach techniques to LE.

.34 ____ Makes consistent use of cover, concealment. altitude, and airspeed to minimize exposure to the enemy during approaches.

.35 ____ Performs landing as briefed, in proper sequence and proper position utilizing ITG procedures.

.36 ____ Ensures change to LZ is done by proper authority, if applicable.

.37 ____ Contacts controlling agency upon reaching/departing LZ’s.

.38 ____ Ensures minimum time in zone.

.39 ____ Flights arrive in LZ ontime.

.40 ____ Within 5 minutes of planned time.

.41 ____ Within 4 minutes of planned time.

.42 ____ Within 3 minutes of planned time.

.43 ____ Within 2 minutes of planned time.

.44 ____ Within 1 minute of planned time.

.45 ____ Flights land at correct LZ.

.46 ____ Within 1.000 meters of LZ.

.47 ____ Within 400 meters of LZ.

.48 ____ Within 200 meters of LZ.

.49 ____ Within 100 meters of LZ.

.50 ____ Executes waveoffs, as briefed.

.51 ____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.52 ____ During paraops, flies correct altitude, airspeed, and heading while providing information to crewchief/jumpmaster.

.53 ____ Executes proper departure techniques to reduce exposure to threat.

.54 ____ Executes downed aircraft procedures, as briefed.

.55 ____ Executes RTF procedures.

.56 ____ Executes FARP procedures.

.57 ____ Continues contact with controlling agency concerning flight status.

.58 ____ Executes EW procedures.

.59 ____ Performs recovery procedures.

.60 ____ Executes post landing deployment of helicopters.

.61 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manuel.

RET INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATE IOU

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times end informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE and ROC

2. Aircraft performance/limitations.

3. Obstacle/hazard identification and avoidance.

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest.

TASK: 3B.11.4 EXECUTE EMERGENCY EXTRACTION

CONDITION(S): The extraction flight is in the objective area. The RECON patrol is in enemy contact or contact is imminent and it requires immediate extraction.

STANDARDS: EVAL: Y: N: NE

.1 ____ The HTC commander ensures each helicopter aircraft commander (HAC) is briefed on the situation and adopted course of action.

.2 ____ Flight coordinator positioned to support the extraction of aircraft.

.3 ____ Requests close air support and/or other supporting arms to aid in the extraction.

.4 ____ Tactical situation permitting, the extraction aircraft receives an LE briefing from flight coordinator or RECON patrol per the ASH/TAC manual.

.5 ____ Helicopter transport commander (HTC) selects a scheme of maneuver based on information received from the flight coordinator.

.6 ____ The extraction aircraft makes proper use of screening.

.7 ____ The extraction aircraft keeps flight coordinator informed of its intended flight maneuvers to facilitate fire suppression support.

.8 ____ Properly identifies extraction zone. (KI)

.9 ____ Departing aircraft uses a tactical egress.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

LANDING ZONE MARKING

The importance of proper LZ identification through either radio communication and/or visual signals to prevent enemy deception cannot be overemphasized. Radio transmissions shall not refer to smoke/panel color until the smoke/panel has been deployed and lighted by the helicopter flight. Subsequent to such sighting, the color of the smoke/panel shall be confirmed via radio communication with the ground unit.

TASK: 31.11.5 EXECUTE ROPE SUSPENSION OPERATIONS

CONDITION(S): The preferred techniques for RECON insertion/extraction is utilizing LZ's. If the situation requires hovering operations, then rappelling, fastrope, or SPIE system should be used.

STANDARDS: EVAL: Y: N: NE

.1 ____ Conducts joint briefing to ensure complete understanding of procedures and in-flight emergencies.

.2 ____ HAC ensures equipment is rigged and inspected per applicable directives. (KI)

.3 ____ Hovering out of ground effect (HOGE) computation ensures power available/power required ratio is sufficient for safe operations.

.4 ____ HAC ensures a helicopter rope suspension training master (HRST) is assigned to each station.

.5 ____ The pilot establishes a stable hover slightly above tree top/obstacle height while the SPIE rope is lowered and team members hookup.

.6 ____ When HRST master indicates the team is ready, the extraction helicopter lifts vertically until SPIE rope clears all obstacles.

.7 ____ Intensifies suppressive fires as the extraction commences.

.8 ____ In the event of an emergency, does not release/cut the SPIE rope until all teem members are on the ground or tangled in trees, brush, or other supporting structure.

.9 ____ Flight techniques are per NATOPS flight manual.

.10 ____ Crewchief effectively performs his duties. (KI)

.11 ____ Successfully inserts/extracts all patrol members successfully.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

EQUIPMENT RIGGING INSPECTION

1. Fraying.
2. Excessive oil.
3. Free of splices.
4. Padding to protect rope from damage.

Fastrope frame:

1. Frame free of excessive corrosion, cracks, and deformation.

2. Mounting security.

3. Rope mounted securely.

CREWCHIEF DUTIES AND RESPONSIBILITIES

In addition to normal aircrew duties, the crewchief shall:

1. Ensure all HRST master and crewmembers wear gunners belts when operating near suspension stations.

2. Ensure rope cutting device is available at each suspension station.

3. Pass voice instructions to pilots for assistance in maintaining a steady hover.

4. Keep pilot informed of progress of the operation.

5. Ensure HRST master retrieves/secures insertion/extraction equipment prior to the helicopter transitioning to forward flight.

TASK: 3B.11.6 CONDUCT RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS MISSION DEBRIEFING

CONDITION(S): The mission is complete and a debrief is held with emphasis on lessons learned. All participants should be present.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present, if possible.

.2 ____ Conducts debrief per SOP, NATOPS, debriefing guides, and NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debrief. all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA’s and tactics to improve SOP’s, contingency plans. and aircrew knowledge.

.8 ____ 5-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.

2. Command and control.

3. Communications.

4. Support/escort.

5. Coordination.

6. Navigation.

7. Safety.

8. Tactics used/effectiveness.

9. Recommendations.

31.12 SEARCH AND AIR RESCUE (SAR) OPERATIONS

TASK: 31.12.1 CONDUCT SAR PLANNING

CONDITION(S): At least one of the squadron's aircrew shall be selected at random as a "Downed Aircrew" either immediately prior to or after a Scheduled flight. The "Downed Aircrew" will be inserted into the SERE area with only the equipment and clothing he has on at the time of selection.

STANDARDS: EVAL: Y: N: NE

.1 ____ Designates required SAR support aircraft and crews per LOT/Op Plan.

.2 ____ Reviews all factors which effect the search. (KI)

.3 ____ Analyzes METT-T factors including time of day, and if applicable, sea conditions.

.4 ____ Requests information on description of personal and aircraft/vehicle; e.g., number of people, signal aids of survivors, SERE, shape and color of aircraft/vehicle, estimated location, etc.

.5 ____ Threat zones are identified.

.6 ____ If aircraft is overdue, determines the reason; e.g., lost, crashed, ditched, etc.

.7 ____ Calculates the endurance of search aircraft.

.8 ____ Reviews downed aircrew procedures.

.9 ____ Determines armed escort requirement.

.10 ____ Designates marshal areas, if needed.

.11 ____ Conducts coordinated planning with flight coordinator. (KI)

.12 ___ Decides what type of rescue equipment will be needed.

.13 ____ In conjunction with other agencies, selects Safe area and pick-up schedule.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

SEARCH FACTORS

1. Integrity of coverage, preliminary, or concentrated.

2. Search area, Location, and size.

3. Search pattern: Route search, expanding square search, creeping line low altitude search, sector search, parallel search, or contour search.

4. Tracking spacing never greater than twice the detection image (TACAN).

5. Review downed aircrew authenticator cards.

6. Altitude.

7. Airspeed.

8. Bingo.

FLIGHT COORDINATOR

1. Routes.

2. Evasive maneuvering.

3. Scatter plan.

4. Marshal areas.

5. ROE.

6. Fire support.

7. C3.

TASK: 33.12.2 CONDUCT SAR BRIEF AND EXECUTE MISSION

CONDITION(S): A flight is notified that there is a downed plane/aircrew and directs a SAR mission. Mission can be "scrambled" to the SAR or completed in conjunction with, or diverted from, another MCCRES mission.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs crew on mission and duties. (KI)

.2 ____ Briefs aircrew on situations and adopted CA.

.3 ____ Ensures flight is equipped with appropriate mission essential equipment.

.4 ____ Employs proper altitudes based on given information of personnel/aircraft/vehicle and threat capabilities. (KI)

.5 ____ Aircrew utilizes proper scanning techniques. (KI)

.6 ____ Executes appropriate sighting procedures. (KI)

.7 ____ Utilizes flight coordination correctly should a SAR effort be opposed.

.8 ____ Establishes radio contact with ground personnel. if necessary.

.9 ____ Decides whether to continue, attempt recovery, or abort mission based on mission precedence, weather conditions, and enemy activity.

.10 ____ Determines approach direction for pickup based upon recommendations of flight coordinator.

.11 ____ Finalizes scheme of maneuver for recovery.

.12 ____ Successfully lands in the pick-up zone if tactical situation permits.

.13 ____ Recovers personnel and successfully lifts out of pick-up zone.

.14 ____ Notifies flight coordinator of intended departure route and flight techniques.

.15 ____ Expeditiously returns to baa. using appropriate flight tactics.

.16 ____ Informs controlling agency of required medical assistance at home base, if necessary.

.17 ____ Debriefs aircrew and disseminate intelligence information.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW BRIEFINGS

1. Objective of search.
2. Weather.
3. Plan of operation for search
4. Other aircraft involved
5. Position reporting.

RECOMMENDED SEARCH ALTITUDE

See ASH Manuel NWP-55.

SCANNING TECHNIQUES

See ASH Manual NWP-55.

SIGHTING PROCEDURES

1. Keep target in sight at all times.
2. Mark with dye marker/smoke.
3. Turn in direction of target with observer calling out target using clock code.
4. Switch IFF to appropriate code.
5. Report sighting to appropriate agency.
6. Deploy rescue personnel.

3B.13 MEDICAL EVACUATION (MEDEVAC) OPERATIONS

TASK: 3B.l3.l CONDUCT MEDEVAC MISSION PLANNING AND BRIEFING

CONDITION(S): Throughout the evaluation, the squadron should be tasked to provide and plan the employment of a dedicated MEDEVAC support package consisting of one of more assault support helicopters and escorts. In addition to fast reaction launch of the dedicated MEDEVAC package. the evaluator should cause the diversion of airborne flights from other missions of lower priority.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron designates required MEDEVAC support aircraft and crews per LOI/OPLAN.

.2 ____ Conducts coordinated planning by MEDEVAC flight leader and flight coordinator.

.3 ____ The mission commander receives brief regarding duties as MEDEVAC flight leader. (KI)

.4 ____ Briefs all aircrew members on assigned mission and flight procedures.

.5 ____ Ensures flight is equipped with the appropriate medical and rescue equipment.

.6 ____ Launches within the required time period.

.7 ____ Executes airborne diverts as briefed by higher agency.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

MEDEVAC FLIGHT LEADER

1. Responsible for mission accomplishment.
2. Decides whether to attempt the evacuation based on mission precedence, weather conditions, and enemy activity.
3. The determination of the sequence of medical evacuation from any particular location is a function of the supported unit commander and is accomplished normally by his assignment of precedence based upon medical and tactical factors known to him.
4. Requests additional helicopter support. if required.
5. Designates flight coordinator.
6. Requests air support requirements from higher headquarter..

TASK: 3B.13.2 EXECUTE EN ROUTE PROCEDURES

CONDITION(S): The ingress/egress portions may be flown against a variety of threats, both air and ground. Formations will vary in size from sections to divisions. Low level ingress and egress may be required. EMCON procedures should be considered and employed, when necessary.

STANDARDS: EVAL: Y: N: NE

.1 ____ Obtains clearance from controlling agency for all aircraft to proceed to MEDEVAC pick-up location.

.2 ____ Flies routes and altitude that are expeditious and medically and tactically sound.

____ Uses tactically sound en route formations.

____ Establishes radio contact with supported ground unit as soon as possible to receive LZ brief.

.5 ____ Decides whether to attempt the evacuation or to abort the mission based on assigned mission precedence. weather conditions, and enemy activity.

.6 ____ Ensures that aircrew is briefed on the situation. the adopted CA, and enemy activity. (KI)

.7 ____ Determines the approach direction based upon recommendations of the flight coordinator and/or supported ground unit.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW BRIEF

1. Friendly positions.

2. Enemy positions.

3. ROE/weapons conditions.

4. The use of direction/clock/distance codes and smoke grenades to mark end identify the location of enemy fire.

TASK: 3B.13.3 EXECUTE APPROACH AND DEPARTURE PROCEDURES

CONDITION(S): The MEDEVAC package has arrived in the pick-up area and has received an LZ brief.

STANDARDS: EVAL: T: U: NE

.1 ____ Chooses approach and departure corridors and flight techniques which afford greatest protection to the evacuation helicopter.

.2 ____ Informs the flight coordinator of the intended approach route and flight techniques

.3 ____ Notifies the flight commander of his intentions to position escorts for maximum coverage/effectiveness.

.4 ____ Identifies the proper LZ through radio communications and/or colored smoke/panels. (KI)

.5 ____ If a smoke screen is employed, positions aircraft to make proper use of screening.

.6 ____ Lands in the correct pick-up zone.

.7 ____ while evacuee is being loaded, the halo lead informs the flight coordinator of the intended departure route and flight techniques.

.8 ____ During the return flight, the medical facility is informed of: ETA, type wound, injury, or illness.

.9 ____ Notifies medical facility of evacuee category (urgent, priority, routine).

.10 ____ Aircrew are debriefed and any intelligence information is disseminated.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

LANDING ZONE MARKING

The importance of proper LZ identification through either radio communication and/or coded smoke/panels to prevent enemy deception cannot be overemphasized. Radio transmissions shall not refer to smoke/panel color until the smoke/panel has been deployed and sighted by the helicopter flight. Subsequent to such sighting, the color of the smoke/panel shall be confirmed via radio communication with the ground unit.

3B.14 TACTICAL RECOVERY OF AIRCRAFT, EQUIPMENT, AND PERSONNEL (TRAP) OPERATIONS

TASK: 3B.14.1 CONDUCT AVIATION PLANNING FOR TRAP

CONDITION(S): A warning order has been received requiring MAGTF support for a TRAP mission. A preliminary ground scheme of maneuver is available. and the S-2 is gathering information. Air superiority has been gained, though there is a threat from surface fire. Due to the situation, planning time is constrained.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison.

.2 ____ Plane weather criteria.

.3 ____ Provides aviation supportability estimates and asset availability information to the MAGTF commander.

.4 ____ Requests information and intelligence to develop enemy, terrain, and weather data base.

.5 ____ Develops aviation TRAP support requirements (parts, tools, ordinance, fuel, special equipment, personnel, etc.).

.6 ____ Plans for RECCE of TRAP site, if tactically feasible.

.7 ____ Reconciles any aviation shortfalls with higher headquarters.

.8 ____ Requests MW support from theater aviation assets, if required, for fixed-wing escort, airborne early warning platform, and/or EW support.

.9 ____ Requests close air support aircraft, if required.

.10 ____ Requests EW support and/or smoke screening to suppress enemy air defense efforts and to deny enemy us. of EW.

.11 ____ Plans for escort aircraft.

.12 ____ Allocates assets to support TRAP force concept of operations.

.13 ____ Determines distance and fuel requirements, and identifies aerial refueling or FARP requirements. (See MPS 38.16 FARP.)

.14 ____ Coordinates primary and alternate LZ's with the supported commander and recommends them to higher headquarters.

.15 ____ Plans ingress/egress routes, to include alternates, based on METT-T.

.16 ____ Identifies obstacles on ingress/egress routes and in vicinity of LZ's, and ensures adequate clearance is maintained.

.17 ____ Integrates available fire support capabilities with planned aviation tactics.

.18 ____ Coordinates control points.

.19 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.20 ____ Establishes and coordinates ITG procedures.

.21 ____ Plane flight formations which ensure tactical dispersion of aircraft.

.22 ____ Considers LAAD assets to support the TRAP plan based on available threat intelligence.

.23 ____ Establishes the weapons control and ROE.

.22 ____ Requests and coordinates with airborne control agencies, if required.

.25 ____ Provides input for the communications plan.

.26 ____ Plans for codewords.

.27 ____ Ensures aviation mission commander and TRAP commander are in the same aircraft, if feasible.

.28 ____ Develops timeline.

.29 ____ Plans standby crews and bump plan.

.30 ____ Coordinates shipboard troop loading and refueling/rearming cycles with the MAGTF.

.31 ____ Integrates and coordinates aviation communications support requirements with higher headquarters, TRAP force, and air control agencies.

.32 ____ Plans additional downed aircraft procedures; e.g., maintenance.

.33 ____ Considers requirement to resupply TRAP force as well as identifying additional equipment (slings, hoist, litters, etc.).

.34 ____ Identifies explosive requirements in the event contingencies arise requiring the destruction of the downed aircraft.

.35 ____ Schedules mission briefings for all flight crewmembers and air control personnel, if possible.

.36 ____ Plans for alternate mission commander.

.37 ____ Develops, in conjunction with supported commander, a viable deception plan.

.38 ____ Develops manifesting procedure that will account for all personnel during all phases of the mission.

EVALUATOR INSTRUCTIONS: The evaluator should be familiar with all applicable FMFM's, tactical manuals, NATOPS instructions, and squadron sop's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS: None.

TASK. 38.14.2 CONDUCT TRAP NIGHT PLANNING

CONDITION(S): The TRAP is to be conducted at night or during periods of limited visibility. The following items will be added to the planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar.

.2 ____ Plans aircraft lighting and flight formations to be employed.

.3 ____ Allocates NVG's to support the TRAP and establishes priorities for use, if required.

.4 ____ Plans ITG landing area procedures and initial orientation for debarked troops.

.5 ____ Ensures availability of LZ and load identification lighting; e.g., chemical lights.

.6 ____ Schedules training/rehearsal during darkness if time permits.

.7 ____ Plans contingencies and emergency procedures.

EVALUATOR INSTRUCTIONS: None

KEY INDICATORS: None

TASK: 3B.14.3 EXECUTE TRAP MISSION

CONDITION(S): Aircrew should be prepared to direct the rescue effort during any mission whether in combat or during peacetime. The primary concern on a TRAP mission is the safe and rapid extraction of survivors and recovery of the aircraft, if possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircraft arrive at TRAP site with sufficient assets to accomplish the mission.

.2 ____ Flight tactics reflect METT-T considerations.

.3 ____ Maintains communication discipline, as briefed.

4 ____ Maintains continuous coordination with supported unit commander informing him of TRAP progress.

.5 ____ Receives timely update of enemy forces deployment in the area.

.6 ____ Ensures crew coordination during external recovery of downed aircraft.

.7 ____ Effectively utilizes LZ lighting and illumination for recovery of aircraft and/or personnel.

.8 ____ Successfully retrieves downed aircraft or extracts personnel from TRAP site.

.9 ____ Accounts for all TRAP personnel and equipment before departing the objective area.

.10 ____ Uses appropriate ingress/egress routes.

.11 ____ Executes deception plan, if required.

.12 ____ Conducts timely debrief of all key personnel including 5-2 debrief.

EVALUATOR INSTRUCTIONS: External loading manual was utilized.

KEY INDICATORS: None.

TASK: 3B.14.4 EXECUTE SERE MISSION

CONDITION(S): A simulated mishap will be conducted involving a major accident with the aircrew condition unknown. At least one complete crew of the squadron's aircrew shall be selected at random as a "Downed Aircrew" either immediately prior to or after a scheduled flight. The Downed Aircrew" will be inserted into the SERE area with appropriate flight equipment end clothing which the crew is wearing at the time of selection. A SERE evaluator end corpsman should accompany the downed aircrew. This task should be done in conjunction with SAR.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs aircrew prior to flight on the location of friendly end enemy forces.

.2 ____ Briefs aircrew on SAR safe areas and pick-up procedures.

.3 ____ Provides downed aircrew with appropriate survival end protective equipment.

.4 ____ Demonstrates knowledge of correct use of survival end protective equipment.

.5 ____ Exhibits knowledge of day end night visual recognition signals.

.6 ____ Communicates via radio with rescue aircraft.

.7 ____ Responds appropriately to conditions encountered while attempting evasion end recovery.

.8 ____ Takes proper measures to evade capture, if required.

.9 ____ Seventy percent of squadron aircrew are SERE school trained.

.10 ____ Eighty percent of squadron aircrew are SERE school trained.

.11 ___ Ninety percent of squadron aircrew are SERE school trained.

.12 ____ One hundred percent of squadron aircrew are SERE school trained.

EVALUATOR INSTRUCTIONS: The evaluator should evaluate the mishap plan.

KEY INDICATORS: None.

3B.15 FORWARD AIMING AND REFUELING POINT (FARP) OPERATIONS

TASK: 3B.15.1 PLAN FARP FOR MISSION SUPPORT

CONDITION(S): The MAST? is in receipt of a mission which, due to distances and/or the tactical situation, requires the en route rearming and/or refueling of mission aircraft. The decision has been made to deploy a FARP. The intelligence scenario and operational scheme of maneuver reflect the basic mission that is being supported. The TARP is an enabling objective of the mission that has bean assigned.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes NWP-55 (ASH Manual) checklist.

.2 ____ Assigns a MAGTF/FARP coordinator.

.3 ____ Plan. timeline and specifies duration of FARP operation.

.4 ____ Identifies the number and type of aircraft to he supported.

.5 ____ Identifies mission essential equipment/logistics based on requirements.

.6 ____ Develops threat plan from available intelligence/combat information.

.7 ____ Coordinates security requirements.

.8 ____ Develops communications plan to include frequencies and EMCON procedures.

.9 ____ Coordinates ITG requirements with the ground element, if required.

.10 ____ Plans for codewords and prowords and informs control agencies of their use, if necessary.

.11 ____ Plans for appropriate number and types of support personnel, e.g., HST, ORD, TAFDS, ATC.

.12 ____ Recommends go/no 80 criteria in coordination with the supported elements.

.13 ____ Compares essential equipment assets with those available, considering backup requirements as well, and plans for their movement to the FARP area.

.14 ____ Considers weather criteria.

.15 ____ Plans alternate contingencies.

.16 ____ Considers EW assets/procedures.

.17 ____ Plans downed aircraft procedures, and aircraft recovery requirements to include necessary standby personnel.

.18 ____ Plans arming/dearming procedures.

.19 ___ Ensures ROE, weapons statue, and alert conditions are established and understood by all.

.20 ____ Plans and schedules mission and flight briefings.

EVALUATOR INSTRUCTIONS: The evaluator should be familiar with all applicable FMFM’s, Tactical Manuals, NATOPS instructions, and squadron SOP’s. All key participants and detachment representatives participate in the planning.

KEY INDICATORS: None.

TASK: 3B.15.2 PLAN FARP EN ROUTE PHASE

CONDITION(S): To be conducted once initial planning has established the location of the FARP. The threat information and tactical considerations mirror those required to support the basic mission. Additional sequencing and control measures are added for FARP specific tasks.

STANDARDS: EVAL: Y: N: NE

.1 ____ Plane for tactical dispersion of aircraft to ensure the phased arrival at the FARP location is consistent with the size of the landing area.

.2 ____ Plans flight formations with reference to the refueling sequence and the tactical situation.

.3 ____ Integrates available fire support capabilities to provide protection.

____ Plans communications for oncall fixed-wing support. as required.

.5 ____ Plans scatter procedures and control points/communications that allow for in-flight contingencies.

EVALUATOR INSTRUCTIONS: This planning is to be conducted with all key participants.

KEY INDICATORS: None.

TASK: 3B.15.3 PLAN FARP AREA OPERATIONS

CONDITION(S): The FARP location has been determined and planning for operations has begun.

STANDARDS: EVAL: Y: N: NE

.1 ____ Assigns an onsite MAGTF/FARP coordinator.

.2 ____ Assigns tasks to onsite ground control personnel.

.3 ____ Bases location of the FARP on METT-T.

.4 ____ Plans alternate location(s).

.5 ____ Plans visual signals for both day and night uses, and attempts to eliminate unnecessary voice communications.

.6 ____ Plans for specific number and types of aircraft.

.7 ____ Plane marking of FARP area,

.8 ____ Plans FARP layout and refueling/rearming staging areas.

9 ____ Plans refueling/rearming areas for safe separation of aircraft.

.10 ____ Plans replenishment method; i.e., external bladders, truck, CH-53, Kc-130.

.11 ____ Coordinates plans for use of specific fuel pumps. plus backups.

.12 ____ Identifies mission fuels and fuel amounts.

.13 ____ Coordinates/plans specific number of refueling points.

.14 ____ Plans refueling heading.

.15 ____ Calculates pumping times.

.16 ____ Plans total time of refueling.

.17 ____ Calculates ordnance buildup times.

.18 ____ Plans arming/dearming headings of aircraft to increase safety, if possible.

.19 ____ Plans for emergencies in the refueling/rearming areas.

.20 ____ Plans movement of aircraft in the FARP area, and sequencing of services.

.21 ____ Plans ground safety equipment.

.22 ____ Considers drainage in FARP locations.

.23 ____ Considers EPA requirements, if necessary.

.24 ____ Considers location of LAAD teams for short range ground-to-air missile defense protection at the FARP site.

.25 ____ Publishes FARP diagram.

EVALUATOR INSTRUCTIONS: This planning is to be conducted with all key participants.

KEY INDICATORS: None.

TASK: 3B3.15.4 PLAN NIGHT FARP

CONDITION(S): Due to mission requirements. the FARP will be used during darkness. Therefore, the following requirements must be considered in planning the operation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar.

.2 ____ Plans landing area lighting and flight formations to be employed.

.3 ____ Allocates NVG to support the operation.

.4 ____ Plans ITG and coordinates with appropriate elements.

.5 ____ Plans aircraft lighting.

.6 ____ Provides taxi directors with appropriate wands.

.7 ____ Plans for contingencies and emergency procedures.

.8 ____ Plans training during darkness, if possible.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.15.5 PLAN FARP LOGISTICS

CONDITION(S): Due to mission consideration.. the FARP will remain in place for an extended period of time. Additional logistics considerations must be planned. Liaison with the CSSE is accomplished.

STANDARDS: EVAL: Y: N: NE

.1 ____ Plans and identifies mission supplies.

.2 ____ Considers resupply.

.3 ____ Plans for the retrograding of supplies and personnel after FARP use.

.4 ____ Determines the requirement for EOD support.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.15.6 BRIEF FARP MISSION

CONDITION(S): The decision to employ a FARP has been made. All liaison has been performed and mission planning is complete. All participants are present for the brief.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NWP-55-9 ASH Manual/unit SOP.

.2 ____ Briefs FARP area diagram.

.3 ____ Briefs location of ground safety equipment.

.4 ____ Briefs visual signals for day/night.

.5 ____ Briefs procedures for ordnance, HST, and ATC.

.6 ____ Briefs the number of refueling points.

.7 ____ Briefs refueling and rearming headings.

.8 ____ Briefs arming/dearming procedures.

9 ____ Briefs flight formations with reference to the refueling/rearming sequence.

.10 ____ Briefs movement of aircraft in the FARP area.

.11 ____ Briefs general scheme of maneuver for the basic mission.

.12 ____ Briefs FARP security plan.

.13 ____ Briefs communications plan and provides handouts.

.14 ____ Briefs weather criteria.

.15 ____ Briefs go/no go criteria.

.16 ____ Briefs deception plan, if necessary.

.17 ____ Briefs threat intelligence, to include escape and evasion procedures.

.18 ____ Briefs downed aircraft procedures in the FARP area.

.19 ____ Briefs disengagement procedures from the refueling points in case of emergency/attack.

.20 ____ Briefs codewords.

.21 ____ Briefs alternate FARP location(s).

.22 ____ Briefs timeline.

.23 ____ Briefs rules of engagement/weapons status and conditions.

24 ____ Briefs special considerations.

25 ____ Briefs obstacle clearance for FARP area.

26 ____ Briefs receiver aircraft on the amount of fuel to be taken.

27 Briefs contingency actions and emergency procedures.

EVALUATOR INSTRUCTIONS: This brief is to be conducted by the mission commander or his designee. All participants attend.

KEY INDICATORS: None.

TASK: 3B.15.7 BRIEF NIGHT FARP OPERATIONS

CONDITION(S): Night TARP operations are required to effectively support the MAGTF. This brief is to be conducted in conjunction with other briefings as applicable.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs ambient illumination.

.2 ____ Briefs illumination plan.

.3 ____ Briefs night vision device procedures.

____ Briefs ITG.

.5 ____ Briefs aircraft lighting, TARP lighting, and ground directors lighting.

.6 ____ Briefs contingencies and emergency procedures at the TARP.

EVALUATOR INSTRUCTIONS: This brief is to be conducted by the mission commander or his designee. All participants attend.

KEY INDICATORS: None.

TASK: 3B.15.8 EXECUTE FARP EN ROUTE PHASE

CONDITION(S): A mission has been assigned which requires an en route TARP, and the squadron has completed all required liaison. planning, and briefing. Orders have been issued and all preparations have been checked.

STANDARDS: EVAL: Y: N: NE

.1 ____ Executes mission, as briefed.

.2 ____ Executes mission communications plan. as briefed.

.3 ____ Planned and briefed assets are available.

.4 ____ Appropriate number and types of personnel are 5vailable.

.5 ____ Executes mission security plan, as briefed.

.6 ____ Tactically disperses aircraft.

.7 ____ Flies flight formations, as briefed.

.8 ____ Control points allow for flexibility.

.9 ____ Flight leaders respond to emergencies immediately.

.10 ____ Understands scatterplan and implements it without undue communications.

.11 ____ Aircraft arrive at the FARP as planned.

.12 ____ Adheres to ROE.

.13 ____ Adheres to timeline.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.15.9 EXECUTE FARP AREA OPERATIONS

CONDITION(S): Assigned aircraft arrive at the FARP site.

STANDARDS: EVAL: Y: N: NE

.1 ___ Executes FARP per brief.

.2 ____ Configures FARP per brief.

.3 ____ Refueling/rearming area allow. for safe separation of aircraft.

.4 ____ Onsite FARP coordinator and support personnel are present in the zone and are in control.

.5 ____ Movement of aircraft in the FARP area is par brief.

.6 ____ Executes visual signals per brief.

.7 ____ Aircrews adapt to changes without sacrificing mission accomplishment.

.8 ____ Sufficient fuel is available for receiver aircraft.

.9 ____ Set. up FARP site in sufficient time to support the mission.

.10 ____ Aircraft receive proper ordnance.

.11 ____ Refueling/rearming heading. are per brief.

.12 ____ Refueling sequence is per brief.

.13 ____ Total time of refueling is per brief.

.14 ____ Available number of refueling points is per brief.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.15.10 EXECUTE FARP NIGHT OPERATIONS

CONDITION(S): The task requires night FARP operations to be conducted in support of MAGTF operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ FARP lighting is sufficient.

.2 ____ Taxi directors use appropriate lighting.

.3 ____ ITG methods are successful.

.4 ____ Aircraft lighting is per brief.

EVALUATOR INSTRUCTIONS: Hone.

KEY INDICATORS: None.

3B.16 NIGHT OPERATIONS

TASK: 3B.16.1 CONDUCT NIGHT MISSION PLANNING

CONDITION(S): This MPS should be considered in conjunction with other missions as required and concerns specific considerations that are addressed should an operation be conducted under the cover of darkness. As such, the execution of a mission at night should not be considered as a special operation but as another option available to the tactical commander to achieve mission accomplishment. Accordingly, while the employment of a night operation may not ensure mission success. failure to apply basic techniques in planning and execution when using darkness will almost surely result in tactical degradation that will be the genesis for mission failure.

STANDARDS: EVAL: Y: N: NE

.1 ____ Determines if mission is to be conducted using unaided night vision techniques or NVG’s. (KI)

.2 ____ Considers the slower tempo and limitations that characterize night operations. (KI)

.3 ____ Establishes procedures for night vision adaptation and preservation.

.4 ____ Bases aircraft lighting on forecast light conditions and current directives.

.5 ____ Considers the advantsge5/di55dvant5ge5 of artificial illumination vs. natural lighting. (KI)

.6 ____ Plans the methods of employment and delivery of artificial illumination. (KI)

.7 ____ Incorporates oncall illumination for emergency situations, if required.

.8 ____ Considers possibility of lighting aids to assist in locating/identifying the LE and in accomplishing landings at night. (KI)

.9 ____ Ensures liaison is made with supported/supporting unit to coordinate use of light in LE to ensure night adaptation, preservation, or NVG compatibility. (KI)

.10 ____ Ensures flight formation maintains proper balance between safety and maneuverability.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

LIMITATIONS

1. Reduction of visual acuity.
2. Need for positive aircraft control procedures.
3. The slower tempo of activity.
4. Smaller helicopter waves.
5. Problems inherent in conducting rendezvouses, approaches, and landings at night.
6. Slower and more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the LZ.

NIGHT OPERATIONS CONSIDERATIONS

1. Mission and requirements.
2. Threat and effect of low visibility on enemy operations.
3. Ambient light level available (both natural and artificial).
4. Weather.
5. Terrain/distance.
6. Use of light level planning calendar.
7. Rising and setting of the sun/moon.
8. Usage of NVG manual.
9. Shadowing.

NATURAL AND ARTIFICIAL ILLUMINATION CONSIDERATIONS

Natural Lighting Advantages:

1. Element of surprise is maintained longer.
2. Night vision capabilities are maximized and conserved.
3. Helicopters are difficult to acquire and engage by visual means.
4. Ground fire is easy to see.

Natural Lighting Disadvantages:

1. Navigation is difficult.
2. LZ’s are more difficult to identify.
3. Depth perception is greatly reduced.
4. Escort support capabilities are restricted.

ARTIFICIAL LIGHTING ADVANTAGES:

1. Permits navigation by terrain reference.
2. Aids in LZ identification.
3. Provides a visual horizon.
4. Permits "see and avoid" procedures for safe separation of aircraft and flights.
5. Permits use of daylight operation procedures, flight techniques, and escort support procedures.

ARTIFICIAL LIGHTING DISADVANTAGES:

1. Flying through illumination (flare) debris.
2. Silhouetting of aircraft.
3. Enables optical tracking by the enemy.
4. Obscures visible horizon.
5. Minimum lighting level accepted; i.e., safety possibly degraded.
6. Aircraft flight pattern, downwind path of expended flares. and extended gun line of artillery-delivered illumination f)are canisters.

ILLUMINATION DELIVERY METHODS

Should Consider:

1. Aircraft delivery is most effective, versatile, and easiest to control.
2. Long endurance, large flare capacities of cargo-type (C-130) aircraft.
3. Minimum exposure time of close air support and attack helicopters.
4. Ambient light level fluctuations and gaps in illumination caused by threat evasive maneuvers.
5. Adjustment time for artillery and NGF flares.
6. Less light production and shorter burn time of artillery and NGF.
7. Effectiveness of artillery and NGF are reduced in poor weather conditions.
8. Enemy sir defense capabilities.
9. Range capabilities and limitations of artillery and NGF.

LANDING ZONE LIGHTING

Types of Lighting Aids:

1. Terminal guidance systems (Glide Angle Indicator Light (GAIL)).
2. Expeditionary lights.
3. Flare illumination.
4. Field expedients (vehicle lights, flashlights, blinking lights, bonfires, smudge pots, chemical light sticks, etc.).

Landing Zone Lighting Should:

1. Be visible to the pilot.

2. Identify an area free of obstacles that is safe for hovering and/or landing.

3. Employ three or more separate lights to preclude effects of autokinesis.

4. Provide orientation along obstacle free approach and take-off corridors.

NVG COMPATIBLE LZ LIGHTING RESOURCES

Landing Zone Lighting:

1. NVG compatible LZ lighting.

2. IR lights.

3. Chemical light sticks.

4. Shielded flashlights.

5. Any light source sufficiently dimmed so as not to interfere with NVG operation.

GROUND UNIT CONSIDERATIONS

1. Increased time for embarkation/debarkation.

2. Light discipline requirements for NVG operations.

3. HST requirements for NVG utilization.

4. FARP requirements for NVG operations.

TASK: 3B.16.2 CONDUCT NIGHT MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned a variety of night missions in support of the MAGTF. Multiple divisions/sections may be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers attend briefs when possible. Flight leaders provide navigation cards, maps, aircraft configurations, and gross weights. detailed fuel figures, checkpoints, IP’s, and TOT calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that maps are prepared and are NVG/night compatible.

.2 ____ Briefs night vision adaptation and preservation and ensures procedures are followed by aircrew.

.3 ____ Issues NVG in adequate numbers and with appropriate accountability.

.4 ____ Ensures that all aircrew members have required night flying equipment.

.5 ____ Briefs aircrew coordination to include NVG considerations. (KI)

.6 ____ Flight schedule allows sufficient time for aircrew to thoroughly preflight aircraft and lighting systems.

.7 ____ Briefs flight coordinator on CA. friendly positions, approach and retirement lanes, and flight techniques to be used.

.8 ____ Briefs transition procedures for NVG use.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW COORDINATION

1. Procedures for NVG failures.
2. Inadvertent entry into INC.
3. Light discipline.

TASK: 3B.16.3 EXECUTE NIGHT MISSION

CONDITION(S): The squadron conducts night support missions. All liaison has been performed and mission planning and briefing is completed. Navigation is required to the IP/LZ and timing for L-Hour/TT/TOT has been established.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircrew execute their duties, as briefed. (KI)

.2 ____ Ensures that cockpit lighting is configured for night flying or NVG compatibility, if necessary.

.3 ____ Employs proper procedures, as applicable.

.4 ____ Ensures that all crewmembers are wearing NVG’s at all times during flight when NVG’s are required.

.5 ____ During taxi, ground crew utilizes appropriate signals for directing aircraft.

.6 ____ Take-off heading is in the direction of the first lea of flight to ensure positive orientation whenever possible.

.7 ____ Tactical formations are limited to the smallest number of aircraft in order to maintain a balance between safety, tactical maneuverability. and mission accomplishment.

.8 ____ Minimum aircraft lighting is used commensurate with safety and NVG compatibility.

.9 ____ Demonstrates proficiency in the in-flight utilization of NVG, when required.

.10 ____ Ensures that wingman stays close enough to be able to recognize any altitude. attitude, or airspeed changes.

.11 ____ Avoids continuous flight at the 6 o’clock position.

.12 ____ Does Dot descend below the altitude established for safe terrain and obstacle clearance.

.13 ____ Immediately takes steps to reorient if deviation observed from planned flight route.

14 ____ Executes inadvertent IFR procedures, as briefed.

.15 ____ Ensures coordination with the flight coordinator for an external lights out approach to preclude loss of or hindrance to escorts.

.16 ____ If feasible, uses terminal guidance to acquire and approach the LZ.

.17 ____ Properly executes GAIL approaches.

.18 ____ Makes approaches that minimize aircraft maneuvering and provide sufficient altitude and straight away for a safe rate of descent.

.19 ____ Appropriately utilizes external lighting.

.20 ____ Uses spotlight momentarily and intermittently to clear obstacles and locate the LZ as necessary.

.21 ____ Extinguishes spotlight after touchdown.

.22 ____ If artificial illumination is employed, positions aircraft to maximize utilization of light.

.23 ____ LZ lighting is in compliance with NATOPS, ASH Manual, or STANAG guidelines.

.24 ____ Lands aircraft at designated spot indicated by LE lighting.

.25 ____ Departures obtain safe terrain and obstacle clearance altitude.

.26 ____ Uses appropriate number of crewmembers to conduct NVG externals.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW MEMBER'S RESPONSIBILITIES

Pilot at the Controls:

1. Primary responsibility of flying the helicopter and observing outside the cockpit.

2. Correlates his visual cues with flight instrument information relayed by the other pilot.

3. Employs NVG scanning techniques for navigational landmarks, obstacle end aircraft avoidance, formation flying, and monitoring helicopter performance.

4. Avoids cockpit related distractions and tendency to focus on only one external visual or sensory cue.

5. Retains control of helicopter during aircraft/system emergencies and executes those emergency procedures agreed upon at the briefing.

Pilot not at the Controls:

1. Monitors the flight instruments to determine aircraft performance and to detect unsafe conditions.

2. Provides airspeed, radar altitude, and as required, rate of descent/climb information to pilot at the controls.

3. Monitors aircraft and pilot performance and, if unsafe situation arises, advises and, if required, assists the pilot in taking necessary corrective actions.

4. Prepares to take control of the aircraft at all times.

5. Monitors mechanical functioning of the aircraft, performs cockpit duties (e.g., operates switches, tunes radios, etc.) navigates, and monitors performance of crewchief/gunner.

6. During aircraft/system emergencies, executes those emergency procedures agreed upon at the briefing.

7. Remains oriented along the flight route

Crewchief and Gunner:

1 Monitor mechanical functioning of helicopter.

2. Perform look-out duties to warn of aircraft and obstacles.

3. Monitor positions of other aircraft inflight.

4. Assist in terrain recognition and provide obstacle clearance and LZ condition information during hovering and landing operations.

5. Provide positional directions to pilot during external operations.

3B.l7 COLD-WEATHER OPERATIONS

TASK: 3E.17.l CONDUCT COLD-WEATHER OPERATIONS PLANNING

CONDITION(S): The squadron has been assigned a mission to support a tactical operation. The commander is directed to establish liaison with the supported unit for planning. This task should be considered in conjunction with other missions as required.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reviews information on terrain and climatology including snow conditions, snow depth, ice thickness, and wind velocity and direction.

.2 ____ Considers equivalent chill factor and effects on Marine's physical and mental efficiency.

.3 ____ Planning reflects that work requires up to four times longer to accomplish in cold weather.

.4 ____ Fire support plan considers the limitations in ground mobility of artillery weapons.

.5 ____ Allows extra time for preflight, engine warmup, ground checks, rotor engagement. and taxiing of aircraft.

.6 ____ Utilizes prominent terrain features for navigation to offset difficulties associated with snow-covered and featureless terrain.

.7 ____ Considers the use of mobile navigation aids/ASRT to aid in navigation.

.8 ____ Coordinates with HST for LZ prep.

.9 ____ Ensures the proper distribution of survival gear to personnel and aircraft for survival in cold-weather environment in event of mishap or heater failure.

.10 ____ Emphasizes adherence to assigned mission routes to enhance SAR effort.

.11 ____ Plans extensive use of warming tents and stoves to assure Marines ability to work and live.

.12 ____ Considers what reduced visibility from snow will have on tactical plan and aircraft operations.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

HELICOPTER SURVIVAL KIT

1. 5 man arctic tent.
2. Rations.
3. Waterproof matches.
4. Sleeping bags.
5. Axes.

6. Entrenching tool.

7. Line..

8. Radio batteries.

9. Candles.

10. Snowknife.

11. Snowsaw.

12. Sunglasses.

13. Water purification tables.

14. Flashlight/lanterns.

15. Snowshoes.

TASK: 3B.17.2 EXECUTE MAINTENANCE TASK

CONDITION(S): The squadron is deployed to an expeditionary airfield with all necessary ground support equipment available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that supervisory personnel are present to monitor the effects of cold weather on maintenance personnel.

.2 ____ Employs buddy system when working on aircraft to prevent cold-weather casualties.

.3 ____ Ensures that all people wear cold-weather gear, particularly gloves, when working near metal during freezing temperatures.

.4 ____ Locates warming tents near aircraft maintenance areas and monitors their use during freezing weather.

.5 ____ Stores batteries in warm areas when not in use.

.6 ____ Uses auxiliary power units whenever possible.

.7 ____ checks aircraft fuel for water contamination before engine start.

.8 ____ Preheats oil reservoirs, engine intakes, and oil components to aid in engine start and rotor engagement.

.9 ____ Parks aircraft with full fuel tanks and fully serviced systems to prevent moisture from accumulating in fuel and lubrication systems.

.10 ____ Uses protective covers whenever possible.

.11 ____ obtains fluid level readings when fluids are warm.

.12 ____ Demonstrates awareness of what cold soaking will do to control rods and other malleable metal surfaces.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.17.3 EXECUTE COLD-WEATHER MISSIONS

CONDITION(S): The squadron conducts cold-weather support missions. All liaison has been performed and mission planning and briefing is completed.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew wear appropriate cold-weather equipment.

.2 ____ Aircraft attain normal operating limitations before taxiing.

.3 ____ Takes proper precaution. when taxiing on snow/ice covered areas.

.4 ____ If taking off from water. wet snow, or slush covered area. operates landing gear through several cycles to prevent gear from freezing in retracted position.

.5 ____ Does not operate aircraft beyond NATOPS limitations when flying in icing conditions.

.6 ____ Demonstrates proper snow landing techniques.

.7 ____ Uses landing point indicators (e.g., sled, panel, colored snow, etc.) to prevent drift during landing.

.8 ____ Land aircraft far enough apart in LE to prevent blowing snow from reducing visibility to/from other aircraft during approach.

.9 ____ During external operations. with snow in the landing area, lands adjacent to the load and uses a sling extension for sling operations.

.10 ____ When resting in snow, maintains power to the head to prevent settling.

.11 ____ Crewchief ensures sufficient tail rotor clearance when landing on snow before allowing egress of personnel and equipment.

.12 ____ Crewchief prevents accumulation of snow inside cabin section of aircraft.

.13 ____ Maintains cabin temperature below 4D degrees Fahrenheit to prevent buildup of condensation on equipment and weapons.

.14 ____ Utilizes maximum performance takeoff to minimize IFR conditions caused by blowing snow induced by rotor wash.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

35.18 DESERT OPERATIONS

TASK: 35.18.1 CONSIDER DESERT OPERATIONS EFFECTS ON AIRCRAFT

CONDITION(S): This MPS should be considered in conjunction with other missions as required. The mission should include TERF, navigation, and night evolutions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Thoroughly considers the affect of ambient weather conditions (e.g., temperature, humidity, density altitude, dust/sand storms, etc.) on aircraft performance and assigned mission.

.2 ____ Plans to utilize easily identifiable terrain features as checkpoints during en route navigation.

.3 ____ Considers alternatives for reducing effect of sand and duet in cress where aircraft will be operating.

.4 ____ Ensures that aircraft are properly configured with survival equipment for desert survival. (KI)

.5 ____ Covers windscreens when not in use to prevent possible bubbling.

.6 ____ When possible, keeps windscreen from receiving direct sunlight.

.7 ____ Covers or closes all possible openings when aircraft is not in use. (KI)

.8 ____ During engine start, rotor engagement and taxi, minimizes ground time to reduce effects of blowing sand, dust, and high temperatures on engines and gear boxes.

.9 ____ Ensures that all ground crew use proper protective clothing and equipment to reduce effects of rotor wash on personnel. (KI)

.10 ____ Supervisor monitors conditions of maintenance personnel for dehydration, heat exhaustion, and other heat related injuries. (KI)

.11 ____ Remains constantly aware of available aircraft power at all times.

.12 ____ Avoids flying into sand or dust storms.

.13 ____ Executes briefed inadvertent IFR procedures, if necessary’.

.14 ____ Uses minimum power approaches into LE. (KI)

.15 ____ Plans waveoff per NATOPS.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

SAND/DUST MAINTENANCE PRECAUTIONS

1. Blowing sand and dust will seep into any opening. Buildup of sand/dust in unobserved spaces can cause mechanical failure or malfunction.

2. Overall maintenance is severely degraded by blowing sand and dust. System contamination is a constant problem as work is interrupted by the arrival and departure of aircraft. Prolonged operation in a sand based environment at home field will result in significantly degraded aircraft availability.

3. Check for presence of sand and dust in control hinges and actuating linkages.

4. Check tires for proper inflation.

5. Check proper extension of struts.

6. Check for accumulation of dust and sand in avionics and navigation compartments, engine intakes, cockpit, corrosion on rotor blades, etc.

PROTECTIVE CLOTHING/EQUIPMENT

Blowing sand and debris associated with desert aircraft operations and the intense heat buildup associated with desert sunlight requires specialized equipment by aircrew and HST personnel. All ground aircrew and HST personnel working in close proximity to operating aircraft must have appropriate eye protection, cranial protectors, sound attenuators, and gloves in addition to the required desert protective clothing.

SURVIVAL KITS

Survival kits are available and up to date.

APPROACHES

Despite engine air particle separators (EAPS) installed on every engine, hovering close to the ground will lead to sand ingestion by the engines (which will result in engine damage and power loss), and possible observation of dust clouds by the enemy. It also can cause disorientation of the pilots due to flying sand, particularly at night. Blowing debris from landing and departing aircraft creates a hazard to all personnel and a visibility problem for the aircrew.

3B.19 NUCLEAR, BIOLOGICAL, CHEMICAL (NBC) OPERATIONS

TASK: 3B.19.1 PREPARE FOR NBC OPERATIONS

CONDITION(S): Enemy forces have been reported capable of employing NBC munitions in the area where the squadron is located to destroy/disrupt operations. Due to the enemy, passive and active defense measures must be used for survival of the unit. This task may be evaluated during any evolution (ground or air) in which the squadron participates. Safety of aircraft and crews is the primary consideration when employing actual chemical agents and masking procedures. If desired by the evaluator, this task may be exercised through the use of smoke, gas, or a combination thereof at any time during the evaluation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes an SOP which outlines procedures for enemy NBC strikes and reports required.

.2 ____ Issues all individual NBC defense equipment authorized by the unit table of equipment to each individual and ensures equipment is serviceable.

.3 ____ Makes operationally ready and distributes all unit defense equipment T/E's to designated and trained/knowledgeable operators.

.4 ____ Identifies shortages and takes replacement actions.

5 ____ Assembles and prepares decontamination equipment and bulk decontaminates for ready transport to a decontamination area.

.6 ____ Fills Mll decontamination equipment units (water used for training).

.7 ____ Establishes MOPP level by the TAC/appropriate staff member and personnel at or above the required MOPP level.

.8 ____ Ensures personnel are familiar with the Operational Exposure Guide (FMFM 11-8) and Mission Oriented Protective Posture (FMFM 11-9) for the control of exposure of personnel to radiation or chemical hazards.

.9 ____ Ensures Marines properly identify NATO or enemy NBC contamination markers.

.10 ____ Emplacement of equipment maximizes utilization of terrain features for cover, concealment, and topographic shielding.

EVALUATOR INSTRUCTIONS: Provide the unit information to expect an imminent nuclear attack by the enemy, and integrate NBC scenarios with normal assignments. Evaluator(s) should be highly trained in the area of NBC Defense (MOS 57XX) or be thoroughly trained in this area as part of Evaluator's School.

KEY INDICATORS: None.

TASK: 31.19.2 PREPARE FOR NUCLEAR ATTACK

CONDITION(S): The squadron is informed that nuclear weapons have been used in offensive operations. SOP's/operations orders are onhand to provide checklists, sequence of actions, and guidance.

STANDARDS: EVAL: Y: N: NE

.1 ____ Identifies backup/alternate command, control, and communications procedures.

.2 ____ Alerts subordinate/displaced elements.

.3 ____ squadron continues the mission while implementing actions to minimize casualties and damage.

.4 ____ Protects vehicles and equipment from heat, blast, and radiation.

.5 ____ Initiates periodic monitoring using available survey instruments.

.6 ____ Personnel identify/prepare shelters from heat. blest, and radiation.

.7 ____ Protects/secures all loose items, flammable/explosive items. and food and water from heat, blast, and radiation.

.8 ____ Familiarizes Marines with standard first aid procedures to provide self/buddy aid for nuclear blast and thermal effects.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.19.3 RESPOND TO THE INITIAL EFFECTS OF A NUCLEAR ATTACK

CONDITION(S): Nuclear attack is simulated by the detonation of an artillery or nuclear blast simulator or by other appropriate means.

STANDARDS: EVAL: Y: N: NE

.1 ____ Upon recognizing the attack, all personnel take immediate action to shield themselves from blast/heat of detonation.

.2 ____ Maintains or reestablishes chain of command and communications. Squadron resumes mission, if possible.

.3 ____ Submits NBC-1 initial and follow-up reports rapidly to higher headquarters as required, by personnel designated or responsible for collecting the information. Forwards reliable and complete reports rapidly. by secure means, when possible.

.4 ____ Gives first aid and evacuates casualties to a medical treatment station as the mission permits.

.5 ____ Evacuates fatalities to a graves registration collection point.

.6 ____ Submits damage assessment by secure means to higher supported headquarters per SOP.

.7 ____ Initiates continuous monitoring, using available survey instruments.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.l9.4 RESPOND TO THE RESIDUAL EFFECTS OF A NUCLEAR ATTACK

CONDITION(S): A surface or subsurface nuclear detonation has occurred. The squadron location is within the predicted fall-out zone. An M5AZ radiological fall-out predictor, or substitute, is available. The unit gets effective downwind messages at least once every 3 hours. NBC-2 report is furnished to the unit about 15 minutes after the detonation, or prepared by the unit; NBC-3 report is furnished about 45 minutes after detonation; NBC-5 report and/or contamination overlay is provided about 4 hours after the detonation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Performs squadron mission concurrently with all other actions.

.2 ____ Advises supervisors of estimated time of fallout arrival and notifies subordinate units.

.3 ____ Maintains continuous monitoring using available survey instruments.

.4 ____ Protects equipment, munitions, POL, food, and water from fallout.

.5 ____ Personnel take protective measures to minimize fallout effects as mission permits.

.6 ____ Forwards NBC-4 reports, as required, to the higher headquarters by secure means.

.7 ____ Records and reports unit total dose information to higher headquarter using available secure means.

.8 ____ Minimizes exposure while the CO determines if relocation to a clean area is necessary or possible Calculate’ optimum time of exit.

.9 ____ Personnel provide first aid treatment to casualties in a nuclear environment, as required.

.10 ____ Assesses casualties and fatalities.

EVALUATOR INSTRUCTIONS: Squadron commander is advised of estimated time of fallout arrival.

KEY INDICATORS: None.

TASK: 33.19.5 PERFORM RADIOLOGICAL DECONTAMINATION

CONDITION(S): Fallout has ceased, and personnel and equipment are contaminated. The hazard to personnel does not allow time for radiation to decay to a minimum level. Time and tactical situation permits decontamination. Decontamination support is not available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes decontamination priorities.

.2 ____ Establishes decontamination point.

.3 ____ Decontamination personnel wear appropriate protective clothing and equipment.

.4 ____ Decontaminates equipment, personnel, individual weapons, and electronic systems using appropriate decontamination kits.

.5 ____ Decontaminates unit equipment and vehicles using appropriate expedient devices.

.6 ____ Marks contaminated areas with NATO standard NBC markers.

.7 ____ Determines adequacy of decontamination using available personnel and equipment monitoring instruments.

.8 ____ Discards contaminated materials according to tactical SOP, marks as contaminated, and provides location to the higher headquarters.

.9 ____ Decontaminates decontamination personnel, as necessary.

.10 ____ Does not exceed OEG.

.11 ____ Records and reports total dose information to the MAGTF command element.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3B.19.5 CROSS A RADIO LOGICALLY CONTAMINATED AREA

CONDITION(S): Tactical situation forces a squadron to cross a radiologically contaminated area while moving to C new site. Unit receives an NBC-S report or contamination overlay from the MAGTF command element.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes temporary facilities to continue the mission while a new site is being constructed.

.2 ____ Posts NBC-S report and/or contamination overlay to situation map and determines route,

.3 ____ Obtains route clearance and approval, if necessary.

.4 ____ Provides turn back dose and dose rate to advance party and/or reconnaissance team.

.5 ____ Provides vehicles with additional shielding and personnel with all available protection from dust.

.6 ____ Dispatches advance party and/or recon team to reconnoiter new areas.

.7 ____ Crosses suspected contaminated area while employing contamination avoidance techniques.

.8 ____ Does not exceed operational exposure guidance.

.9 ____ After clearing the contaminated area. determines the degree of personnel and equipment contamination. using available personnel and equipment monitoring instruments.

.10 ____ Establishes decontamination priorities and performs decontamination, as required.

.11 ____ Records and reports unit total dose information, using available total dose instruments, to higher headquarters.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3A.19.7 PREPARE FOR A FRIENDLY NUCLEAR STRIKE

CONDITION(S): Unit receives a friendly NUCWARN per FMFM 11-8. TADC/TACC is located within minimum safe distance (MSD) 2 to 3.

STANDARDS: EVAL: Y: N: NE

.1 ____ Personnel accurately and completely apply the NUCWARN to the situation map within 5 minutes after message receipt.

.2 ____ Pertinent information regarding the planned detonation (time of burst, ground zero, fallout coverage, MSD, etc.) is available to the TAC.

.3 ____ Advises TAC of the vulnerability of the unit to the burst (within MSD 1, 2, or 3) and residual contamination (within predicted fallout Zone).

.4 ____ Advises TAC of the measures needed to prevent casualties, damage, and extended interference with the mission.

.5 ____ squadron implements protective measures, as directed, by higher headquarters, consistent with the mission.

.6 ____ Personnel minimize exposure by rolling down sleeves, buttoning collars, and wearing additional clothing equal to a two layer uniform.

.7 ____ Personnel take cover in foxholes, bunkers, armored vehicles, existing shelters (basements, culverts, caves, tunnels, etc.), or lie prone on open ground.

.8 ____ Places vehicles behind masking terrain.

.9 ____ Deactivates duplicate electronic devices. disassembles erected antennas, and ties down antennas. Erects minimum radio equipment only.

.10 ____ Places all loose items (small weapons, tools, etc.) and highly flammable/explosive items (POL. propellants, missiles, etc.) in armored vehicles or shelters.

.11 ____ Squadron acknowledges the warning before the expected time of burst. Implements all protective measures.

EVALUATOR INSTRUCTIONS: Evaluator simulates nuclear detonation with an artillery or nuclear blast simulator, or informs the unit that nuclear blast has occurred. Evaluator assesses casualties and damage to unprotected personnel and equipment.

KEY INDICATORS: None.

TASK: 3B.19.8 PREPARE FOR A CHEMICAL AGENT ATTACK

CONDITION(S): Squadron is informed that chemical weapons have been used in the theater of operations and that a chemical attack is imminent.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron has and uses a chemical defense SOP which addresses chemical defense/decontamination procedures.

.2 ____ Directs squadron to increase MOPP consistent with mission, temperature, work rate, and TAC guidance.

.3 ____ Identifies unit tasks that require a high degree of manual dexterity or physical strength, and are difficult to perform in MOPP 4. Plane alternate methods, such as rotating or assigning additional personnel.

.4 ____ Marines identify criteria for and demonstrate the capabilities for donning the protective mask and chemical protective ensemble.

.5 ____ Uses the buddy system to facilitate monitoring/treatment for chemical agent poisoning and emergency decontamination of team members.

.6 ____ Squadron performs its mission while implementing all actions to minimize casualties and damage.

.7 ____ Personnel wear the appropriate level MOPP equipment for the condition set.

.8 ____ Covers portions of essential equipment, munitions, POL, food, and water supplies that cannot be placed in a shelter with expendable or readily decontaminated tarps. shelter halves, or ponchos.

.9 ____ Affixes detector paper to visible, horizontal surfaces of protective clothing and on equipment, munitions, etc.

.10 ____ Checks squadron equipment to ensure the Mll is filled, individuals have complete M13 and M256 kits, and there is an available water source with a supporting road network.

.11 ____ Reports potential decontamination sites to higher headquarters.

.12 ____ Installs and monitors available chemical agent alarms.

.13 ____ Uses protective NBC equipment and supplies properly and maintains them in a high state of serviceability.

.14 ____ Marines demonstrate a knowledge of chemical agent symptoms.

EVALUATOR INSTRUCTIONS: Squadron is informed that chemical weapons have been used in theater and that attack is imminent.

KEY INDICATORS: None.

TASK: 3B.19.9 RESPOND TO A CHEMICAL AGENT ATTACK

CONDITION(S): Squadron is subjected to a chemical agent attack. Site should support the type of activities being conducted and permit the safe use of simulators and devices.

STANDARDS: EVAL: Y: N: NE

.1 ____ Upon hearing a chemical alarm, personnel take immediate protective measures followed by treatment/decontamination of casualties. (KI)

.2 ____ Personnel automatically mask upon notification of any enemy artillery, rocket, or air attack/overflight.

.3 ____ Personnel automatically mask upon perceiving a suspicious odor, airborne droplets/mist, or smoke from unknown source.

.4 ____ Marines do not unmask until authorized. (KI)

.5 ____ Squadron personnel perform mission for at least 4 hours while in APP 4.

.6 ____ Identifies type of chemical agent using available detector kit.

1. If Persistent Agent:

.7 ____ Locates contamination and marks with NATO standard markers.

.8 ____ Reports location and type of contamination to the higher headquarters.

.9 ____ CO determines if immediate relocation to a clean area is necessary or possible and advises MAGTF/NAG commander.

.10 ____ Determines priorities for decontamination. Requests decontamination support, if required.

.11 ____ Wraps WIA’s, marks as contaminated, and evacuates as mission permits. Warns medical treatment facility.

.12 ____ Wraps KIA’s, marks as contaminated, and evacuates as mission permits. Warns graves registration collection point.

1. If Nonpersistant Agent:

.13 ____ Follows unmasking procedures. (KI)

.14 ____ Evacuates WIA’s to the medical treatment facility as mission permits.

.15 ____ Evacuates KIA’s to the graves registration collection point as mission permits.

.16 ____ Services and returns detector units to operation.

.17 ____ Replaces expended chemical defense items, as required.

.18 ____ CO adjusts MOPP level, as required.

.19 ____ Squadron provides first aid treatment to casualties in a chemical environment.

EVALUATOR INSTRUCTIONS: Selected personnel are presented decontamination training kits and first aid treatment training devices to "treat designated casualties." Every attempt must be made to provide a realistic situation through devices, scenarios, or other aids. A believable. well-supported situation shall be developed by the trainer/evaluator.

KEY INDICATORS:

CHEMICAL CASUALTIES

Chemical casualties are described as:

1. Personnel without mask and hood within arms reach, without decontamination kits, or not wearing chemical protective clothing.

2. Personnel not taking immediate corrective actions upon perceiving the attack. hearing a chemical agent alarm, being ordered to mask, or using incorrect masking procedures (not masking within 9 seconds), or making incorrect use of decontamination kits/first aid treatment items.

3. Marines who unmask or otherwise assume a lesser degree of MOPP without being authorized to do so.

UNMASKING PROCEDURES

When a detector kit is available, the following unmasking procedures will be adhered to:

1. After determining absence of agents, two or three Marines unmask for 5 minutes.

2. Marines remask and are examined in a shady area for symptoms for 10 minutes.

3. If no symptoms appear. remainder of unit may unmask.

When no detector kit is available, the following unmasking procedures will be adhered to:

1. Two or three Marines take a deep breath, hold it, break the seal on their masks, and keep their eyes open for 15 seconds.

2. Then they clear their masks, reestablish the seal and wait 10 minutes.

3. If no symptoms appear, the same Marines break the seal of their masks, take two or three deep breaths, clear and reseal their masks.

4. If after 10 minutes no symptoms have appeared, the same Marines unmask for 5 minutes and then remask.

5. If after 10 more minutes no symptoms have appeared, the rest of the unit may unmask.

TASK: 3B.19.10 PERFORM PARTIAL DECONTAMINATION

CONDITION(U): Personnel and equipment have been contaminated by a chemical agent. Emergency decontamination has been accomplished. Time is not available for complete decontamination. The hazard is such that partial decontamination is required. All personnel maintain a maximum MOPP level. Extent of decontamination is determined and decontamination priorities are established.

STANDARDS: EVAL: Y: N: NE

.1 ____ Personnel decontaminate individual weapons and squadron equipment using appropriate decontamination kits.

.2 ____ Determines extent of decontamination and establishes decontamination priorities.

.3 ____ Removes and decontaminates or discards contaminated protective covers.

.4 ____ Ensures decontamination procedures are appropriate to items being decontaminated. (KI)

.5 ____ Decontaminates squadron equipment and vehicles using appropriate expedient devices.

.6 ____ Squadron conducts hasty decontamination of its personnel, if necessary.

.7 ____ Determines adequacy of decontamination. (KI)

.8 ____ Discards contaminated materials according to tactical SOP, marks as contaminated, and provides location to the MAGTF command element.

.9 ____ CO reduces MOPP Level, if required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DECONTAMINATION PROCEDURES

Initial decontamination of unit equipment, vehicles, and weapons may be accomplished by:

1. Removing all gross liquid contamination with sticks or other improvised devices, which are buried after use.

2. Utilizing Nil decontamination apparatuses filled with DS2 to spray areas frequently used or touched. (Water is used to simulate DS2 in a training environment.)

Contaminated items that may need special decontamination treatment are:

1. POL, Food, Water Containers, and Munitions: Washed with soapy water, rinsed, and thoroughly sir dried.

2. Communications Equipment, Vans, and Other Electronic Equipment: Decontaminated with hot air, by weathering, or by wiping all metal parts with rags soaked with DS2. (Water is used for training purposes.)

3. Optical Instruments: Blotted with rags and then wiped with lens cleaning solution or organic solvent.

Adequacy of decontamination is determined using the chemical agent detector kit. If contamination is still present, decontaminate again.

ADEQUACY OF DECONTAMINATION

If inadequate:

a. Procedures are repeated.

b. Decontamination support is requested or:

c. Risk of using equipment is accepted.

TASK: 31.19.11 COORDINATE FOR COMPLETE DECONTAMINATION OF EQUIPMENT

CONDITION(S): Squadron equipment has been contaminated by a chemical agent. Emergency decontamination has been accomplished. Time is available for complete decontamination. Decontaminat2on support from a decontamination unit is available upon request

STANDARDS: EVAL: Y: N: NE

.1 ____ Coordinates with the decontamination unit as to time of arrival, supplies, equipment, and personnel support to be furnished by the contaminated unit, and estimates time of completion.

.2 ____ Squadron receives route clearance to personnel decontamination station/equipment decontamination station (?DS/EDS) assembly area. Dispatches advance party (personnel to augment decontamination operation and establish security) to PDS/EDS.

.3 ____ Main body arrives at ?DS/EDS assembly area and organizes for processings.

.4 ____ Decontamination begins as scheduled.

.5 ____ Squadron personnel reorganize in a clean area upwind of residual effects for the resumption of their mission.

.6 ____ CO adjusts MOPP level, as required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 33.19.12 EXCHANGE PROTECTIVE CLOTHING

CONDITION(S): The protective clothing is contaminated and a suitable uncontaminated area is available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Individuals don new protective clothing.

.2 ____ Removes contaminated clothing without transfer of contamination.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 33.19.13 CONDUCT SIC AERIAL SURVEY

CONDITION(S): An NBC aerial survey must be conducted to determine the extent of contamination. Safety of aircraft and aircrew’s remains a primary consideration in the conduct of aerial radiological and chemical surveys.

STANDARDS: EVAL: Y: N: NE

.1 ____ Wears appropriate level MOPP gear for condition that is Set.

.2 ____ Monitor has internal communications with aircrew.

.3 ____ Aircrew knows course leg technique of radiological Survey. (KI)

.4 ____ Aircrew knows point technique of radiological survey. (KI)

.5 ____ Upon completion of the flight. squadron monitor, survey, and decontamination teams check for and remove contamination from aircraft.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

COURSE LEG TECHNIQUE

1. Pilot locates the starting checkpoint of a course leg to be flown and either locates the end checkpoint or determines the azimuth of the course leg.

2. Pilot flies aircraft on the proper course to pass over the checkpoint on a straight path to the end - checkpoint. When on course, he alerts the monitor and gives the altitude above the ground.

3. Pilot commands "Mark" when the aircraft is over the starting checkpoint and flies the course maintaining a constant altitude and speed above ground.

4. Pilot alerts the monitor when aircraft nears the end checkpoint. When the aircraft is over the end checkpoint, the pilot commands "Mark."

POINT TECHNIQUE

1. When the situation permits. the aircraft lands near the point of interest and the monitor dismounts and proceeds to the selected point and takes e meter reading or tests for the presence of chemical agents.

2. If the situation does not allow for a landing, an aerial radiological reading will be taken.

TASK: 3B.1.le SCORE THE NBC EXAM

CONDITION(S): Classroom atmosphere. An exam will be prepared at the wing/brigade level end will take no more than 30 minutes. All available personnel will take the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit averages 70 percent or higher.

.2 ____ Unit averages 80 percent or higher.

.3 ____ Unit averages 90 percent or higher.

.4 ____ Unit averages 100 percent.

EVALUATOR INSTRUCTIONS: Standards will be marked either Y or N. As an example, if the team average was 86 percent, standards 3B.19.14.1 and 3B.19.14.2 would be marked Y (Yes) and the remainder would be marked N (No).

REQUIRED DATA:

a. No. of personnel in unit: ____

b. No. of personnel taking exam: ____

c. Unit average: ____

KEY INDICATORS: None.

SECTION 3C

MARINE LIGHT/ATTACK HELICOPTER SQUADRON (HMA/L)

ENCLOSURE (1)

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MARINE LIGHT ATTACK HELICOPTER SQUADRON (HML/A)

INTRODUCTION:

The mission of the HML/A is to provide combat utility helicopter support, attack helicopter fire support, and fire support coordination during amphibious operations and subsequent operations ashore. The enclosed standards cover the operational tasks that may he assigned to the unit in a combat environment. They are grouped to allow the unit to utilize any or all of the portions that are applicable to the specific scenario or exercise being evaluated. The MPS's, tasks, and standards are derived from Marine Corps doctrine, tactics, techniques, and field recommendations from Marine Corps commands.

It is recommended that commanders use MCCRES MPS's to establish training objectives, and take every opportunity to informally evaluate their units against these standards. The system provides the commander with a tool to formally or informally evaluate the combat readiness and training of his unit; to identify strengths and weaknesses; and to prioritize the unit's future training requirements.

One of the primary responsibilities of an HML/A squadron commander and his unit is to plan and execute support of the MAGTF commander's scheme of maneuver. Accordingly, it is recommended and preferred that evaluations be conducted and measured with regard to support of a Marine Air Ground Task Force (MAGTF). This approach maximizes training opportunities and creates a meaningful tactical orientation to facilitate learning and training feedback.

A squadron normally has pilots undergoing training in the Combat Ready (CR), Combat Qualification (CQ), and Full Combat Qualified (FCQ) phases per the aviation Training and Readiness (T&R) Manual. Accordingly, MCCRES evaluations should be tailored to include sorties from each of the three phases of training based on aircrew combat ready percentage (CRP). The evaluation should evaluate all assigned aircrews in a simulated combat environment coincident with squadron training and safety requirements. Aircrews will not be evaluated on sorties they haven't previously completed without prior approval of the squadron commander or higher command elements.

As the MCCRES evaluation procedures are intended to provide feedback to the commander on unit trends, and highlight necessary future training goals, it is preferred that multiple sorties be scheduled in each flight phase so that as many squadron aircrew as possible may participate in the MCCRES. Simply stated, one "special" aircrew flying a sortie does not give an adequate indication of the unit's training readiness.

It is understood that the number of MCCRES tasks that can be evaluated will be influenced by available training areas, environmental restrictions, units to be supported, external support, time available, and scenarios. MCCRES tasks for squadrons presupposes that personnel and logistic support are sufficient to achieve minimum acceptable standards; however, it is acknowledged that sufficient people, supplies and equipment are not always available. Portions of the standards may be utilized as they fit a particular scenario or operation without prejudice to the evaluated unit for not attempting all standards. When external factors contribute to limiting the unit's combat readiness, it should be noted in the comments portion of the evaluation sheet, and recorded in the overall report.

In order to allow the planner to focus on the special characteristics inherent to each operation, separate MPS's have been established for the planning phases of amphibious and subsequent operation ashore (MPS's 3E.4 and 3E.5). These particular MPS's are designed to stand alone and incorporate all considerations with regard to applicable operations.

3C.1 GENERAL KNOWLEDGE

TASK: 3C.l.l ADMINISTER NATOPS IMMEDIATE ACTION EMERGENCIES EXAM

CONDITION(S): The examination will cover only immediate action emergencies (Those denoted by an asterisk in the NATOPS manual.). All available squadron aircrew will take the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron averages 90-95 percent.

.2 ____ Squadron averages 96-100 percent.

EVALUATOR INSTRUCTIONS: The squadron must average 90 percent on this exam. Debrief the exam as soon as everyone is finished to reinforce correct responses end correct any wrong responses.

KEY INDICATORS: None.

TASK: 3C.l.2 CONDUCT TACTICAL MANUAL EXAMINATION

CONDITION(S): Questions for the tactical examination will be requested from higher command/MAWTS-l by the Senior Evaluator. Local publications that address tactical operations may be used as a source for supplementary questions for the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron averages 85 percent on Tactical Manual Exam.

.2 ____ Squadron averages go percent.

.3 ____ Squadron averages 95 percent.

.4 ____ Squadron averages 100 percent.

EVALUATOR INSTRUCTIONS: The squadron will be provided with a reasonable notice of what will be evaluated by the examination, and a listing of appropriate references. When scoring, mark the appropriate standard and all standards below that one with a "Y." Standards not achieved will be marked with an "N." This procedure is used throughout the document.

KEY INDICATORS: None.

TASK: 3C.l.3 CONDUCT AIRCRAFT OR EQUIPMENT RECOGNITION EXAMINATION

CONDITION(S): The examination will include examples of the major ground, air, and naval weaponry and systems currently employed by western, Communist, and third world nations. as well as recognition of hospital ships. MEDEVAC aircraft, and other medical transports marked with the Red Cross and other distinctive emblems provided for in the Geneva Conventions. The examination should include such additional regional features as fin flashes, national ensigns, etc. All available squadron aircrews will take the examination. S-2 will provide realistic views from an aircraft perspective.

STANDARDS: EVAL: Y; N; NE

.1 ____ Squadron averages 85 percent on Recognition exam.

.2 ____ Squadron averages 90 percent.

.3 ____ Squadron averages 95 percent.

.4 ____ Squadron averages 100 percent.

EVALUATOR INSTRUCTIONS: None,

KEY INDICATORS: None.

TASK: 3C.1.4 CONDUCT RULES OF ENGAGEMENT (ROE) EXAMINATION

CONDITION(S): The examination will consist of actions required in relation to actual squadron contingencies to include classified briefing information, as appropriate.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron averages 85 percent on published standard ROE exam.

.2 ____ Squadron averages 90 percent.

.3 ____ Squadron averages 95 percent.

.4 ____ Squadron averages 100 percent.

EVALUATOR INSTRUCTIONS: The evaluator must provide the ROE is the contingencies indicate: i.e., JCS Peacetime Rules of Engagement (PROE), and local ROE, both classified and unclassified.

KEY INDICATORS: None.

3C.2 GENERAL SQUADRON PLANNING

TASK: 3C.2.1 CONDUCT ADMINISTRATION PLANNING

CONDITION(S): The squadron is in receipt of an operations order requiring it to deploy and support tactical operations of a MAGTF. The S-l commences planning and liaison with outside units, as directed.

STANDARDS: EVAL: Y: N: NE

.1 ____ Identifies any personnel shortages and requests augmentation.

.2 ____ Submits orders request with sufficient lead time.

.3 ____ Screens individual records for deployability.

4 ____ Arranges for advance per diem.

.5 ____ Identifies advance party and rear det personnel.

.6 ____ Coordinates forwarding of mail for deployed personnel.

.7 ____ Reviews casualty reporting procedures.

.8 ____ Arranges provisions for payment of deployed personnel.

.9 ____ Coordinates for the availability of a flight surgeon and corpsmen for the deployment.

.10 ____ Arranges for endorsement of orders at all detachment sites.

.11 ____ Issues meal cards, as appropriate.

.12 ____ Ensures comrats and BAS are reflected on the unit diary.

.13 ____ Makes the appropriate entries for accumulated deployed time and sea duty on unit diary.

.14 ____ Arranges for COMM shift and message releasing authority at the deployed site.

.15 ____ Prepares personnel affair briefs for dependents.

.16 ____ Plan. special services requirements at deployed site.

.17 ____ Arranges for PAO augmentation.

.18 ____ Arranges for hometown news releases.

.19 ____ Ensures that wills. record of emergency data (RED's), allotments, dependents power of attorney, expiring I.D. cards, SGLI, etc., are updated.

.20 ____ Identifies advance/trail maintenance personnel to S-1 for the coordination of paychecks, order., health records, etc.

.21 ____ Establishes procedures to properly issue and document security clearances and accesses.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.2.2 CONDUCT LOGISTICS PLANNING

CONDITION(S): The squadron is in receipt of an operations order requiring it to deploy and support tactical operations of a MAGTF. The S-4 commences planning and liaison with outside units, as directed.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives higher command guidance and attends any planning conferences.

.2 ____ Accomplishes planning per published SOP's end deployment checklists.

.3 ____ Coordinates SAAM requests with ACE/MALS S-4.

.4 ____ Coordinates the loading plan with ACE/MALS S-4.

.5 ____ Ensures that certified hazardous cargo personnel are available.

.6 ____ Plans for material handling equipment (MHE) at the point of embarkation and debarkation.

.7 ____ Plans for the provision and use of special equipment to support the MAC airlift of disassembled helicopters (main gear box/rotor stand, main rotor blade stand sets, wheel chocks, hydraulic jacks, NT-4 equivalent towbars, specified quantities/dimensions of plywood for parking shoring).

.8 ____ Coordinates with the Embarkation Chief, AMO, and 3-3, as appropriate, the schedule and procedures for helicopter disassembly, preparation for loading, unloading reassembly, and operational flight testing upon reassembly, during airlift operations.

.9 ____ Plans far all squadron transportation requirements; i.e., to and from billeting and workspaces, messhall, ordnance areas, duty vehicles, refuel/defuel drivers, buses for PAX, and trucks far baggage/large cargo.

.10 ____ Coordinates with the 5-3 far the LOI outlining the timetable far embarkation, including weight allowances and staging areas.

.11 ____ Plans for squadron packup to be staged and weighed in advance, to include supply packup end GSE gear.

.12 ____ Coordinates for working parties to assist in loading/unloading, and to accompany the lift aircraft.

.13 ____ Coordinates procedures with ACE/MALS IMA far acquiring and transporting aircraft parts not currently onhand to the deployed site.

