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Air

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AIR SOP)

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Encl: (1 LOCATOR SHEET

1. Purpose. To establish the policies and procedures for operations involving aviation within 3d Marine Division.

2. Cancellation. DivO P3125.1A

3. Action. This manual is applicable to the 3d Marine Division and attached organizations, and is effective upon receipt. Commanders at all levels will use this manual as a guide to using military air in training and operations, whether it is for travel or exercise support. For G-3 Air functions while in the combat operations center, see ref (e) 3d Marine Division Combat Operations Center Standing Operating Procedures (3D MAR DIV COC SOP).

4. Changes. Commanders are invited to recommend changes to this manual on a continuing basis. Forward comments and recommendations via the chain of command to the Commanding General, 3d Marine Division, (Attn: Division Air Officer). Files sent electronically may be sent to the G-3 Air electronic mailbox at 3DivG3Air@3div.usmc.mil.

5. Responsibility. The Division Air Officer is the cognizant staff officer for this manual.

6. Summary of Revision. This revision contains a substantial number of changes and should be thoroughly reviewed. This revision includes

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greater detail in responsibilities of staff officers and subordinate commanders, safety, requesting Operational Support Airlift, professional military education flights, and use of Joint Direct Attack Munitions (JDAM).

7 Certification. Reviewed and approved this date.


A. L. JACKSON
Chief of Staff

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RECORD OF CHANGES

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Change Number	Date of Change	Date Entered	Signature of Person Incorporating Change

SOP

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INTRODUCTION

0001. GENERAL. The AIR SOP establishes basic planning and execution procedures for training, exercises, and operations within 3d Marine Division that require military air support. It provides procedures not established by other references or amplifies the procedural process to improve mission success.

0002. POLICY. Planning and operations pertaining to aviation will be conducted per references (a) through (f) and the amplifying instructions set forth in this manual.

0003. SCOPE

1. This SOP pertains to aviation operations (tactical aviation, VIP/Non-VIP transport, and routine) that are scheduled and coordinated through the Division G-3. These operations include operational planning team participation, scheduling monthly airlift requests via the use of frags, Ground-Air Integrated Training, Tactical Air Control Party training, Operational Support Airlift (OSA), and Naval Air Logistics Office (NALO) flights.

2. Scheduling, funding, planning for use of Special Assignment Airlift Missions (SAAM) or other airlift support is handled through the Division G-4.

3. The Aviation Combat Element (ACE) provides six functions to the Marine Air-Ground Task Force (MAGTF). These functions are: Offensive Air Support, Assault Support, Reconnaissance, Control Of Aircraft and Missiles, Anti-Air Warfare, and Electronic Warfare. The policy and procedures in this manual pertain to all six functions.

4. The scope of this manual is intended for operations to withstand high turnover of personnel and still have mission success. The policies and procedures contained in this manual come from a variety of sources that would require extensive research (or possible mission failure) to relearn.

0004. SAFETY. Commanders are responsible for safely executing operations requiring the use of aviation assets. Safe operations come from an attitude influenced by the commander and goes down to and includes the individual. Commanders, through their air officer, or through the assistance of the Regimental or Division Air Officer will ensure Marines understand the hazards of each aviation related event as it pertains to passenger/individual safety and as it pertains to aircraft and aircrew safety.

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CHAPTER 1

RESPONSIBILITIES

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CHAPTER 1

RESPONSIBILITIES

1001. COMMANDERS

1. Commanders are responsible for incorporating tactical air support in their training plan. This includes training his unit in planning and executing air support, including the combat readiness of the Tactical Air Control Party (TACP), egress drills, and loading and unloading of aircraft.
2. Commanders are responsible for optimizing training opportunities when working with aviation assets.
3. Commanders shall consider incorporating and/or exploiting the six functions of aviation when developing their mission essential task list (METL).
4. Commanders shall ensure there are alternate means of transportation, as a back up, when using opportune lift. Opportune lift applies principally to Naval Air Logistics Office flights. In those instances where OSA is utilized and certain passengers must arrive at a location on a particular day, commanders are urged to arrange alternate commercial transportation due to possible delays or cancellations in OSA missions based on weather, maintenance, limited assets, or other factors.

1002. DIVISION AIR OFFICER. Per ref (h) the Division Air Officer (Div AirO) performs the general duties of a Special Staff Officer to the Commanding General with respect to aviation matters. The Div AirO should be a graduate of TACP School, Expeditionary Warfare Training Center and the Joint Airspace Command and Control Course. The Div AirO coordinates aviation matters with the Assistant Chief of Staff, G-3 (Div G-3). At the discretion of the Commanding General, the Air Officer and his department may fall under the G-3 or be a separate staff. The AirO duties will include and are not limited to:

1. Advising the Commanding General on all aviation matters and other topics as may arise.
2. Recommending aviation courses of actions (COA) for combat, exercises, and training.
3. Coordinating all aviation matters between the Division and outside organizations.
4. Supervising aviation matters within the Combat Operations Center (COC).

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5. Reviewing preplanned air support requests
6. Identifying Air Officer augmentation for exercises or operations to the Assistant Chief of Staff, G-1.
7. Conducting Professional Military Education (PME) on aviation related matters.
8. Supervising the Division Tactical Air Control Party (TACP) within the COC.
- 9 Standardizing TACP operations within the Division COC.

Participating as an OPT member and reviews all operational plans.

11. Determining information management requirements for conducting aviation operations.

1003. ASSISTANT AIR OFFICER. The Division Assistant Air Officer (Asst AirO) assists the Div AirO in all aviation matters. He is principally a future planner while in garrison. His duties include, but are not limited to:

1. Participating in TEEP and G-3 future plan development
2. Ensuring foreign clearance procedures for passengers and aircraft are identified at the beginning of planning
- 3 Consolidating and forwards all monthly ASR's and JTAR's
- 4 Screening all airlift message traffic prior to its release
- 5 Attending monthly Wing frag conference.
6. Ensuring G-3 plans has provided time phase force deployment data for all aviation related exercise or operational billets.

1004. DIVISION AIR CONTROLLER. The Division Air Controller is a unfunded billet and will typically be an aviator temporarily assigned from one of the Regiments or will be an Air Director from the Aviation Support Liaison Team to support combat operations and exercises.

1005. DIVISION AIR PLANNING NCO. The Division Air Planning NCO (Air Planner) serves as a staff assistant to the Div AirO and Asst AirO. The position is an overstaff. The Air Planner is responsible for, but not limited to:

1. Drafting and releasing all messages pertaining to OSA/NALO/ATCO concerns.

2. Confirming with the requesting unit, no later than three days prior to scheduled event, that the requested event is still valid.
3. Serving as embarkation NCO for the Air Staff
4. Updating the Frag, OSA, NALO Status Board on the 3D MAR DIV G-3/AIR webpage.
5. Performing administrative functions of the Assistance Air Officer in his absence.

1006. AIR SUPPORT LIAISON TEAM (ASLT). The ASLT is an extension of the DASC. The DASC is structured to support the III MEF Fires Cell while detachments are sent from the Marine Air Control Group to provide aviation command and control support to the GCE.

1. Employment. The ASLT is only employed with the Division during field training, exercises, and operations. The specific ASLT duties as they pertain to the Division in the field are discussed in detail in the 3d Mar Div COC SOP. The ASLT and the Division Air Staff mentioned above comprise the Division TACP.

2. Composition. The Marine Air Support Squadron Commanding Officer, Control Group 18, 1st MAW, determines in conjunction with the Div AirO, the number, size, and composition of the Division ASLT. Composition is based on the experience of FSCC personnel, terrain, operational tempo, and the mobility of the GCE. An ASLT varies in size from a single Marine with a man-portable radio or field telephone to a platoon of Marines operating from high mobility shelters.

3. Exercise Planning. The OIC of the ASLT will coordinate in advance all ASLT METLs for upcoming Division exercises.

a. If air support is simulated for the exercise, the ASLT will help develop airspace control measures and an ATO to meet exercise participant METLs.

b. The Division AirO and assistant will assist in simulating airborne aviators, if required, to assist the ASLT in meeting its METLs

1007. REGIMENTAL AIR OFFICER. The Regimental Air Officer (Regt AirO) is assigned as a Special Staff Officer to the Regimental Commander with regard to aviation matters. He should be a graduate of TACP school. The Regt AirO and communicators constitute the regimental TACP. Specific duties include, but are not limited to:

1. Recommending aviation COAs for combat, exercises, and training to the Regimental S-3.

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2. Consolidating and prioritize daily and monthly air support for the Regiment and Battalions and forward to the Division Air Officer.
3. Monitoring Regimental and Battalion TACP training to ensure standards are achieved per reference (b).
4. Serving as a member of the Regimental FSCC.
5. Representing the Division Air Officer at conferences in the absence of the Div AirO.

1008. BATTALION AIR OFFICER. The Battalion AirO (Bn AirO) is assigned as the Assistant S-3 to advise the battalion commander with regard to aviation matters. The Bn AirO, two Forward Air Controllers, and necessary communicators and/or drivers (when required) constitute the Battalion TACP. Specific duties include:

1. Recommending aviation COAs for combat, exercises, and training to the S-3 of the Battalion.
2. Coordinating daily and monthly tactical air support for the battalion.
3. Managing the battalion TACP training; specifically, the two battalion forward air control parties.
4. Serving as a member of the Battalion FSCC

1009. FORWARD AIR CONTROLLER. Two Forward Air Controllers (FACs) are assigned to each battalion to execute air support. One FAC and four communicators constitute a FAC party (FACP). In combat, a FACP is normally assigned to support forward companies in the assault, or a company in the defense. Specific duties include, but are not limited to:

1. Establishing and maintaining liaison and communications between the ground commander and appropriate air control agencies.
2. Exercising terminal air control for offensive air support (OAS) aircraft via the Forward Air Control Party (FACP).
3. Preparing and forward requests for tactical air support
4. Advising the ground commander on matters of tactical air support

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CHAPTER 2

AVIATION IN SUPPORT OF OPERATIONS

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CHAPTER 2

AVIATION IN SUPPORT OF OPERATIONS

2001. GENERAL. Aviation in support operations encompass a variety of missions. Limited air assets require S-3/Air Officers to plan efficient, effective missions that support METL requirements. Commanders are responsible for integrating tactical aviation operations into training plans. Missions conducted with tactical aircraft in an administrative mode are discouraged.

2002 AIR SUPPORT REQUEST PROCESS

1. General

a. Major Subordinate Element (MSE). MSE S-3's are responsible for submitting tactical air support requests via the chain of command to Division Air. MSE S-4s may submit air requests for Operational Support Airlift or Naval Air Logistic Office support. The Division G-3/Air is the final authority for determining validity of air support requests submitted to higher HQ.

b. Intelligence/Reconnaissance Requests. Requests for tactical air reconnaissance should originate with the Division G-2 and go to the MEF G-2. The MEF will search their database and validate that a mission is required and then forward the request to either MEF G-3 Air or external sources.

