## MP2 NATOPS Eval

.

OPNAV RCS 3710-21 OPNAVINST 3710.7(Series)

	NATO	OPS EVA	LUATION	REPORT			1 37 10.7(Jene.
1. NAME (Last, first, middle initi			2. RANK:	IC 3. EDIPI NUMI		THE PERSON NAMED IN COLUMN NAM	
SAX, JOHN J.			CAPT	CAPT		03 May 2021	
5. UNIT:	6. CREW POSITION & QUALIFICATIONS		IS.	7. HOURS IN	MODEL:	8. DATE OF CHECK FLIGHT:	
VMM-364	T2P			81.8		06 May 2022	
TOTAL FLIGHT HOURS:	10. AIRCRAFT MODEL:			12. FLIGHT DU	RATION	13. EXPIRATION I	DATE:
362.1	MV-22B			2		31 May	2023
		NATOPS	EVALUAT	ION			
14a.			14b.	COMPLETED	14c.	GRADE	
REQUIREMENT			DATE	COMPLETED	0	CO	U
OPEN BOOK EXAMINATION			04	May 2022	Q	2	
CLOSED BOOK EXAMINATION			05	May 2022	Q	2	
DRAL EXAMINATION			06	May 2022	Q	2	
EVALUATION FLIGHT			06	May 2022	Ç	2	
VERALL FINAL GRADE:	QUALIFIED						
Weaknesses: CMS profic Annual Egress was perfor Annual CRM evaluation	med IAW CNAF M-371	0.7 Series.	Series				
15a. PRINT NAME OF EVA	LUFE: 14	5b. RANK:	15c. DAT	E: 15d. S	GNATUR	E:	
J. J. SAX		CAPT	06 Ma		1779		
16a. PRINT NAME OF EVA	LUATOR: 16	6b. RANK:	16c. DAT		GNATUR	E:	
N. P. LOSAPIO		CAPT	06 Ma	y 2022			
	is well gr				be	TZP des	ignatiš
18a. UNIT COMMANDER:	18	Bb. RANK: LTCOL	18c. DAT	y 2022			

MP2 Upchit

1. TO:	2. FROM:			3. DATE (YYYYMMDD)
VMN IMLA HMLAT MACS-I	364 FS. MAG-39			てやててやこから
4. MEMBER NAME (Last First Middle Initial)	5. IDENTIFICA	5. IDENTIFICATION NUMBER 6. GRADE		7. DATE OF BIRTH
CAV Jahre I			0-3	
SAX , JOHN, J.	9. TYPE OF D	UTY	10. FLIGHT PHYS	ICAL DATE (YYYYMMOD)
OODUSMOUSN/USA/USAF	CLASS	DI/III SG /2/3	2021	926
I. UP: THE ABOVE INDIVIDUAL HA	S BEEN FOUND QUALIFIE	D BY MEDICAL AL	NAME OF TAXABLE PARTY.	
	ary medical disqualification ng to new duty station DICAL EXAMINATION	Waiver recomm	nended (Not USAF)	Aircraft mishap Other (See remarks)
D. EFFECTIVE DATE (YYYYMMDD)		c. EXPIRATION DA	TE (YYYYMMDD)	
26226264			220831	*
BOWN: THE ABOVE INDIVIDUAL	HAS BEEN FOUND DISQU	The second second		
MAY PARTICIPATE IN (%);  PERMANENT DISQUALIFICATION	Simulator duties	Ground based	flight line duties	Other (See remarks)
		THE RESERVE AND ADDRESS OF THE PARTY OF THE		
3. REMARKS/LIMITATIONS  VISION CORRECTION DEVICES REC  MUST CARRY EXTRA SPECTACLES			ES.	NO.
3. REMARKS/LIMITATIONS  VISION CORRECTION DEVICES REC	i.	ICE OF FLIGHT DUT!	ES.	NG.
3. REMARKS/LIMITATIONS  VISION CORRECTION DEVICES REC  MUST CARRY EXTRA SPECTACLES	i.	O. Confinu	e Waiver.	
3. REMARKS/LIMITATIONS  VISION CORRECTION DEVICES REC  MUST CARRY EXTRA SPECTACLES  NPP AA DIAC  (X one): FLIGHT SURGEON	CA SGI.WG	O. Confinu	e Wacver.	
3. REMARKS/LIMITATIONS  VISION CORRECTION DEVICES REC  MUST CARRY EXTRA SPECTACLES  NPO AA DIAC	CA SGI . W G	Quired for Air Force and N	e Wacver.  lavy upslip)  SNATURE	d. DATE SIGNE (YYYYMMDD) 2622 02 0
REMARKS/LIMITATIONS  VISION CORRECTION DEVICES REC  MUST CARRY EXTRA SPECTACLES  NO POLA DIAC  (X one): FLIGHT SURGEON  TYPED NAME (Last, First, Middle Initial)	CA SGI . W G	Quired for Air Force and N	e Wacver.	d. DATE SIGNE (YYYYMMDD) 2622 02 0
S. REMARKS/LIMITATIONS  VISION CORRECTION DEVICES REC  MUST CARRY EXTRA SPECTACLES  NO POLA A DIAC  (X one): FLIGHT SURGEON  TYPED NAME (Last, First, Middle Initial)  TYPED NAME (Last, First, Middle Anaco).	OTHER (Countersignature red)  b. GRADE  f. GRADE	Quired for Air Force and N	e Waiver.  lavy upslip)  SNATURE  EON COUNTERSIGNA	d. DATE SIGNE (YYYYMMDD)  COZ OZ O
REMARKS/LIMITATIONS  VISION CORRECTION DEVICES REC  MUST CARRY EXTRA SPECTACLES  MUST CARRY EXTRA SPECTACLES  L. (X one): FLIGHT SURGEON  TYPED NAME (Last, First, Middle Initial).  TYPED NAME (Last, First, Middle Energy).  MEMBER CERTIFICATION  Tertify that I understand the above reco	OTHER (Countersignature red)  b. GRADE  f. GRADE	quired for Air Force and N  c. PROVIDER SIG	e Waiver.  lavy upslip)  SNATURE  EON COUNTERSIGNA	d. DATE SIGNE (YYYYMMDD)  26-22 02 0  ATURE h. DATE SIGNE (YYYYMMDD)  c. DATE SIGNE (YYYYMMDD)
A. (X one): FLIGHT SURGEON  TYPED NAME (Last, First, Middle eneal).  MEMBER CERTIFICATION  Tertify that I understand the above reco	OTHER (Countersignature reb. GRADE)  f. GRADE  mmendations and that It	quired for Air Force and N  c. PROVIDER SIG	e Wacver.  Bayy upsip)  SNATURE  EON COUNTERSIGNA  R SIGNATURE	d. DATE SIGNE (YYYYMMDD)  2022 02 0  ATURE h. DATE SIGNE (YYYYMMDD)

From: To: Cc: Subject:

Subject Date: RE: \*Encrypted\* Request for Medical Information Wednesday, August 3, 2022 11:46:27 AM

-Were the original "not physically qualified" determinations for Capts
Losapio and Sax made by NAVALAEROSPACE MED INST, NAS PENSACOLA, OC?
-Do they have to validate waiver thereafter or do you (or another local medical provider) have authority to do so?

Yes. Original "not physically qualified" (aka Condition Disqualifying) determinations are made by the Naval Aerospace Medicine Institute (NAMI). During a initial flight physical, if a candidate is determined to be not physically qualified by a local Aerospace Medical Officer (AMO)/Flight Surgeon, a waiver including the candidate's full medical history, physicals, and relevant medical specialty evaluations will be sent to NAMI for review. If the disqualifying condition is found to be compatible with aviation duties, a recommendation waiver will be sent to the office of Bureau of Personnel (Navy) or the office of the Commandant of the Marine Corps for final approval.

Waiver validations thereafter are done at the local level by qualified Aeromedical Medical Officers/Flight Surgeons in accordance to each waiver letter.

2) -Do you have any documentation for Corporal Rasmuson's temporary medical disqualification?

Yes. Cpl Rasmuson was temporarily disqualified from flight duties on 14MAR2022 due to Low Back Pain symptoms.

3) -Finally, can you please confirm that no member of the mishap flight (Capt  $\,$ 

Losapio, Capt Sax, Cpl Rasmuson, Cpl Carlson, and LCpl Strickland) was prescribed any medication on 8 June 2022?

I can confirm Capt Losapio, Cpl Rasmusson, Cpl Carlson, and LCpl Strickland had no active prescriptions on 08JUN2022.

Capt Sax had an active prescription of generic fluoride toothpaste from dental clinic.

v/r

### CONTAIN PRIVACY ACT INFORMATION HILE IN HREC Folder IAW MANMED 16 23

6410 NAMI 53HN er NMOTC 1395387 17 NOV 2015

From: Commanding Officer, Navy Medicine Operational Training Center

Marine Corps Recruiting Command, MCCDC, 3280 Russell Road,

Quantico, VA, 22134 5103

Subj: QUALIFICATION FOR DUTY INVOLVING FLYING IN THE CASE OF OC JOHN J SAX, USMC, /7599

- 1 Based on the flight physical e amination of 05 October 2015 by NAVAL AEROSPACE MED INST, NAS PENSACOLA, OC Sax is not physically qualified for commissioning, and is not physically qualified but aeronautically adapted for all duty involving flying due to:
- 1 KERATOMILEUSIS, OCCURRED LESS THAN YR OF EXAM (P1171) LASIK 2014 (disqualified).
- 2 ORTHOPEDIC FIXATION DEVICE, RETAINED (V5490) RIGHT ELBOW SURGERY 2008 (disqualified).
- 2 After review, waiver is recommended for commissioning and for duty involving actual control of aircraft as Student Naval Aviator and duty involving flying as Student Naval Flight Officer Waiver is contingent upon member remains asymptomatic, submission includes Flight Surgeon statement regarding status and symptoms of conditions Annual submission required until waiver approval by line authority has been confirmed. Submit every five years thereafter (20,25,30,35, etc.) or upon change of condition or medication
- 3. Members Command is aware of recommendation and this letter is the official  ${\tt BUMED}$  Endorsement

By direction

Copy To 12TH MCD NAVAL AEROSPACE MED INST, NAS PENSACOLA

Enclosure (37)



#### DEPARTMENT OF THE NAVY

USMC, MARINE CORPS RECRUITING COMMAND 3280 RUSSELL ROAD QUANTICO, VA 22134

> 6410 Ser MCRC-MRON/1395387 16 DEC 15

From: Commanding General, Marine Corps Recruiting Command

To: OC John J Sax, USMC/7599

Via: 12TH MCD

Subj: QUALIFICATION FOR DUTY INVOLVING FLYING

Encl: (1) BUMED ltr 6410 Ser NMOTC-1395387 of 17 NOV 15

- 1. After reviewing enclosure (1), and based on the flight physical examination of 05 October 2015, a waiver of standards is granted for duty involving actual control of aircraft as Student Naval Aviator and duty involving flying as Student Naval Flight Officer. Submit in accordance with enclosure (1).
- 2. Waiver is contingent upon member meeting all requirements outlined in enclosure (1).
- 3. You are directed to inform your chain of command and medical department of the letter, and ensure a copy is placed in your NATOPS iacket

Copy To: 12TH MCD NAVAL AEROSPACE MED INST, NAS PENSACOLA

# MCC1 NATOPS Eval

**OPNAV RCS 3710-21** 

	NATO	OPS EV	ALUATION	REPORT				
1. NAME (Last, first, middle initial	al)		2. RANK: 3. EDIPI NUM		MBER:	R: 4. DATE OF LAST EVALUATION		EVALUATION
Rasmuson, Seth D.			Cpl				10 Feb	21
5. UNIT:	6. CREW POSITION & QU	JALIFICATIO	NS:	7. HOURS IN	MODEL:	8. DATE	OF CHEC	K FLIGHT:
VMM-364	Crew Chief		1000	485.			3 Mar	
9. TOTAL FLIGHT HOURS:	10. AIRCRAFT MODEL:	D. AIRCRAFT MODEL: 11. AIRCRAFT		12. FLIGHT DU	RATION:	13. EXF	PIRATION E	ATE:
485.7 MV-22B			3.5			31 Mai	23	
		NATOP	S EVALUAT	ION				
14a.		14b.	COMPLETED	14c.	14c. GRADE			
REQUIREMENT			DATE	COMPLETED	a		CQ	u
OPEN BOOK EXAMINATION				Feb 22	3.95	-		
CLOSED BOOK EXAMINATION	ON			Mar 22	4.0	-		
ORAL EXAMINATION EVALUATION FLIGHT		-		Mar 22 Mar 22	Q			
211 201110111 210111						-		
OVERALL FINAL GRADE	QUALIFIED							
or flight. Cpl Rasmus calls throughout. His a he aircraft. Cpl Rasma emergency procedure: MV-22 Crew chief.	on maintained high s above average crew nuson demonstrated a s with no discrepanci	situationa coordina adequate ies noted	l awareness tion and CR knowledge I. Cpl Rasmu	throughout to the ping of the "SMO uson is well q	he flight lots info KE AND	rmed of	ised clea of the cor E ELIMIN	r concise dition of IATION"
or flight. Cpl Rasmus alls throughout. His and aircraft. Cpl Rasmus mergency procedured IV-22 Crew chief. Strengths: Communicative akness: None note annual Egress was per all strengths.	con maintained high sabove average crew nuson demonstrated as with no discrepanciation, System Knowled.	situationa coordina adequate iles noted edge, Loo M-3710.	I awareness tion and CR knowledge I. Cpl Rasmu ok-out Doctri 7 Series.	throughout t M kept the pi of the "SMO uson is well q ine	he flight lots info KE AND	rmed of	ised clea of the cor E ELIMIN	r concise dition of IATION"
or flight. Cpl Rasmus alls throughout. His a ne aircraft. Cpl Rasm mergency procedure: IV-22 Crew chief. Strengths: Communicate Veakness: None note annual Egress was pennual CRM evaluation.	con maintained high sabove average crew nuson demonstrated as with no discrepanciation, System Knowled.  erformed IAW CNAF on flight conducted IA	situationa coordina adequate iles noted edge, Loo M-3710.	I awareness tion and CR knowledge I. Cpl Rasmu ok-out Doctri 7 Series.	throughout t M kept the pi of the "SMO uson is well q ine	he flight lots info KE AND	t, and u rmed of FUME to rem	ised clea of the cor E ELIMIN	r concise dition of IATION"
or flight. Cpl Rasmus alls throughout. His a he aircraft. Cpl Rasma mergency procedures IV-22 Crew chief. Strengths: Communicative None note annual Egress was permunicative CRM evaluation.	con maintained high sabove average crew huson demonstrated as with no discrepanciation, System Knowled.  Performed IAW CNAF on flight conducted IA	situationa coordina adequata ies noted edge, Loc M-3710. AW CNAF	l awareness tion and CR knowledge Copl Rasmu ok-out Doctr Series. FINST 1542.	throughout the Michael Kept the pin of the "SMO uson is well quine".  7. The second se	he flight lots info KE ANE ualified	t, and u rmed of FUME to rem	ised clea of the cor E ELIMIN	r concise dition of IATION"
or flight. Cpl Rasmus alls throughout. His a he aircraft. Cpl Rasma mergency procedure. AV-22 Crew chief.  Strengths: Communica Veakness: None note annual Egress was permunical CRM evaluation. Strengths: Communical CRM evaluation.	con maintained high sabove average crew nuson demonstrated as with no discrepanciation, System Knowled.  Performed IAW CNAF on flight conducted IAM CNAF on fligh	situationa coordina adequata ies noted edge, Loo M-3710.1	I awareness tion and CR knowledge I. Cpl Rasmu ok-out Doctri 7 Series. FINST 1542.	throughout the Michael Kept the pin of the "SMO uson is well quine The Table 19 of the "SMO uson is well quine The Table 19 of	he flight lots info KE ANE ualified	t, and u rmed of FUME to rema	ised clea of the cor E ELIMIN	r concise dition of IATION"
or flight. Cpl Rasmus calls throughout. His a he aircraft. Cpl Rasma che aircraft che aircraft. Cpl Rasma che aircraft che aircraft. Cpl Rasma che aircraft che aircraft. Cpl Rasma che aircraft che ai	con maintained high sabove average crew nuson demonstrated as with no discrepanciation, System Knowled.  Performed IAW CNAF on flight conducted IAM CNAF on fligh	situationa coordina adequata a	l awareness tion and CR knowledge Copi Rasmu ok-out Doctr Series INST 1542.	throughout the M kept the pi of the "SMO uson is well quine".  The second secon	he flight lots info KE ANE ualified	t, and u rmed of FUME to rema	ised clea of the cor E ELIMIN	r concise dition of IATION"
or flight. Cpl Rasmus calls throughout. His a he aircraft. Cpl Rasma mergency procedure: MV-22 Crew chief.  Strengths: Communicative Neakness: None note Annual Egress was performed by the communicative CRM evaluation. The communicative Print Name of Evaluation.	con maintained high sabove average crew nuson demonstrated as with no discrepanciation, System Knowled.  Performed IAW CNAF on flight conducted IAM CNAF on fligh	situationa coordina adequata ies noted edge, Loc M-3710.1 AW CNAF	I awareness tion and CR a knowledge I. Cpl Rasmunk-out Doctrion Series.  FINST 1542.	throughout the M kept the pi of the "SMO uson is well quine".  The second secon	he flight lots info KE ANE ualified	t, and u rmed of FUME to rema	ised clea of the cor E ELIMIN	r concise dition of IATION"
P3500.34, and MV-22 for flight. Cpl Rasmus calls throughout. His at the aircraft. Cpl Rasmus emergency procedure: MV-22 Crew chief.  Strengths: Communicative Weakness: None note Annual Egress was performed annual CRM evaluation.  15a. PRINT NAME OF EVAL S. D. Rasmus 16a. PRINT NAME OF EVAL 17. REMARKS OF UNIT COMMUNICATION.	con maintained high sabove average crew nuson demonstrated as with no discrepanciation, System Knowled.  Performed IAW CNAF on flight conducted IAM CNAF on fligh	situationa coordina adequata a	l awareness tion and CR knowledge Copi Rasmu ok-out Doctr Series INST 1542.	throughout the M kept the pi of the "SMO uson is well quine".  The second secon	he flight lots info KE ANE ualified	t, and u rmed of FUME to rema	ised clea of the cor E ELIMIN	r concise dition of IATION"
for flight. Cpl Rasmus calls throughout. His a the aircraft. Cpl Rasm emergency procedure: MV-22 Crew chief.  Strengths: Communica Weakness: None note Annual Egress was performed annual CRM evaluation.  15a. PRINT NAME OF EVAL S. D. Rasm 16a. PRINT NAME OF EVAL	con maintained high sabove average crew nuson demonstrated as with no discrepanciation, System Knowled.  Performed IAW CNAF on flight conducted IAM  LUEE: 15  muson 16  MMANDER:	situationa coordina adequata ies noted edge, Loc M-3710.7 AW CNAF	l awareness tion and CR knowledge Copi Rasmu ok-out Doctr Series INST 1542.	throughout to M kept the pin of the "SMO uson is well quantities and the second	he flight lots info KE ANE ualified	t, and urmed of FUME to remain	ised clea of the cor E ELIMIN	r concise dition of IATION"
for flight. Cpl Rasmus calls throughout. His a the aircraft. Cpl Rasmus che aircraft. Communicate Weakness: None note Annual Egress was performed annual CRM evaluation.  15a. PRINT NAME OF EVAL S. D. Rasmus communicate S. D. Rasmus communicate Communicat	con maintained high sabove average crew nuson demonstrated as with no discrepanciation, System Knowled.  Performed IAW CNAF on flight conducted IAM  LUEE: 15  muson 16  MMANDER:	situationa coordina adequata a	l awareness tion and CR knowledge knowledge Copi Rasmu ok-out Doctri Series. INST 1542.  15c. DAT 3 Ma 10c. DAT 3 Ma	throughout the Michael Kept the pi of the "SMO uson is well quine The second of the "SMO uson is well quine The second of the "SMO uson is well quine The second of the se	he flight lots info KE ANE ualified	t, and urmed of FUME to remain	ised clea of the cor E ELIMIN	r concise dition of IATION"