.14 ____ Coordinates with ACE/MALS supply for generators, tents, sleeping bags, cots, blankets, heaters, lights, and water trailers if barracks will not be used.

.15 ____ Coordinates with ACE/MALS S-4 for any special equipment (e.g., 782 gear, NBC MOPP gear, cold weather/desert equipment, T/O weapons) to be issued to individuals.

.16 ____ Plans heed/shower/laundry facilities, if required, and submits requirements to the ACE/MALS 5-4.

.17 ____ Establishes a point of contact at the deployment site, if available.

.18 ____ Coordinates location of office spaces and maintenance areas for all squadron departments.

.19 ____ Plans billeting and submits requirements to ACE/MALS 5-4.

.20 ____ Coordinates the availability of electrical power and pressurized air for maintenance spaces at the deployed site.

.21 ____ Coordinates any food service requirements; i.e., messmen, cooks, and hours of operation at deployed site.

.22 ____ Identifies medical/dental capabilities at the deployed site.

.23 ____ Coordinates with the CEO for communications requirements, to include telephones/intercoms/radios.

.24 ____ Coordinates the amount and types of fuel required at the deployed site.

.25 ____ Coordinates security requirements for billeting and working areas.

.26 ____ Coordinates the ordering of ordnance and expendables with 5-3.

.27 ____ Coordinates for explosive device transportation and storage at the deployed site.

.28 ____ Coordinates disposal of hazardous waste at the deployed site.

.29 ____ Ensures coordination with CSSD for personnel and equipment for the TARP. (See TASK 3C.20, TARP.)

.30 ____ Determines Class I and III requirement.

.31 ____ Ensures HST has required equipment for conducting operations, if necessary.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.2.3 CONDUCT MAINTENANCE PLANNING

CONDITION(S): The squadron is preparing to function in support of a MAGTF as part of an ACE/MAG. A variety of missions can be anticipated requiring sections, divisions, and multiple division strength. Liaison is being conducted with the IMA.

STANDARDS: EVAL: Y: N: NE

.1 ____ Coordinates with the 5-3 to determine the number of sorties anticipated/required, aircraft configurations, and scheduling of the launches that beat utilize the available assets.

.2 ____ Ensures currency of, and updates, as required, the weight and balance information on each aircraft.

.3 ____ Informs CO/S-3 of any shortfalls of assets available to meet the operational requirements.

.4 ____ Coordinates with supply to ensure sufficient blue-light kits are available.

.5 ____ Coordinates the ordnance requirements with 8-3/8-4 in a timely manner to allow the request to be conveyed to ACE/MALS ordnance.

.6 ____ Coordinates with the 5-2/3 for security forces augmentation requirements.

.7 ____ Plans for maintenance area security of any required classified material/equipment.

.8 ____ Identifies/coordinates any personnel shortages with the S-1, for forwarding to the ACE/MAG for assistance.

.9 ____ Reviews after action reports, lessons learned, etc.

.10 ____ Screens aircraft logs to ensure that no aircraft inspections will interfere with the operational requirements (i.e., phase inspection, appropriate day inspection, and the changing of high time components, CAD’s, etc).

.11 ____ Identifies necessary test equipment and ground support equipment (GSE); i.e., engine stands, nitrogen carts, jacks, NC units, lights units, hydraulic jenny, NVG support equipment. etc., for use at the deployed site.

.12 ____ Coordinates with IMA to make available XRAY/NDI equipment, if necessary.

.13 ____ Ensures the preexpend bins (PEI’s) are stocked.

.14 ____ Ensures that all calibrated equipment is up-to-date; i.e., gauges, torque wrenches, jacks, tire changing kits, and avionics equipment.

.15 ____ Coordinates with INA GSE for any predeployment licensing needed.

.16 ____ Coordinates with IMA to make available high use items; i.e., brakes, tires, black boxes, and replacements for high time items.

.17 ____ Coordinates with the squadron 5-4 for the necessary transportation of aircraft parts and other supplies.

.18 ____ Coordinates with the squadron 8-4 for transportation of maintenance personnel to and from billeting, workspaces, and dining facilities, if required.

.19 ____ Coordinates disposal of hazardous waste with the 8-4,.

.20 ____ Coordinates vehicle requirements with the 8-4.

.21 ____ Coordinates with 8-4 special arrangements for food services, if required, to accommodate unusual work schedules.

.22 ____ Ensures key maintenance personnel (shop NCOIC’s, shop expertise) are available and, if not, makes the appropriate adjustments to work schedules.

.23 ____ Reviews the number of licensed personnel to ensure that appropriate personnel are available for each working crew (i.e., GSE personnel, tow qualified personnel, crewchiefs, driver.. and CDI's).

.24 ____ Rehearses the emergency reclamation team and inventories equipment for serviceability, per SOP.

.25 ____ Coordinates with the appropriate section for the establishment of communications between ready room and maintenance control, to include monitoring squadron bale frequency.

.26 ____ Identifies the advance/trail maintenance packup and the prepositioning of components (i.e., engines, struts, etc.) to supply.

.27 ____ Plans advance and trail maintenance party personnel and any special equipment needed for embarkation if movement to a new support base is required.

.28 ____ Ensure. that advance/trail maintenance designated supervisory personnel have message releasing authority.

.29 ____ Coordinates with the S-3 for a conference at the deployed site to include representatives from supply, base operations. ATC, IMA, ordnance, fuel farm, billeting, and security to ensure coordinated efforts for aircraft support.

.30 ____ Ensures that clearance for routine and classified message pickup by maintenance personnel is delivered to the message center.

.31 ____ Ensures that all maintenance personnel are aware of the enemy alert conditions. the method used by the squadron to signal enemy attacks, and individual actions to take place.

.32 ____ Ensures briefings are held to keep maintenance personnel abreast of the tactical situation.

.33 ____ Determines hand tool requirements.

.34 ____ Identifies and provides report. required.

.35 ____ Coordinates with S-4 for aircraft wash facilities.

.36 ____ Coordinates flight deck/flightline spotting

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.2.4 CONDUCT INTELLIGENCE PLANNING

CONDITION(S): The squadron is in receipt of an operations order requiring them to deploy and support the tactical operations of a MAGTF. The S-2 commences planning and liaison immediately. It is imperative that the intelligence planning/gathering be completed in a timely manner so it will be useful to the aircrews during their later mission planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives commander's planning guidance and intent.

.2 ____ Requests a current intelligence estimate and Essential Elements of Information (EEI's) from the higher command element. If not otherwise provided by higher headquarters, the squadron should request information regarding the enemy and the target; type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities, weather conditions in the target area/along routes to and from the target/at the recovery or home base upon return, prominent terrain in the AOR, and safe areas. (KI)

.3 ____ Ensures the preparation of a preliminary aviation intelligence estimate to furnish the squadron commander with sufficient intelligence to formulate basic decisions and assist in issuing planning guidance to squadron personnel.

.4 ____ Makes early distribution of the intelligence estimate to all staff officers to allow them to proceed with their planning functions.

.5 ____ Determines, based on the assigned missions and the commander's guidance, additional EEI's, and other intelligence requirements (OIR's) of the squadron.

.6 ____ Phrases the additional EEI's for forwarding to higher command elements in the form of simple, concise statements which include positive direction, qualifying questions, and items requiring special attention.

.7 ____ Inventories on hand assets and then determines and requests squadron requirements for maps, charts, aerial imagery, photographs, and other graphic aids.

.8 ____ Coordinates communications requirements with the CEO for the sending and receiving of intelligence information.

.9 ____ Incorporates intelligence and electronic warfare information into mission planning. (KI)

.10 ____ Participates in all briefings of aircrews and provides updated intelligence information prior to each launch.

.11 ____ Plans and conducts an intelligence debrief for appropriate aircrew.

.12 ____ Records information gathered from aircrews systematically for ease of study and comparison, and immediately forwards information gathered to higher command elements.

.13 ____ Maintains appropriate Enemy Order of Battle (EOB), to include Air, SAM/AM, and Electronic Order of Battle.

14 ____ Updates all staff members on newly acquired intelligence information as it becomes available.

.15 ____ Provides appropriate intelligence reports to higher/adjacent elements, as required, in the operations order.

.16 ____ Provides input to S-3 on weather and climatological data, including appropriate light-level calendar.

.17 ____ Establishes procedures to properly issue and document security clearances and accesses.

.18 ____ Updates the enemy situation contained in the Tactical Aviation Mission Planning System (TAMPS).

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

INTELLIGENCE COLLECTION MANAGEMENT

1. Prepare and maintain a squadron collection plan.

2. Coordinate the development of squadron EEI's.

3. Submit requests for information (RI) to higher echelons, as required.

ELECTRONIC WARFARE

EW incorporated into EW mission planning should include:

1. Target significance.

2. Enemy disposition, to include early warning and GCI radars, Al, SAM/AM, and EW capabilities.

3. Enemy capabilities, to include early warning and GCI radars, A', SAM/AM, and EW capabilities.

4. Mission ECM/ECCM capabilities.

5. Application of enemy information in influencing route selections, target attack tactics. EW support requirements, and suppression (SEAD) tactics planning.

6. Preparation of detailed intelligence maps and charts, and plotting of radar horizons.

TASK: 3C.2.5 CONDUCT OPERATIONS PLANNING

CONDITION(S): The squadron has received an initiating directive informing them of impending operations. All liaison has been performed, and initial planning has begun. An operations order has been developed and unit SOP's are available. Day and night operations will be assigned, and will require integration with supported units as well as adjacent aviation elements.

STANDARDS: EVAL: Y: N: NE

.1 ___ ACE/squadron commander's guidance and intent have been received.

.2 ____ Ensures that squadron staff officers become thoroughly familiar with the operations order and ensures delivery of warning order.

.3 ____ Plans aircrew assignments to the level of the crews qualifications; i.e., combat ready (CR), combat qualified (CQ), and fully combat qualified (FCQ).

.4 ____ Sufficient TERF qualified crews are available to man all assigned aircraft. primary aircraft authorization (PAA).

.5 ____ Sufficient NVG qualified crews are available to man PM aircraft.

.6 ____ Sufficient ACM qualified crews are available to man PM aircraft.

.7 ____ Sufficient safety observers/aerial gunners are available to man PAA aircraft.

.8 ____ Disseminates all necessary information, graphic aids/smart packs" to aircrews, as required, in time for mission planning.

.9 ____ Sufficient crewchiefs are available to man PM aircraft.

.10 ____ Sufficient aircrew are available to carry troops while on, missions.

.11 ____ Coordinates the development of the EEI's with the S-2.

.12 ____ Establishes early liaison with the ACE/MAG staff operations planners.

.13 ____ Makes initial estimate of squadron capabilities as they pertain to the assigned mission(s).

.14 ____ Provides projected aircraft availability to the ACE/MAG commander/staff. based on the assigned mission.

.15 ____ Develops planning figures for a surge effort and its maintenance.

.16 ____ Establishes operational plans using unit SOP's and tactical manuals. (KI)

.17 ____ Coordinates with adjacent staff members (S-4, Maintenance, Supply, etc.) to ensure the availability of squadron support assets (i.e.. full systems aircraft, EW equipment. secure voice equipment, fuel, GSE, etc.).

.18 ____ Assigns liaison operations team to supported unit.

.19 ____ Involves appropriate command and control agencies; i.e., DASC, TAOC, ATC. in initial planning and briefings.

.20 ____ Establishes briefing time and location.

21 ____ Institutes EW procedures by SOP to include MIJI reports. IFF/SIF authentication, and EMCON procedures.

.22 ____ Employs assets available per doctrine.

.23 ____ Establishes supporting plan to accomplish the MAGTF commander's C3 strategy. (KI)

.24 ____ Establishes divert criteria caused by weather minimums.

.25 ____ Aids in preparation of a deception plan that is believable, consistent with tactical doctrine, SOP's, and enemy analysis.

.26 ____ Develops an emergency Tactical Recovery of Aircraft and Personnel (TRAP) contingency plan which includes guidance as to the authority to destroy aircraft, if required.

.27 ____ Identifies type and initiates planning for reconnaissance mission, (KI)

.28 ____ Uses SOP for procedures of enemy and friendly NBC strikes, reports required, equipment issued, promulgation of MOPP levels, and serial radiological and chemical surveys.

.29 ____ Coordinates aerial observer support.

.30 ____ Develops post assault aviation employment plan to include staging of aircraft, resupply, and reinforcements.

.31 ____ Provides guidance on security and land delivery of prisoners of war by aviation units.

.32 _____ Formulates scatter plans.

33 ____ Plans location of the FARP.

.34 ____ Plans air defense of the FARP, if required.

35 ____ Plans for MEDEVAC as contained in the SOP. (See MPS 3C.18 MEDEVAC.) (KI)

.36 ____ Coordinates with maintenance personnel requirements for changes to airframe configurations required to support missions.

.37 ____ Coordinates and provides input to the Loading plan.

.38 ____ If paraops are planned, coordinates marking of LE with LZ control teem.

.39 ____ Establishes command and control procedures for LZ's as contained in the SOP.

.40 ____ Updates any changes to Return to Force (RTF) procedures or routes.

.41 ____ Plans for standby crews, when necessary.

.42 ____ Plans use of TERPES/TAMPS for mission planning.

43 ____ Plans Class V(A) requirement.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

INTELLIGENCE ESTIMATE

1. Analysis of AOR; to include analysis of military geography (topography/hydrography). and, if appropriate. climate and weather.

2. Analysis of Enemy Capabilities; to include, type and location of air defense weapons, capability to detect and react, capabilities of enemy aircraft. and enemy tactics.

3. Conclusions; most likely enemy courses of action and enemy weaknesses.

OVERALL DECEPTION PLANNING

1. Determines if enemy's capabilities warrants use of deception.

2. Determines if there is sufficient time to formulate, write, organize, and carry out the deception.

3. Analyzes courses of action available to the enemy.

4. Identifies logical opportunity to integrate deception plan with ground scheme of maneuver.

5. Plane for flexibility to counter any unexpected enemy reaction.

6. Coordinates with higher units and agencies that will participate or be affected by implementation of the plan.

7. Develops deception events that support the plan.

C3CH

1. Enemy analysis.

2. Protect C3.

   a. Make use of secure communications.

   b. Utilize alternate means of communications.

   c. Exercise emission control.

3. Counter C3.

   a. Identify enemy critical modes.

4. Electronic Warfare (EW).

   a. Electronic Support Measures (ESM).

   b. Electronic Countermeasures (ECM).

   c. Electronic Counter-Countermeasures (ECCM).

   d. Physical Destruction.

RECONNAISSANCE MISSIONS

1. Route reconnaissance.

2. Area reconnaissance.

3. Point reconnaissance.

4. Line reconnaissance.

TACTICAL STANDING OPERATING PROCEDURES (SOP's)

Tactical SOP should include established procedures for recurring planning and briefing factors to include:

1. Rapid Planning Responsibilities.

2. Aircraft Lighting (day/night).

3. Tactical Formations.

4. Communications.

5. Electronic Countermeasures.

6. FARP Procedures.

7. NVG Operations.

8. Ordnance Procedures.

3C.3 CONTINUING ACTIONS IT MARINES

TASK: 3C.3.1 DEMONSTRATE MAINTENANCE PERFORMANCE

CONDITION(S): Aircraft availability, response reliability, and maintenance effectiveness are evaluated throughout the scenario. As closely as possible, combat operations and tempo shall be simulated, but must not interfere with current safety regulations and standards.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircraft availability - 50 to 59 percent or higher.

.2 ____ Aircraft availability - 60 to 69 percent or higher.

.3 ____ Aircraft availability - 70 to 79 percent or higher.

.4 ____ Aircraft availability - 80 to 89 percent or higher.

.5 ____ Aircraft availability - 90 to 100 percent.

.6 ____ Response reliability - less than 70 percent. (KI)

.7 ____ Response reliability - 70 to 79 percent or higher.

.8 ____ Response reliability - 80 to 89 percent or higher.

.9 ____ Response reliability - 90 to 100 percent.

.10 ____ Maintenance effectiveness - less than 70 percent.

.11 ____ Maintenance effectiveness - 70 to 79 percent or higher.

.12 ____ Maintenance effectiveness - 80 to 89 percent or higher.

.13 ____ Maintenance effectiveness - 90 to 100 percent.

.14 ____ Seventy percent of tested Mode IV units were operational.

.15 ____ Eighty percent of tested Mode IV units were operational.

.16 ____ Ninety percent of tested Mode IV units were operational.

.17 ____ One hundred percent of tested Mode IV units worked successfully.

.18 ____ Seventy percent of tested secure voice units worked successfully.

.19 ____ Eighty percent of tested secure voice units worked successfully.

.20 ____ Ninety percent of tested secure voice units worked successfully.

.21 ____ One hundred percent of tested secure voice units worked successfully.

.22 ____ Processing of discrepancies basins immediately following aircrew return to squadron/maintenance area.

EVALUATOR INSTRUCTIONS: Evaluator must comment in detail as to the reasons for the scores given, to include NRS, MRS. "Onhand" aircraft are defined as assigned aircraft minus SDE aircraft minus deployed aircraft. "Up" aircraft are defined as "mission capable. aircraft per OPNAVINST 4790.2E, Vol. II. Aircraft availability is defined as "up" aircraft divided by "onhand" aircraft. Response reliability is defined as sorties scheduled minus combat aborts divided by sorties scheduled. Maintenance effectiveness is defined as sorties scheduled minus maintenance aborts divided by sorties scheduled.

KEY INDICATORS:

ABORTS

WEATHER ABORTS:

Scheduled missions which are launched end not completed due to weather conditions shall not be counted in the computations.

COMBAT ABORTS:

1. Scheduled missions which are not launched as scheduled due to the lack of aircraft or pilots. An aircraft shall also be considered a combat abort if it is "up" but launched too late to complete the assigned mission. No abort shell be assessed when a replacement aircraft is launched in place of a downed aircraft provided the replacement aircraft fulfills the required mission.

2. A launched mission that, because of mechanical malfunction or pilot error, was unable to complete the mission.

3. A mission launched unarmed or otherwise not configured for the assigned mission.

NOTE: Authorized additions to the flight schedule after its publication are considered scheduled sorties.

TASK: 3C.3.2 DEMONSTRATE SAFETY AWARENESS

CONDITION(S): Safety of aircraft and crews shall be an important consideration throughout any evaluation, therefore aviation and ground safety shall also be evaluated continuously.

STANDARDS: EVAL: Y: N: NE

.1 ____ Each crewmember wears required flight/survival clothing and equipment.

.2 ____ Requires safety devices as the mission dictates.

.3 ____ Maintenance practices conform with current safety regulations: i.e., Group/Wing.

.4 ____ Seats and restraining devices are available end used by emplaned personnel.

.5 ____ Secures cargo properly prior to takeoff.

____ Sound suppressors and safety goggles are available and are used. (KI)

.7 ____ Crewmembers do not exceed crew day/flight-time limitations without authorization.

.8 ____ Unsafe practices are immediately corrected and/or are addressed in flight debriefings by flight leaders.

EVALUATOR INSTRUCTIONS: The evaluator shall use, but is not limited to, local directives/SOP's.

KEY INDICATORS:

SAFETY EQUIPMENT

Safety equipment will be per local directives.

TASK: 3C.3.3 EXECUTE OPERATIONS DUTY OFFICER (ODO) TASKS

CONDITION(S): The ODO is a key link to the effective control of squadron aircraft and as such should be evaluated throughout flight operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ Is capable of, or has access to information for assisting pilots during airborne emergencies.

.2 ____ Ensures the squadron common net is monitored during flight operations.

.3 ____ Continually monitors the flight schedule.

.4 ____ Establishes priority for assignment of available aircraft.

.5 ____ Monitors aircrew's day and flight-time limitations.

.6 ____ Ensures essential information is available to flightcrews and weight and balance forms are filled out.

.7 ____ Ensures the TACC is kept informed of current flight operations.

.8 ____ Ensures availability and readiness of standby aircrews and aircraft.

.9 ____ Knows, and executes, the necessary procedures for overdue aircraft per the premishap plan.

.10 ____ Reacts to a staged mishap per squadron SOP.

EVALUATOR INSTRUCTIONS: Evaluator should be familiar with squadron flight operations SOP.

KEY INDICATORS:

ODO ESSENTIAL INFORMATION

The duty officer should ensure the following information is available and briefed to the flightcrews:

1. Current weather and forecast.
2. Deck spot or parking spot.
3. Divert fields/decks.
4. Frequencies/call signs.
5. NAVAIDS ID/status.
6. Nearest land (shipboard).
7. Recovery time/schedule.
8. NOTAM's.
9. BRC/PIM.

11. Updated tactical admin read and initial board.

TASK: 3C.3.4 CONDUCT INTELLIGENCE UPDATE

CONDITION(S): The operations order has been issued and the squadron is assigned missions in tactical support of a MAGTF. All liaison has been performed and initial intelligence information has been disseminated. Mission commanders have been assigned and hold a brief prior to each mission during which designated s-2 representatives give an intelligence update.

STANDARDS: EVAL: Y: N: NE

.1 ____ Updates briefing on detailed ground scheme of maneuver, forces and weapons involved, enemy concentrations control points. ingress/egress routes, and the latest aerial imagery.

.2 ____ Updates EEI's for visual reconnaissance by squadron aircrews.

.3 ____ Updates any enemy capabilities, changes to tactics. or weaknesses.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C .3.5 DEMONSTRATE SELF PROTECTION ELECTRONIC COUNTERMEASURES (ECM) CREW KNOWLEDGE

CONDITION(S): Aircrews display adequate knowledge of available countermeasures and compatible onboard EW equipment throughout the exercise.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircrews demonstrate proper employment and capabilities of onboard radar homing and warning (RHAW) equipment.

.2 ____ Aircrews demonstrate proper employment and capabilities of onboard expendables; e.g., chaff, flares, and jammers. (KI)

.3 ____ Demonstrate familiarity with currently recommended defensive formations to include mutually supportive alignment, spacing. and ECM support aircraft integration.

.4 ____ Exhibit familiarity with currently recommended offensive/defensive maneuvers for SAM, AAA, and airborne threats.

EVALUATOR INSTRUCTIONS: If available, ground test equipment will be used to simulate ECM operation.

KEY INDICATORS:

RHAW AND MISSILE WARNING RECEIVERS

1. Operation: Cockpit switchology. preoperations checks, interference limitations (internal and external interference sources), display indications.

2. Capabilities: Enemy correlations. threats covered, display ambiguities, threats not covered.

3. employment: Reactions to displays.

ONBOARD EXPENDABLES

1. Operation: Dispenser loading and program, cockpit switchology for manual and programmed expenditure.

2. Capabilities: General knowledge of chaff-type correlation with enemy, decoy flare IR effectiveness, current jammer enemy coverage.

3. Employment: Timing/interface with enemy activity and aircraft maneuvers, use in high/low altitude profiles, etc.

TASK: 3C.3.6 DEMONSTRATE PREDISASTER PLAN OPERATION AND TRAINING

CONDITION(S): During operations a simulated disaster will occur on the flightline. An aircraft will be "destroyed" by fire and casualties will be inflicted. Once informed that the incident has taken place, the maintenance and operations personnel will make appropriate calls and prepare the flash message.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses a current disaster plan or SOP covering accidents on the flightline, in working spaces, and am the hangar deck.

.2 ____ Plans briefings for all personnel on flightline disaster,’ e.g., get personnel clear of aircraft, know where the fire bottles are and how to use them, towing adjacent aircraft away from accident site, where the phone numbers are to contact fire department, medical department, base ODO, Squadron CO, XO, and AMO.

.3 ____ Random sampling of maintenance personnel indicates clear understanding of the plan and each work center’s required actions.

.4 ____ Proper firefighting, first aid equipment, and gas masks are onhand.

.5 ____ Executes orderly and positive immediate action to cope with the incident/accident/disaster.

.6 ____ Keeps damage injuries at a minimum level.

.7 ____ Leadership is demonstrated by SNCO’s/NCO’s in coping with the incident/accident/disaster.

.8 ____ Prepares required messages concerning casualties and disaster occurrences within required time period.

EVALUATOR INSTRUCTIONS: Evaluator reviews squadron’s plan and ascertains general knowledge of plan by random sampling of personnel. Evaluator creates an incident, accident, or disaster on the flightline, working spaces, or hangar deck,’ e.g., fire, ordnance detonation, etc. The Senior Evaluator will act as the "message center" for processing of OPREP-3/Report of Mass Casualty messages, if the participation of the 5-3 and S-l administrative personnel is to be evaluated.

KEY INDICATORS: None.

TASK: 3C.3.7 DEMONSTRATE CREWCHIEF COORDINATION

CONDITION(S): The squadron is conducting flight operations in support of a MAGTF in a high threat environment with a corresponding high workload on the pilots. Good crewchief coordination is essential. Crew coordination should be evaluated on as many missions as possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Covers lookout sectors, as briefed.

.2 ____ Communicates promptly, consistently, and accurately using appropriate terminology.

.3 ____ Monitors the mechanical functioning of the aircraft.

.4 ____ Keeps pilots advised of position of other aircraft in the flight.

.5 ____ Provides obstacle clearance and landing zone information during hovering and landing operations.

.6 ____ Understands and complies with commands for control of weapons employment procedures. (KI)

.7 ____ Ensures all passengers are seated, have Seat belts on, and are wearing appropriate safety equipment.

.8 ____ During external operations, uses standard terminology for positioning aircraft over the load.

.9 ____ During external operations advises pilot of conditions of the load; e.g., load is off the deck, load is released, etc.

.10 ____ Keeps the pilots informed of progress of internal load and personnel during all operations either airborne or on the ground.

.11 ____ Does not release or cut the SPIE rig unless directed by the PQM/HAC.

.12 ____ Performs all safety and mechanical checks during refuel/transfer of fuel with range extension tanks installed.

.13 ____ Uses correct arm and hand signals during taxiing or positioning of the aircraft.

.14 ____ Crewchief passes on signals between the pilot and jumpmaster, if jumpmaster is not on ICS.

.15 ____ Crewchiefs demonstrate thorough knowledge of ordnance procedures and weapons proficiency.

EVALUATOR INSTRUCTIONS: None.

NET INDICATORS:

WEAPONS CONTROL

BASIC COMMANDS SHOULD BE:

1. Lock and load.
2. Weapons free.
3. Weapons tight.
4. Weapons hold.
5. Clear your weapons.
6. Countermeasures employed.

TASK: 3C.3.8 DEMONSTRATE COMMUNICATIONS DISCIPLINE

CONDITION(S): The squadron is conducting flight operations in support of a MAGTF in an environment where communication's discipline is required in order to coordinate elements of the operation. Communications discipline should be evaluated on as many missions as possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Complies with emission control procedures.

.2 ____ Makes prompt, concise, and accurate radio transmissions.

.3 ____ Avoids unnecessary transmissions and unnecessary testing of equipment. (KI)

.4 ____ Aircrews properly employ Automated Communications Electronics Operation Instructions (ACEOI).

.5 ____ Detects imitative messages.

.6 ____ Makes no response to fraudulent or imitative messages.

.7 ____ Recognizes, counters properly, and reports per the briefing. all jamming activities.

.8 ____ Does not reveal effectiveness of enemy jamming efforts.

.9 ____ Reports all enemy electronic countermeasure activity to higher headquarters.

.10 ___ Does not provide "Beadwindow" information to the enemy.

.11 Makes appropriate "Beadwindow" call..

.12 ____ Makes maximum use of covered communication equipment.

.13 ____ Briefs radio discipline and employs visual signals for intraformation communication to the maximum extent possible.

.14 ____ Employs visual signals ,wherever possible for ground-to-air communication.

.15 ____ Executes chattermark procedures, as briefed.

EVALUATOR INSTRUCTIONS: C3 agencies provide debrief with regard to MIJI attempts.

KEY INDICATORS:

1. Avoids unnecessary maintenance radio operation during EMCON conditions.

2. Considers radio operations for deception plan.

TASK: 3C.3.9 MONITOR FLIGHT OPERATIONS

CONDITION(S): The effective performance of the squadron commander and his staff should be evaluated throughout the planning and execution of as many missions, as possible. The squadron may be augmented with communications personnel and equipment from MWSS. Augmentation should take place in sufficient time to allow the squadron to train and work with the augmenters.

STANDARDS: EVAL: Y; N; NE

.1 ____ Designates flight leads, as required.

.2 ____ Supervises the conduct of operations while maintaining tactical communications with the MAG/ACE commander.

.3 ____ Disseminates any changes of procedures, tactics, or communications to subordinates as dictated by the operational situation.

.4 ____ Provides updated advice and planning considerations to the HAG/ACE as to how assets can assist the MAGTF in their current tactical situation.

.5 ____ Monitors any delays to assigned missions, and/or mission aborts, and provides recommendations for alternative actions to higher headquarters.

.6 ____ Coordinates continuous updating of fire support coordination measures with the ACE/MAG/GCE.

.7 ____ Ensures procedures for updating all source (AOA, theater) intelligence information are established and disseminated to sir crews for planning.

.8 ____ Ensures contingency requirements and emergencies are handled according to plans, and SOP procedures are tactically sound.

.9 ____ Ensures early warning information and alert conditions are passed in a timely manner.

.10 ____ Monitors designated alert/broadcast nets and responds to data such as nuclear flash warnings transmitted thereon.

.11 ____ Effectively operates a squadron common net as a means of communications between in-flight aircraft and/or squadron headquarters.

.12 ____ Establishes a means of effective coordination with HDC, DASC, and/or MAG headquarters, including EMCON.

13 ____ Adheres to planned flight schedule.

.14 ____ Conducts a post operation debriefing as to lessons learned, and uses positive points to update contingency plans and SOP’s.

.15 ____ While the commending officer is absent during flight operations, required squadron staff action and decision process is continued uninterrupted.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.3.10 DEMONSTRATE ELECTRONIC WARFARE (EW) PROCEDURES

CONDITION(S): The squadron is conducting flight operations in an intensive EN environment. Aircrews apply EN mission planning requirements to all missions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses EN considerations and tactics effectively.

.2 ____ Conducts airfield departures, as briefed.

.3 ____ Optimizes tactics, including route utilized, altitudes, and EN support for the enemy EW considerations.

.4 ____ Employs appropriate RTF procedures.

.5 ____ Demonstrates proper air command and control procedures within tactical area of responsibility (TAOR), including entry/exit points and corridors, IFF/SIF and covered end coded communications.

.6 ____ Gathers EW intelligence within limits of capability.

.7 ____ Seventy percent of tested Mode IV units worked successfully.

.8 ____ Eighty percent of tested Mode IV units worked successfully.

.9 ____ Ninety percent of tested Mode IV units worked successfully.

.10 ____ One hundred percent of tasted Mode IV units worked successfully.

.11 ____ Seventy percent of tested secure voice units worked successfully.

.12 ____ Eighty percent of tested secure voice units worked successfully.

.13 ____ Ninety percent of tested secure voice units worked successfully.

.14 ____ One hundred percent of tested secure voice units worked successfully.

.15 ____ Demonstrates proper tactical utilization of radar warning receiver.

.16 ____ Demonstrates proper tactical utilization of expendable countermeasure equipment.

.17 ____ Utilizes alternate communication nets (e.g., HF).

.18 ____ Responds to EEI's by collecting information through aircrew observation.

EVALUATOR INSTRUCTIONS: Indicate the following data; sorties flown. mode IV checks attempted, mode IV checks successful. secure voice measures attempted and secure voice measures successfully used on tactical missions. Fifty percent of squadron assets shall be tested.

KEY INDICATORS: None.

TASK: 3C.3.11 DELIVER ORDNANCE USING ROCKETS AND GUNS

CONDITION(S): Reliance of MAGTF forces on the antipersonnel/soft target capabilities of the AH-1/UH-l requires superior accuracy from all aircrews. Completion of this task by multiple sections/divisions within the squadron will provide en indication of aircrew level of training and proficiency. Rockets and guns firings should be at static and moving targets during both day and night hours.

STANDARDS: EVAL: Y: N: NE

.1 ____ Conducts briefing as per all applicable directives.

.2 ____ Demonstrates proper switchology prior to launch.

.3 ____ Achieves 100 foot CEP for rockets with gunner accuracy control panel (GACP).

____ Achieves 50 foot CEP for rockets with GACP.

.5 ____ Achieves 15 percent accuracy with GACP (Guns).

.6 ____ Achieves 30 percent accuracy with GACP (Guns).

.7 ____ Conducts debriefing as per all applicable directives to include lessons learned.

.8 ____ Complies with rules of engagement/rules of conduct (ROE/ROC) and range safety regulations, if applicable.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.3.12 EXECUTE AIR-TO-AIR MISSILE SHOOT

CONDITION(S): The squadron ii conducting flight Operations in support of the MAGTF. The enemy has numerous aircraft equipped with an antiair capability. Completion of this task by squadron aircrews will give an indication of current aircrew proficiency. The missile shoot can be against maneuvering or nonmaneuvering drones or on a TACTS range.

STANDARDS: EVAL: Y: N: NE

.1 ____ Conducts required briefing. (KI)

.2 ____ Completes combat checklist prior to commencing intercept.

.3 ____ Makes mandatory voice calls.

.4 ____ Demonstrates proper switchology prior to launch.

.5 ____ Fox-2 launch within parameters.

.6 ____ Reattack, if applicable, was accomplished from a successful firing position.

.7 ____ Complies with ROE, safety procedures, and range regulations.

.8 ____ Debrief is per all applicable directives and includes lessons learned.

EVALUATOR INSTRUCTIONS: The initial setup by GCI/range control must be satisfactory or a "skip it' call will be made by the evaluator and the missile run will be reattempted.

KEY INDICATORS:

BRIEFING

1. Weapons conditions.
2. Hangfire procedures.
3. Weapon systems management.
4. Missile capabilities/limitations/launch parameters.
5. Switchology.
6. Telemetry checks (if required).
7. Drone profile.
8. Drone capabilities/range requirements.
9. Intercept procedures/tactics.
10. Communications transmissions.
11. Reattack.

TASK: 3C.3.13 EXECUTE TOW/HELLFIRE MISSILE SHOOT BY CREW GUNNER

CONDITION(S): Reliance of MAGTF forces on the antiarmor capabilities of the AH-1 and soft target capabilities of the UH-1 requires superior accuracy from all aircrews/gunners. Completion of this task by multiple sections/divisions within the squadron will provide an indication of aircrew level of training and proficiency. Missile firings should be at static and moving targets during both day and night hours.

STANDARDS: EVAL: Y: N: NE

.1 ____ Conducts briefing per all applicable directives. (KI)

.2 ____ Demonstrates proper switchology prior to Launch.

.3 ____ Achieves 70 percent accuracy with gunner accuracy control panel (GACP).

.4 ____ Achieves 80 percent accuracy.

.5 ____ Achieves 90 percent accuracy.

.6 ____ Achieves 100 percent accuracy.

.7 ____ Missile impacts target.

.8 ____ Conducts debriefing as per all applicable directives to include Lessons learned.

.9 ____ Complies with rules of engagement/rules of conduct (ROE/ROC) and range safety regulations, where applicable.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

BRIEFINGS

1. Station loading.
2. Cockpit procedures.
3. Switchology.
4. Command and control.

TASK: 3C.3.14 DEMONSTRATE INDIVIDUAL DISCIPLINE

CONDITION(S): The squadron has been given a mission to conduct tactical operations from a forward area. Enemy forces are in the area. possessing weapons capable of direct and indirect fire, rotary- and fixed-wing aircraft, end EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Demonstrates unit discipline by individual members being in control of themselves and contributing to mission accomplishment.

.2 ____ Marines take care to safeguard and clean their weapons, bath individual and crewserved, daily.

.3 ____ Vehicles, generators, etc., are given regular maintenance by the Marines assigned to operate them.

4 ____ Marines employ fire control and fire discipline when engaged. Random waste of ammunition is not tolerated by unit leaders.

.5 ____ Marines do not waste or abuse unit supplies or material.

.6 ____ Safeguards supplies from the enemy and from the weather and does not scatter as litter on the terrain.

.7 ____ Marines operating radios do not expose themselves to radio direction finding (RDF) by unnecessary, wordy, or repetitious message traffic. Uses standard prowords and limits communication checks. All personnel using radios adhere to required standards of performance regardless of grade.

.8 ____ Leaders actively promote field sanitation and personal hygiene by policing the area, inspecting feet and body sores, and enforcing use of designated heads and good personal health habits.

.9 ____ Unit leaders actively enforce rules of engagement and the law of war: individual Marines exercise appropriate discipline in this regard.

EVALUATOR INSTRUCTIONS: With exceptions, evaluators will use the 90 percent rule (90 percent of the Marines 90 percent of the time) to determine whether requirements are being met.

KEY INDICATORS: None.

TASK: 3C.3.15 DEMONSTRATE PROPER DISPERSION OF VEHICLES AND EQUIPMENT

CONDITION(S): The squadron is conducting tactical flight operations. The enemy is reported to be in the area possessing direct and indirect fire weapons, rotary- and fixed-wing aircraft, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Places tentage. equipment, aircraft, vehicles, and radios in such a manner as to reduce their vulnerability to bursting munitions.

.2 ____ Separates firing positions for crew-served weapons by a minimum of 30-35 meters.

.3 ____ Disperses all vehicles and aircraft and takes advantage of terrain features to the maximum degree possible to seek cover and concealment, yet avoids positions that will cause difficulty in exiting.

EVALUATOR INSTRUCTIONS: This task is applicable throughout the exercise. Evaluator reaches a YES evaluation based on his observation that 90 percent of the Marines in the unit participate throughout the exercise with the quality of performance defined by the requirements.

KEY INDICATORS: None.

TASK: 3C .3. 16 DEMONSTRATE PROPER USE OF COVER

CONDITION(S): The squadron is conducting tactical flight operations. The enemy is reported to be in the area possessing direct and indirect fire weapons. rotary- and fixed-wing aircraft, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Individual Marine., including vehicle drivers, demonstrate by tactical and personal example an understanding of use of covered routes and covered positions.

.2 ____ Aircraft and vehicles do not remain in exposed locales but move immediately to the nearest cover.

.3 ____ Sites equipment, tentage. radios, aircraft. and vehicle parking areas to take advantage of cover provided by natural terrain features.

.4 ____ Establishes individual and crew-served weapons firing positions in areas that permit use of natural cover while still allowing observation and adequate fields of fire.

.5 ____ All individual Marines and crew-served weapons elements make use of available material to improve cover.

EVALUATOR INSTRUCTIONS: This task is applicable throughout the exercise. Evaluator reaches a YES evaluation based on his observation that 90 percent of the Marines in the unit participate throughout the exercise with the quality of performance defined by the requirements.

KEY INDICATORS: None.

TASK: 3C.3.17 DEMONSTRATE PROPER CAMOUFLAGE AND CONCEALMENT

CONDITION(S): The squadron is conducting tactical flight operations. The enemy is reported to be in the area possessing direct and indirect fire weapons, rotary- and fixed-wins aircraft, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that the principles of camouflage siting, discipline, and construction are employed continuously throughout the operations.

.2 ____ Uses natural materials and camouflage screen support systems to conceal positions, aircraft, and vehicles from enemy ground observation to a distance of 200 meters.

.3 ____ Camouflages all positions to prevent identification by enemy aircraft by employing soil, fresh foliage, and netting.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.3.18 CONDUCT LOCAL SECURITY OPERATIONS

CONDITION(S): Enemy reconnaissance units have been sighted in close vicinity to squadron positions. These forces possess direct and indirect fire, rotary and fixed-wing aircraft, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs and inspects Marines assigned local forward security missions.

.2 ____ Emplaces Marines and weapons in positions which offer good observation, fields of fire, concealment, and cover and which control enemy avenues of approach.

.3 ____ Employs local security measures which provide for early warning, continual observation, and counterreconnaissance screening and avoid the element of enemy surprise.

.4 ____ Individual weapons are available and ready for use at all times.

.5 ____ Individual Marines are aware of signals for lifting or shifting fires.

.6 ____ Individual weapon shooters provide immediate well-aimed volume of fire at the sectors of fire assigned to each weapon.

.7 ____ Hand grenades are available and Marines are proficient in their use.

.8 ____ Considers active and passive OPSEC measures to prevent surprise and to provide greater security.

.9 ____ Positions elements to allow for their mutual support. emphasizing coordinated surveillance, exchange of information, coordinated fires, final protective fires, and patrolling.

.10 ____ Organizes defensive positions to allow for all-round defense.

.11 ____ Plans primary and supplementary positions.

.12 Maintains the dispersion of units and individuals throughout the operation to avoid excessive casualties.

.13 ____ Makes maximum use of surveillance devices in order to detect enemy movement.

.14 ____ Uses available time effectively in the planning and preparation of defensive positions.

.15 ____ Disseminates combat information acquired by security elements throughout the unit and, as required, to higher command elements.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C .3.19 DEMONSTRATE CORRECT RESPONSE TO ENEMY EW CAPABILITY

CONDITION(S): The squadron is conducting tactical flight operations while the enemy is known to have an EW capability.

STANDARDS: EVAL: Y: N: NE

.1 ____ Operates all radio nets specified as covered circuits in the communications plan in the covered mode.

.2 ____ Observes CEOI instructions for daily changing of frequencies and call signs.

.3 ____ Observes emission control (EMCON) procedures.

4 ____ Chooses communication sites that provide for terrain masking to minimize enemy probability of intercept.

.5 ____ Marines authenticate when operating unsecure radio and wire nets.

.6 ____ CEOI allocates alternate frequencies for critical radio nets.

.7 ____ Marines operating radios recognize enemy jamming (as opposed to equipment malfunctions), do not reveal effectiveness of enemy jamming efforts, and continue to attempt to communicate.

.8 ____ Reports proven or suspected enemy electronic activity to the supported unit by an MIJI report via wire, messenger, or other secure means in a timely manner.

.9 ____ Relays communications by alternate means when radio nets are effectively jammed.

.10 ____ Marines operating radios and officers transmitting on those radios do not compromise unit locations, strength, or commit other "Beadwindow" security lapses.

.11 ____ Uses expedient directional antennas to the maximum extent possible.

.12 ____ Makes uncovered transmissions in such a way as to discourage radio direction finding.

.13 Safeguards communications security material of all types.

.14 ____ Sends low-priority and routine messages by means other then radio communications.

.15 ____ Employs brevity codes promulgated by the appropriate communications SOP.

EVALUATOR INSTRUCTIONS: The task is applicable in .11 instances in which the aggressor force described as the enemy in the published scenario has an electronic warfare capability. Evaluator should determine in Concert with the TEC the degree of application prior to start of the exercise.

KEY INDICATORS: None.

TASK: 3C.3.20 DEMONSTRATE CORRECT RESPONSE TO ENEMY AIR CAPABILITIES

CONDITION(S): The squadron is conducting tactical flight operations. The enemy, in addition to direct and ind,1rect fire and EW capabilities, has a fixed-wing and rotary-wing aircraft capability.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit has established procedures for both passive end active air defense.

.2 ____ Designates air guards. (KI)

.3 ____ Unit has an alarm system to warn of air attack.

.4 ____ Makes Marines within the unit aware of the meaning of the alarm.

.5 ____ If given advance warning of approaching hostile aircraft, Marines react by dispersing per established passive measures end by taking appropriate active defensive actions when attacked.

.6 ____ Unit machinegun teams engage enemy aircraft when under attack.

.7 ____ Small unit leaders demonstrate ability to concentrate small arms fire against attacking aircraft.

.8 ____ Unit reports attack by enemy air to higher headquarters using a flash message.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIR GUARDS

Air guards within each subordinate element are designated to watch for the approach of hostile aircraft. These Marines are not specially trained beyond careful instruction by their immediate leader. They are able to:

1. State the nature of the enemy; i.e., fixed-wing jet, fixed-wing prop, or rotary-wing.

2. Describe the signal established as the alarm for attack.

3. Identify friendly aircraft that are in support of the unit.

TASK: 3C .3.21 DEMONSTRATE CORRECT TREATMENT OF ENEMY PRISONERS OF WAR (EPW)

CONDITION(S): The squadron has taken EPW's and has designated a EPW collection point.

STANDARDS: EVAL: Y: N: NE

.1 ____ The squadron has and uses SOP for processing EPW's.

.2 ____ Searches EPW's immediately upon capture; tags and evacuates weapons and items of potential intelligence value at the same time as EPW; returns personal items and protective clothing and equipment to EPW. (KI)

.3 ____ Individual Marines handling EPW's segregate them by type; i.e., officers, NCO's, troops, civilian combatants, etc. (KI)

.4 ____ Allows EPW's to retain personal protective equipment; i.e., e.g., helmet, gas mask, etc. (KI)

.5 ____ Requires EPW's to remain silent and does not permit them to converse among themselves. (KI)

.6 ____ processes EPW's quickly to obtain maximum intelligence benefits. (KI)

.7 ____ Safeguards EPW's from abuse and from hazards of enemy fire.

.8 ____ Reports perishable information obtained from EPW's immediately to higher headquarters. (KI)

.9 ____ Enemy casualties receive same medical care and MEDEVAC priority as unit casualties with any difference in treatment based solely on medical considerations. (KI)

.10 ____ Escorts EPW's under guard to the designated collection point as soon as possible. (KI)

.11 ____ Transfers EPW's and all recovered equipment/documents to higher command element as soon as possible. (KI)

EVALUATOR INSTRUCTIONS: Evaluator ensures that EPW's are not mistreated.

KEY INDICATORS:

SEGREGATION

The segregation of EPW's requires that individual EPW's be identified as belonging to 5 particular category. While time and combat conditions may not permit the detailed interrogation of EPW's to make all such determinations, it should be possible to readily identify and separate EPW's into groups by sex and into subgroups such as enlisted, officer, civilians, and political figures. This keeps the leaders from promoting escape efforts, and will assist in maintaining discipline.

SEARCHING

EPW's should be disarmed and searched for concealed weapons, equipment. and documents of particular intelligence value immediately upon capture, unless the number of EPW's captured, enemy action, or other circumstances make such a search impracticable. Until each EPW is searched, Marines suet be particularly alert to prevent the use of concealed weapons or the destruction of documents or equipment.

SILENCE

Silence EPW's and do not let them talk to each other. Should a EPW be heard or observed doing anything unusual, note and report this information for interrogation purposes.

SAFEGUARD

The handling of EPW's will be per the 1949 Geneva Convention and they will be safeguarded at all times. While evacuating EPW's to the rear, do not let them bunch up, spread out too far, or start diversions. Before evacuating a EPW, attach a tag to him which reflects date/time of capture, place of capture, capturing unit, and circumstances of capture.

SPEED

Evacuate EPW's to the designated battalion/regimental collection point as soon as possible.

EQUIPMENT

Items of personal or individual equipment which are new or appear to be of a type not previously seen may be of intelligence value and should be processed via intelligence channels.

DOCUMENTS

A captured document is any piece of recorded information which has been in the hands of the enemy. When such documents are taken from a EPW for safekeeping and delivery to intelligence personnel, care must be taken to assure that they can later be identified with the individual EPW from whom they were taken. Documents and records of a personal nature must be returned to the EPW from whom they were taken. In no instance should the personal identity card of a EPW be taken.

PERSONAL EFFECTS

EPW's should be permitted to retain protective equipment such as helmets, protective masks, and like items; effects and articles used for clothing or eating, except knives and forks; rations; identification cards or tags; and badges of grade and nationality. When items of equipment issued for personal protection are taken, they must be replaced with equivalent items serving the same purpose. Although money and other valuables may be taken from EPW's as a security measure, they must be receipted and a record must be maintained.

MEDICAL CARE

EPW's are entitled to the same medical care as friendly casualties, to include MEDEVAC priority. Any difference in treatment must be based solely on medical considerations.

TASK: 3C.3.22 DEMONSTRATE PROPER TREATMENT OF CASUALTIES

CONDITION(S): The squadron is conducting tactical flight operations and has taken casualties that require evacuation. The squadron has designated a medical collection point.

STANDARDS: EVAL: Y: N: NE

.1 ____ Marines dealing with casualties prior to arrival of corpsmen demonstrate buddy aid knowledge in treatment of fractures, penetrating wounds, and sucking chest wounds.

.2 ____ Marines tagged as lightly wounded apply self aid.

.3 ____ Transports Marines who must be evacuated by man carry, litter, vehicle, or helicopter to the collection point or treatment site in a tactically sound and expeditious manner that still shows regard for the type of wound of the casualty.

.4 ____ Casualty reporting begins immediately after a Marine is tagged, starting at the level of the junior leader and terminating at the unit headquarters.

EVALUATOR INSTRUCTIONS: Marines, including officers, who are tagged with incapacitating wounds drop when 'hit." Marines tagged as incapacitated do not move under their own power, relying on other Marines to move them.

KEY INDICATORS: None.

3C.4 AMPHIBIOUS OPERATIONS: GENERAL PLANNING

TASK: 3C.4.1 CONDUCT CONCEPT OF OPERATIONS PLANNING

CONDITION(S): The BML/A is located afloat conducting flight operations to support an amphibious operation and subsequent operations ashore, The potential exists for the squadron to be based ashore upon the establishment of the force beachhead. The squadron has access to additional helicopter. fixed-wing, air control elements. and MWSS support via the ACE. The squadron is given reasonable time to conduct necessary mission planning, coordination, and flight scheduling with both the ACE and the supported unit. However, the mission scenario during the evaluation may be altered to simulate real world contingencies requiring some reprioritization. These changes should be considered as complementary to the evaluation of the squadrons response to operational evolutions by negating the affects of 5 "canned" problem. The mission may include day and night evolutions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reviews the commander's planning guidance and intent.

.2 ____ Establishes early liaison with the higher headquarters to ensure aviation coordination and integration with the supported unit's requirements.

.3 ____ Integrates Bump Plan with supported unit.

.4 ____ Establishes go/no go criteria with the supported unit commander.

.5 ____ Analyzes the mission to begin specific planning. (KI)

.6 ____ Examines mission objectives in terms of precedence and METT-T. (KI)

.7 ____ Determines if there are particular mission(s) which need special equipment and/or training that must be accomplished prior to attempting the mission. If so, makes higher headquarters aware of these requirements.

.8 ____ Provides input for the aviation estimate of supportability to the higher headquarters. (KI)

.9 ____ Identifies squadron shorebasing or FARP requirements. if any.

.10 ____ Considers rapid refueling/rearming requirements.

.11 ____ Forwards additional aviation support requirements (aircraft, ordnance, fuel. special equipment, and personnel. etc.) to the higher command.

.12 ____ Determines capability to continue subsequent operations.

.13 ____ If tactically feasible, schedules aerial reconnaissance of objective area with appropriate tactical leaders.

.14 ____ Time permitting. plans/schedules a rehearsal of as many supporting units as possible which addresses the scheme of maneuver and timing.

.15 ____ Begins preparation of the Helicopter Availability Table.

.16 ____ Presents the squadron concept of operations to the higher headquarters for approval.

.17 ____ Coordinates with Combat Cargo/Flight Deck Control for the spotting and loading of aircraft as per the GCE Load Plan.

EVALUATOR INSTRUCTIONS: The focus of this task is on the squadron as it fulfills its basic responsibilities to the supported unit and execution of proper planning procedures. This task is evaluated through all phases of the exercise. The evaluator should note that some of the requirements are onetime actions and some are repetitive actions that will reoccur as the tactical situation dictates. Availability of assets may dictate that some support be constructive.

KEY INDICATORS:

MISSION TASK

A mission may be general or specific in nature or have an implied mission that must be accomplished in conjunction with the stated mission. The helicopter planners must discuss these aspects of the mission with the supported unit commanders. At this time, the tasks to be accomplished should begin to emerge as being either preplanned or immediate; the two categories of assault helicopter missions. As these categories begin to unfold, both the helicopter planner and the supported unit commander will also develop a conceptual reference within which to identify parameters for the precedence of missions during the operations.

AVIATION ESTIMATE OF SUPPORTABILITY

The following areas discussed in FMfl4 5-3 should be addressed:

1. Enemy situation and capabilities.
2. Requirements for aviation support.
3. Topography.
4. Weather; regarding the target area, routes to and from the target, probable weather at the recovery or home base upon return, and the effect of the weather upon the enemy’s capability.
5. observation and surveillance.
6. Communications.
7. Logistics.
8. Hydrographic conditions.
9. Specific commitments.

TASK: 3C.4.2 CONDUCT EN ROUTE PLANNING

CONDITION(S): Continuous and concurrent planning must be demonstrated with all applicable agencies during this planning evolution.

STANDARDS: EVAL: Y: N: NE

.1 ____ E’Dploy5 the smallest maneuver element capable of accomplishing the mission.

.2 ____ Uses formations that ensure controllability during marginal weather conditions; e.g., execution of inadvertent IFR procedures.

.3 ____ Coordinates and integrates control points with control agencies throughout the operation.

.4 ____ Incorporates time, distance, altitude, and airspeed factors in route selections.

.5 ____ Submits approach/retirement lanes/routes to the CLF/CATF for approval.

.6 ____ Plans for en route air defense of helicopterborne force, if required.

.7 ____ Establishes EM0N and alternate communications plan.

.8 ____ Develops codewords to identify completion of critical mission phase. and informs C3 agencies of codewords.

.9 ____ provides input to the timing end integration of fire support plans to include delivery of preparatory fires, request for SEAD. and primary and alternate means of actuating fire control procedures.

.10 ____ Develops fire support coordination measures with GCE to integrate and deconflict fires.

.11 ____ provides assistance to the supported unit commander in his preparation of the helo wave and serial S5signment table.

.12 ____ Completes the preparation of the Helicopter Availability Table and the Helicopter Landing Diagram and ensures subsequent distribution.

.13 ____ Coordinates with airborne control agencies for the entire operation.

14 ____ If feasible, ensures aviation and supported unit commanders are in the same aircraft during critical mission phases.

.15 ____ Ensures procedures are established for safe flight separation during approach/retirement and deconfliction with around units during the delivery of supporting arms (NGF, artillery. CAS).

.16 ____ Reconnaissance mission planning considers minimizing potential enemy reaction and not compromising the forthcoming mission.

EVALUATOR INSTRUCTIONS: Evaluator ensures that SPINS are distributed to all support agencies.

KEY INDICATORS: None.

TASK: 3C.4.3 CONDUCT TERMINAL ASSAULT PLANNING

CONDITION(S): The squadron has been tasked to support an helicopterborne
assault during amphibious operations. Appropriate provisions should be made for coordination with CATF agencies to accomplish shipboard planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Recommends primary and alternate landing zones. attack positions. and holding areas on the basis of METT-T. (KI)

.2 ____ Recommends approach and retirement lanes/routes on the basis of enemy analysis, terrain, and commander guidance from the IP inbound.

.3 ____ Selects in conjunction with the supported unit, clearly identifiable landing sites and points in the LE.

.4 ____ Makes liaison with units providing terminal guidance and develops procedures for helicopter insertion to include use of visual and electronic aids.

5 ____ Ensures that the authority and procedures to change LZ’s and/or approach/retirement lanes/routes are clearly understood.

.6 ____ Coordinates tactical formations with the flight coordinator for approach and retirement from the LZ.

.7 ____ Ensures procedures are established for safe flight separation during approach and retirement with regard to established fire support coordination measures.

.8 ____ Coordinates mutual support of weapons systems in the LZ.

.9 ____ Determines requirements for and submits requests for additional support.

.10 ____ Recommends priority of targets for zone prep and ROE.

.11 ____ Coordinates timing, integration, and chaining of responsibilities of air, NGF, and other supporting arms to ensure SEAD and responsive fire support throughout the terminal phase.

.12 ____ Coordinates and integrates command and control. (KI)

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of Operations.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

TASK: 3C.4.4 CONDUCT EXTRACTION PLANNING

CONDITION(S): Close coordination with the supported unit commander, air support, and fire support agencies is required. The plan should clearly reflect the fact that this extraction may be conducted against serious opposition by enemy air and ground forces.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures the extraction plan is as detailed and complete as the helicopterborne assault plan.

.2 ____ Coordinates lift requirements with the ground element and maximizes use of available assets.

.3 ____ Uses METT-T factors in development of the extraction plan.

.4 ____ Collects all known intelligence on the enemy situation to include air defense threat. gun and troop positions. EW, and enemy capabilities.

.5 ____ Selection of LZ's and alternates based on terrain and loading plan based on METT-T.

.6 ____ Coordinate: input for fire support plan.

.7 ____ Coordinates CIFS and escort requirements to include immediate request procedures and onsite coordination and communication methods.

.8 ____ Develops a flexible and responsive load plan with the ground commander.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None -

3C. 5 SUBSEQUENT OPERATIONS ASHORE: GENERAL PLANNING

TASK: 3C.5.l CONDUCT CONCEPT OF OPERATIONS PLANNING

CONDITION(S): The squadron has based ashore upon the establishment of the force beachhead. The squadron has access to additional helicopter. fixed-wing. air control elements, and MWSS support via the ACE. The squadron is given reasonable time to conduct necessary mission planning, coordination, and flight scheduling with both the ACE and the supported units. However, the mission scenario during the evaluation may be altered to simulate real world contingencies requiring some reprioritization. These changes should be considered as complementary to the evaluation of the squadrons response to operational evolutions by negating the affects of a "canned" problem. The mission may include day and night evolutions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reviews the commander's planning guidance and intent.

.2 ____ Establishes early liaison with the higher headquarters to ensure aviation coordination and integration with the supported unit's requirements.

.3 ____ Analyzes the mission to begin specific planning. (KI)

.4 ____ Examines mission objectives in terms of precedence and METT-T. (KI)

.5 ____ Determines if there are particular mission(S) which need special equipment and/or training that must be accomplished prior to attempting the mission. If so, makes higher headquarters aware of these requirements.

.6 ____ Provides input for the aviation estimate of supportability to the higher headquarters. (KI)

.7 Identifies squadron shorebasing or FARP requirements. if any.

.8 ____ Considers rapid refueling/rearming requirements.

9 ____ Forwards additional aviation support requirements (aircraft, ordnance, fuel, special equipment, and personnel, etc.) to the higher command.

.10 ____ Determines capability to continue subsequent operations.

.11 ____ Time permitting, plans/Schedules a rehearsal of as many supporting units as possible which addresses the scheme of maneuver and timing.

.12 ____ Begins preparation of the Helicopter Availability Table.

.13 ____ Presents the squadron concept of operations to the higher headquarters for approval.

EVALUATOR INSTRUCTIONS: The focus of this task is on the squadron as it fulfills its basic responsibilities to the supported unit and execution of proper planning procedures. This task is evaluated through all phases of the exercise. The evaluator should note that some of the requirements are onetime actions and some are repetitive actions that will reoccur as the tactical situation dictates. Availability of assets may dictate that some support may be constructive.

KEY INDICATORS:

MISSION TASK

A mission may be general or specific in nature or have en implied mission that must be accomplished in conjunction with the stated mission. The helicopter planners must discuss these aspects of the mission with the supported unit commanders preplanned or immediate During these discussions the tasks to be accomplished should be identified as being either preplanned or immediate; the two categories of assault helicopter missions. As these categories begin to unfold, both the helicopter planner and the supported unit commander will also develop a conceptual reference within which to identify parameters for the precedence of missions during the operations.

AVIATION ESTIMATE OF SUPPORTABILITY

The following areas discussed in FMFM S-3 should be addressed:

1. Enemy situation and capabilities.
2. Requirements for aviation support.
3. Topography.
4. Weather.
5. Observation and surveillance.
8. Communications,
7. Logistics.
8. Hydrographic conditions.
9. Specific commitments.

TASK: 3C.5.2 CONDUCT EN ROUTE PLANNING

CONDITION(S): Continuous end concurrent planning must be demonstrated with all air control end fire support agencies during this planning evolution.

STANDARDS: EVAL: Y: N: NE

.1 Employs the smallest maneuver element capable of accomplishing the mission.

.2 ____ Uses formations that ensure controllability during marginal weather conditions; e.g., execution of inadvertent IFR procedures.

.3 ____ Coordinates and integrates mission control points with control agencies.

.4 ____ Incorporates time, distance, altitude, and airspeed considerations into route selection.

.5 ____ Submits approach/retirement lanes/routes to MAGTF commander.

.6 ____ Establishes emission control end alternate communications plans.

.7 ____ Develops codewords to identify completion of critical mission phases and informs C3 agencies of codewords.

.8 ____ Provide input to the timing end integration of fire support plans to include delivery of preparation fires, request for SEAD, and activation of command and control procedures.

.9 ____ Completes the Helicopter Availability Tables end Helicopter Lending Diagrams end ensures subsequent distribution.

.10 ____ Coordinates with airborne control agencies for the entire operation.

.11 ____ If feasible, ensures aviation end supported unit commanders are in the same aircraft during critical mission phases.

.12 ____ Ensures procedures are established for safe flight separation during approach/retirement (NGF, artillery, CAS aircraft), with regard to established FSC measures.

EVALUATOR INSTRUCTIONS: Evaluator ensures that codewords are distributed to all support agencies.

KEY INDICATORS: None.

TASK: SC. 3.3 CONDUCT TERMINAL ASSAULT PLANNING

CONDITION(S): The squadron has been tasked to support a helicopterborne assault during subsequent operations. Appropriate provisions should be made for coordination with supported unit.

STANDARDS: EVAL: Y: N: NE

.1 ____ Recommends primary end alternate lending zones, attack positions, end holding areas on the basis of METT-T. (LZ)

.2 ____ Recommend approach end retirement lanes/routes on the basis of enemy analysis. terrain, end commander guidance from the IP inbound.

.3 ____ Coordinates primary end alternate approach/retirement lanes/routes end submits them to higher headquarters for approval.

____ Begins coordination end preparation of the helicopter lending diagram for subsequent submission to the MAGTF commander.

5 ____ Selects in conjunction with the supported unit, clearly identifiable lending sites and points in the LZ.

.6 ____ Makes liaison with units providing terminal guidance end develops procedures for helicopter insertion to include use of visual end electronic aids.

.7 ____ Ensures that the authority and procedures to change LZ’s end/or approach/retirement lanes/routes are clearly understood.

.8 ____ Coordinates tactical formations with flight coordinator for approach end retirement from the LZ.

.9 ____ Ensures procedures are established for safe flight separation during approach end retirement with regard to established fire support coordination measures.

.10 ____ Reconnaissance mission planning considers minimizing potential enemy reaction end not compromising the forthcoming mission.

.11 ____ Coordinates mutual support of weapons system in the LZ.

.12 ____ Recommends priority of targets for zone prep end ROE.

.13 ____ Coordinates timing. integration, and chaining of responsibilities of air, NGF, and other supporting arms to ensure SEAD and responsive fire support throughout the terminal phase.

14 ____ Coordinates and integrates command and control. (KI)

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operations.
2. Enemy capabilities, predicted intention., and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirement..
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

TASK: 3C.5.4 CONDUCT EXTRACTION PLANNING

CONDITION(S): Close coordination with the supported unit commander, air support, and fire support agencies is required. The extraction plan should clearly reflect the fact that this operation may be conducted against serious opposition by enemy air and ground forces.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures the extraction plan is as detailed and complete as the helicopterborne assault plan.

.2 ____ Coordinates lift requirements with the ground element and maximizes use of available assets.

.3 ____ Uses METT-T factors in development of the extraction plan.

.4 ____ Collects all known intelligence on the enemy situation to include air defense threat, gun and troop positions, and enemy capabilities.

.5 ____ Selection of primary and alternate LZ’s is based on the loading plan and METT-T.

.6 ____ Coordinates input for fire support plan.

.7 ____ Coordinates CIFS and escort requirements to include immediate request procedures and onsite coordination and communication methods.

.8 ____ Develops a flexible and responsive load plan with the around commander.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3C.6 MISSION EXECUTION: GENERAL PLANNING

TASK: 3C.6.1 EXECUTE REHEARSAL PROCEDURES

CONDITION(S): The rehearsal will test the major components of the mission plan. Changes that enhance the potential of success are encouraged and are considered an extension of the planning process.

STANDARDS: EVAL: Y: N: NE

.1 ____ Tests timing factors of the actual assault.

.2 ____ Teats communication plan.

.3 ____ Exercises fire and air control agencies.

.4 ____ Debriefs aircrews and supporting/controlling agencies.

.5 ____ Recommends improvements to the plan to the higher headquarters.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C .6.2 EXECUTE DEPARTURE PROCEDURES

CONDITION(S): The squadron conducts MAGTF support missions. All liaison has been performed and mission planning and briefing are complete.

STANDARDS: EVAL: Y: N: NE

.1 ____ Man and preflight aircraft within prescribed timeframe.

.2 ____ Load. taxi. and launch aircraft. as briefed.

.3 ____ If aboard ship. start-up aircraft, load, and launch aircraft per brief and ship directives.

.4 ____ Provide planned number of aircraft for initial and subsequent launches/waves.

.5 ____ Executes bump plan, as briefed.

.6 ____ Accomplishes rendezvous procedures. as briefed, or, as directed, by control agencies.

.7 ____ EMCON procedures correspond to the brief.

.8 ____ Complies with go/no go criteria.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.6.3 EXECUTE TACTICAL FORMATION PROCEDURES

CONDITION(S): Formation flying should be evaluated on as many missions as possible. Enemy information shall be given the squadron in sufficient time to allow mission planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures the tactical formation provides a balance between control, mutual support, maneuverability, flexibility, unity of effort, and collision avoidance.

.2 ____ Employs the smallest maneuver element capable of accomplishing the mission. (KI)

.3 ____ Ensures controllability of the formation during night operations.

.4 ____ Ensures controllability of formation during marginal weather.

.5 ____ Executes procedures, as briefed, for inadvertent entry into instrument meteorological conditions (KI).

.6 ____ Ensures that helicopters observe altitude restrictions.

.7 ____ Uses appropriate flight control measures to adequately control the flight during all phases of the mission.

.8 ____ Employs basic tactical formations per applicable tactical/NATOPS flight manuals.

.9 ____ Flies formations as planned or modified by the flight leader.

.10 ____ Executes scatter plan as briefed, if required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

SIZE OF MANEUVER ELEMENT

Determined by:

1. Scheme of maneuver.
2. METT-T considerations.
3. Requirement for maneuverability.
4. Requirement for control.

TASK: 3C.6.4 DEMONSTRATE TACTICAL PROFICIENCY

CONDITION(S): Flight techniques should be evaluated on as many squadron missions as possible. Enemy information shall be given to the squadron in sufficient time to allow mission planning. The air threat scenario should allow for evaluation of terrain flying (TERF).

STANDARDS: EVAL: Y: N: NE

.1 ____ Flies TERF profiles, as briefed.

.2 ____ Uses appropriate profile to prevent enemy from visually, optically. or electronically detecting or locating the flight. (KI)

.3 ____ Mans cockpit with TERF qualified aircrew during TERF flight.

.4 ____ Aircrew demonstrates cockpit coordination and division of labor. (KI)

.5 ____ Each crewman accomplishes assigned look-out duties.

.6 ____ Uses identifiable terrain features such as stream beds, draws, ridgelines, roads, vegetation, etc., throughout the flight.

.7 ____ Flight navigates and remains oriented throughout the mission. (KI)

.8 ____ Members of the flight provide course correction, as required.

.9 ____ Remains constantly aware of aircraft gross weight and performance limitations; e.g., hovering out of around effect information and single/dual engine capability.

.10 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.11 ____ Executes divert, as briefed. upon reaching bingo fuel.

.12 ____ Ensures that all aircraft comply with briefed weather minimums.

.13 ____ changes to the flight route are made by appropriate authority only.

.14 ____ Ensures 3/SEA) and offensive momentum by appropriate use of air and fire support.

.15 ____ Executes evasive maneuvers properly to include appropriate use of defensive weapons countermeasures.

.16 ____ Ensures that crewmen comply with weapons conditions, as briefed, during ingress.

.17 ____ Executes the penetration checklist at appropriate checkpoint/phaseline during ingress.

.18 ____ Mission commander makes timely, coordinated decision with the HUC to determine if supporting arms preparation has been effective.

.19 ____ Reports, as required, at the control points to the appropriate air control agency for report on weather and enemy situation along the approach route. (KI)

.20 ____ Joins with assault helicopters at planned time and location.

.21 ____ Ensures that attack helicopters provide tactically sound escort.

.22 ____ If tactically feasible, the attack helicopters conduct reconnaissance of the area ahead and on flanks of the flight.

.23 ____ If tactically feasible the attack helicopter employs bounding overwatch techniques to recon forward and escort flight.

.24 ____ Prevents attack helicopters from becoming preoccupied with enemy positions that are no longer a enemy to the convoy.

.25 ____ Correct LZ is identified and inspected by the flight coordinator. (KI)

.26 ____ Establishes communications with the ground element.

.27 ____ Flight coordinator controls supporting arms.

.28 ____ Appropriately positions attack helicopters to provide coverage of escort assault helicopters into the LZ.

*29 ____ Receives LZ brief and clearance at the IP to proceed to the LZ. (KI)

.30 ____ Updates heloteam leader on approach to LZ and immediately prior to landing of the direction which the helicopter will be heading on touchdown.

.31 ____ Mission commander positions aircraft to allow HUC to make timely decisions. (KI)

.32 ____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.33 ____ Lands in LZ in formation/configuration briefed to the helicopterborne unit commander.

.34 ____ Ensures that attack helicopters provide close-in support of aircraft in the zone and/or established landing zone coverage pattern for oncall fires.

.35 ____ Flights arrive at LZ ontime.

.36 ____ Within 1 minute.

.37 ____ Within 2 minutes.

.38 ____ Within 3 minutes.

.39 ____ Within 4 minutes.

.40 ____ Within 5 minutes.

.41 ____ Flights land at LZ.

.42 ____ Within 100m of LZ.

.43 ____ Within 500m of LZ.

.44 ____ Within 1,00Om of LZ.

.45 ____ changes to LZ are made by appropriate authority only.

.46 ____ Executes deception plan, if required.

.47 ____ Executes waveoffs, as briefed.

.48 ____ Positions aircraft in LZ to ensure mutual support by aircraft defensive armament.

.49 ____ If carrying external load, drops load safely in LZ on spot directed by HST/LZ control teams.

.50 ____ Minimizes ground time in LZ.

.51 ____ During rappelling, SPIE rig, or fast rope operations, establishes a stable hover.

.52 ____ Successfully delivers all troops during rappelling operations.

.53 ____ During SPIE operations, successfully and safely extracts all troops.

.54 ____ During an emergency, does not release the SPIE rig until all team members are on the ground or on a supporting obstacle.

.55 ____ During paraops, flies aircraft at correct speed and altitude and provides crewchief/jumpmaster with timing marks.

.56 ____ Bases tactical departure techniques on safety and enemy avoidance.

.57 ____ Positions attack helicopters to provide protection for assault helicopters departing LZ until clear of enemy fire area.

.58 ____ Ensures that crewmen comply with weapons conditions. as briefed, during egress.

.59 ____ Executes penetration checklist at appropriate point during egress.

.60 ____ Executes extraction plan. if required.

.61 ____ During egress, properly employs air and fire support.

.62 ____ Executes TRAP procedures, if required.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual and AH-1 TACMAN.

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting system. to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons system employment.

4. Maintenance of situational awareness,

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE.

2. Aircraft performance/limitations.

3, If external load is being carried, respond to appropriate position calls by crewchief during pickup/drop-off.

4. Obstacle/hazard identification and avoidance.

5. Reduction of reaction time to aircraft emergencies.

IN BRIEF

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest

MISSION COMMANDER'S POSITIONING

1. Observe landing tones to make changes end recommendations to higher echelons.

2. Observe initial helicopter waves.

3. Coordinate and influence the attack of subordinate units in the lending zones.

4. Allow supported unit to observe the development of the attack.

5. Flight Coordinator/Alternate Authority to change route/LZ's should be specifically addressed.

GENERAL SCHEME OP MANEUVER

1. Overall ingress end egress routes.

2. Control measures. boundaries, phaselines, IP's, etc.

3. Primary end alternate LZ's.

4. CAS prep.

5. SEAD.

6. Escort.

FUEL

1. Take-off load.

2. Minimum.

3. Bingo.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.

3. Taxi time/plan/frequencies.

4. TIC time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedures.

11GRE35

1. Primary end alternate routes.

2. Control measures (RP's, CP's, IP's).

3. Timing.

4. Airspeeds end altitude.

5. Formations.

6. Escort.

7. Supporting am..

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedure. including visual signals, lost comm chattermark, codewords, and RIO.

11. En route, terrain.

12. Probable point of first enemy contact.

13. ACM

14. Scatter plan.

15. Go/no go criteria.

16. NBC considerations.

17. NVG considerations.

LANDING ZONE

1. Primary and alternate.

2. Grid coordinates.

3. LZ brief.

4. Landing direction/wave-off instructions.

5. Escort.

6. Supporting arms.

7. Take-off instructions.

8. Weapons conditions.

9. Landing diagram.

10. Retraction plan.

EGRESS

1. Primary and alternate routes.

2. Control measures (CP’s, PP’s).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

a. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost comm, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. ACM.

14. Scatter plan.

15. &SC considerations.

16. NVG considerations.

3C .7 ONSCENE COMMAND AND CONTROL

TASK: 3C.7.1 CONDUCT ON-SCENE COMMAND AND CONTROL (C&C) MISSION PLANNING

CONDITION(S): Command and Control (C&C) missions should be planned, briefed, and executed in conjunction with helicopterborne assaults or ground operations. The assault missions should support activities where quick reaction, tactical flexibility, and mobility are required to exploit a fast changing situation. The AN/ASC-26 radio package should be installed in the aircraft.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures earliest possible liaison and detailed coordinated planning is conducted with the ground unit commander to enable effective and efficient employment of the C&C helicopter.

.2 ____ Briefs the helicopterborne unit commander/HC(A) on the proper operation of the AN/ASC-26 package.

.3 ____ Analyzes correctly intelligence information for accurate identification of enemy capabilities and air defense positions.

.4 ____ Makes the ground commander aware of the communication difficulties/limitations associated with low altitude terrain following flight.

.5 ____ Plans logistics support requirements (fuel, maintenance, etc.)

.6 ____ Plans aircrew replacements to ensure C&C support to the ground commander.

.7 ____ C&C helicopter aircraft commander requests and receives specific mission requirements from the HC(A)/HUC.

.8 ____ C&C helicopter aircraft commander analyzes METT-T during mission planning.

.9 ____ Plans flight altitudes/techniques based on safety, enemy threat, and mission accomplishment.

.10 ____ Considers formal airspace coordination areas for the C&C aircraft to ensure traffic separation.

.11 ____ Plans for covered communications usage.

.12 ____ Makes NVG considerations for the ground element commander and staff.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.7.2 BRIEF ON-SCENE C&C MISSION

CONDITION(S): A briefing is held to ensure tactical and safety of flight information is given widest dissemination to aircrew. The sequence and conduct of the mission is explained to and understood by all concerned.

STANDARDS: EVAL: Y: N: NE

.1 ____ C&C helicopter aircraft commander attends the overall mission briefing.

.2 ____ C&C helicopter aircraft commander is thoroughly familiar with the air and ground scheme of maneuver.

.3 ____ Deconflicts the briefed C&C aircraft scheme of maneuver with all participating units (aviation and ground supporting arms.).

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.7.3 EXECUTE ON-SCENE C&C MISSION

CONDITION(S): The tactical situation is changing rapidly and it is necessary to launch the C&C aircraft in order to provide the commander with an update on the progress of the operation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Provides the C&C aircraft to the ground unit commander/HC(A) at the assigned location and time.

.2 ____ Bases the airborne positioning of the C&C aircraft upon safety. enemy threat. and requests of the ground unit commander/HC(A).

.3 ____ Flight techniques reflect tactical requirements of the mission.

.4 ____ Crew coordination is per mission requirements.

.5 ____ Communications discipline is per current squadron/ship SOP.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3C.8 SUPPORTING ARMS COORDINATION, AIRBORNE (SAC(A))

TASK: 3C.8.l EXECUTE CONTROL OF ARTILLERY AND NAVAL GUNFIRE

CONDITION(S): The squadron has been tasked to plan and execute airborne fire support and fire support coordination missions in support of the MAGTF which has phased ashore and anticipates contact with the enemy. The fire support missions will include control of artillery and NGF.

STANDARDS: EVAL: Y: N: NE

.1 ____ Makes early liaison and effects coordination with the supported unit.

.2 ____ Identifies possible targets to include location, size, type, hardness, proximity to friendly troops, enemy threat, and relative importance to tactical plan.

.3 ____ Recommends proper weapons and fuses based on type target, location, and proximity to friendly positions.

.4 ____ Understands the capabilities and limitations of artillery and naval gunfire support as applicable to his mission; e.g., accuracy vs. rate of fire, flat trajectory vs. arcing trajectory, mobility vs. fixed position, etc.

.5 ____ Knows the location of the fire support coordination line (FSCL), coordinated fire line (CFL), no fire area (NAN), and supporting arms firing positions.

.6 ____ Coordinates fires which are in close proximity to friendly troops with supported, and supporting, units.

.7 ____ Includes all necessary elements in "call for fire" per 7-1.

.8 ____ Receives and understands "message to observer" message from ship or fire direction center.

.9 ____ Maintains appropriate position to observe rounds impact.

.10 ____ Adjusts fire mission until desired effect on target is obtained.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.8.2 EXECUTE CONTROL OP CLOSE AIR SUPPORT AIRCRAFT

CONDITION(S): The GCE has phased ashore and is anticipating combat operations which will necessitate requests for fire support. The ACE has been tasked to plan and execute necessary fire support coordination missions in support of the ground combat element, including control of CAS aircraft.

STANDARDS: EVAL: Y: N: NE

.1 ____ Makes early liaison and effects coordination with the supported unit.

.2 ____ Identifies possible targets to include location, size, type, hardness, proximity to friendly troops, enemy threat, and relative importance to tactical plan.

.3 ____ Verifies CAS control features.

.4 ____ Establishes communications with the air control element/TACC(A). supported ground unit, and/or other supporting aircraft.

.5 ____ Coordinates any attack mission with the supported ground unit, supporting air unit, and other supporting arms units (NGF, artillery) prior to execution.