2. Air Request Transmittals

a. Regimental AirOs will consolidate Battalion requests and submit them via email to the Division.

b. Standard forms are provided in Appendices A through C. The forms are also available in MS Word from the Division G-3/Air Intranet Webpage. The following requests will be used:

- (1) Helicopter and KC-130 - Assault Support Request (ASR)
- (2) F/A-18 and AV-8 - Joint Tactical Air Request (JTAR).
- (3) ATARS/UAV/P-3 - JTAR-Surveillance Request (JTAR-SR)
- (4) C-9/UC-35/C-12/C-40 - Operational Support Airlift (OSA)

Request

(a) The MSEs will use an ASR or email with appropriate info when requesting OSA or NALO support from the Air Planner.

(b) The Air Planner will use the formats provided in Appendix C for formal OSA/NALO requests.

c. One copy of each air request (frag or OSA/NALO) per mission, per day, will be submitted.

d. The primary means of transmitting requests in garrison or the field will be via email to smbg3air@3div.usmc.mil or 3divg3air@3div.usmc.mil. With local area networks in the field, this address may change due to changing SIPRNET internet protocol addresses from exercise to exercise. If Email addresses are different during exercises, the Div AirO will report the temporary change to participating MSEs. Guard mail, message, telephone, courier, or facsimile may be used if circumstances preclude submission of requests via email on approved forms.

e. Cancellations. Changes or cancellations to any air request requires notifying Div Air in writing no later than four working days prior to the scheduled event. Cancellations can be submitted via the email address mentioned above or with a facsimile confirmed by the Air Planner that he has received the cancellation.

3. Timeline. Requests for air support for administrative transportation and pre-exercise surveillance are to be sent as early as possible to the Division. Units are cautioned not to send requests so early that multiple changes in itinerary have to be made. Every change risks mission cancellation from the aviation support communities. Requests for tactical aircraft should be sent within the schedule discussed below. The following information is focused on the process of coordinating monthly frags for tactical air support.

a. Early in each month 1st Marine Air Wing (1st MAW) releases an Estimate of Supportability Message. This message informs all units with prospective aviation-related training intentions what the following month's aircraft availability and restricted dates are.

b. The third Thursday of the month is the Wing Frag Conference

c. Frags are due to Division Air Officer by COB of the second Wednesday of each month.

(1) Frags are screened and prioritized at the division level

(2) The Air Officer confers with the Division Staff as to the priority of aviation training.

d. Frags are due to III MEF Friday prior to the Frag Conference

4 Air Tasking Order (ATO)

a. At the conference, the MEF AirO, with 1st MAW and other conference attendees, reviews each request submitted through the III MEF, Division, FSSG, USA, etc. Attendance by requesting units is not required but encouraged.

b. The MEF Air Officer prioritizes the frags. When approved, 1st MAW assigns a squadron, a mission number, the number/type aircraft, and amplifying instructions.

c. 1st MAW G-3 confirms frags by releasing an ATO message addressed to MEF major support elements and major subordinate units.

2003. DIRECT LIAISON. Direct liaison is authorized (DIRLAUTH) between the supported unit and supporting unit for the purpose of briefing, planning, and executing air missions only after the mission is approved by the MEF and Division. The ATO message, in its release, whether stated or not, provides DIRLAUTH. Units are encouraged to seek out opportune air support; however, DIRLAUTH for the scheduling JAAT aircraft, foreign aircraft, or other Service aircraft shall be granted by the Division Air Officer or the Division G-3. For OSA related airlifts, refer to paragraph 2012.2.c of this order.

2004. AFTER ACTION REPORT (AAR). S-3/Air Officers will submit an AAR to the Division AirO for each mission executed or cancelled (including Tactical Air Control Party and Ground-Air Integrated Training Exercises.) Submit AARs by the first week of the month following execution.

2005. TROOP TRANSPORT. Helicopter transport of troops is essential training. Properly planning and executing troop-lifts requires knowledge of helicopter troop carrying capabilities/limitations, embarkation requirements, egress requirements, emergency egress techniques, understanding acceptable Helicopter Landing Zone (HLZ) characteristics, and command and control of helicopter-borne forces.

1. Egress Indoctrination. All personnel will participate in egress drills (combat loaded) aboard a static CH-46E or CH-53D/E. Per CMC Message 041310 DEC 2000, prior to transport aboard helicopters that will fly over water, all passengers will have participated in a shallow water egress trainer (SWET) and Intermediate Passenger Helicopter Air Breathing Device System (IPHABDS) training.

a. UDP Commanders are responsible for IPHABDS/SWET training and will identify their IPHABDS/SWET training shortfalls to the Div AirO, via the chain of command, as early as possible.

(1) This identification should be a close estimate and sent to the Div AirO before arriving in Okinawa.

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(2) UDP Battalions will plan IPHABDS/SWET training during there first weeks on island.

b. Classroom instruction is by no means a substitute for the waterborne practical exercise. However, Commanders will ensure their Marines have had at least a class on egress technique and the IPHABDS in the event Marines are not provided the opportunity for SWET/IPHABS training.

c. Egress training (on-of drills and IPHABDS period of instruction) is valid for 12 months. Currency for the SWET is valid for 48 months.

d. The Regimental AirO will initiate scheduling for dry-land egress training for incoming battalions before they arrive.

2. Safety Belts. Seatbelts or Gunners Belts must be fastened around each passenger's waist from takeoff until landing. "Thumbs up" signifies seatbelt secure around the waist. The helicopter-borne unit leader is responsible to the aircraft commander for his unit's safety.

3. Personal Protective Equipment (PPE). Helmets and ear plugs or cranials must be worn to protect against head injuries and hearing loss. Helicopter-borne unit leaders will ensure chin straps are tightly fastened. Personal floatation devices (LPU-32A) must be worn during all over-water helicopter flights. Crewchiefs will issue LPUs during boarding, after which personnel will buckle the LPU belt outside of flak jacket (if worn) and place the flotation lobe around the neck.

4. Warfighting Equipment. Weapon muzzles will be pointed down, gas masks worn on left leg. Unless otherwise stated, during the execution of real-world operations, weapons will be loaded with a round in the chamber with the safety switch on, prior to boarding the aircraft. The carrying of backpacks to enable sitting and egress or the wearing of backpacks is to be determined during planning.

5. Passenger Manifest. Helicopter team leaders will manifest each passenger by rank, name, and social security number with the appropriate duty officer (battalion S-3 or squadron duty officer). If a duty officer is not available the manifest should be left with an authority that remains behind on the ground.

2006 MEDICAL EVACUATION (MEDEVAC)

1. General. Per MEF SOP, all requests for Urgent Lift will be made directly to the III MEF Command Center at 622-7571/7706/7768/7709. The III MEF Command Center should immediately notify the 33d RQS, USAF, at Kadena.

2. Division Notification. If the Division Operations Center receives an urgent lift request, do not tell the caller to call the MEF. Execute the following:

a. Person Making the Call. Write down the name/rank/phone number/unit/location of the caller.

b. Patient Status

(1) Confirm the injury or illness is life/limb/eye threatening.

(a) Routine (non-life/limb/eye threatening) evacuations should employ ground transportation.

(b) Classification of an injury as life/limb/eye threatening is the responsibility of the senior military person on the scene.

(2) Is patient conscious?

(3) Is mishap SCUBA diving related?

c. Pickup Location

(1) Ask the caller requesting the urgent lift if any special rescue capability such as a hoist, jungle penetrator, or swimmer will be required.

(2) Confirm the pickup LZ or accident site location and how it is marked or identified.

(a) Confirm weather conditions

(b) Identify hazards to flight

3. JWTC Helicopter. Although the JWTC helicopter can be directed to respond to emergencies anywhere on the island, once it launches, all training in the JWTC must cease until another helicopter is back on station.

4. Off-Island MEDEVAC/CASEVAC Requirements. Commanders will review appropriate range regulations and available ground facilities available (transportation means and hospitals) for units deployed off Okinawa, type of training to be conducted, and ground transportation time. If travel time to a capable medical facilities exceeds 1.5 hours, a MEDEVAC/CASEVAC standby is required. An ASR will be submitted via the tactical aircraft request method discussed in Paragraph 2002 of this manual. 1st MAW does not have the capability to provide full MEDEVAC support although it can provide casualty evacuation. When reviewing range regulations, planners should ensure the aviation support available meets the intent of the visited range's regulation.

2007. HELICOPTER ROPE SUSPENSION TRAINING (HRST)

1. General. HRST consists of fast rope, special insertion and extraction (SPIE), Jacob's ladder, and rappelling operations. The

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purpose is to train personnel in alternate helicopter insertion and extraction methods. Infantry battalions are encouraged to train with the tower and not expose themselves to the risks of conducting the same training from helicopters.

2 Safety

a All HRST will comply with ref (c), FMFPAC SOP for HRST.

b. All personnel, to include HRST masters and Safety Insertion officers, will complete static tower training no greater than 60 days prior to operations with helicopters. If tower training is not completed prior to the frag conference, S-3s will report completion of tower training to the Division AirO via Div AirO electronic mailbox. Failure to comply could cause mission cancellation.

c. All HRST missions require the participating, qualified Rope Master and the aircraft commander conduct a face-to-face brief prior to operations.

2008. CLOSE AIR SUPPORT (CAS). CAS can come in the form of fixed-wing CAS or rotary-wing (primarily employed by AH-1W helicopters.) Note: See Appendix F for CAS procedures involving JDAM per MAWTS -1 message 041530Z JAN 02.

1. Fixed-wing CAS

a. Training with fixed-wing CAS comes principally from TACP training and is addressed in the following chapter of this manual.

b. When planning CAS support for exercises, planners will consider the concept of operations and aircraft lay down location when generating sortie generation tables.

2. Rotary-wing CAS. Rotary-wing CAS can be provided on island (SIMCAS) for training purposes.

a. Refer to reference (b) for planning and execution of Rotary Wing

b. SIMCAS can be scheduled on Okinawa through the monthly frag conference.

c. Live CAS should be considered during off-island GAITs when the scheduled training area permits live ordnance.

d. During exercises such as Ulchi Focus Lens and Yama Sakura, for the purpose of simulation, rotary-wing CAS sorties will be assumed to be TACON to the supported unit.

2009 COMMAND AND CONTROL (C2)

1. UH-1N. The UH-1N is a common C2 platform for a commander during helicopter-borne operations. The aircraft can carry the AN/ASC communications package and four additional passengers with a UHF, VHF and HF radio capability. Emphasis for support is during company or larger operations.
2. C-130. The C-130 can carry an airborne DASC (DASC(A)). The DASC(A) can provide long duration, over the horizon communication and command and control.

2010. EXTERNAL LIFT SUPPORT

1. Safety. Over flight with external loads is strictly prohibited over all civilian property, roads, and personnel in Okinawa. Over-flight of ranges and water is authorized; however, over flight of military personnel is prohibited.
2. Helicopter Support Team (HST). An HST is capable of HLZ communications, preparing and rigging loads, and terminal control. HST requests will be submitted via the chain of command to AC/S, G-4. AC/S, G-4 endorses and forwards all HST requests to 3d FSSG (G-4).