# MCC1 NATOPS Eval

**OPNAV RCS 3710-21** 

	NATO	JPS EV	ALUATION	REPORT				
1. NAME (Last, first, middle initi	ial)		2. RANK: 3. EDIPI NUME		MBER:	R: 4. DATE OF LAST EVALUATION		
Rasm	uson, Seth D.	-	Cpl				10 Feb	21
5. UNIT:	6. CREW POSITION & QU	JALIFICATIO	NS:	7. HOURS IN	MODEL:	8. DAT	E OF CHEC	K FLIGHT:
VMM-364	Crew Chief			485.			3 Mar	22
9. TOTAL FLIGHT HOURS:	10. AIRCRAFT MODEL: 11. AIRCRAF		RAFT BUNO:	12. FLIGHT DU	RATION:	13. EX	PIRATION D	DATE:
485.7 MV-22B			3.5			31 Ma	r 23	
		NATOP	S EVALUAT	ION				
14a. PEOUDEMENT		14b.	COMPLETED	14c.	GRADE			
REQUIREMENT			DATE	COMPLETED	a		co	u
OPEN BOOK EXAMINATION	1			Feb 22	3.9			
CLOSED BOOK EXAMINATI	ON			Mar 22	4.0			-
ORAL EXAMINATION EVALUATION FLIGHT			_	Mar 22 Mar 22	Q			
LVALOATIONTEIOTT					-	-1-		
OVERALL FINAL GRADE	QUALIFIED							
calls throughout. His a he aircraft. Cpl Rasm emergency procedure MV-22 Crew chief.	nuson demonstrated as s with no discrepanci	situationa coordina adequate ies noted	l awareness tion and CR knowledge Cpl Rasmu	throughout to the ping of the "SMO uson is well q	he fligh lots info KE AND	t, and rmed FUM	of the cor E ELIMIN	ar concise adition of IATION"
alls throughout. His a the aircraft. Cpl Rasm emergency procedure AV-22 Crew chief. Strengths: Communication Veakness: None note	above average crew nuson demonstrated a is with no discrepance ation, System Knowled. erformed IAW CNAF	situationa coordina adequata sies noted edge, Loc M-3710.	I awareness tion and CR knowledge Col Rasmu ok-out Doctr Series.	throughout to the ping of the "SMO uson is well quine	he fligh lots info KE AND	t, and rmed FUM	used clea of the cor E ELIMIN	ar concise adition of IATION"
alls throughout. His a ne aircraft. Cpl Rasm mergency procedure IV-22 Crew chief. strengths: Communica Veakness: None note annual Egress was pe	above average crew nuson demonstrated as with no discrepanci ation, System Knowled.  erformed IAW CNAF on flight conducted IA	situationa coordina adequata sies noted edge, Loc M-3710.	I awareness tion and CR knowledge Col Rasmu ok-out Doctr Series.	throughout to the ping of the "SMO uson is well quine".	he fligh lots info KE AND	t, and irmed FUM to ren	used clea of the cor E ELIMIN	ar concise adition of IATION"
alls throughout. His and aircraft. Cpl Rasminergency procedure IV-22 Crew chief. Strengths: Communicative Veakness: None note annual Egress was permual CRM evaluation.	above average crew nuson demonstrated as with no discrepanci ation, System Knowled.  erformed IAW CNAF on flight conducted IA	situationa coordina adequata sies noted edge, Loc M-3710. AW CNAF	l awareness tion and CR knowledge Copl Rasmu ok-out Doctr Series. FINST 1542.	throughout to the manner of the "SMO uson is well quine".  7.	he fligh lots info KE ANE ualified	t, and irmed FUM to ren	used clea of the cor E ELIMIN	ar concise adition of IATION"
alls throughout. His and aircraft. Cpl Rasminergency procedure IV-22 Crew chief. Strengths: Communicative Annual Egress was permunical CRM evaluation.  Strengths: None note annual Egress was permunicative annual CRM evaluation.  Strengths: Communicative Annual Egress was permunicative annual CRM evaluation.  Strengths: Communicative Annual Egress was permunicative annual CRM evaluation.  Strengths: Communicative Annual Egress was permunicative annual CRM evaluation.  Strengths: Communicative Annual Egress was permunicative annual CRM evaluation.	above average crew nuson demonstrated as with no discrepanci ation, System Knowled.  erformed IAW CNAF on flight conducted IA	situationa coordina adequata ies noted edge, Loo M-3710.1	l awareness tion and CR knowledge CPI Rasmu ok-out Doctr Series FINST 1542	throughout to M kept the pin of the "SMO uson is well quine To be a second to the seco	he fligh lots info KE ANE ualified	t, and med FUM to rem	used clea of the cor E ELIMIN	ar concise adition of IATION"
alls throughout. His a he aircraft. Cpl Rasm mergency procedure IV-22 Crew chief. Strengths: Communicative Veakness: None note Annual Egress was permunial CRM evaluation.  15a. PRINT NAME OF EVALUATION.	above average crew nuson demonstrated as with no discrepanci ation, System Knowled.  erformed IAW CNAF on flight conducted IA	situationa coordina adequata sies noted edge, Loc M-3710.1 AW CNAF	l awareness tion and CR knowledge Copl Rasmu ok-out Doctr Series INST 1542.	throughout to M kept the pin of the "SMO uson is well quine To be seen as the	he fligh lots info KE ANE ualified	t, and med FUM to rem	used clea of the cor E ELIMIN	ar concise adition of IATION"
calls throughout. His a he aircraft. Cpl Rasmemergency procedure MV-22 Crew chief.  Strengths: Communicative Veakness: None note Annual Egress was performed by the Communicative Commun	above average crew nuson demonstrated as with no discrepanci ation, System Knowled.  erformed IAW CNAF on flight conducted IAM CNAF	situationa coordina adequata sies noted edge, Loc M-3710.1 AW CNAF	l awareness tion and CR knowledge Cpl Rasmu bk-out Doctr Series. INST 1542.	throughout to M kept the pin of the "SMO uson is well quine To be seen as the	he fligh lots info KE ANE ualified	t, and med FUM to rem	used clea of the cor E ELIMIN	ar concise adition of IATION"
calls throughout. His a the aircraft. Cpl Rasm emergency procedure MV-22 Crew chief. Strengths: Communica Weakness: None note Annual Egress was pe Annual CRM evaluation	above average crew nuson demonstrated as with no discrepanci ation, System Knowled.  erformed IAW CNAF on flight conducted IA	situationa coordina adequata sies noted edge, Loc M-3710.1 AW CNAF	l awareness tion and CR knowledge Cpl Rasmu bk-out Doctr Series. INST 1542.	throughout to M kept the pin of the "SMO uson is well quine To be a second to the seco	he fligh lots info KE ANE ualified	t, and med FUM to rem	used clea of the cor E ELIMIN	r con dition
calls throughout. His a the aircraft. Cpl Rasmemergency procedure MV-22 Crew chief. Strengths: Communicative Weakness: None note Annual Egress was performed by the Communicative Commun	above average crew nuson demonstrated as with no discrepanci ation, System Knowled.  erformed IAW CNAF on flight conducted IAM CNAF	situationa coordina adequata sies noted edge, Loc M-3710.1 AW CNAF	l awareness tion and CR knowledge Copl Rasmo ok-out Doctr 7 Series. FINST 1542.  15c. DAT 3 Ma 16c. DAT 3 Ma	throughout to M kept the pin of the "SMO uson is well quine To be at 22 to be	he fligh lots info KE ANE ualified	t, and rmed FUM to ren	used clea of the cor E ELIMIN	er concise adition of IATION"
calls throughout. His a the aircraft. Cpl Rasm emergency procedure MV-22 Crew chief.  Strengths: Communicative Weakness: None note Annual Egress was performed annual CRM evaluation.  15a. PRINT NAME OF EVALUATION S. D. Rasing the print NAME	above average crew nuson demonstrated as with no discrepanci ation, System Knowled.  erformed IAW CNAF on flight conducted IA conducted	situationa coordina adequata sies noted edge, Loc M-3710.1 AW CNAF	l awareness tion and CR knowledge Copl Rasmu ok-out Doctr Series INST 1542.	throughout to M kept the pin of the "SMO uson is well quine To be at 22 to be	he fligh lots info KE ANE ualified	t, and rmed FUM to ren	used clea of the cor E ELIMIN	ar concise adition of IATION"

From: To: Cc: Subject:

Subject Date: RE: \*Encrypted\* Request for Medical Information Wednesday, August 3, 2022 11:46:27 AM

-Were the original "not physically qualified" determinations for Capts
Losapio and Sax made by NAVALAEROSPACE MED INST, NAS PENSACOLA, OC?
 -Do they have to validate waiver thereafter or do you (or another local medical provider) have authority to do so?

Yes. Original "not physically qualified" (aka Condition Disqualifying) determinations are made by the Naval Aerospace Medicine Institute (NAMI). During a initial flight physical, if a candidate is determined to be not physically qualified by a local Aerospace Medical Officer (AMO)/Flight Surgeon, a waiver including the candidate's full medical history, physicals, and relevant medical specialty evaluations will be sent to NAMI for review. If the disqualifying condition is found to be compatible with aviation duties, a recommendation waiver will be sent to the office of Bureau of Personnel (Navy) or the office of the Commandant of the Marine Corps for final approval.

Waiver validations thereafter are done at the local level by qualified Aeromedical Medical Officers/Flight Surgeons in accordance to each waiver letter.

2) -Do you have any documentation for Corporal Rasmuson's temporary medical disqualification?

Yes. Cpl Rasmuson was temporarily disqualified from flight duties on 14MAR2022 due to Low Back Pain symptoms.

3) -Finally, can you please confirm that no member of the mishap flight (Capt  $\,$ 

Losapio, Capt Sax, Cpl Rasmuson, Cpl Carlson, and LCpl Strickland) was prescribed any medication on 8 June 2022?

I can confirm Capt Losapio, Cpl Rasmusson, Cpl Carlson, and LCpl Strickland had no active prescriptions on 08JUN2022.

Capt Sax had an active prescription of generic fluoride toothpaste from dental clinic.

v/r

# MCC2 NATOPS Eval

UPINAU MUS STILVE

OPNAVINST 3710.7(Series

IATHAN E.		LUATION	HEP	OHI				
		2 PANK	RANK: 3. EDIPI NUMI		MBER: 4. DATE OF LAST EVALUAT		EVALUATION	
		CPL				18 AUG 20		G 20
5. UNIT: 6. GREW POSITION & QUALIFICATION AS A GREW POSITION AS QUALIFICATED BY THE PROPERTY OF THE PROPERTY O			7. 1	HOURS IN	MODEL:	B. DAT	E OF CHE	CK FLIGHT:
CREV	WCHIEF			244.	4		30 JU	L21
ACRAFT MODEL:	MODEL: 11. AIRCRAFT BUNO:		12, FI	LIGHT DUF	PATION:	13. EX	PIRATION	DATE:
244.4 MV-22B				5.0			31 JL	JL 22
	NATOPS	S EVALUAT	TON					
Children .		148.		-	140.		GRADE	
REMENT		DATE	COMP	LETED	Q		ca	U
OPEN BOOK EXAMINATION		20	JUL	21	3.90			
CLOSED BOOK EXAMINATION		27	JUL:	21	3.81			
		-			Q	-		
EVALUATION FLIGHT		30	JUL	21	Q	1		
LIFIED								
ned IAW CNAF	M-3710.7	Series.						
	5b. RANK:	15c. DA		15d. S	GNATUR		n	
	5b. RANK:	15c. DA		15d. S	GNATUR	in .	n	
N 18		15c. DA	TE: UL 21		GNATURI		n	
N 18	CPL	15c. DA 30 JI 16c. DA	TE: UL 21				n	
-	NATOPS check He was thoroughed high situation rage crew coord strated adequate ancies noted. Of System Knowled	NATOPS check ride IAW He was thoroughly prepa ed high situational aware rage crew coordination ar strated adequate knowle vancies noted. Cpl Carlso System Knowledge, Loo ned IAW CNAF M-3710.7	NATOPS check ride IAW with CNA He was thoroughly prepared for the ed high situational awareness through the strated adequate knowledge of the strated noted. Cpl Carlson is well question to the strated and the strated and the strated adequate knowledge of the strated noted.	DATE COMP  26 JUL 27 JUL 30 JUL 30 JUL 30 JUL  NATOPS check ride IAW with CNAF M-3 He was thoroughly prepared for the flight led high situational awareness throughout rage crew coordination and CRM kept the strated adequate knowledge of the "WING pancies noted. Cpl Carlson is well qualified System Knowledge, Look-out Doctrine  System Knowledge, Look-out Doctrine  med IAW CNAF M-3710.7 Series.	DATE COMPLETED  26 JUL 21 27 JUL 21 30 JUL 21 30 JUL 21 30 JUL 21 30 JUL 21  NATOPS check ride IAW with CNAF M-3710.7U, He was thoroughly prepared for the flight by ensured high situational awareness throughout the flight rage crew coordination and CRM kept the pilots in strated adequate knowledge of the "WING FIRE Coancies noted. Cpl Carlson is well qualified to remain system Knowledge, Look-out Doctrine and IAW CNAF M-3710.7 Series.	PREMENT    14b.   DATE COMPLETED   14c.   Q	PREMENT    14b.   14c.   14c.     26 JUL 21   3.90   27 JUL 21   3.81   30 JUL 21   Q   30 JUL 21   Q   30 JUL 21   Q	PREMENT    14b.   14c.   GRADE