.6 ____ Requests CAS aircraft from the air control element/TACC(A) per FMFM 5-4A procedures, when required.

.7 ____ Establishes communications with CAS aircraft per FMFM 5-4A.

.6 ____ Provides target briefing utilizing the 9 line CAS brief per FMFM 5-4A.

.9 ____ Obtains clearance to conduct mission from air control element/TACC(A). supporting arms agencies, and affected ground units.

.10 ____ Marks the target with some type of visual around reference or ordnance per FMFM 5-4A.

.11 ____ Uses standard terminology per FMFM 5-4A, and maintains a positive control position.

.12 ____ Adjusts ordnance impacts using cardinal headings and meters to the next desired weapons impact, as required.

.13 ____ Debriefs aircrew and ensures any intelligence information is disseminated through the controlling agency (TACC, SAC, TADC. DASC, etc.)

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3C.9 CLOSE-IN FIRE SUPPORT (CIFS)/ANTIARMOR

TASK: 3C.9.l CONDUCT CIFS/ANTIARMOR MISSION PLANNING

CONDITION(S): The MAGTF staff is planning an amphibious assault and expects opposition from enemy forces. Artillery, NGF. and CAS aircraft will support the scheme of maneuver. Additionally, AH-1/UH-1 helicopters are to attack targets utilizing CIFS/antiarmor tactics.

STANDARDS: EVAL: Y: N: NE

.1 ____ Understands commander’s guidance and intent.

.2 ____ Makes early liaison with supporting arms and supported units to determine extent of attack

.3 ____ helicopter support.

.3 ____ Incorporates time, distance, altitude, and airspeed factors in ingress/egress route selections.

.4 ____ Coordinates approach/retirement lanes/routes with the CLF/CATF control agencies for deconfliction.

.5 ____ Plans for smallest maneuver element capable of accomplishing the mission.

.6 ____ Plans formations that optimize mission success and controllability during high intensity flight operations.

.7 ____ Plans ordnance loads based on a fragmentation patterns, accuracy, and expected enemy threat.

.8 ____ Plans for en route air defense of helicopterborne force, if required.

.9 ____ Ensures procedures are established for safe flight separation and mutual support during approach/retirement.

.10 ____ Ensures deconfliction with other supporting arms (NGF, artillery, CAS) during delivery of fires.

.11 ____ Develops fire support coordination measures with supported unit to integrate and deconflict fires.

.12 ____ Provide. input to the timing and integration of fire support plane to include delivery of preparatory fires, request for SEAD, and primary and alternate mean. of actuating fire control procedures.

.13 ____ Establishes EMCON and alternate communications plan.

.14 ____ Develops codewords to identify completion of critical mission phases and informs C3 agencies of codewords.

.15 ____ Plane for airborne coordination with applicable control agencies; i.e., TACP, TAC(A).

.16 ____ Plans proper use of AP's.

.17 ____ Utilizes target lists, if available.

EVALUATOR INSTRUCTIONS: Evaluator ensures that SPINS are distributed to all support agencies.

KEY INDICATORS: None.

TASK: 3C.9.2 EXECUTE CIFS/ANTIARMOR MISSION

CONDITION(S): The amphibious assault has begun and the supported unit is encountering resistance from enemy forces as the Marines move inland. Supporting arms fire is requested by the commander, including NGF, artillery. fixed-wing CAS, and attack helicopters. The attack helicopters execute CIFS/antiarmor fire support tactics.

STANDARDS: EVAL: Y: N: NE

.1 ____ Conducts, if tactically feasible, aerial reconnaissance to confirm attack positions identified during map reconnaissance. (KI)

.2 ____ Receives updated FAC briefing on location of attack positions, targets, sectors of fire, and other essential command and control information prior to arrival in the target area.

.3 ____ Selects firing points and remains masked while awaiting time to target (TTT) or time on target (TOT) information. (KI)

.4 ____ Appropriately deploys to primary and alternate firing points.

.5 ____ Confirms targets as enemy prior to engagement.

.6 ____ METT-T analysis accurately identifies threat capabilities, intentions, and location.

.7 ____ Minimizes time in attack positions to prevent detection and engagement.

.8 ____ Occupies and vacates attack positions on order of the flight leader.

.9 ____ Properly utilizes covering points. (KI)

.10 ____ Engages all targets within individual sectors. (KI)

.11 ____ Upon termination of attack, remasks and departs the attack position, as briefed.

.12 ____ Properly employs appropriate attack patterns end formations. (KI)

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

ATTACK POSITIONS

When determining the location of attack positions, at least the following factors must be considered:

1. Attack position to target range.
2. Nature of target; i.e., hard, soft, etc.
3. Potential effects of rotor wash on surrounding terrain; e.g., duet.
4. Adequate area for proper dispersion between helicopters with multiple firing points.
5. Obstacle clearance; e.g., wires.

FIRING POINTS

When determining the location of firing points, at least the following factors must be considered:

1. Firing point to target range.
2. Adequate field of fire for weapons employment.
3. Firing point to target altitude difference.
4. Target visibility (background contrast, shadow/sunlight).
5. Effect of rotor wash on surrounding terrain.
6. Adequate firing helicopter maneuver area.
7. Effective helicopter concealment.
8. Helicopter inflight visibility.

TARGET ENGAGEMENT

1. Highest priority is assigned to enemy air defense weapons.
2. Conducts firing from an altitude just above the terrain.
3. Continue firing until:
   a. Enemy is destroyed.
   b. Ammo is expended.
   c. Attack position becomes unfavorable.
   d. Flight leader directs termination of attack or redeployment to alternate position.
   e. Flight is relieved on station.

COVERING POINTS

The following are considerations in the selection of covering points:

1. Used by covering element in support of TOW attack.
2. Mission control.
3. Control of supporting arms.

4. Performance of deceptive maneuvers.

5. Providing flank/rear security for attacking element.

6. Allows observation of kill zone and approaches to kill zone.

ATTACK PATTERNS

The flight leader shall adjust each attack pattern to take advantage of the terrain and weather, exploit enemy weakness, and employ his aircraft to gain the maximum advantage. Considerations in selection of attack patterns include:

1. Number of attacking aircraft.

2. Target characteristics.

3. Weapon5 capabilities.

4. Friendly forces in the immediate area.

5. Disposition of enemy forces.

6. Requirement for a change in direction of subsequent attack passes.

ATTACK FORMATIONS

Considerations in the selection of attack formations include:

1. Racetrack pattern.

2. Butterfly pattern.

3. Cloverleaf pattern.

4. L pattern.

5. 45 degree attack.

6. Circular pattern.

7. Hover fire.

8. Running fire.

9. Pulloff.

3C.10 ESCORT

TASK: 3C.10.1 CONDUCT ESCORT MISSION PLANNING

CONDITION(S): General conditions apply. The squadron will be required to plan end provide escort for a ground or helicopter unit. The attack helicopter flight leader shall perform the duties of a flight coordinator and may be required to perform additional duties as HC(A) and TAC(A).

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes liaison with supported unit to determine support requirements. (KI)

.2 ____ Considers basic principle applicable to escort support. (‘CI)

.3 ____ Recommends primary and alternate routes to supported unit based on METT-T.

.4 ____ Bases tactical formations and cover patterns on enemy and modifies formations due to number of attack helicopters available.

.5 ____ Determines ordnance loads with regard to JMEMS, fragmentation patterns. accuracy, end expected enemy threat.

.6 ____ Develops scatter plan.

.7 ____ Considers availability of air and fire support in development of plan.

.8 ____ Plans for LZ/around identification/marking procedures.

.9 ____ Ensures that air-to-around/air-to-air control measures and communications/signals are planned.

.10 ____ Develops flight coordinator/escort brief with supported unit.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

ESCORT MISSIONS

1. Assault support.
2. Resupply.
3. MEDEVAC.
4. Reaction/reconnaissance team.
5. Utility surface force.

ESCORT SUPPORT PRINCIPLES

ATTACHED ESCORT:

1. Ensures escort helicopters have sufficient flexibility to react rapidly to hostile fire.
2. Provides maximum protection far escorted helicopters.
3. Plans for mutual support of escort helicopters, when possible.
4. Facilitates ease of control by the flight Leader.

DETACHED ESCORT:

1. Careful explanation to supported unit of routes, phaselines, and predetermined checkpoints.
2. Position awareness.
3. Scatter plan.
4. Brevity codes.
5. Distance limitations placed upon escorted unit.

1. Civilization of air and supporting arms.
2. Route management.
3. Attack helicopters responsible for safe separation.

FLIGHT COORDINATORS ESCORT PLAN

1. Rendezvous points.
2. Navigation points.
3. Communications.
4. Assets.
5 LZ position.
6. Escort codewords.
7. Go/no go criteria.
8. Tactics.
9. Routing.
10. Enemy.

TASK: 3C.10.2 CONDUCT MISSION BRIEFING

CONDITION(S): This task will be evaluated throughout the evaluation. operational conditions may limit the length of the brief but no portion of the brief may be omitted that jeopardizes the safe conduct of the operation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, and SOP’s. (KI)

.2 ____ All participating aircrew are present.

.3 ____ Allows questions to ensure safety of flight information is understood by all.

.4 ____ Systematically prioritizes teaks.

.5 ____ Allocates time to ensure all teaks assigned are completed prior to mission briefing.

.6 ____ Assigns planning responsibilities to appropriate flight billets.

.7 ____ Maximizes use of tactical SOP’s.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Conducts ZIPPO brief with supported unit commander and aviation mission commander.

.10 ____ Time permitting, rehearses the brief.

.11 ____ Conducts mission brief with all flight personnel in attendance.

.12 ____ Briefs ROE.

.13 ____ Addresses shipboard operation procedures, if necessary.

.14 ____ Respective flight billet holder: brief their flights, divisions, etc.

.15 ____ PQM's/HAC's brief their aircrews.

.16 ____ If an NBC survey is conducted. schedules aircrew and monitoring personnel for a joint briefing to ensure proper techniques and procedure: are employed.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

BRIEFING GUIDES

1. Mission brief.
2. Flight coordinator's brief.
3. Close in fire support/antiarmor brief.
4. Landing zone brief.
5. HC(A) brief.
6. ZIPPO brief.
7. Aircrew brief.
8. Night operations brief.
9. SPIE brief.
10. Rappelling brief.
11. Feat rope brief.

TASK: 3C.10.3 CONDUCT TACTICAL MISSION BRIEFING

CONDITION(S): The ATO he: been issued and the ACE is assigned support missions in support of the MAGTF. Multiple divisions/sections may be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers. FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs ordnance loads on all escort aircraft.

.2 ____ Briefs timeline and rendezvous procedures for escorts.

.3 ____ Briefs radar warning receiver (ALR) indications and proper responses.

.4 ____ Briefs escort procedures.

.5 ____ Briefs flight reaction to enemy fixed-wing and rotary-wing aircraft.

.6 ____ Briefs supporting arms coverage en route to, and in the objective area.

.7 ____ Briefs communications procedures for contacting fixed-wing escort/CAP.

.8 ____ Briefs fire support coordination measures in objective area. (KI)

.9 ____ Briefs fire support coverage in the objective area.

.10 ____ Briefs transport gunner's procedures.

.11 ____ Briefs ordnance utilization.

EVALUATOR INSTRUCTIONS: Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations, when required, by the evaluator.

KEY INDICATORS: Fire support coordination measures should include:

1. Location, time, and duration of artillery/naval gunfire (NGF} preparatory fires.

2. Time and location of fixed-wing close-air support (CAB).

3. Time of activation, establishing agency, location of all fire coordination lines, as well as all restrictive fire support measures.

4. Live fire deconfliction covered in detail.

TASK: 3C.10.4 EXECUTE ESCORT MISSION

CONDITION(S): The squadron Should be required to execute an assault helicopter mission involving a minimum of 2 division. of aircraft and including fixed-wing and artillery/naval gunfire support. The attack helicopter flight leader shall perform the duties of flight coordinator and may be required to perform duties as the HC(A) and/or FAC(A)/TAC(A).

STANDARDS: EVAL: Y: N: NE

.1 ____ Rendezvous with assault helicopters at planned time and location.

.2 ____ Flies tactically sound escort cover patterns.

.3 ____ Correctly identifies LZ.

.4 ____ Ensures preparation fires are conducted, if necessary.

.5 ____ Ensures aircrews observe ROE/ROC.

.6 ____ Time and EMCON condition permitting, passes LZ brief to assault aircraft.

.7 ____ Correctly' positions attack helicopters to escort assault helicopters into LZ.

.8 ____ As assault helicopters approach LE, provide close-in fire support and/or establish LZ coverage pattern for oncall fires.

.9 ____ Provides timely and effective protection for assault helicopters, from the time they depart the LE until they are clear of the enemies fire.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.10.5 EXECUTE CONVOY ESCORT MISSION

CONDITION(S): The ACE, in support of the MAGTF, is tasked with convoy escort duty. The mission may require the escort of around or waterborne units during day or night evolutions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Rendezvous with convoy at planned time and location.

.2 ____ Establishes communication with convoy.

.3 ____ If not briefed and EMCON condition permits, escort flight lead informs convoy of ordnance loads and time on station.

.4 ____ If tactically feasible, employs appropriate overwatch techniques to recon ahead and escort convoy through a cleared area.

.5 ____ Reacts, as briefed, during enemy contact.

.6 ____ Ensures aircrews observe ROE/ROC.

.7 ____ Maintains communications with the convoy.

.8 ____ Ensures escort helicopters don’t become preoccupied with enemy positions that are no longer a threat to the convoy.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.lO.6 CONDUCT MISSION DEBRIEFING

CONDITION(S): Debriefs will be held after every flight with all participating aircrews present. Emphasis is placed on any information gathered that can be used by the entire MAGTF, constructive criticism to improve all facets of the mission. and lessons learned to pass to all other aircrews or air control agencies.

STANDARDS: EVAL: Y: N: NE

.1 ____ Debriefs all aspects of the flight with all participants.

.2 ____ Records post mission debrief to discuss lessons learned, and uses positive points to update contingency plans, SOP’s, and individual aircrew knowledge.

.3 ____ Passes visual reconnaissance/intelligence information to the S-2.

.4 ____ 5-2 or ODD collects all classified materials, to include authentication cards and any kneeboard cards that may have sensitive information on them.

.5 ____ Uses lessons learned information in planning for future operations.

.6 ____ Uses the debrief as a constructive training tool.

EVALUATOR INSTRUCTIONS: None.

WET INDICATORS: None.

3C. 11 RECONNAISSANCE

TASK: 3C.11.1 CONDUCT RECONNAISSANCE PLANNING

CONDITION(S): The squadron has been tasked by the MAGTF commander to prepare far possible reconnaissance operations against the enemy. The squadron commences planning far the employment of utility and attack helicopters as well as support by other fixed-wing aircraft and artillery/naval gunfire.

STANDARDS: EVAL: Y: N: NE

.1 ____ Formulates contingency plans for rapid withdrawal/extraction of the supported around unit. (KI)

.2 ____ Conducts an aerial photo/map reconnaissance of the objective area by the HC(A)/HTC, flight coordinator, and the support patrol/force leader using recent aerial photographs and photographic maps.

.3 _____ Considers deception plans. (KI)

.4 ____ Accomplishes night operation planning requirements, if applicable.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

CONTINGENCY PLANS

Because recon patrols and reaction forces are usually small farces with limited combat staying power contingency plans shall be fully coordinated and be capable of being executed with speed and precision to ensure access and the safety of personnel involved.

DECEPTION PLANS

Due to the covert nature of reconnaissance operations, every attempt shall be made to conceal intentions, mislead the enemy, and perform the unexpected when conducting reconnaissance patrol insertions and extractions. Supporting arms and helicopter support should be employed in a manner that does not compromise the location of the insert. If landing zone preparation fires must be employed, multiple landing zone preparations and simulated patrol insertions can be used to deceive the enemy as to the actual insertion point.

TASK: 3C.11.2 CONDUCT RECONNAISSANCE MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned reconnaissance missions as part of an ACE. Both utility and light attack helicopter missions are tasked, requiring multiple divisions/sections. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP's, and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Allows questions to ensure tactical/safety of flight information is understood by all.

.4 ____ systematically prioritizes tasks.

.5 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.6 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.10 ____ Ensures the mission statement is understood by all participants.

.11 ____ Briefs commander's scheme of maneuver and intent, weapons involved: i.e., NGF, artillery, and any joint integration. (KI)

.12 ____ Briefs enemy' detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.13 ____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned schema of maneuver, FSCL, phaselines. target description, enemy defenses and reattack procedures, if required.

.14 ____ Briefs pilot intraformation coordination with normal or degraded systems, weapons, and communications.

.15 ____ Briefs integrated fire support/J-SEA) tactics and responsibilities. if required.

.16 ____ Briefs radio/KY-58 communication procedures with terminal controllers and/or control agencies, including authentication procedures, burn-through or chattermark procedures in a comm jamming environment, and alternate procedures/frequencies for contacting terminal controllers.

.17 ____ Briefs alternate target(S) or mission(s).

.18 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.19 ____ Briefs any known changes to TACP control procedures or communications requirements.

.20 ____ Briefs all mission assets.

.21 ____ S-2 briefs local populace reaction capabilities.

.22 ____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.23 ____ Briefs encryption procedures, both internal and external to the flight.

.24 ____ Briefs SERE procedures. (KI)

.25 ____ Briefs EW consideration. (KI)

.26 ____ Briefs weather. (KI)

.27 ____ Ensures that all appropriate personnel have handouts; i.e.. kneeboard cards, maps, charts, etc.

.28 ____ Briefs mission go/no go criteria; i.e.. aircraft, personnel and other mission essential equipment.

.29 ____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.30 ____ Briefs actions required if attacked by SAM/AAA and RHAW gear operation.

.31 ____ Briefs look-out procedures to include rC5pon5ibilities, radio calls, and tactical maneuvering for threats.

.32 ____ Briefs clearance to drop method (by voice. other signal, or silence is consent).

.33 ____ Briefs laser designation procedures and codes, and visor/filter usage for pilot safety in a laser environment.

.34 ____ Briefs mission precedence.

.35 ____ Briefs a timeline, both into and out of the AOA.

.36 ____ Briefs call signs/event numbers.

.37 ____ Briefs flightdeck/ground signals.

.38 ____ Briefs shipboard operating procedures.

.39 ____ Briefs chain of responsibilities. (KI)

.40 ____ Briefs go/no go weather criteria.

.41 ____ Briefs inadvertent IMC/loss of visual contact.

.42 ____ Briefs fuel/ordnance requirements. (KI)

.43 ____ Briefs NVG operational considerations.

.44 ____ Briefs launch conditions. (KI)

.45 ____ Brief. ingress procedures. (KI)

.46 ____ Brief. LZ procedures/considerations. (KI)

.47 ____ Briefs egress procedures. (KI)

.48 ____ Briefs downed aircraft procedure. for overwater end overland.

.49 ____ Briefs TRAP procedures.

.50 ____ Briefs any concurrent operations, to include deconfliction, with other participating aviation units.

.51 ____ Briefs FARP procedures.

.52 ____ Briefs deception plan.

.53 ____ Briefs time hack.

.54 ____ Briefs location/time of debriefs.

.55 ____ Briefs controlling agencies.

.56 ___ Briefs EMCON procedures.

.57 ____ Briefs DRIADS.

<u>EVALUATOR INSTRUCTIONS</u>: Brief uses NWP 55-9-ASH Manual for helicopter operations. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP’s, attack and weapons release perameters, end TOS/TOT calculations, when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2 Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AM threat locations known.
5 SAN threat locations known.
6. Air threat locations known.
7. Expected movement.
8. EEI’s

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.
6. Radio communications.

EW

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Data.
2. RP propagation.

3. Current weather.

4. Forecast weather.

CHAIN OF RESPONSIBILITY

The Location. call sign and frequency should be briefed for the following:

1. Overall mission commander.

2. Air miesion commander/alternate.

3. ETC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies locations call signs, and frequencies should be briefed:

1. HC(A).

2. TAC(A).

FUEL

1. Take-off load.

2. Minimum/bingo.

3. Refueling/rearming.

4. Deck assignments.

5. Prioritizing.

6. Timeline.

7. Aerial refueling.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.

3. Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedures.

INGRESS

1. Primary end alternate routes.

2. Control measures (RP’s, CP’s, IP’s).

3. Timing.

4. Airspeeds and altitude.

5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, lost comm, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of first enemy contact.
13. ACM.
14. Scatter plan.
15. Go/no go criteria.
16. NBC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort.
5. Take-off instructions.
6. Weapons conditions.
7. Lending diagram.
8. Retraction plan (retrograde, withdrawal, emergency extraction).

EGRESS

1. Primary and alternate routes.
2. Control measures (CP’s, RP’s).
3. Timing.
4. Airspeed and altitude.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, lost comm, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. ACM.

14. Scatter plan.

15 NBC considerations.

16 NVG considerations.

17 RTF.

TASK: 3C.11.3 EXECUTE RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS

CONDITION(S): The squadron has been tasked by the MAGTF commander to insert a reconnaissance patrol/reaction force into enemy territory. Important considerations en route are evading enemy and maintaining operational secrecy.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reaction force aircraft are preflighted and aircrew are available for immediate launch.

.2 ____ METT-T permitting, the flight coordinator inspects the objective area and recommends a final scheme of maneuver to the NC(A).

.3 ____ Flight coordinator, HC(A), and heloborne unit commander confirm landing zone (LZ).

.4 ____ Control of supporting arms is as briefed and per CAS, NGF, and/or artillery supporting arms coordination MPS's.

.5 ____ Ensures aircrews observe ROE/ROC.

.6 ____ while assault aircraft are in the LZ, escorts are alert for oncall fire support requirements.

.7 ____ Utilizes smoke screen effectively to provide protection to assault aircraft, if planned.

.8 ____ Transport and escort aircraft displace from the LZ immediately but maintain communications contact until the inserted element reports its status secure.

.9 ____ Executes immediately and effectively emergency reaction/extraction operations, if required.

.10 ____ Extracts recon patrol/reaction force successfully in one wave, if feasible.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.11.4 EXECUTE ROUTE, POINT, AND/OR AREA/LINE RECONNAISSANCE MISSIONS

CONDITION(S): The squadron has been tasked to plan and execute reconnaissance missions in support of amphibious operations and the MAGTF scheme of maneuver.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that recon aircraft carry adequate firepower to conduct armed reconnaissance.

*2 ____ Assigns sufficient armed aircraft to reconnoiter the main route. (KI)

.3 ____ Chooses flight path that offers the best observation, manual fire support. and avoidance of detection based on METT considerations.

.4 ____ Immediately reconnoiters the dominant terrain to prevent enemy advantages.

.5 ____ Employs easily recognizable checkpoints.

.6 ____ Produces an acceptable recording of reconnaissance information.

.7 ____ Starting with the line of departure systematically reconnoiters each area while adhering to a planned pattern.

.8 ____ Uses appropriate sector search patterns to ensure coverage.

.9 ____ Reports immediately all evidence of enemy forces, changes from serial imagery or maps, routes conditions, and any other information requested.

.10 ____ Takes rebreed proper actions or response upon enemy contact.

.11 ____ Coordinates with ground reconnaissance elements for area searches which cannot be checked by air.

.12 ____ En route, allows for encounters with the threat to be developed only enough to ensure that reconnoitering elements can bypass and continue to reconnoiter the objectives.

.13 ____ Employs appropriate flight formation techniques.

.14 ____ Limits time in the objective area.

.15 ____ Provides supported unit with rapid and reliable information.

.16 ____ Utilizes effective communications to pass updated information to the supported force.

EVALUATOR INSTRUCTIONS: Timeliness of reporting is essential in order to consider the reconnaissance mission successful.

KEY INDICATORS:

ROUTE RECONNAISSANCE PURPOSES

1. To provide detailed information on a specific routes and all adjacent terrain from which the enemy can influence movement along the route.

2. To obtain information on enemy forces moving generally along a specified route.

3. To develop the enemy situation ahead of a friendly force.

4. To locate sites for construction of hasty obstacles to impede enemy movement.

5. To support movement of supply or other type units.

TASK: 3C.11.5 CONDUCT RECON MISSION DEBRIEFING

CONDITION(S): The aircraft have returned from multiple reconnaissance missions. A debrief is held for all participating personnel.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP's, NATOPS, and briefing/debriefing guides.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspect. of the flight with all participants. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan. brief, execution phases, and lesson. learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ S-2 or ODD collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Coordination.
5. Navigation.
6. Safety.
7. Tactics used/effectiveness.
8. Recommendations.
9. Shipboard operating procedures.

3C.12 MILITARY OPERATIONS IN URBAN TERRAIN (MOUT)

TASK: 3C.12.1 CONDUCT MOUT INITIAL PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct MOUT mission(s) in support of the MAGTF. The enemy forces have no known fixed-wing aircraft: however, they are supplied with Soviet bloc weapons to include hand-held antiair missiles, heavy machineguns, and light antiaircraft artillery. The use of fixed-wing launched precision munitions and guided weapons can be approved by CATF/MAGTF. The use of NAPALM or other incendiary devices is prohibited by ROE. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Additional assets may be utilized. if available, to include other helicopters. fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to squadron staff planners to prepare for imminent missions.

.3 ____ Analyses mission tasking to determine specific tasks, stated and implied.

.4 ____ Provides aviation supportability estimates to ACE commander.

.5 ____ Requests combat information and EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table (HAT) information to the supported commander.

.8 ____ 6-2 initiates planning to provide environmental data.

.9 ____ Develops aviation support requirements (ordnance. fuel. special equipment, personnel, etc.).

.10 ____ Provides air support requirements to ACE.

.11 ____ ACE provides guidance throughout planning phase by issuing SOP's, operations orders. plans, and informal briefings.

.12 ____ Plans and/or requests reconnaissance information of the ADA.

.13 ____ Reconciles any aviation shortfalls with the ACE commander.

.14 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform. fire support, or EW support.

.15 ____ Allocates assets to support assault force concept of operations and coordinates an ATO.

.16 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements. (See TASK: 3C.20 Forward Arming and Refueling Point.)

.17 ___ Integrates available fire support capability (i.e., NGF, CAS, artillery), with planned aviation tactics, during ingress/egress, and in the objective area.

.18 ____ Plans/coordinates primary and alternate LZ's. (KI)

.19 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ's.

.20 ____ Recommends priority of targets for preparatory fires.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.24 ____ Plans helicopter landing diagram and landing sequence in terminal area to ensure deconfliction and positive control of assets.

.25 ____ Coordinates mutual support of weapons systems in the terminal objective area.

.26 ____ Coordinates communications needs (electronic and visual) to establish the C3 link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.27 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.28 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures, if required, by mission assignment.

.29 ____ Plans in conjunction with the ACE, a viable deception plan, if required.

.30 ____ Coordinates the development of "smart packs" (kneeboard handouts).

.31 ____ Plans smallest maneuver element for tactical controllability in VMC and INC, both day and night.

.32 ____ Establishes plans for both operational and weather go/no go criteria.

.33 ____ Establishes a bump plan.

.34 ____ Establishes a scatter plan.

.35 ____ Coordinates and integrates command and control procedures,

.36 ____ Schedules rehearsal for evaluating the plan, if time allows,

.37 ____ Schedules mission briefings for all flight crews and necessary personnel,

.38 ____ Assists the supported unit commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT).

.39 ____ Considers low altitude air defense (LAAD) assets to support operations based en available threat intelligence.

.40 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.41 ____ Plans and coordinates RTF procedures with the ACE/GCE.

.42 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.43 ____ Considers NVG’s and establishes priorities. for issue and testing, if required.

.44 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

.45 ____ Submits plans to the ACE commander for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal, The evaluator should be familiar with all applicable FMFM’s, tactical manuals, NATOPS instructions, and squadron SOP’s, All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LAUDING ZONE SELECTION

1. MAGTF concept of operation,

2. Enemy capabilities, predicted intentions, and dispositions,

3. Terrain and proximity to objective.

4. Logistic support requirements.

5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1 Rendezvous point.
2. Departure point.
3. checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

NIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedure..
3. Slower tempo of activity.
4. Smaller helicopter waves.
5. Problem inherent in conducting rendezvouses, approaches, and landing at night.
6. Slower and more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the landing zone.

INTERNAL/EXTERNAL AERIAL DELIVERY

Advantages:

1. Rapid and efficient.
2. Reduced threat exposure time.
3. Mo loading/unloading delay.

Disadvantages:

1. Reduced airspeeds.
2. Restricted maneuverability.
3. Cargo loss due to:
   a. Equipment failure.
   b. Improper hookup.
   c. Pilot technique.

INTERNAL

Advantages:

1. Small items/loads.
2. Palleted cargo discharge while taxiing.
3. Reduced cargo loss.
4. No sling requirements.
5. No cargo net requirements.
6. No airspeed/maneuverability restrictions.
7. Permits NOE.

Disadvantages:

1. Loading/unloading delay..
2. Reduced load per mission.
3. Increased threat exposure time.
4. Requires working parties.
5. Small pellets only.

AERIAL DELIVERY (NO LANDING)

Advantages:

1. Small items/loads.
2. Permits NOE.
3. No slings requirements.
4. Na offloading delays.
5. Reduced threat exposure time.

Disadvantages:

1. Loading delay.
2. Reduced load per mission.
3. Cargo loss due to:
   a. Equipment failure.
   b. Improper rigging.
   C. Pilot technique.

TASK: 3C.12.2 CONDUCT MOUT MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned out missions as part of an ACE. Multiple divisions/sections will be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP's, and Tactical Manuals.

.2 ____ All participating aircrews are present.

.3 ____ Allows questions to ensure tactical/safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.6 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.7 ____ Maximizes use of tactical SOP's.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.10 ____ Ensures the mission statement is understood by all participants.

.11 ____ Briefs friendly forces ground scheme of maneuver, weapons involved; i.e., NGF, artillery, and any joint integration. (KI)

.12 ____ Briefs enemy detection and reaction capabilities, type and locations of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.13 ____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned scheme of maneuver, FSCL, phaselines. target description, enemy defenses, and reattack procedures, if required.

.14 ____ Briefs pilot intraformation coordination with normal or degraded systems, weapons, and communications.

.15 ____ Briefs integrated fire support/J-SEAD tactics and responsibilities. if required.

.16 ____ Briefs radio/KY-58 communication procedures with terminal controllers and/or control agencies, including authentication procedures. burn-through or chattermark procedures in a comm jamming environment, and alternate procedures/frequencies for contacting terminal controllers.

.17 ____ Briefs alternate target(s) or mission(s).

.18 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.19 ____ Briefs any known changes to TACP control procedures or communications requirements.

.20 ____ Briefs all mission assets.

.21 ____ Briefs availability of oncall Electronic Warfare (EW), obscuring smoke, or illumination missions.

.22 ____ S-2 briefs local populace reaction capabilities.

.23 ____ Briefer uses appropriate maps. charts, and aerial photographs. as required.

.24 ____ Briefs encryption procedures. both internal and external to the flight.

.25 ____ Briefs SERE procedures. (KI)

.26 ____ Briefs EW consideration. (KI)

.27 ____ Briefs weather. (KI)

.28 ____ Ensures that all appropriate personnel have handouts; i.e., kneeboard cards, maps, charts, etc.

.29 ____ Briefs mission go/no go criteria; i.e., aircraft, personnel, and other mission essential equipment.

.30 ____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.31 ____ Briefs actions required if attacked by SAM/AAA and RHAW gear operation.

.32 ____ Briefs look-out procedures to include responsibilities, radio calls, and tactical maneuvering for threats.

.33 ____ Briefs laser designation procedures and codes, and visor/filter usage for pilot safety in a laser environment.

.34 Brief. mission precedence.

.35 ____ Briefs a timeline, both into and out of the AOA.

.36 ____ Briefs call signs/event numbers.

.37 ____ Briefs shipboard operating procedures.

.38 ____ Briefs chain of responsibilities. (KI)

.39 ____ Briefs go/no go weather criteria.

.40 ____ Briefs inadvertent IMC/loss of visual contact.

.41 ____ Briefs fuel/ordnance requirements. (KI)

.42 ____ Briefs NVG operational considerations.

.43 ____ Briefs launch conditions. (KI)

.44 ____ Briefs ingress procedures. (KI)

.45 ____ Briefs LZ procedures/considerations. (KI)

.46 ____ Briefs egress procedures. (KI)

.47 ____ Briefs downed aircraft procedures for overwater and overland.

.48 ____ Briefs TRAP procedures.

.49 ____ Briefs any concurrent operations, to include deconfliction with other participating aviation units.

.50 ____ Briefs FARP procedures.

.51 ____ Briefs deception plan.

.52 ____ Briefs time hack.

.53 ____ Briefs location/time of debriefs.

.54 ____ Briefs controlling agencies.

.55 ____ Briefs EMCON procedures.

.56 ____ Briefs DRIADS.

.57 ____ Briefs flightdeck/ground signals.

EVALUATOR INSTRUCTIONS: Brief uses Tactical Manuals for helicopter operations. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS/TOT calculations. when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operations area.
2. Ability to reinforce.
3. Infantry. AAA, SAM, and air threat locations known.
4. Expected movement.
5. Essential elements of information.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.
6. Radio communications.

EN

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Data.
2. RP propagation.
3. Current/forecast weather.

CHAIN OF RESPONSIBILITY

The location, call sign, and frequency should be briefed for the following:

1. Overall mission commander.
2. Air mission commander/alternate.
3. HTC.
4. Flight leader/alternate.
5. Flight coordinator/alternate.

The following agencies' locations, call sign.. and frequencies shoal be briefed:

1. HC(A).
2. TAC(A).

FUEL

1. Take-off load.
2. Minimum/bingo.
3. Refueling/rearming.
4. Deck assignments.
5. Prioritizing.
6. Timeline.
7. Aerial refueling.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.
6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures (RP's, CP's IP's).
3. Timing.
4. Airspeeds and altitude.
5. Formations.
6. Escort.
7. Supporting arms.

EW

1. EMCON condition.
2. Deception/meaconing.
3 MIJI reporting.

WEATHER

1. Data.
2. RF propagation.
3. Current/forecast weather.

CHAIN OF RESPONSIBILITY

The location, call sign, and frequency should be briefed for the following:

1 Overall mission commander.
2. Air mission commander/alternate.
3. HTC.
4. Flight leader/alternate.
5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefed:

1. HC(A).
2. TAC(A).

FUEL

1. Take-off load.
2. Minimum/bingo.
3. Refueling/rearming.
4. Deck assignments.
5. Prioritizing.
6. Timeline
7. Aerial refueling.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals. lost corn, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. ACM.

14. Scatter plan.

15. Go/no go criteria.

16. NBC considerations.

17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LZ brief.

3. Landing direction/wave-off instructions.

4. Escort.

S. Take-off instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan (retrograde, withdrawal, emergency extraction).

EGRESS

1. Primary and alternate routes.

2. Control measures (CP’s, RP’s).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7. supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost cam, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. AMO.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

17. RTF.

TASK: 3C.12.3 EXECUTE MOUT MISSION

CONDITION(S): The squadron is in receipt of a warning order to conduct MOUT missions in support of the MAGTF. All liaison, planning, and briefing have been performed. Unit SOP's are available. The missions can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the squadron should perform as many standards as necessary. Additional assets may be utilized, if available, to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Configures aircraft to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a final liaison with ACE for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime and ready for launch.

.6 ____ Ensures all personnel/equipment is properly secured prior to launch (safety equipment for personnel is included).

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures, as briefed, or as directed, by controlling agencies.

.9 ____ Confirms go/no go exists before continuing with mission.

.10 ____ Executes communications procedures/plans as briefed.

.11 ____ Ensures formation facilitates support by escort, control, maneuverability, manual support, and collision avoidance.

.12 ____ Employs appropriate flight tactics/profile to minimize enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent INC entry/loss of visual contact.

.15 ____ Exercises communications discipline during mission.

.16 ____ Ensures aircrews observe ROE and ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactical response to any pop-up immediate threat.

.19 ____ Demonstrates aircrew coordination. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Applies proper course corrections, if needed, in a timely manner.

.22 _____ Remains constantly aware of aircraft Systems and performance.

.23 _____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 _____ Changes to route are made by proper authority.

.25 _____ Ensures fire support plan is responsive and covers all perceived vulnerable areas.

.26 _____ Ensures crewmen comply with weapons conditions, as briefed.

.27 _____ Executes deception plan, if appropriate.

.28 _____ Allows escort to be in position in time for preparatory fires.

.29 _____ Performs penetration checklist at the appropriate time/place.

.30 _____ Reports progress of mission to controlling agency, as required, to update weather, enemy situation, and go/no 80.

.31 _____ Flight receiving clearance at the IP to proceed to the LE ensures go/no 80 criteria exists.

.32 _____ Ensures any change to LZ is made by proper authority.

.33 _____ Updates heloteam leader on approach to LE giving direction the helicopter will land.

.34 _____ Employs proper approach techniques to LE.

.35 _____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.36 _____ Performs landing, as briefed, in sequence, and in proper positions utilizing ITG procedures.

.37 _____ Contact controlling agency upon reaching/departing LZ’s.

.38 _____ Ensures minimum time in zone.

.39 _____ Flights arrive in LE ontime.

.40 _____ Within 5 minutes of planned time.

.41 _____ Within 4 minutes of planned time.

.42 _____ Within 3 minutes of planned time.

.43 _____ Within 2 minutes of planned time.

.44 _____ Within 1 minute of planned time.

.45 _____ Flights land at correct LE.

.46 _____ Within 500 meters of LZ.

.47 _____ Within 200 meters of LE.

.46 _____ Within 100 meters of LE.

.49 _____ Within 50 meters of LE.

.50 _____ Executes waveoffs, as briefed.

.51 _____ If carrying external load. drops load in spot, as directed, by UST/LE control team.

.52 _____ During paraops. flies correct altitude, airspeed, and heading while providing information to crewchief/jumpmaster.

.53 _____ Lands in correct extraction site LE.

.54 _____ Flights arrive at the extraction LZ ontime,

.55 ____ Within 5 minutes of planned time.

.56 ____ Within 4 minutes of planned time.

.57 ____ Within 3 minutes of planned time.

.58 ____ Within 2 minutes of planned time.

.59 ____ Within 1 minute of planned time.

.60 ____ Executes proper departure techniques to reduce exposure to threat.

.61 ____ Executes downed aircraft procedures, as briefed.

.62 ____ Executes RTF procedures properly.

.63 ____ Executes FARP procedures properly, if planned.

.64 ____ Continues contact with controlling agency concerning flight status during retrograde.

.65 ____ Executes EW procedures.

.66 ____ Execute. poet landing dispersion of helicopters.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual, FMFM 5-3, TACMAN's, NATOPS instructions, and SOP's. The squadron shall perform as many standards, as necessary, for the completion of the mission. If execution at the LZ is ontime, all subordinate standards will be marked "yes."

RET INDICATORS:

EN ROUTE

Aircraft shell utilize terrain, vegetation, and manmade objects to reduce or avoid electronic detection and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

a. The pilot at the controls. avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

b. The pilot not at the controls of the aircraft to remain oriented at all times and inform the actual pilot of direction and route corrections. In addition, he monitors the cockpit instruments.

c. Weapons employment.

d. Maintenance of situational awareness.

e. Lookout and weapons station duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

Shell emphasize:

1. Compliance with safety guidance to include ROE and ROC.

2. Aircraft performance/limitations.

3. Obstacle/hazard identification and avoidance.

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest.

TASK: 3C.12.4 CONDUCT MOUT MISSION DEBRIEFING

CONDITION(S): The MOUT mission is complete and a debrief for all participants is being held. The emphasis is on lessons learned for future use and reference.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, guides, and NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps. aerial photos, sketches, or other training aids, when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA’s and tactics to improve SOP’s, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief a. a constructive training tool.

.l0 ____ Debriefs ROE and ROC effects on miesion execution.

.11 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Charges from original brief.

2 Command and control.

3 Communications.

4. Support/escort.

5. Coordination.

6. Navigation.

7. Safety.

8. Tactics used/effectiveness.

9. Recommendations.

10. Shipboard operating prQcedure5.

3C.13 RAID

TASK: 3C.13.1 CONDUCT RAID MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct a raid to destroy a point target or conduct a harassing raid. An operations order has been developed and unit SOP'S are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the squadron should perform as many standards as required. Additional assets may be utilized, if available, to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism. Mission planning has begun.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to squadron staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Provides aviation supportability estimates to MAGTF commander.

.5 ____ Requests combat information and EEI's in concert with METT-T

.6 ____ Establishes a time schedule delineating completion time. for all phases of planning.

.7 ____ Provides Helicopter Availability Table (HAT) information to the supported commander.

.8 ____ Develops aviation support requirements (ordnance, fuel, special equipment, personnel, etc.).

.9 ____ Provides air support requirements to ACE.

.10 ____ ACE provides guidance throughout planning phase by issuing SOP'., operations orders, plans, and informal briefings.

.11 ____ Plans and/or requests reconnaissance information of the AOA.

.12 ____ Reconciles any aviation shortfalls with the ACE commander.

.13 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.14 ____ Allocates assets to support assault force concept of operations and coordinates an sir tasking order (ATO).

.15 ____ Plans distance and fuel requirements and identifies refueling/FARP and serial refueling requirements. (See TASK: 3C.20 Forward Arming and Refueling Point.)

.16 ____ Integrates available fire support capability (i.e., NGF, CAS, CIFS, artillery), with planned aviation tactics, to include ingress/egress. and while in the objective area.

.17 ____ Plans/coordinates primary and alternate LZ’s. (KI)

.18 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ’s.

.19 ____ Recommends priority of targets for preparatory fires.

.20 ____ Plans and coordinates control points. (KI)

.21 ____ Ensures authority and procedures to change LZ’s or ingress/egress routes are clearly established.

.22 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.23 ____ Coordinates communications needs (electronic and visual) to establish the C3 link, COMSEC, deception, chattermark, conditions, NORDO, codewords, prowords, and frequencies.

.24 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.25 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures if required by mission assignment.

.26 ____ Plans in conjunction with the ACE, a viable deception plan, if required.

.27 ____ Coordinates the development of "smart packs" (kneeboard handouts).

.28 ____ Establishes plans for both operational and weather go/no 80 criteria.

.29 ____ E5tabliShC5 a bump plan.

.30 ____ Establishes a scatter plan.

.31 ____ Coordinates and integrates command and control procedures.

.32 ____ Schedules rehearsal for evaluating the plan, if time allows.

.33 ____ Schedules mission briefings for all flight crews and necessary personnel.

.34 ____ Assists the supported unit commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT).

.35 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.36 ____ Coordinates contingency plans for rapid withdrawal or extraction.

37 ____ Plans and coordinates return to force procedures CRT)’) with the ACE/GCE.

.38 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.39 ____ Considers NVG’s and establishes priorities for issue and testing, if required.

.40 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

41 ____ Submits plans to the ACE commander for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should he familiar with all applicable FMFM’s, tactical manuals, NATOPS instructions, and squadron Sip’s. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

l. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

NIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.
5. Problems inherent in conducting rendezvouses, approaches, and landings at night.
6. Slower and more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the Landing zone.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages:

1. Rapid and efficient.
2. Reduced threat exposure time.
3. No loading/unloading delay.

Disadvantages:

1. Reduced airspeeds.
2. Restricted maneuverability.
3. Cargo lass due to:
    a. Equipment failure.
    b. Improper hookup.
    C. Pilot technique.

INTERNAL

Advantages:

1 Small items/loads.
2. Palleted cargo discharge while taxiing.
3. Reduced cargo loss.
4. No sling requirements.
5. No cargo net requirements.
6. No airspeed/maneuverability restrictions.
7. Permits NOE.

Disadvantages:

1. Loading/unloading delays.
2. Reduced load per mission.
3. Increased threat exposure time.
4. Requires working parties.
5. Small pallets only.

AERIAL DELIVERY (50 LANDING)

Advantages:

1. Small items/loads.
2. Permits NOE.
3. 50 sling requirements.
4. No offloading delays.
5. Reduced threat exposure t:555.

Disadvantages:

1. Loading delay.
2. Reduced load per mission.

3. Cargo loss due to:

a. Equipment failure.

b. Improper rigging.

C. Pilot technique.

TASK: 3C.13.2 CONDUCT 'AID MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned raid missions as part of an ACE. Multiple divisions/sections will be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP's, and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.4 ____ Maximizes use of tactical SOP's.

.5 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.6 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.7 ____ Ensures the mission statement is understood by all participants.

.8 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.9 ____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned scheme of maneuver, FSCL, phaselines, target description, enemy defenses, and reattack procedures, if required.

.10 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.11 ____ Briefs all mission assets.

.12 ____ Briefs availability of oncall Electronic Warfare (EW), obscuring smoke, or illumination missions.

.13 ____ 3-2 briefs local populace reaction capabilities..

.14 ____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.15 ____ Briefs weather. (KI)

.16 ____ Briefs mission go/no go criteria; i.e., aircraft, personnel, and other mission essential equipment.

.17 ____ Briefs mission precedence.

.18 ____ Briefs go/no go weather criteria.

.19 ____ Briefs inadvertent INC/loss of visual contact.

.20 ____ Briefs fuel/ordnance requirements. (KI)

.21 ____ Briefs NVG operational considerations.

.22 ____ Briefs LZ procedures/considerations. (KI)

.23 ____ Briefs FARP procedures. if applicable.

.24 ____ Briefs time hack.

.25 ____ Briefs EMCON procedures.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual for helicopter operations. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, end 105/TOT calculations, when required.

NET INDICATORS:

ENEMY FORCES

1. Operations area.
2. Ability to reinforce.
3. Ground, AM, SAM, and air threat locations known.
4. Expected movement.
5, Essential elements of information.

WEATHER

1. Data.
2. RF propagation.
3. Current and forecast weather.

FUEL

1. Take-off Load.
2. Minimum/bingo.
3. Refueling/rearming.
4. Deck assignments.
5. Prioritizing.
6. Timeline.
7. Aerial refueling.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave-off instructions.
4. Escort.
5. Take-off instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan (retrograde, withdrawal, emergency extraction).

TASK: 3C.13.3 EXECUTE RAID MISSION

CONDITION(S): The squadron is in receipt of a warning order to conduct a raid to destroy a point target or conduct a harassing raid. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (real world contingencies era encouraged), the squadron should perform as many standards as necessary. Additional assets may be utilized, if available, to include other helicopters, fixed-wing, air control elements, and MSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Configures aircraft to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed time-frame.

.4 ____ Conducts a final liaison with MAGTF for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime and reedy for launch.

.6 ____ Ensures all personnel/equipment are properly secured prior to launch (safety equipment for personnel is included).

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures, as briefed, or as directed by controlling agencies.

.9 ____ Confirms go/no go exists before continuing with mission.

.10 ____ Execute communications procedures/plans, as briefed.

.11 ____ Ensures formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Employs appropriate flight tactics/profile to minimize enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC entry/loss of visual contact.

.15 ____ Exercises communications discipline during mission.

.16 ____ Ensures aircrews observe ROE and ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactical response to any pop-up immediate threat.

.19 ____ Demonstrates aircrew coordination. (KI)

.20 ____ Plight navigates and remains oriented throughout mission.

.21 ____ Applies proper course corrections, if needed, in a timely manner.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 _____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 _____ changes to route are made by proper authority.

.25 _____ Ensures fire support plan is responsive and covers all perceived vulnerable areas.

.26 _____ Ensures crewmen comply with weapons conditions, as briefed.

.27 _____ Executes deception plan. if appropriate.

.28 _____ Allows escort to be in position in time for preparatory fires.

.29 _____ Performs penetration checklist at the appropriate time/place.

.30 _____ Reports progress of mission to controlling agency, as required. to update weather, enemy situation, and go/no criteria.

.31 _____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no go criteria exists.

.32 _____ Ensures any change to LZ is made by proper authority.

.33 _____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.34 _____ Employs proper approach techniques to LZ.

.35 _____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.36 _____ Performs landing as briefed, in sequence. and in proper positions utilizing ITG procedures.

.37 _____ Contact controlling agency upon reaching/departing LZ’s.

.38 _____ Ensures minimum time in zone.

.39 _____ Flights arrive in LZ ontime.

.40 _____ Within 5 minutes of planned time.

.41 _____ Within 4 minutes of planned time.

.42 ___ Within 3 minutes of planned time.

.43 _____ Within 2 minutes of planned time.

44 _____ Within 1 minute of planned time.

.45 _____ Flights land at correct LZ.

.46 _____ Within 500 meters of LZ.

.47 _____ Within 200 meters of LZ.

.48 _____ Within 100 meters of LZ.

.49 _____ Within 50 meters of LZ.

.50 _____ Executes waveoffs, as briefed.

51 _____ If carrying external load, drops load in spot. as directed, by HST/LZ control team.

.52 _____ Lands in correct extraction cite LZ.

.53 _____ Flights arrive at the extraction LZ ontime.

.54 _____ Within 5 minutes of planned time.

.55 _____ Within 4 minutes of planned time.

.56 ____ Within 3 minutes of planned time.

.57 ____ Within 2 minutes of planned time.

.58 ____ Within 1 minute of planned time.

.59 ____ Last extraction aircraft doe. not depart the LZ until raid force leader accounts for all raid force personnel.

.60 ____ Executes proper departure techniques to reduce exposure to threat.

.61 ____ Executes downed aircraft procedure., a. briefed.

.62 ____ Execute. RTF procedure. properly.

.63 ____ Execute. FARP procedure. properly, if planned.

.64 ____ Continues contact with controlling agency concerning flight status during retrograde.

.65 ____ Executes EW procedures.

.66 ____ Executes post landing dispersion of helicopters.

.67 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual, applicable FMFM's, TACMAN's, NATOPS instructions, and SOP's. The squadron shall perform as many standards, as necessary, for the completion of the mission. If execution at the LZ is ontime, all subordinate standards will be marked Y (yes).

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic detection and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the control. to avoid obstacles and report terrain/landmark information to the other pilot.

2. The pilot not at the control. of the aircraft to remain oriented at all times and inform the actual pilot of direction and route. corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

5. Lookout and weapons stations duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE and ROC.

2. Aircraft performance/limitations.

3. Obstacle/hazard identification and avoidance.

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest.

TASK: 3C.13.4 EXECUTE RAID WITHDRAWAL

CONDITION(S): Raid force has conducted either a point destruction raid and/or a harassing raid, and has proceeded to the withdrawal site.

STANDARDS: EVAL: Y: N: NE

.1 ____ Locates withdrawal aircraft to provide immediate, timely response to raid force signal.

.2 ____ Close-in fire support (CIFS) aircraft provide effective point and area target interdiction to prevent enemy from reacting to raid.

.3 ____ Uses fire support coordination measures to ensure safety of raid force.

.4 ____ Raid force at night is easily identified through use of discrete lighting (chemlites) or other means.

.5 ____ Assault and CIFS aircraft react swiftly and appropriately to any change of situation in the LZ.

.6 ____ Assault aircraft conduct rapid. sequenced withdrawal of raid force.

.7 ____ CIFS aircraft provide final protective fires, when planned. as last elements of the raid force are embarked.

.8 ____ Assault aircraft commanders reconfirm accountability with raid force team leaders and report to raid force commander.

.9 ____ Attempts to recover Marines left behind are per the alternate pick-up points and times designated in the order.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATOR: None.

TASK: 3C.13.5 CONDUCT RAID MISSION DEBRIEFING

CONDITION(S): A raid mission has been completed. A debrief is held for the mission with all participants present, if possible. A major emphasis during the debrief is on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP, NATOPS, guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any reel time intelligence information.

.4 ____ Utilizes maps. aerial photos, sketches, or other training side when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Verifies intelligence information received before the mission week accurate.

.9 ____ Uses the debrief as 5 constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ 5-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATOR:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

3C.14 NONCOMBATANT EVACUATION OPERATIONS (NEO)

TASK: 3C.14.1 CONDUCT NEO MISSION PLANNING

CONDITION(S): The squadron is in receipt of a warning order to conduct NEO mission(s) as part of an ACE. All liaison has been performed, and initial planning has begun. An operations order has been developed and unit SOP'S are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the squadron should perform as many standards, as required. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the NEO commander.

.2 ____ Issues warning order to squadron staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific tasks. stated and implied.

.4 ____ Provides aviation supportability estimates to ACE commander.

.5 ____ Requests combat information and EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides Helicopter Availability Table (HAT) information to the supported commander.

.8 ____ 3-2 initiates planning to provide environmental data.

.9 ____ Develops aviation support requirements (ordnance, fuel. special equipment, personnel, etc.).

.10 ____ Provides sir support requirements to ACE.

.11 ____ ACE provides guidance throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.12 ____ Plans and/or requests reconnaissance information of the ADA.

.13 ____ Reconciles any aviation shortfalls with the ACE commander.

.14 ____ Requests support from external aviation 55s5t5, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.15 ____ Allocates assets to support assault force concept of operations and coordinates an air tasking order (ATO).

.16 ____ Plans distance and fuel requirements and identifies refueling/WARP and aerial refueling requirements. (Bee TASK: 3C.20 Forward Arming and Refueling Point.)

.17 ____ Integrates available fire support capability (i.e., NGF, CAB, artillery), with planned aviation tactics, to include ingress/egress, and while in the objective area.

.18 ____ Plans/coordinates primary end alternate LZ's. (KI)

.19 ____ Plane/coordinates ingress/egress routes to the primary and alternate LZ's.

.20 ____ Recommends priority of targets for preparatory fires, if applicable.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.24 ____ Plans helicopter landing diagram and landing sequence in terminal area to ensure deconfliction and positive control of assets.

.25 ____ Coordinates manual support of weapons systems in the terminal objective area.

.26 ____ Coordinates communications needs (electronic and visual) to establish the C3 link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.27 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.28 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures, if required, by mission assignment.

.29 ____ Plans in conjunction with the MAGTF, a viable deception plan, if required.

.30 ____ Coordinates the development of "smart packs" (kneeboard handouts).

.31 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.32 ____ Establishes plans for both operational and weather go/no go criteria.

.33 ____ Establishes a bump plan.

.34 ____ Establishes a scatter plan.

.35 ____ Coordinates and integrates command and control procedures.

.36 ____ Schedules rehearsal for evaluating the plan, if time allows.

.37 ____ Schedules mission briefings for all flight crews and necessary personnel.

.38 ____ Assists the supported unit commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT).

.39 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.40 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.41 ____ Plans and coordinates return to force procedures (RTF) with the ACE/GCE.

.42 ____ Considers NVG’s and establishes priorities for issue and testing, if required.

.43 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

.44 ____ Submits plans to the ACE commander for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM’s, tactical manuals, NATOPS instructions, and squadron SOP’s. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.

2. Enemy capabilities, predicted intentions, and dispositions.

3. Terrain and proximity to objective.

4. Logistic support requirements.

5. Supporting arms requirements.

6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2 Departure point.
3. checkpoint.
4. Penetration control point.
5. Initial point.
6. Break-up point.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages:

1. Rapid and efficient.
2. Reduced threat exposure time.
3. No loading/unloading delay.

Disadvantages:

1. Reduced airspeeds.
2. Restricted maneuverability.
3. Cargo lose due to:
   a. Equipment failure.
   b. Improper hookup.
   c. Pilot technique.

INTERNAL

Advantages:

1. Small items/loads.
2. Palleted cargo discharge while taxiing.
3. Reduced Carlo loss.
4. No sling requirements.
S. No cargo net requirements.

6. No airspeed/maneuverability restrictions.

7. Permits NOE.

Disadvantages:

1. Loading/unloading delays.

2. Reduced load per mission.

3. Increased threat exposure time.

4. Requires working parties.

5. Small pallets only.

AERIAL DELIVERY (NO LANDING)

Advantages:

1. Small items/loads.

2. Permits NOE.

3. No sling requirements.

4. No offloading delays.

5. Reduced threat exposure time.

Disadvantages:

1. Loading delay.

2. Reduced load per mission.

3. Cargo loss due to:

   a. Equipment failure,

   b. Improper rigging.

   C. Pilot technique.

TASK: 3C.14.2 CONDUCT NIGHT NEO MISSION PLANNING

CONDITION(S): The squadron has been tasked to execute a night NEO mission in support of MAGTF operations. Due to additional constraints imposed by night operations, the following MPS's must be considered in the planning stage.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.2 ____ Plane aircraft lighting and flight formations to be employed.

.3 ____ Allocates C3's to support the NEO, and establishes priorities for issue and testing, if required.

.4 ____ Plans ITG landing tone procedures including LZ and load identification lighting and communication procedures.

.5 ____ Schedules training rehearsal during darkness if time permits.

.6 ____ Plans for contingencies and emergency procedures.

.7 ____ Briefs ROE.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

NIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.
5. Problems inherent in conducting rendezvouses, approaches. and landings at night.
6. Slower and more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the landing zone.

TASK: 3C.14.3 EXECUTE NEO MISSION

CONDITION(S): The squadron is in receipt of a warning order to conduct NED mission(s) in support of the MAGTF. All liaison, planning, and briefing have been performed. Unit SOP’s are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged). the squadron should perform as many standards as necessary. Additional 55sCt5 may be utilized, if available, to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ___ configure aircraft to conduct preplanned mission (troops, internal cargo, external lift).

.2 ____ Conducts final ZIPPO brief to ensure last minute details requiring coordination are discussed face-to-face between air and ground element.

.3 ____ Confirms with NEO commander at RP that NEO force is embarked.

.4 ____ Arrives at NED site with sufficient ground and aviation assets to accomplish the mission; i.e., go/no go.

.5 ____ Flight tactics reflect METT-T considerations.

.6 ____ Maintains communication discipline, as briefed.

.7 ____ Continuous coordination is maintained with NED commander as to the progress of the mission.

.8 ____ Receives timely update concerning deployment of enemy forces in the area.

.9 ____ Uses appropriate procedures for effectively utilizing fire support assets.

.10 ____ Effectively utilizes ITG procedures and LZ lighting to position aircraft into LE.

.11 ____ Inserts NED force into correct LZ at the desired time.

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.12 ____ Appropriately positions aircraft in LZ to provide coverage while NEO force deploys from aircraft.

.13 ____ Ensures aircrews observe ROE/ROC.

.14 ____ Confirms with NEO commander that all elements of NEO have been withdrawn prior to departure from objective area.

.15 ____ Uses tactically sound procedures to expedite return to base.

EVALUATOR INSTRUCTIONS: None.

YET INDICATORS: None.

TASK: 3C.14.4 CONDUCT NEO MISSION DEBRIEFING

CONDITION(S): The NEO mission is complete and a debriefing is being held for all participants. The emphasis is on lessons learned and how to apply them on future operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, briefing/debriefing guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps. aerial photos. sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new. COA’s and tactics to improve SOP’s, contingency plans, and aircrew knowledge.

.8 ____ Verifies intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ 5-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.

6. Navigation.

7. Safety.

8. Tactics used/effectiveness.

9. Recommendations.

10. shipboard operating procedures.

3C.15 NIGHT OPERATIONS

TASK: 3C.15.1 CONDUCT NIGHT MISSION PLANNING

CONDITION(S): This MPS concerns specific considerations that are addressed should an operation be conducted under the cover of darkness. As such. the execution of a mission at night should not be considered so much as a special operation as another option available to the tactical commander to achieve mission accomplishment. Accordingly. while the employment of a night operation may not ensure mission success. failure to apply basic techniques in planning and execution when using darkness will almost surely result in tactical degradation that will be the genesis for miesion failure.

STANDARDS: EVAL: Y: N: NE

.1 ____ Determines if mission is to be conducted using unaided night vision techniques or night vision goggles. (KI)

.2 ____ obtains a thorough night weather brief to facilitate mission planning.

.3 ____ Considers the slower tempo and limitations that characterize night operations. (KI)

.4 ____ Establishes procedures for night vision adaptation and preservation.

.5 ____ Utilizes light level planning calendar.

.6 ____ Bases aircraft lighting on forecast light conditions and current directives.

.7 ____ Considers the advantages/disadvantages of artificial illumination vice natural lighting and makes a decision. (KI)

.8 ____ Plans the methods of employment and delivery of artificial illumination. (KI)

.9 ____ Incorporates oncall illumination for emergency situations. if required.

.10 ____ Considers possibility of lighting aids to assist in locating/identifying the landing zone and in accomplishing landings at night. (KI)

.11 ____ Ensures liaison is made with reported/supporting unit to coordinate use of light in LE to ensure night adaptation/preservation or NVG compatibility. (KI)

.12 ____ Bases flight formation to maintain proper balance between safety and maneuverability.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

LIMITATIONS

1. Reduction of visual acuity.
2. Need for positive aircraft control procedures.
3. The slower tempo of activity.
4. Smaller helicopter wave..
5. Problems inherent in conducting rendezvouses approaches. and Landings at night.
6. Slower and more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the landing zone.

NIGHT OPERATIONS CONSIDERATIONS

1. Mission and requirements.
2. Enemy and effect of low visibility on enemy operations.
3. Ambient Light level available (both natural and artificial).
4. Weather.
5. Terrain/distance.
6. Use of Light level planning calendar.
7. Rising and setting of the sun/moon.
8. Usage of NVG manual.
9. Shadowing.

NATURAL AND ARTIFICIAL ILLUMINATION CONSIDERATIONS

NATURAL LIGHTING ADVANTAGES:

1. Element of surprise is maintained longer.
2. Night vision capabilities are maximized and conserved.
3. Helicopters are difficult to acquire and engage by visual means.
4. Ground fire is easy to see.

NATURAL LIGHTING DISADVANTAGES:

1. Navigation is difficult.
2. Landing zones are more difficult to identify.
3. Depth perception is greatly reduced.
4. Escort support capabilities are restricted.

ARTIFICIAL LIGHTING ADVANTAGES:

1. Permits navigation by terrain reference.
2. Aids in landing zone identification.

3. Provides a visual horizon.

4. Permits "see end avoid" procedures for safe separation of aircraft and flights.

5. Permits use of daylight operation procedures. flight techniques. and escort support procedures.

ARTIFICIAL LIGHTING DISADVANTAGES:

1. Flying through illumination debris.

2. Surprise is Lost.

3. Silhouetting of aircraft.

4. Provides optical tracking by the enemy.

5. Need for visible horizon.

6. Minimum acceptable level of lighting rather then the maximum to delay advantage to enemy.

7. Aircraft flight pattern and downwind path of expended flares end extended gun line of artillery-delivered illumination flare canisters.

ILLUMINATION DELIVERY METHODS

SHOULD CONSIDER:

1. Aircraft delivery is most effective, versatile, end easiest to control.

2. Long endurance, Large flare capacities of cargo-type (C-130) aircraft.

3. Minimum enemy exposure time of close-air support end attack helicopters.

4. Ambient light level fluctuations end gaps in illumination caused by enemy evasive maneuvers.

5. Adjustment time for artillery and naval gunfire flares.

6. Lese light production and shorter burn time of artillery and naval gunfire.

7. Effectiveness of artillery end naval gunfire is reduced in poor weather conditions.

8. Enemy air defense capabilities.

9. Range capabilities/limitations of artillery and naval gunfire.

LANDING ZONE LIGHTING

TYPES OF LIGHTING AIDS:

1. Terminal guidance systems (Glide Angle Indicator Light (GAIL)).

2. Expeditionary lights.

3. Flare illumination.

4. Field expedients (vehicle lights. flashlights, blinking lights, bonfires, smudge pots, chemical lights sticks).

LANDING ZONE LIGHTING SHOULD:

1. Be visible to the pilot.

2. Identify en area free of obstacles that is safe for hovering and/or lending.

3. Employ three or more separate lights to preclude effects of autokinesis.

4. Provide orientation along obstacle free approach and takeoff corridors.

NVG COMPATIBLE LZ LIGHTING RESOURCES

LANDING ZONE LIGHTING:

1. NVG compatible LZ lighting.

2. IR lights.

3. Chemical light sticks.

4. Shielded flashlights.

5. Any light source sufficiently dimmed not to effect the NVG's.

GROUND UNIT CONSIDERATIONS

1. Increased time for embarkation/debarkation.

2. Light discipline requirements for NVG operations.

3. HST requirements for NVG utilization.

4. FARP requirements for NVG operations.

5. Communications: CIR strobe lights/IR chemical lights on border LZ security team positions, if possible.)

TASK: 3C.15.2 CONDUCT NIGHT MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned a variety of night missions in support of the MAGTF. Multiple divisions/sections may be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers attend briefs, when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures maps are NVG/night compatible.

.2 ____ Briefs night vision adaptation and preservation, and ensures procedures are followed by aircrew.

.3 ____ Issues NVG in adequate numbers and with appropriate accountability.

4 ____ Ensures all aircrew members have required night flying equipment.

.5 ____ Briefs aircrew coordination to include NVG considerations. (KI)

.6 ____ Flight schedule allows sufficient time for aircrews to thoroughly preflight aircraft and lighting systems.

.7 ____ Briefs flight coordinator on course of action, friendly positions, approach and retirement lane., and flight techniques to be used.

.8 ____ Briefs procedures for transition to and from NVG.

EVALUATOR INSTRUCTIONS: Flight leader. provide navigation card, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOT calculations, when required, by the evaluator.

KEY INDICATORS:

AIRCREW COORDINATION

1. procedures for NVG failures.
2. Inadvertent entry into IMC.
3. Light discipline.

TASK: 3C.15.3 EXECUTE LIGHT MISSION

CONDITION(S): The squadron conducts night support missions. All liaison has been performed and mission planning and briefing are complete. navigation is required to the IP/LZ end timing for L-Hour/TT/TOT baa been established.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircrew execute their duties, as briefed. (KI)

.2 ____ Ensures that cockpit lighting is configured for night flying or NVG compatibility, if necessary.

.3 ____ Employs proper procedures. if necessary.

.4 ____ Ensures all crewmembers are wearing NVG's at all times during flight portion when NVG's are employed.

.5 ____ During taxiing around crew utilize appropriate wand signals for directing aircraft.

.6 ____ Take-off heading is in the direction of the first lea of flight to ensure positive orientation, whenever possible.

.7 ____ Limits tactical formations to the smallest number of aircraft in order to maintain a balance between safety, tactical maneuverability, and mission accomplishment.

.8 ____ Uses minimum aircraft lighting commensurate with safety and NBC compatibility.

.9 ____ Demonstrates proficiency in the in-flight utilization of NVG, if applicable.

.10 ____ Ensures wingmen stays close enough to be able to recognize any altitude, attitude, or airspeed changes.

.11 ____ Avoids continuous flight at the 6 o'clock position.

.12 ____ Does not descend below the altitude established for safe terrain and obstacle clearance.

.13 ____ Immediately takes steps to reorient if aircraft deviates from planned flight route.

.14 ____ Executes inadvertent IFR procedures, as briefed.

.15 ____ Ensures coordination with the flight coordinator for external lights out approach to preclude loss of escorts.

.16 ____ If feasible, uses terminal guidance to acquire and land in the LE.

.17 ____ Properly executes GAIL approaches.

.18 ____ Makes approaches that minimize aircraft maneuvering and provide sufficient altitude and straightaway for a safe rate of descent.

.19 ____ Utilizes appropriate external lighting.

.20 ____ Fires aerial flares that effectively illuminate desired area.

.21 ____ If artificial illumination is employed. positions aircraft to maximize utilization of light.

.22 ____ Uses spotlight momentarily and intermittently to clear obstacles and locate the LZ.

.23 ____ Extinguishes spotlight after touchdown.

.24 ____ LZ lighting was in compliance with NATOPS, ASH Manual. or STANAG guidelines.

.25 ____ Lands aircraft at designated spot indicated by LE lighting.

.26 ____ Departures obtain safe terrain and obstacle clearance altitude.

.27 ____ Uses appropriate number of crewmembers to conduct NVG externals.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW RESPONSIBILITIES

PILOT AT THE CONTROLS

1. Primary responsibility of flying the helicopter and observing outside the cockpit.

2. Correlates his visual cues with flight instrument information relayed by the other pilot.

3. Employs NVG scanning techniques for navigational landmarks, obstacle and aircraft avoidance, formation flying. and helicopter performance monitoring.

4. Avoids cockpit related distractions and tendency to focus on only one external visual or sensory cue.

5. Retains control of helicopter during aircraft/system emergencies and executes those emergency procedures agreed upon at the briefing.

PILOT NOT AT THE CONTROLS

1. Monitors the flight instruments to determine aircraft performance and to detect unsafe conditions.

2. Provides airspeed, radar altitude, and as required, rate of descent/climb information to pilot at the controls.

3. Monitors aircraft and pilot performance and, if unsafe situation crises, he will advise and, if required, assist the pilot in taking necessary corrective actions.

4. I. prepared to take control of the aircraft at all times.

5. Monitors mechanical functioning of the aircraft, performs cockpit duties (e.g., operates switches, tunes radios, etc.) navigates, and monitors performance of crewchief/gunner.

6. During aircraft/system emergencies, executes those emergency procedures agreed upon at the briefing.

7. Remains oriented along the flight route.

CREWCHIEF AND GUNNER

1. Monitor mechanical functioning of helicopter.

2. Perform look-out duties to warn of aircraft and obstacles.

3. Monitor positions of other aircraft in flight.

4. Assist in terrain recognition and provide obstacle clearance and LZ condition information during hovering and landing operations.

5. Provide positional directions to pilot during external operations.

TASK: 3C.15.4 CONDUCT NIGHT MISSION DEBRIEFING

CONDITION(S): The night mission is complete and a debriefing is held for that mission, with emphasis on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP. NATOPS, briefing/debriefing guides, and NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, excretion phases, and lessons learned to develop new COA’s and tactics to improve SOP’s. contingency plans, and aircrew knowledge.

.8 ____ 5-2 collects all classified/sensitive materials.

.9 ____ Following debrief, members of the aircrew and NEO force (if applicable) are briefed as to what information may be released about the overall mission.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from brief.

2. Command and control.

3. Communications.

4. Support/escort.

5. Coordination.

6. Navigation.

7. Safety.

8. Tactics used/effectiveness.

9. Recommendations.

3C.16 COLD-WEATHER OPERATIONS

TASK: 3C.16.1 CONDUCT COLD-WEATHER PLANNING

CONDITION(S): The squadron has been assigned a mission to support a MAGTF operation which will take place in the northern latitudes. The commander is directed to establish liaison with the supported unit for planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reviews information on terrain and climatology including snow' conditions, snow depth. ice thickness, and wind velocity and direction.

.2 ____ Considers equivalent chill factor and its effect on a Marine's physical and mental efficiency.

.3 ____ Planning reflects that work requires up to four times longer to accomplish in cold weather.

.4 ____ Fire support plan considers the ground mobility limitations of artillery weapons.

.5 ____ Allows extra time for preflight, engine warmup, ground checks, rotor engagement, and taxiing of aircraft.

.6 ____ Utilizes prominent terrain features for navigation to offset difficulties associated with snow-covered and featureless terrain.

.7 ____ Considers the use of mobile navigation aide and ASRT to navigate.

.8 ____ Coordinates with HST for LZ preparation.

.9 ____ Ensures the proper distribution of survival gear to personnel and aircraft for survival in cold weather environment in event of mishap or heater failure. (KI)

.10 ____ Emphasizes adherence to assigned mission routes to enhance SAR effort.

.11 ____ Plans extensive use of warming tents and stoves to ensure Marines ability to work and live.

.12 ____ Considers input that reduced visibility from snow will have on tactical plan end aircraft operations.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

HELICOPTER SURVIVAL KIT

1. 5 man arctic tent.

2. Rations.

3. Waterproof matches.

4. Sleeping bags.

5. Axes.

6. Entrenching tool.

7. Lines.

8. Radio.

9. Batteries.

10. Candles.

11. Snow knife.

12. Snow saw.

13. Sunglasses.

14. Water purification tablets.

15. Flashlight/ lanterns.

16. Snowshoes.

TASK: 3C.16.2 PERFORM MAINTENANCE TASK IN COLD WEATHER

CONDITION(S): squadron is deployed to a forward operating bale CEO) with all necessary ground support equipment available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures supervisory personnel are present to monitor the effects of cold weather on maintenance personnel

.2 ____ Employs buddy system when working on aircraft to prevent cold-weather casualties.

.3 ____ Ensures all Marines wear cold-weather gear, particularly gloves, when working near metal during freezing temperatures.

4 ____ Locates warming tents near aircraft maintenance areas and monitors their use during freezing weather.

.5 ____ Stores batteries in warm areas when not in use.

.6 ____ Uses auxiliary power units, whenever possible.

.7 ____ Inspects aircraft fuel tanks for water before engine start.

.8 ____ Preheats oil reservoirs. engine intakes, and oil components to aid in engine start and rotor engagement.

.9 ____ Parks aircraft with full fuel tanks and fully serviced systems to prevent moisture from accumulating in fuel and lubrication systems.

.10 ____ Covers rotor blades when aircraft are not in operation. when possible.

.11 ____ Uses protective covers, whenever possible.

.12 ____ Obtains fluid level readings when fluids are warm.

.13 ____ Demonstrates knowledge of the effects of cold soaking on control rods and other malleable metal surfaces.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.16.3 EXECUTE SUPPORT MISSION IN COLD WEATHER

CONDITION(S): The squadron conducts cold weather support missions. All liaison has been performed. Mission planning and briefing are completed.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew wear appropriate cold-weather equipment.

.2 ____ Aircraft attain normal operating temperatures before taxiing.

.3 ____ Takes proper precautions when taxiing on snow/ice covered areas.

.4 ____ Does not operate aircraft beyond NATOPS limitations when flying in icing conditions.

.5 ____ Demonstrates proper snow landing techniques.

.6 ____ Uses landing point indicators (sled, panel, colored snow) to prevent drift during landing.

.7 ____ Land aircraft far enough apart in LE to prevent blowing snow from reducing visibility to other aircraft during approach.

.8 ____ During external operations, with snow in the landing area, lands adjacent to the load and uses a sling extension for sling operations.

.9 ____ When resting in snow, maintains power to the head to prevent settling.

.10 ____ Crewchief ensures sufficient tail rotor clearance when landing on snow before allowing egress of personnel and equipment.

.11 ____ Crewchief prevents accumulation of snow inside cabin section of aircraft.

.12 ____ Maintains cabin temperature below ,0 degrees Fahrenheit to prevent buildup of condensation on equipment and weapons.

.13 ____ Utilizes maximum performance takeoff to minimize IFR conditions caused by rotor wash induced blowing snow.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3C.17 DESERT OPERATIONS

TASK: 3C.17.1 CONSIDER DESERT FLIGHT OPERATIONS REQUIREMENTS

CONDITION(S): The squadron has been assigned MAGTF support missions in a desert environment. This MPS is considered in conjunction with other operational MPS's. The mission should include TERF, navigation, and night evolutions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Thoroughly considers the effect of ambient weather conditions (e.g., temperature. humidity, density altitude, dust/sand storms, etc.) on aircraft performance and assigned mission.

.2 ____ Plans to utilize easily identifiable terrain features as checkpoints during en route navigation.

.3 ____ Considers alternatives for reducing effect of sand and dust in areas where aircraft will be operating.

.4 ____ Ensures aircraft are properly configured with survival equipment for desert survival.

.5 ____ Ensures survival equipment is current.

.6 ____ Covers windscreens when not in use to prevent possible bubbling.

.7 ____ when possible, keeps windscreen from receiving direct sunlight.

.8 ____ Covers or closes all possible openings when aircraft is not in use. (KI)

.9 ____ During engine start, rotor engagement, and taxi, minimize ground time to reduce effects of blowing sand, dust. and high temperatures on engines and gear boxes.

.10 ____ Ensures all ground crew use proper protective clothing and equipment to reduce effects of rotorwash on personnel. (KI)

.11 ____ Supervisor monitors conditions of maintenance personnel for dehydration. heat exhaustion, and other heat-related injuries. (KI)

.12 ____ Remains constantly aware of available aircraft power at all times.

.13 ____ Avoids flying into sand or dust storm.

.14 ____ Executes briefed inadvertent IFR procedures, if necessary.

.15 ____ Uses minimum power approaches into LZ. (KI)

.16 ____ Plans waveoff per NATOPS, if required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

EFFECTS OF SAND/DUST

1. Cover all openings when aircraft is not in use because blowing sand end dust will seep into any opening. Buildup of sand/dust in unobserved spaces can cause mechanical failure or malfunction.

2. Overall maintenance is severely degraded by blowing sand and dust. System contamination is a constant problem as work is interrupted by the arrival and departure of aircraft. Prolonged operation in a sand based environment will result in significantly degraded aircraft availability.

3. Presence of sand end dust in control hinges and actuating linkages.

4. Accumulation of dust and sand in avionics end navigation compartments, engine intakes, cockpit, corrosion on rotor blades, etc.

PROTECTIVE CLOTHING/EQUIPMENT

Blowing sand end debris associated with desert aircraft operations and the intense heat buildup associated with the desert sun requires specialized equipment by aircrew and HST personnel. All ground/aircrew and HST personnel working in close proximity to operating aircraft must have appropriate eye protection, cranial protectors, sound attenuators, and gloves in addition to the required desert protective clothing.

APPROACHES

Despite engine air particle separators. which are installed on every engine. hovering close to the ground will lead to sand ingestion by the engines (which will result in engine damage and power loss), and possible observation of dust clouds by the enemy. It also can cause pilot disorientation due to flying sand, particularly at night. Blowing debris from landing and departing aircraft creates a hazard to all personnel and a visibility problem for the aircrews.

3C.18 MEDICAL EVACUATION (MEDEVAC)

TASK: 3C 18.1 CONDUCT MEDEVAC PRELAUNCH PROCEDURES

CONDITION(S): An amphibious assault has taken place and the MAGTF has taken numerous casualties requiring multiple MEDEVAC missions. These mission. are tasked as preplanned or immediate. Preplanned MEDEVAC missions consist of a dedicated support package which includes assault support helicopters and escorts. Immediate missions cannot be planned in advance and are assigned to the dedicated MEDEVAC support package or an airborne flight is diverted from a lower priority mission by the controlling agency, in this case the MCCRES evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ Designates required MEDEVAC support aircraft and crews per LOI/Operations Order and NWP 55-9-ASH Manual.