2011. KC-130 SUPPORT1. Troop/Cargo Movement

- a. Troop transportation aboard C-130's is discouraged. However, during exercises, AirOs are encouraged to maximize opportune lift with attached ACE units.

- b. All troop-lifts require a plane team commander to stage and manifest passengers. G-4/S-4 Embarkation will supervise all palletizing of personal baggage and/or cargo, including load planning and certification of hazardous cargo for flight.

2. Aerial Refueling. Aerial refueling in support of CAS is an implied task for ACE consideration and is coordinated by the fixed-wing community. However, the ground commander, in conjunction with his Air Officer, must consider whether or not aerial refueling will be required in order to reserve airspace coincidentally with the range time. For Fuji CAS, the GCE must ensure the Warning Areas are scheduled.

2012. OPERATIONAL SUPPORT AIRCRAFT (OSA). OSA support is regulated by references (a) and (c).

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1. Mission. The mission of OSA is the peacetime and wartime movement of high-priority passengers and cargo with time, place, or mission sensitive requirements.

2. Scheduling

a. The Air Planner

(1) Schedules all OSA flights for the Division

(2) Confirms requests via email or phone calls

(3) Will post request/flight status on the G-3/Air webpage under the Frag/OSA/NALO Status Board link once a request has been acknowledged by HHS MCAS Futenma.

(4) Will confirm flight times the day before a flight is scheduled and pass it to the supported unit.

b. Scheduling will be made in time to forward requests to the flight scheduling officer at least 72 hours in advance.

c. Schedule changes will be made through the division. DIRLAUTH between Division subordinate units and HHS Futenma is not authorized for OSA flights.

3. Passengers

a. The MEF, MSCs, staffs, and MCB can use OSA aircraft and compete for its scheduling.

(1) OSA flights are not intended to be for VIP support only.

(2) Since only aircraft seats are fragged and not the entire aircraft, there is no minimum passenger requirement to request OSA support. Normally, flights will only be scheduled for lifts with 4 or more passengers. Lifts for less than 4 passengers will be supported on a case-by-case basis. Flight requests can be combined to meet the minimum requirements.

b. Passengers are to arrive at the terminal one to two hours prior to departure, depending on specific passenger terminal requirements.

c. Space "A" is not available at airports that do not have airport passenger terminals (i.e., Pohang and Taegu.)

d. In the event of overbooking, in consideration of weather, mission, and aircraft limits, the aircraft commander in concert with HHS MCAS Futenma, will decide which passengers and/or cargo will be left behind to accomplish the mission.

4 Cargo and Baggage

a. Requested OSA mission are not limited to baggage weight but are limited to total weight which includes passengers, baggage and cargo.

b. The airlift request must include total weight and cargo size so proper coordination may be made to safely execute the mission.

c. Space "A" passengers are allotted a maximum of 30 pounds for baggage

d. Parts may be shipped without an accompanying passenger as long as the item/part/piece of equipment is properly packed, is at the passenger terminal, is manifested and has a POC on the receiving end.

5. Ground transportation. Regardless of which airport is used, commanders are encouraged to have ground transportation remain at the airport until the passengers are safely off the deck.

2013. NALO FLIGHTS

1. NALO Flights provide air support similar to OSA except it can provide a longer range, heavier lift capability.

2. NALO flights are scheduled by the MSEs in the same fashion as OSA flights mentioned above. There are several cautions to understand about NALO flights.

a. NALO flights are considered opportune lift and can be cancelled at anytime.

b. NALO flights are sometimes not confirmed until 48 hours prior to the scheduled date.

c. NALO does not promise round-trip fare. Each leg of a mission is a separate mission number and needs to be individually scheduled.

d. NALO requires force protection augmentation at certain airports throughout the PACOM. U.S. controlled bases do not require augmentation. A list of exempt bases is listed in Appendix I. If not exempt, the Div Administrator will ask NALO what the augmentation requirements is and pass this responsibility to the supported unit.

2014. SPECIAL EVENTS

1 Very Important People (VIP) Transportation

a. Due to the nature of the mission, and what is accomplished on the flight, when General Officers are scheduled for OSA or Tactical Airlift,

d. Visiting units should submit a post-trip report to CNFJ N31 (email: N31@CNFJ.NAVY.MIL), with a copy to SMBG3AIR@3DIV.USMC.MIL and include trip itinerary, good/bad bivouac sites, problems encountered (if any) and lessons learned.

```

FM VISITING UNIT
TO COMNAVFORJAPAN YOKOSUKA JA/N31/
INFO CG III MEF//G3/AIR//
THIRD MARDIV//G3/AIR//
SUBJ/IWO JIMA VISIT REQUEST
REF/A/MSG/CNFJ/280048Z JUN OO
POC/UNIT POC
NARR/REF A IS CNFJ POLICY ON VISITS TO IWO JIMA.
RMKS/1. REQUEST TO CONDUCT AN IWO JIMA VISIT FOR XX PERSONNEL WITH
ARRIVAL ON 'DATE/TIME'. REASON FOR VISIT IS (PROFESSIONAL MILITARY
EDUCATION, REENLISTMENT,ETC) PERSONEL ON THE TRIP WILL BE TOTALLY
SELF-SUPPORTING. A POST TRIP REPORT WILL BE SENT TO CNFJ VIA EMAIL.
BT//

```

Figure 2-1, -EXAMPLE OF MESSAGE TO VISIT REQUEST FOR IWO JIMA

e. Additional Information About Iwo Jima

(1) The barracks and dining facilities are not available for PME visits.

(2) Units must plan on being completely self-supporting. The JMSDF is not equipped or prepared to help visiting units.

(3) Upon arrival, the OIC of the visiting unit should pay a courtesy visit to the JMSDF Commanding Officer at Base Operations.

(4) Visiting groups remaining overnight should verify their choice of bivouac site (old US Coast Guard site or field south of and lower than airfield apron) with Base operations (base of the airport terminal) upon arrival.

(5) Removal of artifacts, war mementos or human remains is prohibited.

(6) Do not raise an American flag on Mount Suribachi. This practice is only allowed on special days throughout the year.

(7) Units are encouraged to bring radios for communication with base operations.

(8) There are many hazards and bringing a corpsman is recommended.

AIR SOP

2014

- currents
- (a) The water surrounding Iwo Jima has sharks and treacherous
 - (b) There are centipedes and spiders and some are poisonous
 - (c) Old and decaying ordnance still exists on the island
 - (d) The island is hot and visitors are cautioned about heat
- injuries
- (9) Visitors are to enter only authorized caves and not remove any artifacts.

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CHAPTER 3

GROUND-AIR INTEGRATED TRAINING AND TACTICAL AIR CONTROL PARTY TRAINING

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AIR SOP

CHAPTER 3

GROUND-AIR INTEGRATED TRAINING AND TACTICAL AIR CONTROL PARTY TRAINING

3001. GENERAL. Successful MAGTF operations begin with effective, integrated training between the ACE and GCE. Improving GCE/ACE cohesiveness through detailed mission planning, continuous coordination, and tactical execution fosters a better appreciation of capabilities and limitations of each MSE. GAIT challenges the battalions and squadrons to develop mutually beneficial missions within the MAGTF concept. The turmoil of the UDP can prevent commands from maintaining readiness because they enter the training cycle too late to affect the TEEP to meet their training requirements. The GAIT/TACP training program puts a place holder on the III MEF TEEP for integrating training.

3002 CONCEPT

1. The concept of the Ground-Air Integrated Training (GAIT) and Tactical Air Control Party (TACP) Program is for III MEF to give commanders in 1st MAW and 3d MarDiv a TEEP'd opportunity to conduct fundamental, integrated, and mutually beneficial training on a recurring basis.

2. Training for GAIT and TACP need not take place on Okinawa. In fact, more dynamic training often takes place in surrounding training regions.

3. The GAIT and TACP Program should fully maximize the abilities of the MAGTF's assets. Aviation used in support of GAIT needs to far surpass simple missions of administrative MEDEVAC and resupply. Likewise, ground combat element integration with the ACE needs to be more creative than only providing force protection for the ACE.

3003. FUNDING. GAIT/TACP funding is the responsibility of units conducting the training. Questions pertaining to funding will begin early in the planning phase.

3004. AFTER ACTION REPORTS. After Action Reports are required after GAITs and TACP training. Changes, recommendations, and comments to improve GAIT/TACP are invited. AARs will be endorsed via the chain of command to the Commanding General, III MEF.

3005 GAIT EXECUTION

1. Initiating Directive. By message, III MEF directs 1st MAW and 3d MarDiv to conduct independent GAIT and TACP training during separate five-day periods approximately once each month.

3005

a. MSEs are to integrate their training objectives into a common combat scenario emphasizing mission planning, continuous coordination and tactical execution of air/ground missions.

(1) The training will be oriented at the battalion/squadron level but will depend on 1st MAW and 3d MarDiv asset availability.

(2) Scenarios will be designed to accomplish designated unit METL training objectives, fit the task organization of the infantry and aviation units, and contribute to the improved combat readiness and mutual professional development of all participants.

(3) The training will fully integrate the C4I nodes required of a comparably sized MAGTF.

b. GAIT and TACP weeks should not coincide so as to facilitate the efficient employment of 3d MarDiv AirOs and Forward Air Controllers (FACs) by eliminating the administrative conflicts that can result from attempting to control simultaneous air operations at separate training locations. GAIT and TACP weeks may be integrated if beneficial opportunities arise and the proposed integration is coordinated through 1st MAW and 3d MarDiv.

2. Participants. Per Force Bulletin 3000 Series, the following emphasis should be anticipated.

a. Ground Combat Element (GCE)

(1) The Division normally supports GAIT with a minimum of one battalion (or equivalent capability). Emphasize battalion level planning and company-size operations.

(2) Unless otherwise indicated, the CO of the battalion participating in the specified GAIT/TACP period will act as the senior ground representative during the exercise and will ensure the coordination of and compliance with all applicable 3d MarDiv missions, tasking, orders, and SOPs.

b. Aviation Combat Element (ACE)

(1) The minimum requirement to support a reinforced company-size lift shall be four CH-46E's, two CH-53E's, two AH-1W's and one UH-1N.

(2) Fixed-wing support, F/A-18s will be provided at a rate of eight sorties (total) per day.

(3) KC-130 and EA-6B and F/A-18 ATARS equipped aircraft are not considered part of the standard TACP package and any desired support from

3005

these two platforms must be coordinated separately via the monthly 1st MAW Frag Conference.

(4) Unless otherwise indicated, the Commanding Officer of the participating squadron for the specified GAIT/TACP period will act as the senior air representative during the exercise and will ensure the coordination of and compliance with all applicable 1st MAW missions, tasking, orders, and Standing Operating Procedures (SOPs).

c. Command Element (CE). The scope of GAIT should also include the required communications for effective command and control. If communications requirements exceed the selected battalion's or Squadron/detachment's ability, external communication resources will be employed.