MCC2 Upchit

B. DREAMMATION  B. ORGANIZATION  B. TYPE OF BUTY  B. TYPE	MEDICAL RECOMMEN	NDATION FOR FLYING Aci Statement and Instruction			LOUTY
4. MEMBER NAME (1815 PPT) ANGEL HIS DEED FOUND QUALIFIED BY MEDICAL AUTHORITY.  2. TYPE OF DUTY  (1. FLICHT PHYSIGAL DATE PYTYMADO)  2. TORDANDADON  3. TYPE OF DUTY  (2. ASS (1)) S(11/2/3) TOOTA OF 29  11. UP. THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.  3. X ONE  (2. CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION  5. EFFECTIVE DATE PYTYMADO)  C. EXPIRATION DATE PYTYMADO)  C. EXPIRATION DATE PYTYMADO  OF THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.  3. X ONE  TEMPORARY DISQUALIFICATION OUE TO 00.  IF PERSON DATE PROPER TO DEVISION OF THE PERFORMANCE OF FLIGHT DUTIES.  MAY PARTICIPATE IN 00.  SINGAIN GUILLE FOR MAGON (1816)  OF THE PERFORMANCE OF FLIGHT DUTIES.  MUST DARRY EXTRA SPECTACLES  14. (X ONE)  PUBLIFIED SINGED ON THE PERFORMANCE OF FLIGHT DUTIES.  MUST DARRY EXTRA SPECTACLES  15. GRADE  OTHER COMMINISTIONS  OTHER COMMINIS	1. 10 - 764	2. FROM:		A 1000	3. DATE CONTINUED
8 ORBANASON DOLUMNUSNITSALUSAF  11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.  2 X 6 NS.  CLEARED AFTER (D).  Temporary medical disquisitication Reporting to new duty station Waives granted  Other (See namelos)  CLEARED AFTER FULCHT DUTY MEDICAL EXAMINATION  8. EFFECTIVE DATE (PYPYMANDO)  7 C 7 7 C 7 T  12. COWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.  2. X 7 C 7 T  1. TEMPORARY DISQUALIFICATION DUE TO (2)  ITEMPORARY DISQUALIFICATION  SEPRECTIVE DATE (PYPYMANDO)  C. ESTIMATED DURATION OF GROUNDING  13. REMARKSUMINITATIONS  WISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.  MUST CARRY EXTRA SPECTACLES  14. (X 0.04):  FURBLISH FIRE MOSE  TYPED NAME (LAST FIRE MOSE)  TO DATE SIGNATURE  C. DATE SIGNATURE  1. GRADE  O DATE SIGNATURE  C. DATE SIGNET  VYPED NAME (LAST FIRE MOSE) IN TITLE  C. DATE SIGNET  C. DAT	COCMMHMI A HMI AT MASS	B/MW88 IS MAC	1-39		20720479
B. ORGANIZATION  OF UNITED UNITED STATES AND A CONTROLLED BY MEDICAL AUTHORITY.  11. UP. THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.  2 X 010:  Temporary medical disquisfication  Reporting to new duty station  Weiver granted  Other (See menths)  Other (See menths)  Other (See menths)  CEARED AFTER PLOHT DUTY MEDICAL EXAMINATION  DE EFFECTIVE DATE physhamodo;  2 Y 7 C Y 2 Y  12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.  2 X 010:  TEMPORARY DISQUALIFICATION DUE TO po:  TEMPORARY DISQUALIFICATION DUE TO po:  TEMPORARY DISQUALIFICATION  SIMILATED TO PROVIDE SEASON SIGNATURE  OF PERCENTED DATE (PROVIDED SEASON SIGNATURE)  PERMANSINI DISQUALIFICATION  C. ESTIMATED DURATION OF GROUNDING  13. REMARKSUMITATIONS  VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.  MUST CARRY EXTRA SPECTACLES  PARA CARRY EXTRA SPECTACLES  14. (X 0no):  PROVIDER FLOW MAY PARAMISON  O THER COMMINISTRATION OF GROUNDING  15. MEMBER CERTIFICATION  16. (A DOC):  TYPEO NAME (Last First, Middle Internal Province First Fore and Navy URBING CONTROLLED IN THE PERFORMANCE OF FLIGHT DUTIES.  16. (A DOC):  TYPEO NAME (Last First, Middle Internal Province First Fore and Navy URBING CONTROLLED IN THE PERFORMANCE OF FLIGHT DUTIES.  16. (A DOC):  TYPEO NAME (Last First, Middle Internal Province First Fore and Navy)  D APPROVE DISPARAMENT OF CONTROLLED IN THE PERFORMANCE OF FLIGHT DUTIES.  16. (A DOC):  TYPEO NAME (Last First, Middle Internal Province First Fore and Navy)  APPROVE  D APPROVE DISPARAMENT OF CONTROLLED IN THE PERFORMANCE OF FLIGHT DUTIES.  APPROVE DISPARAMENT OF CONTROLLED IN THE PERFORMANCE OF FLIGHT DUTIES.  16. (A DOC):  TYPEO NAME (Last First, Middle Internal Province First Fore and Navy)  APPROVE DISPARAMENT OF CONTROLLED IN THE PERFORMANCE OF FLIGHT DUTIES.  APPROVE DISPARAMENT OF CONTROLLED IN THE PERFORMANCE OF FLIGHT DUTIES.  17. (A DOC):  TO APPROVE DESCRIPTION OF CONTROLLED IN THE PERFORMANCE OF FLIGHT DUTIES.  18. (A DOC):  TO APPROVE DESCRIPTION OF C	4. MEMBER NAME (LASI, First, Middle Initial)	8. IDENTIFICATIO	NHUMBER	6. GRADE	
THE PROPERTY OF STATES AND	the state of the s			L-4	
11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND GUALIFIED BY MEDICAL AUTHORITY.  2. X ONE:  CLEARED AFTER FUS.  REPORTING TO NEW duty station  REPORTING TO NEW duty station  REPORTING TO NEW duty station  CLEARED AFTER FLIGHT DUTY MEDICAL EXAMINATION  CLEARED BY MEDICAL AUTHORITY.  A. X ONE:  TEMPORARY DISQUALIFICATION DUE TO (2).  IN A STATE FLIGHT SURGEON  CLEARED AUTHORITY.  CLEARE		~		10, FLIGHT PHY	Mary and a second
DEARED AFTER DO: Temporary medical disquisitions	DOI USMO USN/USA/USAF	CLASS (ii)	8(11/2/3	2022	04 29
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY  2. X DITE:  TEMPORARY DISQUALIFICATION DUE TO (2).  MAY PARTICIPATE IN (2).  SIGNATED DURATION OF GROUNDING  13. REMARKS/LIMITATIONS  VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.  MUST CARRY EXTRA SPECTACLES  14. (X DIS):  PLIGHT SURGEON  OTHER (Coursespanies required for AFFOCE and Nasy update)  15. TYPED NAME (Last First, Middle Intell)  16. GRADE  17. GRADE  17. GRADE  18. DATE SIGNET (TYPED NAME (Last First, Middle Intell)  18. ERMBER CERTIFICATION  28. CRITIS IN Illustrations  19. MEMBER CERTIFICATION  29. CRITIS IN Illustrations  10. MEMBER CERTIFICATION  20. CRITIS IN Illustrations  10. DATE SIGNET (TYPED NAME (Last First, Middle) Intelligence and Nasy update)  15. MEMBER CERTIFICATION  20. CRITIS IN Illustrations  20. CRITIS IN Ill	a. X one:  CLEARED AFTER (X):  Temporary management of the control	edical disqualification	Walver recommen	Andrew land	
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISOUALIFIED BY MEDICAL AUTHORITY.  2. X DIR:  TEMPORARY DISQUALIFICATION DUE TO 70.  It is easy of injury  MAY PARTICIPATE IN 70.  PERMANENT DISQUALIFICATION  D. EFFECTIVE DATE **POPUMMINDO**  C. ESTIMATED DURATION OF GROUNDING.  13. REMARKS!/LIMITATIONS  VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.  MUST DARRY EXTRA SPECTACLES  PQ/AA.  Cleared for An Face and New years.  14. (X DIR):  PROVIDER SIGNATURE  D. PROVIDER SIGNATURE  D. DATE SIGNET DOTTON AND FLIGHT SURGEON COUNTERSIGNATURE  C. DATE SIGNET DATE **CLEAR FIRST MIGHT IN THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET DATE **CLEAR FIRST MIGHT IN THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET DATE **CLEAR FIRST MIGHT IN THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERSIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERS SIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERS SIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERS SIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERS SIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERS SIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERS SIGNATURE  D. DATE SIGNET OF THE PERFORMANCE OF THE PERFORMANCE OF FLIGHT SURGEON COUNTERS SIGN	The Land Control of the Control of t	C	EXPIRATION DATE	(TTTTMMDD)	
a. X Dre:  TEMPORARY DISQUALIFICATION DUE TO PO. [Inness or Injury   Art of Inishep   Other (See months)   MAY PARTICIPATE IN PO.   Simulator dubes   Ground based flight and duties   Other (See months)   PERMANENT DISQUALIFICATION   C. ESTIMATED DURATION OF GROUNDING    13. REMARKS/LIMITATIONS   WISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.   MUST DARRY EXTRA SPECTACLES    14. (X She):   FLIGHT SURGEON   OTHER (Continuomine request for Air Foce and Navy upsio)   2. TYPED NAME (List First, Middle Initial)   D. GRADE   O. PROVIDER SIGNATURE   O. DATE SIGNET (PTYPHACO)   2. TYPED NAME (List First, Middle Initial)   I. GRADE   G. FLIGHT SURGEON COUNTERSIGNATURE   C. DATE SIGNET (PTYPHACO)   2. TYPED NAME (List First, Middle Initial)   D. DATE SIGNET (PTYPHACO)   2. DATE SIGNET (PTYPHACO)   D. DATE SIGNET (PTYPHACO)   3. DATE SIGNET (PTY	2077 0479		202	10410	The same of
VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES.  MUST DARRY EXTRA SPECTACLES  PQ/AA. Cleaved for DJF.  Class Z.  14. (X DNe): FLIGHT SURGEON DTHER (Countersugnature required for Ar Force and Naty upuso)  a TYPED NAME (Last First, Middle 17/6ah)  b. GRADE D. PROVIDER SIGNATURE D. DATE SIGNATURE  15. MEMBER CERTIFICATION  a PORTLY HAIL Understand the above recommendations and that it.  MAY DAY NOT perform flight duties  15. ACTION TAKEN BY COMMANDER (Not required for Ar Force and Navy)  a PYPED NAME (Last First, Middle Initial) b. TITLE  16. SIGNATURE  DISAPPROVE  DISAPPROVE  O DATE SIGNET  C. DATE SIGNET  O DATE SIGNET	MAY PARTICIPATE IN (X). Sim  PERMANENT DISQUALIFICATION  6. EFFECTIVE DATE (XXXXXIIII)	ulator duties	Ground based fligh	nt line duties	Other (See remarks)
a. TYPED NAME (Last First, Middle Irise)  b. GRADE  c. PROVIDER SIGNATURE  d. DATE SIGNET  c. TYPED NAME (Last First, Middle Irise)  l. GRADE  g. FLIGHT SURGEON COUNTERSIGNATURE  h. DATE SIGNET  (YYYYMADO)  L. DATE SIGNET  MAY MAY NOT perform flight duties  a. I certify that I understand the above recommendations and that I:  MAY MAY NOT perform flight duties  a. APPROVE  DISAPPROVE  a. TYPED NAME (Last First, Middle Irise)  b. TITLE  c. SIGNATURE  d. DATE SIGNET  (YYYYMADO)  APPROVE  DISAPPROVE  d. DATE SIGNET  (YYYYMADO)  C. SIGNATURE  DISAPPROVE  d. DATE SIGNET  (YYYYMADO)  C. SIGNATURE  DISAPPROVE  d. DATE SIGNET  (YYYYMADO)  C. SIGNATURE  DISAPPROVE  d. DATE SIGNET  C. DATE SIGNET  (YYYYMADO)  C. DATE SIGNET  (YYYYMADO)  C. SIGNATURE  DISAPPROVE  DISAPPROVE  DISAPPROVE  D. DATE SIGNET  C. DATE SIGNET  (YYYYMADO)	PQ/A Class	, Z.			F.
e. TYPED NAME (Last First, Middle Install Perform flight duties  15. MEMBER CERTIFICATION  2   Certify that I understand the above recommendations and that I:  2   MAY   MAY NOT   perform flight duties  3   ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)  2   TYPED NAME (Last First, Middle Initial)   b. TITLE  4   DATE SIGNED  2   C. DATE SIGNED  3   APPROVE   DISAPPROVE  4   DATE SIGNED  4   DATE SIGNED  6   DATE SIGNED  7   DATE SIGNED  8   DATE SIGNED  8   DATE SIGNED  9   DATE SIGNED  10   DATE SIGNED			A CONTRACTOR OF THE PARTY OF TH		d DATE SIGNED
e. TYPED NAME (Last, First, Middle Iriser) b. TITLE  [ GRADE   G. FLIGHT SURGEON COUNTERSIGNATURE   h. DATE SIGNED (YYYYMANDO)]  [ APPROVE   DISAPPROVE   DISAPPROVE   d. DATE SIGNED   d. DATE SIGNED (YYYYMANDO)]					(מסאאיצינינין)
a.   certify that   understand the above recommendations and that  : b. AIRCREW MEMBER SIGNATURE   c. DATE SIGNED (YYYYMAIDD)    MAY   MAY NOT   perform flight duties   2.022.002    16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)   APPROVE   DISAPPROVE    2. TYPED NAME (Last, First, Middle Initial)   b. TITLE   c. SIGNATURE   d. DATE SIGNED	e. TYPED NAME (Last, First, Middle	f GRADE   g	FLIGHT SURGEON	COUNTERSIGN	ATURE N. DATE SIGNED
2. TYPED NAME (Last, First, Middle Irisan) b. TITLE   c. SIGNATURE   d. DATESIGNED	a. I certify that I understand the above recommend		SCREW MEMBER S	IGNATURE	c. DATE SIGNED (YYYMMIDO)
	THE RESIDENCE OF THE PARTY OF T	Edit August State State of	APPROVE		The second secon
	a. TYPED NAME (Last First, Middle Initial) b. TITL		c. SIGNATURE		d DATE SIGNED (YYYYMMOD)

From: To: Cc: Subject:

Date:

RE: \*Encrypted\* Request for Medical Information Wednesday, August 3, 2022 11:46:27 AM

-Were the original "not physically qualified" determinations for Capts
Losapio and Sax made by NAVALAEROSPACE MED INST, NAS PENSACOLA, OC?
-Do they have to validate waiver thereafter or do you (or another local medical provider) have authority to do so?

Yes. Original "not physically qualified" (aka Condition Disqualifying) determinations are made by the Naval Aerospace Medicine Institute (NAMI). During a initial flight physical, if a candidate is determined to be not physically qualified by a local Aerospace Medical Officer (AMO)/Flight Surgeon, a waiver including the candidate's full medical history, physicals, and relevant medical specialty evaluations will be sent to NAMI for review. If the disqualifying condition is found to be compatible with aviation duties, a recommendation waiver will be sent to the office of Bureau of Personnel (Navy) or the office of the Commandant of the Marine Corps for final approval.

Waiver validations thereafter are done at the local level by qualified Aeromedical Medical Officers/Flight Surgeons in accordance to each waiver letter.

2) -Do you have any documentation for Corporal Rasmuson's temporary medical disqualification?

Yes. Cpl Rasmuson was temporarily disqualified from flight duties on 14MAR2022 due to Low Back Pain symptoms.

3) -Finally, can you please confirm that no member of the mishap flight (Capt

Losapio, Capt Sax, Cpl Rasmuson, Cpl Carlson, and LCpl Strickland) was prescribed any medication on 8 June 2022?

I can confirm Capt Losapio, Cpl Rasmusson, Cpl Carlson, and LCpl Strickland had no active prescriptions on 08JUN2022.

Capt Sax had an active prescription of generic fluoride toothpaste from dental clinic.

v/r

# MCC3 NATOPS Eval



CNAF RCS 3710-21 CNAF M-3710.7(Series)

	NAT	OPS EVA	LUATION	REPORT			
1. NAME (Last, first, middle init	(a)	3	2. RANK:	3. EDIPI NUN	MBER:	4. DATE OF LAST	EVALUATION:
STRICK	LAND, EVAN A.		LCPL		- 1	INITI	AL
5. UNIT:	6. CREW POSITION & Q	UALIFICATION	vs:	7. HOURS IN	CANCEL CONTRACTOR	8. DATE OF CHE	
VMMT-204	CRE	W CHIEF		56.8		19 APR	2022
9. TOTAL FLIGHT HOURS:	10. AIRCRAFT MODEL:	11. AIRCRA	AFT BUNO:	12. FLIGHT DUI	RATION:	13. EXPIRATION	DATE:
56.8	56.8 MV-22B		1.5		30 APR	2023	
		NATOPS	S EVALUAT	TION			100
14a.			146.	and the second s	14c.	GRADE	
REQUIREMENT		DATE	COMPLETED	a	CQ	u	
OPEN BOOK EXAMINATION		211	MAR 2022	4.0	9		
CLOSED BOOK EXAMINATION			APR 2022	3.6			
ORAL EXAMINATION			APR 2022 APR 2022	Q		-	
EVALUATION FLIGHT	EVALUATION FLIGHT		19.	MPR ZUZZ	l Q		1
OVERALL FINAL GRADE	QUALIFIED						
14d. REMARKS OF EVALUA	ATOR:						
DISCREPANCIES NO CHIEF. STRENGTHS: LOOK WEAKNESS: N/A ANNUAL EGRESS W ANNUAL CRM EVALU	OUT DOCTRINE, C	RM AW CNAF I	M-3710.7	SERIES.			2B CREW
15a. PRINT NAME OF EVAL	LUEE: 1	5b. RANK:	15c. DAT	E: 15d. SI	GNATURE		
STRICKLAND	, EVAN A.	LCPL	19 APF	R 2022			
16a. PRINT NAME OF EVAL		6b. RANK:	16c. DAT	E: 16d. SI	GNATURE		
		SSGT	19 APF	R 2022			
17. REMARKS OF UNIT CO.	MMANDER:	0001					
18a. UNIT COMMANDER:	118	Bb. RANK:	18c. DAT	E: 18d. Si	GNATURE	:	-
			Taxable Co.				
		LTCOL	19 APF	X 2022			
OPNAV 3710/7 (REV 4/2016)						100	Page 1 of 1

# MCC3 Upchit

MEDICAL RECOMMEND (Read Privacy Aci	DATION FOR FLY	YING OR SPECIA	L OPERATIONA completing form.)	LDUTY
1. TO:	2. FROM:	2. FROM:		
CO: VMMT-204	Flight Surge	on MCAS New Ri	ver	20220302
4. MEMBER NAME (Lest, First, Middle Initial)	5. IDENTIFIC	ATION NUMBER	6. GRADE	7. DATE OF BIRTH
STRICKLAND, EVAN, A.			LCPL	(VIII (MINES)
8. ORGANIZATION	9. TYPE OF	DUTY	10. FLIGHT PH (If applicable)	YSICAL DATE (YYYYMM
USMC		DIF AC	(ii appricacie)	20210514
CLEARED AFTER FLIGHT DUTY MEDICALE  b. EFFECTIVE DATE (YYYYMMDD)  20220302  12. DOWN: THE ABOVE INDIVIDUAL HAS B  a. X one:  TEMPORARY DISQUALIFICATION DUE TO (	ical disqualification w duty station EXAMINATION  BEEN FOUND DISG	Waiver recom Waiver grante  c. EXPIRATION D.  QUALIFIED BY MED  Injury A  Ground based	armended (Not USAF) ad  ATE (YYYYMMOD) 2022083	Other (See remark
MUST CARRY EXTRA SPECTACLES.				
		7. 14 4. 20. 122	Many (malia)	
14. (X one): X FLIGHT SURGEON OTH	IER (Countersignature r	c. PROVIDERS	GNATURE	d DATE SI
a. TYPED NAME /Last First Middle Initial)	1			2 27 43
	u DR d	1 1 7/	GEON COUNTERSIG	NATURE IN DATE SI
e. TYPED NAME (Last, First, Middle Initial)	f, GRADE	9 FUGHT SUR	000110001110111	(YYYYMN
		1		
MEMBER CERTIFICATION     a.   certify that I understand the above recommenda     MAY		b. AIRCREW MEMB	ER SIGNATURE	c. DATE SI
MAY perform flight dutte	es	-	ER SIGNATURE	DISAPPROVE
a. I certify that I understand the above recommenda	es for Air Force and Navy)	-	ROVE	2022

Enclosure (44)

From: To: Cc: Subject:

Date:

RE: \*Encrypted\* Request for Medical Information Wednesday, August 3, 2022 11:46:27 AM

-Were the original "not physically qualified" determinations for Capts
Losapio and Sax made by NAVALAEROSPACE MED INST, NAS PENSACOLA, OC?
-Do they have to validate waiver thereafter or do you (or another local medical provider) have authority to do so?

Yes. Original "not physically qualified" (aka Condition Disqualifying) determinations are made by the Naval Aerospace Medicine Institute (NAMI). During a initial flight physical, if a candidate is determined to be not physically qualified by a local Aerospace Medical Officer (AMO)/Flight Surgeon, a waiver including the candidate's full medical history, physicals, and relevant medical specialty evaluations will be sent to NAMI for review. If the disqualifying condition is found to be compatible with aviation duties, a recommendation waiver will be sent to the office of Bureau of Personnel (Navy) or the office of the Commandant of the Marine Corps for final approval.

Waiver validations thereafter are done at the local level by qualified Aeromedical Medical Officers/Flight Surgeons in accordance to each waiver letter.

2) -Do you have any documentation for Corporal Rasmuson's temporary medical disqualification?

Yes. Cpl Rasmuson was temporarily disqualified from flight duties on 14MAR2022 due to Low Back Pain symptoms.

3) -Finally, can you please confirm that no member of the mishap flight (Capt  $\,$ 

Losapio, Capt Sax, Cpl Rasmuson, Cpl Carlson, and LCpl Strickland) was prescribed any medication on 8 June 2022?

I can confirm Capt Losapio, Cpl Rasmusson, Cpl Carlson, and LCpl Strickland had no active prescriptions on 08JUN2022.