.2 ____ Designates MEDEVAC helicopter transport commander as MEDEVAC flight leader.

.3 ____ Designates MEDEVAC escort attack helicopter flight leader as MEDEVAC flight coordinator.

.4 ____ Assigns medical corpsman as aircrewman, if possible.

.5 ____ Ensures flight is equipped with the appropriate medical and rescue equipment; e.g., stretchers, external hoist, etc.

.6 ____ Briefs all aircrew members on assigned mission and flight procedures.

.7 ____ Briefs EMCON procedures, if applicable.

.8 ____ Each MEDEVAC helicopter receives preflight inspection, is turned up, has systems and radio checks complete, and has prestart checks complete.

.9 ____ Launches within the required time period.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.18.2 EXECUTE MEDEVAC EN ROUTE PROCEDURES

CONDITION(S): All MEDEVAC aircraft are airborne, The flight leader or flight coordinator requests clearance from the controlling agency to proceed to the MEDEVAC pick-up zone. Enemy fire on the MEDEVAC helicopters can be expected.

STANDARDS: EVAL: Y: N: NE

.1 ____ MEDEVAC crew ensures that all aircrew are briefed on the situation, the adopted course of action, and enemy activity, if not accomplished before flight. (KI)

.2 ____ Obtains clearance from controlling agency for all aircraft to proceed to MEDEVAC pick-up location.

.3 ____ Airborne diverts are executed, as briefed. by appropriate agency.

.4 ____ Flies routes and altitudes that are expeditious and tactically sound.

.5 ____ Uses en route formations which are tactically correct.

.6 ____ Establishes radio contact with supported ground unit as soon as possible to receive LZ brief.

.7 ____ Verifies position of all ground units in the area and recommends direction of approach for MEDEVAC helicopter.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW BRIEF

1. Friendly positions.

2. Enemy positions.

3. Rules of engagement.

4. The use of clock/distance codes and smoke grenades to mark and identify the location of enemy fire.

5. Firing restrictions for MEDEVAC helicopter gunners to protect ground unit personnel and escort helicopters.

TASK: 3C. 18.3 EXECUTE APPROACH AND DEPARTURE PROCEDURES

CONDITION(S): The MEDEVAC flight has arrived in the pick-up area and has received a landing zone brief.

STANDARDS: EVAL: Y: N: NE

.1 ____ chooses approach and departure corridors and flight techniques which afford greatest protection to the MEDEVAC helicopter.

.2 ____ Informs the flight coordinator of the intended approach route and flight techniques to facilitate escort coverage.

.3 ____ Escorts properly cover MEDEVAC helicopter using appropriate cover pattern.

.4 ____ Identifies the proper landing zone through radio communications and/or visual signals. (KI)

.5 ____ If a smoke screen is employed. positions aircraft to make proper use of screening.

.6 ____ Lands in the correct pick-up zone.

.7 ____ While evacuee is being loaded, the MEDEVAC aircrew informs the flight coordinator of the intended departure route and flight techniques.

.8 ____ During the return flight, the medical facility is informed of: ETA; type wound, injury, or illness; evacuee category (urgent, priority, routine); number of casualties.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

LANDING ZONE MARKING

The importance of proper landing zone identification through either radio columniation and/or visual signals to prevent enemy deception cannot be overemphasized. Radio transmissions shall not refer to the visual signal until the visual signal has been deployed and has been sighted by the helicopter flight. Subsequent to such sighting, the visual signal shall be confirmed.

3C.19 TACTICAL RECOVERY OF AIRCRAFT. EQUIPMENT. AND PERSONNEL (TRAP)

TASK: 3C.19.1 CONDUCT TRAP MISSION PLANNING

CONDITION(S): A warning order has been received requiring ACE support for a TRAP mission. A preliminary ground scheme of maneuver is available, and the 5-2 is gathering information. Air superiority has been gained, though there is a threat from surface fire. Due to the situation, planning time is constrained.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Establishes plans for operational and weather so/no go criteria.

.3 ____ Develops, in conjunction with MAGTF commander, a viable deception plan.

.4 ____ Provides input for the communications plan.

.5 ____ Plans for codewords.

.6 ____ Develops timeline.

.7 ____ Integrates and coordinates aviation communications support requirements with higher headquarters, TRAP force, and air control agencies.

.8 ____ Provides aviation supportability estimates and asset availability information to the ACE.

.9 ___ Plans standby crews and bump plan.

.10 ____ Requests information and intelligence to develop enemy, terrain, and weather data base (METT-T).

.11 ____ Develops aviation TRAP support requirements (parts, tools, ordnance, fuel, special equipment, personnel, etc.).

.12 ____ Plane additional downed aircraft procedures; i.e., maintenance, demolition, etc.

.13 ____ Considers requirement to resupply TRAP force, as well as identifying additional equipment (slings, hoist, litters, etc.).

.14 ____ Identifies explosive requirements in the event contingencies arise requiring the destruction of the downed aircraft.

.15 ____ Reconciles any aviation shortfalls with higher headquarters.

.16 ____ Plans for RECCE of TRAP site, if tactically feasible.

.17 ____ Requests and coordinates with airborne control agencies, if required.

.18 ____ Considers LAAD assets to support the TRAP plan based on available enemy intelligence.

.19 ____ Requests AAW support from ACE, if required, for fixed-wing escort. airborne early warning platform, fire support, and/or EW support.

.20 ____ Establishes weapons control and ROE criteria.

.21 ____ Requests close-air support aircraft, if required.

.22 ____ Requests EW support and/or smoke screening to suppress enemy air defense efforts, and to deny enemy use of EW.

.23 ____ Plans for escort aircraft, if required.

.24 ____ Determines distance and fuel requirements, and identifies FARP requirements, if necessary. (see MPS: 3C.20 FARP).

.25 ____ Establishes control points.

.26 ____ Plans ingress/caress routes, to include alternates, based on METT-T.

.27 ____ Identifies obstacles to ingress/caress routes and landing zones and ensures adequate clearance is maintained.

.2a ____ Integrates available fire support capabilities with planned aviation tactics.

.29 ____ Ensures authority and procedures to change landing zones and/or ingress/egress routes are clearly established.

.30 ____ Establishes and coordinates ITG procedures, if required.

.31 ____ Plans flight formations which ensure tactical dispersion of aircraft.

.32 ____ Ensures aviation mission commander and TRAP commander are in the same aircraft, if feasible.

.33 ____ Plans for alternate mission commander.

.34 ____ Develops manifesting procedure that will account for all personnel for all phases of the mission.

.35 ____ Coordinates shipboard troop loading with the ACE.

.36 ____ Coordinates refueling/rearming cycles with the ACE.

.37 ____ Schedules mission briefings for all aircrew and air control personnel, if possible.

EVALUATOR INSTRUCTIONS: The evaluator should be familiar with all applicable FMFM’s, tactical manuals, NATOPS instructions, and squadron SOP’s. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS: None.

TASK: 3C.19.2 CONDUCT TRAP NIGHT MISSION PLANNING

CONDITION(S): For tactical reasons, the TRAP is to be conducted at night.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar.

.2 ____ Plane aircraft lighting and flight formations to be employed.

.3 ____ Plans NVG considerations end procedures.

.4 ____ Allocates NVG's to support the TRAP, and establishes priorities for issue and testing, if required.

.5 ____ Plans ITG landing area procedures, and initial orientation for debarked troops, if required.

.6 ____ Ensures availability of LZ and load identification lighting; i.e., chemical lights.

.7 ____ Schedules training/rehearsal during darkness if time permits.

.8 ____ Plans contingencies and emergency procedures.

EVALUATOR INSTRUCTIONS: None

KEY INDICATORS: None

TASK: 3C.19.3 CONDUCT TRAP MISSION BRIEFING

CONDITION(S): The ATO has been issued and the squadron is assigned operational missions as part of a MAGTF. TRAP missions are likely due to flight operations in a high threat environment. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the squadron holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP's, and IMP 55-9.

.2 ____ All participating aircrews are present.

.3 ____ Allows questions to ensure tactical/safety of flight information is understood by all.

.4 ____ Systematically prioritizes tasks.

.5 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.6 ____ Briefs controlling agencies.

.7 ____ Briefs EMCON procedures. if required.

.8 ____ Briefs DRIADS.

.9 ____ Briefs flightdeck/ground signals.

.10 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.11 ____ Briefs deception plan.

.12 ____ Maximizes use of tactical SOP's.

.13 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.14 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.15 ____ Ensures the mission statement is understood by all participants.

.16 ____ Briefs friendly forces ground scheme of maneuver, weapons involved; i.e., NGF, artillery, and any joint integration. (KI)

.17 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy -2 and ECCM capabilities. (KI)

.18 ____ Briefs pilot intraformation coordination with normal or degraded systems, weapons, and communications.

.19 ____ Briefs integrated fire support/J-SEAD tactics and responsibilities, if required.

.20 ____ Briefs radio/KY-SB communication procedures with terminal controllers and/or control agencies, including authentication procedures, burn-through or chattermark procedures in a comm jamming environment, and alternate procedures/frequencies for contacting terminal controllers.

.21 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.22 ____ Briefs any known changes to TACP control procedures or communications requirements.

.23 ____ Briefs availability of oncall Electronic Warfare (EW), obscuring smoke, or illumination missions.

.24 ____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.25 ____ Briefs encryption procedures, both internal and external to the flight.

____ Briefs SERE procedures. (KI)

.27 ____ Briefs EW considerations. (KI)

.28 ____ Briefs weather, to include go/no go criteria. (KI)

.29 ____ Ensures that all appropriate personnel have handouts; i.e., kneeboard cards, maps, charts, etc.

.30 ____ Briefs mission go/no go criteria: i.e., aircraft, personnel. and other mission essential equipment.

.31 ____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.32 ____ Briefs actions required if attacked by SAM/AM and RHAW gear operation.

.33 ____ Briefs look-out procedures to include responsibilities, radio calls, and tactical maneuvering for threats.

.34 ____ Briefs mission precedence.

.35 ____ Briefs a timeline, both into and out of the ADA.

.36 ____ Briefs call signs/event numbers.

.37 ____ Briefs shipboard operating procedures.

.38 ____ Briefs chain of responsibilities. (KI)

.39 ____ Briefs inadvertent IMC/loss of visual contact.

.40 ____ Briefs fuel/ordnance requirements. (KI)

.41 ____ Briefs NVG operational considerations.

.42 ____ Briefs launch considerations (KI)

.43 ____ Briefs ingress considerations, (KI)

.44 ____ Briefs LZ considerations. (KI)

.45 ____ Briefs egress considerations. (KI)

.46 ____ Briefs downed aircraft procedures for overwater and overland.

.47 ____ Briefs any concurrent operations, to include deconfliction with other participating aviation units.

.48 ____ Briefs FARP procedures, if required.

.49 ____ Briefs time hack.

.50 ____ Briefs location/time of debriefs.

EVALUATOR INSTRUCTIONS: External loading manual was utilized, if required. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, and IP's, when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

END FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat Locations known.
4. AAA, SAM, and air threat locations known.
5. Expected movement.
6. Essential elements of information.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.
6. Radio communications.

EW

1 EMCON condition.
2 Deception/meaconing.
3 MIJI reporting.

WEATHER

1. Data.

2. RF propagation.

3. Current weather.

4. Forecast weather.

CHAIN OF RESPONSIBILITY

The location, call sign, and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander/alternate.

3. HTC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies locations. call signs, and frequencies should be briefed:

1. HC(A).

2. TAC(A).

FUEL

1. Take-off load.

2. Minimum/bingo.

3. Refueling/rearming

4. Deck assignments.

5. Prioritizing.

6. Timeline.

7. Aerial refueling.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.

3. Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Dump plan.

6. Rendezvous procedures.

INGRESS

1. Primary and alternate route.

2. Control measures (RP’s, CP’s, IP’s).

3. Timing.

4. Airspeeds and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost comm, chattermark. codewords, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. ACM.

14. Scatter plan.

15. Go/no go criteria.

16. NBC considerations.

17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LE brief.

3. Landing direction/wave off instructions.

4. Escort.

5. Take-off instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan (retrograde, withdrawal, emergency extraction).

EGRESS

1. Primary and alternate routes.

2. Control measures (CP’s, RP’s).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedure, including visual signals, lost comm, chattermark, codewords, and RIO

11. En route terrain.

12. Probable point of last enemy contact.

13. ACM.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

17. RTF.

TASK: 3C.19.4 EXECUTE TRAP MISSION

CONDITION(S): A Marine aircraft has been downed by enemy fire during intense combat operations. A TRAP mission has begun to safely and expeditiously recover the crew/aircraft.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses appropriate ingress/egress routes.

.2 ____ Executes deception plan, if required.

.3 ____ Plight tactics reflect METT-T considerations.

.4 ____ Maintains communication discipline, as briefed.

.5 ____ Maintains continuous coordination with ACE commander informing him of TRAP progress.

.6 ____ Receives/provides timely update on deployment of enemy forces in the area.

.7 ____ Flight coordination is tactically correct; e.g., suppressive fires, should TRAP effort be opposed.

.8 ____ Arrives at TRAP site with sufficient assets to accomplish the mission.

.9 ____ Ensure. crew coordination during external recovery of personnel (hoist/SPIE rig operations).

.10 ____ Effectively utilizes LZ lighting and illumination for recovery of aircraft and/or personnel, if required.

.11 ____ Successfully retrieves downed aircraft or extracts personnel from TRAP site.

.12 ____ Accounts for all TRAP personnel and equipment before departing the objective area.

EVALUATOR INSTRUCTIONS: External loading manual was utilized, if required. The primary concern of a TRAP mission is the safe and rapid extraction of survivors and recovery of the aircraft, if possible.

KEY INDICATORS: None.

3C.20 FORWARD MINING AND REFUELING POINT (FARP)

TASK: 3C.20.l PLAN FARP FOR MISSION SUPPORT

CONDITION(S): The ACE is in receipt of a mission which, due to distances and/or the tactical situation, requires the en route rearming and/or refueling of mission aircraft. The decision has been made to deploy a FARP. The intelligence scenario and operations scheme of maneuver reflects that of the basic mission being supported. The FARP is an enabling objective of the mission that has been assigned.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes NWP-55 (ASH Manual). checklist.

.2 ____ Assigns an ACE/FARP coordinator.

.3 ____ Plans timeline, and specifies duration of FARP operation.

.4 ____ Identifies the number and type of aircraft to be supported.

.5 ____ Identifies mission essential equipment/logistics based on requirements.

.6 ____ Develops threat plan from available intelligence/combat information.

.7 ____ Coordinates security requirements.

.8 ____ Develops communications plan to include frequencies and EMCON procedures.

.9 ____ Coordinates ITG requirements with the around element, if required.

.10 ____ Plans for codewords and prowords and informs control agencies of their use, if necessary.

.11 ____ Plans for appropriate number and types of support personnel: e.g., HST, ORD, TAFDS, ATC.

.12 ____ Recommends so/no go criteria in coordination with the supported elements.

.13 ____ Compares essential equipment assets with those available, considering backup requirements as well, and plans for their movement to the FARP area.

.14 ____ Considers weather criteria.

.15 ____ Plans alternate contingencies.

.16 ____ Considers EW assets/procedures.

.17 ____ Plans downed aircraft procedures, and aircraft recovery requirements to include necessary standby personnel.

.18 ____ Plans arming/dearming procedures.

.19 ____ Ensures ROE, weapons status, and alert conditions are established and understood by all.

.20 ____ Plans and schedules mission and flight briefings.

EVALUATOR INSTRUCTIONS: The evaluator should be familiar with all applicable FMFM's, Tactical Manuals, NATOPS instructions, and squadron SOP's. All key participants and detachment representatives participate in the planning.

KEY INDICATORS: None.

TASK. 3C.20.2 PLAN FARP EN ROUTE PHASE

CONDITION(S): To be conducted once initial planning has established the location of the FARP. The threat information and tactical considerations mirror those required to support the basic mission. Additional sequencing and control measures are added for FARP specific tasks.

STANDARDS: EVAL: Y: N: NE

.1 ____ Plans for tactical dispersion of aircraft to ensure the phased arrival at the FARP location is consistent with the size of the landing area.

.2 ____ Plans flight formations with reference to the refueling sequence and the tactical situation.

.3 ____ Integrates available fire support capabilities to provide protection.

.4 ____ Plans communications for oncall fixed-wing support, as required.

.5 ____ Plans scatter procedures and control points/communications that allow for in-flight contingencies.

EVALUATOR INSTRUCTIONS: This planning is to be conducted with all key participants.

KEY INDICATORS: None.

TASK: 3C.20.3 PLAN FARP AREA OPERATIONS

CONDITION(S): The FARP location has been determined and planning for operations has begun.

STANDARDS: EVAL: Y: N: NE

.1 ____ Assigns an onsite ACE/FARP coordinator.

.2 ____ Assigns tasks to onsite ground control personnel.

.3 ____ Bases location of the FARP on METT-T.

.4 ____ Plans alternate location(s).

5 ____ Plans visual signals for both day and night uses, and attempts to eliminate unnecessary voice communications.

.6 ____ Plans for specific number and types of aircraft.

7 ____ Plans marking of ?ARP area.

.8 ____ Provides FARP layout and staging areas.

.9 ____ Plans refueling/rearming areas for safe separation of aircraft.

.10 ____ Plans replenishment method; i.e., external bladders. truck, CH-53, or EC-130.

.11 ____ Coordinates plans for use of specific fuel pumps, plus backups.

.12 ____ Identifies and plans mission fuels.

.13 ____ Coordinates/plans specific number of refueling points.

.14 ____ Plans refueling heading.

.15 ____ Calculates pumping time.

.16 ____ Plans total time of refueling.

17 ____ Calculates ordnance buildup times.

.18 ____ Plans arming/dearming headings of aircraft to increase safety, if possible.

.19 ____ Plans for emergencies in the refueling/rearming areas.

.20 ____ Plans movement of aircraft in the FARP area, and sequencing of services.

.21 ____ Plans ground safety equipment.

.22 ____ Considers drainage in FARP locations.

.23 ____ Considers environmental factors, if necessary.

.24 ____ Considers location of LAAD teams for short range ground to air missile defense protection at the FARP site.

.25 ____ Publishes FARP diagram.

EVALUATOR INSTRUCTIONS: This planning is to be conducted with all key participants.

KEY INDICATORS: None.

TASK: 3C.20.4 PLAN NIGHT FARP

CONDITION(S): Due to mission requirements, the FARP will be used during darkness. Therefore, the following requirements must be considered in planning the operation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar.

.2 ____ Plans landing area lighting and flight formations to be employed.

.3 ____ Allocates NVG’s to support the operation.

.4 ____ Plans ITG and coordinates with appropriate providing elements.

.5 ____ Plans aircraft lighting.

.6 ____ Provides taxi directors with appropriate wands.

.7 ____ Plans for contingencies and emergency procedures.

.8 ____ Plans training during darkness, if possible.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.20.5 PLAN FARP LOGISTICS

CONDITION(S): Due to mission considerations, the FARP will remain in place for an extended period of time. Additional logistics considerations must be planned. Liaison with the CSSE is accomplished.

STANDARDS: EVAL: Y: N: NE

.1 ____ Plans and identifies mission supplies.

.2 ____ Considers resupply.

.3 ____ Plans for the retrograding of supplies and personnel after FARP use.

.4 ____ Determines the requirement for EOD support.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.20.6 BRIEF FARP MISSION

CONDITION(S): The decision to employ a TARP has been made. All liaison has been performed and mission planning is complete. All participants are present for the brief.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NWP-55-9 ASH Manual/unit SOP.

.2 ____ Briefs procedures for ordnance. HST, and ATC.

.3 ____ Briefs general scheme of maneuver for the basic mission.

.4 ____ Briefs TARP security plan.

.5 ____ Briefs communications plan and provides handouts.

.6 ____ Briefs weather criteria.

.7 ____ Briefs go/no 80 criteria.

.8 ____ Briefs deception plan if necessary.

.9 ____ Briefs threat intelligence, to include escape and evasion procedures.

.10 ____ Briefs downed aircraft procedures in the TARP area.

.11 ____ Briefs disengagement procedures from the refueling points in case of emergency/attack.

.12 ____ Briefs codewords.

.13 ____ Briefs alternate TARP location(s).

.14 ____ Briefs timeline.

.15 ____ Briefs rules of engagement/weapons status and conditions.

.16 ____ Briefs arming/dearming procedures.

.17 ____ Briefs special considerations.

.18 ____ Briefs obstacle clearance for TARP area.

.19 ____ Briefs f1ight formations with reference to the refueling/rearming sequence.

.20 ____ Briefs receiver aircraft on the amount of fuel to be taken.

.21 ____ Briefs the number of refueling points.

.22 ____ Briefs refueling and rearming headings.

*23 ____ Briefs movement of aircraft in the FARP area.

.24 ____ Briefs FARP area diagram.

.25 ___ Briefs location of ground safety equipment.

.26 ____ Briefs visual signals for day/night.

.27 ____ Brief. contingency actions and emergency procedures.

EVALUATOR INSTRUCTIONS: This brief is to be conducted by the mission commander or his designee. All participants attend.

KEY INDICATORS: None.

TASK: 3C.20.7 BRIEF NIGHT FARP OPERATIONS

CONDITION(S): Night FARP operations are required to support effectively the MAGTF. This brief is to be conducted in conjunction with other briefings, as applicable.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs ambient illumination.

.2 ____ Briefs illumination plan.

.3 ____ Briefs night vision device procedures.

.4 ____ Briefs ITG.

.5 ____ Briefs aircraft lighting, FARP lighting, end ground directors lighting.

.6 ____ Briefs contingencies and emergency procedures at the FARP.

EVALUATOR INSTRUCTIONS: This brief is to be conducted by the mission commander or his designee. All participants attend.

KEY INDICATORS: None.

TASK: 3C.20.8 EXECUTE FARP EN ROUTE PHASE

CONDITION(S): A mission has been assigned which requires an en route FARP, and the ACE has completed all required liaison, planning. and briefing. Orders have bean issued and all preparations have been checked.

STANDARDS: EVAL: Y: N: NE

.1 ____ Executes mission, as briefed.

.2 ____ Executes mission communications plan. as briefed.

.3 ____ Planned and briefed assets are available.

.4 ____ Appropriate number and types of personnel are available.

.5 ____ Adheres to ROE.

.6 ____ Adheres to timeline.

.7 ____ Executes mission security plan, as briefed.

.8 ____ Tactically disperses aircraft.

.9 ____ Plies flight formations, as briefed.

.10 ____ Control points allow for flexibility.

.11 ____ Flight leaders respond to emergencies immediately.

.12 ____ Understands scatter plan, and implements it without undue communications.

.13 ___ Aircraft arrive at the FARP, as planned.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.20.9 EXECUTE FARP AREA OPERATIONS

CONDITION(S): Assigned aircraft arrive at the FARP site.

STANDARDS: EVAL: Y: N: NE

.1 ____ Executes FARP, as briefed.

.2 ____ configures FARP, as briefed.

.3 ____ Refueling/rearming area allows far safe separation of aircraft.

.4 ____ Onsite FARP coordinator and support personnel are present in the zone and are in control.

.5 ____ Movement of aircraft in the FARP area is as briefed.

.6 ____ Executes visual signals, as briefed.

.7 ____ Aircrews adapt to changes without sacrificing mission accomplishment.

.8 ____ Sufficient fuel is available for receiver aircraft.

.9 ____ Constructs FARP site in sufficient time to support the mission.

.10 ___ Aircraft receive proper ordnance.

.11 ____ Refueling/rearming headings are as briefed.

.12 ____ Refueling sequence is as briefed.

.13 ____ Total time of refueling is as briefed.

.14 ____ Available number of refueling points is as briefed.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.2O.lO EXECUTE FARP NIGHT OPERATIONS

CONDITION(S): The task requires night FARP operations to be conducted in
support of MAGTF operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ FARP lighting is sufficient.

.2 ____ Taxi directors use appropriate lighting.

.3 ____ ITG methods are successful.

.4 ____ Aircraft lighting is as briefed.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3C.21 NUCLEAR. BIOLOGICAL. CHEMICAL (NBC) OPERATIONS

TASK: 3C.2l.1 PREPARE FOR NBC OPERATIONS

CONDITION(S): Enemy forces, in order to destroy/disrupt operations, can employ NBC munitions in the area where the squadron is located. Due to the enemy, passive and active defense measures must be used for survival of the unit. This task may be evaluated during any evolution (ground or air) in which the squadron participates. Safety of aircraft and crews is the primary consideration when employing actual chemical agents and masking procedures. As desired by the evaluator, this task may be exercised through the use of smoke, gas, or a combination thereof at any time during the evaluation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes an SOP which outlines procedures for enemy NBC strikes and reports required.

.2 ____ Issues all individual NBC defense equipment authorized by the unit table of equipment to each individual and ensures equipment is serviceable.

.3 ____ Makes operationally ready and distributes all unit defense equipment T/E’s to designated and trained/knowledgeable operators.

.4 ____ Identifies shortages and takes replacement actions.

.5 ____ Assembles and prepares decontamination equipment and bulk decontaminates for ready transport to a decontamination area.

.6 ____ Fills Mll decontamination equipment units (water used for training).

.7 ____ Establishes MOPP level by the TAC/appropriate staff member and personnel at or above the required MOPP level.

.8 ____ Ensures personnel are familiar with the Operational Exposure Guide (FMFM 11-8) and Mission Oriented Protective Posture (FMFM 11-9) for the control of exposure of personnel to radiation or chemical hazards.

.9 ____ Ensures Marines properly identify NATO or enemy NBC contamination markers.

.10 ____ Emplacement of equipment maximizes utilization of terrain features for cover, concealment, and topographic shielding.

EVALUATOR INSTRUCTIONS: Provide the unit information to expect an imminent nuclear attack by the enemy, and integrate NBC scenarios with normal assignments. Evaluator(s) should be highly trained in the area of NBC Defense (MOS 57XX) or be thoroughly trained in this area as part of Evaluator's School.

KEY INDICATORS: None.

TASK: 3C.21.2 PREPARE FOR NUCLEAR ATTACK

CONDITION(S): The squadron is informed that nuclear weapons have been used in offensive operations. SOP's/OP Orders are onhand to provide checklists, sequence of actions, and guidance.

STANDARDS: EVAL: Y: N: NE

.1 ____ Identifies backup/alternate command, control, and communications procedures.

.2 ____ Alerts subordinate/displaced elements.

.3 ____ Squadron continues the mission while implementing actions to minimize casualties and damage.

.4 ____ Protects vehicles and equipment from heat, blast. and radiation.

.5 ____ Initiates periodic monitoring, using available survey instruments.

.6 ____ Personnel identify/prepare shelters from heat. blast, and radiation.

.7 ____ Protects/secures all loose items. flammable/explosive items. food and water from heat, blast, and radiation.

.8 ____ Familiarizes Marines with standard first aid procedures to provide self/buddy aid for nuclear blast and thermal effects.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.2l.3 RESPOND TO THE INITIAL EFFECTS OF A NUCLEAR ATTACK

CONDITION(S): Nuclear attack is simulated by the detonation of an artillery or nuclear blast simulator or by other appropriate means.

STANDARDS: EVAL: Y: N: NE

.1 ____ Upon recognizing the attack, all personnel take immediate action to shield themselves from blast/heat of detonation.

.2 ____ Maintains or reestablishes chain of command and communications. Squadron resumes mission, if possible.

.3 ____ Submits NBC-1 initial and follow-up reports, as required, rapidly to higher headquarters by personnel designated or responsible for collecting the information. Forwards reliable and complete reports rapidly. by secure means, when possible.

.4 ____ Gives first aid and evacuates casualties to a medical treatment Station as the mission permits; evacuates fatalities to a graves registration collection point.

.5 ____ Submits damage assessment by secure means to higher/supported headquarters per SOP.

.6 ____ Initiates continuous monitoring, using available survey instruments.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.21.4 RESPOND TO THE RESIDUAL EFFECTS OF A NUCLEAR ATTACK

CONDITION(S): A surface or subsurface nuclear detonation has occurred. The squadron location is within the predicted fall-out zone. An MOS radiological fall-out predictor, or substitute, is available. The unit gets effective downwind messages at least once every 3 hours. NBC-2 report is furnished to the unit about 15 minutes after the detonation, or prepared by the unit; NBC-3 report is furnished about 45 minutes after detonation; NBC-S report and/or contamination overlay is provided about 4 hours after the detonation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Performs squadron mission concurrently with all other actions.

.2 ____ Advises supervisors of estimated time of fall-out arrival and notifies subordinate units.

.3 ____ Maintains continuous monitoring using available survey instruments.

.4 ____ Protects equipment, munitions, POL, food, and water from fall-out.

.5 ____ Personnel take protective measures to minimize fall-out effects as mission permits.

.6 ____ Forwards NBC-4 reports. as required, to the higher headquarters by secure means.

.7 ____ Records and reports unit total dose information to higher headquarter using available secure means.

.8 ____ Minimizes exposure while the CO determines if relocation to a clean area is necessary or possible. Calculates optimum time of exit.

.9 ____ Personnel provide first aid treatment to casualties in a nuclear environment, as required.

.10 ____ Assesses casualties and fatalities.

EVALUATOR INSTRUCTIONS: Squadron commander is advised of estimated time of fall-out arrival.

KEY INDICATORS: None.

TASK: 3C.21.5 PERFORM RADIOLOGICAL DECONTAMINATION

CONDITION(S): Fallout has ceased, and personnel and equipment are contaminated. The hazard to personnel does not allow time for the radiation to decay to a minimum level. Time and tactical situation permits decontamination. Decontamination support is not available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes decontamination priorities.

.2 ____ Establishes decontamination point.

.3 ____ Decontamination personnel wear appropriate protective clothing and equipment.

.4 ____ Decontaminates equipment, personnel. individual weapons. and electronic systems using appropriate decontamination kits.

.5 ____ Decontaminates unit equipment and vehicles using appropriate expedient devices.

.6 ____ Marks contaminated areas with NATO standard NBC markers.

.7 ____ Determines adequacy of decontamination using available personnel and equipment monitoring instruments.

.8 ____ Discards contaminated materials according to tactical SOP, marks as contaminated, and provides location to the higher headquarters.

.9 ____ Decontaminates decontamination personnel, as necessary.

.10 ____ Does not exceed OEG.

.11 ____ Records and reports total dose information to the MAGTF command element.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C .21.6 CROSS A RADIOLOGICALLY CONTAMINATED AREA

CONDITION(S): Tactical situation forces a squadron to cross a radiologically contaminated area while moving to a new site. Unit receives an NBC-S report or contamination overlay from the MAGTF command element.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes temporary facilities to continue the mission while a new site is being constructed.

.2 ____ Posts NBC-S report and/or contamination overlay to situation map and determines route.

.3 ____ Obtains route clearance and approval. if necessary.

.4 ____ Provide. turn back dose and dose rate to advance party and/or reconnaissance team.

.5 ____ Provides vehicles with additional shielding and personnel with all available protection from dust.

.6 ____ Dispatches advance party and/or recon team to reconnoiter new areas.

.7 ____ Crosses suspected contaminated area while employing contamination avoidance techniques.

.8 ____ Does not exceed operational exposure guidance.

.9 ____ After clearing the contaminated area, determines the degree of personnel and equipment contamination, using available personnel and equipment monitoring instruments.

.10 ____ Establishes decontamination priorities and performs decontamination, as required.

.11 ____ Records and reports unit total dose information, using available total dose instruments, to higher headquarters.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.21.7 PREPARE FOR A FRIENDLY NUCLEAR STRIKE

CONDITION(S): Unit receives a friendly NUCWARN per FMFM 11-8. TAX/TACC is located within minimum safe distance (MSD) 2 to 3.

STANDARDS: EVAL: Y: N: NE

.1 ____ Personnel accurately and completely apply the NUCWARN to the situation map within 5 minutes after message receipt.

.2 ____ Pertinent information regarding the planned detonation (time of burst, around zero, fall-out coverage, MSD, etc.) is available to the TAC.

.3 ____ Advises TAC of the vulnerability of the unit to the burst (within MSD 1, 2, or 3) and residual contamination (within predicted fall-out zone).

.4 ____ Advises TAC of the measures needed to prevent casualties, damage, and extended interference with the mission.

.5 ____ Squadron implements protective measures, as directed, by higher headquarters, consistent with the mission.

.6 ____ Personnel minimize exposure by rolling down sleeves, buttoning collars, and wearing additional clothing equal to a two layer uniform.

.7 ____ Personnel take cover in foxholes, bunkers, armored vehicles, existing shelters (basements, culverts, caves, tunnels, etc.), or lie prone on open ground.

.8 ____ Places vehicles behind masking terrain.

.9 ____ Deactivates duplicate electronic devices, disassembles erected antennas, and ties down antennas. Erects bare minimum radio equipment only.

.10 ____ Places all loose items (small weapons, tools, etc.) and highly flammable/explosive items (POL, propellants, missiles etc.) in armored vehicles or shelters.

.11 ____ Squadron acknowledges the warning before the expected time of burst. Implements all protective measures.

EVALUATOR INSTRUCTIONS: Evaluator simulates nuclear detonation with an artillery or nuclear blast simulator, or informs the unit that nuclear blast has occurred. Evaluator a55555C5 casualties and damage to unprotected personnel and equipment.

KEY INDICATORS: None.

TASK: 3C.21.8 PREPARE FOR A CHEMICAL AGENT ATTACK

CONDITION(S): Squadron is informed that chemical weapons have been used in the theater of operations and that a chemical attack is imminent.

STANDARDS: EVAL: Y: N: NE

.1 ____ Squadron has and uses a chemical defense SOP which addressee chemical defense/decontamination procedures.

.2 ____ Directs squadron to increase MOPP consistent with mission, temperature, work rate, and TAC 5uidance.

.3 ____ Identifies unit tasks that require a high degree of manual dexterity or physical strength, and are difficult to perform in MOPP 4. Plans alternate methods, such Cs rotating or assigning Additional personnel.

.4 ____ Marines identify criteria for and demonstrate the capabilities for donning the protective mask and chemical protective ensemble.

.5 ____ Uses the buddy system to facilitate monitoring/treatment for chemical agent poisoning and emergency decontamination of team members.

.6 ____ Squadron performs its mission while implementing all actions to minimize casualties and damage.

.7 ____ Personnel veer the appropriate level MOPP equipment for the condition set.

.8 ____ Covers portions of essential equipment, munitions, POL, food, and water supplies that cannot be placed in a shelter with expendable or readily decontaminated tarps, shelter halves, or ponchos.

.9 ____ Affixes detector paper to visible, horizontal surfaces of protective clothing and on equipment, munitions, etc.

.10 ____ Checks squadron equipment to ensure the Mil is filled. individuals have complete M13 and M256 kits, and there is an available water source with a supporting road network.

.11 ____ Reports potential decontamination sites to the higher headquarters.

.12 ____ Installs and monitors available chemical agent alarms.

.13 ____ Uses protective NBC equipment end supplies properly and maintains them in a high state of serviceability.

14 ____ Marines demonstrate a knowledge of chemical agent symptoms.

EVALUATOR INSTRUCTIONS: Squadron is informed that chemical weapons have been used in theater and that attack is imminent.

KEY INDICATORS: None.

TASK: 3C.21.9 RESPOND TO A CHEMICAL AGENT ATTACK

CONDITION(S): Squadron is subjected to a chemical agent attack. Site should support the type of activities being conducted and permit the safe use of simulators and device..

STANDARDS: EVAL: Y: N: NE

.1 ____ Upon hearing a chemical alarm. personnel take immediate protective measures followed by treatment/decontamination of casualties. (KI)

.2 ____ Personnel automatically mask upon notification of any enemy artillery, rocket, or air attack/overflight.

.3 ____ Personnel automatically mask upon perceiving a suspicious odor, airborne droplets/mist, or smoke from unknown source.

.4 ____ Marines do not unmask until authorized. (KI)

.5 ____ Squadron personnel perform mission for at least 4 hours while in MOPP 4.

.6 ____ Identifies type of chemical agent using available detector kit.

1. If persistent agent:

.7 ____ Locates contamination and marks with NATO standard markers,

.8 ____ Reports location end type of contamination to the higher headquarters.

.9 ____ CO determines if immediate relocation to a clean area is necessary or possible and advises MAGTF/MAG commander.

.10 ____ Determines priorities for decontamination. Requests decontamination support. if required.

.11 ____ Wraps WIA’s, marks as contaminated, and evacuates as mission permits. Warns medical treatment facility.

.12 ____ Wraps KIA’s, marks as contaminated, and evacuates as mission permits. Warns graves registration collection point.

1. If nonpersistent agent:

.13 ____ Follows unmasking procedures. (KI)

.14 ____ Evacuates WIA’s to the medical treatment facility as mission permits.

.15 ____ Evacuates KIA’s to the graves registration collection point as mission permits.

.16 ____ Services end returns detector units to operation.

.17 ____ Replaces expended chemical defense items, as required.

.18 ____ CO adjusts MOPP level, as required.

.19 ____ Squadron provides first aid treatment to casualties in a chemical environment.

EVALUATOR INSTRUCTIONS: Selected personnel are presented decontamination training kits and first aid treatment training devices to "treat designated casualties." Every attempt must be made to provide a realistic situation through devices, scenarios. or other aids. A believable. well-supported situation shall be imposed by the trainer/evaluator.

KEY INDICATORS:

CHEMICAL CASUALTIES

Chemical casualties are described as:

1. Personnel without mask and hood within arms reach, without decontamination kits, or not wearing chemical protective clothing.

2. Personnel not taking immediate corrective actions upon perceiving the attack. hearing a chemical agent alarm, being ordered to mask. or using incorrect masking procedures (not masking within seconds), or making incorrect use of decontamination kits/first aid treatment items.

3. Marines who unmask or otherwise assume a lesser degree of MOPP without being authorized to do so.

UNMASKING PROCEDURES

When a detector kit is available, the following unmasking procedures will be adhered to:

1. After determining absence of agents, two or three Marines unmask for 5 minutes.

2. Marines remask and are examined in a shady area for symptoms for 10 minutes.

3. If no symptoms appear, remainder of unit may unmask.

When no detector kit is available, the following unmasking procedures will be adhered to:

1. Two or three Marines take a deep breath, hold it, break the seal on their masks, and keep their eyes open for 15 seconds.

2. Then they clear their masks, reestablish the seal and wait 10 minutes.

3. If no symptoms appear. the same Marines break the seal of their masks, take two or three deep breaths, clear and reseal their masks.

4. If after 10 minutes no symptoms have appeared, the same Marines unmask for 5 minutes and then remask.

5. If after 10 more minutes no symptoms have appeared. the rest of the unit may unmask.

TASK: 3C.21.10 PERFORM PARTIAL DECONTAMINATION

CONDITION(S): Personnel and equipment have been contaminated by a chemical agent. Emergency decontamination has been accomplished. Time is not available for complete decontamination. The hazard is such that partial decontamination is required. All personnel maintain a maximum MOPP level. Extent of decontamination is determined and decontamination priorities are established.

STANDARDS: EVAL: Y: N: NE

.1 ____ Personnel decontaminate individual weapons and squadron equipment using appropriate decontamination kits.

.2 ____ Determines extent of decontamination and establishes decontamination priorities.

.3 ____ Removes and decontaminates or discards contaminated protective covers.

.4 ____ Ensures decontamination procedures are appropriate to items being decontaminated. (KI)

.5 ____ Decontaminates squadron equipment and vehicles using appropriate expedient devices.

.6 ____ Squadron conducts hasty decontamination of its personnel, if necessary.

.7 ____ Determine. adequacy of decontamination. (KI)

.8 ____ Discards contaminated materials according to tactical SOP, marks as contaminated, and provides location to the MAGTF command element.

.9 ____ CO reduces MPP level, if required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DECONTAMINATION PROCEDURES

Initial decontamination of unit equipment, vehicles, and weapons may be accomplished by:

1. Removing all gross liquid contamination with sticks or other improvised devices, which are buried after use.

2. Utilizing Mll decontamination apparatuses filled with DS2 to spray areas frequently used or touched. (Water is used to simulate D52 in a training environment.)

Contaminated items that may need special decontamination treatment are:

1. POL. Food. Water Containers. and Munitions: Washed with soapy water, rinsed, and thoroughly sir dried.

2. Communications Equipment, Vans, and Other Electronic Equipment: Decontaminated with hot air, by weathering, or by wiping all metal part. with rags soaked with DS2 (water is used for training purposes).

3. Optical Instruments: slotted with rags and then wiped with lens cleaning solution or organic solvent.

Adequacy of decontamination is determined using the chemical agent detector kit. If contamination is still present, decontaminate again.

ADEQUACY OF DECONTAMINATION

If inadequate:

a. Procedures are repeated.

b. Decontamination support is requested or:

c. Risk of using equipment is accepted.

TASK: 3C.21.11 COORDINATE FOR COMPLETE DECONTAMINATION OF EQUIPMENT

CONDITION(S): squadron equipment has been contaminated by a chemical agent. Emergency decontamination has been accomplished. Time is available for complete decontamination. Decontamination support from a decontamination unit is available upon request

STANDARDS: EVAL: Y: N: NE

.1 ____ Makes coordination with the decontamination unit as to time of arrival, supplies, equipment, and personnel support to be furnished by the contaminated unit, and estimates time of completion.

.2 ____ Squadron receives route clearance to Personnel Decontamination Station Equipment Decontamination Station (PDS/EDS) assembly area. Dispatches advance party (personnel to augment decontamination operation and establish security) to PDS/EDS.

.3 ____ Main body arrives at PDS/EDS assembly area and organizes for processing.

.4 ____ Decontamination begins as scheduled.

.5 ____ Squadron personnel reorganize in a clean area upwind of residual effects for the resumption of their mission.

.6 ____ CO adjusts MOPP level, as required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.21.12 EXCHANGE PROTECTIVE CLOTHING

CONDITION(S): The protective clothing is contaminated and a suitable uncontaminated area is available.

STANDARDS: EVAL: Y: N: NE

.1 ___ Individuals don new protective clothing.

.2 ____ Removes contaminated clothing without transfer of contamination.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3C.2l.13 CONDUCT NBC AERIAL SURVEY

CONDITION(S): An NBC aerial survey must be conducted to determine the extent of contamination. Safety of aircraft and aircrews remains a primary consideration in the conduct of aerial radiological and chemical surveys.

STANDARDS: EVAL: Y: N: NE

.1 ____ Wears appropriate level MOPP gear for condition that is set.

.2 ____ Monitor has internal communications with aircrew.

.3 ____ Aircrew knows course leg technique of radiological survey. (KI)

.4 ____ Aircrew knows point technique of radiological survey. (KI)

.5 ____ Upon completion of the flight, squadron monitor, survey, and decontamination teams check for and remove contamination from aircraft.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

COURSE LEG TECHNIQUE

1. Pilot locates the starting checkpoint of a course leg to be flown and either locates the end checkpoint or determines the azimuth of the course leg.

2. Pilot flies aircraft on the proper course to pa.. over the checkpoint on a straight path to the end checkpoint. When on course, he alert. the monitor and gives the altitude above the around.

3. Pilot commands "Mark" when the aircraft is over the starting checkpoint and flies the course maintaining a constant altitude and speed above ground.

4. Pilot alert. the monitor when aircraft near. the end checkpoint. When the aircraft is over the end checkpoint, the pilot commands "Mark".

POINT TECHNIQUE

1. When the situation permits, the aircraft lands near the point of interest and the monitor dismounts and proceeds to the selected point and takes a meter reading or tests for the presence of chemical agents.

2. If the situation does not allow for a landing, an aerial radiological reading will be taken.

TASK: 3C.21.14 SCORE THE NBC EXAM

CONDITION(S): Classroom atmosphere. An exam will be prepared at the wing/brigade level and will take no more than 30 minutes. All available personnel will take the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit averages 70 percent or higher.

.2 ____ Unit averages 80 percent or higher.

.3 ____ Unit averages 90 percent or higher.

.4 ____ Unit averages 100 percent.

EVALUATOR INSTRUCTIONS: Standards will be marked either Y or N As an example, if the team average was 86 percent, 3C.21.14.1 and 3C.21.14.2 would be marked Y (Yes) and the remainder would be marked N (No).

REQUIRED DATA:

a. No, of personnel in unit: ____

b. No. of personnel takin5 exam: ____

c. Unit average: ____

KEY INDICATORS: None.

SECTION 3D

MARINE EXPEDITIONARY UNIT (SPECIAL OPERATIONS CAPABLE) AVIATION COMBAT ELEMENT (MEU(SOC) ACE)

ENCLOSURE (1)

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ADMINISTER RULES OF ENGAGEMENT EXAMINATION

MEU(SOC) ACE
INTRODUCTION

The MEU(SOC) ACE represents a considerable portion of the MEU's maneuver and organic firepower. This capability must be brought to bear quickly, effectively, and with force against the enemy. The MEU(SOC) ACE commander and staff must know how best to tactically coordinate, on a given mission, the different aircraft and other aviation assets within the ACE, especially the embarked assets. Accordingly, the MEU(SOC) ACE MPS's were written and organized to emphasize tactical integration and coordination of embarked MEU aviation assets.

The MPS's, tasks, and standards were derived from Marine Corps doctrine, tactics and techniques, other service methodology, and field recommendations from Marine Corp. commands.

Commanders should use MCCRES MPS's to establish training objectives, and take every opportunity to informally evaluate their units against these standards. The system provides the commander with a tool to formally or informally evaluate the combat readiness and training of his unit, to identify the strengths and weaknesses, and to enable the commander to prioritize the unit's future training requirements.

These standards apply to the ACE in support of a MEU, and it is preferred that evaluations be conducted in that manner. The ability of the MEU(SOC) ACE commander to dynamically recommend the employment of aviation elements, and the unit itself to exhibit its efficiency in support of tactical operations will be the basis for a successful demonstration of its combat readiness.

MCCRES tasks for the MEU(SOC) ACE presupposes that personnel and logistic support are ample to achieve minimum acceptable standards, but it is acknowledged that sufficient people and equipment are not always available. The standards are written so that those sections applicable to a particular exercise or training scenario can be selected for evaluation. The unit is not penalized if they cannot attempt all the standards. When external factors contribute to limiting the unit's combat evaluation, it should be noted and recorded in the overall report.

3D.1 AVIATION COMBAT ELEMENT (ACE) INITIAL PLANNING

TASK: 3D.1.1 CONDUCT INITIAL PLANNING

CONDITION(S): The MEU is in receipt of a warning order and has begun planning for an operation. The embarked MEU(SOC) ACE is comprised of a medium helicopter squadron (HMM) reinforced with heavy lift, utility, and attack helicopters, V/STOL attack fixed-wing aircraft, forward antiair defense weapons, and aviation command and control. The MEU(SOC) ACE commander, using his original staff, augmented by representatives from the attached detachments, oversees aviation planning and coordination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives MEU commander's planning guidance and intent.

.2 ____ Requests EEI's from the MEU S-2 to include: enemy detection and reaction capabilities; type and location of antiaircraft weapons; force concentrations; enemy ECM and ECCM capabilities; enemy aircraft; weather conditions in the AOR; terrain and LE conditions; and safe areas. Passes information down to the subordinate aircraft and air control personnel.

.3 ____ Provides advice to the MEU representatives during the formulation of the aviation requirements which includes calculations for troop lifts, preplanned CAS. DAS, CIFS, aerial reconnaissance, air defense assets, illumination, C&C flights, and logistic support need's.

.4 ____ Completes an initial estimate of all aviation requirements for the MEU commander.

.5 ____ Convenes an air requirements and coordination conference, and submits for MEU's approval, a prioritized list of requested missions.

.6 ____ Prepares aviation estimates of supportability for all operations assigned, and identifies any limitations or problem areas. (KI)

.7 ____ Coordinates with the MEU for procedures to control MEU aviation use during all the phases of advanced operations, emergency defense of the Al's', amphibious assault, and subsequent operations ashore.

.8 ____ Plans downed aircraft and personnel recovery procedures, and ensures dissemination by operations order or SOP.

.9 ____ Prepares rules of engagement, weapons conditions, and alert conditions criteria for MEU approval, and disseminates them to subordinates after approval.

.10 ____ Coordinates LAAD employment based on landing force/Al's' requirements and threat intelligence.

.11 ____ Determines basing options ashore for aviation assets to include the establishment of control facilities and remote sites, if required.

.12 ____ Plans amount of bulk fuel required throughout the operation to include shore-based storage locations, if required.

.13 ____ Identifies any onshore based security requirements and coordinates with the MEU for personnel or equipment augmentation, if required.

.14 ____ Determines ordnance/pyrotechnics requirements to support operations and arranges with appropriate agencies for breakout, buildup, and ready access.

.15 ____ Coordinates all communications requirements with the MEU CEO to include frequencies, encryption hardware/software, and authentication materials.

.16 ____ Preplans TRAP requirements, and coordinates CSAR augmentation with the Al's', and ground augmentation with the GCE and CSSE if required.

.17 ____ Coordinates mission and weather go/no go criteria with the supported unit and the assigned mission commander for the MEU commander's approval.

.18 ____ Plans combat intelligence update methods to ensure ACE elements have the latest available information.

.19 ____ Prepares those portions of the operations plans for which the ACE has staff cognizance or staff input.

.20 ____ Provides specific aviation planning considerations to the ATF', MEU, GCE, and CSSE for inclusion into their planning and/or operations orders.

.21 ____ Coordinates NBC policies and procedures for all subordinate aviation elements to include warning, reporting, detection, decontamination, exposure guidance, casualty handling, and required MOPP conditions based on MEU guidance.

.22 ____ Provides continual guidance to subordinate elements throughout the planning phase by issuing sop's, OP orders, directives, memorandums, or outline plane, and hosting staff conferences and informal briefings.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

INITIAL ESTIMATE OF LY AVIATION REQUIREMENTS

This initial estimate is prepared as soon as preliminary information on the assigned missions is available. This initial estimate may only include the number and type of aircraft, the control agencies necessary, and the logistic support required. Some of the air support allocations can be deduced from the aviation capabilities of the force involved, estimates of enemy air, and the general mission of the LF.

TASK: 3D.1.2 CONDUCT COMMAND AND CONTROL PLANNING

CONDITION(S): The task organization of the MEU, the expected threat, aviation asset availability, and the commander's probable courses of action have been given. Personnel are tasks to develop those portions of the operations order that the MEU(SOC) ACE has staff cognizance over.

STANDARDS: EVAL: Y: N: NE

.1 ____ Formulates MEU(SOC) Act aviation planning, and provide. liaison representatives to the MEU subordinate elements as required.

.2 ____ Coordinates with MEU, PHIBRON, TACRON, and ship's Air Department on procedures for fixed-wing and rotary-wing mixed deck operations, to include surge operations during transit to the ADA, deck launched intercepts, and D-day on-cell CAS.

.3 ____ Integrates and coordinate. communications support requirements with the MEU to include frequency requirements, voice security devices, and authentication material.

.4 ____ Plans for aerial radio relay or retransmission, if required.

.5 ____ Recommends control measures for approval and inclusion in EMU operation. orders to include control points, handover points, and return to force procedure.

.6 ____ Ensures requesting units are promptly informed of any missions that cannot be filled due to lack of assets.

.7 ___ Identifies needs for airborne control agencies; i.e., SAC(A), TAC(A). FAC(A), and/or HC(A) as required. Requests outside assistance if none is locally available for a particular mission assignment.

.8 ____ Coordinates procedures with the MEU to mark targets and provide landward terminal control for OAS/assault support aircraft.

.9 ____ Coordinate. and participates in any required FAC party liaison with the supported unit.

.10 ____ Establishes procedures for the coordination of initial terminal guidance (ITG) with reconnaissance/advance elements.

.11 ____ Publishes helicopter landing diagram(s) and coordinates HST procedures to be used.

.12 ____ Ensures authority and procedures to chance landing zones or ingress/egress routes are clearly established in the operations order or SOP's.

.13 ___ Provides input on sir defense control measures (CAP positions, RTF procedures, MEZ's, etc.), and asset allocations prior to establishing the ADA.

.14 ____ Develops a pilot/controllers handbook which details communication frequencies and color codes, alternate or divert airfields, ordnance codes, codewords, available NAVAID's, control measures, rules of engagement, fire support coordination measures, CAS brief form, abbreviated maps, and airfield diagrams for all aircrews.

.15 ____ Complies with procedures to keep the MEU aware of current operational aviation support efforts

.16 ____ Reconfirms air control measures to be used with the CLF/CATF.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.1.3 CONDUCT ANTIAIR WARFARE PLANNING

CONDITION(S): By task organization, MEU assets for antiair warfare are limited. A CVBG or land based aircraft, will provide additional aviation assets for the requirements as delineated by the CATF/CLF. It is imperative that air superiority be established in the area of operations to permit the conduct of LF operations at a given time and place without prohibitive interference by the opposing force. The ACE tasks organic assets, and coordinates outside requirements with the ATF through the MEU staff, based on the priorities set by the MEU commander.

STANDARDS: EVAL: Y: N: NE

.1 ___ Participates in emergency defense of the amphibious task force (EDATF) planning and submits recommendations to MEU/GCE for approval. (KI)

.2 ____ Disseminates emergency Al" alert procedures/equipment (sound power phones, radios, sirens) to aircrews and LAAD gunners.

.3 ____ Provides ATF control procedures to assigned aircrews and LAAD gunners for use if the ATF comes under attack.

.4 ____ Provides Al" airborne control frequencies to alert crews prior to launch.

.5 ___ Develops aviation "scatter plan" for use if the Al" comes under attack.

.6 ____ Coordinates with ATF planners for the establishment of AAW rules of engagement, warning conditions, weapons conditions. and ensures dissemination to subordinates.

.7 ____ Ensures essential elements of information (EEI's) concerning the capabilities and locations of enemy sir and antiair facilities in the objective area, as well as their ECM and ECCM capabilities, are requested froes the S-2 and passed down to the users.

.8 ____ Plans for any ACE assets established ashore to integrate passive sir defense to include the use of cover, concealment, deception, dispersion, and protective construction.

.9 ____ Calculates numbers of aircraft required for MW mission areas and direct support escort of helicopterborne forces.

.10 ____ Ensures dissemination of emission control (E))C30N) standards to subordinate elements.

.11 ____ Assists in planning ADA airspace control procedure., to include entry/exit points for outside support assets, CAP's, FEZ's, end RTF procedures.

.12 ____ Ensures promulgation of standard procedures and terminology for conduct of carrier controlled intercepts (CCI) and CAP management.

.13 ____ Assists in formulating communication plan for airspace management and mission control.

EVALUATOR INSTRUCTIONS: None

KEY INDICATORS:

EMERGENCY DEFENSE

Marine Air Ground Task Force assets are not included in the planning for the routine defense of the ATF as that function is provided by the CVBG weapons systems or preplanned CBGV cover. In an emergency, landing force aviation assets may be used as a final option for ATF defense when:

1. Increasing tensions, intelligence, or defense conditions indicate an attack is imminent, or the ATF is under actual attack.

2. The governing rules of engagement permit the intercept or engagement of aircraft/boats of forces declared hostile.

3. Other circumstances or situations occur so that the CATF and CLF agree that an emergency exists.

TASK: 3D.1.4 CONDUCT ASSAULT SUPPORT PLANNING

CONDITION(S): A daily conference is held to coordinate and schedule all MEU air support requirements for the next 24 hours. Assault support includes vertical assault airlift, fixed-wing air delivery of cargo or battlefield illumination, in-flight refueling, and air evacuation. Elements of the MEU are determining their requirements for future operations and have requested support from the MEU(SOC) ACE.

STANDARDS: EVAL: Y: N: NE

.1 ____ Calculates sorties available for assault support and provides this information to the MEU.

.2 ____ Receives MEU approved assault support requirement. and based on the priorities assigned, begins developing detailed planning.

.3 ____ Develops planning figures for a surge effort, identifying how Ions the surge effort can be sustained, how many days will be required to recover, and the sorties available during recovery.

.4 ____ Coordinates requirements for airframe configuration required to support special missions; i.e., litters to meet MEDEVAC tasking, etc.

.5. ____ Recommends LZ's as well as alternates, based on the zone(s) of action and threat analysis.

.6 ____ Determines distance and fuel requirement., and identifies the need for aerial refueling, FARP's, LZSA's, and/or forward sites.

.7 ____ Determines the requirements for navigation/pathfinder aircraft as well as escort aircraft for troop lifts. and requests outside assistance, if required (CVBG or theater land based assets; e.g., E2, E3).

.8 ____ Provides terrain masking and threat avoidance information, based on a detailed terrain analysis and available intelligence, to aircrew for primary/alternate route planning.

.9 ____ Requests forecasted weather and lunar illumination when planning day/night operations.

.10 ____ Coordinates the integration of mission control points.

.11 ____ Develops and coordinates codewords to identify completion of critical mission phases.

.12 ____ Coordinates emergency extraction plan.

.13 ____ Develops contingency plans for landing at alternate airfields in friendly territory adjacent to the AOR or on ships. in an emergency.

.14 ____ Submits details of the tactical recovery of aircraft and personnel (TRAP) contingency plan to the MEU.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.1.5 CONDUCT AERIAL RECONNAISSANCE PLANNING

CONDITION(S): Landing force objectives have been identified. MEU(SOC) ACE aerial reconnaissance assets are limited. Timely reconnaissance is required for both initial mission planning and follow-on damage assessments.

STANDARDS: EVAL: Y: N: NE

.1 ____ Coordinates the aerial reconnaissance and observation plan for the MEU.

.2 ____ Establishes procedures in conjunction with applicable shipboard command and control agencies regarding surface search mission execution by ACE assets. Planners should ensure that missions are deconflicted with outside air assets as well as friendly surface units.

.3 ____ Establishes procedures for collection procedures and timely dissemination of aviation acquired combat information.

.4 ____ Assists the MEU S-Z in planning for aerial emplaced sensors (Aerial Delivered Seismic Intrusion Detectors (ADSID).).

.5 ____ Recommends aerial reconnaissance assets to be used in various multi mission roles; i.e., adjustment of fires, BDA reports. LE studies, route reconnaissance, NAVAID to friendly forces, hand-held photography.

.6 ____ Plans measures to support any organic reconnaissance mission; i.e.. deception, airstrikes, ECM, escort, and/or in-flight refueling.

.7 ____ Plans for surprise. speed, and the avoidance of offensive combat action in order to protect assigned aircraft on reconnaissance missions and ensures the delivery of required information.

.8 ____ Obtains any special equipment (NVG. starlite scopes) required for visual observation at night and during periods of low visibility.

.9 ____ Ensures all pilots are briefed on responsibilities for visual reconnaissance and immediate debrief for all flights.

EVALUATOR INSTRUCTIONS: None,

KEY INDICATORS: None.

TASK: 3D.1.6 CONDUCT OFFENSIVE AIR SUPPORT (OAS) PLANNING

CONDITION(S): A daily conference is held to coordinate and schedule all MEU air support requirements for the next 24 hours. The MEU is determining its requirements for future operations, and has tasked the ACE to assist GCE/CSSE planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Calculates daily sorties available for OAS (CAS, DAS, and CIFS) and provides this information to the MEU.

.2 ____ Develops planning figures for a surge effort, identifying how long the surge effort can be sustained, how many days will be required to recover, and the sorties available during recovery.

.3 ____ Coordinates with MEU to determine initial estimate of DAS (CAS and DAS) requirements.

.4 ____ Assists in the evaluation of potential targets.

.5 ____ Coordinates with the MEU/supported unit to determine CAS allocation priorities for preplanned and immediate missions.

.6 ____ Receives MEU commander's allocation guidance for CAS and, based on the priorities assigned, begins developing detailed planning.

.7 ____ Identifies significant CAS limitations and problem areas to the MEU.

.8 ____ Coordinates requirements for airframe configuration required to support special missions (i.e., laser guided weapons, conventional weapons. missiles, etc.).

.9 ____ Ensures appropriate weapons are available consistent with type targets assigned.

.10 ____ Provides terrain masking and threat avoidance information, based on a detailed terrain analysis and available intelligence, to the CAS aircrews for their detailed planning.

.11 ____ Ensures procedures are established for safety of flight and deconfliction with other supporting arms (NGF, artillery, mortars, and helicopter routes).

.12 ____ Coordinates with the MEU/GCE to ensure ground based terminal controllers are briefed on the mission procedures.

.13 ____ Coordinates the integration of OAS control points (rendezvous points, contact points, initial points) with the ATF control agencies (HDC, TACC, SACC).

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.1.7 CONDUCT ELECTRONIC WARFARE PLANNING

CONDITION(S): By task organization, MEU assets for airborne electronic warfare are limited. A CVBG, or land based aircraft, will provide the majority of aviation assets for the requirements as delineated by the CATF/CLF. The radio battalion has provided a direct support unit (DSU) to the supported MAGTF for planning and operations. The ACE tasks organic assets, and coordinates outside aviation EW requirements with the AT?, based on the priorities set by the MEU commander.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives MEU commander's initial planning guidance and intent.

.2 ____ Prepares an estimate of supportability.

.3 ____ Coordinates with the MEU 5-2 to establishes a single point of control to coordinate EW within the ADA.

.4 ____ Coordinates with MEU S-2/DSU, on how aviation assets can assist in the MEU EW effort (i.e., placement of monitor teams, airborne relay, etc.).

.5 ____ Ensures SW SOP's are followed and proper procedures are included in the MEU operations order, to include any reports required (MIJI. etc.).

.6 ____ Develops signal security plans to include all phases of communication security; i.e., cryptosecurity, transmission security, emission security, and physical security, and disseminates appropriate procedures to subordinate elements.

.7 ____ Develops inputs to the necessary appendixes for the concept of airborne SW (airborne and/or ground based) for the CATF/CLF. (KI)

.8 ____ Determines and requests SW support augmentation for direct support of specific aviation emissions assigned.

.9 ____ Request aircraft for airborne electronic surveillance with real time reporting over secure tactical communications nets, when required.

.10 ____ Ensures all mission plans include both active and passive SW (any aircraft can be used as an airborne listening platform).

.11 ____ Conducts OPSEC/COMSEC monitoring and reporting as directed by the MEU.

.12 ____ Ensures that all planners. operators, and users of electronic equipment thoroughly understand the EW threat.

.13 ____ Ensures aviation self defense ECM/ECCM capabilities are installed and are operable (RHAW gears DECM equipment, chaff, flares) on all aircraft.

.14 ____ Coordinates with the MEU for a viable ECCM plan (to include EMCON) which accounts for varying enemy threat capabilities.

.15 ____ Develops procedures to ensure ERIM's and ERIR's generated from the CVBG or land based assets are requested through the MEU 5-2.

.16 ____ Plans procedures for the emergency extraction of monitoring or radio relay teems, if required.

.17 ____ Ensures inclusion of SW plans when conducting rehearsals.

.18 ____ Submits SW reports per the established SOP's and/or operations orders in a timely manner.

EVALUATOR INSTRUCTIONS: None.

KEY INITIATORS:

ELECTRONIC WARFARE

EW is the use of electromagnetic energy to determine, exploit, reduce, or prevent hostile use of the electromagnetic spectrum and those actions which retain friendly use of the electromagnetic spectrum. Three categories are included:

1. Electronic Warfare Support Measures (ESM). That division of SW involving actions taken under the direct control of an operational commander to search for, intercept, and identify/locate sources of radiated electromagnetic energy for the purpose of immediate threat recognition.

2. Electronic Countermeasures (ECM). Those actions taken to prevent or reduce an enemy's effective use of the electromagnetic spectrum.

   a. Electronic Jamming. Deliberate radiation, re-radiation, or reflection of electronic energy with the object of impairing the use of electronic devices, equipment, or systems used by the enemy.

   b. Electronic Deception. Deliberate radiation, alteration, absorption, or reflection of electromagnetic enemy in a manner intended to be received by enemy electronic systems. Both manipulative and imitative deception are included.

3. Electronic Counter-Countermeasures (ECCM). That division of EW involving actions taken to retain effective friendly use of the electromagnetic spectrum.

3D.2 GENERAL ACT PLANNING

TASK: 3D.2.1 CONDUCT ADMINISTRATION PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of an operations order requiring deployment and support of MEU tactical operations. The S-1 commences planning and liaison with outside units as directed/required.

STANDARDS: EVAL: Y: N: NE

.1 ____ Coordinates and requisitions administrative supplies as required.

.2 ____ Arranges for ADPE/computer equipment for correspondence and unit diary purposes.

.3 ____ Uses published SOP's in planning and coordinating pre-deployment administrative activities.

.4 ____ Submits orders requests with sufficient lead time.

.5 ____ Screens individual records for deployability.

.6 ____ Identifies any personnel shortages and requests augmentation after coordination with all departments/attachments.

.7 ____ Identifies advance party and rear det personnel.

.8 ____ Arranges provisions for payment of deployed personnel.

.9 ____ Ensures comrats and BAS status are reflected on the unit diary.

.10 ____ Issues meal cards as appropriate.

11 ____ Coordinates forwarding of mail for deployed personnel.

.12 ____ Arranges for endorsement of orders at all detachment sites.

.13 ____ Makes the appropriate entries for accumulated deployed time and sea duty on unit diary.

.14 ____ Arranges for unit communications shift and message releasing authority while deployed.

.15 ____ Reviews casualty reporting procedures.

.16 ____ Ensures that wills. records of emergency data, allotments, dependents power of attorney, expiring I.D. cards. SGLI, etc., are updated.

.17 ____ Coordinates far the availability of a flight surgeon and corpsmen for the deployment.

.18 ____ Prepares personal affairs briefs for dependents.

.19 ____ Plans special services requirements while deployed.

.20 ____ Arranges for PAO augmentation, if required.

.21 ____ Arranges for home town news releases, if appropriate.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.2.2 CONDUCT LOGISTICS PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of an operations order requiring deployment and support of MEU tactical operations. The 5-4 commences planning and Liaison as directed/required.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives command guidance and attends any planning conferences.

.2 ____ Accomplishes planning per published SOP's and deployment checklists.

.3 ____ Coordinates SAAM requests with MEU/MAG 5-4.

.4 ____ Coordinates the loading plan with MEU/MAG S-,.

.5 ____ Ensures that certified hazardous cargo personnel are available.

.6 ____ Plans for material handling equipment (MHE) at the points of embarkation and debarkation.

.7 ____ Plans for all MEU(SOC) ACE transportation requirements; i.e., to and from billeting and work spaces, messhall, ordnance areas, duty vehicles, refuel/defuel drivers, buses for PAY, and trucks for baggage and large cargo.

.8 ____ Coordinates with the 5-3 for the LOI outlining the timetable for embarkation, including weight allowances and staging areas.

.9 ____ Plans for MEU(SOC) ACE pack up to be staged and weighed in advance, including supply pack-up and GSE gear.

.10 ____ Coordinates for working parties to accompany and to assist in the loading and unloading of aircraft/attached equipment.

.11 ____ Coordinates procedures with MEU/MALS lb', for acquiring and transporting aircraft parts not currently on hand to the deployed site/ship.

.12 ____ Coordinates with MEU/MAG Marine Corps supply for generators, tents, sleeping bags, cots, blankets, heaters, lights, water buffaloes, and/or required unit property.

.13 ____ Coordinates with MEU/MAG Marine Corps Supply/MALS Supply Department for any special equipment (782 gear, NBC MOPP gear, cold weather/desert equipment) to be issued to individuals.

.14 ____ Plans for head, shower, and laundry facilities, if required, and submits requirements to the MEU/MAG S-4.

.15 ____ Establishes a point of contact at the deployment site/ship, if available.

.16 ____ Coordinates location of office spaces and maintenance areas for all MEU(SOC) ACE departments/attachments.

.17 ____ Plans billeting and submits requirements to MEU/MAG S-4.

.18 ___ Coordinates the availability of electrical power and pressurized air for maintenance spaces.

.19 ____ Coordinates any food service requirements, including messmen and cooks, and hours of operation at deployed site/ship. and any augmentation required.

.20 ____ Identifies medical and dental capabilities at the deployed site.

.21 ____ Coordinates with the MACG DET OIC for communications requirements to include telephones, intercoms, and radios.

.22 ____ Coordinates the amount and types of fuel required at the deployed site/ship.

.23 ____ Coordinates security requirements for billeting and working areas.

.24 ____ Coordinates explosive device storage, including ejection seats, LAAD weapons (Stinger missiles), rocket motors, ordnance/ammunition, and CAD's at the deployed site/ship.

.25 ____ Coordinates disposal of hazardous waste at the deployed site/chip.

.26 ____ Coordinates for storage of individual T/O weapons and aircraft weapons at the deployed site/ship.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.2.3 CONDUCT MAINTENANCE PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of an Air Tasking Order (ATO) requiring deployment and support of tactical operations of a MEU. A variety of missions can be anticipated requiring sections, divisions, and multiple division strength. Liaison is being conducted with the permanent IMA.

STANDARDS: EVAL: Y: N: NE

.1 ____ Identifies and coordinates any personnel shortages with the 5-1 for forwarding to the MEU/MAG for assistance.

.2 ____ Identifies the advance and trail maintenance pack-up and the prepositioning of components (engines, struts, etc.) to MEU/MALS supply.

.3 ____ Coordinates with S-1 the paychecks, orders, health records, etc., of advance and trail maintenance personnel.

4. ____ Plane advance and trail maintenance parties, ensuring that appropriate licensed personnel are available, (CDI's, high power turn-up personnel, etc.) as well as any special equipment needed for embarkation if movement to C new support base is required.

.5 ____ Ensures that supervisory personnel for advance and trail maintenance parties have message releasing authority.

.6 ____ Ensures that maintenance personnel clearances for routine and classified message traffic are delivered to the message center.

.7 ____ Coordinates with S-l for any request for wills, allotments, dependents power of attorney, expiring I.D. cards, etc.

.8 ____ Coordinates with the 8-3 to determine the number of sorties anticipated and required, aircraft configurations for specific missions, and scheduling of launches that best utilize available assets.

.9 ____ Informs CO and S-3 of any shortcomings of assets available to meet the operational requirements.

.10 ____ Coordinates the ordnance requirements with 5-3 in a timely manner, to allow the request to be conveyed to MEU/MAG ordnance.

.11 ___ Coordinates with the 5-3 for a conference at the deployed site/ship to include representatives from supply, base operations, ATC, IMA, ordnance, fueling, billeting, and security to ensure coordinated efforts for aircraft support.

.12 ____ Reviews SOP's, lessons learned, etc.

.13 ____ Uses MEU(SOC) ACE SOP in planning briefings on disaster preparedness.

.14 ____ Screens aircraft logs to ensure that no aircraft inspections will interfere with the operational requirements (phase inspection, appropriate day inspection, changing of high time components, CAD's, etc.).

.15 ____ Identifies necessary teat equipment and ground support equipment (engine stands, nitrogen carts, jacks, NC units, light units, SATS loaders, hydraulic jenny, etc.), for use at the deployed site/ship and coordinates this with the 5-4

.16 ____ Coordinates with MALS IMA to make available XRAY/NDI equipment, if necessary.

.17 ____ Ensures the pre-expend bins (PEE) are stocked.

.18 ____ Ensures that all calibrated equipment is up to date including gauges, torque wrenches, jacks, tire changing kits, and avionics equipment.

.19 ___ Coordinates with MALS GSE for any predeployment licensing needed.

.20 ____ Coordinates with MALS supply department to make available high use items including brakes, tires, black boxes, and high time items.

.21 ____ Coordinates with the MEU(SOC) ACE S-4 for necessary transportation to replenish aircraft parts and other supplies, if required.

.22 ____ Coordinates with the MEU(SOC) ACE 5-4 for transportation of maintenance personnel to and from billeting, work spaces, and dining facilities, if required.

.23 ____ Coordinates with MEU(SOC) ACE 5-4 for any special personnel equipment requirements (field jackets, 782 gear, cold weather gear, mosquito nets, etc.).

.24 ____ Coordinates disposal of hazardous waste with the s-4.

.25 ____ Coordinates with the 5-4 for required ordnance vehicles.

.26 ____ Plans facilities for storage of ejection seat rocket motors, CAD's, and external fuel tanks if required.

.27 ____ Ensures key maintenance personnel (shop NCOIC's, QAR's) are available during predeployment workup, and if not makes the appropriate adjustments to work schedules.

.28 ____ Reviews the number of licensed personnel to ensure that appropriate personnel are available for each working crew including high power turn up, GSE operators, tow qualified personnel, plane captains, ordnance drivers, and CDI's.

29 ____ Rehearses the reclamation team and inventories equipment for serviceability, to include a radio for communication, lighting, foul weather gear, and water and rations for several days.

.30 ____ Coordinates with the 5-2 and S-3 for security forces augmentation requirements.

.31 ____ Plans for maintenance area security of any required classified material and coordinates with 8-2 and 8-4.

.32 ____ Makes special arrangements for food services to accommodate unusual work schedules if required.

.33 ____ Plans for the establishment of communications between ready room and maintenance control.

34 ____ Ensures that maintenance intercom/radio system between working spaces is incorporated and working.

.35 ____ Ensures that maintenance control has communications access to key functions such as security, crash crew, fire department, fuel farm, supply, key maintenance personnel, enlisted billeting, GSE, etc.

.36 ____ Ensures that all maintenance personnel are aware of the threat alert conditions, the methods used to signal enemy attacks, end individual actions to take place.

.37 ____ Ensures briefings are held to keep maintenance personnel abreast of the tactical situation.

.38 ____ Plans for and identifies necessary equipment which should be available for use in an NBC environment.

.39 ____ Identifies aircraft wash facilities.

.40 ____ Determines hand tool requirements.

.41 ____ Identifies and provides reports required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.2.4 CONDUCT INTELLIGENCE PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of an operations order requiring deployment end support of tactical operations of a MEU. The 5-2 commences planning and liaison immediately. It is imperative that the intelligence planning and collection be initiated in a timely manner so it will be useful to the aircrew during their later mission planning.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives MEU/MAG commander’s planning guidance and intent.

.2 ____ Coordinates with other MEU(SOC) ACE sections for requests of EEI’s to include enemy detection and reaction capabilities, target identification and prioritization, type end location of antiaircraft weapons, force concentrations, enemy aircraft capabilities end tactics, enemy ECM and ECCM capabilities, weather conditions in the area of responsibility (AOR), prominent terrain in the AOR, and safe areas and divert fields.

.3 ____ Prepares a preliminary aviation intelligence estimate to furnish the MEU(SOC) ACE commander with sufficient intelligence to formulate basic decisions and assist in issuing planning guidance to MEU(SOC) ACE personnel.

.4 ____ Makes early distribution of the intelligence estimate to all staff officers to allow them to proceed with their planning functions.

.5 ____ Determines, based on the assigned missions and the commander’s guidance, additional EEI’s end other intelligence requirements COIR) of the MEU(SOC) ACE for forwarding to the MEU.

.6 ____ Phrases the additional EEI’s for forwarding in simple, concise statements which include a positive directive, qualifying questions, end items requiring special attention.

.7 ____ Recommends a priority of effort to satisfy the MEU(SOC) ACE’s intelligence requirements based on the tactical situation end the mission(s) assigned.

.8 ____ Determines MEU(SOC) ACE requirements for maps, charts, aerial imagery, photographs, other graphic aids, end inventories onhand assets.

.9 ____ Requests any necessary graphic aids not on hand.

.10 ___ Disseminates all necessary information, graphic aide, end "smart packs" to aircrew as required in time for mission planning.

.11 ____ Plans end reviews procedures for requesting satellite intelligence information.

.12 ____ Interfaces with combat information center (CHIC)/N-2 to determine availability of fleet imagery support terminal (FIST) data and specific area of operations (SAO) support in case a contingency arises.

.13 ____ Develops a collection plan to support missions.

.14 ____ Plans communications requirements for sending and receiving intelligence information.

.15 ___ Coordinates with MEU/MAG S-2 to develop collection plan requirements to include visual reconnaissance assignments to MEU(SOC) ACE aircrew.

.16 ____ Participates in all briefings of aircrew and provides updated intelligence information prior to each launch.

.17 ____ Plans and conducts an intelligence debrief for every aircrew,, that completes a mission.

.18 ____ Records information gathered from aircrew systematically for ease of study and comparison, and forwards information gathered immediately to all appropriate command elements.

.19 ____ Develops and maintains a complete enemy order of battle (EOB) to include information on enemy missiles, aviation assets, EW capabilities, naval forces, ground forces, and coordinates dissemination means with the 3-3.

.20 ____ Updates all staff members on newly acquired intelligence information as it becomes available.

.21 ____ Provides routine intelligence reports to higher and adjacent elements as required in the operations order.

.22 ____ Plans procedures and submits reports on time to higher commands.

.23 ____ Plans for and requests TERPES/TAMPS data.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.2.5 CONDUCT OPERATIONS PLANNING

CONDITION(S): The MEU(SOC) ACE has received an initiating directive informing it of impending operations. All liaison has been performed, initial planning has begun, an operations order has been developed, and unit SOP’s are available. Day and night shipboard operations are anticipated.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives MEU command guidance and intent.

.2 ____ Establishes timeline for planning and ensures it is understood by all concerned.

.3 ____ Coordinates with the S-2 for EEI support to, include enemy detection and reaction capabilities, type and location of antiaircraft weapons, target identification and prioritization, force concentrations, enemy aircraft capabilities end tactics, weather conditions in the AOR, prominent terrain in the AOR, safe areas, and divert fields. (See TASK: 3D.2.4 Intelligence Planning).

.4 ____ Establishes early liaison with the MEU staff operations planners to, receive mission tasking guidance.

.5 ____ Makes initial estimate of MEU(SOC) ACE capabilities as they pertain to the assigned/expected mission(s).

.6 ____ Develops planning figures for a surge effort, identifying how long the surge effort can be sustained, the time required to recover, and the sorties available during recovery.

.7 ____ Coordinates a universal time hack with MEU staff and ensures it is maintained accurately for MEU(SOC) ACE aircrew use.

.8 ____ Calculates daily sorties available for assigned missions and provides the information to the MEU commander and staff.

.9 ____ Receives the prioritized list of sortie requirements from the MEU.