3. Responsibilities

a. GCE

(1) Coordinate dates/units with G-3/S-3/Air planners for incorporation into the III MEF Training, Exercise, and Employment Plan (TEEP). Submit annual GAIT weeks proposal to III MEF by March.

(2) Reserve appropriate training areas and ranges to support GAIT scenario and TACP training, i.e., W-174, W-176, Central Training Area (CTA), Northern Training Area (NTA), Jungle Warfare Training Center (JWTC), and Uki Baru.

(3) The Division will confirm locations, times, and units to participate in the GAIT during the last Frag Conference preceding the next quarter.

(a) The 4th Marines Air Officer will attend this conference.

(b) The conference attendees will have copies of the TEEP or MarForPacBul 3120 (S) to update UDP units coming on island and rotation schedules.

b. ACE. The ACE should release a quarterly message identifying 1st MAW squadrons participating in GAIT/TACP training, planned aircraft support, applicable points of contact and coordinating instructions.

c. CE. The MEF will de-conflict GAIT/TACP training plans during the monthly frag conference, and, if desired, to schedule the incorporation of KC-130 and/or EA-6B aircraft into the scenario.

3006. DIRLAUTH. Per ref (f) DIRLAUTH for GAIT/TACP planning and execution is authorized between the 1st MAW and 3d MarDiv.

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MILESTONES

1. GAIT/TACP Messages. GAIT messages identifying units participating in GAIT TACP training are due by the first working day of the execution fiscal quarter.

2. Timeline. GAIT planning and execution follows the timeline listed below. Definition: G-day is first day of GAIT week.

a. Last Frag Conference of the fiscal year. MEF, GCE, ACE compare/update TEEP to determine most likely units to participate in GAIT/TACP training.

b. Last Frag Conference of Quarter Planners finalize participating units in upcoming training.

c. G-60. Battalion Air Officer convenes initial planning conference (IPC). The purpose is to identify key players, discuss GAIT METLs and training objectives, review aircraft availability, draft intelligence and situation scenarios, and identify training area requirements.

d. G-45 GCE/ACE forward range requests to range scheduling agencies.

e. G-30. GCE and ACE forward scenario and mission statements to Oversight Officer for approval.

f. G-21. Battalion Air Officer issues warning order via message.

g. G-14. ACE hosts middle planning conference (MPC). GCE submits air support requests. ACE assigns mission numbers to frags. Missions, frequencies, Execution Checklist, COC procedures, range reservations established.

h. G-4. GCE hosts confirmation brief. All missions and GAIT execution confirmed.

i. G-Day GCE COC established. Tactical execution of GAIT commences.

j. G+4. Battalion hosts debrief following last event.

k. G+11. GCE forwards After Action Reports (AAR) to Div AirO.

3008. TACP. The TACP is an integral component within the Marine Air Command and Control System (MACCS). "On the spot" with infantry in the field, the TACP enables commanders to request and coordinate air support, deconflict air with supporting arms, and terminally control close air strikes and helicopter troop movements.

1. Training. Training will be monitored by the Div AirO, managed by the Regt AirO, and implemented by the Battalion AirO. Div Air maintains a comprehensive TACP training course available for check-out to conduct local unit training.

a. Air Officers/Forward Air Controllers. Air Officers and FACs graduate from EWTGPAC/LANT earning a TACP MOS (7502) with a Limited Combat Ready rating (valid for three years). Combat Ready (CR) rating is achieved by controlling three missions under the supervision of a CR Air Officer/FAC. If three years have expired since last control, the Air Officer/FAC is limited CR and six mission controls are required to update to CR. Air Officers will document all controls in a FAC Logbook. Minimum proficiency requirements are:

(1) Six controls within six months

(2) Quarterly TACPEX/CASEX

b. TACP Communicators. Division, Regimental, and Battalion Air officers will conduct local training of communicators assigned to the TACP. One year assignments are encouraged to develop cohesiveness and continuity. TACP communicators' minimum proficiency requirements are:

(1) Establishing reliable HF, UHF, and VHF communications.

(2) Composing/transmitting JTARs/ASRs over TAR/HR Nets

2 TACP/CAS EXERCISES

a. Ranges/Scheduling See Chapter Four.

b. Safety. Aircrew briefing and Letters of Instruction (LOI) will reflect safety in training procedures, specifically;

(1) Laser Designating. Only trained, qualified members of the TACP are authorized to operate laser designating equipment. While lasers are energized, designators will alert the TACP by announcing "laser on", and "laser off" when de-energized. All members of the TACP and mortar crews will remain behind the three to nine o'clock line when lasers are energized. The twelve o'clock line is defined as the laser to target line.

(2) Weather. Weather minimums are expressed in observed ceilings from the ground level to the base of the clouds and miles of visibility. FACs are the final authority for conducting close air support training/operations under the following conditions:

(a) Fixed wing with live ordnance - 5000/5

(b) Fixed wing with practice ordnance - 3000/3.

(c) Rotary wing with live/practice ordnance - 1000/3.

(3) Cleared Hot. "Cleared Hot" communicates to the aircrew authorization to release ordnance on the designated target. Prior to issuing a "Cleared Hot," the FAC will ensure wings are level and aircraft nose is pointed away from friendlies (normally between 225-135 degrees clockwise direction from the FAC's position). Only Air Officers and FACs with MOS 7502 are authorized to "Clear Hot" during release of ordnance.

c. Equipment. When live ordnance is released, all TACP and mortar crew personnel will wear helmets and flak jackets.

d. 1st MAW TACP Training Allocation. Mortar and artillery training rounds are available from 1st MAW (G-4) to conduct TACP training. Division Air approves and coordinates allocations from 1st MAW. Requests are due from requesting units to Division Air 60 days prior to training. Division Air endorses and forwards request to Division G-4/Ammunition.

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CHAPTER 4

WESTPAC RANGES

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CHAPTER 4

WESTERN PACIFIC RANGES

4001. GENERAL. Ranges discussed in this chapter highlight TACP training opportunities within the Western Pacific. Information listed below is for general planning guidance and is not a substitute for the range regulations. Review of range regulations is required prior to air operations. The Div AirO maintains a binder with current copies of range regulations.

4002. OKINAWA

1. Scheduling. Range requests are submitted through the appropriate CTA/NTA Range Control Facilities to the Range Facilities Management Schedule System.

2. W-174. Irisuna-jima (W-174), located 35 miles west of Okinawa, is an air-to-ground practice ordnance range. CAS deliveries of MK-76, BDU-45, rockets, flares, white phosphorus, and 20mm tracers rounds are authorized. Surface marking fires are limited to 81/60mm illumination and white phosphorus. High explosive ordnance is strictly prohibited. W-174 is certified for laser operations. Unexploded munitions and dud hazards require an Explosive Ordnance Disposal (EOD) range briefing prior to deployment. Air Officers/FACs will brief the TACP on range hazards and inspect the Observation Post (OP)/mortar emplacement areas prior to TACP operations. Refer to Range Regulation USAF, Kadena, 18WG Instruction AFR 13-204 dated 15 December 96.

3. W-178. Ie-Shima (W-178) island is located 23 miles north of Kadena and is normally used for ground force training (raids, insertions, evacuations). Simulated CAS is authorized over the western one-third of Ie-Shima; however, eastern Ie-Shima is a noise abatement area and overflight is prohibited. Refer to Range Regulations Marine Corps Base, Camp Butler BO P3500.1 series.

4. CTA/NTA. Rotary-wing SimCAS is authorized. Due to proximity of air traffic patterns and routing, fixed-wing SimCAS is not authorized in the CTA. Fixed-wing SimCAS in the NTA requires prior coordination with Kadena Radar Approach Control (RAPCON) for airspace and frequencies. MCB, Camp Butler (G-3) coordinates airspace, frequencies, and fixed-wing SimCAS NOTAM release with 18th Operations Group, Kadena. If helicopters are training, FACs will deconflict fixed-wing SimCAS aircraft by imposing a hard deck at 1000' MSL. FACs will brief the Jungle Warfare Training Center (JWTC) OIC prior to SimCAS operations. Nago, Henoko (vicinity of Schwab), and populated coastal towns are noise abatement areas and overflight is prohibited.

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4003. FUJI MANEUVER AREAS. Fuji North and East Maneuver Areas (NFMA/EFMA) are authorized for SimCAS training only. Requests for R-114 are scheduled directly with Camp Fuji Operations, after which Camp Fuji Operations coordinates and deconflicts requests with the Japan Self Defense Force (JSDF), Camp Fuji. Refer to Camp Fuji Order 3500.1.

4004. KOREA

1. Scheduling. To facilitate coordination with Marine Forces, Korea; 7th Air Force; and 8th U.S. Army Range, requests must be submitted 60 days prior to use. Division Air endorses requests by releasing a message to COMMARFORKOREA SEOUL KOR. MARFORKOREA coordinates range scheduling with appropriate in-country agencies (7th AF, and 8th U.S. Army).

2. Pilsung Range (RK R-1101). Located in the Taebeck mountains, Pilsung range authorizes live and inert ordnance delivery, mortars, and laser operations. MARFORKOREA coordinates with 7th Air Force (Osan) and ROK Air Force (ROKAF) for bilateral use of the range. Refer to ACC Regulation (ACCR) 55-5 dated 15 October 1984 w/Chg 2 and IMC.

3. Nightmare Range (RK P-518). Located along the demilitarized zone (DMZ), Nightmare range authorizes live and inert ordnance delivery, mortars, and laser operations. COMMARFORKOREA coordinates with 8th Army and 5th ROK Corps for bilateral use of range. Refer to AFR 55-22 and ACCR 60-8.

4. Su-Seong Range (RK R-908'1). Located near Pohang, Su-Seong Range authorizes SimCAS only. MARFORKOREA Pohang coordinates bilateral use with the 1st ROK Marine Division.

4005. AUSTRALIA. Delamere Range, located in the Northern Territory, authorizes live and inert ordnance, mortars, and laser operations. Normally TACP training is conducted during Exercise Southern Frontier. Refer to Headquarters Tindal (RAAF) Range Orders (Delamere Air Weapons Range).

4006. HAWAII. Pohakuloa Training Area (PTA), located on Hawaii, authorizes live and inert ordnance, mortars, and laser operations. Normally TACP training is conducted during 3d Marine Regiment Exercises.