Capt Sax had an active prescription of generic fluoride toothpaste from dental clinic.

v/r

# DAY SEC LAT / TG / CALS 8 JUNE 2022

Capt "Sloppy" Losapio

SWIFT 11 GOLDEN: LILAC TACAN: 11Y



# **ADMIN INFO**

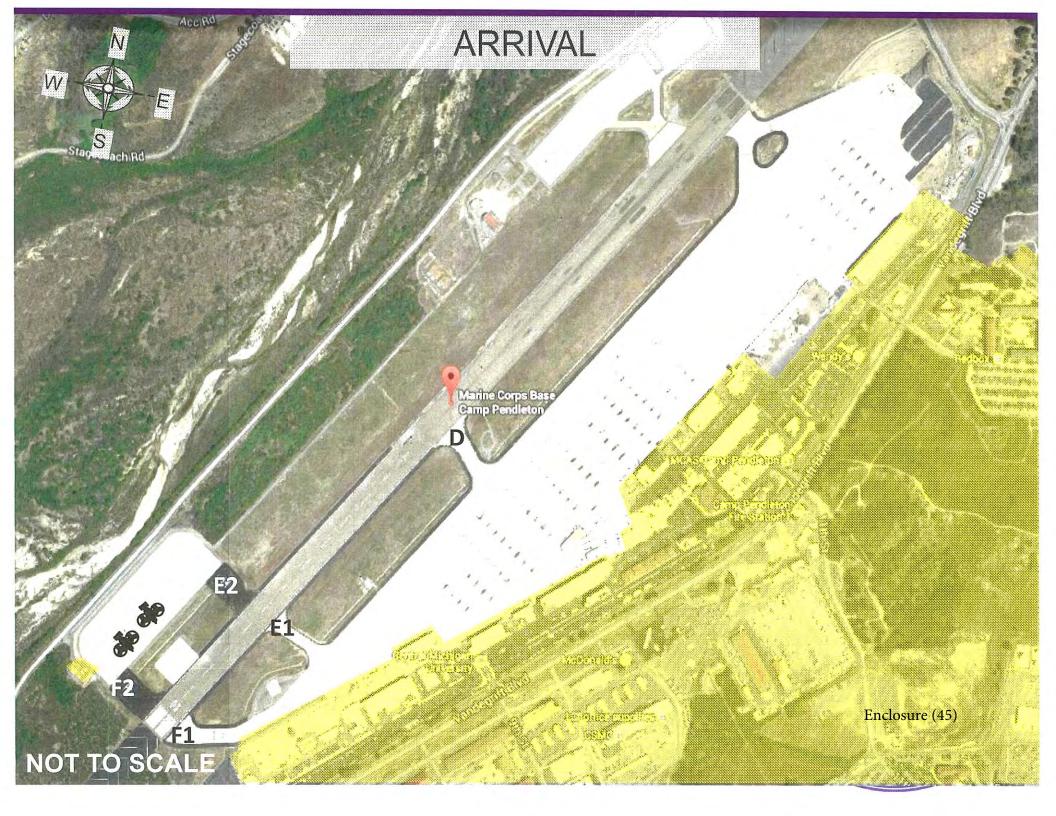


- TIME HACK
- ROLL CALL
- AIRCRAFT ASSIGNMENTS
- WEATHER
- SMARTPACK INVENTORY
- BRICK
  - FLIGHTPLAN X 3
  - BRICK FILES
    - MASTER WAYPOINT SET
    - LOCAL COMM PLAN
    - DRAW FILES
      - Local
      - VR 1268/VR289
    - MCHUM

# **MISSION**



- MISSION: AT 1600Z, VMM-364 DISPLACES 2 X MV-22 IOT CONDUCT LATIUT, TG, AND INITIAL TACFORM, AND CALS
- L-HOUR: 16:31:00Z @ Rice
   SYS TOT 16:29:30
- MISSION PRECEDENCE: Routine
- MISSION ASSETS: 2 x MV-22s
- SPECIFIED TASKS:
  - TACFORM
  - LAT (VR1268 A-D VR289A-E)
  - CALS
- IMPLIED TASKS:
  - TG
- COMMANDERS INTENT:
  - <u>ENDSTATE</u>: CONDUCT SECTION TRAINING FOR INCREASED CREW CHIEF PROFICINECY WITH ALL AIRCRAFT AND CREW LANDING BACK AT KNFG



## **COORDINATING INSTRUCTIONS**



### MISSION ESSENTIAL EQUIPMENT

- RADALT, DIG Map (10,20nm), DTED, GPS, FPV, Rte/Chum, FLIR, HUD
- GO
  - 2 X MV-22 (ACE)
- · NO-GO
  - 900-3/4 (IFR KNFG), 3000/5 LAT, 1000/3 in CALS
- ABORTS
  - Non-Sympathetic, announce "Swift 11/12 Abort" to flight.
- WAVEOFFS
  - SINGLE Call Sign, Maintain Separation Call When Clear/Abeam, upwind .5nm w/lights.
- LOSS OF VISUAL CONTACT
  - Call Blind, visual aircraft talk on.
  - · Both AC Blind:
    - Lead call base heading and altitude.
      - Once De conflicted by Alt: Alpha check next checkpoint, En-route Rendezvous.
    - Inside Objective Area:
      - Continue to briefed landing spot, rejoin on deck.

# **COORDINATING INSTRUCTIONS**



### IIMC

- "Popeye" If one A/C VMC, remain VMC.
- LEAD Reports Base Heading / climb to ESA
- ASTACSOP Fan Break.
- SEC Lead will coordinate separate squawks for IFR
- Once squawks assigned for Lead and -2, each will take own calls

### EMERGENCIES / SYSTEM FAILURES

- Aviate Navigate Communicate
- Handle in accordance with NATOPS, task out other A/C as necessary
- · Lead or Be Lead

#### DOWNED AIRCRAFT PROCEDURES

- External Section Lead takes OSC duties, task wing as appropriate.
- Internal Other A/C

#### COLUMBUS / MAGELLAN

- ASTAC SOP PARAMETERs
  - +- 5NM
  - 15 Deg of Heading
  - +- 2 Minutes
  - Over flight of checkpoint without appropriate maneuver
- 20 sec trend dot

# **ADMIN AND LOGISTICS**



- DELAY PLAN: 30 MINS AS A SECTION. Up to an hour for weather to complete all training head direct to KHII.
- BUMP: N/A
- STRAGGLE:
  - KHII 1730Z
  - INKY BARLEY 1200L
- DROP DEAD TIME: 1130L for TG
- FUELS: Per cover page
  - Refuel locations (KNFG, KIPL, KHII)
- DEBRIEF LOCATION/TIME: Running debrief throughout flight within each cockpit. Final debrief in Ready Room after paperwork is complete.

# **COMMAND AND SIGNAL**



### CHAIN OF RESPONSIBILITY

- Authority to change Route SL
- Authority to change Schedule CO

### SIGNALS TO LIFT

"Ramps up" front to back.

### SQUAK

1200, 4000 (LAT), or as assigned

# **COMMAND AND SIGNAL**



#### LOST COMMUNICATIONS

- Single Radio
  - Maintain intra-flight in the good radio. Good Comm A/C lead flight.
  - Bad Comm tucks into -2 position.
- Dual Radio- ramp, light, and probe show. Good Comm A/C mirrors and takes lead.
  - Bad Comm tucks into -2 position.
  - · If WX degraded, expect to land at nearest VMC airfield
- With GCE in the Objective area FOR >10 MINS.
  - Land if LZ Ice, and or no closed LZ markings, signals (Red chem stick "X", RED SMOKE, effect fires etc..)

## LAT RULES OF CONDUCT



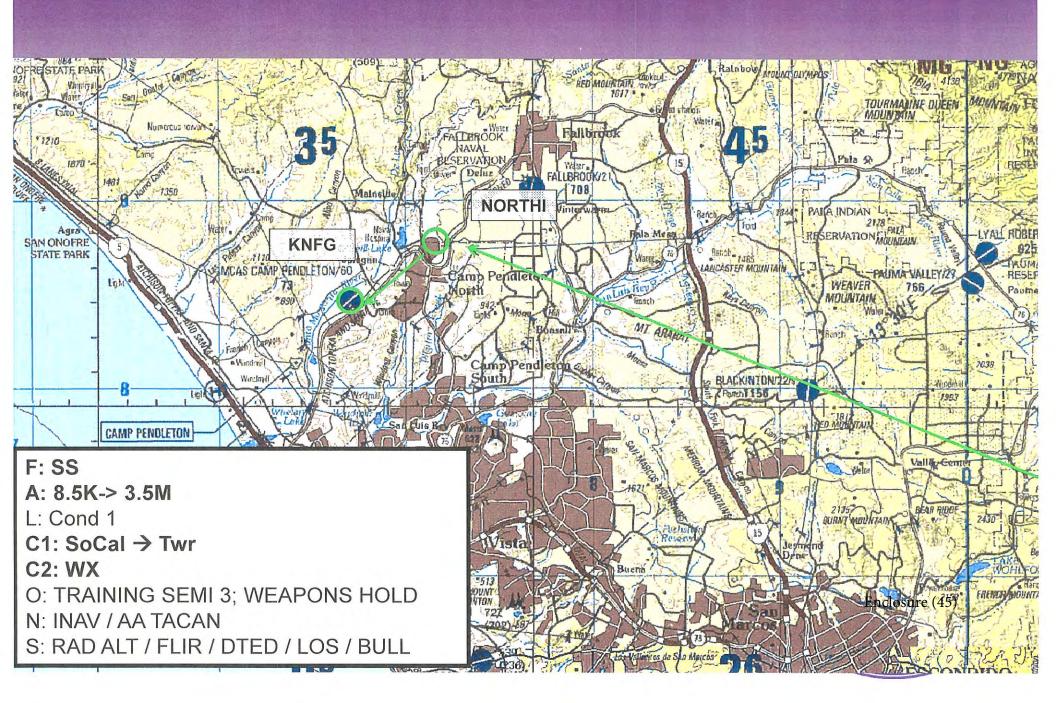
- 1. MINIMUM AIRSPEED AND ALTITUDE: 200' AGL / 200KTS APLN, 50' AGL / 120KTS CONV
- 2. WINGMAN IS ALWAYS RESPONSIBLE FOR SEPARATION AND DECONFLICTION.
- 3. LAT WILL NOT BE CONDUCTED OVER THE WATER.
- 4. WINGMAN WILL NOT FLY STEP-DOWN WHEN LEAD IS 300' AGL OR BELOW.
- 5. MINIMUM ALTITUDE CAPABLE (MAC) IS A SINGLE AIRCRAFT TASK AND ONLY ACHIEVED BY A WINGS-LEVEL DESCENT.
- 6. ALL AIRCREW WILL "KNOCK-IT-OFF" IF ANY OF THE FOLLOWING CONDITIONS OCCUR:
  - A. ANY AIRCRAFT DESCENDS AND REMAINS BELOW MIN BRIEFED ALTITUDE (200A)
  - B. ANY AIRCRAFT DESCENDS IN A TURN THAT WAS INTENDED TO BE LEVEL
  - C. ANY AIRCRAFT BECOMES NORDO OR LOSES ICS.
  - D. ANY AIRCREW LOSES SA.
  - E. AN INTERLOPER ENTERS THE FLIGHT.
  - F. ANY UNSAFE CONDITION OBSERVED BY ANY CREWMEMBER.
- 7. FOLLOWING "KNOCK-IT-OFF", LAT TRAINING WILL NOT BE RESUMED WITHOUT VERBAL COMMUNICATION FROM ALL AIRCREW IN THE FLIGHT.
- 8. MORE THAN ONE FLIGHT MAY OPERATE ON A LAT ROUTE SIMULTANEOUSLY PROVIDED THE FOLLOWING:
  - A. A COMMON FREQUENCY IS MONITORED BY EACH FLIGHT.
  - B. EACH FLIGHT HAS THEIR OWN DISCRETE FREQUENCY.

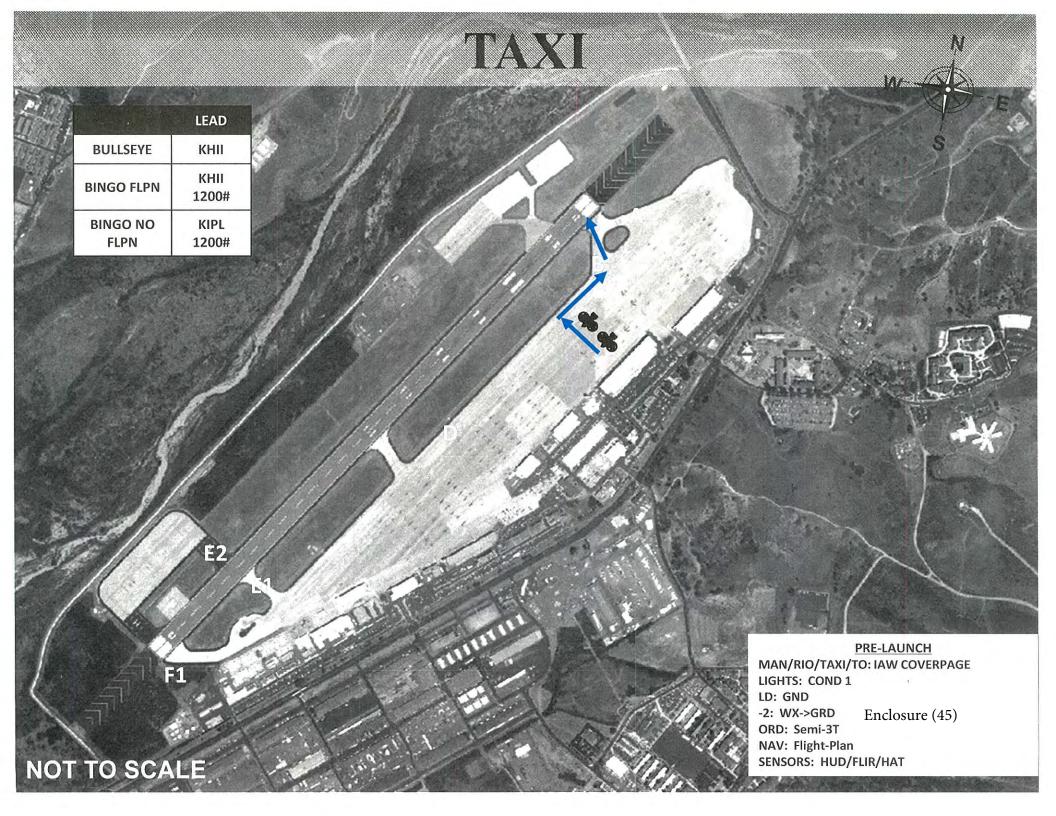
C. FLIGHT SEPARATION ALONG THE ROUTE IS PRE-BRIEFED.

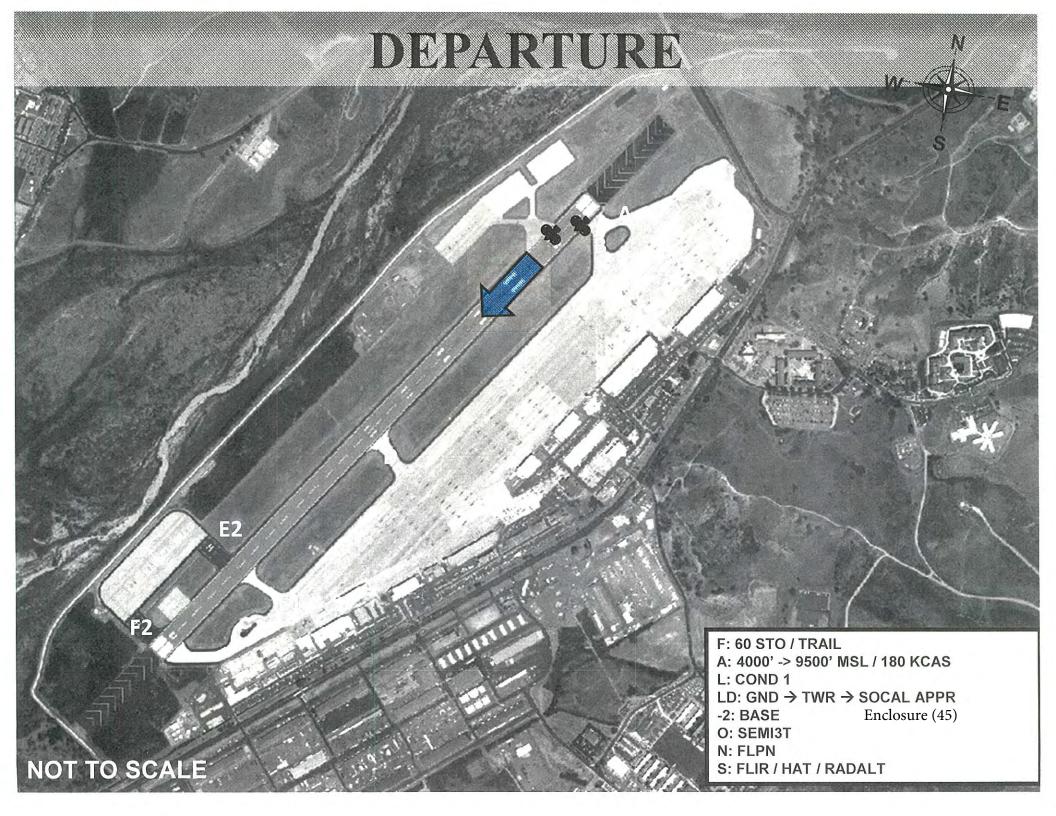
Enclosure (45)

#### **CONOPS** N: VR289 A **E: LAKE HAVASU** S: US/MEXICO BORDER W: PACIFIC OCEAN BARSTOW EDWARDS AFB Cian 99 2310 DEPUE-C LUDIOW 3 2313 BARSTOW CAMINO AURSTRUP 2079 1700 DAGGETT NCASTER HECTOR NEEDLES 983 1930 Qian 74 Southern Cauparnia) LAKE HAVASU LOGISTICS R2501N 19 2806 R2501W R2501 VICTORVILLE AIR RIP CRYSTAL PARKER 3420 10039 HESPERIA Chan 26 BIG BEAR CIT HON MOUNTAIN PUMPING PLANT BIG BEAR CITY R25015 ONTARIO Fredalba SUQUELL MARTI 111502 PALMS YUCCA VALLEY Oron 77 PALM SPRINGS 34 AAF RANCH PALM SPRINGS HITL 5659 CHUR ARPT ORANGE CO 5000 Chan 1/21 WESTERN-SKY AIRPARK VACOUELINE COCREAN ROLL CHIR IA CO SUN OIT MC CONVIELE 1930 VALLEY AURRIETIA BLYTHE R2306D 390 R23080 LAKE RIVERSIDE That IN ALBROOK 3400 3400 PAUMA VALLEY WARNER SERINGS DIETON TO MEPARN GUIDERPORT BORREGO ALLEY 520 2914 520 ANTA R2806 R2507N TALINA EAGLETAIL RANCH R2306B R2583A -TACANI-4839 1203 CAMP salton R25075 PENDLETON R2308A MC CELTIN RAMONAP PALOMAN > 1394 Open 55 R2306A CLIFF C HATFIELD MEM Remond OCEANSIDE MEAN DIEGO CENTRO Enclosure MIRAMAR Tuma incas 433 Chan 33 EMORY RANCH.