.10 ____ Coordinates with the MEU to determine the sortie allocation for preplanned and immediate missions.

.11 ____ Coordinates with ship’s ordnance personnel for providing practice targets to maintain embarked ACE aircrew weapons delivery proficiency while underway or during transit periods. Although a trimaran or other standard towed target is recommended, the use of smokelights, sea dye markers, or oil drums are acceptable.

.12 ____ Identifies significant limitations and/or problem areas to the MEU commander to include personnel and/or equipment shortages.

13 ____ Ensures ROE, weapon conditions, and alert conditions are specified in the MEU operations order.

.14 ____ Establishes operational plane using unit SOP’s and tactical manuals.

.15 ____ Ensures a MEU(SOC) ACE SOP is developed for the assignment of mission planning responsibilities among specific flight members.

.16 ____ Develops ground defense SOP for use at forward operating bases (FOB’s).

.17 ____ Ensures an aircraft dispersal, camouflage, and deception plan is developed.

.18 ____ Coordinates with adjacent staff members (S-4, Maintenance, Supply, Communication, etc.) to ensure the availability of MEU(SOC) ACE support assets: EW equipment, secure voice equipment. fuel, GSE, etc.

.19 ____ Coordinates with ship’s Air Department for optimizing flight deck efficiency during conduct of fixed-wing and rotary-wing mixed deck operations or surge operations.

.20 ____ Coordinates with maintenance personnel to ensure appropriate weapons and ordnance are available consistent with type missions and targets assigned.

.21 ____ Coordinates requirements for changes to airframe configurations required to support specific missions (GAS, DAS. AAW, Armed Reconnaissance, etc.) with maintenance personnel.

.22 ____ Plans aircrew assignments commensurate with level of crew training (combat ready, combat qualified, and fully combat qualified).

.23 ____ Plans standby crews when necessary.

.24 ____ Involves appropriate command and control agencies (DASC, LAAD, ATC) in initial planning and briefings.

.25 ____ Plans briefings to review all SOP’s as they pertain to the mission.

.26 ____ Ensures 5-2 participates in aircrew planning and briefings on enemy threat capabilities, aircraft types and tactics, locations and capabilities of antiaircraft weapons, force concentrations, weather, prominent terrain, safe areas, and divert fields.

.27 ____ Ensures 5-2 provides terrain masking and threat avoidance information to aircrew, based on a detailed terrain analysis and available intelligence, for their detailed planning (TAMPS/ground station used if available).

.28 ____ Coordinates the integration of recommended control points (rendezvous points, contact points, initial points) with the MEU/ATP control agencies.

.29 ____ Ensures procedures are established for safety of flight and deconfliction with other supporting arms (naval gunfire, artillery, mortars) and helicopter routes, and information is disseminated to aircrew.

.30 ____ Plans for pathfinder and/or tanker aircraft for long range flights, if required.

.31 ____ Develops a scatter plan. if required.

.32 ____ Plans a matrix for mission and weather go/no go criteria and coordinates it with the MEU.

.33 ____ Coordinates with S-2 to keep MEU(SOC) ACE personnel updated on all changing intelligence information.

.34 ____ Plans for return to force (RTF) procedures, ingress/egress routes, daily changing codes, and frequencies.

.35 ____ Ensures ability to receive air tasking order CATO). and plans procedures for MEU(SOC) ACE flight schedules.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3D.3 HELICOPTERBORNE ASSAULT

TASK: 3D.3.1 CONDUCT HELICOPTERBORNE ASSAULT MISSION PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct helicopterborne assault mission(s) in support of the MEU. All liaison has been performed, and initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore. either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the MEU(SOC) ACE should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the assault commander.

.2 ____ Issues warning order to MEU(SOC) ACE staff planners to prepare for imminent meeting.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ RCOuC5ts combat information and EEI's concerning METT-T.

.5 ____ Establishes a time schedule delineating completion times for all phases of planning.

.6 ____ Provides helicopter availability table (EAT) information to the assault commander.

.7 ____ S-2 initiates planning to provide environmental data.

.8 ____ Develops aviation support requirements (ordnance, fuel, special equipment, personnel, etc.).

.9 ____ Furnishes air support requirements to MEU/CATF.

.10 ____ ACE provides guidance throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.11 ____ Requests reconnaissance information on the area of operations.

.12 ____ Reconciles any aviation shortfalls with the MEU commander.

.13 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.14 ____ Allocates assets to support assault force concept of operations and coordinates an Air Tasking Order CATO).

.15 ____ Plans distance and fuel requirements and identifies refueling/FARP requirements. (See MPS 30.9, Forward Arming and Refueling Point).

.16 ____ Integrates available fire support capability (NGF, CAS, CIFS, artillery) with planned aviation tactics during ingress/egress, and while in the objective area.

.17 ____ Plans/coordinates primary and alternate LZ’s. (KI)

.18 ____ Coordinates ingress/egress routes to the primary and alternate LZ’s with assault commander and/or MEU.

.19 ____ Recommends priority of targets for prep fires.

.20 ____ Plans and coordinates control points. (KI)

.21 ____ Ensures authority and procedures to change LZ’s or ingress/egress routes are clearly established.

.22 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.23 ____ Plans helicopter landing diagram and landing sequence to ensure any deconfliction and control of assets.

.24 ____ Coordinates mutual support of weapons systems in the LZ.

.25 ____ Coordinates communications needs both electronic and visual. to establish the C3 link (to include air control agencies), COMSEC. deception, chattermark. EMCON procedures, NORDO. codewords, prowords, and frequencies.

.26 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.27 ____ Plane TRAP procedures.

.28 ____ Plans FARP procedures. if required.

.29 ____ Plane in conjunction with the MEU, a viable deception plan.

.30 ____ Coordinates the development of "smart packs" (kneeboard handouts).

.31 ____ Plane smallest maneuver element for tactical controllability in VMC and IMC. both day and night.

.32 ____ Establishes plans for both operational and weather go/no go criteria.

.33 ____ Establishes a bump plan.

.34 ____ Establishes a scatter plan.

.35 ____ Coordinates and integrates command and control procedures.

.36 ____ Schedules rehearsal for evaluating the plan, if time allots.

.37 ____ Establishes procedures for manifesting and accounting for personnel on each aircraft.

.38 ____ Schedules mission briefings for all flightcrews and necessary personnel.

39 ____ Assists the assault commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT).

.40 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.41 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.42 ____ Considers NVG’s and establishes priorities for issue and testing, if required.

.43 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

.44 ____ Plane and coordinates RTF wits the MEU/GCE.

.45 ____ Submits plan to the MEU commander for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's tactical manuals, NATOPS instructions, and MEU(SOC) ACE SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE CLE) SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Breakup point.

NIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.
5. Problems inherent ii' conducting rendezvouses, approaches. and landings at night.
6. Slower end more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the LZ.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.
2. Reduced threat exposure time.
3. No loading/unloading delay.

Disadvantages

1. Reduced airspeeds.
2. Restricted maneuverability.
3. Possible cargo loam due to:
    a. Equipment failure.
    b. Improper hookup.
    c. Pilot technique.

INTERNAL

Advantages

1. Small items/loads.
2. Palleted cargo discharge while taxiing.
3. Reduced danger of cargo damage/loss.
4, No sling requirements.
5. No cargo net requirements.
6. No airspeed/maneuverability restrictions.
7. Permits 110K.

Disadvantages

1. Loading/unloading delays.
2. May require more sorties to accomplish mission.
3. Increased threat exposure time.
4. Loads generally smaller than external loads.
5. Excludes outsize cargo that may be necessary for mission.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/loads.

2. Permits MOE

3. No slings requirements.

4. No offloading delays.

5. Reduced threat exposure time.

Disadvantages

1. Loading delay.

2. May require more sorties to accomplish Mission.

3. Possible cargo lose due to:

   a. Equipment failure.

   b. Improper rigging.

   C. Pilot technique.

TASK: 3D.3.2 CONDUCT HELICOPTERBORNE ASSAULT MISSION BRIEFING

CONDITION(S): The ATO has been issued and the MEU(SOC) ACE is assigned support missions as part of a MEU. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers. FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP's and NWP-55-l0.

.2 ____ All participating aircrews are present.

.3 ____ Systematically prioritizes tasks.

.4 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.5 ____ Assign. planning responsibilities to appropriate flight billets.

.6 ____ Maximizes use of tactical SOP's.

.7 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.8 ____ Briefs the general situation in the area of operations.

.9 ____ Briefs friendly forces scheme of maneuver and weapons involved; i.e., NGF, any joint integration, ingress/egress routes, and the latest aerial imagery. (KI)

.10 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM, and ECCM capabilities. (KI)

.11 ____ S-2 brief. local populace reaction capabilities. (See TASK 3D.23.18, Intelligence Update Briefing).

.12 ____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.13 ____ Briefs encryption procedures, both internal and external to the flight.

.14 ____ Briefs SERE procedures. (KI)

.15 ____ Briefs EW consideration. (KI)

.16 _____ Briefs weather. including go/no go criteria. (KI)

.17 _____ Ensures that all appropriate personnel have handouts.

.18 _____ Briefs mission 80/no 80 criteria; i.e., aircraft, personnel, and other mission essential equipment.

.19 _____ Briefs mission precedence.

.20 _____ Ensures the mission statement is understood by all participants.

.21 _____ Briefs a timeline, to include L hour/H hour.

.22 _____ Briefs mission assets. (KI)

.23 _____ Briefs cell signs/event numbers.

.24 _____ Briefs chain of responsibilities. (KI)

.25 _____ Briefs general scheme of maneuver. (KI)

.26 _____ Briefs inadvertent IMC/loss of visual contact.

.27 _____ Briefs fuel requirements. (KI)

.28 _____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.29 _____ Briefs NVG operational considerations.

.30 _____ Briefs launch conditions. (KI)

.31 _____ Briefs ingress procedures. (KI)

.32 _____ Briefs LZ procedures. (KI)

.33 _____ Briefs egress procedures. (KI)

.34 _____ Briefs downed aircraft procedures for overwater and overland.

.35 _____ Briefs TRAP procedures.

.36 _____ Briefs concurrent operations.

.37 _____ Briefs FARP procedures, if applicable.

.38 _____ Briefs deception plan.

.39 _____ Briefs special considerations.

.40 _____ Briefs all safety matters.

.41 _____ Briefs goggle/degoggling procedures.

.42 _____ Briefs controlling agencies.

.43 _____ Briefs EMCON procedures.

.44 _____ Briefs DRIADS.

.45 _____ Briefs ground/flight deck signals.

.46 _____ Briefs location/time of debriefs.

.47 _____ Briefs time back.

.48 _____ Allows questions to ensure safety of flight information is understood by all.

EVALUATOR INSTRUCTIONS: Brief uses NWP-55-10 ASH Manual. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS calculations when required by the evaluator.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire (NGF).
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Infantry, AAA, SAM, and air threat locations known.
4. Expected movement.
5. EEI's.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.

EW

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Data.
2. RF propagation.
3. Current weather.
4. Forecast weather.

HANDOUTS

1. Kneeboard cards.
2. Maps/charts
3. ACEOI.

MISSION ASSETS

1. Fixed-wing.
2. Helicopter including 80/no go criteria.
3. Supporting arms.
4. Ground support.

CHAIN OF RESPONSIBILITY

The location, call sign, and frequency should be briefed for the following:

1. Overall mission commander.
2. Air mission commander/alternates.
3. HTC.
4. Flight Leader/alternate.
5. Flight coordinator/alternate.

The following agencies locations, call signs, and frequencies should be briefed:

1. HC(A).
2. TAC(A).

GENERAL SCHEME OF MANEUVER

1. Overall ingress and egress routes.
2. Control measures, boundaries, phase lines, IP’S, etc.
3. Primary and alternate LZ’s.
4. CAS prep.
5. SEAD.
6. Escort.

FUEL

1. Takeoff load.
2. Minimum.
3. Bingo.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.
6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures (RP's, CP's IP's).
3. Timing.
4. Airspeeds and altitude.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, lost comm, chattermark, codewords, and RIO.
11. En route terrain.
12. Probable point of first enemy contact.
13. Evasive maneuvers.
14. Scatter plan.
15. Go/no 80 criteria.
16. NBC considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/waveoff instructions.
4. Escort.
5. Takeoff instructions.
6. Weapons conditions.
7. Landing diagram.
8. Retraction plan.

EGRESS

9. Primary and alternate routes.

10. Control measures (CP's, RP's).

11. Timing.

12. Airspeed and altitude.

13. Formations.

14. Escort.

15. Supporting arms.

16. Weapon. conditions.

17. Penetration checklist.

18. Communication procedure. including visual signals, lost communications, chattermark, codewords, and RIO.

19. En route terrain.

20. Probable point of last enemy contact.

21. Evasive maneuvers.

22. Scatter plan.

23. NBC considerations.

24. NVG considerations.

TASK: 3D.3.3 EXECUTE HELICOPTERBORNE ASSAULT MISSION

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct an helicopterborne assault mission to support the MEU. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore. either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the MEU(SOC) ACE should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing. air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Aircraft are configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed timeframe.

.4 ____ Conducts a last minute liaison with supported unit for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime and ready for launch.

.6 ____ Supported unit boards helicopter. with minimum delay, ensuring all personnel/equipment are properly staged.

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no go criteria exist before continuing with mission.

.10 ____ Executes communications procedures/plan as briefed.

.11 ____ Ensures formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Flight(s) employ appropriate tactics/profile to prevent enemy detection. (KI)

.13 ____ Employ. smallest maneuver element capable of accomplishing mission.

14. ____ Executes procedure. properly upon inadvertent IMC/lo of visual contact,

.15 ____ Exercise. communication discipline during mission.

.16 ____ Ensure. aircrew. observe ROE and ROC.

.17 ____ Use appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactics response to any pop-up, immediate threat.

*19 ____ Aircrew demonstrates crew coordination. (KI)

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Members of the flight provide course correction, if needed, in a timely manner.

.22 ____ Remain. constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment end safety considerations throughout the flight. (KI)

.24 ____ changes to route are made by proper authority.

.25 ____ Ensures fire support plan is responsive and covers all perceived vulnerable area.

.26 ____ Ensures crewmen comply with weapon. conditions as briefed.

.27 ____ Receives clearance at the IP to proceed to the LZ.

.28 ____ Perform. penetration checklist at the appropriate time/place.

.29 ____ Report. to the controlling agency s5 required to update weather, enemy situation, and go/no go criteria.

.30 ____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no go criteria exists. (KI)

.31 ____ Executes deception plan.

.32 ____ Updates heloteam leader on approach to LE giving direction the helicopter will land.

.33 ____ Employs proper approach techniques to LZ.

.34 ____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.35 ____ Allows escort to be in position in time for prep fires.

.36 ____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.37 ____ Ensures any change to LZ is made by proper authority,

.38 ____ Contacts controlling agency upon reaching/departing LZ’s.

.39 ____ Ensures minimum time in zone.

.40 ____ Flights arrive in LZ on time.

.41 ____ Within 5 minutes of planned time.

.42 ____ Within 4 minutes of planned time.

.43 ____ Within 3 minutes of planned time.

.44 ____ Within 2 minutes of planned time.

.45 ____ Within 1 minute of planned time.

.46 ____ Flights land at correct LZ.

.47 ____ Within 1,000 meters of LZ.

____ Within 400 meters of LZ.

.49 ____ Within 200 meters of LZ.

.50 ____ Within 100 meters of LE.

.51 ____ Executes waveoffs as briefed.

.52 ____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.53 ____ During paraops, flies correct altitude, airspeed, and heading providing information to crewchief/jumpmaster.

.54 ____ Lands in correct extraction site LZ.

.55 ____ Flights arrive at the extraction LZ on time.

.56 ____ Within 5 minutes of planned time.

.57 ____ Within 4 minutes of planned time.

.58 ____ Within 3 minutes of planned time.

.59 ____ Within 2 minutes of planned time.

.60 ____ Within 1 minute of planned time.

.61 ____ Last extraction aircraft does not depart the LZ until supported force leader accounts for all force personnel.

.62 ____ Executes proper departure techniques to reduce exposure to threat.

.63 ____ Executes downed aircraft procedures, as briefed.

.64 ____ Executes RTF procedures.

.65 ____ Executes FARP procedures.

.66 ____ Continues contact with controlling agency concerning flight status.

.67 ____ Executes EW procedures.

.68 ____ Performs recovery procedures.

.69 ____ Executes post landing deployment of helicopters.

.70 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual, applicable FMFM’s, TACMAN’s, NATOPS instructions, and SOP’s. The MEU(SOC) ACE shall perform as many standards as necessary for the completion of the mission. If execution at the LZ is on time, all subordinate standards will be marked "Yes."

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic emissions and limit use of aircraft lighting systems to enhance Survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.
2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.
3. Weapons employment.
4. Maintenance of situational awareness.
5. Lookout and weapons stations duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE and ROC.
2. Aircraft performance/limitations,
3. Obstacle/hazard identification and avoidance.
4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LZ.
4. Marking of the LZ.
5. Other matters of Special interest.

TASK: 3D,3.4 CONDUCT HELICOPTERBORNE ASSAULT MISSION DETERRING

CONDITION(S): A helicopterborne assault mission has been completed. A debriefing for that mission is held, with emphasis on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP, NATOPS, guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

3D.4 RAID

TASK: 3D.4. CONDUCT RAID MISSION PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct a raid to destroy a point target or conduct a harassing raid. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the MEU(SOC) ACE should perform as many standards as required. Additional 5555t5 may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism. Mission planning has begun.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the Supported commander.

.2 ____ Issues warning order to MEU(SOC) ACE staff planners to prepare for imminent missions.

.3 ____ Analyze mission tasking to determine specific tasks, stated and implied.

.4 ____ Provides aviation supportability estimates to MEU commander.

.5 ____ Requests combat information end EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table CHAT) information to the supported commander.

.8 ____ Develops aviation support requirements (ordnance, fuel, special equipment, personnel, etc.).

.9 ____ Provides air support requirements to MEU/CATF.

.10 ____ ACE provides guidance throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.11 ____ Requests reconnaissance information of the area of operations, as necessary.

.12 ____ Reconciles any aviation shortfalls with the MEU commander.

.13 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support or EW support.

.14 ____ Allocates assets to support assault force concept of operations and coordinates an Air Tasking Order (ATO).

.15 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements. (see MPS: 3D.09 Forward Arming and Refueling Point).

.16 ____ Integrates available fire support capability (NGF. CAS, CIFS, artillery), with planned aviation tactics, during ingress/egress,. and while in the objective area.

.17 ____ Plans/coordinates primary and alternate LZ's. (KI)

.18 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ's.

.19 ____ Recommends priority of targets for prep fires.

.20 ____ Plans/coordinates control points. (KI)

.21 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.22 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.23 ____ Coordinates communications needs (electronic and visual) to establish the C3 link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.24 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.25 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.26 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures if required by mission assignment.

.27 ____ Plans in conjunction with the MEU, a viable deception plan. if required.

.28 ____ Coordinates the development of "smart packs' (kneeboard handouts).

.29 ____ Establishes plans for both operational and weather go/no 80 criteria.

.30 ____ Establishes a bump plan.

.31 ____ Establishes a scatter plan.

.32 ____ Coordinates and integrates command and control procedures.

.33 ____ Schedules rehearsal for evaluating the plan, if time allows.

.34 ____ Schedules mission briefings for all flight crews and necessary personnel.

.35 ____ Assist. the supported unit commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT).

.36 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.37 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.38 ____ Plans and coordinates return to force procedures (RTF) with the MEU.

.39 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.40 ____ Consider. NVG's and establishes priorities for issue and testing, if required.

.41 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

42 ____ Submits plans to the MEU commander for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, NATOPS instructions, and MEU(SOC) ACE SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Breakup point.

EIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.
5. Problems inherent in conducting rendezvous, approaches, and landings at night.
6. Slower and more complicated troop and cargo loading/unloading operations.
7. Slower buildup of combat power in the landing zone.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient,
2. Reduced threat exposure time.
3. No loading/unloading delay.

Disadvantages

1. Reduced airspeed:.
2. Restricted maneuverability.
3. Possible cargo loss due to:
   a. Equipment failure.
   b. Improper hookup.
   c. Pilot technique.

INTERNAL

Advantages

1. Small items/loads.

2. Palleted cargo discharge while taxiing.

3. Reduced danger of cargo/damage loss.

4. ?1o sling requirements.

5. No cargo net requirements.

6. No airspeed/maneuverability restrictions.

7. Permits NOE.

Disadvantages

1. Loading/unloading delays.

2. May require more sorties to accomplish mission.

3. Increased threat exposure time.

4. Loads generally smaller than external loads.

5. Excludes outsize cargo that may be necessary for mission.

AERIAL DELIVERY (50 LANDING)

Advantages

1. Small items/loads.

2. Permits MOE.

3. No slings requirements.

4. No offloading delays.

5. Reduced threat exposure time.

Disadvantages

1. Loading delay.

2. May require more sorties to accomplish mission.

3. Possible cargo loss due to:

   a. Equipment failure.

   b. Improper rigging.

   c. Pilot technique.

TASK: 3D.4.2 CONDUCT RAID MISSION BRIEFING

CONDITION(S): The ATO has been issued and the MEU(SOC) ACE is assigned raid missions as part of a MEU. Multiple divisions/sections will be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers. FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP's and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.4 ____ Maximizes use of tactical SOP's.

.5 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.6 ____ Briefs current ROE, ROC, and alert conditions and/or weapons-conditions information.

.7 ____ Ensures the mission statement is understood by all participants.

.8 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.9 ____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned scheme of maneuver, FSCL, phase lines, target description, and enemy defenses and reattack procedures, as required.

.10 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.11 ____ Briefs all mission assets.

.12 ____ Briefs availability of on call electronic warfare (EW). obscuring smoke, or illumination missions.

.13 ____ 5-2 briefs local populace reaction capabilities.

.14 ____ Briefer uses appropriate maps, charts, and aerial photographs. as required.

.15 ____ Briefs weather, including go/no go criteria. (KI)

.16 ____ Briefs mission go/no go criteria: i.e., aircraft, personnel, and other mission essential equipment.

.17 ____ Briefs mission precedence.

.18 ____ Briefs inadvertent IMC/loss of visual contact.

.19 ____ Briefs fuel/ordnance requirements. (KI)

.20 ____ Briefs MVC operational considerations.

.21 ____ Briefs LZ procedures/considerations. (KI)

.22 ____ Briefs FARP procedures, if applicable.

.23 ____ Briefs timehack.

.24 ____ Briefs EMCON procedures.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual for helicopter operations. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, attack and weapons release parameters, and TOS/TOT calculations when required.

KEY INDICATORS:

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Infantry, AM, SAM, and air threat locations known.
4. Expected movement.
5. Essential elements of information.

WEATHER

1. Data.
2. RF propagation.
3. Current and forecast weather.

FUEL

1. Takeoff load.
2. Minimum.
3. Bingo.
4. Refueling/rearming.
5. Deck assignments.
6. Prioritizing.
7. Timeline.
8. Aerial refueling.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.
3. Landing direction/wave off instructions.
4. Escort.
5. Take off instructions.
6. Weapons conditions.
7. Landing diagram.
8. Retraction plan (retrograde, withdrawal, emergency extraction).

TASK: 3D.4.3 EXECUTE RAID MISSION

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct a raid to destroy a point target or conduct a harassing raid. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (real world contingencies are encouraged), the MEU(SOC) ACE should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Configures aircraft to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed time frame.

.4 ____ Conducts a final liaison with raid force commander for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime and ready for launch.

.6 ____ Ensures all personnel/equipment are properly secured prior to launch and safety equipment for personnel is aboard.

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no go criteria exists before continuing with mission.

.10 ____ Executes communications procedures/plan as briefed.

.11 ____ Employs LAAD assets with appropriate command, control, and communications to support the operation.

.12 ____ Ensures formation facilitates support by escort, control, maneuverability, manual support, and collision avoidance.

.13 ____ Employs appropriate flight tactics/profile to minimize enemy detection. (KI)

.14 ____ Employs smallest maneuver element capable of accomplishing mission.

.15 ____ Executes procedures properly upon inadvertent IMC entry/loss of visual contact.

.16 ____ Exercises communications discipline during mission.

.17 ___ Ensures aircrews observe ROE and ROC.

.18 ____ Uses appropriate flight control measures to adequately control the flight.

.19 ____ Employs proper tactical response to any, pop-up immediate threat.

.20 ____ Demonstrates aircrew coordination. (KI)

.21 ____ Flight navigates and remains oriented throughout mission.

.22 ____ Applies proper course corrections, if needed, in a timely manner.

.23 ____ Remains constantly aware of aircraft systems and performance.

.24 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.25 ____ Changes to route are made by proper authority.

.26 _____ Ensures fire support plan is responsive and covers all perceived vulnerable areas.

.27 _____ Ensures crewmen comply with weapons conditions as briefed.

.28 _____ Executes deception plan, if appropriate.

.29 _____ Allows escort to be in position in time for prep fires.

.30 _____ Performs penetration checklist at the appropriate time/piece.

.31 _____ Reports progress of mission to controlling agency as required to update weather, enemy situation, and go/no go criteria.

.32 _____ Flight receiving clearance at the IP to proceed to the LE ensures go/no go criteria exists. (KI)

.33 _____ Ensure any change to LE is made by proper authority.

.34 _____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.35 _____ Employs proper approach techniques to LZ.

.36 _____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.37 _____ Performs landing as briefed, in sequence, and in proper positions utilizing ITG procedures.

.38 _____ Contact controlling agency upon reaching/departing LZ’s.

.39 _____ Ensure minimum time in zone.

.40 _____ Flights arrive in LE on time.

.41 _____ Within 5 minutes of planned time.

.42 _____ Within 4 minutes of planned time.

.43 _____ Within 3 minutes of planned time.

.44 _____ Within 2 minutes of planned time.

.45 _____ Within 1 minute of planned time.

.46 _____ Flights land at correct LE.

.47 _____ Within 500 meters of LZ.

.48 _____ Within 200 meters of LZ.

.49 _____ Within 100 meters of LE.

.50 _____ Within 50 meters of LZ.

.51 _____ Executes waveoffs as briefed.

.52 _____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.53 _____ Lends in correct extraction site LE.

.54 _____ Flights arrive at the extraction LZ on time.

.55 _____ Within 5 minutes of planned time.

.56 _____ Within 4 minutes of planned time.

.57 _____ Within 3 minutes of planned time.

.58 _____ Within 2 minutes of planned time.

.59 ____ Within 1 minute of planned time.

.60 ____ Last extraction aircraft does not depart the LZ until raid force leader accounts for all raid force personnel.

.61 ____ Executes proper departure techniques to reduce exposure to threat.

.62 ____ Executes downed aircraft procedures as briefed.

.63 ____ Executes RTF procedures properly.

.64 ____ Executes FARP procedures properly, if planned.

.65 ____ Continues contact with controlling agency concerning flight status during retrograde.

.66 ____ Executes EW procedures.

.67 ____ Executes post landing dispersion of helicopters.

.68 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual, applicable FMFM's, TACMAN's. NATOPS instructions, and SOP's. The MEU(SOC) ACE shall perform as many standards as necessary for the completion of the mission. If execution at the LZ is on time, all subordinate standards will be marked "yes."

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic detection and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

5. Lookout and weapons stations duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE and ROC.

2. Aircraft performance/limitations.

3. Obstacle/hazard identification and avoidance.

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest.

TASK: 3D.4.4 EXECUTE RAID WITHDRAWAL

CONDITION(S): Raid force has conducted either a point destruction raid and/or a harassing raid, and has proceeded to the withdrawal site.

STANDARDS: EVAL: Y: N: NE

.1 ____ Locates withdrawal aircraft to provide immediate. timely response to raid force signal.

.2 ____ Close-in fire support (CIFS) aircraft provide effective point and area target interdiction to prevent enemy from reactin5 to raid.

.3 ____ Uses fire support coordination measures to ensure safety of raid force.

.4 ____ Raid force at night is easily identified through use of discrete lighting (infrared chemlites) or other means.

.5 ____ Assault and CIFS aircraft react swiftly and appropriately to any change of situation in the LZ.

.6 ____ Assault aircraft conduct rapid. sequenced withdrawal of raid force.

.7 ____ CIFS aircraft provide final protective fires when planned as last elements of the raid forces are embarked.

.8 ____ Assault aircraft commanders reconfirm accountability with raid force team leaders and report to raid force commander.

.9 ____ Attempts to recover Marines left behind are in accordance with the alternate pick-up points and times designated in the order.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.e.5 CONDUCT RAID MISSION DEBRIEFING

CONDITION(S): A raid mission has been completed. A debrief is held for the mission with all participants present if possible. A major emphasis during the debrief is on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP. NATOPS, guides and NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps. aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants, if possible. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan. brief. execution phases. and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

3D.5 MILITARY OPERATIONS IN URBAN TERRAIN (MOUT)

TASK: 3D.5.1 CONDUCT MONUT INITIAL PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct key mission(s) in support of the MEU. The enemy forces have no known fixed-wine aircraft; however, they are supplied with various weapons to include hand-held antiair missiles, heavy machineguns, end light antiaircraft artillery. The use of fixed wing launched precision munitions and guided weapons can be approved by CATF/MAGTF. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to MEU(SOC) ACE staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific tasks. stated and implied.

____ Provides aviation supportability estimates to MEU commander.

.5 ____ Requests combat information and EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table (HAT) information to the supported commander.

.8 ____ 5-2 initiates planning to provide environmental data.

.9 ____ Develops aviation support requirements (ordnance, fuel, special equipment, personnel, etc.).

.10 ____ Provides air support requirements to MEU/CATF.
.

.11 ____ ACE provides guidance throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.12 ____ Requests reconnaissance information of the area of operations, as necessary.

.13 ____ Reconciles any aviation shortfalls with the MEU commander.

14. ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.15 ____ Allocates assets to support assault force concept of operations and coordinates an AT).

.16 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements (See MPS: 3D.09 Forward Arming and Refueling Point).

.17 ____ Integrates available fire support capability (NGF, CAS, CIFS. artillery) with planned aviation tactics, during ingress/egress, and while in the objective area.

.18 ____ Plans/coordinates primary and alternate LZ's. (KI)

.19 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ's.

.20 ____ Recommends priority of targets for prep fires.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ's or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.24 ____ Plans helicopter landing diagram and landing sequence in terminal area to ensure deconfliction and positive control of assets.

.25 ____ Coordinates manual support of weapons systems in the terminal objective area.

.26 ____ Coordinates communications needs (electronic and vi5ual) to establish the COMM link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.27 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.28 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.29 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures if required by mission assignment.

.30 ____ Plans in conjunction with the mission commander, a viable deception plan if required.

.31 ____ Coordinates the development of ‘smart packs" (kneeboard handouts).

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and INC, both day and night.

.33 ____ Establishes plans for both operational and weather so/no so criteria.

.34 ____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allows.

.38 ____ Schedules mission briefings for all flight crews and necessary personnel.

.39 ____ Assists the mission commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT).

.40 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.41 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.42 ____ Plans and coordinates RTF procedures with the MEU.

.43 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.44 ____ Considers NVG’s and establishes priorities for issue and testing, if required.

.45 ____ Considers internal/external serial delivery transport advantages/disadvantages. (KI)

.46 ____ Submits plans to the MEU commander for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM’s, tactical manuals, NATOPS instructions, and MEU(SOC) ACE SOP’s. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.

2. Enemy capabilities, predicted intentions, and dispositions.

3. Terrain and proximity to objective.

4. Logistic support requirements.

5. Supporting arms requirements.

6. Approach and retirement routes.

7. Ease of identification.

a. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.

2. Departure point.

3. checkpoint.

4. Penetration control point.

5. Initial point.

6. Breakup point.

NIGHT LIMITATIONS

1. Reduction of visual acuity.

2. Positive aircraft control procedures.

3. Slower tempo of activity.

4. Smaller helicopter wave..

5. Problems inherent in conducting rendezvouses. approaches. and landings at night.

6. Slower and more complicated troop and cargo loading/unloading operations.

7. Slower buildup of combat power in the landing zone.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.

2. Reduced threat exposure time.

3. No loading/unloading delay.

Disadvantages

1. Reduced airspeeds.

2. Restricted maneuverability.

3. Possible cargo loss due to:

   a. Equipment failure.

   b. Improper hookup.

   c. Pilot technique.

INTERNAL

Advantages

1. Small items/loads.
2. Palleted cargo discharge while taxiing.
3. Reduced danger of cargo/damage lame.
4. Na sling requirements.
5. Na cargo net requirements.
6. No airspeed/maneuverability restrictions.
7. Permits NOE.

Disadvantages

1. Loading/unloading delays.
2. May require mare sorties to accomplish mission.
3. Increased threat exposure time.
4. Loads generally smaller than external bade.
5. Excludes outsize cargo that may be necessary for mission.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/loads.
2. Permits NOE.
3. No slings requirements.
4. No offloading delays.
5. Reduced threat exposure time.

Disadvantages

1. Loading delay.
2. May require mare sorties to accomplish mission.
3. Possible cargo loss due to:
   a. Equipment failure.
   b. Improper rigging.
   c. Pilot technique.

TASK: 3D.5.2 CONDUCT MOUT MISSION BRIEFING

CONDITION(S): The ATO has been issued and the ACE is assigned MOUT missions as part of a MEU. Multiple divisions/sections will be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers, FAC(A) and HC(A) attends brief when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ All items are briefed per published NATOPS. briefing guides, SOP's and NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Systematically prioritizes tasks.

.4 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.5 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.6 ____ Maximizes use of tactical SOP'S.

.7 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.8 ____ Briefs current ROE, ROC. and alert conditions and/or weapons conditions information.

.9 ____ Ensures the mission statement is understood by all participants.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved; i.e., NGF, artillery, and any joint integration. (KI)

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.12 ____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned scheme of maneuver, FSCL, phaselines, target description, enemy defenses, and reattack procedures, if required.

.13 ____ Briefs pilot intraformation coordination with normal or degraded systems, weapons, and communications.

.14 ____ Briefs integrated fire support/J-SEAD tactics and responsibilities, if required.

.15 ____ Briefs radio/KY-SB communication procedures with terminal controllers and/or control agencies, including authentication procedures, burn-through or chattermark procedures in a communications jamming environment, and alternate procedures/frequencies for contacting terminal controllers.

.16 ____ Briefs alternate target(s) or mission(s).

.17 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.18 ____ Briefs any known changes to TACP control procedures or communications requirements.

.19 ____ Briefs all mission assets.

.20 ____ Briefs availability of on call electronic warfare (EW), obscuring smoke, or illumination missions.

.21 ____ Briefs delivery and abort parameters per ground attack SOP, to include minimum altitude, airspeed, and dive angle for ordnance releases due to FRAG pattern, terrain, or weather.

.22 ____ 5-2 briefs local populace reaction capabilities.

.23 ____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.24 ____ Briefs encryption procedures, both internal and external to the flight.

.25 ____ Briefs SERE procedures. (KI)

.26 _____ Briefs EW consideration. (KI)

.27 _____ Briefs weather, including go/no 80 criteria. (KI)

.28 _____ Ensures that all appropriate personnel have handouts; i.e., kneeboard cards, maps, charts, etc.

.29 _____ Briefs mission go/no go criteria; i.e., aircraft, personnel, and other mission essential equipment.

.30 _____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.31 _____ Briefs actions required if attacked by SAM/AAA and corresponding RHAW gear operation/displays.

.32 _____ Briefs look-out procedures to include responsibilities, radio calls, and tactical maneuvering for threats.

.33 _____ Briefs laser designation procedures and codes, and visor/filter usage for pilot safety in a laser environment.

.34 _____ Briefs mission precedence.

.35 _____ Briefs a time line, both into and OUT of the area of operations.

.36 _____ Briefs call signs/event numbers.

.37 _____ Briefs shipboard operating procedures.

.38 _____ Briefs chain of responsibilities. (KI)

.39 _____ Briefs inadvertent INC/loss of visual contact.

.40 _____ Briefs fuel/ordnance requirements. (KI)

.41 _____ Briefs NVG operational considerations.

.42 _____ Briefs launch conditions. (KI)

.43 _____ Briefs ingress procedures. (KI)

.44 _____ Briefs LZ procedures/considerations. (KI)

.45 _____ Briefs egress procedures. (KI)

.46 _____ Briefs downed aircraft procedures for overwater and overland.

.47 _____ Briefs TRAP procedures.

.48 _____ Briefs any concurrent operations, to include deconfliction with other participating aviation units.

.49 _____ Briefs FARP procedures.

.50 _____ Briefs deception plan.

.51 _____ Briefs timehack.

.52 _____ Briefs location/time of debriefs.

.53 _____ Briefs controlling agencies.

.54 _____ Briefs EMCON procedures.

.55 _____ Briefs DRIADS.

_____ Briefs flightdeck/ground signals.

.57 _____ Questions are allowed to ensure tactical/safety of flight information is understood by all.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual for helicopter operations. Flight leaders provide navigation cards. maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, P's, attack and weapons release parameters. and TOS/TOT calculations when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.
6. Air defense assets and locations.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Infantry, AAA, SAM, and air threat locations known.
4. Expected movement.
5. Essential elements of information.

SUE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.
6. Radio communications.

EW

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Data.
2. RF propagation.
3. Current/forecast weather.

CHAIN OF RESPONSIBILITY

The location, call sign and frequency should be briefed for the following:

1. Overall mission commander.
2. Air mission commander/alternate.
3, HTC.
4. Flight leader/alternate.
5. Flight coordinator/alternate.

The following agencies locations, call signs, and frequencies should be briefed:

1. HC(A).
2. TAC(A).

FUEL

1. Takeoff load.
2. Minimum.
3. Bingo.
4. Refueling/rearming.
5. Deck assignments.
6. Prioritizing.
7. Timeline.
8. Aerial refueling.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.
6. Rendezvous procedures.

PROGRESS

1. Primary and alternate routes.
2. Control measures CRP’s, CP’s, IP’s).
3. Timing.
4. Airspeeds and altitude.
5. Formations.
6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. ACM.

l4. Scatter plan.

15. Go/no go criteria.

16. NBC considerations.

17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LZ brief.

3. Landing direction/wave off instructions.

4. Escort.

5. Take off instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan (retrograde , withdrawal, emergency extraction).

EGRESS

1. Primary and alternate routes.

2. Control measure. (CP’s, RP’s).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Commutation procedures including visual signals, lost communications, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. ACM.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

17. RTF.

TASK: 3D.5.3 EXECUTE MOUT MISSION

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct MOUT missions in support of the GCE: All liaison, planning, and briefing have been performed. Unit SOP's are available. The missions Can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the MEU(SOC) ACE should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Aircraft are configured to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed time frame.

.4 ____ Conducts a final liaison with supported unit for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime and ready for launch.

.6 ____ Ensures all personnel/equipment are properly secured prior to launch and safety equipment for personnel is aboard.

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 ____ Confirms go/no go criteria exists before continuing with mission.

.10 ____ Execute communications procedures/plan as briefed.

.11 ____ Employs LAAD assets with appropriate command, control, and communications to support the operation.

.12 ____ Ensures formation facilitates support by escort, control, maneuverability, manual support, and collision avoidance.

.13 ____ Employs appropriate flight tactics/profile to minimize enemy detection. (KI)

.14 ____ Employs smallest maneuver element capable of accomplishing mission.

.15 ____ Executes procedures properly upon inadvertent IMC entry/loss of visual contact.

.16 ____ Exercises communications discipline during mission.

.17 ____ Ensures aircrew observe ROE and ROC.

.18 ____ Uses appropriate flight control measures to adequately control the flight.

.19 ____ Employs proper tactical response to any pop-up immediate threat.

.20 _____ Demonstrates aircrew coordination. (KI)

.21 _____ Flight navigates and remains oriented throughout mission.

.22 _____ Applies proper course corrections, if needed, in a timely manner.

.23 _____ Remains constantly aware of aircraft systems and performance.

.24 _____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.25 _____ Changes to route are made by proper authority.

.26 _____ Ensures fire support plan is responsive and covers all perceived vulnerable areas.

.27 _____ Ensures crewmen comply with weapons conditions as briefed.

.2B _____ Executes deception plan, if appropriate.

.29 _____ Allows escort to be in position in time for prep fires.

.30 _____ Performs penetration checklist at the appropriate time/place.

.31 _____ Reports progress of mission to controlling agency as required to update weather, enemy situation, and go/no go criteria.

.32 _____ Flight receiving clearance at the XP to proceed to the LE ensures go/no go criteria exists. (KI)

.33 _____ Ensures any change to LZ is made by proper authority.

.34 _____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.35 _____ Employs proper approach techniques to LZ.

.36 _____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.37 _____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.38 _____ Contact controlling agency upon reaching/departing LZ’s.

.39 _____ Ensures minimum time in sons.

.40 _____ Flights arrive in LZ on time.

.41 _____ Within 5 minutes of planned time.

.42 _____ Within 4 minutes of planned time.

.43 _____ Within 3 minutes of planned time.

.44 _____ Within 2 minutes of planned time.

.45 _____ Within 1 minute of planned time.

.46 _____ Flights land at correct LE.

.47 _____ Within 500 meters of LZ.

.48 _____ Within 200 meters of LZ.

.49 _____ Within 100 meters of LZ.

.50 _____ Within 50 meters of LZ.

.51 _____ Executes waveoffs as briefed.

.52 _____ If carrying external load, drops load in spot as directed by HST/LZ control teem.

.53 ____ During paraops, flies correct altitude, airspeed, and heading while providing information to crewchief/jumpmaster.

.54 ____ Lands in correct extraction site LZ.

.55 ____ Flights arrive at the extraction LZ on time.

.56 ____ Within 5 minutes of planned time.

.57 ____ Within 4 minutes of planned time.

.58 ____ Within 3 minutes of planned time.

.59 ____ Within 2 minutes of planned time.

.60 ____ Within 1 minute of planned time.

.61 ____ Executes proper departure techniques to reduce exposure to threat.

.62 ____ Executes downed aircraft procedures as briefed.

.63 ____ Executes RTF procedures properly.

.64 ____ Executes FARP procedures properly, if planned.

.65 ____ Continues contact with controlling agency concerning flight status during retrograde.

.66 ____ Executes EW procedures.

.67 ____ Executes post landing dispersion of helicopters.

.68 ____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual, applicable FMFM's, TACMAN's, NATOPS instructions, and SOP's. The MEU(SOC) ACE shall perform as many standards as necessary for the completion of the mission. If execution at the LZ is on time, all subordinate standards will be marked "yes."

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic detection and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls, avoids obstacles and reports terrain/landmark information to the pilot not at the controls.

2. The pilot not at the controls, remains oriented at all times and informs the pilot at the controls of direction and route corrections. Zn addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness.

5. Lookout and weapons stations duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

Shall emphasize.

1. Compliance with safety guidance to include ROE end ROC.
2. Aircraft performance/limitations.
3. Ob5tacle/hazsrd identification and avoidance.
4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. physical obstructions in the LZ.
4. Marking of the LZ.
5. Other matters of special interest.

TASK: 3D.5.4 CONDUCT MOUT MISSION DEBRIEFING

CONDITION(S): The key mission is complete and a debrief for all participants is being held. The emphasis is on lessons learned and reference for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

*2 ____ Debrief is conducted per SOP. NATOPS, guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps. aerial photos. sketches or other training aide when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. if possible. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan. brief. execution phases, and lessons learned to develop new COA’s and tactics to improve SOP’s contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

3D.6 NONCOMBATANT EVACUATION OPERATIONS (NEO)

TASK: 3D.6.1 CONDUCT NEO MISSION PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct NEO mission(s) as part of a MEU. All liaison has been performed, and initial planning has begun. An operations order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the MEU(SOC) ACE should perform as many standards as required. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control detachments, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the NEO commander.

.2 ____ Issues warning order to MEU(SOC) ACE staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific task., stated and implied.

.4 ____ Provides aviation supportability estimates to MEU commander.

.5 ____ Requests combat information and EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table (HAT) information to the supported commander.

.8 ____ S-2 initiates planning to provide environmental data.

.9 ____ Develops aviation support requirements (ordnance, fuel, special equipment, personnel, etc.).

.10 ____ Provides air support requirements to MEU/CATF.

.11 ____ ACE provides guidance throughout planning phase by issuing SOP's, operations orders, plans, and informal briefings.

.12 ____ Requests reconnaissance information of the AOA, as applicable.

.13 ____ Reconciles any aviation shortfalls with the MEU commander.

.14 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support or EW support.

.15 ____ Allocates assets to support assault force concept of operations and coordinates an Air Tasking Order (ATO).

.16 ____ Plans distance and fuel requirements and identifies refueling/FARP and serial refueling requirements (see MPS: 3D.09 forward Arming and Refueling Point).

.17 ____ Integrates available fire support capability. (NGF, CAS, CIFS, artillery) with planned aviation tactics, during ingress/egress, and while in the objective area.

.18 ____ Plans/coordinates primary and alternate LZ’s. (KI)

.19 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ’s.

*20 ____ Recommends priority of targets for prep fires, if applicable.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ’s or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.24 ____ Plans helicopter landing diagram and landing sequence in terminal area to ensure deconfliction and positive control of assets.

.25 ____ Coordinates mutual support of weapons systems in the terminal objective area.

.26 ____ Coordinates communications needs (electronic and visual) to establish the C3 link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.27 ____ Plane shipboard refueling/rearming cycles with the ATF, if necessary.

.28 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.29 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures if required by mission assignment.

.30 ____ Plans in conjunction with the MEU, a viable deception plan if required.

.31 ____ Coordinates the development of "smart packs" (kneeboard handouts).

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.33 ____ Establishes plane for both operational and weather go/no go criteria.

.34 _____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allows.

.38 ____ Schedules mission briefings for all flight crews and necessary personnel.

.39 ____ Assists the supported unit commander in the preparation of the Heloteam Wave and Serial Assignment Table (HWSAT).

.40 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.41 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.42 ____ Plans and coordinates return to force procedures CRTS) with the MEU.

.43 ____ Considers NVG's and establishes priorities for issue and testing, if required.

.44 ____ Consider. internal/external serial delivery transport advantages disadvantages. (KI)

.45 ____ Submits plans to the MEU commander for approval.

.46 ____ Ensures briefing of ROE.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM tactical manuals, NATOPS instructions, and MEU(SOC) ACE SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Breakup point.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advent ass.

1. Rapid end efficient.
2. Reduced threat exposure time.
3. No loading/unloading delay.

Disadvantages

1. Reduced airspeeds.
2. Restricted maneuverability.
3. Possible cargo loss due to:
    a. Equipment failure.
    b. Improper hookup.
    c. Pilot technique.

INTERNAL

Advantages

1. Small items/loads.
2. Palleted cargo discharge while taxiing.
3. Reduced danger of cargo/damage loss.
4. No sling requirements.
5. No cargo net requirements.
6. No airspeed/maneuverability restrictions.
7. Permits NOE.

Disadvantages

1. Loading/unloading delays.
2. Nay require more sorties to accomplish mission.
3. Increased threat exposure time.
4. Loads generally smaller than external loads.
5. Excludes outsize cargo that may be necessary for mission.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/loads.
2. Permits 11DB.
3. NO slings requirements.
4. No offloading delays.
5. Reduced threat exposure time.

Disadvantages

1. Loading delay.
2. Nay require more sorties to accomplish mission.

3. Possible cargo loss due to:

   a. Equipment failure.

   b. Improper rigging.

   C. Pilot technique.

TASK: 3D.6.2 CONDUCT NIGHT NEO MISSION PLANNING

CONDITION(S): The ACE has been tasked to execute a night NEO mission in support of MEU operations. Due to additional constraints imposed by night operations, the following MPS's must be considered in the planning stage.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.2 ____ Plans aircraft lighting and flight formations to be employed.

.3 ____ Allocates NVG's to support the NED, and establishes priorities for issue and testing, if required.

.4 ____ Plane ITG landing zone procedures including LZ and load identification lighting and communication procedures.

.5 ____ Schedules training rehearsal during darkness if time permits.

.6 ____ Plans for contingencies and emergency procedures.

.7 ____ Ensures briefing of ROE.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

NIGHT LIMITATIONS

1. Reduction of visual acuity.

2. Positive aircraft control procedures.

3. Slower tempo of activity.

4. Smaller helicopter leaves.

5. Problems inherent in conducting rendezvouses, approaches, and landings at night.

6. Slower and more complicated troop and cargo loading/unloading operations.

7. Slower buildup of combat power in the landing zone.

TASK: 3D.6.3 EXECUTE NEO MISSION

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct NEO mission(s) in support of the GCE. All liaison, planning, and briefing have been performed. Unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the MEU(SOC) ACE should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Configure aircraft to conduct preplanned mission (troops, internal cargo, external lift).

.2 ____ Conducts final ZIPPO brief to ensure last minute details requiring coordination are discussed face to face between air and ground elements.

.3 ____ Confirms with NEC commander at RP that NEC force is embarked.

4 ____ Arrives at NEC site with sufficient ground and aviation assets to accomplish the mission.

.5 ____ Flight tactics reflect METT-T considerations.

.6 ____ Maintains communication discipline as briefed.

.7 ____ Continuous coordination is maintained with NEC commander as to the progress of the mission.

.8 ____ Receives timely update concerning deployment of enemy forces in the area.

.9 ____ Employs LAAD assets with appropriate command, control, and communications to support the operation.

.10 ____ Uses appropriate procedures for effectively utilizing fire support assets.

.11 ____ Effectively utilizes ITG procedures and LZ lighting to position aircraft into LZ.

.12 ____ Inserts NEC force into correct LZ at the desired time.

.13 ____ Appropriately positions aircraft in LE to provide coverage "hue NEC element deploys from aircraft.

.14 ____ Ensures aircrews observe ROE/ROC. Confirms with supported unit commander that all elements of NEC have been withdrawn prior to departure from objective area.

.15 ____ Uses tactically sound procedures to expedite return to base.

EVALUATOR INSTRUCTIONS: None,

KEY INDICATORS: None.

TASK: 3D.6.4 CONDUCT NEO MISSION DEBRIEFING

CONDITION(S): The NEC mission is complete and a debriefing is being held for all participants. The emphasis is cm lessons learned and their applicability for future operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, debriefing guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with ill participants, if possible. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan. brief. execution phases, end lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

3D. 7 ONSCENE COMMAND AND CONTROL

TASK: 3D.7.l CONDUCT ONSCENE COMMAND AND CONTROL MISSION PLANNING

CONDITION(S): Command and control (C&C) missions should be planned, briefed, and executed in conjunction with helicopterborne assaults or around operations. The assault missions should support activities where quick reaction. tactical flexibility, and mobility are required to exploit a fact changing situation. The AN/ASC-26 radio package should be installed in the aircraft.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures earliest possible liaison and detailed coordinated planning is conducted with the around unit commander to enable effective and efficient employment of the C&C helicopter.

.2 ____ Briefs the helicopterborne unit commander/HC(A) on the proper operation of the AN/ASC-26 package.

.3 ____ Analyzes correctly intelligence information for accurate identification of enemy capabilities and air defense positions.

.4 ____ Makes the ground commander aware of the communication difficulties/limitations associated with low altitude terrain following flight.

.5 ____ Plans logistics support requirements (fuel, maintenance, etc.).

.6 ____ Plans aircrew replacements to ensure C&C support to the ground commander.

.7 ____ C&C helicopter aircraft commander requests and receives specific mission requirements from the Air mission commander/C.

.8 ____ C&C helicopter aircraft commander analyzes METT-T during mission planning.

.9 ____ Plans flight altitudes/techniques based on safety, enemy threat, and mission accomplishment.

.10 ____ Considers formal airspace coordination areas for the C&C aircraft to ensure traffic separation.

.11 ____ Plans for covered communications usage.

.12 ____ Makes NVG considerations for the ground element commander and staff.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.7.2 BRIEFS COMMAND AND CONTROL MISSION

CONDITION(S): A briefing is held to ensure tactical and safety of flight information is given widest dissemination to aircrew. The sequence and conduct of the mission is explained to and understood by all concerned.

STANDARDS: EVAL: Y: N: NE

.1 ____ C&C helicopter aircraft commander attends the overall mission briefing.

.2 ____ C&C helicopter aircraft commander is thoroughly familiar with the air and ground scheme of maneuver.

.3 ____ Deconflicts the briefed C&C aircraft scheme of maneuver with all participating unite (aviation and ground supporting arms).

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.7.3 EXECUTES COMMAND AND CONTROL MISSION

CONDITION(S): The tactical situation is changing rapidly and it is necessary to launch the C&C aircraft in order to provide the commander with an update on the progress of the operation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Provides the C&C aircraft to the ground unit commander/HC(A) at the assigned location and time.

.2 ____ Bases the airborne positioning of the C&C aircraft upon safety, enemy threat, and requests of the ground unit commander/HC(A).

.3 ____ Flight techniques reflect tactical requirements of the mission.

.4 ____ Crew coordination is in accordance with mission requirements.

.5 ____ Communications discipline is in accordance with current MEU(SOC) ACE/ship SOP.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3D.8 SECURITY/REINFORCEMENT

TASK: 3D.8.1 CONDUCT SECURITY/REINFORCEMENT MISSION PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct security/reinforcement mission(s) to protect a key area; i.e., U.S. Embassy, downed aircraft, critical avenues, etc. Antigovernment forces are organized and capable of interfering militarily with the security forces. Minimal assistance is expected from the host national forces for additional security. All liaison has been performed, and initial planning has begun. An operations order has been developed and unit SOP’s are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the MEU(SOC) ACE should perform as many. standards as required. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to MEU(SOC) ACE staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific tasks, stated and implied.

.4 ____ Provides aviation supportability estimates to MEU commander.

.5 ____ Requests combat information and EEI’s in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table (RAT) information to the supported commander.

.8 ____ S-2 initiates planning to provide environmental data.

.9 ____ Develops aviation support requirements (ordnance, fuel. special equipment, personnel. etc.).

.10 ____ Provides air support requirements to MEU/CATF.

.11 ____ ACE provides guidance throughout planning phase by issuing SOP’s, operations orders, plans, and informal briefings.

.12 ____ Requests reconnaissance information of the area of operations. if applicable.

.13 ____ Reconciles any aviation shortfalls with the ME)) commander.

.14 ____ Requests support from external aviation assets, if required. for fixed-wing escort, airborne early warning platform, fire support, or EW support.

.15 ____ Allocates assets to support assault force concept of operations and coordinates an air tasking order (ATO).

.16 ____ Plane distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements (See MPS 3D.09 Forward Arming and Refueling Point).

.17 ____ Integrates available fire support capability (NGF, CAS, CIFS, artillery) with planned aviation tactics, during ingress/egress. and while in the objective area.

.18 ____ Plans/coordinates primary and alternate LZ’s. (KI)

.19 ____ Plans/coordinates ingress/egress routes to the primary and alternate LZ’s.

.20 ____ Recommends priority of targets for prep fires.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ’s or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.24 ____ Plans helicopter landing diagram and landing sequence in terminal area to ensure deconfliction and positive control of assets.

.25 ____ Coordinates manual support of weapons systems in the terminal objective area.

.26 ____ Coordinates communications needs (electronic and visual) to establish the C3 link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.27 ____ Plans shipboard refueling/rearming cycles with the AT)’, if necessary.

.28 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.29 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures, if required by mission assignment.

.30 ____ Plans in conjunction with the MEU a viable deception plan, if required.

.31 ____ Coordinates the development of "smart packs" (kneeboard handouts).

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and INC, both day and night.

.33 ____ Establishes plans for both operational and weather go/no go criteria.

.34 ____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allows.

.38 ____ Schedules mission briefings for all flight crews and necessary personnel.

.39 ____ Assists the supported unit commander in the preparation of the heloteam wave and serial assignment table (HWSAT).

.40 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.41 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.42 ____ Plans and coordinates return to force procedures (RTF) with the MEU.

.43 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.44 ____ Considers NVG's and establishes priorities for issue and testing, if required.

.45 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

.46 ____ Submits plans to the MEU commander for approval.

EVALUATOR INSTRUCTIONS: Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, NATOPS instructions. and MEU(SOC) ACE SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities. predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Breakup point.

NIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.

3. Slower tempo of activity.

4. Smaller helicopter waves.

5. Problems inherent in conducting rendezvouses, approaches. and landings at night.

6. Slower and more complicated troop and cargo loading/unloading operations.

7. Slower buildup of combat power in the landing zone.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.

2. Reduced threat exposure time.

3. No loading/unloading delay.

Disadvantages

1. Reduced airspeeds.

2. Restricted maneuverability.

3. Possible cargo loss due to:

   a. Equipment failure.

   b. Improper hookup.

   c. Pilot technique.

INTERNAL

Advantages

1. Small items/loads.

2. Palleted cargo discharge while taxiing.

3. Reduced danger of cargo/damage lose.

4. No sling requirements.

5. No cargo net requirements.

6. No airspeed/maneuverability restrictions.

7. Permits NOE.

Disadvantages

1. Loading/unloading delays.

2. Reduced load per mission.

3. Increased threat exposure tine.

4. Requires working parties.

5. Small pellets only.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/loads.

2. Permits NOE.

3. No sling requirements.

4. No offloading delays.

5. Reduced threat exposure time.

Disadvantages

1. Loading delay.

2. Reduced load per mission.

3. Cargo loss due to:

a. Equipment failure.

b. Improper rigging.

C. Pilot technique.

TASK: 3D.8.2 CONDUCT SECURITY/REINFORCEMENT MISSION BRIEFING

CONDITION(S): The ACE is assigned security/reinforcement missions as part of a MEU. Numerous missions are tasked, requiring multiple divisions/sections. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers (FAC[A], HC[A]) attend briefs when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP’s end NWP-55-9.

.2 ____ All participating aircrews are present.

.3 ____ Systematically prioritizes tasks.

.4 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.5 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.6 ____ Maximizes use of tactical SOP’s.

.7 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.8 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.9 ____ Ensures the mission statement is understood by all participants.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved, i.e.. NGF, artillery, and any joint integration. (KI)

.11 ____ Briefs enemy detection and reaction capabilities. type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy EM and ECCM capabilities. (KI)

.12 ____ Briefs tactics in the target area, friendly positions. commander's intent with respect to planned scheme of maneuver, FSCL, phaselines, target description, enemy defenses, and reattack procedures, if required.

.13 ____ Briefs pilot intraformation coordination with normal or degraded systems, weapons, and communications.

.14 ____ Briefs integrated fire support/J-SEAD tactics and responsibilities, if required.

.15 ____ Briefs radioJKY-58 communication procedures with terminal controllers and/or control agencies, including authentication procedures, burn-through or chattermark procedures in a communications jamming environment, and alternate procedures/frequencies for contacting terminal controllers.

.16 ____ Briefs alternate target(s) or mission(s).

.17 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.18 ____ Briefs any known changes to TACP control procedures or communications requirements.

.19 ____ Briefs all mission assets.

.20 ____ Briefs availability of on call electronic warfare (EW). obscuring smoke, or illumination missions.

.21 ____ S-2 briefs local populace reaction capabilities.

.22 ____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.23 ____ Briefs encryption procedure., both internal and external to the flight.

.24 ____ Briefs SERE procedures. (KI)

.25 ____ Briefs EW consideration. (KI)

.26 ____ Briefs weather. including go/no go criteria. (KI)

.27 ____ Ensures that all appropriate personnel have handouts; i.e., kneeboard cards, maps, chart., etc.

.28 ____ Briefs mission go/no go criteria; i.e., aircraft, personnel and other mission essential equipment.

.29 ____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.30 ____ Briefs actions required if attacked by SAN/AAA and appropriate RWR gear operation/displays.

.31 ____ Brief. look-out procedures to include responsibilities. radio calls, and tactical maneuvering for threat.

.32 ____ Briefs lacer designation procedures and codes, and visor/filter usage for pilot safety in a lacer environment.

.33 ____ Briefs mission precedence.

.34 ____ Brief. a timeline, both into and out of the area of operations.

.35 ____ Brief. call signs/event numbers.

.36 ____ Briefs shipboard operating procedures.

.37 ____ Brief. chain of responsibilities. (KI)

.38 ____ Briefs inadvertent IMC entry/loss of visual contact.

.39 ____ Brief. fuel/ordnance requirements. (KI)

.40 ____ Briefs NVG operational considerations.

.41 ____ Brief. launch conditions. (KI)

.42 ____ Briefs ingress procedures. (KI)

.43 ____ Briefs LZ procedures/considerations. (KI)

.44 ____ Briefs caress procedures. (KI)

.45 ____ Briefs downed aircraft procedures for overwater and overland.

.46 ____ Briefs TRAP procedure..

.47 ____ Briefs any concurrent operations, to include deconfliction with other participating aviation units.

.48 ____ Briefs FARP procedures.

.49 ____ Briefs deception plan.

.50 ____ Briefs timehack.

.51 ____ Briefs location/time of debrief.

.52 ____ Briefs controlling agencies.

.53 ____ Briefs NON procedures.

.54 ____ Briefs DRIADS.

.55 ____ Briefs flightdeck/ground signals.

.56 ____ Allows questions to ensure tactical/safety of flight information is underat66d by all.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual for helicopter operations. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP’s, and TOS/TOT calculations when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Infantry, AM, SAM, and air threat locations known.
4. Expected movement.
5. Essential elements of information.

SERE

l. ISOPREP cards.

2. Passwords.

3. Barter kits/blood chits.

4. Safe area.

5. Designated area for rescue.

6. Radio communications.

EW

1. EMCON condition.

2. Deception/meaconing.

3. MIJI reporting.

WEATHER

1. Data.

2. RF propagation.

3. Current/forecast weather.

CHAIN 0F RESPONSIBILITY

The location, call sign and frequency should be briefed for the following.

1 Overall mission commander.

2. Air mission commander/alternate.

3. HTC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefed:

1. HC(A).

2. TAC(A).

FUEL

1. Takeoff load.

2. Minimum.

3. Bingo.

4. Refueling/rearming.

5. Deck assignments.

6. Prioritizing.

7. Timeline.

8. Aerial refueling.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.

3. Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.

2. Control measures (RP’s, CP’s, IP’s).

3. Timing.

4. Airspeeds and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. Evasive maneuvers/ACM.

14. Scatter plan.

15. Go/no go criteria.

16. NBC considerations.

17. NVG consideration..

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LZ brief.

3. Landing direction/wave off instructions.

4. Escort.

5. Take off instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan (retrograde, withdrawal, emergency extraction).

EGRESS

1. Primary and alternate routes.

2. Control measures (CP's, RP's).

3. Timing.

4. Airspeed and Altitude.

5: Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. Evasive maneuvers/ACM.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

17. RTF.

TASK: 3D.8.3 EXECUTE SECURITY/REINFORCEMENT MISSION

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to execute security/reinforcement mission(s). All liaison, planning, and briefing have been performed. Unit SOP's are available. The mission can be conducted while shipboard or ashore. either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged). the MEU(SOC) ACE should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing. air control elements. and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew are qualified and current for assigned mission.

.2 ____ Configures aircraft to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed time frame.

.4 _____ Conducts a final liaison with mission commander for any changes.

.5 _____ Conducts start-up ontime with systems checks ontime and ready for launch.

.6 _____ Ensures all personnel/equipment are properly secured prior to launch and safety equipment for personnel is aboard.

.7 _____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 _____ Accomplishes rendezvous procedures as briefed or as directed by controlling agencies.

.9 _____ Confirms go/no 80 criteria exists before continuing with mission.

.10 _____ Executes communications procedures/plan as briefed.

.11 _____ Ensures formation facilitates support by escort, control, maneuverability, manual support, and collision avoidance.

.12 _____ Employs appropriate flight tactics/profile to minimize enemy detection. (KI)

.13 _____ Employs smallest maneuver element capable of accomplishing mission.

.14 _____ Executes procedures properly upon inadvertent IMC entry/loss of visual contact.

.15 _____ Exercises communications discipline during mission.

.16 _____ Ensures aircrews observe ROE and ROC.

.17 _____ Uses appropriate flight control measures to adequately control the flight.

.18 _____ Employs proper tactical response (scatter plan, ACM, ECM) to any pop-up immediate threat.

.19 _____ Demonstrates aircrew coordination; e.g., lookout doctrine. (KI)

.20 _____ Flight navigates and remains oriented throughout mission.

.21 _____ Applies proper course corrections, if needed, in a timely manner.

.22 _____ Remains constantly aware of aircraft systems and performance.

.23 _____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 _____ Changes to route are made by proper authority.

.25 _____ Ensures fire support plan is responsive and covers all perceived vulnerable areas.

.26 _____ Ensures crewmen comply with weapons conditions as briefed.

.27 _____ Executes deception plan, if appropriate.

.28 _____ Allows escort to be in position in time for prep fires.

.29 _____ Performs penetration checklist at the appropriate time/place.

.30 _____ Reports progress of mission to controlling agency as required to update weather, enemy situation, and go/no go criteria.

.31 _____ Flight receiving clearance at the IP to proceed to the LE ensures go/no 80 criteria exists. (KI)

.32 _____ Ensure any change to LZ is made by proper authority.

.33 _____ Updates heloteam leader on approach to LZ giving direction the helicopter will land.

.34 _____ Employs proper approach techniques to LZ.

.35 _____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.36 _____ Performs Landing as briefed. in sequence, and in proper position

.37 _____ Contacts controlling agency upon reaching/departin8 LZ’s.

.38 _____ Ensures minimum time in zone.

.39 _____ Flight. arrive in LZ on time.

.40 _____ Within 5 minutes of planned time.

.41 _____ Within 4 minutes of planned time.

.42 _____ Within 3 minutes of planned time.

.43 _____ Within 2 minutes of planned time.

.44 _____ Within 1 minute of planned time.

.45 _____ Flights land at correct LZ.

.46 _____ Within 500 meters of LZ.

.47 _____ Within 200 meter. of LZ.

.48 _____ Within 100 meters of LZ.

.49 _____ Within 50 meters of LZ.

.50 _____ Executes waveoffs as briefed.

.51 _____ If carrying external load. drops load in spot as directed by HST/LZ control team.

.52 _____ During paraops, flies correct altitude, airspeed, and heading while providing information to crewchief/jumpmaster.

.53 _____ Lands in correct extraction site LZ.

.54 _____ Flights arrive at the extraction LZ on time.

.55 _____ Within 5 minutes of planned time.

.56 _____ Within 4 minutes of planned time.

.57 _____ Within 3 minutes of planned time.

.58 _____ Within 2 minutes of planned time.

.59 _____ Within 1 minute of planned time.

.60 _____ Executes proper departure techniques to reduce exposure to threat.

.61 _____ Executes downed aircraft procedures as briefed.

.62 ___ Executes RTF procedures properly.

.63 _____ Executes FARP procedures properly. if planned.

.64 _____ Continues contact with controlling agency concerning flight status during retrograde.

.65 _____ Executes EW procedures.

.66 _____ Executes post landing dispersion of helicopters, as applicable.

.67 _____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual, applicable FMFM's, TACMAN's, NATOPS instructions, and SOP's. The MEU(SOC) ACE shall perform as many standards as necessary for the completion of the mission. If execution at the LZ is on time, all subordinate standards will be marked "yes."

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade object. to reduce or avoid electronic detection and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls to avoid obstacles and report terrain/landmark information to the other pilot.
2. The pilot not at the controls of the aircraft to remain oriented St all times and inform the actual pilot of direction and route corrections. In addition, he monitors the cockpit instruments.
3. Weapon. employment.
4. Maintenance of situational awareness.
5. Lookout and weapons stations duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

shall emphasize:

1. Compliance with safety guidance to include ROE and ROC.
2. Aircraft performance/limitations
3. Obstacle/hazard identification and avoidance.
4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.
2. Friendly and enemy positions.
3. Physical obstructions in the LZ.
4. Marking of the LZ.
5. Other matters of special interest.

TASK: 3D.8.4 CONDUCT SECURITY/REINFORCEMENT MISSION DEBRIEFING

CONDITION(S): The security/reinforcement mission is complete and a debriefing is being held with emphasis on lessons learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, briefing/debriefing guides, and NWP 55-9.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ 3-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

3D.9 FORWARD ARMING AND REFUELING POINT (FARP)

TASK: 3D.9.l PLAN FARP FOR MISSION SUPPORT

CONDITION(S): The MEU is in receipt of a mission which, due to distances and/or the tactical situation, requires the en route rearming and/or refueling of mission aircraft. The decision has been made to deploy a FARP. The intelligence scenario and operational scheme of maneuver reflects that of the basic mission that is being supported. The FARP is an enabling objective of the mission that has been assigned.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes NWP 55-9 (ASH Manual), check list.

.2 ____ Assigns an ACE/FARP coordinator.

.3 ____ Plans timeline, and specifies duration of TARP operation.

.4 ____ Identifies the number and type of aircraft to be supported.

.5 ____ Identifies mission essential equipment/logistics based on requirements.

.6 ____ Develops threat plan from available intelligence/combat information.

.7 ____ Coordinates security requirements.

.8 ____ Develops communications plan to include frequencies and EMCON procedures.

.9 ____ Coordinates ITG requirements with the round element, if required.

.10 ____ Plans for codewords and prowords and informs control agencies of their use, if necessary.

.11 ____ Plans for appropriate number and types of support personnel; e.g., HST, ORD, TAFDS, ATC.

.12 ____ Recommends go/no 80 criteria in coordination with the supported elements.

.13 ____ Compares essential equipment assets with those available, considering backup requirements as well, and plans for their movement to the FARP area.

.14 ____ Considers weather criteria.

.15 ____ Plans alternate contingencies.

.16 ____ Considers EW assets/procedures.

.17 ____ Plans downed aircraft procedures, and aircraft recovery requirements to include necessary standby personnel.

.18 ____ Plans arming/dearming procedures.

.19 ____ Ensures ROE, weapons status, and alert conditions are established, and understood by all.

.20 ____ Plans and schedules mission and flight briefings.

EVALUATOR INSTRUCTIONS: The evaluator should be familiar with all applicable FMFM's, Tactical Manuals, NATOPS instructions, and MEU(SOC) ACE SOP's. All key participants and detachment representatives participate in the planning.

KEY INDICATORS: None.

TASK: 3D.9.2 PLAN FARP EN ROUTE PHASE

CONDITION(S): To be conducted once initial planning has established the location of the FARP. The threat information and tactical considerations mirror those required to support the basic mission. Additional sequencing and control measures are added for FARP specific tasks.

STANDARDS: EVAL: Y: N: NE

.1 ____ Plans for tactical dispersion of aircraft to ensure the phased arrival at the FARP location is consistent with the size of the landing area.

.2 ____ Plans flight formations with reference to the refueling sequence and the tactical situation.

.3 ____ Integrates available fire support capabilities to provide protection.

.4 ____ Plans communications for oncall fixed-wing support as required.

5 ____ Plans scatter procedures and control points/communications that allow for inflight contingencies.

EVALUATOR INSTRUCTIONS: This planning is to be conducted with all key participants.

RET INDICATORS: None.

TASK: 3D.9.3 PLAN TARP AREA OPERATIONS

CONDITION(S): The FARP location has been determined and planning for operations has begun.

STANDARDS: EVAL: Y: N: NE

.1 ____ Assigns an onsite ACE/FARP coordinator.

.2 ____ Assigns tasks to onsite ground control personnel.

.3 ____ Bases location of the FARP on METT-T.

.4 ____ Plans alternate location(s).

.5 ____ Plans visual signals far both day and night uses, and attempts to eliminate unnecessary voice communications.

.6 ____ Plans for specific number and types of aircraft.

.7 ____ Plans marking of FARP area.

.8 ____ Provides FARP layout including refueling/rearming staging areas.

.9 ____ Plans refueling/rearming areas for safe separation of aircraft.

.10 ____ Plans replenishment method; i.e.. external bladders, truck, CH-53, EC-130.

.11 ____ Coordinates plans for use of specific fuel pumps, plus backups.

.12 ____ Identifies and plans mission fuels.

.13 ____ Coordinates/plans specific number of refueling points.

.14 ____ Plane refueling heading.

.15 ____ Calculates pumping time.

.16 ____ Plans total time of refueling.

.17 ____ Calculates ordnance build up times.

.18 ____ Plans arming/dearming headings of aircraft to increase safety if possible.

.19 ____ Plans for emergencies in the refueling/rearming areas.

.20 ____ Plans movement of aircraft in the FARP area, and sequencing of services.

.21 ____ Plans ground safety equipment.

.22 ____ Considers drainage in FARP locations.

.23 ____ Considers EPA requirements, if necessary.

.24 ____ Considers location of LAAD teems for short range ground to air missile defense protection at the FARP site.

.25 ____ Publishes FARP diagram.

.26 ____ Establishes total fuel requirement and "take-on" quantity by type aircraft.

EVALUATOR INSTRUCTIONS: This planning is to be conducted with all key participants.

RET INDICATORS: None.

TASK: 3D.9.4 PLAN RIGHT FARP

CONDITION(S): Due to mission requirements, the FARP will be used during darkness. Therefore, the following requirements must be considered in planning the operation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar.

.2 ____ Plans Landing area lighting and flight formations to be employed.

.3 ____ Allocates NVG to support the operation, as required.

.4 ____ Plans ITG and coordinates with appropriate providing elements.

.5 ____ Plans aircraft Lighting.

.6 ___ Provides taxi directors with appropriate signaling device..

.7 ____ Plans for contingencies and emergency procedures.

.8 ____ Plans training during darkness, if possible.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.9.5 PLAN FARP LOGISTICS

CONDITION(S): Due to mission considerations, the FARP will remain in place for an extended period of time. Additional logistics considerations must be planned. Liaison with the CSSE is accomplished.

STANDARDS: EVAL: Y: N: NE

.1 ____ Plans and identifies mission supplies.

.2 ____ Considers resupply.

.3 ____ Plans for the retrograding of supplies and personnel after TARP use.

.4 ____ Determines the requirement for EOD support.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.9.6 BRIEF TARP MISSION

CONDITION(S): The decision to employ a TARP has been made. All liaison has been performed and mission planning is complete. All participants are present for the brief.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NWP 55-9 ASH manual/unit SOP.

.2 ____ Briefs procedures for ordnance. HST, and ATC.

3 ____ Briefs general scheme of maneuver for the basic mission.

.4 ____ Briefs TARP security plan.

.5 ____ Briefs communications plan and provides handouts.

.6 ____ Briefs weather criteria.

.7 ____ Briefs go/no 80 criteria.

.8 ____ Briefs deception plan, if necessary.

.9 ____ Briefs threat intelligence. to include escape and evasion procedures.

.10 ____ Briefs downed aircraft procedures in the TARP area.

.11 ____ Briefs disengagement procedures from the refueling points in case of emergency/attack.

.12 ____ Briefs codewords.

.13 ____ Briefs alternate TARP location(s).

.14 ____ Briefs timeline.

.15 ____ Briefs rules of engagement/weapons status and conditions.

.16 ____ Briefs arming/dearming procedures.

.17 ____ Briefs special considerations.

.18 ____ Briefs obstacle clearance for FARP area.

.19 ____ Briefs flight formations with reference to the refueling/rearming sequence.

.20 ____ Briefs receiver aircraft on the amount of fuel to be taken.

.21 ____ Briefs the number of refueling points.

.22 ____ Briefs refueling and rearming headings.

.23 ____ Briefs movement of aircraft in the FARP area.

.24 ____ Briefs FARP area diagram.

.25 ____ Briefs location of ground safety equipment.

.26 ____ Briefs visual signals for day/night.

.27 ____ Briefs contingency actions and emergency procedures.

EVALUATOR INSTRUCTIONS: This brief is to be conducted by the mission commander or his designee. All participants attend.

KEY INDICATORS: None.

TASK: 3D.9.7 BRIE? NIGHT FARP OPERATIONS

CONDITION(S): Night FARP operations are required to support effectively the GCE. This brief is to be conducted in conjunction with other briefings as applicable.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs ambient illumination.

.2 ____ Briefs illumination plan.

.3 ____ Briefs night vision device procedures.

.4 ____ Briefs ITG.

.5 ____ Briefs aircraft lighting, FARP lighting, and ground directors lighting.

.6 ____ Briefs contingencies and emergency procedures at the FARP.

EVALUATOR INSTRUCTIONS: This brief is to be conducted by the mission commander or his designee. All participants attend.

KEY INDICATORS: None.

TASK: 3D.9.8 ESTABLISH ATC FUNCTIONS AT A FARP SITE

CONDITION(S): The MEU(SOC) ACE baa been assigned a mission which require. a large helicopterborne force to utilize a forward arming and refueling point (FARP) on the ingress route to a mission area. Due to the scope of the operation, onscene control of aircraft in and around the landing area is required. ATC personnel have been assigned that task, and are constrained in planning time and embarkation space due to the tactical environment.

STANDARDS: EVAL: Y: N: NE

.1 ____ participates in the MEU(SOC) ACE planning to establish a FARP by providing air traffic control (ATC) specific information.

.2 ____ Assist planning staff in preparing diagrams and map. for MEU(SOC) ACE approval which depict arming areas, refueling points, pre-standby and post-standby areas, obstacles, dispersion area., and control positions to include any safety equipment.

.3 ____ Assist planning staff in preparing pilot briefing card. for MEU(SOC) ACE approval which depict FARP lighting requirements, aircraft lighting requirements, taxi instructions, timelines, communication methods and frequencies. and codeword definitions.

.4 ____ Identifies ATC mission essential equipment and personnel required to include ground communications.

.5 ____ Brief participating aircrews and all support personnel, and distribute briefing cards.

.6 ____ Brief detailed weather information to include procedures which maybe required as a result of reduced ceilings/visibility.

.7 ____ Inspect ATC personnel and equipment to be deployed.

.8 ____ Coordinates earliest possible arrival into the landing area as appropriate to the plan.

.9 ____ Within 5 minutes of arrival at the site, establish visual control capability consisting of radios and/or appropriate signaling devices.

.10 ____ Set up portable NAVAID if available.

.11 ____ provides timely coordination with refueling and arming personnel.

.12 ____ Effectively and efficiently assist with completion of ?ARP activities.