AIR SOP

APPENDIX B

JOINT TACTICAL AIR REQUEST (JTAR) FORM

SECTION I - MISSION REQUEST				DATE
UNIT CALLED	THIS IS	REQUEST NUMBER	SENT	
			TIME	BY AIRO
2. PREPLANNED:	PRECEDENCE	PRIORITY	RECEIVED	
IMMEDIATE:	PRIORITY:		TIME:	BY:
3. TARGET IS	SIZE:	REMARKS:		
4. TARGET LOCATION IS				CHECKED BY:
(COORDINATES) TARGET ELEVATION	(COORDINATES) SHEET NUMBER	(COORDINATES) MAP SERIES	(COORDINATES) CHART NUMBER	
5. TARGET TIME/DATE	ASAP	NLT	AT	TO
6. DESIRED ORDNANCE/RESULTS				
[] DESTROY [] NEUTRALIZE HARASS/INTERDICT ORDNANCE				
7. FINAL CONTROL				
FAC	CALLSIGN	FREQUENCY		
ASRT	FREQUENCY	FIX/CONT PT		
				ACKNOWLEDGED
				[] REGIMENT
				[] DIVISION
				[] OTHER
SECTION B - COORDINATION				
9. NGF []	10. ARTY []	11. AIO/G-2/G-3 EGRESS		
	13. BY	14. REASON FOR DISAPPROVAL		
RESTRICTIVE FIRE/AIR PLAN IS NOT NUMBER		16. IS IN EFFECT FROM TO		
17. LOCATION (FROM COORDINATES) (TO COORDINATES)		18. WIDTH (METERS)	19. ALTITUDE (VERTEX) (MAXIMUM VERTEX)	(Minimum)
SECTION III MISSION DATA				
20. MISSION NUMBER	21. CALLSIGN	22. NUMBER AND TYPE ACFT	23. ORDNANCE	
24. EST/ACT TAKEOFF	25. EST TOT	26. CONT PT/RDNVS	27. INITIAL CONTACT	
28. FAC/ASRT CALLSIGN	29. RESTRICTIVE FIRE PLAN	30. TGT DESCRIPTION	31. TARGET COORD/ELEV	
32. BOMB DAMAGE ASSESMENT (BDA EPORT) TARGET COORDINATES TIME ON/OFF %ORD ON TARGETN/%TGT DESTROYED RESULTS			ACKNOWLEDGED	
			[] TUOC/CRC	
			[] TACP/ASRT	
UNIT SUPPORTED				

AIR SOP

JOINT TACTICAL AIR REQUEST-SURVEILLANCE REQUEST

*L	REQUESTING UNIT _____ REQUEST NO. ---- POC: _____ PREPLANNED: A. PRIORITY ---- B. PRECEDENCE ---- IMMEDIATE: A: PRIORITY ----	<input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED BY/REASON _____ _____ _____
M	DATE/TIME FACTORS 1. DATE MISSION DESIRED _____ (DD-MMM-YY) 2. TOT (If Required) _____ 3. LTIOV _____ 4. PRIOR COVERAGE ACCEPTABLE ----	SENT TIME BY RECEIVED TIME BY CHECKED BY _____ _____ _____
N	TYPE RECON REQUESTED 1. TYPE MISSION: ---- 2. TYPE COVERAGE: ---- 3. SENSOR: ---- 4. NIIRS QUALITY: ---- 5. TYPE PHOTO: ---- 6. TYPE FILM: ---- 7. STEREO PHOTO: ----	_____ _____ _____ _____ _____
*Q	MAP REFERENCE: TYPE AND SCALE _____ DATUM _____ SERIES _____ SHEET _____ EDITION _____ DATE _____	_____ _____
*P	TARGET COORDINATES 1. UTM _____ 2. LAT/LONG _____ 3. OTHER (Specify) _____	_____ _____
*Q	TARGET CATEGORY/EEI (IF NECESSARY, USE LINE 15 FOR ADDITIONAL REQUIREMENTS) 1. AIRFIELD ---- 8. LOC ---- 2. ARMOR/ARTY/TROOP/VEHICLES ---- 'STORAGE AREA 3. BRIDGE ---- 4. DEFENSIVE POS/STRONG PT/GUN ---- FACILITY 5. ELECTRONIC SITE ---- 6. HARBOR/PORT FACILITY ---- 7. INDUSTRIAL SITE ---- 15. OTHER (SPECIFY) _____ _____	
*R	REPORTS 1. INFLT (CS/FREQ) _____ VALID FROM _____ Z TO _____ Z 2. MISREP _____ 3. RECCEXREP _____ 4. IPIR _____ 5. SUPIR _____	ACKNOWLEDGED ---- _____ COORDINATION RCVD _____ (DTG) BY _____ COORDINATED <input type="checkbox"/> FSE <input type="checkbox"/> AIR DEF <input type="checkbox"/> AVN <input type="checkbox"/> NGP NOTIFIED BY _____ DTG REQUESTING UNIT NOTIFIED BY _____ DTG AIR ACTION RECEIVED AT _____ DTG BY _____ _____ _____
*S	IMAGERY PRODUCTS (NUMBER AND TYPE) _____	
T	DELIVERY ADDRESS/E-MAIL ADDRESS	
U	1. UNIT ADDRESS _____	
U	REMARKS/SPECIAL INSTRUCTIONS	
V	RESTRICTIVE FIRE PLAN 1. <input type="checkbox"/> IS NOT _____ <input type="checkbox"/> NO. _____	2. IN EFFECT <input type="checkbox"/> _____ (From Time) <input type="checkbox"/> _____ (To Time)
V	3. LOCATION (Coordinates) From: _____ To: _____	4. WIDTH (Meters) _____ 5. ALTITUDE/VERTEX _____ (Maximum) _____ (Minimum)
W	AIR MISSION DATA 1. MISSION NUMBER _____ 2. C/S _____ 3. TYPE ACFT _____ 4. EST/ACFT TAKEOFF _____	5. EST TOT _____ 6. CONT PT/RDV (COORD/NAV AID) _____ 7. INITIAL CONTACT _____ 8. FINAL CONT (TACP/FAC) C/S;FREQ _____ 9. RESTRICTIVE FIRE PLAN _____ 10. TGT DESCRIPTION _____ 11. TGT COORD/ELEV _____
W	<input type="checkbox"/> ACCEPT <input type="checkbox"/> REFUSE REASON _____	



AIR SOP

APPENDIX C

AIRLIFT REQUEST MESSAGE FORMATS AND CODES

1 Example Operational Support Airlift (OSA) Request (C-12/C-35).

ROUTINE

R 110116Z APR 01 ZYB PSN 797157Y36
FM CG THIRD MARDIV//G-3/AIR//
TO HHS MCAS FUTENMA JA//ATCO//
HHS MCAS FUTENMA JA//ATCO//

INFO CMC WASHINGTON DC//ASM41//
CMC WASHINGTON DC//ASM41//
CG III MEF//G-3/AIR//
CG III MEF//G-3/AIR//
CG THIRD MARDIV//G-3/AIR//
CG THIRD MARDIV//G-3/AIR//
UNCLAS //N04631//
MSGID/GENADMIN/CG THIRD MARDIV//
SUBJ/AIRLIFT SUPPORT REQUEST//
REF/A/COC /MCO4631.10A/-//
AMPN/REF A IS DATED 29APR97//
POC/WILLIAMS /SSGT /-/-/TEL:622-9564/-//
RMKS/LIFT A.

1. UNIT: 3 RD MARDIV	UIC: M13001
2A. DEP ICAO: ROTM	PLACE: FUTENMA
2B. DESIRED(Z): 240400 APR 01	DESIRED(L): 241200 APR 01
3A. ARR ICAO: RJTY	PLACE: YOKOTA
3B. DESIRED(Z): 2407000 APR 01	DESIRED(L): 241500 APR 01
4. PUCJ: 36PT	
5. PAX: 04	BAGS: 120 LBS
6. CARGO: N/A	LBS: N/A
7. REQ COORD: CAPT DENNARD	DSN: 622-9557
8. VIP CODE: N/A	VIP NAME: N/A
9A. REMARKS: 3D MARDIV COMMANDING GENERAL TRANSPORTATION TO YOKOTA TO CONDUCT A SITE VISIT.	
9B. ALTERNATE DATES: N/A	
10. MANIFEST:	
MAJGEN XXXXXXXX, G.H.	210 LBS
CAPT XXXXXXXX, R.K.	178 LBS
LTCOL XXXXXXXX, K.	185 LBS
CPL XXXXXX, A.S.	130 LBS
11. CONFIRMATION REQ NLT: 48 HRS PRIOR//	
BT	
NNNN	

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2 Example NALO Request (NEW ORLEANS)

ROUTINE

R 300508Z MAY 01 PSN 077496Y33

FM CG THIRD MARDIV

TO ZEN/NAVAIRLOGOFF NEW ORLEANS LA
ZEN/NAVAIRLOGOFF NEW ORLEANS LA
ZEN/EANS LA(N)/CN=ORGREGAUTH-NAVAIRLOGOFF NEW ORLEANS LA(N)
ZEN/LEANS LA(N)/CN=ORGSECOFF-NAVAIRLOGOFF NEW ORLEANS LA(N)
ZEN/ANS LA(N)/CN=ORGSYSADMIN-NAVAIRLOGOFF NEW ORLEANS LA(N)

INFO CG III MEF
CG THIRD MARDIV
ZEN/CMC WASHINGTON DC
ZEN/THIRD MAR

UNCLAS
SIC: N04631
SUBJ: AIRLIFT SUPPORT REQUEST
MSGID/GENADMIN/CG THIRD MARDIV//
SUBJ/AIRLIFT SUPPORT REQUEST//
REF/A/COC /MCO4631.10A/-//
AMPN/REF A IS DATED 29APR97//
POC/WILLIAMS /SSGT /-/-/TEL:622-9564/-//
RMKS/LIFT A.

1. UNIT: 3RD MARINE REGIMENT	UIC: M13101
2A. DEP ICAO: RODN	PLACE: KADENA
2B. DESIRED(Z): 220400 JUN 01	DESIRED(L): 221300 JUN 01
3A. ARR ICAO: PHIK/PHNL	PLACE: HICKAM AFB
3B. DESIRED(Z): 220700 JUN 01	DESIRED(L): 221600 JUN 01
4. PUCJ: 36PT	
5. PAX: 04	BAGS: 08
6. CARGO:	LBS:
7. REQ COORD: MAJ WHITE	DSN: 622-7239
8. VIP CODE: N/A	VIP NAME: N/A
9A. REMARKS: FOUR MARINES FROM 3RD MARINE REGIMENT REQUEST TRANSPORTATION TO HICKAM AFB AFTER PARTICIPATING IN THE MARINE CORPS-III MEF DIRECTED SCOUT SNIPER TEAM COMPETITION.	
9B. ALTERNATE DATES: 23-24 JUN 01	
10. MANIFEST: N/A	
11. CONFIRMATION REQ NLT: 48 HRS PRIOR//	

BT
NNNN

AIR SOP

3. Priority/Urgency/Justification/Category (PUJC) Codes. Determination of passenger/cargo eligibility and assignment of the PUJC code establishes the validity of the airlift request. A valid request is a request which has all required approval authorizations and has a correct PUJC code assigned.

a. Passenger/Cargo Priority Codes. The first character shall be selected by the requester on the airlift request form; however, the Air Planner shall ensure the proper priority is actually entered in JALIS from one of the following three codes listed in order of precedence:

(1) Priority 1. (Emergency) Airlift in direct support of operational forces engaged in combat, contingency or peacekeeping operations directed by the National Command Authorities or for emergency lifesaving purposes.