## ARRIVAL

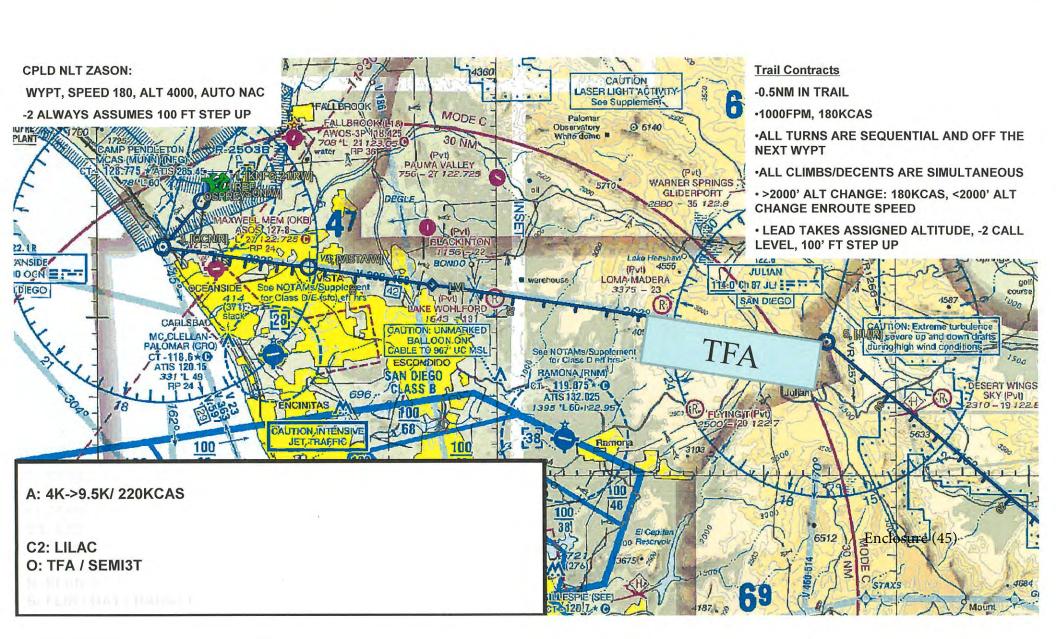






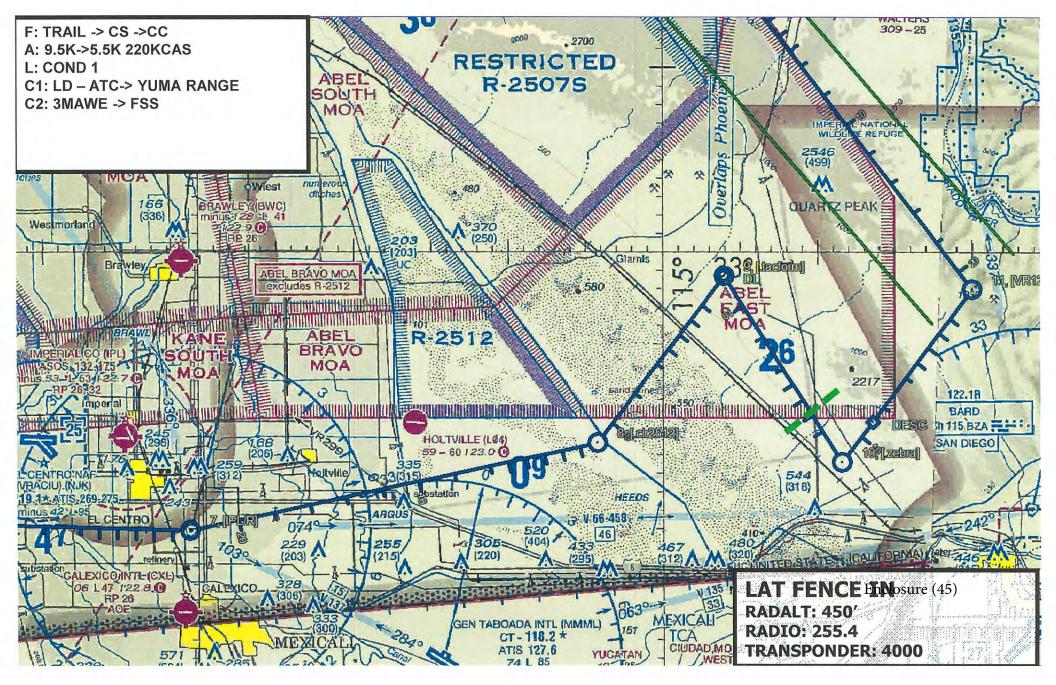
# **BULLDOG2 DEPARTURE**





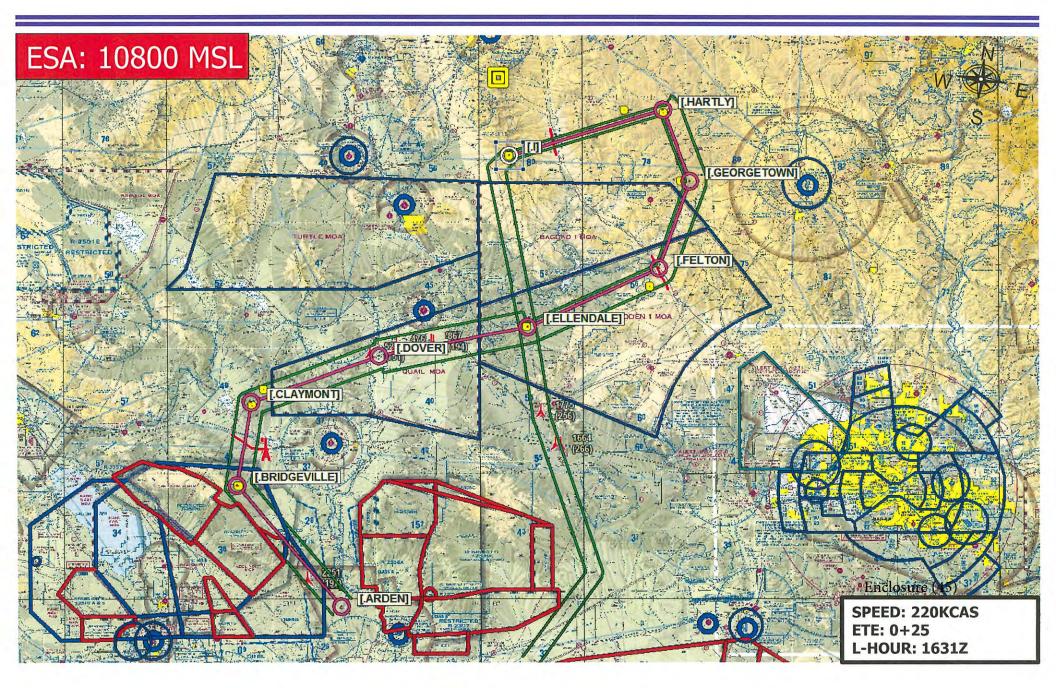
# **ENROUTE-TACFORM-LAT**





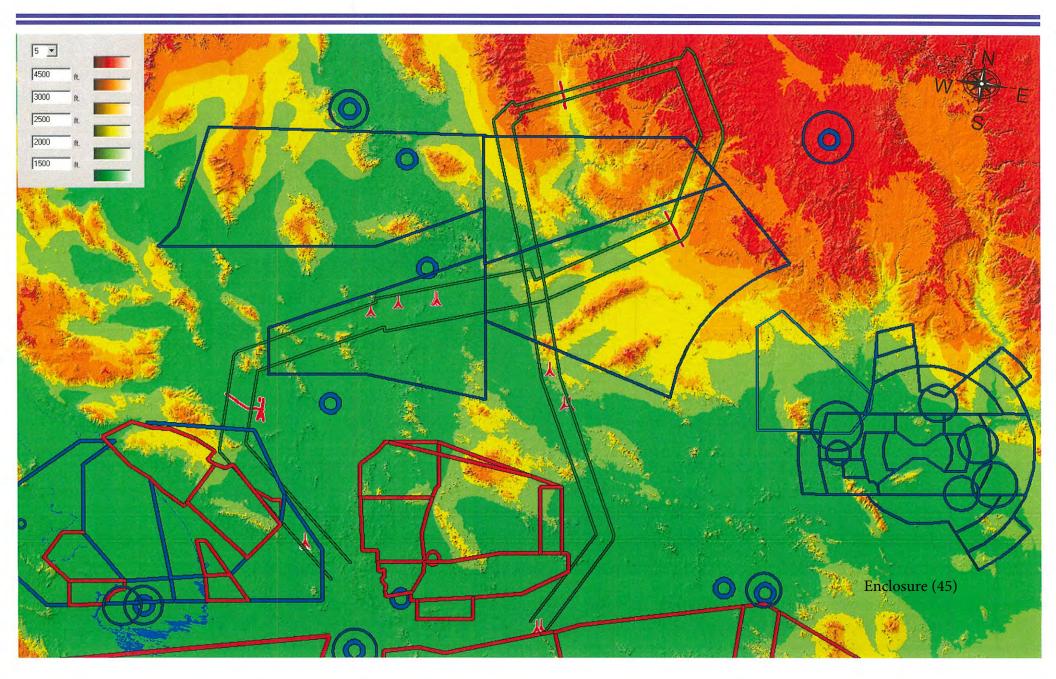
# VR-1268 A-D OVERVIEW





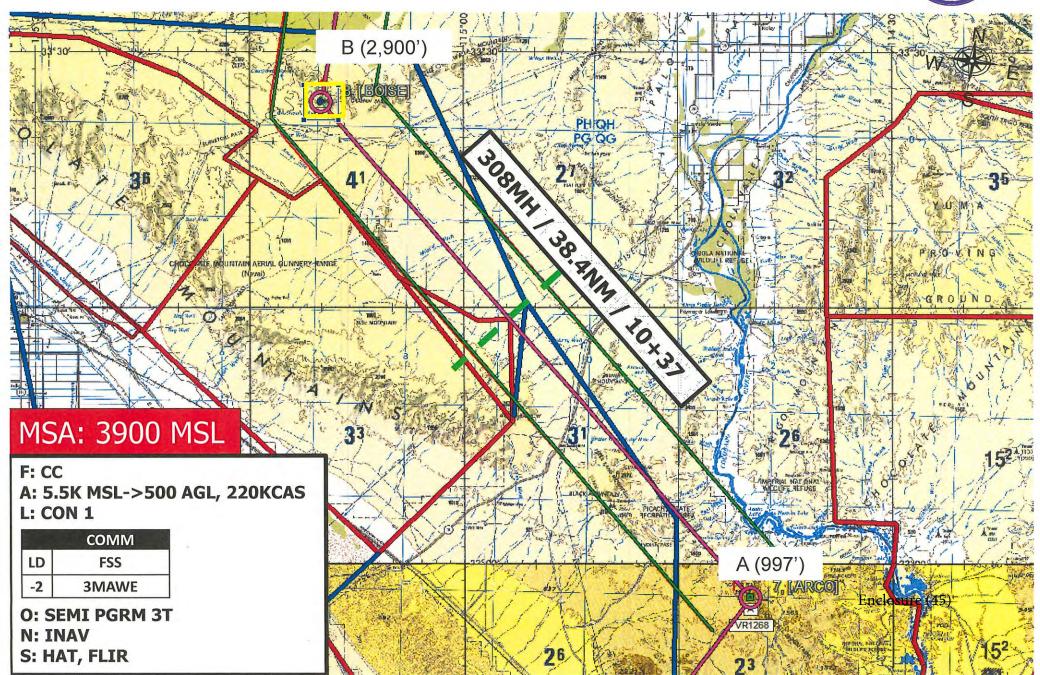
# DTED OVERVIEW VR-1268



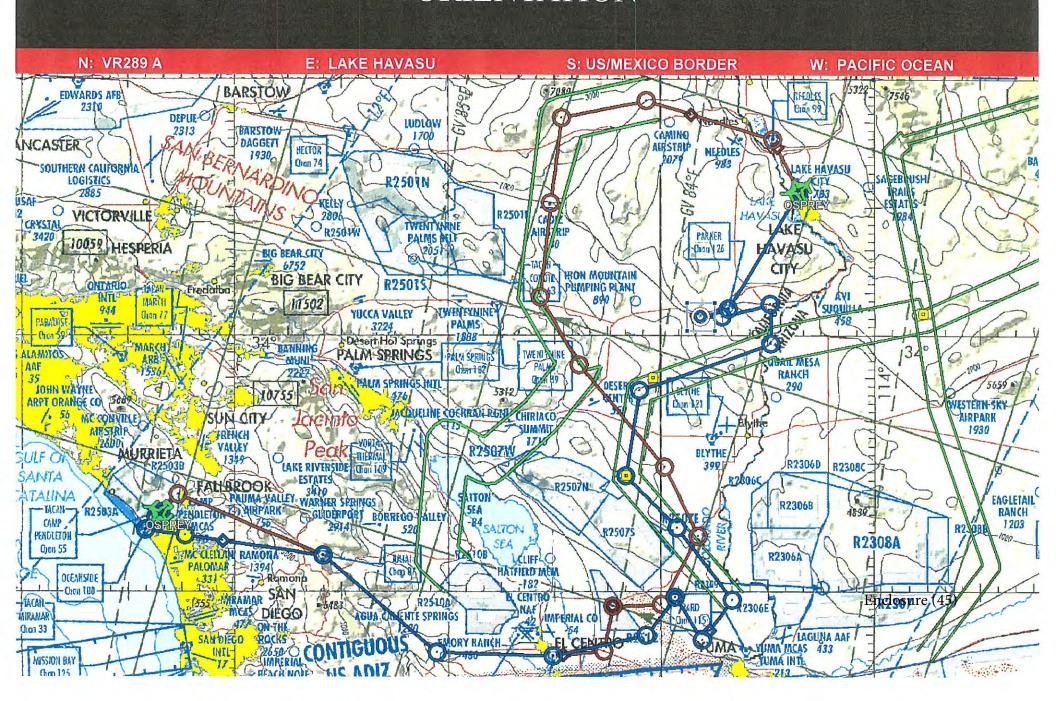


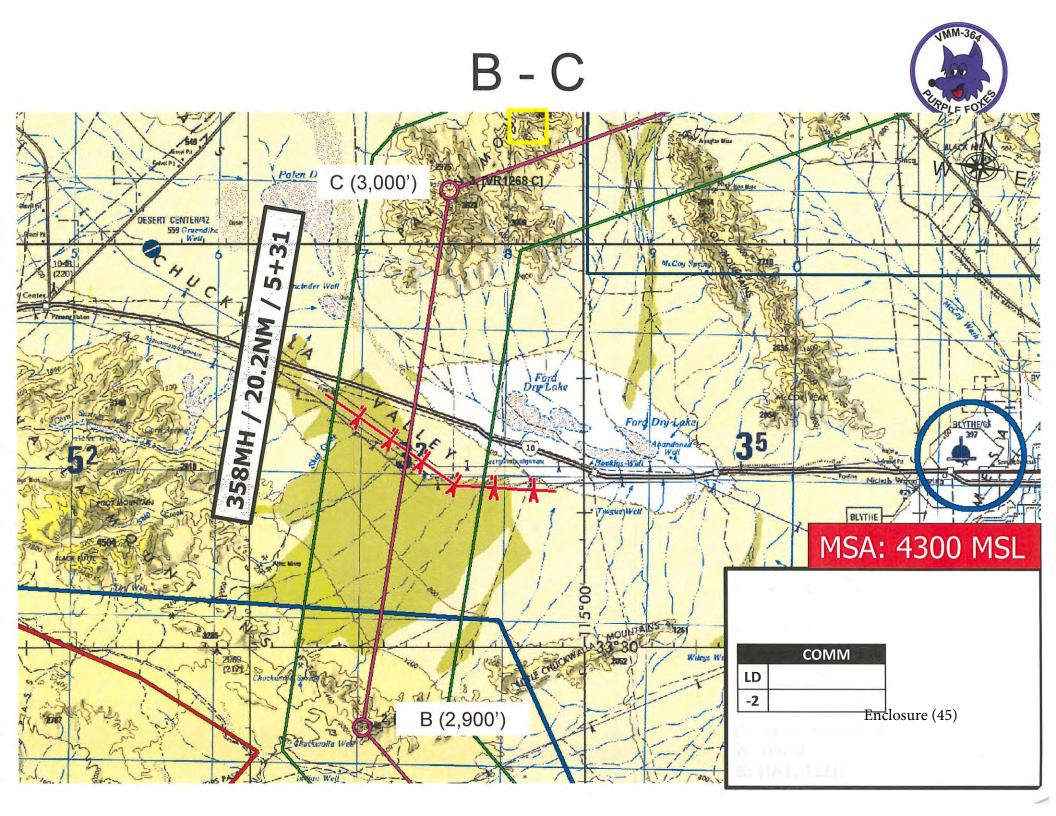
# A-B

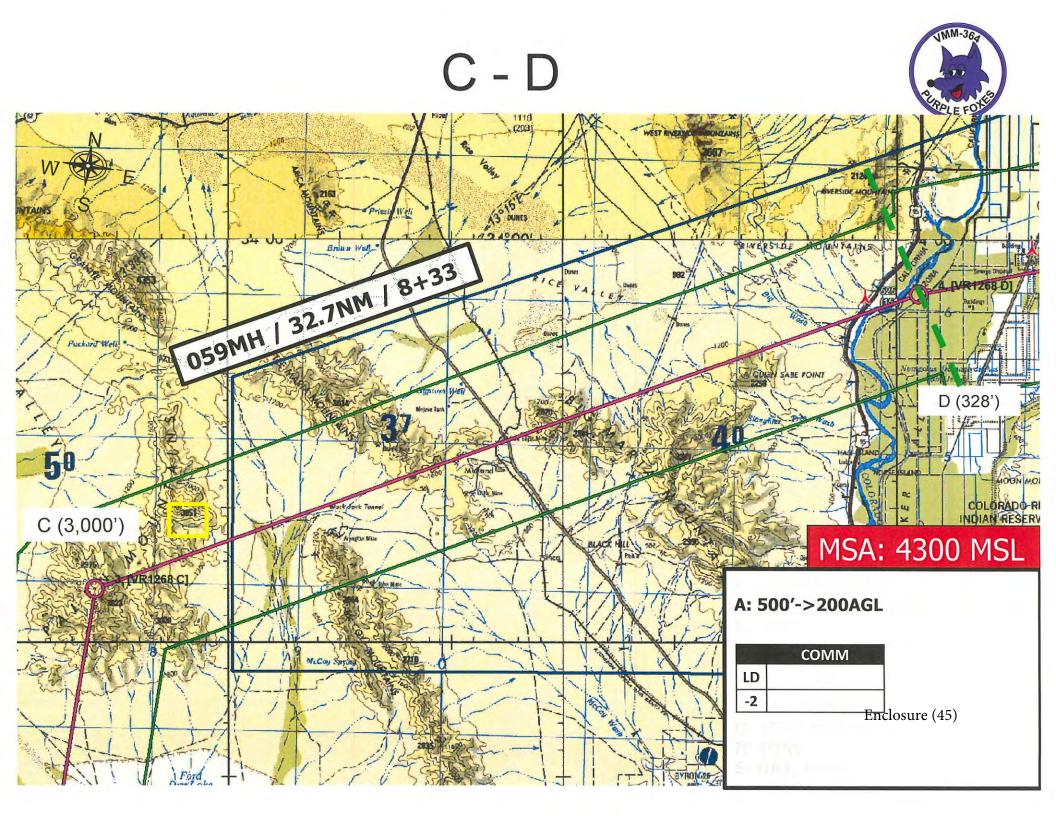