.13 ____ As appropriate to the plan, coordinate departure from the FARP location with the last available transportation out.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.9.9 EXECUTE FARP EN ROUTE PHASE

CONDITION(S): A mission has been assigned which requires an en route FARP, and the ACE has completed all required liaison, planning, and briefing. Orders have been issued and all preparations have been checked.

STANDARDS: EVAL: Y: N: NE

.1 ____ Executes mission as briefed.

.2 ____ Executes mission communications plan as briefed.

.3 ____ Planned and briefed assets are available.

.4 ____ Appropriate number and types of personnel are available.

.5 ____ Adheres to ROE.

.6 ____ Adheres to timeline.

.7 ____ Executes mission security plan as briefed.

.8 ____ Tactically disperses aircraft.

.9 ____ Fuse flight formations cc briefed.

.10 ____ Control points allow for flexibility.

.11 ____ Flight leaders respond to emergencies immediately.

.12 ____ Understands scatter plan, and implements it without undue communication.

.13 ____ Aircraft arrive at the FARP cc planned.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.9.10 EXECUTE FARP AREA OPERATIONS

CONDITION(S): Assigned aircraft arrive at the FARP site.

STANDARDS: EVAL: Y: N: NE

.1 ____ Executes FARP as briefed.

.2 ____ Configures FARP as briefed.

.3 ____ Refueling/rearming area allows for safe separation of aircraft.

.4 ____ Onsite TARP coordinator and support personnel are present in the zone and are in control.

.5 ____ Movement of aircraft in the TARP area is as briefed.

.6 ____ Executes visual signals as briefed.

.7 ____ Aircrews adapt to changes without sacrificing mission accomplishment.

.8 ____ Sufficient fuel is available for receiver aircraft.

.9 ____ Sets up FART site in sufficient time to support the mission.

.10 ____ Aircraft receive proper ordnance.

.11 ____ Refueling/rearming headings are as briefed.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.9.ll EXECUTE FARP NIGHT OPERATIONS

CONDITION(S): The task requires night FARP operations to be conducted in support of MAGTF operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ FARP lighting is sufficient.

.2 ____ Taxi directors use appropriate lighting.

.3 ____ ITG methods are successful.

.4 ____ Aircraft lighting is as briefed.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3D.lD RESUPPLY

TASK: 3D.10.1 CONDUCT RESUPPLY MISSION PLANNING

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to conduct resupply operations as pert of a MEU. All liaison has been performed, and initial planning has begun. An operation' order has been developed and unit SOP's are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the MEU(SOC) ACE should perform as many standards as required. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MWSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Issues warning order to MEU(SOC) ACE staff planners to prepare for imminent missions.

.3 ____ Analyzes mission tasking to determine specific tasks, stated, and implied.

.4 ____ Provides aviation supportability estimates to MEU commander.

.5 ____ Requests combat information and EEI's in concert with METT-T.

.6 ____ Establishes a time schedule delineating completion times for all phases of planning.

.7 ____ Provides helicopter availability table (HAT) information to the supported commander.

.8 ____ 5-2 initiates planning to provide environmental data.

.9 ____ Develops aviation support requirements (ordnance, fuel, special equipment, personnel, etc.).

.10 ____ Provides air support requirements to MEU/CATF.

.11 ____ ACE provides guidance throughout planning phase by issuing SOP’s, operations orders, plans, and informal briefings.

.12 ____ Plans and/or requests reconnaissance information of the area of operations.

.13 ____ Reconciles any aviation shortfalls with the MEU commander.

.14 ____ Requests support from external aviation assets, if required, for fixed-wing escort, airborne early warning platform, fire support or EW support.

.15 ____ Allocates assets to support assault force concept of Operations end coordinates an air tasking order (ATO).

.16 ____ Plans distance and fuel requirements and identifies refueling/FARP and aerial refueling requirements. (See MPS 3D.09 Forward Arming and Refueling Point.)

.17 ____ Integrates available fire support capability (NGF, CAS, CIFS, artillery) with planned aviation tactics, during ingress/caress, and while in the objective area.

.18 ____ Plans/coordinates primary and alternate LZ’s. (KI)

.19 ____ Plans/coordinates ingress/caress routes to the primary and alternate LZ’s.

.20 ____ Recommends priority of targets for prep fires.

.21 ____ Plans and coordinates control points. (KI)

.22 ____ Ensures authority and procedures to change LZ’s or ingress/egress routes are clearly established.

.23 ____ Establishes and coordinates initial terminal guidance (ITG) procedures with the applicable element.

.24 ____ Plans helicopter landing diagram and landing sequence in terminal area to ensure deconfliction and positive control of assets.

.25 ____ Coordinates mutual support of weapons systems in the terminal objective area.

.26 ____ Coordinates communications needs (electronic and visual) to establish the C3 link, COMSEC, deception, chattermark, EMCON conditions, NORDO, codewords, prowords, and frequencies.

.27 ____ Plans shipboard refueling/rearming cycles with the ATF, if necessary.

.28 ____ Ensures aircrew knowledge of tactical recovery of aircraft and personnel (TRAP) procedures.

.29 ____ Ensures knowledge of forward arming and refueling point (FARP) procedures, if required by mission assignment.

.30 ____ Plans in conjunction with the supported unit a viable deception plan, if required.

.31 ___ Coordinates the development of "smart packs" (kneeboard handouts).

.32 ____ Plans smallest maneuver element for tactical controllability in VMC and IMC, both day and night.

.33 ____ Establishes plans for both operational and weather go/no 80 criteria.

.34 ____ Establishes a bump plan.

.35 ____ Establishes a scatter plan.

.36 ____ Coordinates and integrates command and control procedures.

.37 ____ Schedules rehearsal for evaluating the plan, if time allows.

.38 ____ Schedules mission briefings for all flight crews and necessary personnel.

.39 ____ Assists the supported unit commander in the preparation of the heloteam wave and serial assi3n"ent table (HWSAT).

.40 ____ Considers low altitude air defense (LAAD) assets to support operations based on available threat intelligence.

.41 ____ Coordinates contingency plans for rapid withdrawal or extraction.

.42 ____ Plans and coordinates return to force procedures (RTF) with the MEU/GCE.

.43 ____ Utilizes light level planning calendar for night missions and understands limitations. (KI)

.44 ____ Considers NVG's and establishes priorities for issue and testing, if required.

.45 ____ Considers internal/external aerial delivery transport advantages/disadvantages. (KI)

.46 ____ Submits plans to the MEU commander for approval.

EVALUATOR INSTRUCTION(S): Estimate of supportability can be either written or verbal. The evaluator should be familiar with all applicable FMFM's, tactical manuals, NATOPS instructions, and MEU(SOC) ACE SOP's. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS:

FACTORS IN HELICOPTER LANDING ZONE SELECTION

1. MAGTF concept of operation.
2. Enemy capabilities, predicted intentions, and dispositions.
3. Terrain and proximity to objective.
4. Logistic support requirements.
5. Supporting arms requirements.
6. Approach and retirement routes.
7. Ease of identification.
8. Size and number required to support combat power buildup.

CONTROL POINTS

1. Rendezvous point.
2. Departure point.
3. Checkpoint.
4. Penetration control point.
5. Initial point.
6. Breakup point.

NIGHT LIMITATIONS

1. Reduction of visual acuity.
2. Positive aircraft control procedures.
3. Slower tempo of activity.
4. Smaller helicopter waves.

5. Problems inherent in conducting rendezvouses, approaches and landings at night.

6. Slower and more complicated troop and cargo loading/unloading operations.

7. Slower buildup of combat power in the landing zone.

EXTERNAL/INTERNAL AERIAL DELIVERY

EXTERNAL

Advantages

1. Rapid and efficient.

2. Reduced threat exposure time.

3.. No loading/unloading delay.

Disadvantages

1. Reduced airspeeds.

2. Restricted maneuverability.

3. Possible cargo lose due to:

   a. Equipment failure.

   b. Improper hookup.

   c. Pilot technique.

INTERNAL

Advantages

1. Small items/loads.

2. Palleted cargo discharge anile taxiing.

3. Reduced danger of cargo/damage lose.

4. No slings requirements.

5. No cargo net requirements.

6. No airspeed/maneuverability restrictions.

7. Permits No.

Disadvantages

1. Loading/unloading delays.

2. May require sore sorties to accomplish mission.

3. Increased threat exposure time.

4. Loads generally smaller than external loads.

5. Excludes outsize cargo that may be necessary for mission.

AERIAL DELIVERY (NO LANDING)

Advantages

1. Small items/Loads.
2. Permits NOE.
3. No slings requirements.
4. No offloading delays.
5. Reduced threat exposure time.

Disadvantages

l. Loading delay.
2. May require more sorties to accomplish mission.
3. Possible cargo loss due to:
   a. Equipment failure.
   b. Improper rigging.
   C. Pilot technique.

TASK: 3D.10.2 CONDUCT RESUPPLY MISSION BRIEFING

CONDITION(S): The ATO has been issued and the ACE is assigned resupply missions as part of a MEU. Several missions are tasked, requiring multiple divisions/sections. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers (FAC[A], HC[A]) attend briefs when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP's, and NWP 55-,.

.2 ____ All participating aircrews are present.

.3 ____ Systematically prioritizes tasks.

.4 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.5 ____ Coordinates intelligence briefing of latest threat and friendly information available to include serial imagery' and TERPES electronic order of battle.

.6 ____ Maximizes use of tactical SOP's.

.7 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.8 ____ Briefs current ROE. ROC, and alert conditions and/or weapons conditions information.

.9 ____ Ensures the mission statement is understood by all participants.

.10 ____ Briefs friendly forces scheme of maneuver, weapons involved (NOF', artillery'), and any joint integration.

.11 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.12 _____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned scheme of maneuver, FSCL, phaselines, target description, enemy defenses, and reattack procedures, if required.

.13 _____ Briefs pilot intraformation coordination with normal or degraded systems, weapons, and communications.

.14 _____ Briefs integrated fire support/3-SEAD tactic. and responsibilities. if required.

.15 _____ Briefs radio/KY-SB communication procedures with terminal controllers and/or control agencies, including authentication procedures, burn-through or chattermark procedures in a communications jamming environment, and alternate procedures/frequencies for contacting terminal controller:.

.16 _____ Briefs alternate target(s) or mission(s).

.17 _____ Briefs friendly location. of sir defense asset. and any changing MEZ/FEZ requirements.

.18 _____ Brief. any known changes to TACP control procedures or communications requirements.

.19 _____ Brief. all mission assets.

.20 _____ Briefs availability of on call electronic warfare (EW), obscuring smoke, or illumination missions.

.21 _____ 3-2 briefs local populace reaction capabilities.

.22 _____ Briefer uses appropriate maps, charts, and serial photographs, as required.

.23 _____ Briefs encryption procedures, both internal and external to the flight.

.24 _____ Briefs SERE procedures. (KI)

.25 _____ Briefs EW considerations. (KI)

.26 _____ Briefs weather, including go/no 80 criteria. (KI)

.27 _____ Ensures that all appropriate personnel have handouts; i.e., kneeboard cards, maps, charts, etc.

.28 _____ Briefs mission go/no go criteria: i.e., aircraft, personnel and other mission essential equipment.

.29 _____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.30 _____ Briefs actions required if attacked by SAM/AM and appropriate RWR gear operation/displays.

.31 _____ Briefs look-out procedures to include responsibilities, radio call., and tactical maneuvering for threats.

.32 _____ Briefs mission precedence.

.33 _____ Briefs a timeline, both into and out of the area of operations.

.34 _____ Briefs call signs/event numbers.

.35 _____ Briefs shipboard operating procedures.

.36 _____ Briefs chain of responsibilities. (KI)

.37 _____ Briefs inadvertent IMC/loss of visual contact.

.38 _____ Briefs fuel/ordnance requirements. (KI)

.39 _____ Briefs NVG operational considerations.

.40 _____ Brief. launch conditions. (KI)

.41 _____ Briefs ingress procedures. (KI)

.42 _____ Brief. LZ procedures/considerations. (KI)

.43 ____ Briefs egress procedures. (KI)

.44 ____ Briefs downed aircraft procedures for overwater and overland.

.45 ____ Briefs TRAP procedures,

.46 ____ Briefs any concurrent operations, to include deconfliction with other participating aviation units.

.47 ____ Briefs FARP procedures.

.48 ____ Briefs deception plan.

.49 ____ Briefs timehack.

.50 ____ Briefs location/time of debriefs.

.51 ____ Briefs controlling agencies.

.52 ____ Briefs EMCON procedures.

.53 ____ Brief. DRIADS.

.54 ____ Briefs flightdeck/ground signals.

.55 ____ Allows questions to ensure tactical/safety of flight information is understood by all.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9 ASH Manual for helicopter operations. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, and TOS/TOT calculations when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AAA, SAN, and air threat locations known.
5. Expected movement.
6. Essential elements of information.

SUE

1. ISOPREP cards.

2. Passwords.

3. Barter kits/blood chits.

4. Safe area.

5. Designated area for rescue.

6. Radio communications

EW

1. EMCON condition.

2. Deception/meaconing.

3. MIJI reporting.

WEATHER

1. Data.

2. RF propagation.

3. Current weather.

4. Forecast weather.

CHAIN OF RESPONSIBILITY

The location, call sign and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander/alternate.

3. HTC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefed:

1. HC(A).

2. TAC(A).

FUEL

1. Takeoff load.

2. Minimum.

3. Bingo.

4. Refueling/rearming.

5. Deck assignments.

6. Prioritizing.

7. Timeline.

8. Aerial refueling.

LAUNCH

1. Aircraft running time.

2. Turn-up time.

3, Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.

2. Control measures CRP’s, CP’s, ZP’s).

3. Timing.

4. Airspeeds end altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons condition..

g. Penetration checklist.

10. Communication procedure. including visual signals, lost communications.
chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. Evasive maneuvers/ACM.

14. Scatter plan.

15. Go/no 80 criteria.

16. NBC considerations.

17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LZ brief.

3. Landing direction/wave off instructions.

4. Escort.

5 Take off instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan (retrograde, withdrawal, emergency extraction).

EGRESS

1. Primary and alternate routes.

2. Control measures (CP's, RP's).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost communications, chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. Evasive maneuvers/ACM.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

17. RTF.

TASK: 3D.1O.3 EXECUTE RESUPPLY MISSION

CONDITION(S): The MEU(SOC) ACE is in receipt of a warning order to execute resupply mission(s) in support of the MEU. All liaison, planning, and briefing have been performed. Unit SOP'S are available. The mission can be conducted while shipboard or ashore, either day or night. Given a mission scenario as developed by higher authority (realistic contingency scenarios are encouraged), the MEU(SOC) ACE should perform as many standards as necessary. Additional assets may be utilized if available to include other helicopters, fixed-wing, air control elements, and MSS support to enhance battlefield realism.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aircrew are qualified and current for assigned mission.

.2 ____ Configures aircraft to conduct preplanned missions.

.3 ____ Conducts preflight activities within prescribed time frame.

.4 ____ Conducts a final liaison with supported unit for any changes.

.5 ____ Conducts start-up ontime with systems checks ontime and ready for launch.

.6 ____ Ensures all personnel/equipment are properly secured prior to launch and safety equipment for personnel is aboard.

.7 ____ Conducts launch activities (execute bump plan, if required), as briefed.

.8 ____ Accomplishes rendezvous procedures Cs briefed or 55 directed by controlling agencies.

.9 ____ Confirms go/no go criteria exists before continuing with mission.

.10 ____ Executes communications procedures/plan as briefed.

.11 ____ Ensures formation facilitates support by escort, control, maneuverability, mutual support, and collision avoidance.

.12 ____ Employs appropriate flight tactics/profile to minimize enemy detection. (KI)

.13 ____ Employs smallest maneuver element capable of accomplishing mission.

.14 ____ Executes procedures properly upon inadvertent IMC entry/loss of visual contact.

.15 ____ Exercises communications discipline during mission.

.16 ____ Ensures aircrews observe ROE and ROC.

.17 ____ Uses appropriate flight control measures to adequately control the flight.

.18 ____ Employs proper tactical response (scatter plan, EVM, ECM) to any pop-up immediate threat.

.19 ____ Demonstrates aircrew coordination; e.g., lookout doctrine. (KI).

.20 ____ Flight navigates and remains oriented throughout mission.

.21 ____ Applies proper course corrections, if needed, in a timely manner.

.22 ____ Remains constantly aware of aircraft systems and performance.

.23 ____ Emphasizes mission accomplishment and safety considerations throughout the flight. (KI)

.24 ____ Changes to route are made by proper authority.

.25 ____ Ensures fire support plan is responsive and covers all perceived vulnerable areas.

.26 ____ Ensures crewmen comply with weapons conditions as briefed.

.27 ____ Executes deception plan, if appropriate.

.28 ____ Allows escort to be in position in time for prep fires.

.29 ____ Performs penetration checklist at the appropriate time/place.

.30 ____ Reports progress of mission to controlling agency as required to update weather, enemy situation, and go/no go criteria.

.31 ____ Flight receiving clearance at the IP to proceed to the LZ ensures go/no go criteria exists. (KI)

.32 ____ Ensures any charge to LZ is made by proper authority.

.33 ____ Updates heloteam leader on approach to LE giving direction the helicopter will land.

.34 ____ Employs proper approach techniques to LE.

.35 ____ Makes consistent use of cover, concealment, altitude, and airspeed to minimize exposure to the enemy during approaches.

.36 _____ Performs landing as briefed, in sequence, and in proper position utilizing ITG procedures.

.37 _____ Contacts controlling agency upon reaching/departing LZ's.

.38 _____ Ensures minimum time in zone.

.39 _____ Flights arrive in LZ on time.

.40 _____ Within 5 minutes of planned time.

.41 _____ Within 4 minutes of planned time.

.42 _____ Within 3 minutes of planned time.

.43 _____ Within 2 minutes of planned time.

.44 _____ Within 1 minute of planned time.

.45 _____ Flights land at correct LZ.

.46 _____ Within 500 meters of LE.

.47 _____ Within 200 meters of LE.

.48 _____ Within 100 meters of LZ.

.49 _____ Within 50 meters of LE.

.50 _____ Executes waveoffs as briefed.

.51 _____ If carrying external load, drops load in spot as directed by HST/LZ control team.

.52 _____ During paraops, flies correct altitude, airspeed, and heading while providing information to crewchief/jumpmaster.

.53 _____ Lands in correct extraction site LZ.

.54 _____ Flights arrive at the extraction LZ on time.

.55 _____ Within 5 minutes of planned time.

.56 _____ Within 4 minutes of planned time.

.57 _____ Within 3 minutes of planned time.

.58 _____ Within 2 minutes of planned time.

.59 _____ Within 1 minute of planned time.

.60 _____ Executes proper departure techniques to reduce exposure to threat.

.61 _____ Executes downed aircraft procedures as briefed.

.62 _____ Executes RTF procedures properly.

.63 _____ Executes FARP procedures properly, if planned.

.64 _____ Continues contact with controlling agency concerning flight status during retrograde.

.65 _____ Executes EW procedures.

.66 _____ Executes post landing dispersion of helicopters, as required.

.67 _____ Performs postflight of aircraft.

EVALUATOR INSTRUCTIONS: Evaluator shall be familiar with Assault Support Helicopter Tactical Manual, applicable FMFM's, TACMAN's, NATOPS instructions, and SOP's. The MEU(SOC) ACE shall perform as many standards as necessary for the completion of the mission. If execution at the LZ is on time, all subordinate standards will be marked "yes."

KEY INDICATORS:

EN ROUTE

Aircraft shall utilize terrain, vegetation, and manmade objects to reduce or avoid electronic detection and limit use of aircraft lighting systems to enhance survivability.

AIRCREW COORDINATION

Cockpit duties should permit:

1. The pilot at the controls to avoid obstacles and report terrain/landmark information to the other pilot.

2. The pilot not at the controls of the aircraft to remain oriented at all times and to inform the actual pilot of direction and route corrections. In addition, he monitors the cockpit instruments.

3. Weapons employment.

4. Maintenance of situational awareness,

5. Lookout and weapons stations duties to be assigned to other crewmembers.

SAFETY CONSIDERATIONS

Shall emphasize:

1. Compliance with safety guidance to include ROE and ROC.

2. Aircraft performance/limitations.

3. Obstacle/hazard identification and avoidance,

4. Reduction of reaction time to aircraft emergencies.

IP CONSIDERATIONS

1. Wind direction and velocity.

2. Friendly and enemy positions.

3. Physical obstructions in the LZ.

4. Marking of the LZ.

5. Other matters of special interest.

TASK: 3D.10.4 CONDUCT RESUPPLY MISSION DEBRIEFING

CONDITION(S): The resupply mission(s) is complete and a debriefing, with emphasis on lessons learned for future use, is conducted.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, debriefing guides, and NWP 55-9.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photo., sketches or other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants, if practicable. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ 5-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

3D.l1 MEDICAL EVACUATION (MEDEVAC)

TASK: 3D.11.1 CONDUCT MEDEVAC PRELAUNCH PROCEDURES

CONDITION(S): An amphibious assault has taken place and the MEU has taken numerous casualties requiring multiple MEDEVAC missions. These missions are tasked as preplanned or immediate. Preplanned MEDEVAC missions consist of a dedicated support package which includes assault support helicopters and escorts. immediate missions cannot be planned in advance and are assigned to the dedicated MEDEVAC support package or an airborne flight is diverted from a lower priority mission by the controlling agency, in this case the MCCRES evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ Designates required MEDEVAC support aircraft and crews per LOI/operations order and NWP 55-9-ASH manual.

.2 ____ Designates MEDEVAC helicopter transport commander as MEDEVAC flight leader.

.3 ____ Designates MEDEVAC escort attack helicopter flight leader as MEDEVAC flight coordinator.

.4 ____ Assigns medical corpsman as aircrewman, if possible.

.5 ____ Ensures flight is equipped with the appropriate medical and rescue equipment; e.g., stretchers, external hoist, etc.

.6 ____ Briefs all aircrew members on assigned mission and flight procedures.

.7 ____ Briefs EMCON procedures, if applicable.

.8 ____ Each MEDEVAC helicopter receives preflight inspection, is turned up, has systems and radio checks complete, and has prestart checks complete.

.9 ____ Launches within the required time period.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.11.2 EXECUTE MEDEVAC EN ROUTE PROCEDURES

CONDITION(S): All MEDEVAC aircraft are airborne. The flight leader or flight coordinator requests clearance from the controlling agency to proceed to the MEDEVAC pickup zone. Enemy fire on the MEDEVAC helicopters can be expected.

STANDARDS: EVAL: Y: N: NE

.1 ____ MEDEVAC crew ensures that all aircrew are briefed on the situation, the adopted course of action, and enemy activity, if not accomplished before flight. (KI)

.2 ____ Obtains clearance from controlling agency for all aircraft to proceed to MEDEVAC pickup location.

.3 ____ Airborne diverts are executed as briefed by appropriate agency.

.4 ____ Flies routes and altitudes that are expeditious and tactically sound.

.5 ____ Uses en route formations which are tactically correct.

.6 ____ Establishes radio contact with supported ground unit as soon as possible to receive LE brief.

.7 ____ Verifies position of all ground units in the area and recommends direction of approach for MEDEVAC helicopter.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW BRIEF

1. Friendly positions.
2. Enemy positions.
3. Rules of engagement.
4. The use of clock/distance codes and smoke grenades to mark and identify the location of enemy fire.
5. Firing restrictions for MEDEVAC helicopter gunners to protect ground unit personnel and escort helicopters.

TASK: 3D.11.3 EXECUTE APPROACH AND DEPARTURE PROCEDURES

CONDITION(S): The MEDEVAC package has arrived in the pickup area and received a landing zone brief.

STANDARDS: EVAL: Y: N: NE

.1 ____ Chooses approach and departure corridors and flight techniques which afford greatest protection to the MEDEVAC helicopter.

.2 ____ Informs the flight coordinator of the intended approach route and flight techniques to facilitate escort coverage.

.3 ____ Escorts properly cover MEDEVAC helicopter.

.4 ____ Identifies the proper landing zone through radio communications and/or visual signals. (KI)

.5 ____ If a smoke screen is employed, positions aircraft to make proper use of screening.

.6 ____ Lands in the correct pickup zone.

.7 ____ While evacuee is being loaded, the MEDEVAC aircrew informs the flight coordinator of the intended departure route and flight techniques.

.8 ____ During the return flight the medical facility is informed of:

a. ETA.

b. Type wound, injury or illness.

c. Evacuee category (urgent, priority, routine).

d. Number of casualties.

EVALUATOR INSTRUCTIONS: ,None.

KEY INDICATORS:

LANDING ZONE MARKING

The importance of proper landing zone identification through either radio communication and/or visual signals to prevent enemy deception cannot be overemphasized. Radio transmissions shall not refer to the visual signal until the visual signal has been deployed and sighted by the helicopter flight. Subsequent to such sighting, the visual signal shall be confirmed.

3D.12 RESCUE COMBAT AIR PATROL (RESCAP)

TASK: 3D.12.1 CONDUCT RESCAP MISSION BRIEFING

CONDITION(S): The ATO has been issued and the MEU(SOC) ACE is assigned numerous tactical missions. Mission commanders have been assigned and hold a brief with all participants prior to each mission. The RESCAP brief will accompany other mission briefings.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all RESCAP items per published NATOPS, briefing guides, and SOP's. (KI)

.2 ____ All participating aircrew are present.

.3 ____ Briefs timehack.

.4 ____ Briefs RESCAP protective tactics.

.5 ____ Briefs visual sighting techniques.

.6 ____ Briefs altitudes for safe separation of fixed-wing and helo aircraft.

.7 ____ Briefs communications procedures to include codewords to be used during any RESCAP.

.8 ____ Briefs safe areas in conjunction with the ground scheme of maneuver.

.9 ____ Briefs rescue helicopter guidance and pickup procedures.

.10 ____ Briefs authentication procedures.

.11 ____ Briefs requirement for onscene flight coordination and overhead protection.

.12 ____ Questions are allowed to ensure safety/tactical flight information and mission data is understood by all.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

RESCAP MISSION

The primary concern on a RESCAP mission is the safe and rapid extraction of the survivors. In order to accomplish this task the following must be considered:

1. Visual/voice contact to assure status and authenticity of survivor(s).

2. Flight vigilance with respect to threat area and maneuvering airspeed.

3. Optimized weapons for the RESCAP mission so that the survivors can be protected down to the mean lethal radius of the weapons used. referred weapons are the same as for CAS (20/25 mm, MK-82 with retarded fins, and rockets).

4. RESCAP effectiveness and cover becomes most critical when the rescue helicopter is in the pickup phase.

5. RESCAP flight must act as onscene rescue commander until relieved by a designated rescue coordinator.

TASK: 30.12.2 EXECUTE RESCAP MISSION

CONDITION(S): While on any mission an airborne crew receives word of a downed aircrew. The ground scheme of maneuver was considered in the selection of a safe area.

STANDARDS: EVAL: Y: N: NE

.1 ____ Proceeds to downed plane/aircrew area by most direct route consistent with the threat.

.2 ____ Acquires downed aircrew position after arriving in area of downed plane using either radio or visual communications.

.3 ____ Neutralizes enemy threat.

.4 ____ Executes successful tactics and jinking maneuvers.

.5 ____ Requests relief on station if rescue cannot be effected before reaching BINGO.

.6 ____ Complies with ROE, ROC, minimum altitudes, and ordnance frag pattern minimums.

EVALUATOR INSTRUCTIONS: Evaluator notifies flight that there is a downed plane/aircrew and directs a RESCAP mission. Mission can be "scrambled" to the RESCAP or completed in conjunction with, or diverted from. another MCCRES mission.

KEY INDICATORS: None.

TASK: 30.12.3 EXECUTE SERE EXERCISE

CONDITION(S): A simulated mishap involving a major accident with possible aircrew casualties will be conducted. At least one complete crew of the MEU(SOC) ACE's aircrew shall be selected at random as a "Downed Aircrew" either immediately prior to or after a scheduled flight. The "Downed Aircrew" will be inserted into the SERE area with appropriate flight equipment and clothing that the aircrew have on at the time of their selection. A SERE evaluator and corpsman should accompany the downed aircrew.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs aircrews on the location of friendly and enemy forces.

.2 ____ Briefs aircrews on SAR safe areas and pickup procedures.

.3 ____ Provides downed aircrew with appropriate survival and protective equipment.

.4 ____ Demonstrates knowledge of correct use of survival and protective equipment.

.5 ____ Exhibits knowledge of day and night visual recognition signals.

.6 ____ Communicates via radio with rescue aircraft.

.7 ____ Responds appropriately to conditions encountered while attempting evasion and recovery.

.8 ____ Takes proper measures to evade capture, if required.

.9 ____ Utilizes ISO prep information.

.10 ____ S-2 personnel debrief "survivor(s)" after rescue.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3D.13 TACTICAL RECOVERY OF AIRCRAFT, EQUIPMENT. AND PERSONNEL (TRAP)

TASK: 3D.13.1 CONDUCT TRAP MISSION PLANNING

CONDITION(S): A warning order has bean received requiring MAGTF support for a TRAP mission. -A preliminary around scheme of maneuver is available, and the S-2 is gathering information. Air superiority has been gained, though there is a threat from surface fire. Due to the situation, planning time is constrained.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes early liaison with the supported commander.

.2 ____ Establishes plans for operational and weather go/no go criteria.

.3 ____ Develops, in conjunction with MEU commander, a viable deception plan.

.4 ____ Provides input for the communications plan.

.5 ____ Plans for codewords.

.6 ____ Develops timeline.

.7 ____ Integrates and coordinates aviation communications support requirements with higher headquarters, TRAP force, and air control agencies.

.8 ____ Provides aviation supportability estimates and asset availability information to the CLF.

.9 ____ Plans standby crews and bump plan.

.10 ____ Requests information and intelligence to develop enemy, terrain, and weather data base (METT-T).

.11 ____ Develops aviation TRAP support requirements (parts, tools, ordnance, fuel, special equipment, personnel, etc.).

.12 ____ Plans additional downed aircraft procedures; i.e., maintenance, demolition, etc.

.13 ____ Considers requirement to resupply TRAP force, as well as identifying additional equipment (slings, hoist, litters, etc.).

.14 ____ Identifies explosive requirements in the event contingencies arise requiring the destruction of the downed aircraft.

.15 ____ Reconciles any aviation shortfalls with higher headquarters.

.16 ____ Plans for RECCE of TRAP site, if tactically feasible.

.17 ____ Coordinates with airborne control agencies, if required.

.18 ____ Considers LAAD assets to support the TRAP plan based on available enemy intelligence.

.19 ____ Requests AAW support from theater aviation assets, if required. for fixed-wing escort, airborne early warning platform. fire support. and/or EW support.

.20 ____ Establishes weapons control and ROE criteria.

.21 ____ Requests close sir support aircraft, if required.

.22 ____ Requests EW support and/or smoke screening to suppress enemy air defense efforts, and to deny enemy use of EW.

.23 ____ Plans for escort aircraft if required.

.24 ____ Determines distance and fuel requirements and identifies FARP requirements, if necessary. (see MPS 3D.09, Forward Arming and Refueling Point,)

.25 ____ Coordinates primary surface search area with higher headquarters.

.26 ____ Establishes control points.

.27 ____ Plane ingress/egress route., to include alternates. based on METT-T.

.28 ____ Identifies obstacles to ingress/egress routes and landing zones and ensures adequate clearance is maintained.

.29 ____ Integrates available fire support capabilities with planned aviation tactic.

.30 ____ Ensures authority and procedures to change landing zones or ingress/egress routes are clearly established.

.31 ____ Establishes and coordinates ITG procedures, if required.

.32 ____ Plans flight formations which ensure tactical dispersion of aircraft.

.33 ____ Ensures aviation mission commander and TRAP commander are in the same aircraft, if feasible.

.34 ____ Plans for alternate mission commander.

.35 ____ Develops manifesting procedure that will account for all personnel for all phases of the mission.

.36 ____ Coordinates shipboard troop loading with the CATF, if required.

.37 ____ Coordinates refueling/rearming cycles with the CATF.

.38 ____ Schedules mission briefings for all aircrew and sir control personnel, if possible.

EVALUATOR INSTRUCTIONS: The evaluator should be familiar with all applicable FMFM’s, tactical manuals. NATOPS instructions, and MEU(SOC) ACE SOP’s. All key participants and detachment representatives should participate in the planning.

KEY INDICATORS: None.

TASK: 3D.13.2 CONDUCT TRAP NIGHT MISSION PLANNING

CONDITION(S): For tactical reasons, the TRAP is to be conducted at night.

STANDARDS: EVAL: Y: N: NE

.1 ____ Utilizes light level planning calendar.

.2 ____ Plans aircraft lighting and flight formations to be employed.

.3 ____ Plans NVG considerations and procedures.

.4 ____ Allocates NVG's to support the TRAP, and establishes priorities for issue and testing, if required.

.5 ____ Plans ITG landing area procedures, and initial orientation for debarked troops if required.

.6 ____ Ensures availability of LZ and load identification lighting; e.g., chemical lights.

.7 ____ Determines means of navigation within the surface search area.

.8 ____ Schedules training/rehearsal during darkness if time permits.

.9 ____ Plans contingencies and emergency procedures.

EVALUATOR INSTRUCTIONS: None

KEY INDICATORS: None

TASK: 3D.13.3 CONDUCT TRAP MISSION BRIEFING

CONDITION(S): The ATO has been issued and the MEU(SOC) ACE is assigned operational missions as part of a MAGTF. TRAP missions are likely due to flight operations in a high threat environment. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers (FAC[A], HC[A]) attend briefs when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides, SOP's, and NWP 55-9.

.2 ____ All participating aircrews are present.

.3 ____ Systematically prioritizes tasks.

.4 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.5 ____ Ensures the mission statement is understood by all participants.

.6 ____ Briefs controlling agencies.

.7 ____ Briefs EMCON procedures, if required.

.8 ____ Briefs DRIADS.

.9 ____ Briefs flightdeck/ground signals.

.10 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.11 ____ Briefs deception plan.

.12 ____ Maximizes use of tactical SOP's.

.13 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.14 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.15 ____ Briefs friendly forces ground scheme of maneuver, weapons involved; i.e., NGF, artillery, and any joint integration. (KI)

.16 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.17 ____ Briefs pilot intraformation coordination with normal or degraded systems, weapons, and communications.

.18 ____ Briefs integrated fire support/J-SEAD tactics and responsibilities, if required.

.19 ____ Briefs radio/KY-58 communication procedures with terminal controllers and/or control agencies, including authentication procedures, burn-through or chattermark procedures in a communications jamming environment, and alternate procedures/frequencies for contacting terminal controllers.

.20 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.21 ____ Briefs any known changes to TACP control procedures or communications requirements.

.22 ____ Briefs availability of on call electronic warfare (EW), obscuring smoke, or illumination missions.

.23 ____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.24 ____ Briefs encryption procedures, both internal and external to the flight.

.25 ____ Briefs SERE procedures. (KI)

.26 ____ Briefs EW considerations. (KI)

.27 ____ Briefs weather, to include go/no go criteria. (KI)

.28 ____ Ensures that all appropriate personnel have handouts; i.e., kneeboard cards, maps, charts, etc.

.29 ____ Briefs mission go/no go criteria; i.e., aircraft, personnel, and other mission essential equipment.

.30 ____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.31 ____ Briefs actions required if attacked by SAM/AAA and appropriate RWR gear operation/displays.

.32 ____ Briefs look-out procedures to include responsibilities, radio calls, and tactical maneuvering for threats.

.33 ____ Briefs mission precedence.

34 ____ Briefs a timeline, both into and out of the AOA.

.35 ____ Briefs call signs/event numbers.

.36 ____ Briefs shipboard operating procedures.

.37 ____ Briefs chain of responsibilities. (KI)

.38 ____ Briefs inadvertent IMC/loss of visual contact.

.39 ____ Briefs fuel/ordnance requirements. (KI)

.40 ____ Briefs NVG operational considerations, if required.

.41 ____ Briefs launch considerations. (KI)

.42 ____ Briefs ingress considerations. (KI)

.43 ____ Briefs LZ considerations. (KI)

.44 ____ Briefs egress considerations. (KI)

.45 ____ Briefs downed aircraft procedures for overwater and overland.

.46 ____ Briefs any concurrent operations, to include deconfliction with other participating aviation unit.

.47 ____ Briefs FARP procedures, if required.

.48 ____ Briefs timehack.

.49 ____ Briefs location/time of debriefs.

.50 ____ Allows questions to ensure tactical/safety of flight information is understood by all.

EVALUATOR INSTRUCTIONS: External loading manual was utilized, if required. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, and IP's, when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. Ground threat locations known.
4. AM, SAM, infantry, and air threat locations known.
5. Expected movement.
6. Essential elements of information.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.
5. Designated area for rescue.
6. Radio communications.

1. EMCON condition.
2. Deception/meaconing.
3. MIJI reporting.

WEATHER

1. Astronomical data.
2. RF propagation.
3. Current weather.
4. Forecast weather.

CHAIN OF RESPONSIBILITY

The location, call sign, end frequency should be briefed for the following:

1. Overall mission commander.
2. Air mission commander/alternate.
3. HTC.
4. Flight leader/alternate.
5. Flight coordinator/alternate.

The following agencies' locations, call signs, and frequencies should be briefed:

1. HC(A).
2. TAC(A).

FUEL

1. Takeoff load.
2. Minimum.
3. Dingo.
4. Refueling/rearming.
5. Deck assignments.
6. Prioritizing.
7. Timeline.
8. Aerial refueling.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.

4. T/O time/frequencies/formations.

5. Bump plan.

6. Rendezvous procedure..

INGRESS

1. Primary and alternate routes.

2. Control measures (RP’s, CP’s, IP’s).

3. Timing.

4. Airspeeds and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

g. Penetration checklist.

10. Communication procedures including visual signals, lost communications. chattermark, codewords, and RIO.

11. En route terrain.

12. Probable point of first enemy contact.

13. Evasive maneuvers/ACM.

14. Scatter plan.

15. Go/no go criteria.

16. NBC considerations.

17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.

2. LZ brief.

3. Landing direction/wave off instructions.

4. Escort.

5. Takeoff instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan (retrograde, withdrawal, emergency extraction).

EGRESS

1. Primary and alternate routes.

2. Control measure. (CP’s, RP’s).

3. Timing.

4. Airspeed end Altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions,

9. Penetration checklist.

10. Communication procedure. including visual signals, lost communications, chattermark, codewords, end RIO.

11. En route terrain.

12. Probable point of lest enemy contact.

13. Evasive maneuvers/ACM.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

17. RTF.

TASK: 3D.13.4 EXECUTE TRAP MISSION

CONDITION(S): A Marine aircraft has been downed by enemy fire during intense combat operations. A TRAP mission ha. begun to safely end expeditiously recover the crew/aircraft.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses appropriate ingress/egress routes.

.2 ____ Executes deception plan, if required.

.3 ____ Flight tactics reflect METT-T considerations.

.4 ____ Maintains communication discipline as briefed.

.5 ____ Maintains continuous coordination with MEU commander informing him of TRAP progress.

.6 ____ Receives/provides timely update on deployment of enemy forces in the area.

.7 ____ Flight coordination is tactically correct; e.g., suppressive fires. should TRAP effort be opposed.

.8 ____ Arrives at TRAP site with sufficient assets to accomplish the mission.

.9 ___ Ensures crew coordination during external recovery of personnel; e.g., hoist/SPIE rig operations.

.10 ____ Effectively utilizes LZ lighting and illumination for recovery of aircraft and/or personnel, if required.

.11 ____ Successfully retrieves downed aircraft or extracts personnel from TRAP mite.

.12 ____ Accounts for all TRAP personnel and equipment before departing the objective area.

EVALUATOR INSTRUCTIONS: External loading manual was utilized, if required. The primary concern of a TRAP mission is the safe and rapid extraction of survivors and recovery of the aircraft if possible.

KEY INDICATORS: None.

3D.14 NIGHT OPERATIONS

TASK: 3D.14.1 CONDUCT NIGHT MISSION PLANNING

CONDITION(S): This MPS should be considered in conjunction with other missions as required and concerns specific considerations that are addressed should an operation be conducted under the cover of darkness. As such, the execution of a mission at night should not be considered so much as a special operation but as other option available to the tactical commander to achieve mission accomplishment. Accordingly, while the employment of a night operation may not ensure mission success, failure to apply basic techniques in planning and execution when using darkness will almost surely result in tactical degradation that will be the genesis for mission failure.

STANDARDS: EVAL: Y: N: NE

.1 ____ Determines if mission is to be conducted using unaided night vision techniques or NVG's. (KI)

.2 ____ Considers the slower tempo and limitations that characterize night operations. (KI)

.3 ____ Establishes procedures for night vision adaptation and preservation.

.4 ____ Bases aircraft lighting on forecast light conditions and current directives.

5 ____ Considers the advantages/disadvantages of artificial illumination vs. natural lighting. (KI)

.6 ____ Plans the methods of employment and delivery of artificial illumination. (KI)

.7 ____ Incorporates oncall illumination for emergency situations, if required.

.8 ____ Considers possibility of lighting aids to assist in locating/identifying the LZ and in accomplishing landings at night. (KI)

.9 ____ Ensures liaison is made with supported/supporting unit to coordinate use of light in LZ to ensure night adaptation, preservation or NVG compatibility. (KI)

.10 ____ Eases flight formation to maintain proper balance between safety and maneuverability.

EVALUATOR INSTRUCTIONS: None:

KEY INDICATORS:

LIMITATIONS

1. Reduction of visual acuity.
2. Used for positive aircraft control procedures.
3. The slower tempo of activity.
4. Smaller helicopter waves.

5. Problems inherent in conducting rendezvouses approaches. and landings at night.

6. Slower and more complicated troop and cargo loading/unloading operations.

7. Slower buildup of combat power in the LZ.

NIGHT OPERATIONS CONSIDERATIONS

1. Mission and requirements.

2. Threat and effect of low visibility on enemy operations.

3. Ambient light level available (bath natural and artificial).

4. Weather.

5. Terrain/distance.

6. Use of light level planning calendar.

7. Rising and setting of the Sun/moon.

8. Usage of NVG manual.

9. Shadowing.

NATURAL AN ARTIFICIAL ILLUMINATION CONSIDERATIONS

Natural Lighting Advantages:

1. Element of surprise is maintained longer.

2. Night vision capabilities are maximized and conserved.

3. Helicopters are difficult to acquire and engage by visual means.

4. Ground fire is easy to see.

Natural Lighting Disadvantages:

1. Navigation is difficult.

2. LZ’s are more difficult to identify.

3. Depth perception is greatly reduced.

4. Escort support capabilities are restricted.

ARTIFICIAL LIGHTING ADVANTAGES:

1. Permits navigation by terrain reference.

2. Aids in LZ identification.

3. Provides a visual horizon.

4. Permits "see and avoid’ procedures for cafe separation of aircraft end flights.

5. Permits use of daylight operation procedures, flight techniques, and escort support procedures.

ARTIFICIAL LIGHTING DISADVANTAGES:

1. Flying through illumination debris.

2. Silhouetting of aircraft.

3. Provides optical tracking by the enemy.

4. Obscures visible horizon.

5. Minimum lighting level accepted rather than the maximum to delay advantage to enemy.

6. Aircraft flight pattern, downwind path of expended flares, and extended gun line of artillery-delivered illumination flare canisters.

ILLUMINATION DELIVERY METHODS

Should Consider:

1. Aircraft delivery is most effective, versatile, and easiest to control.

2. Long endurance, large flare capacities of cargo-type CC-130) aircraft.

3. Minimum enemy exposure time of close air support and attack helicopters.

4. Ambient light level fluctuations and gaps in illumination caused by threat-induced evasive maneuvers.

5. Adjustment time for artillery and NGF flares.

6. Less light production and shorter burn time of artillery and NGF.

7. Effectiveness of artillery and NGF is reduced in poor weather conditions.

8. Enemy air defense capabilities.

9. Range capabilities and limitations of artillery and NGF

LANDING ZONE LIGHTING

Types of Lighting Aids:

1. Terminal guidance systems (Glide Angle Indicator Light [GAIL]).

2. Expeditionary lights.

3. Flare illumination.

4. Field expedients (vehicle lights, flashlights, blinking lights, bonfires, smudge pots, chemical lightsticks, etc.).

Landing Zone Lighting Should:

1. Be visible to the pilot.

2. Identify an area free of obstacles that is safe for hovering and/or landing.

3. Employ three or more separate lights to preclude effects of autokinesis.

4. Provide orientation along obstacle free approach and takeoff corridors.

NVG COMPATIBLE LZ LIGHTING RESOURCES

Landing Zone Lighting:

1. NVG compatible LZ lighting.

2. IR lights.

3 Chemical lightsticks.

4. Shielded flashlights.

5. Any light source sufficiently dimmed SQ 55 not to interfere with NVG operation.

GROUND UNIT CONSIDERATIONS

1. Increased time for emb5rkation/debarketion.

2. Light discipline requirements for NVG operations.

3. HST requirements for NVG utilization.

4. FARP requirements for NVG operations.

TASK: 3D.14.2 CONDUCT NIGHT MISSION BRIEFING

CONDITION(S): The ATO has been issued and the MEU(SOC) ACE is assigned a variety of night missions in support of the MAGTF. Multiple divisions/sections may be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers attend briefs when possible. Flight leaders provide navigation cards, maps, aircraft configurations, and gross weights, detailed fuel figures, checkpoints, IP's, and TOT/TOS calculations when required by the evaluator.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that maps are prepared and are NVG/night compatible.

.2 ____ Briefs night vision adaptation/preservation and ensures procedures are followed by aircrew.

.3 ____ Issues NVG in adequate numbers and with appropriate accountability.

.4 ____ Ensures that all aircrew members have required night flying equipment.

.5 ____ Briefs aircrew coordination to include NVG considerations. (KI)

.6 ____ Flight schedule allows sufficient time for aircrew to thoroughly preflight aircraft and lighting systems.

.7 ____ Briefs flight coordinator on CA, friendly positions, approach and retirement lanes, and flight techniques to he used.

.8 ____ Briefs transition procedures for NVG use.

EVALUATOR INSTRUCTIONS: None

KEY INDICATORS:

AIRCREW COORDINATION

1. Procedures for NVG failures.

2. Inadvertent entry into INC.

3. Light discipline.

TASK: 3D.14.3 EXECUTE NIGHT MISSION

CONDITION(S): The MEU(SOC) conducts night support missions. All liaison has been performed and mission planning and briefing is completed. Navigation is required to the IP/LZ and timing for L-Hour, TTT, and TOT has been established.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircrew execute their duties, as briefed. (KI)

.2 ____ Ensures that cockpit lighting is configured for night flying or NVG compatibility, if necessary.

.3 ____ Employs proper procedures, as necessary.

.4 ____ Ensures that all crewmembers are wearing NVG at all times during flight when NVG's are required.

.5 ____ During taxi. ground crew utilize appropriate wand signals for directing aircraft.

.6 ____ Takeoff heading is in the direction of the first leg of flight to ensure positive orientation whenever possible.

.7 ____ Tactical formations are limited to the smallest number of aircraft to maintain a balance between safety, tactical maneuverability, and mission accomplishment.

.8 ____ Minimum aircraft lighting is used commensurate with safety and NVG compatibility.

.9 ____ Demonstrates proficiency in the inflight utilization of NVG, when required.

.10 ____ Ensures that wingman stays close enough to be sole to recognize any altitude, attitude, or airspeed changes.

.11 ____ Avoids continuous flight at the 6 o'clock position.

.12 ____ Does not descend below the altitude established for safe terrain and obstacle clearance.

.13 ____ Immediately takes steps to reorient if deviation observed from planned flight route.

.14 ____ Executes inadvertent IFR procedures. as briefed.

.15 ____ Ensures coordination with the flight coordinator for an external lights out approach to preclude loss of or hindrance to escorts.

.16 ____ If feasible, uses terminal guidance to acquire and land in the LE.

.17 ____ Properly executes GAIL approaches.

.18 ____ Makes approaches that minimize aircraft maneuvering and provide sufficient altitude and straight sway for a safe rate of descent.

.19 ____ Appropriately utilizes external lighting.

.20 ____ Uses spotlight momentarily and intermittently to clear obstacles and locate the LE as necessary.

.21 ____ Extinguishes spotlight after touchdown.

.22 ____ If artificial illumination is employed, positions aircraft to maximize utilization of light.

.23 ____ LZ lighting is in compliance with NATOPS, ASH Manual, or STANAG guidelines.

24 ____ Lands aircraft at designated spot indicated by LZ lighting.

.25 ____ Departures obtain safe terrain and obstacle clearance altitude.

.26 ____ Uses appropriate number of crewmembers to conduct NVG externals.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

AIRCREW MEMBERS RESPONSIBILITIES

Pilot at the Controls:

1. Primary responsibility of flying the helicopter and observing outside the cockpit.

2. Correlates his visual cues with flight instrument information relayed by the other pilot.

3. Employs NVG scanning techniques for navigational landmarks, obstacle and aircraft avoidance, formation flying, and monitoring helicopter performance.

4. Avoids cockpit related distractions and tendency to focus on only one external visual or sensory cue.

5. Retains control of helicopter during aircraft/system emergencies and executes those emergency procedures agreed upon at the briefing.

Pilot Not at the Controls:

1. Monitors the flight instruments to determine aircraft performance and to detect unsafe conditions.

2. Provides airspeed, radar altitude and as required, rate of descent/climb information to pilot at the controls.

3. Monitors aircraft and pilot performance and, if unsafe situation arises, advises and, if required, assists the pilot in taking necessary corrective actions.

4. Prepares to take control of the aircraft at all times.

5. Monitors mechanical functioning of the aircraft, performs cockpit duties (e.g., operates switches, tunes radios, etc.) navigates, and monitors performance of crewchief/gunner.

6. During aircraft/system emergencies, executes those emergency procedure. agreed upon at the briefing.

7. Remains oriented along the flight route

Crewchief and Gunner:

1. Monitor mechanical functioning of helicopter.

2. Perform look-out duties to warn of aircraft and obstacles.

3. Monitor positions of other aircraft in flight,

4. Assist in terrain recognition and provide obstacle clearance and LZ condition information during hovering and landing operations.

5. Provide positional direction. to pilot during external operations.

3D.15 CLOSE AIR SUPPORT (CAS)

TASK: 3D.15.l CONDUCT CAS MISSION BRIEFING

CONDITION(S): The ATO has been issued and the ACE is assigned operational missions as part of a MEU. The supported unit is in combat with the enemy and is requesting multiple CAS sorties. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers (FAC[A], HC[A]) attend briefs when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs all items per published NATOPS, briefing guides. and SOP’s.

.2 ____ All participating aircrews are present.

.3 ____ Systematically priorities tasks.

.4 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.5 ____ Briefs controlling agencies.

.6 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.7 ____ Maximizes use of tactical SOP’s.

.8 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.9 ____ Briefs shipboard operations pertaining to AV-8B weapon/navigation system interface; i.e.. ship inertial navigation system (8118), close approach indicator (CIA) MOD II, CCI, end degraded weapons systems deliveries.

.10 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.11 ____ Ensures the mission statement is understood by all participants.

.12 ____ Briefs friendly forces scheme of maneuver, weapons involved (MG?, artillery), end any joint integration. (KI)

.13 ____ Briefs enemy detection end reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (KI)

.14 ____ Briefs tactics in the target area, friendly positions, commander’s intent with respect to planned scheme of maneuver, FSCL, phaselines, target description, enemy defenses, and reattack procedures, if required.

.15 ____ Briefs pilot intraformation coordination with normal or degraded systems, weapons, ends communications.

.16 ____ Briefs integrated fire support/J-SEAD tactics and responsibilities, if required.

.17 ____ Briefs radio/KY-58 communication procedures with terminal controllers end/or control agencies, including authentication procedures, burn-through or chattermark procedures in a communications jamming environment, end alternate procedures/frequencies for contacting terminal controllers.

.18 ____ Briefs alternate target(s) or mission(s).

.19 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.20 ____ Briefs any known changes to TACP control procedures or commutations requirements.

.21 ____ Briefs availability of on call electronic warfare CDI), obscuring smoke, or illumination missions.

.22 ____ Briefs delivery and abort parameters per ground attack due to include minimum altitude, airspeed, and dive angle for ordnance releases due to FRAG pattern, terrain, or weather.

.23 ____ Briefer uses appropriate maps, charts, and serial photographs, as required.

.24 _____ Briefs encryption procedures, bath internal and external to the flight.

.25 _____ Briefs SERE procedures. (KI)

.26 _____ Briefs EW consideration. (KI)

.27 _____ Briefs weather, including go/no go criteria.

.28 _____ Briefs inadvertent IMC/loss of visual contact.

.29 _____ Ensures that all appropriate personnel have handouts; i.e., kneeboard cards, maps, charts, etc.

.30 _____ Briefs mission go/no go criteria; i.e., aircraft, personnel and other mission essential equipment.

.31 _____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.32 _____ Briefs actions required if attacked by SAM/AAA and appropriate RWR gear operation/displays.

.33 _____ Briefs look-out procedures to include responsibilities, radio calls, end tactical maneuvering for threats.

.34 _____ Briefs clearance to drop method (by voice, other signal. or "silence is consent").

.35 _____ Briefs laser designation procedures and codes. and visor/filter usage far pilot safety in a laser environment.

.36 _____ Briefs mission precedence.

.37 _____ Briefs a timeline, bath into and out of the area of operations.

.38 _____ Briefs call signs/event numbers.

.39 _____ Briefs shipboard operating procedures.

.40 _____ Briefs fuel/ordnance requirements. (KI)

.41 _____ Briefs NVG operational considerations, if required.

.42 _____ Briefs launch conditions. (KI)

.43 _____ Briefs ingress procedures. (KI)

.44 _____ Briefs egress procedures. (KI)

.45 _____ Briefs downed aircraft procedures for overwater and overland.

.46 _____ Briefs TRAP procedures.

.47 _____ Briefs any concurrent operations, to include deconfliction with other participating aviation units.

.48 _____ Briefs deception plan.

.49 _____ Briefs special considerations (i.e., laser, ARBS/LST integration, SMC programs, ordinance codes for computed delivery, etc.).

.50 _____ Briefs EMCON procedures.

.51 _____ Briefs flightdeck/ground signals.

.52 _____ Briefs timehack.

.53 _____ Briefs location/time of debriefs.

.54 _____ Allows questions to ensure tactical/safety of flight information is understood by all.

EVALUATOR INSTRUCTIONS: Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP'S, attack and weapons release parameters, and TOS/TOT calculations when required. For planning purposes the following ordnance quantities are recommended and are appropriate with the same level AV-8B Training and Readiness Manual syllabus sortie:

ORDNANCE	SORTIES	MIN ORD/SORTIE	TOTAL
	COMBAT READY		
MK-76/BDU-48	4	6	24
2.75	4	6	24
or			
25 mm	4	150	600
	COMBAT QUALIFIED		
MK-82	4	4	16
2.75/5.0	4	6/4	24/16
or			
25 mm	4	150	600
	FULLY COMBAT QUALIFIED		
MK-82	8-16	4	32-64
or			
MK-83	8-16	4	32-64
or			
GBU-16B	8-16	2	32-64
MAVERICK	2	2	4

NOTE: Chaff and flares should be used for all sorties.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry. to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. operating area.
2. Ability to reinforce.
3. Infantry, AM, SAN, and air threat locations.
4. Expected movement.
5. EEI's.

SERE

1. ISOPREP cards.
2. Passwords.
3. Barter kits/blood chits.
4. Safe area.

5. Designated area for rescue.

6. Radio communications.

EW

1 EMCON condition.

2. Deception/meaconing.

3 MIJI reporting.

FUEL

1. Minimum.

2. Bingo.

3. Refueling/rearming

4. Deck assignments.

5. Aerial refueling, if required.

LAUNCH

1. Aircraft manning time.

2. Turn-up time.

3. Launch time/frequencies/formations.

4. Rendezvous procedures.

INGRESS

1. Control measures CRP’s. CP’s, IP’s).

2. Airspeed. and altitude.

3. Formations.

4. Supporting arms.

5. Weapons conditions.

6. Communication procedures including visual signals. lost communications, chattermark, codewords, and RIO.

7. Go/no go criteria.

EGRESS

1. Control measures (CP’s, RP’s).

2. Airspeeds and altitudes.

3. Formations.

4. Supporting arms.

5. Weapon. conditions.

6. Communication procedures including visual signals, lost communications. chattermark, codewords, and RIO.

7. RTF procedures.

TASK: 3D.15.2 EXECUTE INGRESS/EGRESS TO/FROM TARGET

CONDITION(S): The ATO has been issued and the MEU(SOC) ACE is assigned close air support missions. Multiple divisions/sections may be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the flight leaders hold briefs prior to each mission. Terminal controllers (FAC, FAC[A], HC[A]) attend briefs when possible. Formations will vary in size from sections to divisions as required by mission. Low level ingress and egress may be required. EMCON procedures will be considered end employed when necessary.

STANDARDS: EVAL: Y: N: NE

.1 ____ Executes arming procedures as briefed.

.2 ____ Executes takeoff time as briefed.

.3 ____ Launches scheduled number of aircraft on mission.

.4 ____ Ground attack aircraft react properly to the threat.

.5 ____ GO/no go mission matrix is used.

.6 ____ Executes control point (RP, CP, EP, and IP) procedures as briefed.

.7 ____ Contacts control agencies as required.

.8 ____ Regains strike flight formation or individual flight integrity rapidly after attacking the target.

.9 ____ All aircraft have sufficient fuel for tactical egress and recovery aboard ship or alternate base.

.10 ____ Actual execution of the ingress/egress allows for deconfliction both inside and outside the flight.

.11 ____ Follows proper RTF procedures and provides intelligence update to appropriate control agency.

EVALUATOR INSTRUCTIONS: Flight leaders provide navigation cards, maps. aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, attack and weapons release parameters, and TOT calculations when required by the evaluator. The ingress/egress portions will be flown while a variety of threats; air and ground, are encountered.

KEY INDICATORS: None.

TASK: 3D.15.3 EXECUTE CAS ATTACK

CONDITION(S): Operations in the target area were flown through a variety of threat levels with several sections/divisions. Successful ingress was executed with minimum losses. No abort call was received and the attack commenced.

STANDARDS: EVAL: Y: N: NE

.1 ____ Flight utilizes timely and correct CAS procedures with TACP/terminal controller.

.2 ____ Tactics in the target area are as briefed or appropriate for the threat.

.3 ____ Drops ordnance on first pass, if required by threat.

.4 ____ Complies with briefed exposure time.

.5 ____ Utilizes proper tactical maneuvering, jinking, chaff, and flares (dependent on threat).

.6 ____ Releases all ordnance planned for a particular target.

.7 ____ All ordnance detonates; i.e., no releases in violation of minimum release altitude.

.8 ____ Actual execution allows for deconfliction.

.9 ____ Actual time on target is within 10 seconds of planned time on target, if required by threat.

.10 ____ Adheres to proper weapons release parameters and procedures, dependent upon threat and target environment.

.11 ____ Complies with proper ROE, ROC, minimum altitudes and ordnance frag pattern minimums.

EVALUATOR INSTRUCTIONS:

THREAT DESCRIPTION

Permissive: Visual target acquisition and fire control systems.

Restrictive: Limited radar/electro-optic acquisition air defense system not yet fully integrated.

Sophisticated: Integrated air defense system and electronic warfare capabilities.

CLOSE AIR SUPPORT EVALUATIONS

COMBAT READY

Objective. Close air support (CAS) evaluation flight.

Mission. Fly a published low level navigational route to a raised range with altitude and airspeed consistent with threat.

a. 200 series CAS evaluation flight from the T&R Manual.

b. One event, two to four sorties recommended.

c. Ordnance: Practice and 25 m.

COMBAT QUALIFIED

Objective. CAS evaluation flight.

Mission, Conduct a CAS mission in a restricted threat environment to a tactical target.

a. 300 series CAS mission from the T&R Manual.

b. One event, two to four sorties recommended.

c. Ordnance: MK-l06/BDU-48 bombs, chaff and flares.

FULLY COMBAT QUALIFIED

Objective. CAS evaluation flight.

Mission. Conduct a CAS mission in a sophisticated threat environment to 5 tactical target.

a. 300 series CAS flight from the T&R Manual.

b. Two events, two to four AV/8S sortie. each recommended. Adversary aircraft required; support aircraft as needed.

c. Ordnance: As required for target destruction per JMEM, including chaff and flares.

NOTE: Above sorties can be flown at night if required.

KEY INDICATORS: None.

TASK: 3D.15.4 EXECUTES ORDINANCE DELIVERY ACCURATELY/EFFECTIVELY

CONDITION(S): Close air support requires superior accuracy from all aircrews. Completion of this task by multiple sections/divisions within the MEU(SOC) ACE will provide an indication of current training level.

STANDARDS: EVAL: Y: N: NE

.1 ____ Meets briefed mission objectives; i.e., ordnance delivery is effective.

.2 ____ Flight achieves 70 percent mission effectiveness. (KI)

.3 ____ Flight achieves 75 percent mission effectiveness. (KI)

.4 ____ Flight achieves 80 percent mission effectiveness. (KI)

.5 ____ Flight achieves 85 percent mission effectiveness. (KI)

.6 ____ Flight achieves 90 percent mission effectiveness. (KI)

.7 ____ Flight achieves 95 percent mission effectiveness. (KI)

.8 ____ Flight achieves 100 percent mission effectiveness. (KI)

EVALUATOR INSTRUCTIONS: For this task to be am accurate indicator of ordnance effectiveness, the JMEM must be researched thoroughly during the planning stage of the sortie. Each standard up to and including the highest percentage of mission effectiveness attained will be marked "Y": e.g., if the flight achieved 85 percent mission effectiveness. standards 1 through 5 will be marked "Y". While mission effectiveness should be used to evaluate a flight whose objective is a tactical target, the PERCENT TARGET COVERAGE chart should be used if the flight utilizes a raked range. The above standards can be used to evaluate a flight whether it utilizes a raked range or a tactical target by marking the standard incorporating the appropriate percentage. The type target should be annotated.

KEY INDICATORS:

MISSION EFFECTIVENESS

The ultimate grading scale for aircraft ordnance deliveries is the final effect on assigned or designated targets. Various factors that influence the effectiveness of aerial ordnance against a target include: target type, target location, type ordnance, type fusing, quantity of ordnance, type delivery, direction of delivery, and position of ordnance impact relative to the target. Based on these factors, the probability

of kill (Pk) attained on the mission can be divided by Pk determined possible (from planning documents such as JMEM) to arrive at a percentage of mission effectiveness (ME). This number represents an absolute quantity end is therefore not affected by threat intensity.

	OBSERVED Pk
0.8 - 1.0	_____
.51 - .79	_____
0 - .50	_____

	POSSIBLE Pk
0.8 - 1.0	_____
.51 - .79	_____
0 - .50	_____

PERCENT ME (observed/possible) _____

BDA

PERCENT TARGET COVERAGE
(CEP in meter.)

THREAT	70	75	80	25	90	95	100
PERMISSIVE	40	35	30	25	20	15	10
RESTRICTIVE	45	40	35	30	25	20	15
SOPHISTICATED	50	45	40	35	30	25	20

STRAFE (percent of rounds on target any threat)

TASK: 3D.15.5 CONDUCT CAS MISSION DEBRIEFING

CONDITION(S): The aircraft have returned to the chip from multiple CAS missions. A debrief is held for all participating personnel.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP’s, NATOPS, and briefing/debriefing guides.

.3 ____ S-3 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilize maps, aerial photo., sketches, or other training aide "hen debriefing the overall mission.

.5 ____ Debrief all crewmembers of the flight with all participant., if possible. (KI)

a
.6 ____ Analyses plan, brief, execution phase, and lesson. learned to develop new COA’s and tactic to improve SOP’s., contingency plan and aircrew knowledge.

.7 ____ Ensure intelligence information received before the mission was accurate.

.8 ____ Use the debriefing a constructive training tool.

.9 ____ Debrief. ROE and ROC effect. on mission execution.

.10 ____ S-3 collect. all classified/insensitive material..

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief,
2. Command and control.
3. Communication.
4. Coordination.
5. Navigation.
6. Safety.
7. Tactics used/effectiveness.
8. Recommendations.
9. Shipboard operating procedure..

3D.16 CLOSE-IN TIRE SUPPORT (CIFS)ANTIARMOR

TASK: 3D.16.1 CONDUCT CLOSE IN TIRE SUPPORT (CIFS)ANTIARMOR MISSION PLANNING

CONDITION(S): The MEU Staff is planning an amphibious assault and expects opposition from enemy forces. Artillery, NTP, and CAS aircraft will support the scheme of maneuver. Additionally, AS-l/UH-l helicopters are to attack targets Utilizing CITES/antiarmor tactical.

STANDARDS: EVAL: Y: N: NE

1 ____ Makes early liaison with supporting arms and supported units to determine extent of attack helicopter support.

.2 ____ Incorporates time, distance, altitude, and airspeed factors in ingress/egress route selections.

.3 ____ Coordinates approach/retirement lanes/routes with the CLF/CATF control agencies for deconfliction.

.4 ____ Plane for smallest maneuver element capable of accomplishing the mission.

.5 ____ Plans formations that optimize mission success and controllability during high intensity flight operations.

.6 ____ Plans ordnance loads based on, fragmentation patterns, accuracy, and expected enemy threat.

.7 ____ Plane for en route air defense of helicopterborne force if required.

.8 ____ Ensures location of friendly air defense assets and FEZ/MEZ requirements are briefed.

.9 ____ Ensures procedures are established for safe flight separation and mutual support during approach/retirement.

.10 ____ Ensures deconfliction with other supporting arms (MGF, artillery, CAS) during delivery of fires.

.11 ____ Develops fire support coordination measures with supported unit to integrate and deconflict fires.

.12 ____ Provides input to the timing end integration of fire support plans to include delivery of prep fires, request for SEAD, end primary and alternate means of actuating fire control procedures.

.13 ____ Establishes EMCON end alternate communication plan.

.14 ____ Develops codawards to identify completion of critical mission phases and informs C3 agencies of codewords.

.15 ____ Plans for airborne coordination with applicable control agencies, i.e., TACP, TACC).

EVALUATOR INSTRUCTIONS: Evaluator ensures that SPINS are distributed to all support agencies.

KEY INDICATORS: None.

TASK: .3D.16.2 EXECUTE CIFS/ANTIARMOR MISSION

CONDITION(S): The amphibious operation has begun end the MEU is encountering resistance from enemy forces as the Marines move inland. Supporting arms fire is requested by the commander, including NGF, artillery, fixedwing CAS, and attack helicopters. The attack helicopters execute CIFS/antiarmor fire support tactics.

STANDARDS: EVAL: Y: N: NE

.1 ____ Conducts, if tactically feasible, aerial reconnaissance to confirm attack positions identified during map reconnaissance. (KI)

.2 ____ Receives updated FAC briefing on location of attack positions, targets, sectors of fire, and other essential command and control information prior to arrival in the target area,

.3 ____ Selects firing points and remains masked while awaiting time to target (TTT)or time on target (TOT) information. (KI)

.4 ____ Appropriately deploys to primary and alternate firing points.

.5 ____ Confirms targets as enemy prior to engagement.

.6 ____ METT-T analysis accurately identifies enemy capabilities. intentions, and location.

.7 ____ Minimizes time in attack positions to prevent detection and engagement.

.8 ____ Occupies and vacates attack positions on order of the flight leader.

.9 ____ Properly Utilizes covering points. (KI)

.10 ____ Engages all targets within individual sectors. (KI)

.11 ____ Upon termination of attack, remasks and departs the attack position as briefed.

.12 ____ Properly employs appropriate attack patterns and formations. (KI)

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

ATTACK POSITIONS

When determining the location of attack positions, at least the following factors must be considered:

1. Attack position to target range.

2. Nature of target; i.e. hard, soft, etc.

3. Potential effects of rotor wash on surrounding terrain; e.g., dust.

4. Adequate area for proper dispersion between helicopters with multiple firing points.

5. Obstacle clearance; e.g. wires.

FIRING POINTS

When determining the location of firing points, at least the following factors must be considered:

1. Firing point to target range.

2. Adequate field of fire for weapons employment.

3. Firing point to target altitude difference.

4. Target visibility (background contrast, shadow/sunlight).

5 Effect of rotor wash on surrounding terrain.

6. Adequate firing helicopter maneuver area.

7. Effective helicopter concealment.

8. Helicopter inflight visibility.

TARGET ENGAGEMENT

1. Highest priority is assigned to enemy air defense weapons.

2. Conducts firing from an altitude just above the terrain.

3. Continue firing until:

   a. Enemy is destroyed.

   b. Ammo is expended.

   c. Attack position becomes untenable.

   d. Flight leader directs termination of attack or redeployment to alternate position.

   5. Flight is relieved on station.

COVERING POINTS

The following are considerations in the selection of covering points:

1. Used by covering element in support of TOW attack.

2. Mission control.

3. Control of supporting arms.

4. Performance of deceptive maneuvers.

5. Providing flank/rear security for attacking element.

6. Allows observation of kill zone and approaches to kill zone.

ATTACK PATTERNS

The flight leader shall adjust each attack pattern to take advantage of the terrain and weather, exploit enemy weakness, and employ his aircraft to gain the maximum advantage. Considerations in selection of attack patterns include:

1. Number of attacking aircraft.
2. Target characteristics.
3. Weapons capabilities.
4. Friendly forces in the immediate area.
5. Disposition of enemy forces.
6. Requirement for a change in direction of subsequent attack passes.

ATTACK FORMATIONS

Considerations in the selection of attack formations include:

1. Racetrack pattern.
2. Butterfly pattern.
3. Cloverleaf pattern.
4. L pattern.
5. 45 degree attack.
6. Circular pattern.
7. Hover fire.
8. Running fire.
9. Pull-off.

3D.17 SUPPORTING ARMS COORDINATION. AIRBORNE (SAC(A))

TASK: 3D.17.1 EXECUTES CONTROL OF ARTILLERY AND NAVAL GUNFIRE

CONDITION(S): The MEU(SOC) ACE has been tasked to plan and execute airborne fire support and fire support coordination missions in support of the ground combat element which has phased ashore and anticipates contact with the enemy. The fire support missions will include control of artillery and NGF.

STANDARDS: EVAL: Y: N: NE

.1 ____ Takes early liaison and effects coordination with the supported unit.

.2 ____ Identifies possible targets to include location; size, type, hardness, proximity to friendly troops, enemy threat, and relative importance to tactical plan.

.3 ____ Recommends proper weapons and fuses based on type target, location, and proximity to friendly positions.

.4 ____ Understands the capabilities and limitations of artillery and naval gunfire support as applicable to his mission; e.g.. accuracy vs. rate of fire, flat trajectory vs. arcing trajectory, mobility vs. fixed position. etc.

.5 ____ Knows the location of the fire support coordination line (FSCL), coordinated fire line (CFL), no fire area (FNA), and supporting arms firing positions.

.6 ____ Coordinates fires which are in close proximity to friendly troops with supported, and supporting, units.

.7 ____ Includes all necessary elements in "call for fire" per FMFM 7-1.

.8 ____ Receives and understands "message to observer" message from ship or fire direction center.

.9 ____ Maintains appropriate position to observe rounds impact.

.10 ____ Adjusts fire mission until desired effect on target is obtained.

EVALUATOR INSTRUCTIONS: None.

INDICATORS: None.

TASK: 3D.17.2 EXECUTES CONTROL OF CLOSE AIR SUPPORT AIRCRAFT

CONDITION(S): The MEU is anticipating combat operations which will necessitate requests for fire support. The ACE has been tasked to plan and execute necessary fire support coordination missions in support of the ground combat element, including control of CAS aircraft.

STANDARDS: EVAL: Y: N: NE

.1 ____ Makes early liaison and effects coordination with the supported unit.

.2 ____ Identifies possible targets to include location, size, type, hardness, proximity to friendly troops, enemy threat, and relative importance to tactical plan.

.3 ____ Verifies CAS control features.

.4 ____ Establishes co-Documentations with the air control element/TAC(A), supported ground unit, and/or other supporting aircraft.

.5 ____ Coordinates any attack mission with the supported ground unit, supporting air unit, and other supporting arms units (NGF, artillery) prior to execution.

.6 ____ Requests CAS aircraft from the sir control element/TAC(A) per FMFM 5-4A procedures when required.

.7 ____ Establishes communications with CAS aircraft per FMFM 5-4A.

.8 ____ Provides target briefing utilizing the 9 line CAS brief per FMFM 5-4A.

.9 ____ Obtains clearance to conduct mission from air control element/TAC(A), supporting arms agencies, and affected ground units.

.10 ____ Marks the target with some type of visual ground reference or ordnance per FMFM 5-4A.

.11 ____ Uses standard terminology per FMFM 5-4A, and maintains a positive control position.

.12 ____ Adjusts ordnance impacts using cardinal headings and meters to the next desired weapons impact as required.

.13 ____ Debriefs aircrew and ensures any intelligence information is disseminated through the controlling agency (TACC, SACC, TADC, DASC, etc.).

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3D.18 ESCORT

TASK: 3D.18.1 PLAN ESCORT MISSION

CONDITION(S): The MEU(SOC) ACE is required to plan and provide escort for a ground convoy or helicopterborne assault, The escort flight leader may be required to perform additional duties as a TAC(A) and will coordinate escort duties as required by the mission commander.

STANDARDS: EVAL: Y: N: NE

.1 ____ Establishes liaison with supported unit to determine support requirements.

.2 ____ Considers basic principles applicable to escort support. (KI)

.3 ____ Receives information on the required primary and alternate routes from the supported unit and masks recommendations based on METT-T.

.4 ____ Bases tactical formations and cover patterns on number of attack aircraft available, threat axis, enemy weapons capability, and mission requirements.

.5 ____ Determines ordnance loads with regard to JMEHS, fragmentation patterns, accuracy, expected enemy threats, and type of escort mission (helicopter or fixed-wing).

.6 ____ Considers availability of additional aviation and fire support in development of plan.

.7 ____ Ensures that sir-to-ground/sir-to-air control measures and communications/signals are planed.

.8 ____ Plans for LE/ground identification/marking procedures.

.9 ____ Develops scatter plan.

.10 ____ Develops flight coordinator/escort brief with supported unit.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

ESCORT SUPPORT PRINCIPLES

ATTACHED ESCORT

1. Ensures that escort aircraft have sufficient flexibility to react rapidly to hostile fire.
2. Provides maximum protection for escorted aircraft/ground forces.
3. Plans for mutual support of escort aircraft when possible.
4. Facilitates ease of control by the flight leader.

DETACHED ESCORT

1. Careful explanation from supported unit of routes, phaselines, and predetermined checkpoints.
2. Position awareness.

3. Scatter plan

4. Brevity codes.

5. Distance limitations placed upon escorted unit.

TIMING

1. Utilization of air and supporting arms.

2. Rout. management.

3. Escort aircraft responsible for safe separation.

FLIGHT COORDINATOR'S ESCORT PLAN

1. Rendezvous points.

2. navigation points.

3. Communications assets.

4. LZ position.

5. Threat codewords.

6. Go/no 80 criteria.

7. Tactics routing threat.

TASK: 3D.18.2 CONDUCT ESCORT MISSION BRIEFING

CONDITION(S): The ATO has been issued and the MEU(SOC) ACE is assigned escort missions in support of the MAGTF. Multiple divisions/sections may be required. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers (FAC(A], HC[A]) attend briefs when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs timeline and rendezvous procedures for escorts.

.2 ____ Briefs escort formations.

.3 ____ Briefs radar warning receiver CAFR/ALR) indications and proper responses.

.4 ____ Briefs ordnance loads on all escort aircraft.

.5 ____ Briefs flight reaction to enemy fixed-wing and rotary-wing threat.

.6 ____ Briefs ROE.

.7 ____ Briefs transport gunner's procedures.

.8 ____ Briefs communications procedures for contacting fixedwing escort/combat air petrol (CAP).

.9 ____ Briefs location of friendly air defense 55s.t5 and FEZ/MEZ requirements.

.10 ____ Briefs supporting arms coverage en route to and in the objective area.

.11 ____ Briefs fire support coordination measures in objective areas. (KI)

.12 ____ Briefs type of escort in the objective area.

.13 ____ Briefs proper ordnance utilization based an type target.

EVALUATOR INSTRUCTIONS: Flight leaders provide navigation cards, maps. aircraft configurations and gross weights, detailed fuel figures, checkpoints. IP's, and TOS calculations when required.

KEY INDICATORS:

COMMUNICATION MEASURES

Fire support coordination measures should include:

1. Location, time, and duration of artillery/NGF prep fires.
2. Time and location of fixed wing CAS.
3. Time of activation, establishing agency, and location of all fire support coordination lines (FSCL).
4. Live fire deconfliction covered in detail.

TASK: 3D.18.3 EXECUTE ESCORT MISSION

CONDITION(S): Escort mission planning and briefings have taken place for the escort of a troop insert or large strike force involving a minimum of two divisions of aircraft. Artillery/NGF support has been requested. Adversary aircraft can be anticipated. Each escort aircraft will be armed in accordance with the enemy capabilities/threat. ECM and communications jamming is within the capability of the adversary force. The escort flight leader may be required to perform duties as the FAC(A) or TAC(A).

STANDARDS: EVAL: Y: N: NE

.1 ____ Fragged/scheduled number of escort aircraft launch on mission.

.2 ____ Escort aircraft rendezvous with supported troop lift aircraft at the scheduled time and place, or as briefed if not attached.

.3 ____ Establishes communications and coordination immediately.

.4 ____ Provides tactically sound escort.

.5 ____ Utilizes proper escort tactics and formations consistent with the threat environment.

.6 ____ Acquires enemy aircraft before they become a threat to troop insert/strike flight.

.7 ____ Escort flight prevents enemy aircraft from degrading troop insert/strike force mission.

.8 ____ Demonstrates appropriate J-SEAD tactics and procedures.

.9 ____ Correctly identifies LE.