(2) Priority 2. (Required) Required use airlift requirements with the compelling operational considerations making commercial transportation unacceptable. Mission cannot be satisfied by any other mode of travel.

(3) Priority 3. (Cost Effective/Space Available) Official business airlift which is validated by JOSAC to be more cost effective than commercial air travel when supported by military aircraft or official business permitting space available travel on previously scheduled missions. This will comprise the majority of airlift requests and will be submitted regardless of cost effectiveness.

b. Passenger/Cargo Urgency Codes. The urgency code is the second character of the PUJC code. These codes are designed to promote uniformity in urgency criteria, yet are intended to be sufficiently flexible to permit appropriate priority to be assigned in terms of the end use of the passengers and/or cargo to be airlifted. The following codes are listed in order of precedence:

(1) Urgency 1. (Combat) Airlift of personnel or material in direct support of, or alerted for support of operational forces engaged in general war or national contingency operations.

(2) Urgency 2. (Lifesaving or Operational) Airlift of personnel or material in direct support of airlift for lifesaving preparations or operations by deployed forces or forces preparing for mobilization.

(3) Urgency 3. (Humanitarian) Emergency airlift of personnel or material in support of authorized and urgent humanitarian purposes.

(4) Urgency 4. (Critical) Airlift of personnel or material which, while not fulfilling a higher urgency, would critically impact the outcome of unit requirements if not immediately supported exactly as requested.

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(5) Urgency 5. (Priority) Airlift of personnel or material not fulfilling a higher urgency, but which would have a serious impact on the outcome of unit requirements if not fulfilled. Changes or consolidation with other request would not adversely affect the unit requirements.

(6) Urgency 6. (Routine) Airlift of personnel or cargo scheduled as part of an organization's routine requirements. Changes to or consolidation with other requests would not affect unit requirements. Also includes airlift of personnel or cargo qualified on a cost effective or space available basis, including authorized reserve component personnel traveling to or from active and inactive duty training.

c. Justification. The justification code comprises the third alphabetic code of PUJC. It is used to identify the purpose of the lift request. Justification codes will be assigned and verified by the field validator.

- A Administrative
- B Civil Works
- C Recruiting/Retention
- D Medical Support
- E Emergencies
- F Fleet Support (General)
- G Special Weapons/Components Movement
- H Seabee Support
- I Special Warfare Support
- J Research
- K Morale/Displaced Homeport Visit/USO Tours/R&R
- L Coast Guard Support
- M ROTC
- N Reserves
- O Joint Staff/OSD Staff Support
- P Training
- Q Material (Use Standard Cargo Codes in place of Category Codes when using this Justification Code)
- R Maintenance
- S Drug Enforcement/Task Force
- T Mobilization/Demobilization
- U CVAM Tasking
- V-Y Unused
- Z Other Support (Remarks required)

d. Category Codes. The category codes comprise the fourth alphabetic code of the PUJC. They are necessary for historical data collection, and will answer the question "who" is being served by the Department of the Navy organic airlift.

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- A Meetings/Conferences (Includes spouse travel)
- B Ceremonies
- C Goodwill/Foreign Dignitaries (Includes spouse)
- D Inspections/Investigations/Courts/Boards
- E Legislative Affairs/Public Affairs
- F Fleet Support (Deployed Unit at Sea)
- G Fleet Support (Deployed Unit Ashore)
- H Fleet Support (Ship Load out for Deployment)
- I Fleet Support (Ship Off load from Redeployment)
- J Unit Deployment/Redeployment (Other than Ship)
- K Fleet Support (Other)
- L Educators/Military Academies
- M Performer/Bands/Choirs/Drill Teams/etc.
- N Research and Development
- O DoD Contractors/Technicians Support
- P Consultations and Appointments (Med/Dent/Surgical)
- Q Marine Research
- R Wartime
- S Exercise
- T Unit Training (Active Units)
- U Unit Training (Reserve Components)
- V Test Flights
- W Readiness Training
- X Aviator Training
- Y Ferry Flight (Aircraft or Aircrew)
- Z Other
- 1 Evacuation of Aircraft
- 2 Evacuation of Personnel
- 3 Aeromedical Evacuation (MEDEVAC)
- 4 Other Evacuation
- 5 Search and Rescue (SAR)
- 6 Medical Support (Organ/Tissue/Blood Transfer)
- 7 Graves Registration/Body Removal
- 8 Emergency Ordnance Disposal (EOD)
- 9 Disaster Relief/Other Crisis Relief

e. Type Cargo Codes. Select the appropriate cargo code from the list below and ensure special handling instructions are entered in the remarks section.

- A Mail
- B Aircraft Spares, Parts
- C Avionics Spares, Parts
- D Aircraft Engines
- E Electronic Parts
- F Test Equipment
- G Ground Support Equipment
- H Video Equipment
- I Medical Equipment
- J Organizational Equipment

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K Maintenance Equipment/Tools

- L POL Products (Ensure Packaging Requirements are met)
- M Explosives (Ensure Transportation Requirements are met)
- N Weapons (Ensure Transportation Requirements are met)
- O Weapons Systems Parts
- P Missiles (Ensure Transportation Requirements are met)
- Q Chemicals (Ensure Transportation Requirements are met)
- R Subsistence
- S Musical Instruments
- T Human Remains
- U Not Mission Capable - Supply (NMCS) items
- V Not Mission Capable - Maintenance (NMCS) items
- W Other Aviation Cargo
- X Other General Cargo
- Y Hazardous Cargo

4 VIP Codes

A Air Force	F Foreign (military/civilian)	R Army
V Navy	C Coast Guard	M Marine
S Civilian	Z Executive Service	

1 U.S. President

Heads of State & Reigning Royalty

2 U.S. Vice President

U.S. Governors

Speaker of the House of Representatives

Chief Justice of the U.S.

Former U.S. Presidents

Secretary of State

Secretary General of U.N.

Foreign Ambassadors

Widows of Former Presidents

Associate Justices of the Supreme Court

Cabinet Members:

Secretaries of the Treasury, Defense, the Interior, Agriculture, Commerce, Labor, Health & Welfare, Housing & Urban Development, Transportation, Energy, Education, the Attorney General

U.S. Representatives to the U.N.

Director, Office of Management & Budget

Chairman, Council of Economic Advisors

U.S. Trade Representative

U.S. Senators

Former U.S. Vice Presidents

Members of the House of Representatives

Governor of Puerto Rico

Counselor & Assistants to the President & Presidential Press

Secretary

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Charges d'Affaires of Foreign Powers
Former Secretaries of States
Deputy Secretaries & Under Secretaries
Administrator, Agency for International Development
Director, U.S. Arms Control & Disarmament Agency
U.S. Ambassador at Large
Secretaries of the Army, Navy, Air Force
Directory Office of Science & Technology Policy
Chairman, Board of Governors of the Federal Reserve System
Chairman, Council on Environmental Quality
Chairman, Joint Chiefs of Staff (also retired)
Vice Chairman, Joint Chiefs of Staff (also retired)
Chiefs of Staff, Chief of Naval Operations, Commandant of the
Marine Corps
Commandant, U.S. Coast Guard
Retired Service Chiefs & Commandants
General of the Army & Admiral of the Fleet
Secretary General, Organization of American States
Representatives to the Organization of American States
Chairman, Nuclear Regulatory Commission
Director, CIA
Director, International Communications Agency
Administrators of NASA, FAA, EPA, General Services Administration
Director, Office of Personnel Management
Under Secretary of Defense for Policy, Research & Engineering,
Acquisition, Personnel & Readiness
Director of ACTION
Director, Office of Community Services Administration
Comptroller & Chief Financial Officer
Chiefs of Services (also retired)
Commanders-in-Chief of Unified & Special Commands of the 4 star
grade (also retired)
Principle Deputy Under Secretary of Defense for Acquisition

3 Special Assistants to the President
Governors of Guam & the Virgin Islands
Ass't Secretaries of the Executive Dept, Ass't Secretaries of
Defense, General Counsel of the DoD, Advisor to the
Secretary & Deputy Secretary of Defense for NATO Affairs
The Chief of Protocol
Deputy Administrator of NASA, Deputy Director for CIA, Deputy
Director for Arms Control & Disarmament
Comptroller General of the U.S.
Deputy Assistants to the President
Judges, Military Court of Appeals
Members of the Council of Economic Advisors
Active or Designate U.S. Ambassadors & Ministers
Mayor of the District of Columbia
Commissioners of the Trust Territories

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Under Secretary of the Army
Under Secretary of the Navy
Under Secretary of the Air Force
Vice Chiefs of Staff, Vice Chief of Naval Operations, Ass't CMC
Generals & Admirals (4 star)
Retired Generals & Admirals (4 star)
Ass't Secretaries of the Army, Navy, Air Force
Special Ass't to the Secretary, Deputy Secretary of Defense
Ass't to the Secretary of Defense
Commanders-in-Chief of Unified & Specified Commands of 3 star grade
Principal Deputy Under Secretary of Defense for Policy
Director of Defense Research & Engineering
Ass't Secretaries of Defense, DoD General Counsel, DoD Inspector
General, Director of Operational Test &
Evaluation
Vice Chiefs of Services
Ass't Secretaries & General Secretaries of the Army, Navy, Air
Force
Director of Administration & Management

4 General Counsels of the Army Navy, Air Force
Deputy Under Secretaries of Defense
Lieutenant Generals & Vice Admirals (3 star)
Retired Lieutenant Generals & Vice Admirals (3 star)
Principal Deputy Ass't Secretaries of Defense, Deputy General
Counsel of the DoD
Former U.S. Ambassadors, Ministers to Foreign Countries
Deputy U.S. Trade Representative
Civilian Aides to the Secretary of the Army
Heads of Independent Agencies, Director of the FBI, Mayors
Treasurer of the U.S.
Commissioner of the IRS
Deputy Ass't Secretaries of the Executive Dept, Ass't General
Counsels of the DoD
Deputy Under Secretaries of the Army, Navy, Air Force
Deputy Chief of Protocol
Counselors of Foreign powers
Civilians Assigned to SES, GS-18, Scientific-Technical Positions
(Equivalent to others listed in code 4)
Directors of Defense Agencies
Members of Secretary of Defense Boards
Administrative Ass't of the Army, Navy, Air Force
Deputy Under Secretaries of Defense, Deputy Directors of Defense
Research & Engineering, Principal Deputy Ass't
Secretaries of Defense, DoD Principal Deputy General Counsel

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DoD Deputy Inspector General, DoD
Principal Deputy Comptroller, Director of Net Assessment,
Director of Defense Procurement, Director of
Small & Disadvantaged Business Utilization, Director of
Programs Analysis & Evaluation
Deputy Ass't Secretaries of Defense, DoD Deputy General Counsels,
Defense Advisors U.S. Missions NATO,
Secretary of Defense Representatives to International
Negotiations, Deputy Comptrollers, Ass't Inspectors
General