### **ORIENTATION**

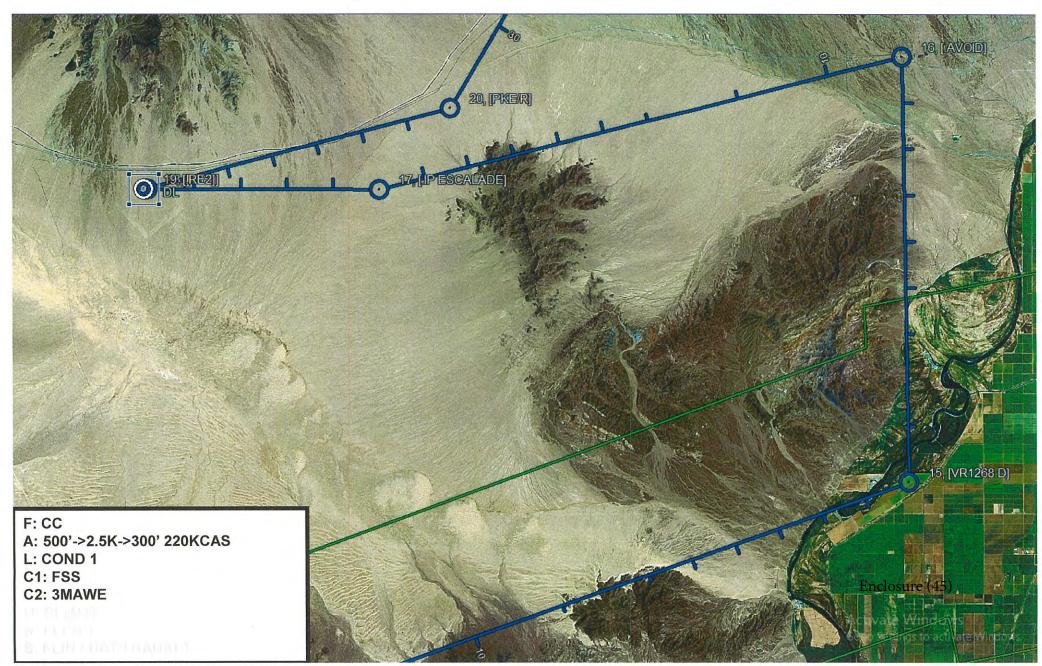


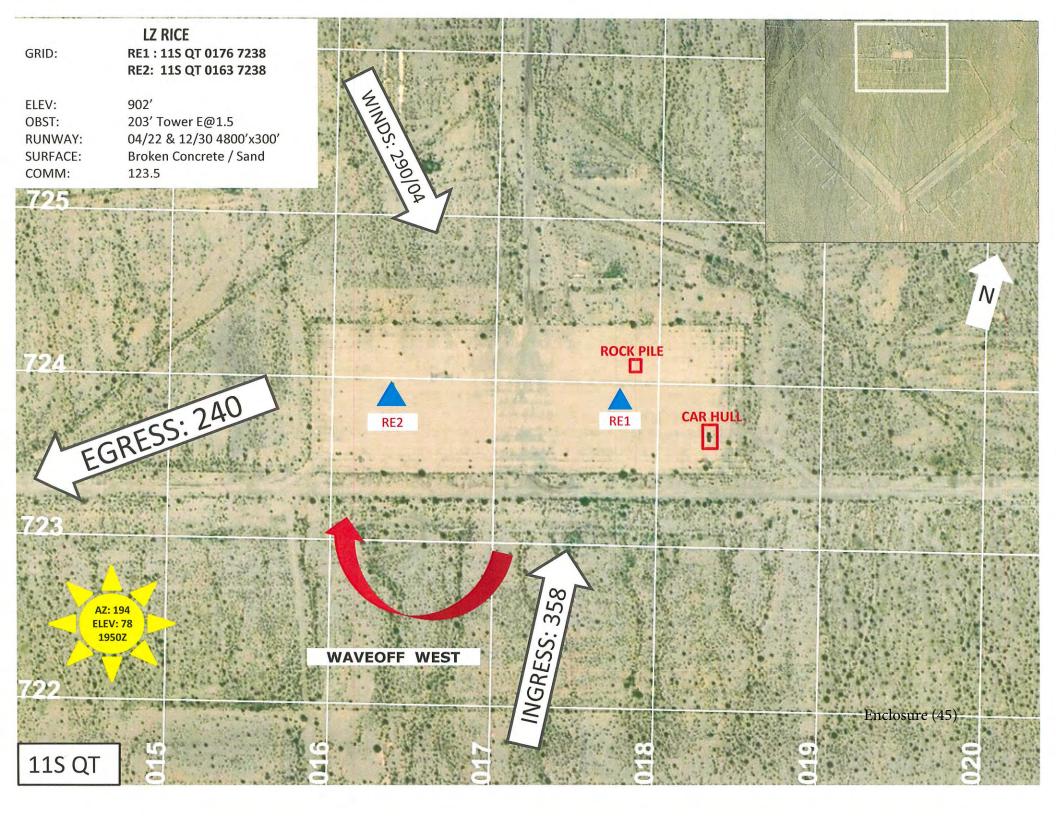




# LAT- CALS

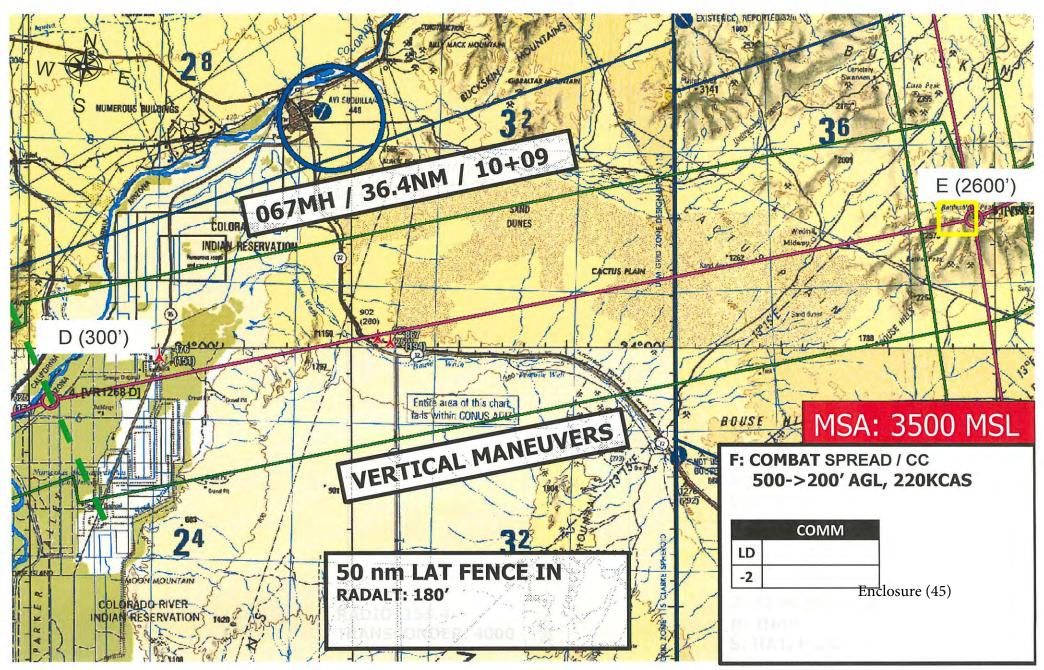






### **D** - **E**



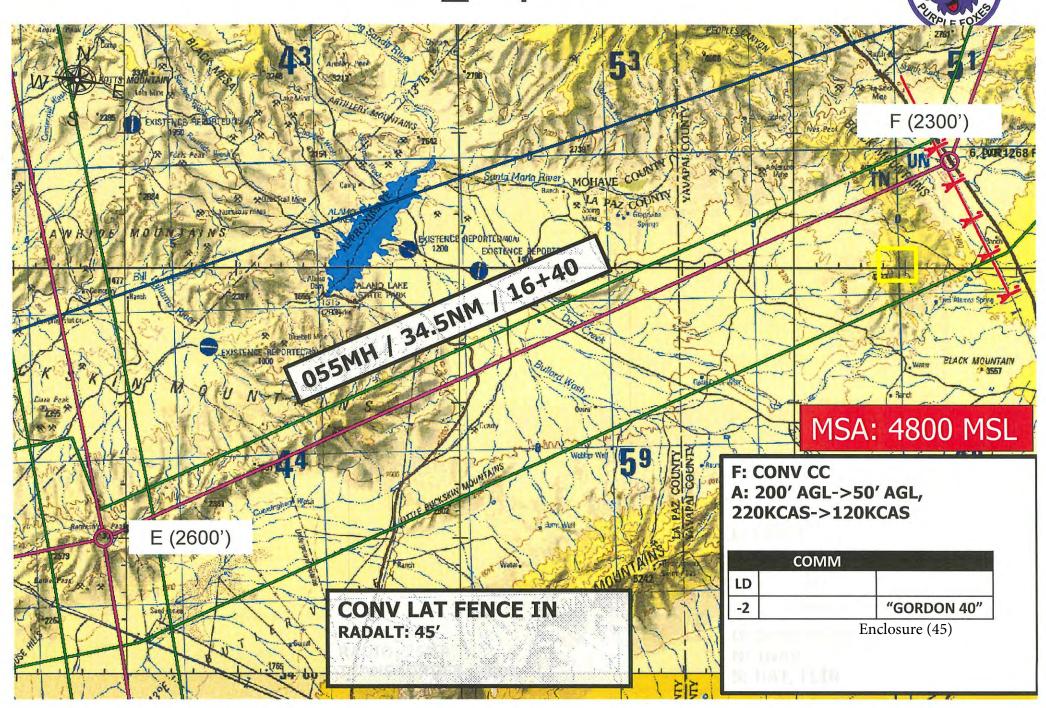


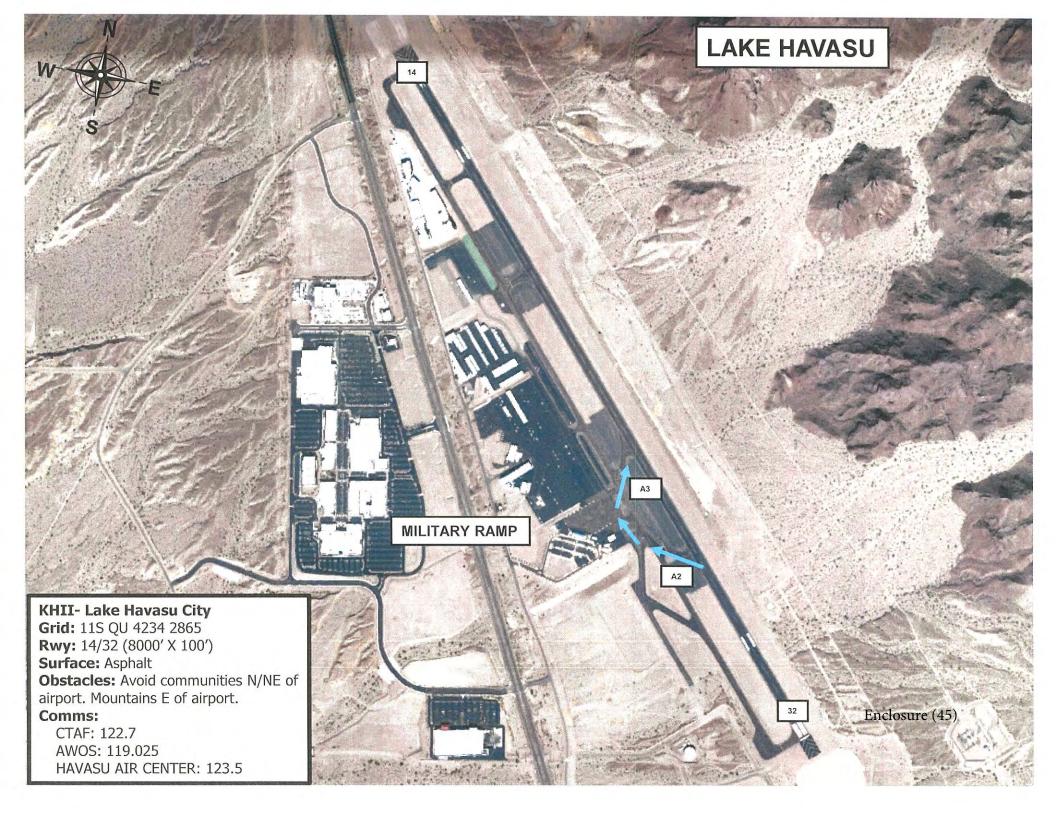
# **SITUATION**

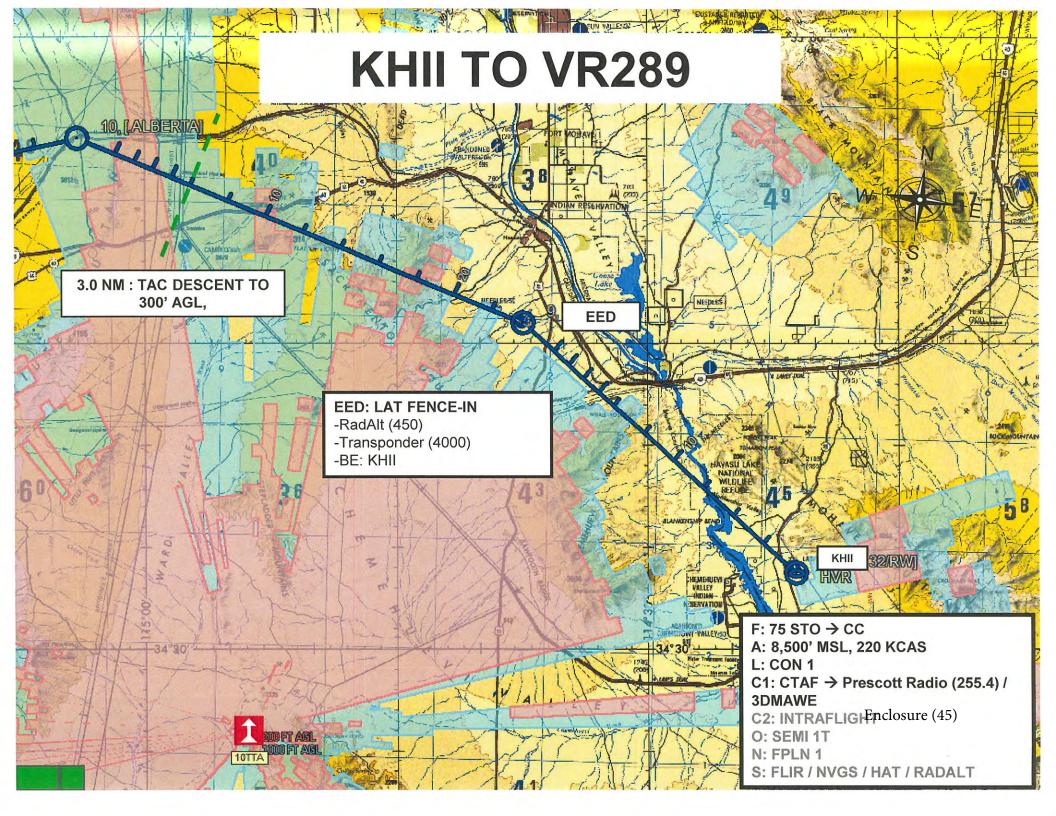


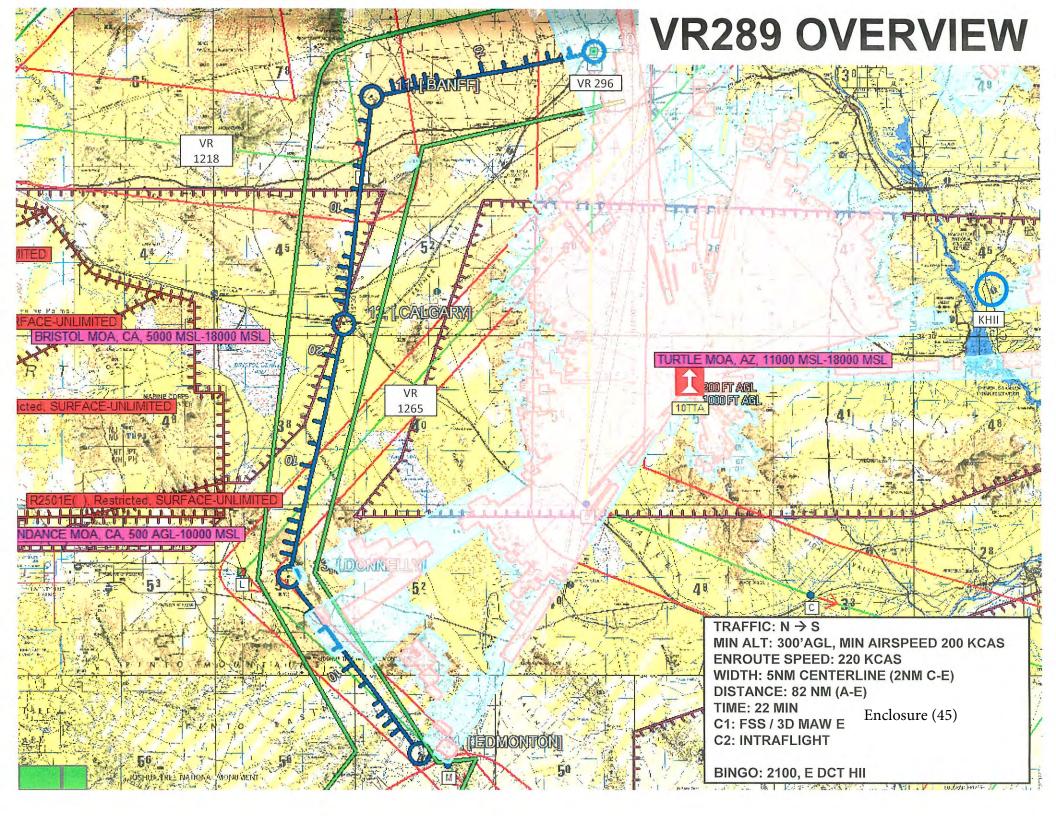
- FRIENDLY:
  - HIGHER:
    - MAG-39
  - ADJACENT:
    - OTHER 3DMAW A/C
- MISSION ASSETS:
  - 2 X MV22