.10 ____ Passes LE brief to troop insert flight, if time and condition permits.

.11 ____ Correctly positions escort aircraft to support troop insert flight's approach into LZ.

.12 ____ Ensures that preparation fires are conducted if necessary.

.13 ____ Ensures aircrews observe ROEIROC.

14 ____ Provides (IPS/CAS and/or establishes LE coverage pattern for on-call fires as troop insert flight approaches LZ.

.15 ____ Continues tactical escort duties during egress. if planned.

.16 ____ Provides timely and effective protection for troop insert flight from the time they depart the LZ until they are clear of enemy fire.

.17 ____ Maintains prebriefed fuel reserve during egress if not previously engaged.

.18 ____ Ensures that escort aircraft don't become preoccupied with enemy positions that are no longer a threat to the supported force.

.19 ____ ROE, ROC, minimum altitudes and ordnance frag pattern minimums complied with as applicable.

EVALUATOR INSTRUCTIONS:

ESCORT MISSION

FCQ Objective. Conduct escort evaluation flights.

Mission. Ta escort rotary-wing or fixedwing aircraft on designated routes while remaining prepared to defend against an airborne/ground threat.

a. 400 series escort flight from the T&R Manual.

b. Two events of two to four sorties each are recommended.

c. Ordnance: As required.

KEY INDICATORS: None.

TASK: 3D.18.4 CONDUCT ESCORT MISSION DEBRIEFING

CONDITION(S): The escort mission is complete and a debriefing is being held for all participants. The emphasis is on lessons learned and how to apply them on future operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Conducts debrief per SOP, NATOPS, debriefing guides, and NWP 55-9.

.3 ____ 8-2 debriefs all crew members immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps, aerial photos. sketches, and other training aids when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants. if applicable. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyses plan, brief. execution phases, and lessons learned to development COA a and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ 8-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard Operating procedures.

3D.19 ANTIAIR WARFARE (AAW)

TASK: 3D.19.l CONDUCT ANTIAIR WARFARE MISSION BRIEFING

CONDITION(S): The amphibious assault has taken place end local air superiority has been attained resulting in a residual enemy air threat composed of helicopters and fixed-wing. The MEU(SOC) ACE has been assigned the additional mission of emergency air defense within the amphibious operating area AOA due to the departure of the supporting carrier battle group (CVBG). All liaison has been performed and mission planning is complete. Mission commanders have been assigned and hold briefings prior to each mission. CAP stations are to be assigned with the aircraft defending designated threat sectors. GCI/CCI controllers will be utilized when available and will attend the briefs. when possible. A VISCAP tasking should be utilized when OCI/CCI is not available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Conducts complete brief using established MEU(SOC) ACE briefing guides which comply with applicable SOP’s, NATOPS, and OPNAVINST’s.

.2 ____ All participating aircrew are present.

.3 ____ Questions are allowed to ensure tactical/safety of flight information and mission data is understood by all.

.4 ____ Receives updated intelligence briefing from the 8-2. (See TASK 30.23.18, Intelligence Update Briefing.)

.5 ____ Briefs the matrix for mission go/no go criteria.

.6 ____ Briefs current ROE, ROC, alert conditions, and weapons conditions information.

.7 ____ Briefs weapons engagement parameters.

.8 ____ Briefs intercept techniques and tactics.

.9 ____ Briefs CAP procedures, to include location, altitude, formation, and commit criteria.

.10 ___ Briefs pilot intraformation coordination with normal and degraded systems, weapons, and communications.

.11 ____ Briefs enemy threat capabilities and tactics.

.12 ____ Briefs ECM, ECCM, and RHAW consideration.

.13 ____ Briefs GCI/CCI tactics and communications required.

.14 ____ Briefs timehack and integrated air defense system timeline to ensure pilot understanding.

.15 ____ Briefs any changes to control points, handover points, FEZ's, MEZ's, and RTF procedures.

.16 ____ Briefs engaged tactics.

.17 ____ Briefs mutual support.

.18 ____ Briefs tactical calls and communications.

.19 ____ Briefs BUG OUT and BINGO fuel requirements.

.20 ____ Briefs disengagement technique.

.21 ____ Briefs any special considerations.

.22 ____ Briefs SERE procedures to include safe areas, pick-up procedures, radio communications and/or codewords, and visual recognition signals.

EVALUATOR INSTRUCTIONS:

AIR-TO-AIR EVALUATIONS

COMBAT READY

Objective. Conventional air combat maneuvering (ACM) evaluation flight. (lvl).

Mission. Conduct:

a. 200 series MW flight from the T&R Manual.

b. One event, two sorties are recommended.

COMBAT QUALIFIED

Objective. Air defense evaluation flight C2v2), dissimilar.

Mission. With a minimum of.30 miles separation, conduct:

a. 300 series MW flight from the T&R Manual.

b. One event, two AV-OB sorties are recommended.

C. Support adversary aircraft required.

FULLY COMBAT QUALIFIED

Objective. Air defense evaluation flight. (400 series ACM evaluation flight from T&R Manual).

Mission. Conduct:

a. Medium altitude intercept to visual engagement against a superior number of dissimilar adversaries. (2v2).

b. Section attack to sequential engagements against a section of adversary helicopters. (2v2).

KEY INDICATORS: None.

TASK: 3D.19.2 EXECUTE ANTIAIR WARFARE MISSION

CONDITION(S): Fighter sections/divisions are est50lished on CAP and receive a threat vector from GCI/CCI. VID is required unless otherwise cleared to fire. CAP stations are located outside the MEZ.

STANDARDS: EVAL: Y: N: NE

.1 ____ Flies effective combat formations a demonstrated by VID positioning.

.2 ____ Sets weapons conditions.

.3 ____ Receives clearance to fire in a timely manner.

.4 ____ Flies appropriate VID or intercepts based on enemy formation and tactics.

.5 ____ Uses vectored thrust to gain advantage when appropriate.

.6 ____ Uses sun, clouds, or haze to advantage.

.7 ____ Manages fuel/power settings correctly; i.e.. does not "count" engine unnecessarily.

.8 ____ Utilizes proper engaged tactics and mutual support procedures based on threat aircraft.

.9 ____ Utilizes proper tactical communications with minimum transmissions.

.10 ____ Maintains adequate energy levels to successfully control engagement.

.11 ____ Identifies and uses appropriate weapon(s) within appropriate envelopes.

.12 ____ Uses initiative to gain a tactical advantage while conforming to ROE.

.13 ____ Executes a successful bug out/disengagement.

EVALUATOR INSTRUCTIONS: A valid AIM-9 or guns "kill" on the bogey/adversary can be authenticated if operating on a TACTS range or by using the VRS. It is essential that only valid shots and "kills" are accepted and recorded. Survivability is the critical item. Shot parameters must be fully briefed for each weapon prior to flight. Ranges, angle. off, and G loading should be included.

KEY INDICATORS: None.

TASK: 3D.19.3 EXECUTE (lvl) ANTIAIR WARFARE MISSION

CONDITION(S): The fighter is established on CAP and receives a threat vector from GCI/CCI. VID is required by adversary and friendly aircraft unless otherwise cleared to fire. CAP station is located outside the MEZ.

STANDARDS: EVAL: Y: N: NE

.1 ____ Initial bogey information is received and understood.

.2 ____ Fighter obtains the first valid shot on the bogey.

EVALUATOR INSTRUCTIONS: An 80 percent rule will apply; i.e.. 80 percent of the engagements attempted have to receive a "yes" for the standard to be Marked "yes." VRS will be used to critique all shots.

KEY INDICATORS: None.

TASK: 3D.l9.e EXECUTE (2v2) ANTIAIR WARFARE MISSION

CONDITION(S): AAW aircraft are established an CAP and receive a threat vector from GCI/CCI. VID is required unless otherwise cleared to fire. CAP station ii located outside the MEZ. The standards below indicate the current level of air-to-air training within the unit.

STANDARDS: EVAL: Y: N: NE

.1 ____ MW aircraft receive 70 percent.

.2 ____ MW aircraft receive 80 percent.

.3 ____ MW aircraft receive 90 percent.

.4 ____ MW aircraft receive 100 percent.

EVALUATOR INSTRUCTIONS: The score is obtained by locating the Appropriate friendly/bogey losses on the below chart and averaging the 2"2 events.

BOGEY LOSSES	0	1	2	3	4	5	6
6	100	100	80	70	60		
5	100	90	80	50			
4	100	90	70	40			
3	100	80	60				
2	100	70					
1	100						
0							

FRIENDLY LOSSES

TASK: 30.l9.5 EXECUTE (2vX) ANTIAIR WARFARE MISSION

CONDITION(S): AAW aircraft are established on CAP and receive a possible threat vector from GCI/CCI or are attacked while on station. VID is required unless otherwise cleared to fire. CAP stations are located outside the MEZ.

STANDARDS: EVAL: Y: N: NE

.1 ____ MW aircraft receive 70 percent.

.2 ____ MW aircraft receive 80 percent.

.3 ____ MW aircraft receive 90 percent.

.4 ____ MW aircraft receive 100 percent.

EVALUATOR INSTRUCTIONS: The score is obtained by using the previous scaring matrix (Tack: 3D.19.4), and averaging the 2vX missions flown.

KEY INDICATORS: None.

TASK: 3D.19.6 EXECUTE (FW v HELO) ANTIAIR WARFARE MISSION

CONDITION(S): MW aircraft are established on CAP and receive a possible threat vector from GCI/CCI or acquire threat helicopters visually. VID is required in order to fire. CAP stations are located outside the MEZ.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircrew obtains a valid firing solution.

.2 ____ Employs proper tactical consistent with the threat environment.

.3 ____ Maintains mutual support during each engagement.

EVALUATOR INSTRUCTIONS: Emphasize use of video recording system (VRS). Ensure ROE is adhered to throughout each engagement. Safety is paramount in a training environment.

KEY INDICATORS: None..

TASK: 3D.15.7 CONDUCT AAW MISSION DEBRIEFING

CONDITION(S): An MW mission has been completed. A debriefing for that mission is held, with emphasis on lesson learned for future use.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP. NATOPS, and debriefing guides.

.3 ____ S-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ Utilizes maps. aerial photos, sketches, or other training aids when debriefing the overall mission.

.5 ____ Debriefs all espect5 of the flight. (KI)

.6 ____ Records past mission debrief for future use.

.7 ____ Analyzes plan, brief. execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debrief. ROE and ROC effects an mission execution.

.11 ____ S-2 collects all classified/sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Commissions.
4. Support/escort.
5. Coordination.
6. Navigation.
7. Safety.
8. Tactics used/effectiveness.
9. Recommendations.
10. Shipboard operating procedures.

3D. 20 RECONNAISSANCE

TASK: 3D .20.1 CONDUCT RECONNAISSANCE PLANNING

CONDITION(S): The MEU(SOC) ACE has been tasked by the MAGI) commander to prepare for possible reconnaissance operations against the enemy. The MEU(SOC) ACE commences planning for the employment of utility, transport, and attack helicopters, AV-8B's, other fixed-wing aircraft, and artillery/naval gunfire.

STANDARDS: EVAL: Y: N: NE

.1 ____ Contingency plans are formulated for rapid withdrawal/extraction of the supported ground unit.

.2 ____ An aerial photo/map reconnaissance of the objective areas is conducted by the mission coordinator/key, flight coordinator, and the support patrol/force leader using recent serial photographs and photographic maps.

.3 ____ Deception plans are considered. (KI)

.4 ____ Night operation planning requirements are accomplished if applicable.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

CONTINGENCY PLANS

Because recon patrols and reaction forces are usually small force with limited combat staying power contingency plans shall be fully coordinated and be capable of being executed with speed and precision to ensure success and the safety of personnel involved.

DECEPTION PLANS

Due to the covert nature of reconnaissance operations, every attempt shall be made to conceal intentions, mislead the enemy, and perform the unexpected when conducting reconnaissance patrol insertions and extractions. Supporting arms and helicopter support should be employed in a manner that does not compromise the location of the insert. If landing zone preparation fires must be employed, multiple landing zone preparations and simulated patrol insertions can be used to deceive the enemy as to the actual insertion point.

TASK: 3D.20.2 CONDUCT RECONNAISSANCE MISSION BRIEFING

CONDITION(S): The ATO has been issued and the ACE is assigned reconnaissance missions as part of a MEU. Both helicopter and AV-BB missions are tasked, requiring multiple divisions/sections. All liaison has been performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. Terminal controllers (FAC[A], HC[A]) attend briefs when possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ All item's are briefed per published NATOPS, briefing guides, SOP's, and NWP-55-9.

.2 ____ All participating aircrew are present.

.3 ____ Systematically prioritizes tasks.

.4 ____ Allocates time to ensure all tasks assigned are completed prior to mission briefing.

.5 ____ Coordinates intelligence briefing of latest threat and friendly information available to include aerial imagery and TERPES electronic order of battle.

.6 ____ Maximizes use of tactical SOP.

.7 ____ Uses kneeboard cards and tactical checklists to consolidate information.

.8 ___ Brief. shipboard operations pertaining to AV-8B weapons/navigation system's interface; i.e., ship inertial navigation system (SINS), closer approach indicator (CAI) MOD II, CCI, and degraded weapons systems deliveries.

.9 ____ Briefs current ROE, ROC, and alert conditions and/or weapons conditions information.

.10 ___ Ensures the mission statement is understood by all participants.

.11 ___ Briefs friendly forces ground scheme of maneuver, weapons involved; i.e., NGF, artillery, and any joint integration. (El)

.12 ____ Briefs enemy detection and reaction capabilities, type and location of antiaircraft weapons, force concentrations, enemy aircraft capabilities and tactics, enemy ECM and ECCM capabilities. (El)

.13 ____ Briefs tactics in the target area, friendly positions, commander's intent with respect to planned scheme of maneuver, FSCL. phaselines, target description, enemy defenses, and reattack procedures, if required.

.14 ____ Briefs pilot intraformation coordination with normal or degraded systems, weapon., and communications.

.15 ____ Briefs integrated fire support/J-SEAD tactics and responsibilities, if required.

.16 ____ Briefs radio/KY-SB communication procedures with terminal controllers and/or control agencies, including authentication procedures, burn-through or chattermark procedures in a communications jamming environment, and alternate procedures/frequencies for contacting terminal controllers.

.17 ____ Briefs alternate target(s) or mission(s).

.18 ____ Briefs friendly locations of air defense assets and any changing MEZ/FEZ requirements.

.19 ____ Briefs any known changes to TACP control procedures or communications requirements.

.20 ____ Briefs all mission assets.

.21 ____ Briefs delivery and abort parameters per ground attack SOP, to include minimums latitude, airspeed, and dive angle for ordnance releases due to FRAG pattern, terrain, or weather.

.22 ____ S-2 briefs local populace reaction capabilities.

.23 ____ Briefer uses appropriate maps, charts, and aerial photographs, as required.

.24 ____ Briefs encryption procedures, both internal and external to the flight.

.25 ____ Briefs SERE procedures. (KI)

.26 ____ Briefs EW consideration. (KI)

.27 ____ Briefs weather, including go/no go criteria. (KI)

.28 ____ Ensures that .11 appropriate personnel have handouts; i.e., kneeboard cards, maps, charts, etc.

.29 ____ Briefs mission go/no go criteria; i.e., aircraft, personnel, and other mission essential equipment.

.30 ____ Briefs actions required if attacked by enemy aircraft to include defensive turns minimum altitude.

.31 ____ Briefs actions required if attacked by SAN/AM and appropriate RWR gear operation/displays.

.32 ____ Briefs look-out procedures to include responsibilities, radio calls, and tactical maneuvering for threats

.33 ____ Briefs clearance to drop method (by voice, other signal, or "silence is consent").

.34 ____ Briefs laser designation procedures, codes, and visor/filter usage for pilot safety in a laser environment.

.35 ____ Briefs mission precedence.

.38 ____ Briefs a timeline, both into and out of the area of operations.

.37 ____ Briefs call signs/event numbers.

.38 ____ Briefs flightdeck/ground signals.

.39 ____ Briefs shipboard operating procedures.

.40 ____ Briefs chain of responsibilities. (KI)

.41 ____ Briefs inadvertent IMC/loss of visual contact.

.42 ____ Briefs fuel/ordnance requirements. (KI)

.43 ____ Briefs NVG operational considerations.

.44 ____ Briefs launch conditions. (KI)

.45 ____ Briefs ingress procedures. (KI)

.46 ____ Briefs LZ procedures/considerations. (KI)

.47 ____ Briefs egress procedures. (KI)

.48 ____ Briefs downed aircraft procedures for overwater and overland.

.49 ____ Briefs TRAP procedures.

.50 ____ Briefs any concurrent operations, to include deconfliction with other participating aviation units.

.51 ____ Briefs FARP procedures.

.52 ____ Briefs deception plan.

.53 ____ Briefs special considerations; i.e., laser, ARBS/LST integration SMC programs, ordnance codes for computed delivery, etc.

.54 ____ Briefs timehack.

.55 ____ Briefs location/time of debriefs.

.56 ____ Briefs controlling agencies.

.57 ____ Briefs EMCON procedures.

.58 ____ Briefs DRIADS.

.59 ____ Questions are allowed to ensure tactical/safety of flight information is understood by all.

EVALUATOR INSTRUCTIONS: Brief uses NWP 55-9-ASH Manual for helicopter operations. Flight leaders provide navigation cards, maps, aircraft configurations and gross weights, detailed fuel figures, checkpoints, IP's, attack and weapons release parameters. and 105/TOT calculations when required.

KEY INDICATORS:

FRIENDLY FORCES

1. Infantry, to include scheme of maneuver.
2. Artillery.
3. Air support.
4. Naval gunfire.
5. Fire support coordination measures.

ENEMY FORCES

1. Operation area.
2. Ability to reinforce.
3. MA, SAM, infantry, and sir threat locations known.

4. Unexpected movement.

5. EEI's

SERE

1. ISOPREP cards.

2. Passwords.

3. Barter kits/blood kits.

4. Safe area.

5. Designated area for rescue.

6. Radio communications.

1. EMCON condition.

2. Deception/meaconing.

3. MIJI reporting.

WEATHER

1. Data.

2. RF propagation.

3. Current weather.

4. Forecast weather.

CHAIN OF RESPONSIBILITY

The location call sign and frequency should be briefed for the following:

1. Overall mission commander.

2. Air mission commander.

3. HTC.

4. Flight leader/alternate.

5. Flight coordinator/alternate.

The following agencies' locations, call signs. and frequencies should be briefed:

1. HC(A).

2. TAC(A).

FUEL

1. Takeoff load.

2. Minimum/bingo.

3. Refueling/rearming.

4. Deck assignments.
5. Prioritizing.
6. Timeline.
7. Aerial refueling.

LAUNCH

1. Aircraft manning time.
2. Turn-up time.
3. Taxi time/plan/frequencies.
4. T/O time/frequencies/formations.
5. Bump plan.
6. Rendezvous procedures.

INGRESS

1. Primary and alternate routes.
2. Control measures (RP’s, CP’s, IP’s).
3. Timing.
4. Airspeeds and altitude.
5. Formations.
6. Escort.
7. Supporting arms.
8. Weapons conditions.
9. Penetration checklist.
10. Communication procedures including visual signals, lost communications, chattermark, code words, and RIO.
11. En route terrain.
12. Probable point of first enema’ contact.
13. Evasive maneuvers/ACM.
14. Scatter plan.
15. Go/no go criteria.
16. N3C considerations.
17. NVG considerations.

LANDING ZONE

1. Primary and alternate grid coordinates.
2. LZ brief.

3. Landing direction/wave off instructions.

4. Escort.

5. Take off instructions.

6. Weapons conditions.

7. Landing diagram.

8. Retraction plan (retrograde, withdrawal, emergency extraction).

EGRESS

1. Primary and alternate routes.

2. Control measures (CP’s, RP’s).

3. Timing.

4. Airspeed and altitude.

5. Formations.

6. Escort.

7. Supporting arms.

8. Weapons conditions.

9. Penetration checklist.

10. Communication procedures including visual signals, lost communications. chattermark. codewords, and RIO.

11. En route terrain.

12. Probable point of last enemy contact.

13. Evasive Maneuvers.

14. Scatter plan.

15. NBC considerations.

16. NVG considerations.

17. RTF.

TASK: 3D .20.3 EXECUTES INGRESS/EGRESS TO/FROM TARGET

C0NDITI0N(S): The ATO has beam issued and the MEU(SOC) ACE is assigned armed reconnaissance/DAS missions. All liaison has beam performed and mission planning is complete. Mission commanders have been assigned and the MEU(SOC) ACE holds a brief prior to each mission. The ingress/egress portions will be flown while a variety of threats. air and ground, are encountered. Formations will vary in size from sections to divisions. Low level ingress and egress will be employed when required. EMCON procedures will be considered and employed when necessary.

STANDARDS: EVAL: Y: N: NE

.1 ____ Arming procedures are as briefed.

.2 ____ Takeoff time is as briefed.

.3 ____ Scheduled number of aircraft launch on mission.

.4 ____ Ground attack aircraft react properly to the threat.

.5 ____ Go/no 80 mission criteria is used.

.6 ____ Control point (RP, C?, EP, and I?) procedures are flown as briefed.

.7 ____ Control agencies are contacted as required, and updated advisories are adhered to.

.8 ____ Regains strike flight formation or individual flight integrity rapidly after attacking the target.

.9 ____ All aircraft have sufficient fuel for tactical egress and recovery aboard ship or alternate base.

.10 ____ Actual execution of the ingress/egress allows for deconfliction both inside and outside the flight.

.11 ____ Follow proper RTF procedures and pushes intelligence information through appropriate control agencies.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.20.4 EXECUTE RECONNAISSANCE PATROL/REACTION FORCE OPERATIONS

CONDITION(S): The MEU(SOC) ACE has been tasked by the MAGTF commander to insert a reconnaissance patrol/reaction force into enemy territory, Important considerations en route are evading enemy and maintaining operational secrecy.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reaction force aircraft are preflighted and aircrew are available for immediate launch.

.2 ____ METT permitting, the flight coordinator inspects the objective area and recommends a final scheme of maneuver to the mission commander.

.3 ____ Flight coordinator, mission commander, and heloborne unit commander confirm landing zone (LZ).

.4 ____ Control of supporting arms is as briefed and per CAS, NGF, and/or artillery supporting arms coordination MPS’s.

.5 ____ Ensures aircrews observe ROE/ROC.

.6 ____ While assault aircraft are in the LZ, escorts are alert for on-call CIFS or CAS requirements.

.7 ____ Utilizes smoke screen effectively to provide protection to assault aircraft, if planned.

.8 ____ Transport and escort aircraft displace from the LE immediately but maintain communications contact until the inserted element reports its status secure.

.9 ____ Executes immediately and effectively emergency reaction/extraction operations if required.

.10 ____ Extracts reconnaissance patrol/reaction force successfully in one wave if feasible.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.20.5 EXECUTE ROUTE. POINT. AND/OR AREA/LINE RECONNAISSANCE MISSION

CONDITION(S): The MEU(SOC) ACE has been tasked to plan and execute reconnaissance mission in support of amphibious operations and the ground scheme of maneuver.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that reconnaissance aircraft carry adequate firepower to conduct armed reconnaissance.

.2 ____ Assigns sufficient armed aircraft to reconnoiter the main route. (KI)

.3 ____ Chooses flight path that offers the beet observation, mutual fire support, and avoidance of detection based on METT considerations.

.4 ____ Immediately reconnoiters the dominant terrain to prevent enemy advantages

.5 ____ Employs easily recognizable checkpoints.

.6 ____ Produces an acceptable recording of reconnaissance information.

.7 ____ Starting with the line of departure systematically reconnoiters each area while adhering to a planned pattern.

.8 ____ Uses appropriate sector search patterns to ensure coverage.

.9 ____ Reports immediately all evidence of enemy forces, changes from aerial imagery or maps, route conditions, and any other information requested.

.10 ____ Takes prebriefed proper evasive actions or response upon enemy contact.

.11 ____ Coordinates with ground reconnaissance elements for area searches which cannot be checked by air.

.12 ____ En route, allows for encounters with the threat to be developed only enough to ensure that reconnoitering elements can bypass and continue to reconnoiter the objectives.

.13 ____ Employs appropriate flight formation techniques.

.14 ____ Limits time in the objective area.

.15 ____ Provides support unit with rapid and reliable information.

.16 ____ Utilizes effective communications to pass updated information to the supported force.

EVALUATOR INSTRUCTIONS: Timeliness of reporting is essential in order to consider the reconnaissance mission successful.

KEY INDICATORS:

ROUTE RECONNAISSANCE PURPOSES

1. To provide detailed information on a specific route and all adjacent terrain from which the enemy can influence movement along the route.

2. To obtain information on enemy forces moving generally along a specified route.

3. To develop the enemy situation ahead of a friendly force.

4. To locate sites for construction of hasty obstacle to impede enemy movement.

5. To support movement of supply or other type units.

TASK: 3D.20.6 EXECUTE ARMED RECONNAISSANCE DEEP AIR SUPPORT (DAS)

CONDITION(S): Armed reconnaissance and DAS million. have been launched in support of MEU operation.

STANDARDS: EVAL: Y: N: NE

.1 ____ Engine start, arming, and departure are ac briefed and aircraft are airborne on time.

.2 ____ All fragged aircraft launch on mission.

.3 ____ Conducts en route formation and procedures as planned and per the threat.

.4 ____ Achieves adequate "lockout doctrine".

.5 ____ Conducts RECON as required.

.6 ____ Acquire, identifies, and engage. visual target..

.7 ____ Locate and engage briefed target.

.8 ____ Egress is as planned and per threat.

.9 ____ Deliver. ordnance on first pee..

.10 ____ Ordnance dud rate is less than 10 percent.

.11 ____ Aircraft flies non-predictable and Jinking flight path.

.12 ____ Complete with ROE, ROC, minim altitude., and ordnance frag pattern constraints.

.13 ____ Utilize. ECM procedure. as required.

.12 ____ Complete with RTF procedure.

EVALUATOR INSTRUCTIONS: Indicate number of moving target engaged.

MARKED RECON/DEEP AIR SUPPORT (DAS) EVALUATIVE
COMBAT QUALIFIED

Objective. Armed RECON evaluation flight.

Mission. 711 an creed RECON evaluation flight in a simulated threat environment.

a. 300 series armed RECOM evaluation flight from the T&R Manual.

b. One event. three to four AV-8B sorties recommended.

c. Ordnance: A. required for target destruction per JMEM.

d. Adversary aircraft required.

FULL COMBAT QUALIFIED

Objective. Deep air support evaluation flight.

Mission Ingress using MACCS through a sophisticated threat environment utilizing a multiple element strike force to attack a preplanned target.

a. 400 series DAS evaluation flight from the T&R Manual.

b. Two events, two to four AV-83 sorties required. At least one of the events should be C mission that must be planned and launched within 3 hours of mission receipt.

c. Ordnance: As required for target destruction per JMEM.

d. Multiple support aircraft required.

NOTES:

1. Chaff and flare. to be used on all sorties.

2. EW range to be utilized if available.

3. See Evaluator Instructions in Talk 30.15.1 for ordnance requirements.

4. For the rapidly planned mission. JMEMS should be extracted from the TACMAN pre-calculated solutions, while for a mission with normal time constraints JMEMS should be extracted from computer aided solutions.

KEY INDICATORS: None.

TASK: 3D.20.7 DELIVERS ORDNANCE ACCURATELY/EFFECTIVELY

CONDITION(S): Armed RECON/DAS require. superior accuracy and flight coordination from all aircrew. Completion of this task by multiple sections divisions within the MEU(SOC) ACE will provide an indication of current training level.

STANDARDS: EVAL: Y: N: NE

.1 ____ Meets mission objectives and delivers ordnance effectively.

.2 ____ Flight achieves 70 percent mission effectiveness. (KI)

.3 ____ Flight achieves 75 percent mission effectiveness. (KI)

.4 ____ Flight achieves 80 percent mission effectiveness. (KI)

.5 ____ Flight achieves 85 percent mission effectiveness. (KI)

.6 ____ Flight achieves 90 percent mission effectiveness. (KI)

.7 ____ Flight achieves 95 percent mission effectiveness. (KI)

.8 ____ Flight achieves 100 percent mission effectiveness. (KI)

EVALUATOR INSTRUCTIONS: For this task to be en accurate indicator of ordnance effectiveness. The JMEM must be researched thoroughly during the planning stage of the sortie. Each standard up to and including the highest percentage of mission effectiveness attained will be marked "Y": e.g., if the flight achieved 85 percent mission effectiveness. standards 1 through 5 will be marked "Y". While mission effectiveness should be used to evaluate a flight whose objective is a tactical target, the Percent Target Coverage chart should be used if the flight utilizes a raked range. The above standards can be used to evaluate a flight whether it utilizes a raked range or a tactical target by marking the standard with the appropriate percentage. The type target should be annotated.

KEY INDICATORS:

MISSION ELECTIVENESS

Various factors influence the effectiveness of aerial ordnance against a target and include: target type, target location, type ordnance, type fusing, quantity of ordnance, type delivery, direction of delivery, and position of ordnance impact relative to the target. Based on these facts, the probability of kill (Pk) attained on the mission can be divided by Pk determined possible (from planning documents such as to arrive at e percentage of mission effectiveness (ME). This number represents an absolute quantity end is therefore not affected by threat intensity.

	OBSERVED Pk
0.8 - 1.0	_____
.51 .79	_____
0 - .50	_____

	POSSIBLE Pk
0.8 - 1.0	_____
.51 - .79	_____
o - .50	_____

PERCENT ME (observed possible) _____

EDA

PERCENT TARGET COVERAGE
(CEP in meters)

THREAT	70	75	80	85	90	95	100
PERMISSIVE	40	35	30	25	20	15	10
RESTRICTIVE	45	40	35	30	25	20	15
SOPHISTICATED	50	45	40	35	30	25	20

STRAFE (percent of rounds on target any threat)

TASK: 3D.20.8 CONDUCT RECON MISSION DEBRIEFING

CONDITION(S): The aircraft have returned to the ship from multiple reconnaissance missions. A debrief is held for all participating personnel.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures all aviation mission essential personnel are present.

.2 ____ Debrief is conducted per SOP's, NATOPS, and debriefing guides.

.3 ____ 5-2 debriefs all crewmembers immediately upon return for any real time intelligence information.

.4 ____ utilizes maps, aerial photos, sketches, or other training side when debriefing the overall mission.

.5 ____ Debriefs all aspects of the flight with all participants, if practicable. (KI)

.6 ____ Records post mission debrief for future use.

.7 ____ Analyzes plan, brief, execution phases, and lessons learned to develop new COA's and tactics to improve SOP's, contingency plans, and aircrew knowledge.

.8 ____ Ensures intelligence information received before the mission was accurate.

.9 ____ Uses the debrief as a constructive training tool.

.10 ____ Debriefs ROE and ROC effects on mission execution.

.11 ____ S-2 collects all classified/Sensitive materials.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DEBRIEFING ASPECTS

1. Changes from original brief.
2. Command and control.
3. Communications.
4. Coordination.
5. Navigation.
6. Safety.
7. Tactics used/effectiveness.
8. Recommendations.
9. Shipboard operating procedures.

3D.21 ELECTRONIC WARFARE (EW)

TASK: 3D .21.1 DEMONSTRATE CORRECT RESPONSE TO ENEMY ELECTRONIC WARFARE (EW) CAPABILITY

CONDITION(S): The MEU(SOC) ACE is conducting tactical flight operations from a forward site while the enemy is known to have EW capability.

STANDARDS: EVAL: Y: N: NE

.1 ____ All radio nets specified as covered circuits in the communications plan are operated in the covered mode.

.2 ____ CEOI instructions for daily changing of frequencies end call signs are observed.

.3 ____ Observes emission control (ECON) procedures.

.4 ____ Chooses communication sites that provide for terrain masking to minimize enemy probability of intercept.

.5 ____ Marines require authentication operating unsecure radio and wire nets.

.6 ____ (CEO) allocates alternate frequencies for critical radio nets.

.7 ____ Marines operating radios recognize enemy jamming (as opposed to equipment malfunctions), do not reveal effectiveness of enemy jamming efforts. and continue to attempt to communicate.

.8 ____ Proven or suspected enemy electronic activity is reported to the supported unit by a MIJI report via wire, messenger. or other secure means in a timely manner.

.9 ____ Relays communication by alternate means when radio nets are effectively jammed.

.10 ____ Marines operations radios and officers transmitting on those radio do not compromise unit locations, strength, or commit other "BEADWINDOW" security lapses.

.11 ____ Expedient directional antennas are used to the maximum extent possible.

.12 ____ Uncovered transmissions are accomplished in such a way as to discourage radio direction finding.

.13 ____ Communications security material of all types is safeguarded.

.14 ____ Low-priority and routine messages are sent by means other than radio communications.

.15 ____ Brevity codes promulgated by the appropriate communications SOP are employed.

EVALUATOR INSTRUCTIONS: The task is applicable in all instances in which the aggressor force described as the threat in the published scenario has an electronic warfare capability. Evaluator should determine in concert with the TEC the degree of application prior to start of the exercise.

KEY INDICATORS: None.

TASK: 3D.21.2 Demonstrate SELF PROTECTION ECM CREW KNOWLEDGE

CONDITION(S): Aircrews demonstrate adequate knowledge of available countermeasures and compatible onboard EW equipment throughout the exercise.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircrews demonstrate proper employment and capabilities of onboard radar homing and warning (RHAW) equipment. (KI)

.2 ____ Aircrews demonstrate proper employment and Capabilities of onboard expendable; e.g. chaff, flares. and jammers. (KI)

.3 ____ Aircrew demonstrate proper employment and Capabilities of passive infrared (IR) jammers.

.4 ____ Demonstrate familiarity with currently recommended defensive formation static to include mutually supportive alignment, spacing, and ECM support aircraft integration.

.5 ____ Exhibit familiarity with currently recommended defensive maneuvers for SAM, AAA, and MW threats.

EVALUATOR INSTRUCTIONS: If available, ground teat equipment will be used to simulate ECM operation.

KEY INDICATORS:

RHAW AND MISSILE WARNING RECEIVERS

Operation: Cockpit Switchology, pre operations checks, and display indications.

Capabilities: Threat correlations, threats covered, display ambiguities, threats not covered.

Employment Reactions to displays.

ONBOARD EXPENDABLE

Operation Dispenser loading and program, cockpit switchology for manual and programmed expenditure.

Capabilities: General knowledge of chaff, decoy flare IR effectiveness, current jammer threat coverage.

Employment: Timing/interface with threat activity and aircraft maneuvers use in high/low altitude profiles, etc.

TASK: 3D.21.3 EXECUTE CORRECT ELECTRONIC WARFARE FLIGHT PROCEDURES

CONDITION(S): Aircrews apply EW mission planning requirements as required in the execution of missions in support of the MEU.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses EW considerations and tactics effectively.

.2 ____ Conducts airfield departures as briefed.

.3 ____ Optimizes tactics. including route utilized, altitudes, end EW support for the threat EW considerations

.4 ____ Employs appropriate return-to-force (RIF) procedures.

.5 ____ Demonstrates proper air command and control procedures within TAOR, including entry/exit points and corridors, IFF/SIF, and covered and coded communications.

.6 ____ Gathers EW intelligence within limits of capability.

.7 ____ Demonstrates proper tactics utilization of radar warning receiver.

.8 ____ Demonstrates proper tactical utilization of expendable countermeasure equipment.

.9 ____ Utilizes alternate communication nets (e.g.. HF).

EVALUATOR INSTRUCTIONS: Fifty percent of MEU(SOC) ACE assets shall be tested. Indicate the following data:

1. Missions flown.
2. Mode IV checks attempted.
3. Mode IV checks successful.
4. Secure voice checks successful.
5. Whether KY-58s were used on tactical missions.

KEY INDICATORS: None.

3D.22 MARINE AIR COMMAND AND CONTROL SYSTEM (MACCS)

TASK: 3D.22.l CONDUCT INITIAL MACCS SPECIFIC PLANNING

CONDITION(S): The MEU is in receipt of a warning order and has begun planning for an amphibious operation. The embarked MEU(SOC) ACE is comprised of a medium helicopter squadron (HMM) reinforced with heavy lift, utility, and attack helicopters, V/STOL attack fixed-wins aircraft, forward antiair defense weapons, and aviation command and control. The MEU(SOC) ACE commander, using his original staff, augmented by representatives from the attached detachments, oversees aviation planning and coordination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Uses an established SOP for planning.

.2 ____ Establishes early coordination with the ATF aviation planners and control agencies for all relevant phases of operations.

.3 ____ Provides air support and aircraft control input to the aviation estimates of supportability for all operations assigned, and identifies any limitations or problem areas.

.4 ____ Coordinates all relevant communications requirements for subordinate, adjacent, and higher level circuits with the MEU communications planners to ensure the effective coordination and control of all direct support aircraft, encryption hardware/software, and authentication materials. (KI)

.5 ____ Recommends air support control measures; e.g., control points, RTF, etc., in accordance with FMFM 5-4A and/or guidance set forth by the MEU/ACE planning staff.

.6 ____ Establishes liaison with higher, adjacent, and subordinate units of the ATF throughout the planning phase/or as directed by the MEU/ACE planning staff.

.7 ____ Issues memorandums or outline plans and attends staff conferences or informal briefings as required or as directed by the MEU/ACE planning staff.

.8 ____ Requests MAGTF commander’s guidance concerning elements and/or vital areas to be defended by air defense assets and their order of priority.

.9 ____ Recommends methods of providing early warning information to the deployed LAAD detachments through their detachment commander. (KI)

.10 ____ Coordinates with the MEU to ensure that the antiair warfare rules of engagement, warning conditions, weapons launch conditions, and sources of antiaircraft intelligence are addressed in the aviation annex to the ATF operations order.

.11 ____ Coordinates LAAD employment with supported unit.

.12 ____ Establishes coordination with the rear area security commander in accordance with the rear area security plan or OPORD.

.13 ____ Reviews ATF force list and/or MEU/ACE planning guidance to determine the impact of control required of remotely piloted vehicles (RPV’s) in the operation.

14 ____ Recommends to the MEU/ACE planning staff RPV tasking data and format as it should appear on the ATF ATO.

.15 ____ Coordinates air support control requirements with planned air defense measures.

EVALUATOR INSTRUCTIONS: The evaluator should examine planning documents to ensure that the requirements in 30.22.1.1 through 30.22.1.10 were accomplished during planning. Also since the MACCS detachment ii task organized to meet the situation, the evaluator should query individuals and the OIC cc to the roles and relationship they have been defined for it by the MEU/ACE.

KEY INDICATION:

REQUIRED COMMUNICATIONS INSTRUCTIONS

The function. required to be performed by the communications capabilities of the MACCS detachment are dependent upon the requirements to put air control capability ashore. Operation at the MEU level usually do not pace command ashore and limit the amount of control phased ashore. The portions of control passed ashore tend to be employed as an extension of ship-based coordination capability. The MACCS detachment may be required to communicate with the agencies listed below in order to perform its mission.

1. TAC(A).

2. TACC (afloat).

3. SACC.

4. FSCC.

5. HOC (afloat).

6. TACP/PAC(A).

7. SAAWC/FAAWC.

a. LAAD detachments.

9. Forward sited aircraft.

10. Direct sir support aircraft.

EARLY WARNING

Success of LMD employment is highly dependent on early involvement in the planning phase, receiving early warning information, and a properly emplaced means for command and control. It is imperative that LAAD be tied into the CATF AAW network, to ensure total integration of sir defense assets and effort. Available radar generated early warning must be maximized. Communications down to the LAAD teems must be continuously available. Proper integration of all ATF air defense assets will ensure that coverage for the Marines on the around is optimized.

TASK: 3D .22.2 CONDUCT MACCS DETACHMENT SITE SELECTION

CONDITION(S): The MAGTF commander has directed that facilities to extend the ability to coordinate and control direct support assets be established ashore. The fire support control timeline has been coordinated with the MEU and stipulates an area airspace control capability of limited ability and control and coordination of LAAD assets for the landward sector of the AOA.

STANDARDS: EVAL: Y: N: NE

.1 ____ Conducts coordination with the FSCC to ensure the MACCS detachment site considerations are included in selecting initial positions ashore.

.2 ____ Conducts a map survey to determine suitable MACCS detachment CP/FSCC site. (KI)

.3 ____ Collocates the MACCS detachment CP and FSCC site when possible.

.4 ____ Plans for the establishment of alternate operational sites per procedures contained in an SOP.

.5 ____ oases requirements for equipment on supportability of the MAGTF scheme of maneuver ashore and projected Location of terminal controllers (FAC's. etc.) and dispersion of LAAD teams. (KI)

.6 ____ Establishes priorities for emplacement of equipment.

.7 ____ Designates advance party to accompany FSCC advance party to reconnoiter FSCC/MACCS detachment CP position.

.8 ____ Suggests requirements and potential sites for air/ground radio relay/radio retransmission sites to support DAS control measures.

.9 ____ Requests TAMPS, ECAC, or PROPHET studies for potential mite..

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

MAP SURVEY

The following considerations are given priority in the site selection for the MACCS detachment CP position ashore in the following order:

Communications - Antenna siting and remoting requirements. Distances of antenna from power source and MACCS detachment CP. Ground wave propagation and equipment grounding requirements. Terrain masking and effects on communications. To perform its mission and assigned tasks, the site selected must afford the best possibility to communicate with the below listed agencies/terminal control facilities:

1. FSCC.
2. TACC/SACC (afloat).
3. TACP(S)/FAC(A).
4. Deployed LAAD units.
5. Direct support aircraft.
6. HDC (afloat).
7. RPV unit (ground control site).
8. Forward sited aviation assets.
9. Supported unit.

Cover and Concealment. While important, covered locations often preclude or reduce effective communications. In this regard the requirements to communicate must be given the higher priority. Every attempt should be made to camouflage to the maximum extent possible consistent with the mission requirements to communicate. However, the capabilities of remote radios must be considered as an alternative to exposing the MACCS detachment CP and protecting by camouflage.

Traffiability. The site should be accessible in all weather conditions. Road network should be adequate to support initial emplacement and resupply activities.

Physical Layout. The site should provide adequate space to tactically deploy the MACCS detachment CP and attendant support equipment to include:

1. Communications.
2. Field sanitation.
3. Billeting.
4. Local security.

EQUIPMENT REQUIREMENTS

The following should he given consideration in planning numbers and types of equipment required for the MACCS detachment:

1. Estimated duration of operations ashore.
2. Number of nets required.
3. Secure voice requirements.
4. Nobility requirements.
5. Scheme of maneuver ashore.
6. Air and/or around radio relay/radio retransmission requirements.
7. TAC(A) requirements.
8. Battery requirements based on usage in a specific environment.

ADVANCE PARTY/RSOP TEAM

The advance party should be manned, equipped. and briefed to properly site the MACCS detachment CP. Vehicle security during the convoy and mite security upon arrival at the operational mite must be performed by the advance party. Composition of the advance party will be dependent upon the urgency of attaining operational readiness and current threat. and should consider NBC, ECO, engineer support, and enemy air and ground activity.

TASK: 3D.Z2.3 CONDUCT MACCS DETACHMENT LOGISTIC PLANNING

CONDITION(S): The MEU is in receipt of a warning order and has begun planning for an amphibious operation. The embarked MEU(SOC) ACE is comprised of a medium helicopter squadron (BMM) reinforced with heavy lift, utility, and attack helicopters. V/STOL attack fixed-wing aircraft, forward antiair defense weapons. and aviation command and control. The MEU(SOC) commander, using his original staff, augmented by representatives from the attached detachments. oversees aviation planning and coordination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Resupply procedures for the MACCS detachment are outlined in an SOP or specified in the OpOrd.

.2 ____ The MACCS detachment commander plans logistic requirements for all elements of the detachment deployed. (KI)

.3 ____ The senior LMD representative of the MACCS detachment conducts liaison with the units to be supported by LMD detachments to plan far resupply of Class I, III, and V items. (KI)

.4 ____ Supported units clearly understand their responsibility for Class I (rations and water) resupply to the LMD detachment.

.5 ____ Supported units clearly understand their responsibility for Class III (fuel) of the MACCS detachment and arrangements are made for refueling vehicles and MEP equipment with the CSSE.

.6 ____ Supported units clearly understand their responsibility for class V (ammunition) resupply to the LAAD element if it is unable to utilize the missile resupply point due to its mission (attached).

.7 ____ Missile resupply point has been established and all LMD personnel are aware of its location and procedures required.

.8 ____ All MACCS detachment elements are aware of how and where to obtain all classes of supplies.

.9 ____ All LAAD personnel are aware of proper inspection methods for receipt of missiles and the disposition of unsatisfactory missiles.

.10 ____ Procedures are established for the maintenance of all MACCS detachment TIE equipment dismissals) at the supported unit or CSSE level, and this information is disseminated to all units of the MACCS detachment.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

LOGISTICS PLANNING

The senior personnel of the MACCS detachment will be required to participate in the planning stages of the amphibious operation to ensure resupply requirements are met for the MACCS detachment addressing all support needed over a widely dispersed areas. There is no substitute for proper prior planning.

LOGISTICS LIAISON

Liaison requirements exist to ensure the supported units understand resupply requirements for the LAAD detachment. Alternate means of resupply, as well as emergency resupply of missiles, must also be taken into account. Battery resupply for all MACCS elements is a priority.

TASK: 3D.22.4 RECONNOITER. SELECT. AND OCCUPY POSITIONS (RSOP)

CONDITION(S): The embarked MEU ACE has assigned the MACCS detachment a mission and has identified the airspace control coordination requirements for the amphibious objective area (AOA). Movement to the general area of the operation and the initial landing has been completed. The initial map reconnaissance and coordination with the FSCC has taken place to select candidate site(s) and has ordered the MACCS detachment physical site reconnaissance to commence. The MEU ACE has directed the MACCS detachment to establish direct air support control coordination and LAAD control capability ashore at the primary site proximate to the FSCC location.

STANDARDS: EVAL: Y: N: NE

.1 ____ The MACCS detachment commander briefs the RSOP Team on its mission and provides essential elements of information on friendly and enemy forces. (KI)

.2 ____ The RSOP team leader reconnoiters and marks RSOP and main body convoy routes when feasible.

.3 ____ The RSOP team leader briefs vehicle drivers on the primary and/or alternate routes and provides a security man for each vehicle.

.4 ____ RSOP team deployed to the primary site using tactical convoy or help. Communications maintained between the RSOP teem and the MACCS detachment during the movement and/or after site occupation.

.5 ____ Occupies site. marks ground defense positions in accordance with the ground defense plan, and establishes security prior to proceeding with other RSOP activity.

.6 ____ Site security provided during RSOP.

.7 ____ RSOP teem deployed to the primary site with appropriate NBC protective equipment.

.8 ____ Sweep of the position conducted for NBC containments.

.9 ____ Position sweeped for mines, antipersonnel devices, and unexploded ordnance.

.10 ____ Site positions marked for follow-on, equipment.

.11 ____ A helo landing site is designated for MEDEVAC and logistic purposes. (KI)

.12 ____ A storage area for small arms ammunition and other explosives is selected.

.13 ____ A billeting and support area is designated within the defended area. (KI)

.14 ____ The RSOP party members serve as guides for equipment placement upon arrival at site.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

RSOP TEAM BRIEF

Plans addressing quick reaction by the unit should be prepared and briefed to MACCS detachment personnel MASCC required. The following considerations should be evident:

1. NBC.
2. Air/ground attacks (to include rules of engagement).
3. Distribution/dispersion of critical personnel.
4. Security during movement and stops.
5. Alternate routing.
6. Convoy speed end separation.
7. MEDEVAC procedures.
8. Withdrawal plan.

HELICOPTER LANDING AREA

Helicopter landing areas should be a sufficient distance from operational equipment/billeting area to prevent interruption of operations and injury of personnel. They should be free of foreign object damage (FOD) materials. Area dimensions should be as specified in OH 5-3A or as otherwise directed in the MEU operations order/SOP.

BILLETING/SUPPORT AREAS

Billeting, supply. motor transport, and other support areas are located in a terrain masked position. Maximum advantage of natural cover is taken to enhance the effectiveness of and reduce the amount of camouflage needed to conceal the area profile.

TASK: 3D.22.5 TRANSFER LAAD ASSETS ASHORE DURING AMPHIBIOUS OPERATIONS

CONDITION(S): The embarked MEU has completed planning for the amphibious operation and subsequent operations ashore. The amphibious lending preparations are progressing to the point of execution. The control of and coordination of MACCS detachments is required to assist in the effective integrated employment of aviation/air defense assets. The LMD detachment has been assigned to provide both general and direct support low altitude air defense for assault detachments of the supported unit.

STANDARDS: EVAL: Y: N: NE

.1 ____ Coordination is completed with ATF representatives to ensure MACCS representation in appropriate control agencies afloat. (KI)

.2 ____ MACCS detachment communication requirements are coordinated with the ATF. and communications assets are available to the MACCS detachment representatives.

.3 ____ LAAD command (LC) net is established afloat.

.4 ____ LAAD weapons control (LZ) net is established afloat.

.5 ____ Coordination when the AAW representatives in the TACC/SACC is established, and early warning information is available for passing to deployed LAAD assets.

.6 ____ Procedures are established for the deployed MACCS detachments to pass visual reports up the operational chain to the FAAWC/SAAWC.

.7 ____ MACCS detachment representatives are positioned in the highest level GCE COC/FSCC ashore.

EVALUATOR INSTRUCTIONS: The conditions set herein are typical of the MEU employment, and will be adjusted by the evaluator in concert with the actual assignments made in the operations order or in the configuration of the amphibious assets employed by the ATF.

KEY INDICATORS:

AFLOAT CONTROL

The MACCS detachment commanders or liaison still afloat must be able to communicate effectively with MACCS detachments ashore. Communications nets to ensure effective and timely passing of information to the MACCS detachments are required, particularly the LAAD detachment. Also critical is the requirement for monitoring Navy equivalent nets as LF MW assets must be integrated into the ATF MW plan.

TASK: 3D.22.6 ESTABLISH MACCS DETACHMENT AND COMMUNICATIONS

CONDITION(S): The build up of forces ashore continues. The MAGTF is preparing to phase control of shore-based supporting arms ashore. The MACCS detachment is ordered ashore to assume the mission of control of LAAD assets and to assist in the coordination of direct air support aircraft operations. The advance party and leading elements of the FSCC are ordered ashore concurrently.

STANDARDS: EVAL: Y: N: NE

.1 ____ Receives mission tasking and provides appropriate briefings to subordinates.

.2 ____ Task organizes personnel to move and set up equipment.

.3 ____ Briefs personnel on the ground defense plan, encompassing rules of engagement, and land-air threat existence.

.4 ____ Advises and updates higher command element of equipment status and operational capability as set up work continues.

.5 ____ Directs movement and emplacement of the MACCS detachment equipment and personnel.

.6 ____ Equipment emplaced, to include support equipment, tentage, radio antennas, and vehicles to take full advantage of cover provided by natural terrain features.

.7 ____ Establishes communications connectivity with the FSCC.

.8 ____ Attains full mission capability as prescribed by the MEU commander.

.9 ____ Attains full communications capability with all required agencies prescribed in the communications plan including coordination with the ground control station COC(S) of the RFV unit. (KI)

.10 ____ Implements passive air defense measures; i.e., camouflage, deceptive measures.

EVALUATOR INSTRUCTIONS: The evaluator will ensure that any communications initiated are as per the published communications plan. To establish a grade of "YES" communications must be operational at Least 90 percent of the time required.

KEY INDICATORS:

PERSONNEL TASK ORGANIZATION

Personnel require specific individual tasking to ensure that mission essential functions can be carried out concurrently; e.g., antenna erection, control checks, communications checks, liaison, etc.

MISSION ESSENTIAL COMMUNICATIONS

Communications requirements will be mission dependent and will differ contingent upon whether control is afloat or if coordination has been moved ashore, The below listed communications nets are provided as C start point:

CONTROL AFLOAT

1. Tactical air traffic control (TATC).
2. Guard (as required).
3. Tactical sir direction (TAD) (as required).
4. Helo direction (RD) (as required).
5. Tactical air request (TAR).
6. Helicopter request (HR).
7. LAAD command LC net,
8. Helo command (RC) (as required).
9. Tactical air co-end (TAC).
10. LAAD weapons control (LWC).
11. LAAD team control (HTC).
12. Antiwar warfare coordination/reporting (MWC/R).
13. Tactical air request/helicopter request (TAR/HR) (if combined).
14. FSCC hot-line.
15. Tactical air control party local (TACP/L) (as required).
16. Landing zone control net (LZCM).

NOTE: The above communications are not prioritized, nor is it required that all nets be maintained operational to achieve a "YES" grade it’s in fact not feasible due to the limited communications assets of the detachment. The key requirement is that the NACCS detachment is able to fulfill its mission.

TASK: 3D.22.7 CONDUCT MACCS DETACHMENT OPERATIONAL CREW BRIEFING

CONDITION(S): The MACCS detachment is ashore, established, and fully operational to perform its mission. The mission includes the ability to provide coordination for area airspace procedural control for aircraft operating in the designated area of responsibility and coordination and control of LAAD asset employment.

STANDARDS: EVAL: Y: N: NE

.1 ____ The MACCS detachment commander provides initial briefing to the principal officers of the detachment which supplements general guidance obtained from the operations order.

.2 ____ The MACCS detachment principal officers prepare and deliver the MACCS detachment operational crew brief and debriefs to disseminate and collect current information.

.3 ____ The MACCS detachment commander specifies the tactical air and helicopter special control procedures to be employed during operations ashore.

.4 ____ The MACCS detachment commander reviews ECM procedures with all radio net operators.

.5 ____ The MACCS detachment commander prioritizes communications nets being used by the MACCS detachment.

.6 ____ The MACCS detachment principal officers specify information flow procedures and priorities for their functional area.

.7 ____ The MACCS detachment operational crews prepare and maintain status boards/log sheets in a current accurate manner. (KI)

.8 ____ The operational net operators/controllers prepare and maintain operator/controller logs in accordance with an SOP.

.9 ____ MACCS detachment commander ensures that the rules of engagement, warning conditions, weapons launch conditions and the sources and flow of antiaircraft intelligence is briefed to the LAAD detachments and clearly defined and understood by the MEU.

EVALUATOR INSTRUCTIONS: The challenge will be to define which operator/controller is performing control or coordination functions. They most likely will be performing multiple functions. The MACCS detachment at this level of operation will not be capable of performing full traditional MACCS agency functions nor is it sustainable for long periods of time. Information flow and understanding of the requirements is critical for all hands of the detachment. The flow of antiaircraft intelligence to LAAD is most likely the highest priority area of information.

KEY INDICATORS:

KNOWN EXERCISE STATUS INFORMATION

The following information is collected from the appropriate operations orders and transcribed on to the plotting boards/log sheets prior to the arrival at the MACCS detachment operational site in the AOA.

Situation Map

1. Known enemy positions/SAM positions (size, type).

2. Friendly unit locations (projected).

3. Boundaries.

4. Fire support coordination line (FSCL).

5. Ho fire areas (NFA)/restricted fire area (RFA).

6. Reconnaissance areas of operation (RAO).

7. Forward line of troops (FLOT)/forward edge of the battle area (FERA).

8. Airspace coordination areas (ACAs) (informal and formal).

9. Location of friendly air assets.

10. Location of helo LE's.

11. All known navigation aide (control points TACANS, as required).

12. CATF and CL? objectives.

13. Overlay of ground scheme of maneuver.

14. Any special fire support coordination considerations.

15. Air defense control measures.

16. RTF procedures.

Status Boards/Log sheets

1. Other agency designations and call sign.

2. Air tasking order (ATO) or frag.

3. Communications status.

4. Equipment status.

5. Weather

TASK: 3D.22.8 TRANSFER CONTROL COORDINATION ASHORE TO MACCS DETACHMENT

CONDITION(S): The build up of forces ashore has progressed to the point where the MEU is preparing to phase the control coordination of land based supporting arms ashore. The MACCS detachment is ordered ashore to assume the mission as the landward extension of the naval tactical air control system (ATACS) for the coordination of direct sir support operations and LMD. The advance party and advance elements of the FSCC are ordered ashore concurrently.

STANDARDS: EVAL: Y: N: NE

.1 ____ Communications are established with the required stations per annex K of the operations order.

.2 ____ Checklists for the establishment of coordination ashore are onhand and are utilized to ensure there is no interruption of landing force support. (El)

.3 ____ The exchange of air defense warnings, weapons launch conditions. ANTIAIR warfare intelligence, and other pertinent data continues.

.4 ____ The current status of all fixedwing, helicopter. and assault support aircraft to include scheduled events, alert aircraft, MEDEVAC aircraft. SAN aircraft, and airborne aircraft is verified.

.5 ____ The status of all tactical air and assault support requests is on hand and verified.

.6 ____ The status and location of friendly artillery and active fire support areas (FSA's) for naval gunfire assets is verified with the SACC.

.7 ____ When established ashore the MACCS detachment advises the TACC (afloat) and the FSCC that the MACCS detachment is prepared to assume coordination and procedural control of landward DAS and coordination of LAAD.

.8 ____ MACCS detachment, SACC, and TACC (afloat) exchange and verify required information.

.9 ____ Establishment of the MACCS detachment coordination capability is completed with no loss of support or vital information.

EVALUATOR INSTRUCTIONS: The establishment of coordination responsibility of DAS and LAAD ashore can only be conducted in situations where the GCE will transfer control and coordination of land-based artillery and NGF ashore. The use of the MACCS detachment as a landward extension of the tactical air control system requires the collocation of control/coordination of other supporting arms to be effective. The passage of segments of air control and air defense control/coordination separately can be accomplished, however this could severely extend the limited assets and personnel of the MACCS detachment. Prior to assuming coordination ashore. the MACCS detachment determines that it has the prescribed and/or necessary line of communications and sufficient backup assets to assume coordination responsibilities.

KEY INDICATORS:

LAAD EXTENSION OF CONTROL/COORDINATION ASHORE

As landward control/coordination of LAAD is extended ashore, the LMD detachment commander displaces from the TACC (afloat) to the senior FSCC ashore with the MACCS detachment CF The LAAD logistics representative will displace ashore from the SACC to a location directed by the LAAD commander from which all support requirements for both general and direct support can be consolidated. The LAAD logistics representative can also serve as the logistics point of contact for the entire MACCS detachment ashore. Conductivity with the primary source of early warning and antiair intelligence is maintained by radio. If personnel are available, a liaison in the TACC (afloat) should be maintained.

NACCS DETACHMENT LIAISON FROM SACC

When the MACCS detachment moves ashore it is joined shortly thereafter by its liaison from the SACC afloat. The liaison brings with him the information which does not lend itself to radio transmission but which is required to coordinate supporting arms and air support ashore. This information is transcribed onto the appropriate situation maps and boards/log sheets at the MACCS detachment CF.

1. Situation map update.
2. Target lists provided along with current status.
3. Support ship position information (i.e., aircraft carriers, LPH, LHA, fire support ships).
4. Preplanned supporting arms fires.
5. USN/USMC RPV control and coordination procedures.

TASK: 3D .22.9 COORDINATE CONTROL OF PREPLANNED DIRECT AIR SUPPORT

CONDITION(S): The MACCS detachment CF is ashore and is fully operational. Fire support coordination for shore based fire support means has been passed ashore to the FSCC. Coordination of landward direct air support aircraft and control/coordination of LAAD baa been extended ashore to the MACCS detachment.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reviews the ATO for clarity, conflicts, and completeness. (KI)

.2 ____ Resolves any conflicts with the appropriate agency(s); i.e., TACC (afloat), FSCC, SACC, etc.

.3 ____ Checks with the TACC/SACC (afloat) air support section and the BCS/HDC for late ATO’s and ATO updates.

.4 ____ Transfers required ATO information to the tactical air direction (TAD)/helicopter direction (HD) log/worksheets.

.5 ____ Plots RPV launch and control sites on the situation map.

.6 ____ Plots RPV operating areas on the situation ‘nap.

.7 ____ Implements RPV control and coordination procedures per OH 2-2. local SOP. and/or operation order.

.8 ____ Coordinates with the FSCC to establish appropriate control measures. (KI)

.9 ____ Confirms the status of the terminal controllers: e.g., FAC, HC(A), etc.

.10 ____ Advises the air officer in the FSCC/terminal controller of changes to the ATO. (KI)

.11 ____ Provides information on ATO to the terminal controllers on request.

.12 ____ Updates logs/worksheets as events or changes occur.

.13 ____ Receives or requests required reporting in information from DAS/AS aircraft. (KI)

.14 ____ Notifies TACC (afloat) of all assigned aircraft that fail to report within 10 minutes of ETA. (KI)

.15 ____ Utilizes modified RIO (abbreviated) procedures as directed by the operation order.

.16 ____ Provides an aircrew brief. as applicable. (KI)

.17 ____ Routes for preplanned, oncall aircraft are verified for possible conflicts. (KI)

.18 ____ Selects shortest route to handoff point consistent with safety of flight and least disruptive to other supporting arms fires. (KI)

.19 ____ Provides routing to the location of a control point on request. (KI)

.20 ____ Provides helicopter routine instructions. (KI)

.21 ____ Directs aircraft to switch to the terminal controller frequency.

.22 ____ Receives or requests required reporting out information from OAS/AS aircraft. (KI)

.23 ____ Institutes procedures to determine status of aircraft that do not report out within 10 minutes of ETR. (KI)

.24 ____ Directs the aircraft to contact the MACCS detachment upon completion of mission. (KI)

.25 ____ Receives EDA/mission assessments/inflight reports CSAM/AA/sitings of enemy units or equipment) from mission complete aircraft, terminal controller. RPV, or the supported unit. (KI)

.26 ____ Passes EDA information to aircrew if known prior to mission aircraft checking out.

.27 ____ Ensures received BDA information is passed to the FSCC and TACC (afloat) as intelligence information.

EVALUATOR INSTRUCTIONS: The AID may be received by teletype. courier, or as a Last resort by radio or telephone. The operation order should specify the time of publication and receipt by using units. The information listed in KI 3D.22.10.1 is the minimum information which the MACCS detachment CP must have to process and coordinate the execution of the AID. If the information is missing, then the air detachment evaluator should be notified or the MACCS detachment should be marked "N/A" and a major exercise discrepancy should be written.

The point at which aircraft check into the MACCS detachment for en route control will vary considerably. when helicopters and DAS aircraft are ship-based they are normally provided en route control by the TACC (afloat) or HDC (afloat) until they cross over land (feet dry) at which time they would report to the MACCS detachment for an abbreviated mission brief, en route control and handover to a terminal controller. The procedures are reversed on the return trip. Forward based aircraft at this level of operation should report to the MACCS detachment on launch, receive a mission brief, en route control, and band over to terminal control. The MACCS detachment would normally report the launch of a land/forward baaed aircraft to the TACC (afloat) for record keeping/asset management purposes. Aircraft returning from the forward sites to the ships should be coordinated with the TACC (afloat)/HDC (afloat) prior to recovery to ensure a ready deck or

space to land on. The degree of control provided will vary depending on the traffic density in the assigned operating area, communication control procedures in effect, and scheduled and ongoing supporting fires.

BDA/mission assessment can be obtained from the aircraft, RFV, supported unit and/or terminal control agency. The MACCS detachment then compiles the BDA/mission assessment information and forwards it to the FSCC and TACC (afloat). If DA/mission assessments are not available, the information will be forwarded as it becomes available. If BDA or mission assessment is unknown it should be so stated by the aircraft, terminal controller, RFV, or the supported unit.

KEY INDICATORS:

AIR TASKING ORDER

The MACCS detachment commander should review the ATO for completeness of content, clarity, and possible conflicts or errors. And then gives it to the appropriate controller/operator for processing to the logs/worksheets. The ATO should contain the below information for fixed-wing and helicopter aircraft:

1. Mission number.
2. Number and type of aircraft.
3. Type mission.
4. Quantity and type of ordnance.
5. Estimated time of departure.
6. Estimated time of return.
7. Terminal controller call sign and supported "‘nit.
8. Terminal controller primary and secondary frequencies.
9. Amplifying information; i.e., control points, airborne controllers in support of specific ground units, etc.
10. Unit request number for reference. Helo missions may provide support for more than one request for support and should be so noted. Requests should be listed in the priority (legs) for execution.
11. RFV flight data.

TAD AND HD LOGS

The below listed information is required to be entered in the TAD and HD lags/worksheets. This information is normally formatted on a preprinted, locally produced form. Changes and log/worksheet updates will be recorded as necessary. It is recommended that any unique symbology used for brevity, that it be the same from crew to crew or controller to controller.

1. Mission number.
2. Call sign.
3. Number and type of aircraft.
4. Mission.
5. Ordnance.
6. Estimated time of arrival (ETA).
7. Actual time of arrival (ATA).*
8. Estimated time of return (ETR).
9. Actual time of return (ATR).*

10. Terminal control agency.

11. Terminal control agency frequency.

12. RPV flight data.

13. Remarks.

* Filled out as they occur.

FSCC COORDINATION FOR FIRE SUPPORT CONTROL MEASURES

The MACCS detachment will coordinate, if necessary, with regards to special missions that require sterile airspace for mission accomplishment and required fire support control measures. Some of the special missions could include JTAR's/TAR's which do not originate from a terminal control agency or FSCC; i.e., photo recon and aerial observation/mission originated by the tactical air commander and CATF N-2 or N-3 or other command elements.

TERMINAL CONTROL/CONTROLLER BRIEF

When changes have been required in preplanned OAS/AS missions, the MACCS detachment contacts the air officer in the FSCC or the appropriate terminal controller when directed and provides essential information on the ATO which has been changed.

REPORTING IN

Aircraft reporting into the MACCS detachment will give only essential information not included on the ATO as delineated in the operation order such as:

1. Call sign.

2. Mission number.

3. Time on station.

4. Position.

5. Any exceptions to the ATO.

When the aircrew has completed his RIO, the MACCS detachment will provide the OAS/AS aircraft with the aircrew brief information necessary to continue the mission (abbreviated format).

LATE RIO PROCEDURES

The MACCS detachment institute below listed procedures for aircraft in the event they fail to contact the MACCS detachment within 10 minute of the ETA or ETR (local SOP or operation order may dictate a different time standard to be used):

1. MACCS detachment will contact the TACC (afloat). The TACC (afloat) will pass the current status of the mission or latest aircraft ETA.

2. If the aircraft has launched and sufficient time has elapsed for the aircraft to arrive in the working area, the MACCS detachment should contact the ATO listed terminal controller to determine if the event proceeded to the mission. If this situation has happened, the aircraft/terminal controller responds stating a new ETR.

3. Aircraft responds with a new ETR.

4. Aircraft fails to respond, proceed with the following steps:

   a. Contact TACC (afloat) stating aircraft mission number, call sign, ETR, and last known location failed to radio out.

b. TACC (afloat) will contact other control agencies to see if there has been any contact with the aircraft.

c. TACC (afloat) notifies the MACCS detachment of aircraft location and that it has either RTE'd, time of RTE, or it is unaccounted for.

d. MACCS detachment requests the initiation of TRAP and assists TRAP effort with any other known information or aircraft if available.

5. MACCS detachment will contact the CCS to obtain pertinent RPV data and pass to other agencies as required.

AIRCREW BRIEF

The TAD/HD of the MACCS detachment will provide a target brief IAW FMFM 5-4A or the operation order. ASR and MEDEVAC briefs are provided ea per local SOP or operation order.

For preplanned scheduled aircraft missions, only information not included on the ATO which involves safety of flight and en route traffic control will be provided unless requested by the aircrew or changes have occurred in the information provided in the ATO. Examples of additional information that may be provided are as follows:

1. Contact point for terminal control.

2. Enemy SAM information if available.

3. RIO instructions.

4. Other friendly aircraft activity in the assigned area.

5. No communications with the terminal controller procedures.

6. ACA or hazardous airspace information.

7. Target briefs IAW FMFM 5-4A. ASR briefs, MEDEVAC briefs.

8. Assigned approach and retirement lanes/routes.

MACCS DETACHMENT PREPLANNED ROUTES

Upon receipt of the ATO, the MACCS detachment verified the control point assignments and altitudes for handoff to the terminal controller. Additionally. a review of other scheduled air strikes, helicopter lifts, RPV's, and other supporting arms should be conducted to evaluate the potential for conflicts or to provide situational awareness update information on other aircraft working in close proximity.

MACCS DETACHMENT SELECTS SHORTEST ROUTE

The MACCS detachment preplans, when possible, the shortest route for aircraft from reporting-in position to the assigned control point (if applicable) and subsequent initial point. Reporting in points are normally assigned and aircraft will be at various positions on initial check-in for different missions. If the pilot is not at the designated check-in he will be routed as necessary. Routes assigned should be the shortest possible consistent with safe flight and control measures.

ROUTING To OR LOCATION OF THE CONTROL POINT

When aircraft report to the MACCS detachment, they may request routing or location of a control point. The pilot will be provided routing from his position.

MACCS DETACHMENT HELICOPTER ROUTING

When helicopters report to the MACCS detachment, they will be provided routing instructions upon request. They must provide the MACCS detachment their present location. The MACCS detachment will then route the helicopter utilizing helicopter checkpoints and lanes (when such are designated) and altitude assignments.

Routing considerations.

1. Pickup/drop tones.
2. Helicopter lane..
3. Control points.
4. Supporting arms.
5. NGF location.
6. Artillery location.
7. FSC measures.
8. Other air traffic.
9. Enemy air and surface threats.
10. RFV missions.
11. Air defense measures in effect.
12. Other information as required; i.e., MEDEVACS, location of medical assistance, terrain hazards.

REPORTING OUT

Aircraft reporting outwith the MACCS detachment will provide the following information:

1. Call sign.
2. Mission number, if required.
3. Bomb damage assessment (EDA) may be relayed by the aircrew, if available.

BDA RECEIVED FROM AIRCRAFT/RPV/TERMINAL CONTROLLER/SUPPORTED UNIT

OAS aircraft relay mission results including ordnance expended and EDA. Aircraft are released for return to force if fuel and ordnance status preclude other mission assignments. Fuel and ordnance permitting, aircraft are utilized on another mission or assigned to an orbit point to hold for possible employment. Similarly, helicopters are released to return to base or are assigned other missions if fuel status or crewtime permits. Other aircraft, such as air reconnaissance flights, RFV’s, and supported units also report mission complete to the MACCS detachment as required. BDA is reported in the following format:

1. Target coordinates of mission event number if preplanned, or the request number if immediate.
2. Time on and time off target (not required if ontime as on the ATO).
3. Percent of hits on target over percent of target destroyed.
4. Damage:
   a. Structures damaged or destroyed.
   b. Enemy casualties killed and confirmed.
   c. Vehicles (land or waterborne) damaged or destroyed.
   d. Weapons or radar positions damaged or destroyed.
   e. Bridges or roads/trails damaged or destroyed.
   f. Supply caches (by type) damaged or destroyed.

g. Area coverage.

h. General effect on the target.

5. Unit supported (not required if flown on the ATO).

6. Operation supported (if required).

TERMINAL CONTROLLER/RPV/SUPPORTED UNIT REPORTS 5DA TO MACCS DETACHMENT

Terminal control agencies. RPV's, and supported units report mission completion and BDA to the MACCS detachment. Mission completion reports are essential to allow the MACCS detachment to effectively manage air assets and are required from each terminal controller/control agency. Modifications may be forthcoming from FAC's, FAC(A)'s, TAC(A)'s. and HC(A)'s on damage assessments which were unknown at the time of completion of the strike. Terminal controllers, RPV's, and supported units report DA the MACCS detachment in the format listed in above XI.

TASK: 3D.22. 10 COORDINATE CONTROL OF IMMEDIATE DIRECT AIR SUPPORT

CONDITION(S): The MACCS detachment CP is ashore and is fully operational. Fire support coordination for shore based fire support means has been passed ashore to the FSCC. Coordination of landward direct air support aircraft and control/coordination of LMD has been passed to the MACCS detachment. Part of the mission of the MACCS detachment is the coordination of the processing of requests for immediate direct air support.

STANDARDS: EVAL: Y: N: NE

.1 ____ The MACCS detachment uses the proper JTAR/ASR forms to record the required information. (KI)

.2 ____ TAR net operator assigns a time received and request number to incoming requests. (KI)

.3 ____ TAR net operator completes decoding of encoded portions of the JTAR/ASR.

.4 ____ JTAR/ASR checked for completeness by the TAR/KR net operator to include receipt time.

.5 ____ TAR net operator advises the requesting unit of their request number assigned to the request.

.6 ____ Requesting units are given periodic updates of the status of their request on a timely basis.

.7 ____ The location of the TAR/ASR is transcribed onto the situation map. (KI)

.8 ____ The MACCS detachment crew chief checks the TAR/ASR for accuracy end completeness.

.9 ____ The crew chief reviews the situation map for possible conflicts and passes the JTAR/ASR to the MACCS detachment senior watch officer (S"0).

.10 ____ The SWO coordinates with the FSCC to validate the requirement. (KI)

.11 ____ The SWO reviews availability of aircraft to satisfy the JTAR/ASR. (KI)

.12 ____ The SWO coordinates with the FSCC to determine selection or recommendation for aircraft allocation.

.13 ____ The SWO notifies the TACC (afloat)/SACC of the request, location, and aircraft/asset requirements if required.

.14 ____ The SWO coordinates with the FSCC the establishment of appropriate airspace control measures. (KI)

.15 ____ Coordinates with the GCS for shortest route selection for RPV movement to its working area.

.16 ____ The MACCS detachment completed the processing end selected aircraft for assignment in 10 minutes or less.

.17 ____ The MACCS detachment completed the launch order/request within 8 minutes after processing completed.

.18 ____ The TACC (afloat)/SACC notified of aircraft assignment to JTAR/ASR, if required.

.19 ____ The appropriate terminal controller/agency/requesting unit notified of aircraft assignment to the JTAR/ASR.

.20 ____ The TA)/HD receives the required RIO from aircraft.

.21 ____ The TAO/HO provides an aircrew briefing, as applicable. on the JTAR/ASR. (KI)

.22 ____ TAR net operator provides brief to the terminal controller/requesting unit.

.23 ____ TAD/ND directs the aircraft via the shortest safe route to the handover/control point for the terminal controller/requesting unit.

.24 ____ TAO/HD directs the aircraft to switch to the frequency for the terminal controller.

.25 ____ The aircraft is directed to contact the MACCS detachment upon completion of the mission.

.26 ____ EDA/mission assessment is received from either mission aircraft or the terminal controller/requesting unit.

.27 ____ BDA/mission assessment information is disseminated to mission aircraft, FSCC, terminal controller, TACC (afloat), and SACC as appropriate.

EVALUATOR INSTRUCTIONS: The JTAR/ASR may be received by the MACCS detachment in one of several ways. However. for evaluation purposes they can be divided into two basic categories. The first are those requests received over the TAR/HR net and the second include all other methods; i.e., other nets, hand delivered, etc. The method of original receipt will influence the processing and coordination required and will impact upon the resonance time to fill the request. For requests not received over the TAR/KR net, the JTAR/ASR must be coordinated with the FSCC, as they would probably not have knowledge of the request. This will increase the response time. Also JTAR/ASR’s originated outside of the normal request channel have historically been incomplete, contained errors, and require additional coordination to complete. The evaluator must use his judgment in assessing the effectiveness of processing the out of channel request. For evaluation purposes the start time for processing is the time the MACCS detachment acknowledges receipt of the request and the atop time is the time the MACCS detachment initiates the attempt to either assign an appropriate airborne asset or initiates the request for strip launch or diversion from higher authority with the intent to request assignment of aircraft to the specific immediate request.

The sequence in which the agency or aircrew briefing take place is not critical. Normally they are given simultaneously by the TAD/ND to the aircraft and the TAR net operator to the terminal controller/requesting unit. They are given as time permits and as to what information is required to continue the control/coordination of aircraft towards mission completion/assignment. Aircraft not assigned a specific terminal controller; i.e., RF-4, EA-6, end some observation aircraft, will be directed to a frequency monitored by the MACCS detachment for flight safety/mission status.

IDA/mission assessment/enemy information will be handled as outline in Task 3D.26.4, Conduct and Coordination of Preplanned Direct Air Support.

A trend within the fleet is that terminal controllers send only the information required for a target brief IAW FMFM 5-4A. When the immediate request is sent to the MACCS detachment, the response should be a request number, the event number assigned, and the call sign of aircraft assigned. The remarks section is used for additional information. The intent here is to reduce communications in the REC environment (FMFM 5-4A). If these streamlined procedures are used, a "yea" should still be given to 3D.22.l1.1.

KEY INDICATOR:

JOINT TACTICAL AIR STRIKE REQUEST/ASSAULT SUPPORT REQUEST

Requests for all immediate assault support and joint tactical air strikes must be recorded on the result support request form and joint tactical air strike request forms as per NWP-22, revision A, Supporting Arms end Amphibious Operations or in accordance with FMFM 5-41 for briefing information for CAS and CIFS aircraft.

REQUEST NUMBER

JTAR/ASR's are numbered as follows:

1. JTAR's are numbered sequentially on receipt with the day of the month followed by an odd number; i.e., 10-1, 10-3, 10-5, etc,

2. ASR's are numbered sequentially on receipt with the day of the month followed by an even number; i.e., 10-2, 10-4, 10-6, etc.

3. MEDEVAC's are numbered sequentially on receipt with the day of the month followed by a letter; i.e., 10-A, 10-B, 10-C, etc.

The request number assigned is the receipting acknowledgment by the MACCS detachment to the requesting unit for their request.

SITUATION MAP

Data which is transferred from the JTAR/ASR to the situation map includes the appropriate symbol and request number. Symbol will be centered over the grid coordinates of the target/request.)

DASC/FSCC VALIDATION OF JTAR/ASR

When the request was not received over the TAR/HR net, the SWO must coordinate with the FSC to determine if aircraft are required to satisfy the request. If the JTAR/ASR is disapproved, the MACCS detachment advises the requested agency. If the request is approved by the FSCC, then the MACCS detachment presents the options for aircraft assignment.