5 Major Generals & Rear Admirals of the Upper Half (2-star)
Civilians Assigned to SES, GS-17, Scientific-Technical Positions
(Equivalent to others listed in code 5)
Deputy Ass't Secretaries, Deputy General Counsels of the Army,
Navy, Air Force
OSD Historian

6 Brigadier Generals & Rear Admirals of the Lower Half (1-star)
Ass't Chiefs of Protocol
Secretary of the Senate
Civilians Assigned to SES, GS-16, Scientific-Technical Positions
(Equivalent to others listed in code 6)
Ass't Deputy Under Secretaries, Principal Directors

7 Captains USN, Colonels Army, Navy, Air Force or Comparable Rank
Officers of Friendly Nations
Counselors in Charge of Consulates of Foreign powers
GS-15, GM-15

5. ICAO IDENTIFIER LIST

Atsugi	RJTA
Futenma	ROTM
Fukuoka	RJDG
Iwakuni	RJOI
Iwo Jima	RJAW
Kadena	RODN
Kunsan	RKJK
Memambetsu	RJCM
Misawa	RJSM
Oita	RJFO
Osan	RKSO
Pohang	RKTH

6. FLIGHT TIME CHART

	<u>C-12</u>	<u>T-39</u>
Atsugi - Futenma	2.5	
Atsugi - Iwakuni	2.0	
Atsugi - Osan	2.0	
Atsugi - Pohang	2.0	
Futenma - Iwakuni	2.5	
Futenma - Osan	3.0	
Futenma - Pohang	2.5	
Futenma - Yokota	3.5	
Iwakuni - Yokota	2.0	
Iwakuni - Misawa	3.0	
Iwakuni - Osan	1.5	
Iwakuni - Pohang	1.5	
Osan - Pohang	0.5	
Osan - kunsan	0.8	
Osan - Yokota	2.0	
Yokota - Pohang	2.0	

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APPENDIX D

HELICOPTER LANDING ZONES

1 Definitions

a. Landing Site. An area within an LZ used by the helicopter borne unit as a tactical control designator in order to land certain subordinate units in predetermined locations.

b. Landing Point. A specific point where one helicopter can land. Landing points form landing sites.

2. LZ Considerations

- a. Size and number of aircraft
- b. Wind direction.
- c. Obstacles
- d. Elevation of the LZ.
- e. Topography
- f. Soil composition
- g. Enemy positions
- h. Weather

3. LZ Size. The size of the landing zone required is dependent on the height of obstacles in and around the zone and the type of helicopter.

<u>Obstruction Height</u>	<u>LZ Diameter by Aircraft Type</u>				
	UH-1	AH-1	CH-46	CH-53D	CH-53E
Less than 40'	100	100'	175	175'	200'
40 to 80'	150'	150'	250	250	300'
Over 80'	200'	200'	350	350'	400'

4 Other LZ Requirements

- a. Slope not to exceed 14 degrees

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b. Surface materials must be stable to prevent debris from clogging engines, loss of visibility, possible personnel injury, or damage to the helicopter from flying objects.

c. Grass and vegetation from newly mowed fields can clog engine intakes.

d. Loose dirt and sand can cause damage to engine and rotor blades

e. Sand and snow can cause temporary loss of visibility and become a safety hazard for both the aircrew and the lifted troops.

f. Dry grasslands represent a fire hazard when exposed to hot exhaust gases.

g. Flooded rice fields often contain mire and water of greater depth than anticipated which may hinder troop movement.

h. The LZ should be free of debris, stumps, rocks, holes, and trenches that exceed 10 inches in height or depth. Brush, if over 3 feet high, is usually considered restrictive to landing helicopters because of likely damage to fuselage and tail rotors.

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APPENDIX E

NORTHERN TRAINING AREA AVIATION OPERATIONS

1. General. Located in Northern Okinawa, the Jungle Warfare Training Center (JWTC), formerly known as the Northern Training Area (NTA), facilitates infantry combat skills training, helicopter training, and fixed-wing simulated close air support (SimCAS). The JWTC Officer-in-Charge (OIC) has operational control of the NTA to promote and ensure safe, effective training of ground units. Integrating and deconflicting aircraft with ground training is accomplished via phone and advisory radio communications. While NTA Base is not an Air Traffic Control (ATC) facility, aircraft should recognize advisories to ensure safety of ground units training within JWTC.

2 Helicopter

a. Radio procedures. All aircraft using the NTA shall make all radio calls on and monitor the NTA Common Traffic Advisory Frequency (CTAF) of 345.80 MHz. The alternate frequency of 69.10 MHz may be used to establish communication with NTA Base Camp in the event communications cannot be established on the primary frequency.

(1) Mandatory radio calls to "NTA Traffic" shall be made upon arrival to and departing from the NTA. Radio calls will include call sign, number and type of aircraft, current location, intentions, and time on station. Additional calls shall be made when commencing and completing the TERF route, operations in the TERF Maneuver Area, and relocating to another LZ or location in the NTA.

(2) Following the check-in radio call, NTA Base Camp will provide a quick, concise training area advisory. The training area advisory will include a status of HLZs reserved for ground training and other pertinent safety of flight information.

(3) After the inbound aircraft acknowledges receipt of the training area advisory, other aircraft flying in the NTA shall provide a radio call to "NTA Traffic" advising of their location, altitude, and remaining time on station at that location. At this point, all aircraft currently using the NTA will maintain visual and/or altitude separation.

b Helicopter Landing Zones (HLZs)

(1) The JWTC OIC reserves HLZs for ground units conducting combat skills training, helicopter squadrons conducting combat qualification training, and independent operations in the NTA.

(2) Helicopter squadrons are encouraged to work out, in advance, co-use of HLZs reserved by ground units. This co-use will be accomplished telephonically by calling the ground units Operations

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Section prior to takeoff. Airborne communications with the ground unit is required before co-use begins. The ground unit's operating frequency may be obtained from the JWTC OIC over the radio.

(3) Helicopters are authorized to land in unreserved HLZs after relaying intentions to NTA Traffic. Available HLZs can be obtained prior to take-off by calling the NTA Base Camp at 628-2235/2236. HLZs are not authorized for use without prior range notification.

(4) If a reserved HLZ appears to be unoccupied, the helicopter aircraft commander (HAC) may elect to use this HLZ only after having F-2 a made clearing pass over the HLZ to ensure the HLZ is clear of any obstacles or unsafe conditions and then advising "NTA Traffic" of his intentions to use the HLZ. NTA base will monitor and will only get involved should safety of ground personnel be compromised.

(5) The following is a list of current authorized HLZs in the

<u>HLZs</u>	<u>GRID COORD</u>	<u>HLZs</u>	<u>GRID COORD</u>
LZ-1	2715 5885	LZ-1A	2685 5874
LZ-2	2815 5820	LZ-2A	2845 5803
LZ-3	2976 5685	LZ-4	2650 5706
LZ-7	2470 5453	LZ-10	2440 5325
LZ-11	2240 5266	LZ-12	2265 5205
LZ-12A	2294 5215	LZ-13	2380 5129
LZ-15	2213 5065	LZ-16	2246 5167
LZ-17	2406 4890	LZ-18	2285 4858
LZ-19	2285 4805	LZ-20	2355 4749
LZ-21	2242 4612	LZ-22	2545 5665
LZ Baseball	2378 5092		
Fire Base Jones	2785 5985		
NTA Drop Zone	2712 5515		

c. Terrain Flight. Terrain Flight (TERF) on the NTA TERF route and TERF Maneuver area will be conducted in accordance with the current edition of 1st MAW Order 3710.23. Flight below 200 feet AGL anywhere inside the NTA is prohibited, except over the TERF route, TERF Maneuver area and during takeoff/landing.

d. Supporting ground units. Trooplift, SimCAS, externals, and HRST aircraft will advise NTA Base of mission during check-in.

3. Simulated Close Air Support (SimCAS). SimCAS operations are authorized in the Northern Training Area Airspace (NTAA) from the surface to 9000 feet mean sea level (MSL) between 30-40 DME, between the radials 050-065 of Kadena VORTAC (Ch. 57), excluding the NTA (R-201) from surface to 2000 feet. Kadena Radar Approach Control (RAPCON) assigns SimCAS frequencies, monitors SimCAS operations, deconflicts traffic, and

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provides Visual Flight Rule (VFR) radar advisories. Weather minimums for fixed-wing CAS is 3000/5. SimCAS with rotor wing assets is considered helicopter operations; refer to paragraph 2d.

a. Scheduling. Requests to schedule NTAA are submitted to CG MCB Camp Butler (G-3). Submit aircraft type, dates, times, Initial Points (IP), and Contact Points (CP). Once approved through the Scheduling Agency, initiate and ensure dissemination of appropriate military and Japanese Airmans Advisory, not later than 72 hours prior to NTAA scheduled use, using the format on page 7. A single Airmans Advisory must be submitted to cover daily time blocks for a one week period.

b. Noise Abatement. SimCAS aircraft are to enter NTAA from the east. Avoid Nago City within 5 nautical miles and 3000 feet AGL. Schools located at DE286522, DE 288545, DE 325577 and DE 327608 will be avoided by one mile horizontally and 1500 feet vertically.

c. Radio Procedures. All SimCAS training shall be conducted under the positive control of a Forward Air Controller (FAC), Forward Air Controller Airborne (FAC(A)) or Tactical Air Control Party (TACP). Upon entering NTA, aircraft shall advise the FAC on the frequency assigned by Kadena RAPCON. FAC/Aircrew will conduct all SimCAS operations on RAPCON frequency. FACs will monitor primary or alternate NTA Base frequencies during SimCAS operations and inform NTA Base of SimCAS fixed-wing aircraft in the NTAA. Special care will be taken to ensure that pilots are briefed as to:

- (1) Target location and description.
- (2) Target elevation in feet
- (3) Location and height in feet of obstacles or terrain hazards
- (4) Location of troops and local population concentrations, with instructions to avoid overflying both.
- (5) 757 foot MSL tower at grid DE 160425, southwest of the southern initial point.
- (6) Tower on top of Iyu Dake, grid DE 212518.

d. Control Points. The intent is to use the following initial points (IPs), control points (CPs), observation points (OPs) and targets; additional points may be recommended for consideration.