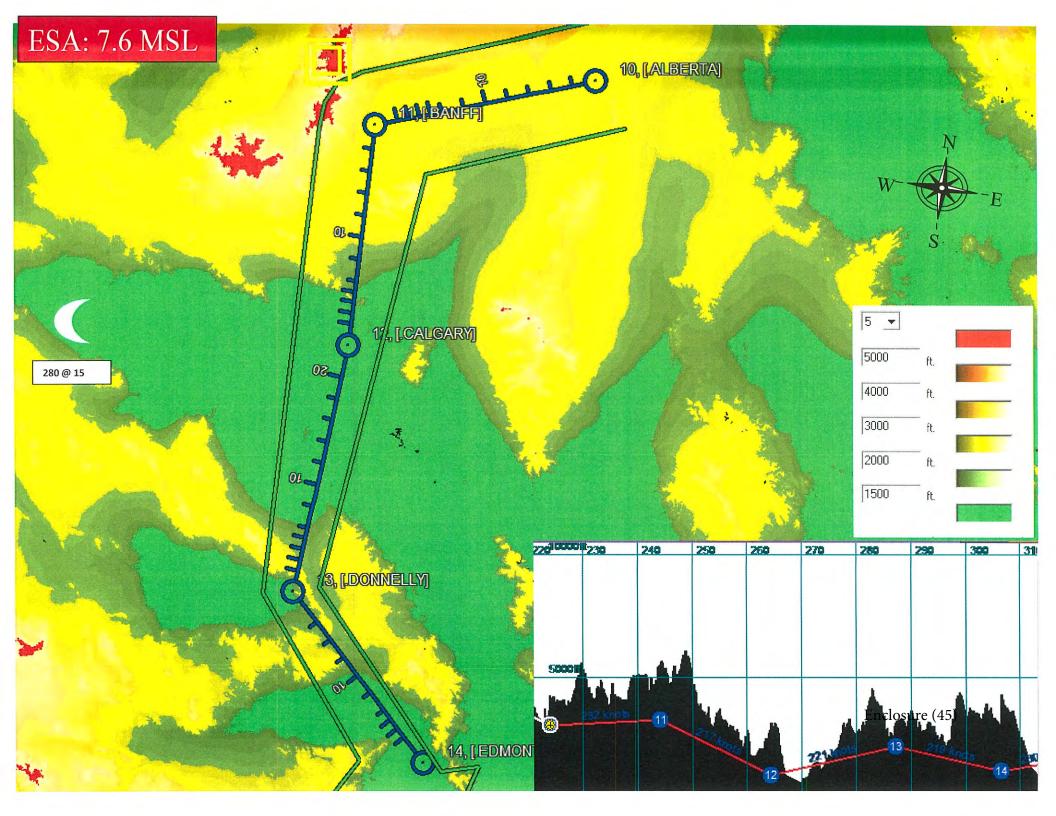
E-F



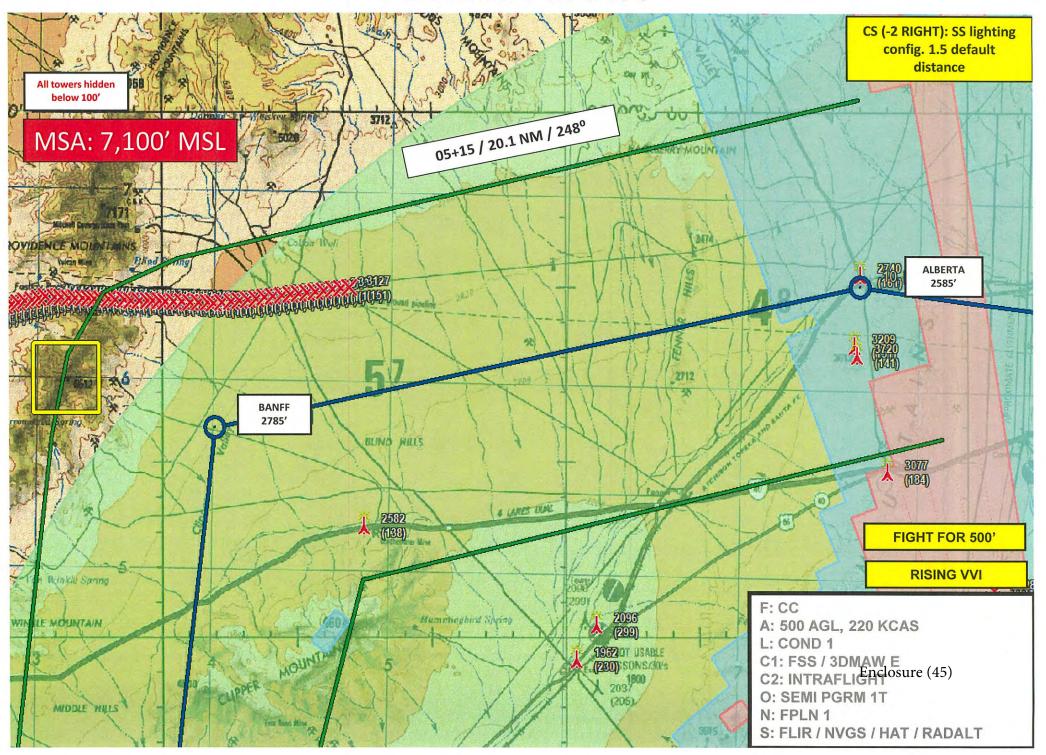


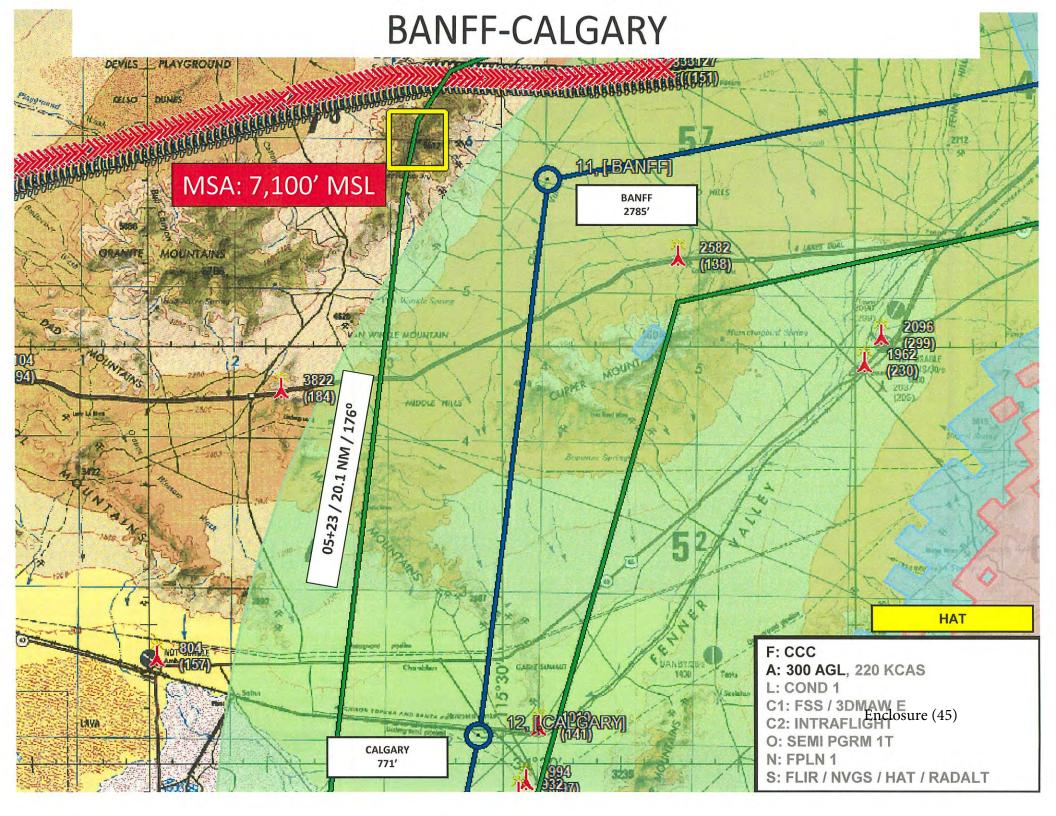


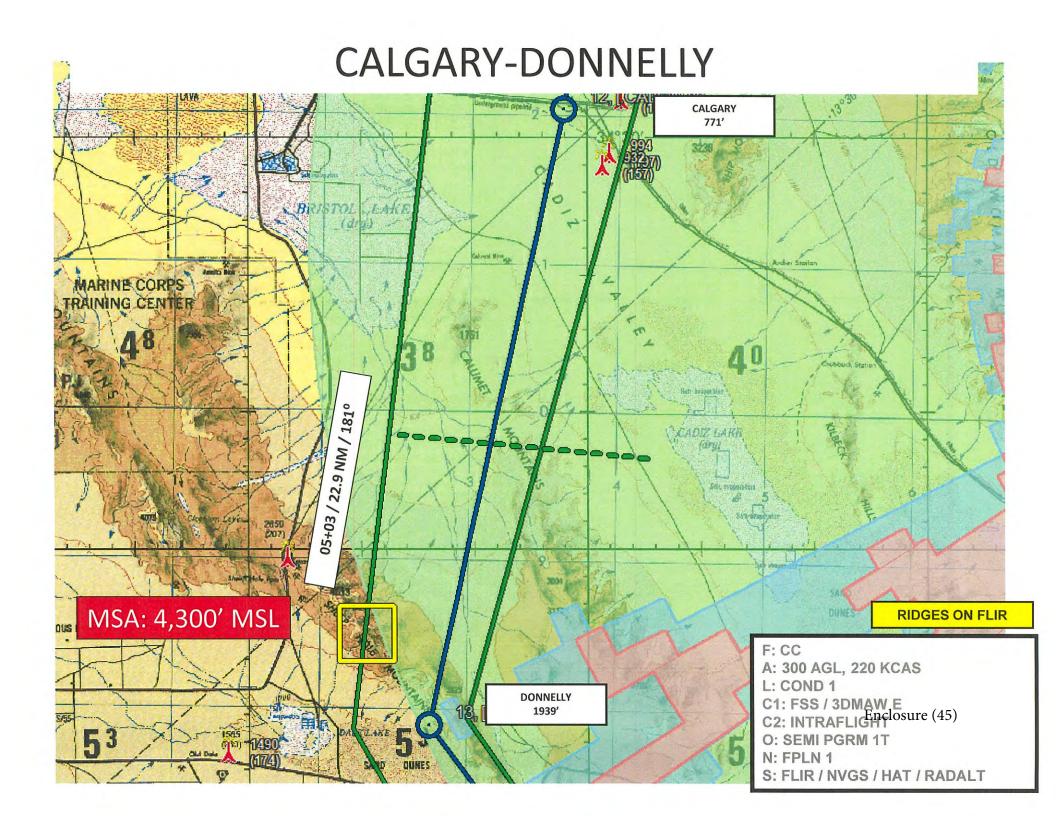




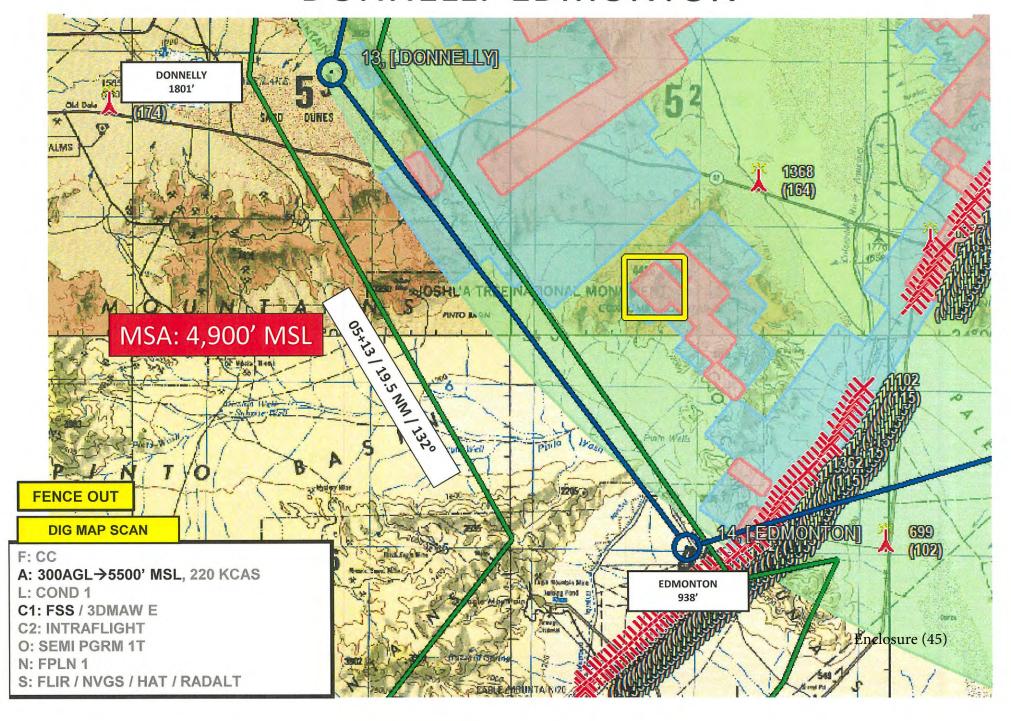
### **ALBERTA-BANFF**





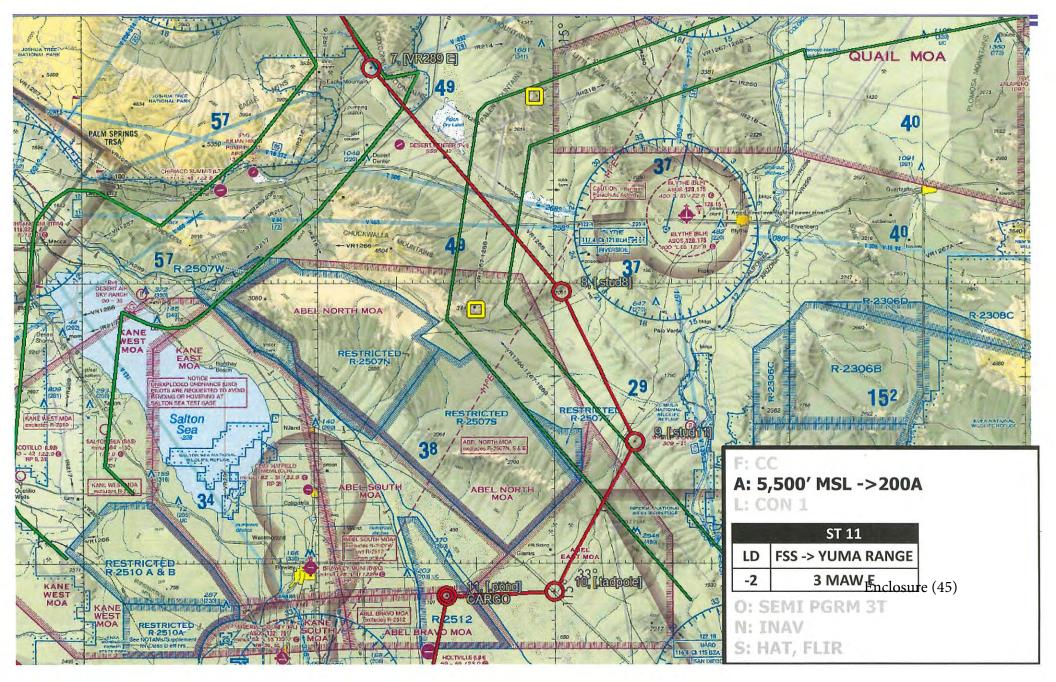


### DONNELLY-EDMONTON

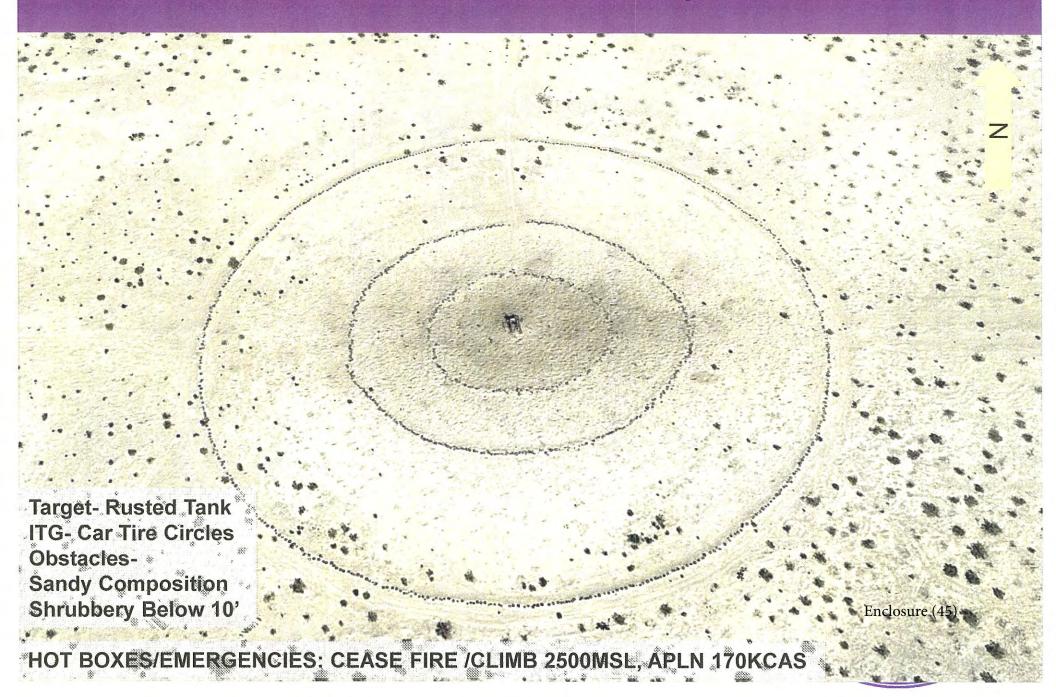


### 289 - TG

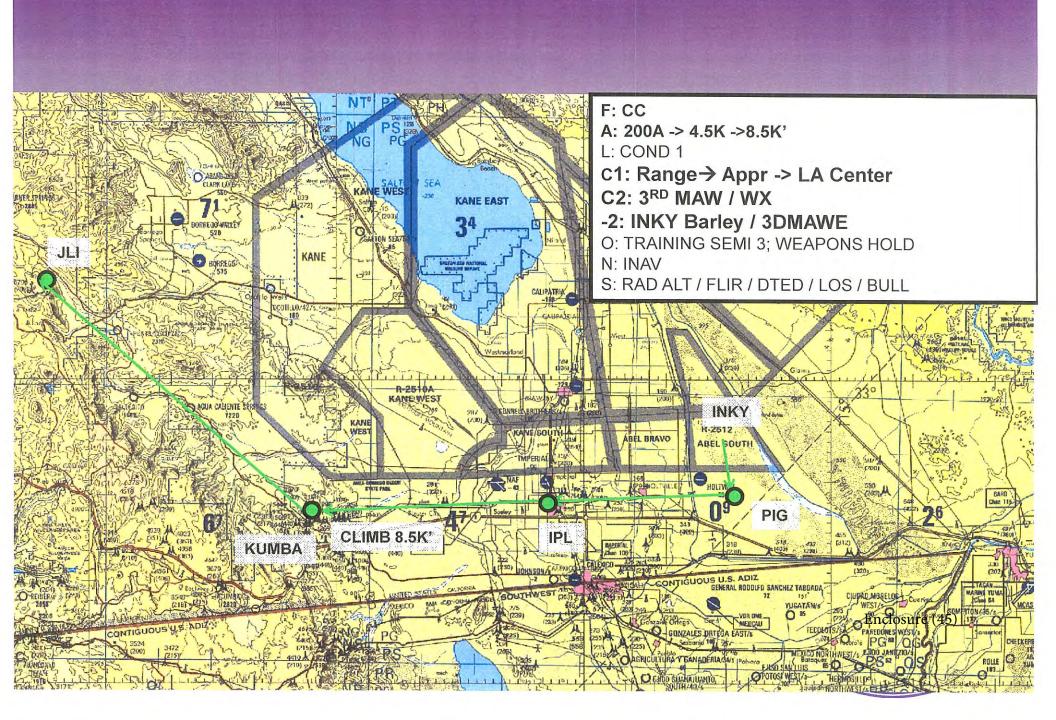




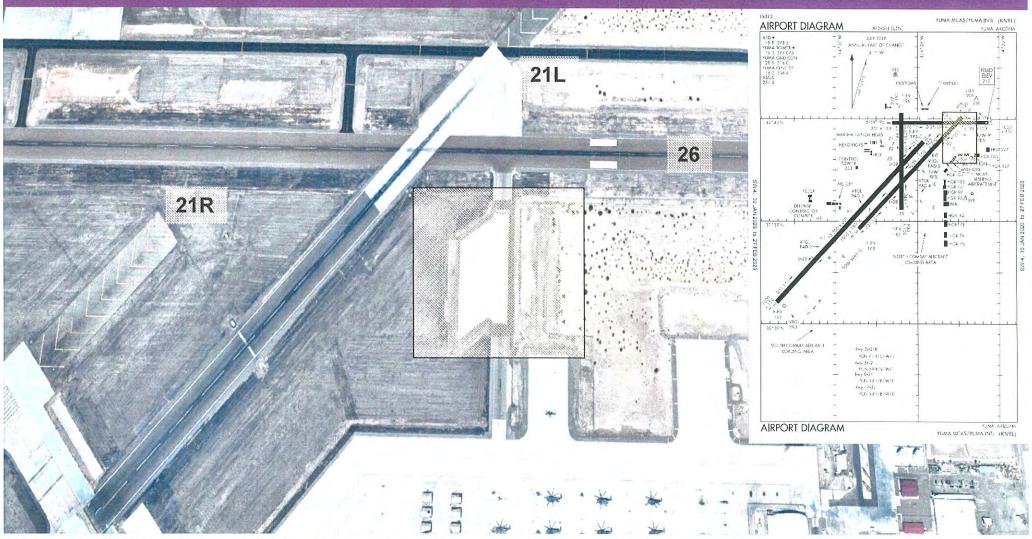
## TGT-68 Inky Barley



### TG -> JLI



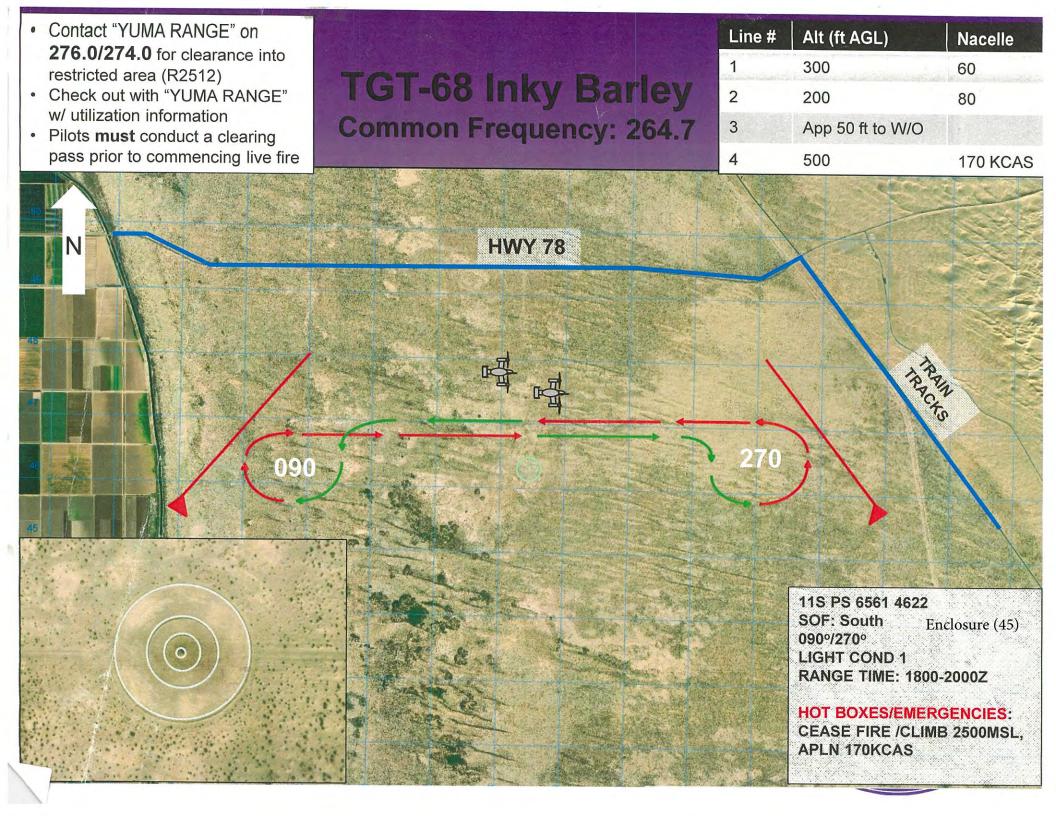
## YUMA HUNG ORGNANCE



HUNG/UNEXPENDED ORDNANCE: Hung ordnance is any practice or live ordnance which failed to release or fire.

Unexpended ordnance is any live or practice ordnance which no attempt to release or fire has occurred. Aircraft will use runway 03/21 for either hung or unexpended ordnance and avoid overflying populated areas. No EQD response is required unless specifically requested. Coordinate with Maintenance Control prior to arrival. Assault helicopters with a

jammed gun should pull into the "Bravo" arm/dearm and offload the gun with ordnance personnel.





### VMM-364 ODO BRIEF

### 8 JUNE 2022

0530-1200

1200-1830

1830-LPOD





## LINEUP

16	MV- 22B	SWIFT 11	0600/0800/1330	KNFG/KNFG	Capt Losapio Capt Sax Cpl Rasmuson Cpl Carlson LCpl Strickland	2140,2242,2280,2281,2282,2541,2640,6240,6900 2140,2242,2280,2281,2282,2541,2640,6900 2142,2240,2282,2541,2640,6351,6900 2140,2242,2282,2541,2640, <b>5630X</b> ,6351,900 <b>2140X</b> ,2240X,2242X,2640X	1A1 1A3 1B1	/TG/	5.	2 X GAU-21	1
7112 18	MV- 22B	SWIFT 12	0600/0800/1330	KNFG/KNFG		2140,2242,2280,2281,2282,2541,2640,6900 2140,2242,2280,2281,2282,2541,2640,6900 2140,2242,2282,2541,2640,6351,6900 2140,2242,2282,2541,2640, <b>5631X</b> ,6351,6900 2140 <b>X</b> ,2240 <b>X</b> ,2242 <b>X</b> ,2640 <b>X</b>	1A1 1A3 1B1		5.	2 X GAU-21	1

B/U: 17

Enclosure (46)

21 June 2022





## **LINEUP**

7121	MV- 22B	SWIFT 21	1100/1400/1900 NET: 0800	KNFG/ KNFG	SL	2242,2280,2281,2282,4140,4580,6240,6900 2242,2280,2281,2282, <b>4140X</b> ,4 <b>580X</b> ,6900	100	CALS / RVLS /	3/4.5	FUEL: 11.0 2 X POMMEL	2
16						2242,2282,4140,4580,6900 2242,2282,4140, <b>4580</b> ,6900		FASTRO PE			
7122	MV- 22B	SWIFT 22	1100/1400/1900 NET: 0800	KNFG/ KNFG	T*		100	CALS / RVLS /	3/4.5	FUEL: 11.0 2 X POMMEL	2
18						2242,2282,4140,4580,6900 2242,2282, <b>4140X,4580X</b> ,6900		FASTRO PE			

B/U: 04

Enclosure (46)

21 June 2022





## **LINEUP**

7131	MV-	SWI	1645/1945/0045	KNF	2280,2281,2282,2341,2543,3441,4083,4840,6240,6900	1A9	CAT / NS	3/4.5	FUEL: 11.0	3
	22B	FT	NET: 1515	G/K	2280,2281,2282,2341,2543,3441,6900		<b>EXTERNAL</b>	1	2 X GAU-21	
		31		NFG	2280,2281,2282,2341, <b>4083X</b> ,4840,6900		S / HLL CAL		1200 RDS .50 CAL	
16					2280,2281,2282,2341, <b>4083X,4840</b> ,6900		/ RVLS / NS		2 X PENDANT	
16					2282,2341,2543,3441,4083,4840,6351,6900		TG			
					2282,2341,2543,3441, <b>4083X</b> ,4840, <b>6350X</b> ,6900		10 00, 001			
					2282,2341,6900					
7132	MV-	SWI	1645/1945/0045	KNF	2280,2281,2282,2341,2543,3441,6900	1A9	CAT / NS	3/4.5	FUEL: 11.0	3
	22B	FT	NET: 1515	G/K	2280,2281,2282,2341,2543,3441,6900	17.79	EXTERNAL		2 X GAU-21	
18		32	1 1 1 1 1	NFG	2340X,2543X		S / HLL CAL		1200 RDS .50 CAL	
IO					2282,2341,2543,3441,6351,6900		/ RVLS / NS		2 X PENDANT	
			2 14		2282,2341,2542, <b>6350X</b> ,6900		TG			

B/U: 04

Enclosure (46)

21 June 2022





## **Maxes**



UNCLASSIFIED

### Max PA & DA Calculations

June 8th, 2022



14 Location:	KNKX	KNZY	KNFG	KNXP	KNYL	KNJK	KNUC	KBAN
DAY: 0800L - 2000L	PA: 590 DA: 2100 TEMP: 24	PA: 140 DA: 1100 TEMP: 21	PA: 190 DA: 1300 TEMP: 22	PA: 2320 DA: 5800 TEMP: 40	PA: 480 DA: 3600 TEMP: 41	PA: 260 DA: 3400 TEMP: 41	PA: 300 DA: 1500 TEMP: 20	PA: 6920 DA: 10,000 TEMP: 28
NIGHT: 2200L	PA: 590 DA: 1200 TEMP: 17	PA: 130 DA: 700 TEMP: 18	PA: 190 DA: 600 TEMP: 16	PA: 2280 DA: 4900 TEMP: 32	PA: 450 DA: 2500 TEMP: 31	PA: 200 DA: 2300 TEMP: 32	PA: 320 DA: 900 TEMP: 18	PA: 6830 DA: 8800 TEMP: 18
FZ LVL	17,000FT	17,000FT	17,000FT	15,000FT	17,000FT	17,000FT	17,000FT	8,000FT

Enclosure (46)

21 June 2022





## SKYVECTOR OUTLOOK

Enclosure (46)

21 June 2022





### **METARs / TAFs**

Data at: 1748 UTC 08 Jun 2022

KNFG 081652Z 18003KT 10SM FEW014 21/15 A2985 RMK A02 SLP107 T02060150