AVAILABILITY OF ASSETS

Asset availability will directly affect the response time required to satisfy the request in a timely manner. Each situation could be different. However, the MACCS detachment must have a system to ensure that the most readily available aircraft with the proper mission configurations are identified and assigned in the most efficient manner. When more than one outstanding JTAR/ASR is received with the same mission priority, coordination must be conducted with the FSCC for the correct prioritization. Items that should be considered are listed:

1. Fixed-wing.

2. Type ordnance of configuration required.

3. Airborne refueler availability.

4. Availability of on-station aircraft with proper ordnance load, configuration. or time-on-station.

5. Status of ongoing preplanned aircraft missions which could satisfy the JTAR by utilizing divert aircraft if authorized.

6. Status of strip alert aircraft/forward sited aircraft to include ordnance or configuration load.

7. Consider requesting an aircraft be configured and assigned by the TACC (afloat) with the proper ordnance.

8. Helicopter.

9. Precedence.

10. Type of load to include internal or external requirement.

11. Status of the FARP.

12. Weight of load or number of passengers.

13. Any other special considerations; i.e., lifting slings, helicopter support tern (HST), etc.

14. Availability of on-station helicopters that are compatible with mission requirements.

15. Status of ongoing preplanned helicopter missions to satisfy the ASR by utilizing divert authority.

16. Status of ground alert helicopters considering alert time, mission configuration, ability to accomplish the mission, and elapsed time from launch to pickup and delivery.

17. Requesting a helicopter be configured and assigned by the TACC (afloat) to fulfill the requested requirements.

18. Halo (UB-1N) equipped with ASC-26 communications suite for command and control.

FSCC COORDINATION FOR FIRE SUPPORT CONTROL MEASURES

The MACCS detachment will coordinate, if necessary, fire support control measures necessary with regards to any special missions that may require sterile airspace for mission accomplishment. The special missions may include those JTAR/ASR's which do not originate from a terminal controller or FSCC; i.e., RFV's, photo recon and aerial observation/missions originated by the MEU, CATF, or other ground or command elements.

AIRCREW BRIEF BY THE MACCS DEFACEMENT

The MACCS detachment provides target briefs IAW FMFM 5-4A or the operation order and provides ASR and MEDEVAC briefs as per local SOP or operation order.

Additionally the MACCS detachment will provide the following information when the aircraft RIO for the mission brief:

1. RIO instructions.

2. JTAR/ASR request number to be executed by the aircraft.

3. Pertinent mission brief.

4. Target briefs IAW FMFM 5-4A, ASR briefs, or MEDEVAC briefs.

5. Any appropriate safety information needed by aircraft to ensure safety of flight.

TASK: 3D .22. 11 EXECUTE/COORDINATE AIR DEFENSE MEASURES

CONDITION(S): The MACCS detachment is ashore and fully operational to perform its mission. Fire support coordination for shore based fire support means has been passed ashore to the FSCC. Coordination of landward DAS and control/coordination of LAAD has been passed to the MACCS detachment. Part of the mission includes the requirement to execute sir defense measures and coordinate with ATF air defense agencies to ensure friendly aircraft safety.

STANDARDS: EVAL: Y: N: NE

.1 ____ Reports friendly aircraft status when requested from other sir control agencies. (KI)

.2 ____ Provides friendly aircraft position in a timely manner.

.3 ____ Establishes communication connectivity to the LAAD detachment.

.4 ____ Provides LMD representative with air defense information to include RTF procedures received by the MACCS detachment from other agencies. (KI)

.5 ____ Relays LAAD air defense information to appropriate air control agencies when requested. (KI)

.6 ____ Reports of visual sighting of hostile aircraft by ground units passed to the LMD detachment.

.7 ____ The MACCS detachment retransmits LMD hostile aircraft sightings to the appropriate agencies.

.8 ____ Early warning, weapons control conditions. and weapons release conditions received from the ATF FAAWC/SAAWC implemented as directed.

.9 ____ Engagement reports by LAAD detachment relayed to the TACC (afloat) as received. (KI)

.10 ____ LAAD detachment locations are consistently updated and maintained on the situation map.

.11 ____ LAAD detachment commander coordinates and establishes status of alert for deployed teams.

.12 ____ The LAAD detachment commander coordinates with the supported unite to ensure the zones of fire complement the ground scheme of maneuver, cover the like avenues of approach, and/or provide adequate coverage of ATF defined vital area.

.13 ____ Guidance for the LAAD succession of command is published in the operation order, as well as the implementation of procedures for lost communications operations.

.14 ____ When LAAD detachment is assigned in the direct support role, coordination has been made to ensure the required load of missiles is carried, and any required augmentation to carry the combat load is identified.

.15 ____ Target assignments are monitored to ensure they are made to the correct section/teems within range and capability of the missile system.

.16 ____ Coordination with the CSSE/supported units is made to ensure methods for effective resupply of missiles are established and published.

EVALUATOR INSRUCTIONS: None.

KEY INDICATORS:

MACCS DETACHMENT REPORTING AIRCRAFT POSITIONS

Friendly aircraft position information will be reported to other air control agencies upon request. When specific mission information in requested the MACCS detachment will provide the following:

1. Mission number.
2. Call sign.
3. Final controller.
4. Frequency to which assigned.
5. Position of aircraft.

FRIENDLY AIRCRAFT STATUS REPORTING TIMES

When friendly aircraft or RPV status is requested by external agencies, timely response is required. To achieve a "Yes" answer the information requested must be provided within go seconds.

AIR DEFENSE INFORMATION PROVIDED TO LAAD IT THE MACCS DETACHMENT

The LAAD detachment possesses minimum organic communications to receive and pass air defense information to the TACC (afloat) and other appropriate Navy agencies and therefore, may rely on the MACCS detachment to provide additional communications support over existing nets. The types of information received by the MACCS detachment that may be provided to the LMD detachment are as follows:

1. Air defense warning conditions.
2. Air defense readiness conditions.
3. Early warning.

4. Weapons conditions.

5. Rules of engagement or changes.

6. RTF procedures.

7. RPV operations.

8. Special instructions for LA() employment.

LAAD INFORMATION RELAYED BY THE MACCS DETACHMENT TO ATI AIR DEFENSE

The LAAD teams are an excellent source of low altitude enemy air defense information that must he provided to the ATF to adequately manage the total air defence effort. The LAAD representative at the MACCS detachment CP receives the information and passes it to the SWO for retransmission to the appropriate agencies.

LAAD ENGAGEMENT REPORTS

A typical engagement report will include the following information:

1. Hostile aircraft type/number of aircraft.

2. Time of engagement.

3. Team location and identification.

4. Number of missiles fired.

5. Results (hit. miss, kill).

TASK: 3D.22.12 EXECUTE/COORDINATION INFORMATION/DATA TRANSFER

CONDITION(S): The MACCS detachment is ashore and fully operational to perform its mission. Part of the mission is to pass and coordinate information between other ATI' elements and the MEU. The nature of the information relates to operations and intelligence.

STANDARDS: EVAL: Y: N: NE

.1 ____ Passes to the TACC (afloat) combat information collected from inflight reports reported by aircraft under its control within 1 minute after receiving report.

.2 ____ Provides aviation time sensitive combat information reports to the MEU/TACC (afloat) 5-2 in accordance with appropriate time limitations.

.3 ____ Requests from and forwards TACC (afloat)/FSCC friendly/enemy ground/air situation information needed to make accurate judgments in the safe conduct of air operations.

.4 ____ Complies with EMCON conditions specified in the operation order or by higher headquarters.

.5 ____ Uses a predeveloped plan/SOP to implement EMCON measures when so directed.

.6 ____ Reports all MIJI/FIR encounters. (El)

.7 ____ Continues to function as per the operation order while undergoing active commutations jamming.

.8 ____ Receives or requests a target list and active targets from the FSCC.

.9 ____ Receives weather information from the TACC (afloat).

.10 ____ Reports EDA/mission assessment to FSCC and TACC (afloat). (El)

.11 ____ Coordinates RPV positioning with FSCC/GCS.

.12 ____ Coordinates and disseminates changes in FSC measures.

.13 ____ Plots verifies, and disseminates to the MEU direct air support requests in support of rear area Security.

EVALUATOR INSTRUCTIONS: The MACCS detachment take. measures to ensure that ordnance is not delivered on friendly positions (e.g., rear area) that aircraft do not fly into enemy antiair, that helicopters are directed to the correct position of the units they are supporting, and that all aircraft are directed around and or integrate with friendly fire. with as little interruption of these fires as possible through its close coordination with the FSCC.

The evaluator must review appropriate operation order, communication plan, CEOI, COI, and SOP's to determine EMCON requirement imposed on the MACCS detachment and the additional requirements to report enemy ECM or ECCM efforts.

KEY INDICATORS:

MIJI ENCOUNTERED

When any type of disruption occurs on any net a MIJI report must be filed.

1. Net operator notifies the SOW/crew chief of interference when he first becomes aware of a problem on the net, including recording time and nature of the interference.

2. SWO/crew chief monitors net to verify problem. If the problem is determined to be meaconing, intrusion, jamming, or interference, the SWO/crew chief will direct the net operator to complete a MIJI report as per the operation order.

BDA/MISSION ASSESSMENT

BOA/mission assessment is reported to the supported FSCC and the TACC (afloat) in order to more clearly evaluate the effect of air operations on the enemy. In addition, this information will enable the SOW to determine if more aircraft are needed to complete outstanding air requests.

3D.23 CONTINUING ACTIONS IT MARINES

TASK: 3D.23. 1 DEMONSTRATE INDIVIDUAL DISCIPLINE

CONDITION(S): The MEU(SOC) ACE has phased ashore and is conducting tactical operations from a forward area. Enemy forces may be in the area possessing weapons capable of direct and indirect fire, rotary-wing and fixed-wing aircraft, and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit discipline is demonstrated by individual members being in control of themselves and contributing to mission accomplishment.

.2 ____ Marines take care to safeguard and clean their weapons. both individual and crew-served, daily.

.3 ____ Vehicles, generators, etc., are given regular maintenance by the Marines assigned to operate them.

.4 ____ Marines employ fire control and fire discipline when engaged. Random waste of ammunition is not tolerated by unit leaders.

.5 ____ Marines do not waste or abuse unit supplies or materiel.

.6 ____ Supplies are safeguarded from the enemy and from the weather and are not scattered as litter on the terrain.

.7 ____ Marines operating radios do not expose themselves to radio direction finding (RDF) by unnecessary, wordy, or repetitious message traffic. Standard prowords are used and communications checks are limited. All personnel using radios adhere to required standards of performance regardless of rank.

.8 ____ Leaders actively promote field sanitation and personal hygiene by policing the area and enforcing use of designated heeds and good personal health habits,

.9 ____ Unit leaders actively enforce rules of engagement and the law of war; individual Marines exercise appropriate discipline in this regard.

EVALUATOR INSTRUCTIONS: Evaluators will use the 90 percent rule (90 percent of the Marines 90 percent of the time) to determine whether requirements are being met.

KEY INDICATORS: None

TASK: 3D.23. 2 DEMONSTRATE PROPER DISPERSION OF PERSONNEL AND EQUIPMENT

CONDITION(S): The MEU(SOC) ACE is conducting tactical flight operations from a forward area with the enemy reported to be in the vicinity possessing direct and indirect fire weapons, rotary-wins and fixed-wing aircraft and EW capabilities.

STANDARDS: EVAL: Y: N: NE

.1 ____ Tentage, equipment, aircraft, vehicles, and radios are placed in such a manner as to reduce their vulnerability to bursting munitions.

.2 ____ Firing positions for crewserved weapons generally are separated by a minimum of 30-35 meters.

.3 ____ Disperses all vehicles and aircraft and takes advantage of terrain features to the maximum degree possible to seek cover and concealment, yet avoids positions that will cause difficulty in exiting.

EVALUATOR INSTRUCTIONS: This task is applicable throughout the exercise. Evaluator reaches a YES evaluation based on his observation that 90 percent of the Marines in the unit participate throughout the exercise with the quality of performance defined by the requirements.

KEY INDICATORS: None.

TASK: 3D. 23.3 DEMONSTRATE PROPER USE OF COVER

CONDITION(S): The MEU(SOC) ACE is conducting tactical flight operations from a forward area with the enemy reported to be in the vicinity possessing direct and indirect fire weapons, rotary wing and fixed-wing aircraft, and EW capabilities.

STANDARDS: EVAL STANDARDS: EVAL: Y: N: NE

.1 ____ Individual Marines, including vehicle drivers, demonstrate by tactical and personal example an understanding of use of covered routes and covered positions.

.2 ____ Aircraft and vehicles do not remain in exposed locales but moos immediately to the nearest cover.

.3 ____ Equipment, tentage. radios, aircraft and vehicle parking areas are sited to take advantage of cover provided by natural terrain features.

.4 ____ Individual and crewserved weapons firing positions are established in areas that permit use of natural cover while still allowing observation and adequate field. of fire.

.5 ____ All individual Marines and crewserved weapons elements make use of available material to improve cover.

EVALUATOR INSTRUCTIONS: This task is applicable throughout the exercise. Evaluator reaches a YES evaluation based on his observation that 90 percent of the Marines in the unit participate throughout the exercise with the quality of performance defined by the requirements.

KEY INDICATORS: None.

TASK: 3D.23.A. DEMONSTRATE PROPER CAMOUFLAGE AND CONCEALMENT

CONDITION(S): The MEU(SOC) ACE is conducting tactical flight operations from a forward site with the enemy reported to be in the area possessing direct and indirect fire weapons, rotary-wing end fixed-wing aircraft, end EW capabilities.

STANDARD. EVAL: Y: N: NE

.1 ____ Ensures that the principles of camouflage siting, discipline, and construction ere employed continuously throughout the operations.

.2 ____ Uses natural materials and camouflage screen support system to conceal positions, aircraft, and vehicles.

.3 ____ Camouflages all positions to prevent identification by enemy aircraft.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK 3D. :3.5 CONDUCT LOCAL SECURITY OPERATORS

CONDITION(S): Enemy reconnaissance units have been sighted in close vicinity to MEU(S0C) ACE positions. These forces possess direct and indirect fire, rotary-wing and fixed-wing aircraft, and EN capabilities.

STANDARD: EVAL: T: 5: 55

.1 ____ Briefs end inspects Marines assigned local forward security missions.

.2 ____ Emplaces Marines end weapons in positions which offer good observation, fields of fire, concealment, end cover end which control enemy avenues of approach.

.3 ____ Employs local security measures which provide for early warning, continual observation, end counter reconnaissance screening end avoid the element of enemy surprise.

.4 ____ Individual weapons are available and ready for use at all times.

.5 ____ Individual Marines are aware of signals for lifting or shifting fires.

.6 ____ Individual weapon shooters provide immediate well-aimed volume of fire at the sectors of fire assigned to each weapon.

.7 ____ Hand grenades are available and Marines are proficient in their use.

.6 ____ Considers active and passive OPSEC measures to prevent surprise and to provide greater security.

.8 ____ Positions elements to allow for their mutual support, emphasizing coordinated surveillance, exchange of information. coordinated fires, final protective fires, and patrolling.

.10 ____ Organizes defensive positions to allow for all-round defense.

.11 ____ Plans primary and Supplementary positions.

.12 ____ Maintains the dispersion of units and individuals throughout the operation to avoid excessive casualties.

.13 ____ Makes maximum use of surveillance devices in order to detect enemy movement.

.14 ____ Uses available time effectively in the planning and preparation of defensive positions.

.15 ____ Disseminates combat information acquired by security elements throughout the unit and as required to higher command elements.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D .23.6 DEMONSTRATE CORRECT RESPONSE TO ENEMY AIR CAPABILITIES

CONDITION(S): The MEU(SOC) ACE is conducting tactical flight operations. The enemy, in addition to direct and indirect fire and SW capabilities. has a fixed-wing and rotary-wing aircraft capability.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit has established procedures for both passive and active air defense.

.2 ____ Air guards are designated. (KI)

.3 ____ Unit has an alarm system to warn of air attack.

.4 ____ Marines within the unit are aware of the meaning of the alarm.

.5 ____ If given advance warning of approaching hostile aircraft, Marines react by dispersing in accordance with established passive measures and by taking appropriate active defensive actions when attacked.

.6 ____ Unit machinegun teams engage enemy aircraft when under attack.

.7 ____ Small unit leaders demonstrate ability to concentrate small arms fire against attacking aircraft.

.8 ____ Unit reports attack by enemy air to higher headquarters using a flash message.

EVALUATOR INSTRUCT IONS: None.

KEY INDICATORS:

AIR GUARDS

Air guards within each subordinate element are designated to watch for the approach of hostile aircraft. These Marines are not specially trained beyond careful instruction by their immediate leader. They are able to:

1. State the nature of the threat: i.e., fixed-wing jet, fixed-wing prop, or rotary-wing.

2. Describe the signal established 58 the alarm for attack.

3. identify friendly aircraft that are in support of the unit.

TASK: 3D.23.7 DEMONSTRATE CORRECT TREATMENT OP PRISONERS OP WAR

CONDITION(S): The MEU(SOC) ACE has taken prisoners of war (POW's) and baa designated a POW collection point.

STANDARDS: EVAL: Y: N: NE

.1 ____ The MEU(SOC) ACE has and uses SOP for processing POW's.

.2 ____ POW's are searched immediately upon capture; weapons and items of potential intelligence value are tagged and evacuated at the same time as POW; personal items end protective clothing and equipment are returned to POW. (KI)

.3 ____ Individual Marines handling POW's segregate them by type (sex, grade, end combatant status). (KI)

.4 ____ POW's are allowed to retain personal protective equipment (e.g., helmet, gas mask, etc.). (KI)

.5 ____ POW's are required to remain silent and not permitted to converse among themselves. (KI)

.6 ____ POW's are processed with speed to obtain maximum intelligence benefits. (KI)

.7 ____ Marine's handling POW's ensure that they are safeguarded from abuse and from hazards of enemy fire. (KI)

.8 ____ Perishable information obtained from POW's is reported immediately to higher headquarters. (KI)

.9 ____ Enemy casualties receive same medical care and MEDEVAC priority as unit casualties with any difference in treatment based solely on medical considerations. (KI)

.10 ____ POW's are escorted under guard to the designated collection point as soon as possible.

.11 ____ POW's and all recovered equipment/documents are transferred to higher command element as soon as possible.

EVALUATOR INSTRUCTIONS: Evaluator ensures that POW's are not mistreated.

KEY INDICATORS:

SEGREGATION

The segregation of POW's requires that individual POW's be identified as belonging to a particular category. While time and combat conditions may not permit the detailed interrogation of POW's to make all each determinations, it should be possible to readily identify and separate POW's into groups by sex and into subgroups such as enlisted, officer, civilians, and political figures. This keeps the leaders from promoting escape efforts and will assist in maintaining discipline.

SEARCHING

POW's should be disarmed and searched for concealed weapons, equipment, and documents of particular intelligence value immediately upon capture, unless the number of POW's captured, enemy action, or other circumstances make such a search impracticable. Until each POW is searched, Marines must be particularly alert to prevent the use of concealed weapons or the destruction of documents or equipment.

SILENCE

Silence POW's and do not let them talk to each other. Should a POW be heard or observed doing anything unusual, note and report this information for interrogation purposes.

SAFEGUARD

The handling of POW's will be in accordance with the 1949 Geneva Convention and they will be safeguarded et all times. While evacuating POW's to the rear, do not let them bunch up, spread out too far, or start diversions. before evacuating a POW, attach a tag to him which reflects date/time of capture, place of capture, capturing unit, and circumstances of capture.

SPEED

Evacuate POW's to the designated battalion/regimental collection point as soon as possible.

EQUIPMENT

Items of personal or individual equipment which are new or appear to be of a type not previously seen may be of intelligence value and should be processed via intelligence channels.

DOCUMENTS

A captured document is any piece of recorded information which has been in the hands of the enemy. When such documents are taken from a POW for Safekeeping and delivery to intelligence personnel, care must be taken to assure that they can later be identified with the individual POW from whom they were taken. Documents and records of a personal nature must be returned to the POW from whom they were taken. In no instance should the personal identity card of a POW be taken.

PERSONAL EFFECTS

POW's should be permitted to retain protective equipment such as helmets, protective makes, and like items; effects and articles used for clothing or eating, except knives and forks; rations; identification cards or tags; and badges of grade and nationality. When items of equipment issued for personal protection are taken, they must be replaced with equivalent items serving the same purpose. Although money and other valuables may be taken from POW's as a security measure, they must be receipted and a record must be maintained.

MEDICAL CARE

POW's are entitled to the same medical care as friendly casualties, to include MEDEVAC priority. Any difference in treatment must be based solely on medical considerations.

TASK: 3D. 23.8 DEMONSTRATE CORRECT TREATMENT OF CASUALTIES

CONDITION(S): The MEU(SOC) ACE is conducting tactical flight operations from a forward site and has taken casualties that require evacuation. The MEU(SOC) ACE has designated a medical collection point.

STANDARDS: EVAL: Y: N: NE

.1 ____ Marines dealing with casualties prior to arrival of corpsmen demonstrate buddy aid knowledge in treatment of fractures, penetrating wounds, and sucking chest wounds.

.2 ____ Marines tagged as lightly wounded apply self aid.

.3 ____ Marines who must be evacuated are transported by men carry, litter, vehicle, or helicopter to the collection point or treatment site in a tactically sound and expeditious manner that still shows regard for the type of wound of the casualty.

.4 ____ Casualty reporting begins immediately after a Marine is tagged, starting at the level of the 3unior leader and terminating at the unit headquarters.

EVALUATOR INSTRUCTIONS: Marines, including officers, who are tagged with incapacitating wounds drop when ‘hit". Marines tagged is incapacitated do not move under their own power, relying on other Marines to move them.

KEY INDICATORS: None.

TASK: 3D.23.9 DEMONSTRATE CORRECT COMMAND AND STAFF ACTIONS

CONDITION(S): Given a mission tasking the commander and his staff should monitor all facets of the assigned missions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Designates flight leadership.

.2 ____ Supervises the conduct of operations while maintaining tactical communications with the MEU commander.

.3 ____ Disseminates any changes to procedures, tactics or communications as dictated by the operational situation.

.4 ____ Provides updated information to the MEU as to how assets can assist the current tactical situation.

.5 ____ Monitors delays to assigned missions and/or mission aborts. Provides recommendations for alternative actions to higher headquarters.

.6 ____ Coordinates and updates fire support coordination measures to the MEU.

.7 ____ Ensures procedures for updating all source intelligence information are established and disseminated to aircrews for planning.

.8 ____ Ensures contingency requirements and emergencies are tactically sound and handled according to plans and SOP.

.9 ____ Ensures early warning and alert conditions are passed in a timely manner.

.1D ____ Monitors designated and appropriate nets and responds to data such as alert warnings.

.11 ____ Effectively operates a MEU(SOC) ACE common net.

.12 ____ Establishes a means of effective coordination with HDC, DASC, and/or higher headquarters, including EMCON.

.13 ____ Adheres to flight schedule.

.14 ____ Conducts post operation debriefing to include lessons learned. Uses positive points to update contingency plane and SOP’s.

.15 ____ Staff actions continue during absence of the commander.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 30.23.10 DEMONSTRATE MAINTENANCE PERFORMANCE

CONDITION(S): Aircraft availability, resonance reliability and maintenance effectiveness are evaluated throughout the scenario. As closely as possible, combat operations and tempo shall be simulated, but must not interfere with current safety regulation and standards.

STANDARDS: EVAL: Y: N: NE

.1 ____ Aircraft availability - 50 to 59 percent or higher.

.2 ____ Aircraft availability - 60 to 69 percent or higher.

.3 ____ Aircraft availability - 70 to 79 percent or higher.

.4 ____ Aircraft availability - 80 to 89 percent or higher.

.5 ____ Aircraft availability - 90 to 100 percent.

.6 ____ Response reliability - less than 70 percent. (KI)

.7 ____ Response reliability - 70 to 79 percent or higher.

.8 ____ Response reliability - 80 to 89 percent or higher.

.9 ____ Response reliability - 90 to 100 percent.

.10 ____ Maintenance effectiveness - less than 70 percent.

.11 ____ Maintenance effectiveness - 70 to 79 percent or higher.

.12 ____ Maintenance effectiveness - 80 to 89 percent or higher.

.13 ____ Maintenance effectiveness - 90 to 100 percent.

.14 ____ Seventy percent of tested Mode IV units were operational.

.15 ____ Eighty percent of tested Mode IV units were operational.

.16 ____ Ninety percent of tested Mode IV units were operational.

.17 ____ One hundred percent of tested Mode IV units worked successfully.

.18 ____ Seventy percent of tested secure voice units worked successfully.

.19 ____ Eighty percent of tested secure voice units worked successfully.

.20 ____ Ninety percent of tested secure voice units worked successfully.

.21 ____ One hundred percent of tested secure voice units worked successfully.

.22 ____ Processing of discrepancies begins immediately following aircrew return to squadron/maintenance area.

EVALUATOR INSTRUCTIONS: Evaluator must comment in detail as to the reasons for the scores given, so include NRS, NMRS. "Onhand" aircraft are defined as assigned aircraft minus SDLM aircraft minus deployed aircraft. "Up" aircraft are defined as "miesion capable" aircraft per OPNAVINST 4790.2E, VOL II. Aircraft availability is defined as "up" aircraft divided by "onhand" aircraft. Response reliability is defined as

sorties scheduled minus combat aborts divided by sorties scheduled. maintenance effectiveness is defined as sorties scheduled minus maintenance aborts divided by sorties scheduled.

KEY INDICATORS:

ABORTS

WEATHER ABORTS:

Scheduled missions which are launched and not completed due to weather conditions shall not be counted in the computations.

COMBAT ABORTS:

1. Scheduled missions which are not launched as scheduled due to lack of aircraft or pilots. An aircraft shall also be considered a combat abort if it is "up" but launched too late to complete the assigned mission. No abort shall be assessed when a replacement aircraft is launched in place of a downed aircraft provided the replacement aircraft fulfills the required mission.

2. A launched mission that. because of mechanical malfunction or pilot error, was unable to complete the mission.

3. A mission launched unarmed or otherwise not configured for the assigned mission.

NOTE: Authorized additions to the flight schedule after its publication are considered scheduled sororities.

TASK: 3D .23.11 DEMONSTRATE SAFETY AWARENESS

CONDITION(S): Safety of aircraft and crew shall he a primary consideration throughout any evaluation. Therefore aviation and ground safety shall he evaluated continuously.

STANDARDS: EVAL: Y: N: NE

.1 ____ Each crew member wears required flight/survival clothing and equipment.

.2 ____ Requires safety devices as the mission dictates.

.3 ____ Maintenance practices conform with current safety regulations; i.e., Group, Wing.

.4 ____ Seats and restraining devices are available and used by emplaned personnel.

.5 ____ Secures vehicles and cargo properly prior to takeoff and until after landing.

.6 ____ Sound suppressors and safety goggles are available and used.

7 ____ Crew members do not exceed crew day/flight time limitations without authorization.

.8 ____ Unsafe practices ere immediately corrected and/or are addressed in flight debriefings by flight leaders.

EVALUATOR INSTRUCTIONS: The evaluator shall use local directives/SOP’s.

KEY INDICATORS: None.

TASK: 3D.23.12 DEMONSTRATE CREWCHIEF COORDINATION

CONDITION(S): Crew coordination should be evaluated on as many missions as possible.

STANDARDS: EVAL: Y: N: NE

.1 ____ Pilot briefs crewchief.

.2 ____ Covers Lookout sectors as briefed.

.3 ____ Communicates promptly, consistently, and accurately using appropriate terminology/signals.

.4 ____ Monitors mechanical functioning of the aircraft.

.5 ____ Keeps pilots advised of position of other aircraft in the flight.

.6 ____ Provides obstacle clearance and landing zone information during hovering and landing operations.

.7 ____ Understands and complies with commands for control of weapon employment procedures. (KI)

.8 ____ Ensures all passengers are seated, have seat belt on, and are wearing appropriate safety equipment.

.9 ____ During external cargo/rope suspension/hoist operation uses standard terminology for positioning aircraft.

.l0 ____ During external cargo/rope/hoist operations advises pilot of conditions of the load.

.11 ____ Keeps the pilot informed of internal load and personnel progress during all open ramp operations either airborne or on the ground, as applicable.

.12 ____ Performs all safety and mechanical checks during refuel/transfer of fuel with range extension tanks installed.

.13 ____ Uses correct hand and arm signals during taxiing or positioning aircraft.

.14 ____ Crewchief passes on signals between the pilot, jumpmaster, end/or helicopter rope suspension training master.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

WEAPONS CONTROL

BASIC COMMANDS SHOULD BE:

1. Lock and load.
2. Open fire.
3. Cease fire.
4. Clear your weapons.
5. Countermeasures employed.

TASK: 30.23.13 DEMONSTRATE COMMUNICATIONS DISCIPLINE

CONDITION(S): Communications discipline should be evaluated an 55 many missions as possible.

STANDARDS: EVAL: Y: N: NE

.1 ___ Complies with EMCON procedures.

.2 ____ Radio communications arm prompt and concise.

.3 ____ Avoids unnecessary transmissions and testing of equipment. (KI)

.4 ____ Automated communications electronics operation instruction. (ACEOI) properly employed.

.5 ____ Doss not respond to fraudulent or imitative messages.

.6 ____ Recognizes. counters properly, and reports MIJI activities.

.7 ____ Makes appropriate "bead window" calls.

.8 ____ Makes maximum use of covered communication equipment.

.9 ____ Briefs radio discipline and employs visual signals to the maximum extent possible.

.10 ____ Employs visual signals wherever possible for ground-to-air communication.

.11 ____ Executes chattermark procedures as briefed.

.12 ____ Correctly uses authentication procedures.

EVALUATOR INSRUCTIONS: Appropriate agencies provide debrief with regard to MIJI attempts.

KEY INDICATORS:

1. Avoids unnecessary maintenance radio operation during EMCON conditions.

2. Considers radio operations for deception plan.

TASK: 3D.23.14 CONDUCT ACE SHIPBOARD OPERATIONS BRIEFING

CONDITION(S): The ACE has deployed aboard an air-capable ship as part of a MEU. All workups are complete and the ACE is conducting tactical missions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs using established MEU(SOC) ACE briefing guides which comply with applicable SOP’s, NATOPS, and OPNAVINST’s.

.2 ____ Briefs shipboard operations per published NATOPS, briefing guides, and Navy and MEU(SOC) ACE SOP’s.

.3 ____ All participating aircrew are present.

.4 ____ Ship’s air department personnel brief flight crews prior to each launch.

.5 ____ MEU(SOC) ACE LSD’s brief all AV-8B flightcrews prior to launch with correct launch, recovery, and bingo date.

.6 ____ LSO briefs are in accordance with the AV-8B Shipboard Operating Bulletin and applicable NATOPS.

.7 ____ Briefs night shipboard procedures and techniques prior to any night operations.

.8 ____ Briefs radar and air defense control procedures if the ACE is tasked to provide emergency defense of the ship/ATF and at other times as required.

.9 ____ Briefs EMCON procedures when necessary.

.10 ____ Briefs IFR shipboard procedures when applicable.

.11 ____ Briefs shipboard night vision goggle (NVG) procedures when applicable.

.12 ____ Briefs shipboard ordnance procedures to include arming/dearming, approach/departure, and jettison procedures.

.13 ____ Allows questions to ensure tactical/safety of flight information and mission data is understood by all.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.23.15 EXECUTE SHIPBOARD OPERATIONS

CONDITION(S): Tactical missions are being conducted routinely from the ATF in support of the KEY.

STANDARDS: EVAL: Y: N: NE

.1 ___ MEU(SOC) ACE LSO’s are on duty as scheduled.

.2 ____ Complies with deckhandlers’ signals while taxiing on the flightdeck.

.3 ____ Complies with shipboard ordnance procedures/patterns.

.4 ____ Follows LSO instructions and commands promptly: e.g., wave-off.

.5 ____ Launches alert missions within the prescribed time limit.

.6 ____ Complies with shipboard arrival and departure patterns/procedures.

.7 ____ Communications between shipboard agencies and MEU air control/terminal control agencies are expeditious and efficient.

.8 ____ Aircrew recover aboard ship with adequate (at least bingo) fuel reserves.

.9 ____ Returning flights make their "charlie" time (when the lead aircraft crosses the edge of the flight deck; approaching a hover), ontime.

.10 ____ Within 1 minute of scheduled time.

.11 ____ Within 2 minutes of scheduled time.

.12 ____ Within 3 minutes of scheduled time.

.13 ____ All aircrew perform professionally while operating aboard ship (visors down (when applicable), masks on, canopies closed, etc.).

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.23.16 EXECUTE INTEGRATED FLIGHT DECK OPERATIONS

CONDITION(S): The MEU(SOC) ACE is engaged in intensive flight operations against the enemy. Fixed-wing and helicopter launches and recoveries are occurring simultaneously in order to meet the requirements of the MEU.

STANDARDS: EVAL: Y: N: NE

.1 ____ The MEU(SOC) ACE has and uses both day and night shipboard flight operations SOP's; i.e .,"bingo" fuel requirements, divert procedures, EMCON procedures. etc.

.2 ____ Coordinates with flight deck/hangar deck personnel to ensure that aircraft are brought topside, towed, and spotted with minimum interference to flight deck operations.

.3 ____ Conducts night integrated flight deck operations planning with appropriate ship's personnel; i.e., flight deck, hangar deck, ATC, Air OPS, etc.

.4 ____ Coordinates with flight deck/hangar deck personnel to ensure procedures are developed to minimize disruption to flight operations caused by a "palm tree" and other aircraft that go "down" on the flight deck during flight operations.

.5 ____ AV-8B's launch in support of helicopter operations.

.6 ____ AV-8B's launch on alert missions (CAS, EDATF) while helicopter flight operations are in progress.

.7 ____ Brings ordnance up to the flight deck, builds it up, and loads it on appropriate aircraft during integrated flight deck operations.

.8 ____ Accomplishes expeditious arming/dearming of MEU(SOC) ACE aircraft during integrated flight deck operations.

.9 ____ Routinely conducts simultaneous launches and recoveries of AV-8B'u and helicopters in support of the landing force.

.10 ____ Conducts night integrated helicopter and fixed-wing) flight operations in support of the MEU, as required.

EVALUATOR INSTRUCTIONS: This task shall be evaluated concurrently with as many MEU(SOC) ACE missions as practicable.

KEY INDICATORS: None.

TASK: 3D.23.17 EXECUTE HELICOPTER ROPE SUSPENSION (ERS) OPERATIONS

CONDITION(S): The MEU(SOC) ACE has been tasked to clandestinely insert infantry or reconnaissance teams into enemy territory. Aircraft exposure to enemy observation must be kept to a minimum. Therefore, some type of HRS operation will be necessary.

STANDARDS: EVAL: Y: N: NE

.1 ____ Rope suspension (RS) master and aircrew conduct joint inspection of aircraft per currently approved directives to ensure aircraft is ready for RS operations; i.e., sharp edges and points taped, Lines and anchor points rigged, etc.

.2 ____ RS master and aircrew conduct joint inspection of rope suspension system.

.3 ____ Ensures proper communication devices are installed and operable. (KI)

.4 ____ Aircrew and PS master brief entire mission face to face. (KI)

.5 ____ Briefs emergency procedures. (KI)

.6 ____ Flight employs deception measures at IP (some helicopters depart for false LZ), if required, to mask final destination.

.7 ____ Aircrew demonstrates expeditious establishment of critical factors; i.e., altitude, minimum lateral drift, etc.

.8 ____ Expeditiously inserts teem into correct LZ.

.9 ____ Does not depart LZ until rope(s) is clear of last man.

.10 ____ Aircrew does not exceed permissible rate of turn and forward speed if trailing SPIE rig.

EVALUATOR INSTRUCTIONS: Aircrew coordination is paramount. In all situations. the helicopter aircraft commander (HAC) is ultimately responsible for the safety of the crew, passengers embarked, and the orderly conduct of the flight.

KEY INDICATORS:

COMMUNICATIONS DEVICES

The following requirements shall be mandatory:

1. Internal Communications System (ICS) Communications. Positive ICS communication between all aircrew members and the RS master must he maintained throughout the evolution. Alternate signals must be agreed upon for use in emergency situations only.

2. Two Way Radio Communication. Positive two way radio communication with the aircrew and the supported ground unit must be maintained. An alternate, hack up method of communication; i.e., hand and arm signals, smoke, etc., is permissible to continue operations only if it has been briefed by all parties concerned and the HAC and the RS master both agree that the evolution can be safely conducted.

MISSION BRIEF

A face to face mission brief for all aircrew’ and the PS master and his assistants (if present) participating in the rope suspension operation is mandatory. In addition to briefing the specifics of the mission to he performed, the safety of the entire evolution must be stressed to all participants.

EMERGENCY PROCEDURES

Emergency procedures must include hut are not limited to the following:

1. Emergency jettisoning of the rope(s).

2. Personnel entangled in rope.

TASK: 3D.23.18 CONDUCT INTELLIGENCE UPDATE BRIEFING

CONDITION(S): The ATO has been issued and the ACE is assigned missions as part of a MEU. All liaison has been performed and initial intelligence information has been disseminated. Mission commanders have been assigned and hold a brief prior to each mission where designated 5-2 and 5-3 representatives will give intelligence and mission updates.

STANDARDS: EVAL: Y: N: NE

.1 ____ Updates briefing on detailed scheme of maneuver, forces and weapons involved, enemy concentrations, control points, ingress/egress routes, and the latest aerial imagery.

.2 ____ Updates EEI's for visual reconnaissance by MEU(SOC) ACE aircrew.

.3 ____ Updates any enemy threat capabilities or changes to tactics.

.4 ____ Updates any changes to return to force (RTF) procedures, routes, and daily changing codes.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None

TASK: 3D.23.19 EXECUTE OPERATIONS DUTY OFFICER (ODO) TASKS

CONDITION(S): The ACE has received, and is executing, an ATO as part of a MEU. The operations duty officer is a key link to the effective control of MEU(SOC) ACE aircraft and as such remains alert throughout flight operations.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that information for assisting pilots during airborne emergencies, including MEU(SOC) ACE SOP and NATOPS is available.

.2 ____ Ensures universal time hack is maintained for aircrew.

.3 ____ Ensures the MEU(SOC) ACE common net is monitored during flight operations.

.4 ____ Continually monitors the flight schedule making only authorized corrections or changes.

.5 ____ Establishes priority for assignment of available aircraft and coordinates deck/flight line spotting.

.6 ____ Monitors crew day and flight time limitations during training flights.

.7 ____ Ensures essential information is available to flight crews. (KI)

.8 ____ Ensures returning aircrew debrief with the 8-2.

.9 ____ Remains informed of current flight operations and planned operations through contact with air operations, TACC, DASC, SACC, and/or higher command element.

.10 ____ Ensures availability and readiness of standby aircrew and aircraft.

.11 ____ Knows, and executes, the necessary procedures for overdue aircraft in accordance with the SOP.

.12 ____ Reacts appropriately to a staged mishap in accordance with the MEU(SOC) ACE mishap plan.

.13 ____ Remains aware of the daily operations plan, ATO, and SPINS.

.14 ____ Assists MEU(SOC) ACE 5-3 in preparation of daily SITREP and other required reports.

.15 ____ Coordinates with maintenance control to en5ure smooth flow of aircraft flight operations in accordance with the published flight schedule.

EVALUATOR INSTRUCTIONS: Evaluators should be familiar with MEU(SOC) ACE flight operations SOP.

KEY INDICATORS:

ODO ESSENTIAL INFORMATION

The duty officer shell ensure at least the following updated information is available to the flight crews:

1. Current and forecast weather.
2. Deck spot/flight line positioning.
3. Divert fields/decks, frequencies, decoding devices, and call signs.
4. NAVAIDS ID and status.
5. Nearest land (shipboard).
6. Recovery time.
7. NOTAM's.
8. Friendly and enemy situation updates.
9. Fire support plans and J-SEAD procedures.
10. Updated tactical/administration read and initial board.
11. Rules of engagement (ROE) and rules of conduct (ROC) updates.

TASK: 30.23.20 MONITOR PLIGHT OPERATIONS

CONDITION(S): The MEU(SOC) ACE commander and his staff should evaluate the effective performance of the MEU(SOC) ACE throughout the planning, briefing, and execution phases of all missions.

STANDARDS: EVAL: Y: N: NE

.1 ____ Supervises the conduct of operations while maintaining tactical communications with the MEU commander and alters plans if required by changes in the scheme of maneuver or the enemy situation.

.2 ____ Disseminates any changes of procedures, tactics, or communications to subordinates as dictated by the operational situation.

.3 ____ Provides updated advice and planning considerations to the MEU as to how aviation assets can assist the MAGTF in the current tactical situation.

.4 ____ Monitors any delays to preplanned missions, and/or mission aborts, and provides recommendations for alternative actions to the MEU.

.5 ____ Re-evaluates the assigned mission details as changes in the scheme of maneuver occur.

.6 ____ Coordinates continuous updating of target lists with the MEU and supported unit.

.7 ____ Ensures procedures for updating all source and theater intelligence information are established and disseminated to aircrews for planning.

.8 ____ Ensures contingency requirements and emergencies are handled according to plan, and SOP procedures are tactically sound.

.9 ____ Ensures scatter plan is understood and can be implemented without unnecessary communications or in a NORDO/EMCON condition.

.10 ____ Ensures early warning information and alert conditions are passed in a timely manner.

.11 ____ Readies preplanned reaction forces if required by the tactical situation (reclamation team, TRAP maintenance force, etc.).

.12 ____ Conducts a poet operation debriefing as to lessons learned. and uses positive point to update contingency plans and SOP's.

.13 ____ Other points are resolved and changes are made to contingency plans and SOP's, if applicable.

.14 ____ Continues planning for future operations and establishes an effective long term aircrew training program which emphasizes current and projected tactics.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.23.21 CONDUCT COLD WEATHER OPERATION PLANNING

CONDITION(S): The ACE has been assigned a mission to support a tactical operation as part of a MEU. The commander is directed to establish liaison with the supported unit for planning. This task should be considered in conjunction with other missions as required.

STANDARD: EVAL: Y: N: NE

.1 ____ Reviews information on terrain and climatology including snow conditions, snow depth, ice thickness, and wind velocity and direction.

.2 ____ Considers equivalent chill factor and effect on Marines physical and mental efficiency.

.3 ____ Planning reflects that work requires up to four times longer to accomplish in cold weather.

.4 ____ Fire support plan considers the limitations in ground mobility of artillery weapons.

.5 ____ Allows extra time for preflight, engine warmup, ground checks, rotor engagement, and taxiing of aircraft.

.6 ____ Utilizes prominent terrain features for navigation to offset difficulties associated with snow covered and featureless terrain.

.7 ____ Considers the use of mobile navigation aids/ASRT to aid in navigation.

.8 ____ Coordinates with Hut for LZ prep.

.9 ____ Ensures the proper distribution of survival gear to personnel and aircraft for survival in cold weather environment in event of mishap or heater failure.

.10 ____ Emphasizes adherence to assigned mission routes to enhance SAR effort.

.11 ____ Plans extensive use of warming tents and stoves to assure Marines ability to work and live.

.12 ____ Considers what reduced visibility from snow will have on tactical plan and aircraft operations.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

HELICOPTER SURVIVAL KIT

1. 5 man arctic tent.
2. Rations.
3. Waterproof matches.
4. Sleeping bags.
5. Axes.
6. Entrenching tool.
7. Lines.
8. Radio batteries.
9. Candles.
10. Snowknife.
11. Snowsaw.
12. Sunglasses.
13. Water purification tables.
14. Flashlight/lanterns.
15. Snowshoes.

TASK: 3D .23.22 EXECUTE COLD WEATHER INSURANCE TASK

CONDITION(S): The MEU(SOC) ACE is deployed to en expeditionary airfield with all necessary ground support equipment available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Ensures that supervisory personnel are present to monitor the effects of cold weather on maintenance personnel.

.2 ____ Employs buddy system when working on aircraft to prevent cold-weather casualties.

.3 ____ Ensures that all people wear cold-weather gear, particularly gloves, when working near matel during freezing temperatures.

.4 ____ Locates warming tents near aircraft maintenance areas and monitors their use during freezing weather.

.5 ____ Stores batteries in warm areas when not in use.

.6 ____ Uses auxiliary power units whenever possible.

.7 ____ Checks aircraft fuel for water before engine start.

.8 ____ Preheats oil reservoirs, engine intakes, and oil components to aid in engine start and rotor engagement.

.9 ____ Parks aircraft with full fuel tanks and fully serviced systems to prevent moisture from accumulating in fuel and lubrication systems.

.10 ____ Uses protective covers whenever possible.

.11 ____ Obtains fluid level readings when fluids are warm.

.12 ____ Demonstrates awareness of what cold soaking will do to control rods and other malleable metal surfaces.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.23.23 EXECUTE COLD WEATHER MISSIONS

CONDITION(S): The MEU(SOC) ACE conducts cold weather support missions. All liaison has been performed and mission planning and briefing is completed.

STANDARDS: EVAL: Y: N: NE

.1 ____ All aircrew wear appropriate cold weather equipment.

.2 ____ Aircraft attain normal operating limitations before taxiing.

.3 ____ Takes proper precautions when taxiing on snow/ice covered areas.

.4 ____ If taking off from water, wet snow, or slush covered area, operates landing gear through several cycles to prevent gear from freezing in retracted position.

.5 ____ Does not operate aircraft beyond NATOPS limitations when flying in icing conditions.

.6 ____ Demonstrates proper snow landing techniques.

.7 ____ Uses landing point indicators (e.g., sled, panel, colored snow, etc.) to prevent drift during landing.

.8 ____ Land aircraft far enough apart in LZ to prevent blowing snow from reducing visibility to other aircraft during approach.

.9 ____ During external operations. with snow in the landing area, lands adjacent to the load and uses a sling extension for sling operations.

.10 ____ When resting in snow, maintains power to the head to prevent settling.

.11 ____ Crewchief ensures sufficient tail rotor clearance when landing on snow before allowing egress of personnel and equipment.

.12 ____ Crewchief prevents accumulation of snow inside cabin section of aircraft.

.13 ____ Maintains cabin temperature below 40 degrees Fahrenheit to prevent buildup of condensation on equipment and weapons.

.14 ____ Utilizes maximum performance takeoff to minimize IFR conditions caused by blowing snow induced by rotor wash.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.23.24 CONSIDER DESERT OPERATIONS EFFECTS ON AIRCRAFT

CONDITION(S): This task should be considered in conjunction with other mission. ac required. The mission should include TERI, navigation, and night evolution..

STANDARDS: EVAL: Y: N: NE

.1 ____ Thoroughly consider the affect of ambient weather conditions (e.g. temperature, humidity, density altitude, dust/sand storms, etc.) on aircraft performance and assigned mission.

.2 ____ Plans to utilize easily identifiable terrain features as checkpoints during en route navigation.

.3 ____ Consider alternative for reducing effect of sand and duet in areas where aircraft will be operating.

.4 ____ Ensures that aircraft are properly configured with survival equipment for desert survival. (KI)

.5 ____ Covers windscreen. when not in use to prevent possible bubbling.

.6 ____ When possible, keeps windscreen from receiving direct sunlight.

.7 ____ Covers or closes all possible openings when aircraft is not in use. (KI)

.8 ____ During engine start, rotor engagement, end task; minimizes ground time to reduce effects of blowing sand, dust, and high temperatures on engines and gear boxes.

.9 ____ Ensures that all ground crew use proper protective clothing and equipment to reduce effects of rotor wash on personnel. (KI)

.10 ____ Supervisor monitors conditions of maintenance personnel for dehydration. heat exhaustion, and other heat related injuries. (KI)

.11 ____ Remains constantly aware of available aircraft power at all times.

.12 ___ Avoids flying into sand or dust storms.

.13 ____ Executes briefed inadvertent IFR procedures, if necessary.

.14 ____ Uses minimum power approaches into LE. (KI)

15 ____ Plans waveoff per NATOPS.

EVALUATOR INSTRUCTIONS: None.

SET INDICATORS:

COVER ALL OPENING: WHEN AIRCRAFT IS NOT IN USE

1. Blowing sand and dust will seep into any opening. Buildup of sand/dust in unobserved spaces can cause mechanical failure or malfunction.

2. Overall maintenance is severely degraded by blowing sand and dust. System contamination is a constant problem as work is interrupted by the arrival and departure of aircraft. Prolonged operation in a sandy environment at home field will result in significantly degraded aircraft availability.

3. Presence of sand and dust in control hinges and actuating linkages.

4. check tires for proper inflation.

5. check proper extension of struts.

6. check for accumulation of dust and sand in avionics and navigation compartments, engine intake, cockpit, and corrosion on rotor blades, etc.

PROTECTIVE CLOTHING EQUIPMENT AVAILABLE AND USED TO HANDLE

AIRCRAFT

Blowing send end debris associated with desert aircraft operations end the intense heat buildup associated with desert sunlight requires specialized equipment by aircrew and EST personnel. All ground aircrew end EST personnel working in close proximity to operating aircraft must have appropriate eye protection, cranial protectors, sound attenuators, end gloves in addition to the required desert protective clothing.

SURVIVAL KITS

Survival kits are available end up to date.

APPROACHES

Despite engine air particle separators (ZAPS) installed on every engine, hovering close to the ground will lead to send ingestion by the engines (which will result in engine damage and power lose), end possible observation of dust clouds by the enemy. It also can cause disorientation of the pilots due to flying send, particularly at night. Blowing debris from lending end departing aircraft creates a hazard to all personnel end a visibility problem for the aircrew.

TASK: BD.23.25 CONDUCT FORWARD BASE OPERATIONS (FBO) BRIEFING

CONDITION(S): As friendly forces have secured ground inland, the ACE has been directed to reposition a number of AV-8B'a closer to the FEBA to shorten response time for air support sorties. This will entail basing AV-SB's at austere locations including roads, grass strips, minimum length metal strips, end tactical forward sites.

STANDARDS: EVAL: Y: N: NE

.1 ____ Briefs using established MEU(SOC) ACE briefing guides which comply with applicable SOP's, NATOPS, end OPNAVINST's.

.2 ____ All participating aircrew are present.

.3 ____ Briefs time back end timeline and ensures both are understood.

.4 ____ Briefs specific forward basing characteristics as applicable.

.5 ____ Briefs friendly locations of air defense assets end any changing FEZ/MEZ requirements.

.6 ____ Briefs communications requirements and any control agencies involved at the forward site(s).

.7 ____ Briefs techniques and procedures as applicable for maximum performance V/STOL maneuvers including short takeoff (STO). vertical takeoff (VTO), rolling vertical takeoff (RVTO), rolling vertical lending (RVL). vertical lending (VL), end slow lending (SL).

.8 ____ Briefs V/STOL emergencies, including nozzleblast impingement on flaps.

.9 ____ Briefs water system management and limitations.

.10 ____ Briefs forward base patterns and procedures.

.11 ____ Briefs forward base ordnance and refueling procedures.

.12 ____ Briefs proper LSO/LSS procedures.

.13 ____ Briefs shipboard operating procedures as applicable.

.14 ____ Briefs techniques for precision V/STOL maneuvers.

.15 ____ Briefs performance limited V/STOL procedures and techniques.

.16 ____ Briefs night FBO procedures prior to any night operations.

.17 ____ Allows questions to ensure tactical/safety of flight information and mission date is understood by all.

EVALUATOR INSTRUCTIONS: The following should be considered:

FORWARD BASK OPERATIONS

COMBAT READY

Objective: Conduct FBO evaluation flights.

Mission: Perform FBO flight operations from an expeditionary airfield (EAF) and confined area landing (CAL)site.

a, 200 series FBO sorties from T&R Manual.

b. Two events, two to four sorties each recommended.

c. Ordnance: As required.

FULLY COMBAT QUALIFIED

Objective: Conduct FBO evaluation flights.

Mission: Perform FBO flight operations as required from roads and grass fields utilizing ski jump as available.

a. 400 series FEC sorties from T&R Manual.

b. Two events, two to four sorties each recommended.

c. Ordnance: As required.

NOTE: FBO evaluation sorties should be flown in conjunction with other tactical sorties as required.

KEY INDICATION: None.

TASK: 3D.23.26 EXECUTE MISSIONS FROM FORWARD BASES

CONDITION(S): Forward bases have bean established and high intensity flight operations are being conducted from various locations.

STANDARDS: EVAL: Y: N: NE

.1 ____ Arrives at the forward site at the time designated in the ATO.

.2 ____ Demonstrates maximum weight VTO's and VL's to a 96 by 96 foot pad in a confined area.

.3 ____ Demonstrates proficiency to STO and RVL on centerline at a specific paint on e short strip or road.

.4 ____ Demonstrates proficiency in maximum performance V/STOL maneuvers.

.5 ____ Demonstrates proficiency in maximum weight STO's and SL's.

.6 ____ Complies with forward base air and ground traffic patterns and arming/dearming procedures.

.7 ____ Responds correctly to LSO/LSS instructions and commands; e.g., wave-off.

.8 ____ Alert Status aircrews monitor established communications nets to receive tasking.

.9 ____ Alert Status aircraft scramble from forward base within prescribed time period established in the ATO.

EVALUATOR INSTRUCTIONS: Indicate whether flight operations were from:

1. Grass strip.
2. Road.
3. Tactical confined area Landing (CAL) site.
4. Expeditionary airfield (EAF).

FBO sorties should be flown in conjunction with other tactical sorties as required.

KEY INDICATORS: None.

3D .24 NUCLEAR. BIOLOGICAL AID CHEMICAL (NBC) OPERATIONS

TASK: 3D.24.1 PREPARE FOR NBC OPERATIONS

CONDITION(S): Threat forces have been reported to be capable of employing NBC munitions in the area where the MEU(SOC) ACE is located aimed at destroying/disrupting operations. Due to the threat, passive and active defense measures must be used for survival of the unit. This task may be evaluated during any evolution (ground or air) in which the MEU(SOC) ACE participates. Safety of aircraft and crews is the primary consideration when employing actual chemical agents and masking procedures. AS desired by the evaluator this task may he exercised through the use of smoke, gas, or a combination thereof at any time during the evaluation.

STANDARDS: EVAL: Y: N: NE

.1 ____ MEU(SOC) ACE has established a SOP which outlines procedures for enemy NBC strikes and reports required.

.2 ____ All individual NBC defense equipment authorized by the unit table of equipment is issued to each individual and is serviceable.

.3 ____ All unit defense equipment T/E's are operationally ready and distributed to designated and trained/knowledgeable operators.

.4 ____ Shortages are identified and replacement actions are taken.

.5 ____ Decontamination equipment and bulk decontaminates are assembled and prepared far ready transport to a decontamination area.

.6 ____ Mll decontamination equipment units are filled water used for training).

.7 ____ MOPP level is established by the TAC/appropriate staff member and personnel are at or above the required MOPP level.

.8 ____ Ensures personnel are familiar with the Operational Exposure Guide (FMFM 11-8) and Mission Oriented Protective Posture (FMFM 11-9) for the control of exposure of personnel to radiation or chemical hazards.

.9 ____ Ensures Marines properly identify NATO or threat NBC contamination marker.

.l0 ____ Emplacement of equipment maximizes utilization of terrain features for cover, concealment, and topographic shielding.

EVALUATOR INSTRUCTIONS: Provide the unit information to expect an imminent nuclear attack by the enemy, and integrate NBC scenarios with normal assignments. Evaluator(s) should be highly trained in the area of NBC defense (MOS 57XX) or be thoroughly trained in this area as part of evaluator's school.

KEY INDICATORS: None.

TASK: 3D.24.2 PREPARE FOR NUCLEAR ATTACK

CONDITION(S): The MEU(SOC) ACE is informed that nuclear weapons have been used in offensive operations. SOP's and or Op Orders are on hand to provide checklists, sequence of actions. and guidance.

STANDARDS: EVAL: Y: N: NE

.1 ____ Backup/alternate command, control, and communications procedures are identified.

.2 ____ Subordinate/displaced elements are alerted.

.3 ____ MEU(SOC) ACE continues the mission while implementing actions to minimize casualties and damage.

.4 ____ Vehicles and equipment are protected from heat, blast, and radiation.

.5 ____ Periodic monitoring is initiated, using available survey instruments.

.6 ____ Personnel identify/prepare shelters from heat, blast, and radiation.

.7 ____ All loose items, flushable/explosive items, food, and water are secured/protected from heat/blast, and radiation.

.8 ____ Marines are familiar with standard first aid procedures to provide self/buddy aid for nuclear blast and thermal effects.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.25.3 RESPOND TO THE INITIAL EFFECTS OW A NUCLEAR ATTACK

CONDITION(S): A nuclear attack has occurred.

STANDARDS: EVAL: Y: N: NE

.1 ____ Upon recognizing the attack, all personnel take immediate action to shield themselves from blast/beat of detonation.

.2 ____ chain of command and communication are maintained or re-established. MEU(SOC) ACE Resumes mission if possible.

.3 ____ NBC-1 initial and follow up reports (as required) are rapidly submitted to higher headquarters by personnel designated or responsible for collecting the information. Reliable and complete reports are rapidly forwarded, by secure means when possible.

.4 ____ Casualties are giver first aid and are evacuated to a medical treatment station as the mission permits; fatalities are evacuated to a graves registration collection point.

.5 ____ Damage assessment is submitted by secure means to higher/supported headquarters per SOP.

.6 ____ Continuous monitoring is initiated, using available survey instruments.

EVALUATOR INSTRUCTIONS: Evaluator simulates nuclear detonation with an artillery or nuclear blast simulator, or informs the unit that nuclear blast has occurred.

KEY INDICATORS: None.

TASK: 3D.25.4 RESPONSE TO THE RESIDUAL EFFECTS OF A NUCLEAR ATTACK

CONDITION(S): A surface or subsurface nuclear detonation has occurred. The MEU(SOC) ACE location is within the predicted fallout zone. An M5A2 radiological fallout predictor or substitute is available, The unit gets effective downwind messages at least once every 3 hours. NBC-2 report is furnished to the unit about 15 minutes after the detonation or prepared by the unit; NBC-3 report is furnished about 45 minutes after detonation; NBC-5 report and or contamination overlay is provided about 4 hours after the detonation.

STANDARDS: EVAL: Y: N: NE

.1 ____ MEU(SOC) ACE mission is performed concurrently with all other actions.

.2 ____ Supervisors are advised of estimated time of fallout arrival and subordinate units are notified.

.3 ____ Continuous monitoring is maintained using available survey instruments.

.4 ____ Equipment, munitions, POL. food, and water are protected from fallout.

.5 ____ Personnel take protective measures to minimize fallout effects as mission permits.

.6 ____ NBC-4 reports are forwarded, as required, to the higher headquarters by secure means.

.7 ____ Unit total dose information is recorded and reported to higher headquarter using available secure means.

.8 ____ Exposure is minimized while the CO determines if relocation to a clean area is necessary or possible. Optimum time of exit is calculated.

.9 ____ Personnel are able to handle and provide first aid treatment to casualties in a nuclear environment.

.10 ____ Casualties end fatalities are assessed.

EVALUATOR INSTRUCTIONS: MEU(SOC) ACE commander is advised of estimated time of fallout arrival.

KEY INDICATION: None

TASK: 3D.24.5 PERFORM RADIOLOGICAL DECONTAMINATION

CONDITION(S): Fallout has ceased and personnel and equipment are contaminated. The hazard to personnel does not allow time for the radiation to decay to a minimum level. Time and tactical situation permits decontamination. Decontamination support is not available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Decontamination priorities are established.

.2 ____ Decontamination point is established.

.3 ____ Decontamination personnel wear appropriate protective clothing and equipment.

.4 ____ Equipment. personnel, individual weapons and electronic systems are decontaminated using appropriate decontamination kits.

.5 ____ Unit equipment and vehicles are decontaminated using appropriate expedient devices.

.6 ____ Contaminated areas are marked with NATO standard NBC markers.

.7 ____ Adequacy of decontamination is determined using available personnel and equipment monitoring instruments.

.8 ____ Contaminated materials are discarded according to tactical SOP, marked as contaminated, and location is provided to the higher headquarters.

.9 ____ Decontamination personnel are decontaminated as necessary.

.10 ___ Does not exceed OEG.

.11 ____ Total dose information is recorded and reported to the MAGTF command element.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.24.6 CROSS A RADIOLOGICALLY CONTAMINATED AREA

CONDITION(S): Tactical situation forces a MEU(SOC) ACE to cross a radiologically contaminated area while moving to a new site. Unit receives an NBC-5 report or contamination overlay from the MAGTF command element.

STANDARDS: EVAL: Y: N: NE

.1 ____ Temporary facilities are established to continue the mission while a new site is being set up.

.2 ____ NBC-5 report and/or contamination overlay is posted to situation map and route determined.

.3 ____ Route clearance and approval is obtained if necessary.

.4 ____ Turn back dose and dose rate are provided to advance party and/or reconnaissance team.

.5 ____ Vehicles receive additional shielding end personnel are provided all available protection from dust.

.6 ____ Advance party end or reconnaissance team is dispatched to reconnoiter new areas.

.7 ____ Crosses suspected contaminated area while employing contamination evidence techniques.

.8 ____ Operational exposure guidance is not exceeded.

.9 ____ After clearing the contaminated area, the degree of personnel end equipment contamination is determined, using available personnel end equipment monitoring instruments.

.10 ____ Decontamination priorities are established end performed as required.

.11 ____ Unit total dose information is recorded. using available total dose instruments, end reported to higher headquarters.

EVALUATOR INSTRUCTIONS: None.

RET INDICATORS: None.

TASK: 3D. 24.7 PREPARE FOR A FRIENDLY NUCLEAR STRIKE

CONDITION(S): Unit receives a friendly NUCWARN per FMFM 11-8. TADC/TACC is located within minimum safe distance (MSD) 2 to (MSD) 3.

STANDARDS: EVAL: Y: N: NE

.1 ____ Personnel accurately and completely apply the NUCWARN to the situation map within 5 minutes after message receipt.

.2 ____ Pertinent information regarding the planned detonation (time of burst, ground zero, fallout coverage, MSD, etc.) is available to the TAC.

.3 ____ TAC is advised of the vulnerability of the unit to the burst (within MSD 1, 2, or 3) and residual contamination (within predicted fallout zone).

.4 ____ TAC is advised of the measures needed to prevent casualties, damage, and extended interference with the mission.

.5 ____ MEU(SOC) ACE implements protective measure, as directed by higher headquarters, consistent with the mission.

.6 ____ Personnel minimize exposure by rolling down sleeves, buttoning collars, and wearing additional clothing equal to a two layer uniform.

.7 ____ Personnel take cover in foxholes, bunkers, armored vehicles, existing shelters (basements, culverts, caves, tunnels, etc.), or lie prone on open ground.

.8 ____ Vehicles are placed behind masking terrain.

.9 ____ Duplicate electronic devices are turned off; erected antennas are disassembled; other antennae are tied down. Bare minimum radio equipment remains erected.

.10 ____ All loose items (mall weapons, tools, etc.) and highly flammable explosive items (POL, propellants, missiles, etc.) are placed in armored vehicles or shelters.

.11 ____ MEU(SOC) ACE acknowledges the warning before the expected time of burst. All protective measures implemented.

EVALUATOR INSTRUCTIONS: Evaluator simulates nuclear detonation with an artillery or nuclear blast simulator or informs the unit that nuclear bleat has occurred. Evaluator assesses casualties and damage to unprotected personnel and equipment.

NET INDICATORS: None.

TASK: 3D.24.8 PREPARE FOR A CHEMICAL AGENT ATTACK

CONDITION(S): MEU(SOC) ACE is informed that chemical weapons have been used in the theater of operations and that a chemical attack is imminent.

STANDARDS: EVAL: Y: N: NE

.1 ____ MEU(SOC) ACE has and uses a chemical defense SOP which addresses chemical defense/decontamination procedures.

.2 ____ MEU(SOC) ACE is directed to increase MOPP consistent with mission, temperature, work rate, end TAC guidance.

.3 ____ Unit tasks that require a high degree of manual dexterity or physical strength, and are difficult to perform in MOPP 4 are identified. Alternate methods, such as rotating or assigning additional personnel, are planned.

.4 ____ Marines identify criteria for and demonstrate the capabilities for donning the protective mask and chemical protective ensemble.

.5 ____ The buddy system is used to facilitate monitoring/treatment for chemical agent poisoning end emergency decontamination of teem members.

.6 ____ MEU(SOC) ACE performs its mission while implementing all actions to minimize casualties and damage.

.7 ____ Personnel are wearing the appropriate level MOPP equipment for the condition set.

.8 ____ Portions of essential equipment, munitions, POL, food, and water supplies that cannot be placed in a shelter are covered with expendable or readily decontaminated tarps, shelter halves, or ponchos.

.9 ____ Detector paper is affixed to visible, horizontal surfaces of protective clothing and on equipment, munitions, etc.

.10 ____ MEU(SOC) ACE equipment is checked to ensure the Mll is filled, individuals have complete M13 and Kz56 kits, and there is an available water source with a supporting road network.

.11 ____ Potential decontamination sites are reported to the higher headquarters.

.12 ____ Available chemical agent alarms are set up and monitored.

.13 ____ Protective NBC equipment and supplies are properly used and maintained in a high state of serviceability.

.14 ____ Marines demonstrate a knowledge of chemical agent symptoms.

EVALUATOR INSTRUCTIONS: MEU(SOC) ACE is informed that chemical weapons have been used in theater and that attack is imminent.

KEY INDICATORS: None.

TASK: 30.24.9 RESPOND TO A CHEMICAL AGENT ATTACK

CONDITION(S): The MEU(SOC) ACE is under a chemical agent attack.

STANDARDS: EVAL: Y: N: NE

.1 ____ Upon hearing a chemical alarm, personnel take immediate protective measures followed by treatment/decontamination of casualties. (KI)

.2 ____ Personnel automatically mask upon notification of any enemy artillery, rocket, or air attack/overlist.

.3 ____ Personnel automatically mask upon perceiving a suspicious odor, airborne droplets/mist, or smoke from unknown source.

.4 ____ Marines do not unmask until authorized. (KI)

5 ____ The MEU(SOC) ACE is able to perform mission for at least 4 hours while in MOPP 4.

.6 ____ Type of chemical flight is identified and reported using available detector kit.

1. If Persistent Agent:

.7 ____ Locates contamination and marks with NATO standard markers.

.8 ____ Reports location and type of contamination to the higher headquarters.

.9 ____ CO determines if immediate relocation to a clean area is necessary or possible and advises MAGTF/MAG commander.

.10 ____ Determines priorities for decontamination. Requests decontamination support, if required.

.11 ____ Wraps WIA’s, marks as contaminated, and evacuates as mission permits. Warns medical treatment facility.

.12 ____ Wraps KIA’s, marks as contaminated. and evacuates as mission permits. Warns graves registration collection point.

1. If Nonpersistent Agent:

.13 ____ Follows unmasking procedures. (NI)

.14 ____ Evacuates WIA’s to the medical treatment facility as mission permits.

.15 ____ Evacuates KIA’s to the graves registration collection point as mission permits.

.16 ____ Services and returns detector units to operation.

.17 ____ Replaces expended chemical defense items, as required.

.18 ____ CO adjusts MOPP level, as required.

.19 ____ Squadron provides first aid treatment to casualties in a chemical environment.

EVALUATOR INSTRUCTIONS: Selected personnel are presented decontamination training kits and first aid treatment training devices to "treat designated casualties. Every attempt must be made to provide a realistic situation through devices. scenarios, or other aids. A believable, well supported situation shall be imposed by the trainer/evaluator. The attack Site should support the type of activities being conducted and permit the safe use of simulators and devices.

KEY INDICATORS:

CHEMICAL CASUALTIES

Chemical casualties are described as:

1. Personnel without mask and hood within arms reach, without decontamination kits, or not wearing chemical protective clothing.

2. Personnel not taking immediate corrective actions upon perceiving the attack, hearing a chemical agent alarm, being ordered to mask, or using incorrect masking procedures (not masking within 9 seconds), or making incorrect use of decontamination kits/first aid treatment items,

3. Marines who unmask or otherwise assume a lesser degree of MOPP without being authorized to do so.

UNMASKING PROCEDURES

1. when a detector kit is available, the following unmasking procedures will be adhered to:

   a. After determining absence of agents, two or three Marines unmask for 5 minutes.

   b. Marines remask and are examined in a shady area for symptoms for 10 minutes.

   c. If no symptoms appear, remainder of unit may unmask.

2. When no detector kit is available, the following unmasking procedures will be adhered to:

   a. Two or three Marines take a deep breath, hold it, break the seal on their masks, and keep their eyes open for 15 seconds.

   b. Then they clear their masks, re-establish the seal, and wait 10 minutes.

   c. If no symptoms appear, the same Marines break the seal of their masks, take two or three deep breathe, clear and rascal their masks.

   d. If after 10 minutes no symptoms have appeared, the same Marines unmask for 5 minutes and then remask.

   a. If after 10 more minutes no symptoms have appeared, the rest of the unit may unmask.

TASK: 3D.24.10 PERFORM PARTIAL DECONTAMINATION

CONDITION(S): Personnel and equipment have been contaminated by a chemical agent. Emergency decontamination has been accomplished. Time is not available for complete decontamination. The hazard is such that partial decontamination is required. All personnel maintain a maximum MOPP level. Extent of decontamination is determined and decontamination priorities are established.

STANDARDS: EVAL: Y: N: NE

.1 ____ Personnel decontaminate individual weapons and MEU(SOC) ACE equipment using appropriate decontamination kits.

.2 ____ Extent of decontamination is determined end decontamination priorities are established.

.3 ____ Contaminated protective coverage received, decontaminated, or discarded.

.4 ____ Decontamination procedures are appropriate to items being decontaminated. (KI)

.5 ____ MEU(SOC) ACE equipment and vehicles are decontaminated using appropriate expedient devices.

.6 ____ MEU(SOC) ACE conducts hasty decontamination of personnel, if necessary.

.7 ____ Adequacy of decontamination is determined.

.8 ____ If inadequate:

a. Procedures are repeated.

b. Decontamination support is requested, or;

c. Risk of using equipment is accepted.

.9 ____ Contaminated materials are discarded according to tactical SOP, marked as contaminated, and location provided to the MAG’))’ command element.

.10 ____ CD reduces MOPP level if required.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

DECONTAMINATION PROCEDURES

Initial decontamination of unit equipment, vehicles, and weapons may be accomplished by:

1. Removing all arose liquid contamination with sticks or other improvised devices, which are buried after use.

2. Utilizing Mll decontamination apparatuses filled with DS2 to spray areas frequently used or touched. (Water is used to simulate DS2 in a training environment.)

Contaminated items that may need special decontamination treatment are:

1. POL, food, and water containers and munitions are washed with soapy water, rinsed, and thoroughly air dried.

2. Communications equipment, vans, and other electronic equipment are decontaminated with hot sir, by weathering, or all metal parts are wiped with rags soaked with DS2. (Water is used for training purposes.)

3. Optical instruments are blotted with rags and then wiped with lens cleaning solution or organic solvent.

Adequacy of decontamination is determined using the chemical agent detector kit. If contamination is still present, decontaminate again.

TASK: 3D.24.l1 COORDINATE FOR COMPLETE DECONTAMINATION OP EQUIPMENT

CONDITION(S): MEU(SOC) ACE equipment has been contaminated by a chemical agent. Emergency decontamination has been accomplished. Time is available for complete decontamination. Decontamination support from a decontamination unit is available upon request

STANDARDS: EVAL: Y: N: NE

.1 ____ Contacts the decontamination unit and coordinate. time of arrival and estimated time of task completion.

.2 ____ Determines supplies, equipment, and personnel support to be furnished by the contaminated unit.

.3 ____ MEU(SOC) ACE receive. route clearance to personnel decontamination station equipment decontamination station (PDS/EDS) assembly area. Advance party (personnel to augment decontamination operation and establish security) is dispatched to PDS/EDS.

.4 ____ Main body arrives at PDS/EDS assembly area and organizes for processing.

.5 ____ Decontamination begin as scheduled.

.6 ____ MEU(SOC) ACE personnel reorganize in a clean area upwind of residual effects for the resumption of their mission.

.7 ____ CO adjusts MOPP level as required.

EVALUATOR INSTRUCTIONS: None.

RET INDICATORS: None.

TASK: 3D.24.12 EXCHANGE PROTECTIVE CLOTHING

CONDITION(S): The protective clothing is contaminated and a suitable uncontaminated area is available.

STANDARDS: EVAL: Y: N: NE

.1 ____ Individual. don new protective clothing.

.2 ____ Contaminated clothing is removed without transfer of contamination.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

TASK: 3D.2e.13 CONDUCT NBC AERIAL SURVEY

CONDITION(S): Nuclear detonations have occurred and the MEU(SOC) ACE conducts an aerial survey to determine the extent of contamination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Wears appropriate level MOPP gear far condition that is met.

.2 ____ Monitor has internal communications with aircrew.

.3 ____ Aircrew is familiar with course leg technique of radiological survey. (KI)

.4 ____ Aircrew is familiar with point technique of radiological survey. (KI)

.5 ____ MEU(SOC) ACE monitor/survey and decontamination teams are ready upon completion of the flight to check for and remove contamination from aircraft.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS:

COURSE LEG TECHNIQUE

1. Pilot locates the starting checkpoint of a course leg to be flown and either locate. the end checkpoint or determines the azimuth of the course leg.

2. Pilot flies aircraft on the proper course to pass over the checkpoint on a straight path to the end checkpoint. When on course he alerts the monitor and gives the altitude above the ground.

3. Pilot commands "Mark" when the aircraft is over the starting checkpoint and flies the course maintaining a constant altitude and speed above ground.

4. Pilot alerts the monitor when aircraft nears the end checkpoint. When the aircraft is over the end checkpoint, the pilot commands "Mark".

POINT TECHNIQUE

1. When the situation permits the aircraft lands near the point of interest, the monitor dismounts, proceeds to the selected point and takes a meter reading or tests for the presence of chemical agents.

2. If the situation does not allow for a landing, an aerial radiological reading will be taken.

TASK: 3D .24.14 SCORE THE NBC EXAM

CONDITION(S): Classroom atmosphere. An exam will be prepared at the wing/brigade level and will take no more than 30 minutes. All available personnel will take the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ Unit averages 70 percent or higher.

.2 ____ Unit averages 80 percent or higher.

.3 ____ Unit averages 90 percent or higher.

.4 ____ Unit averages 100 percent.

EVALUATOR INSTRUCTIONS: Standards viii be marked either Y or N. As an example, if the team average was 86 percent, standards 3D.24.14.l and 3D.24.14.2 would be marked Y (Yes) and the remainder would be marked N (No).

REQUIRED DATA:

a. No. of personnel in unit:

b. No. of personnel taking exam:

c. Unit average:

KEY INDICATORS: None.

3D.25 GENERAL KNOWLEDGE

TASK: 3D.25.1 ADMINISTER NATOPS IMMEDIATE ACTION EMERGENCIES EXAM

CONDITION(S): The examination viii cover only immediate action emergencies; i.e., those denoted by en asterisk in the NATOPS manual. All available MEU(SOC) ACE aircrew viii take the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ MEU(SOC) ACE averages 90-95 percent.

.2 ____ MEU(SOC) ACE averages 96-100 percent.

EVALUATOR INSTRUCTIONS: The MEU(SOC) ACE must average 90 percent on this exam. Debrief the exam as soon as everyone is finished to reinforce correct responses and correct any wrong responses.

KEY INDICATORS: None.

TASK: SD.25.2 ADMINISTER TACTICAL MANUAL EXAMINATION

CONDITION(S): Questions for the tactical examination viii be requested from higher command by the senior evaluator. Local publications that address tactical operations may be used as a source for supplementary questions for the examination.

STANDARDS: EVAL: Y: N: NE

.1 ____ MEU(SOC) ACE averages as percent on Tactical Manual Exam.

.2 ____ MEU(SOC) ACE averages 90 percent.

.3 ____ MEU(SOC) ACE averages 95 percent.

.4 ____ MEU(SOC) ACE averages 100 percent.

EVALUATOR INSTRUCTIONS: The MEU(SOC) ACE will be provided with a reasonable notice of what will be evaluated by the examination and a listing of appropriate references. Mark the score achieved and all standards below that score with a "Yes."

KEY INDICATORS: None.

TASK: 3D.25.3 ADMINISTER AIRCRAFT AND EQUIPMENT RECOGNITION EXAM

CONDITION(S): The examination will include examples of the major ground, air, and naval weaponry/systems currently employed by western, Communist, and third world nation., as well a. recognition of hospital ship., MEDEVAC aircraft, and other medical transports marked with the Red Cross and other distinctive emblem, provided for in the Geneva Conventions. The examination should include such additional regional features as fin flashes, national ensign., etc. All available MEU(SOC) ACE aircrew will take the examination. S-2 will provide realistic views from an aircraft perspective.

STANDARDS: EVAL: Y: N: NE

.1 ___ MEU(SOC) ACE averages 85 percent on Recognition Exam.

.2 ____ MEU(SOC) ACE average. 90 percent.

.3 ____ MEU(SOC) ACE averages 95 percent.

.4 ____ MEU(SOC) ACE average. 100 percent.

EVALUATOR INSTRUCTIONS: None.

KEY INDICATORS: None.

3D.25.4 ADMINISTER RULES OF ENGAGEMENT EXAMINATION

CONDITION(S): The examination will consist of actions required in relation to actual MEU(SOC) ACE contingencies to include classified briefing information, a. appropriate.

STANDARDS: EVAL: Y: N: NE

.1 ____ MEU(SOC) ACE average. 85 percent on published standard ROE Exam.

.2 ____ MEU(SOC) ACE average. 90 percent.

.3 ____ MEU(SOC) ACE average. 95 percent.

.4 ____ MEU(SOC) ACE average. 100 percent.

EVALUATOR INSTRUCTIONS: The evaluator must provide the ROE as the contingencies dictate; JCS Peacetime Rules of Engagement, Law of Land Warfare. and local ROE, both classified and unclassified.

KEY INDICATORS: None.