<u>CP/IP</u>	<u>GRID</u>	<u>DESCRIPTION</u>	<u>REMARKS</u>
A		Odomari bridge	No Right Offset
B		Reservoir outcropping	No Right Offset
C		IYU DAKE	No Right Offset
D		Radar site	No Left Offset

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<u>OP</u>	<u>GRID</u>	<u>DESCRIPTION</u>
FBJ	27875945	FIRE Base Jones
LZ 1	27105847	HLZ
LZ 10	24505320	HLZ
LZ 13	23825126	HLZ

<u>TGT</u>	<u>GRID</u>	<u>DESCRIPTION</u>
LZ 13	23825126	HLZ
LZ 16	22475170	HLZ
SCUD	22305120	SCUD MISSILE Launcher
BRDG	23104790	Bridge
Comm	21205030	Enemy comm site
CONVOY	22704850	Convoy MSR 227485 to 218498
DAM	24404570	DAM
TOWER	24905290	Microwave Tower

e. Helicopter Deconfliction. NTA Base will advise helicopters of SimCAS operations and to maintain at or below 500 feet AGL. FACs will advise SimCAS aircraft of helicopter operations and to maintain at or above 1000 feet AGL at all times.

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APPENDIX F

EMPLOYING JOINT DIRECT ATTACK MUNITIONS

1. POLICY. These procedures will remain valid until the final release of JP 3-09.3 (1995 edition is under revision).

2. BACKGROUND. In the 1995 edition of Joint Publication 3-09.3, Joint Tactics, Techniques and Procedures for CAS (CAS JTTP), CAS control procedures for joint/standoff weapons fall under Type II Control.

a. Type II control does not provide the same assurance as positive control.

b. Type II control is defined as ". . .this type of control will be utilized when the FAC assesses he will be unable to see the aircraft at weapons release (night, adverse weather, tactics, standoff weapons employment) or when attacking aircraft are not in a position to acquire the mark/target prior to weapons release/launch."

c. Both the FAC and the aircrew require detailed planning and preparation to identify the situations and locations conducive to standoff weapons attacks, and to address flight profile and de-confliction (aircraft/weaponry/ terrain) considerations. Digital or data link systems capable of displaying aircraft track, sensor point of interest, etc., may provide the required information and situational awareness that enables the FAC to authorize weapons release when the FAC is unable to visually acquire the attacking aircraft.

(1) The GBU-31 is a 2000 lbs-class weapon and assessment should include inspection of Figure G-1 of CAS JTTP, risk estimate distances, with specific attention given to the MK-84 HD/LD distances.

(2) The same consideration should be to the GBU-32 (1000 lbs JDAM), upon its introduction, using MK-83LD distances listed in Figure G-1 of the CAS JTTP.

3. LOCATION ACCURACY. The biggest limitation of JDAM CAS is FAC's ability to derive an accurate target lat/long and elevation.

a. Proper map study and use of GPS PLUGR, MULE, SOFLAM should be used to help derive the best possible coordinates.

b. Weapon Time of Flight (TOF) may also be a factor relative to movement of enemy targets and friendly forces.

c. Commanders should evaluate FAC proficiency and their understanding of JDAM capabilities/limitations, and the necessity for its use.

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4. PROCEDURES. FACs and aircrew shall follow these procedures when JDAM is employed during CAS operations.

a. Step 1. FAC or an observer sees the target (an observer may be a SCOUT, COLT, FIST, UAV, SOF, OR OTHER C4ISR asset with real time targeting information).

b. Step 2. FAC sends CAS briefing (9-Line) to attack aircraft (verbally or digitally).

Step 3. Attack aircraft confirms line 4 and 6 of CAS brief.

NOTE: this is the initial target location verification. The aircrew or FAC may initiate it by requesting read-back of lines 4 and 6 of the CAS 9-Line brief. It is used to confirm the aircrew has received the correct target location.

d. Step 4. Attack aircraft verifies target coordinates correlate with the expected target area.

Note: Aircrew validates target location by using all available means. These include plotted map location, digital map set displayed target location, heads up display symbols, FLIR, radar, etc.

e. Step 5. System check, attack aircraft confirms targeting data accepted by the JDAM.

Note: aircrew transmits the coordinates and elevation that the JDAM has accepted to the FAC.

f. Step 6. Attack aircraft provides FAC an in call indicating maneuvering for a targeting solution.

Note: The "in call" notifies the FAC that the attack aircraft is approaching weapons release parameters and requires a clearance to DROP or ABORT (verbally or digitally).

g. Step 7. FAC provides cleared hot clearance to drop/fire or abort (verbally or digitally).

5. SCENARIO. The following scenario provides a step-by-step example of how type II Control should be used for JDAM employment in the CAS mission area.

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a. Step 1. Target is acquired and location is verified as suitable for JDAM attack.

b. Step 2. After aircraft checks in the FAC transmits: Type II control in effect, advise ready to copy, CAS aircraft transmits "ready to copy, TYPE II, JDAM." The sample brief is as depicted in Figure Last-1.

(1) MAZDA
(2) 360 RIGHT
(3) 9.9
(4) 450
(5) T-80 DUG IN
(6) North 34 36 05.01 West 077 23 29.01
(7) NONE
(8) SOUTH 1000, TROOPS IN CONTACT
(9) EGRESS, RIGHT PULL EAST TO CHEVY

Figure LAST-1.--Sample 9-Line Brief

c. Step 3 The confirmation.

FAC transmits "Read back lines 4 and 6."

CAS aircraft transmits "Line 4, 450, line 6, North 34 36 05.01 West 077 23 29.01"

FAC transmits "Read back correct."

FAC transmits "Remarks to follow."

FAC transmits "final attack cone 300 to 345."

FAC transmits "TOT 45."

CAS aircraft transmits "Roger, TOT 45."

d. Step 4. Aircrew validates target location by plotting location on map and correlating the displayed offset location as correct.

e. Step 5. Prior to in call:

CAS aircraft transmits "System check North 34 36 05.01 West 077 23 29.01,450." FAC transmits "System check correct."

f. Step 6. CAS aircraft transmits "Latch 11 in from the Southeast."

g. Step 7. FAC transmits "Cleared hot."

h. Step 8. CAS aircraft transmits "off right, one away"

6 GENERAL

a. In the 9-Line example above Line 7 is listed as none. The use of a mark may still have application in some instances. If the aircraft has

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the target area in sight he may be able to correlate a system designation with a mark.

b. FAC will use Line 8 to pass the location of the closest friendlies by using cardinal or sub-cardinal heading in degrees magnetic and distance in meters only. FAC will not pass his location in lat/long format.

c. Final attack cone is the terminal parameters for the JDAM weapon.

d. FAC may require weapon TOF prior to weapon release for deconfliction or other factors.

e. FA-18 requires precise coordinates in the DD.MM.SS.HH format. The aircraft mission computer can accept other formats of coordinates (and convert them), but the weapon requires the format listed for entry. F-14, f-15E, F-16, GR-1F B-52 desire precise coordinates in the DD MM.TTT format.

f. JDAM re-attacks, in the event that a first attack is unsuccessful, FACs should re-check the targets location and send any corrections as a new target location. The JDAM can accept offset data (bearing in degrees true, distance in meters and elevation in feet), from the original target location.

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APPENDIX G

MCBJ FIRE DEPARTMENT PUBLIC EDUCATION AND EVENT REQUEST FORM

Date:
From:
To: MCB, Japan Fire Dept, Deputy Fire Chief
Subj: REQUEST FOR TRAINING OR EVENT
Ref: (a) LAN Message of 13 Jan 97
Requesting Unit/organization: _____
POC: _____
Tel: _____
Requested Date: _____
Requested Time _____
Location of: _____
Type of class or event: _____
Approx # of Personnel: _____
FAX # _____
E-mail _____

In an effort to provide the best service to you our customer, please submit your request a minimum of TWO WEEKS PRIOR to the desired class date. Time must be scheduled between the hours of 0900-1130 or 1300-1530 for training. Completion of this form in it's entirety will ensure timely and accurate scheduling and confirmation of your request Please print legibly. This form may be duplicated for future use. Telephone requests will not be accepted for training. Thank you in advance for your cooperation. We look forward to serving you.

SIGNATURE OF CONFIRMATION _____
Deputy fire Chief Date

Tel: 645-3776
Fax: 645-3746
E-mail: cooksc@mcbutler.usmc.mil

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APPENDIX H

SAMPLE QUIET HOURS MESSAGE

ROUTINE

R R 302208Z APR 02 PSN 317537Y26

FM CG THIRD MARDIV

TO CG MCB CAMP BUTLER JA

INFO HHS MCAS FUTENMA JA

CG III MEF

CG III MEF

MAG THREE SIX

MALS THREE SIX

VMGR ONE FIVE TWO

HMLA THREE SIX SEVEN

MACG EIGHTEEN

MACS FOUR

MWHS ONE DET ALFA

18WG KADENA AB JA

353SOG KADENA AB JA

18OSS KADENA AB JA

33RQS KADENA AB JA

353SOG KADENA AB JA

MARLNO FIRST MAW KADENA AB JA

MWCS EIGHTEEN

ZEN/CG THIRD MARDIV

ZEN/CG FIRST MAW

ZEN/HQBN THIRD MARDIV

ZEN/COMFLEACT OKINAWA JA

BT

UNCLAS

SUBJ: REQUEST FOR QUIET HOUR AT CAMP COURTNEY//

MSGID/GENADMIN/CG THIRD MARDIV G3 AIR//

SUBJ/REQUEST FOR QUIET HOUR AT CAMP COURTNEY//

/THIRD MARDIV SERGENT MAJOR POST AND RELIEF

POC/COL WARNER/DIV AIR OFF /-/-/TEL:622-9701/-//

RMKS/1. REQUEST QUIET HOURS FOR THE SERGENT MAJOR POST AND RELIEF CEREMONY ON 02 MAY 2002 FROM 0945-1100. REQUEST ALL AIRCRAFT AVOID CAMP COURTNEY BY 3 NAUTICAL MILE RADIUS DURING THIS PERIOD.

BT

#8782

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APPENDIX I

AIRPORTS EXEMPT FROM NALO FORCE PROTECTION AUGMENTATION

1. The following bases are exempt from force protection augmentation

a. U.S. Controlled Air Bases

Country	Base	ICAO Identifier
Guam	Anderson AFB	PGUA
Japan	Atsugi NAF	RJTA
Japan	Futenma MCAS	ROTM
Japan	Iwakuni MCAS	RJOI
Japan	Kadena AB	RODN
Japan	Misawa AB	RJSM
Japan	Yokota	RJTY
Korea	Osan AB	RKSO
Korea	Kunsan AB	RKJK

b. Exempt Air Bases

Country	Base	ICAO Identifier
Australia	All bases	
Japan	Chitose JASDF	RJCJ
Japan	Fukuoka	RJFF
Japan	Iwo Jima	RJAW
Japan	Nagasaki	RJFU
Japan	Sapporo	RJCO
Korea	Gimhae (formerly Kimhae)	RKPK
Korea	Pohang	RKTH
Korea	Seoul AB	RKSM
Korea	Daegu AB (Formerly Taegu)	RKTN
Singapore	Paya Lebar	WSAP
US Territory	Saipan	PGSN

2. The force protection requirement or waiver thereof comes from COMFAIRWESTPAC NALO and will be passed from the Air Planner to the supported unit. Force protection augmentation is usually only required when the aircraft must remain over night to complete the supported unit's mission or in case the aircraft develops a mechanical problem at scheduled or unscheduled stops.