TAF KNFG 0815/0915 VRB05KT 9999 OVC009 QNH2982INS BECMG 0816/0818 23008KT 9999 FEW012 QNH2974INS BECMG 0904/0906 VRB05KT 9999 BKN009 QNH2979INS FM090930 VRB05KT 9999 OVC008 QNH2978INS TEMPO 0910/0915 9000 BR OVC005 T23/0821Z T17/0914Z

KNYL 081657Z 16010KT 7SM CLR 33/13 A2976 RMK AO2 SLP075 T03330133

TAF KNYL 0815/0915 VRB06KT 9999 SKC QNH2974INS FM081900 19010G20KT 9999 SKC QNH2963INS BECMG 0901/0903 18008KT 9999 SKC QNH2963INS FM090800 15010G20KT 9999 SKC QNH2968INS T39/0822Z T24/0913Z

KIPL 081653Z AUTO VRB03KT 10SM CLR 30/19 A2975 RMK A02 SLP074 T03000189

KIPL 081725Z 0818/0918 13009KT P6SM SKC FM082300 17012KT P6SM SKC FM090700 12008KT P6SM FEW250

KNUC 081656Z 22007KT 8SM OVC008 16/14 A2988 RMK AO2 CIG 007V011 SLPNO T01610144 \$

TAF KNUC 0815/0915 VRB06KT 8000 BR BKN007 QNH2984INS TEMPO 0815/1819 4000 BR OVC003 BECMG 0819/0820 24010KT 9999 SCT012 QNH2977INS TEMPO 0820/0902 25013G20KT BKN008 FM090200 VRB06KT 9999 BKN009 QNH2976INS FM090700 10008KT 8000 BR BKN006 QNH2974INS TEMPO 0909/0915 4000 BR OVC003 T21/0821Z T14/0912Z FS30170





### **METARs / TAFs**

KNXP 081656Z AUTO 34003KT 10SM CLR 33/M07 A2993 RMK AO2 SLP091 T03281067

TAF KNXP 0815/0915 VRB05KT 9999 SKC QNH2984INS BECMG 0818/0820 12015KT 9999 SKC QNH2978INS TEMPO 0822/0904 21010G20KT FM090430 28008KT 9999 SKC QNH2984INS T24/0815Z T39/0821Z

KNKX 081655Z 36005KT 6SM HZ FEW014 21/14 A2986 RMK AO2 SLP105 T02110144

TAF KNKX 0815/0915 VRB05KT 9999 BKN012 QNH2983INS FM081830 24008KT 9999 SCT015 QNH2981INS FM090330 VRB05KT 9999 BKN015 QNH2984INS TEMPO 0909/0913 6000 BR OVC007 T15/0815Z T25/0821Z

KNJK 081656Z 00000KT 10SM CLR 32/18 A2977 RMK A02 SLP095 T03170178 \$

TAF KNJK 0815/0915 12004KT 9999 SKC QNH2960INS FM090100 16009KT 9999 SKC QNH2960INS FM091300 VRB03KT 9999 SKC QNH2973INS T41/0823Z T23/0913Z FS30130

KHII 081735Z AUTO 18009G20KT 10SM CLR 37/04 A2979 RMK A02

### No TAF found for KHII

KBLH 081652Z AUTO 18009KT 10SM CLR 34/11 A2977 RMK AO2 SLP073 T03390106 TSNO

Enclosure (46)

KBLH 081725Z 0818/0918 18007KT P6SM SKC FM082000 18012G20KT P6SM SKC FM090200 19009KT P6SM FEW250

21 June 2022





### **NOTAMS**

### PRINTED AT ODO DESK





## **BASE OPERATIONS BRIEF**

	KNFG
AIRFIELD HOURS:	0900-0100
HOT FUEL HOURS:	1100-2300
COLD FUEL HOURS	0700-2345
QUIET HOURS:	NONE
NITEX:	2101-0100





### **Admin Notes**

- Read and Initial RAWs, Load Comps, Smart Pack
- NAVFLIR at the conclusion of the flight prior to debrief.
  - Annotate any deviations from the flight schedule in the remarks section
  - Provide FRAG # and supported unit if applicable
- Pilots ensure you are logging appropriate RVL codes
   (2280,2281,2282) and landing codes (R, S, 9, P, etc.) in MSHARP.
   Landing codes available at the ODO Desk.
  - 25Feb Mx R&I: Log R and S <u>only</u> upon second submission IOT ensure compatibility with OOMA.
- Prior to flight debrief, MAFs should be completed and A/C discrepancies should be thoroughly discussed with Maintenance Control and QA.
- COMPLETE ASAP AS REQUIRED

"G.A.S.!"



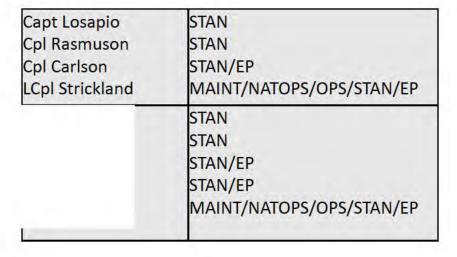
### **AMO Notes**

- Check the ENG and AOA anti-ice prior to first flight
  - Unless you have been told to run an HPAC
- TACS will screen the download with Maintenance Control prior to the debrief.
- If you experience maintenance issues in the local area or on CCX notify Maintenance Control ASAP.
- Last flight, go through bird bath (install GLTA covers prior)
- If you experience maintenance issues in the local area or on CCX notify Maintenance Control ASAP.





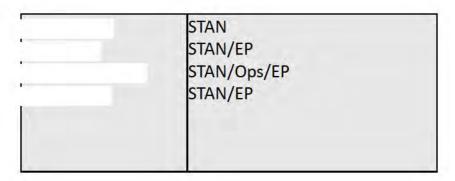
### **NATOPS NOTES - ITS**







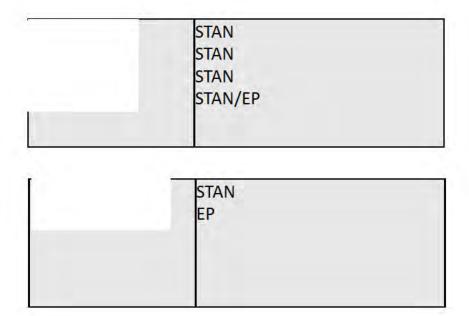
## **NATOPS NOTES - ITS**







## **NATOPS NOTES - ITS**



Enclosure (46)

21 June 2022





# **Questions and Tasking?**

### **GIVE A SHIT!**



"Remember, there is no mission in peacetime so important that it must be accomplished at the expense of safe and sound operating procedures."

Enclosure (46)

"G.A.S.!"

ORIGINATING ACTIVITY: Commanding Officer, Yuma MCAS, Box 99160 Yuma, AZ 85369-9160 DSN 269-2326/2077. C928-269-2326/2077

SCHEDULING ACTIVITY: Same as Originating Activity. Available 0700-2230L/1400-0530Z daily. Closed holidays.

#### HOURS OF OPERATION: Continuous

ROUTE DESCRIP	TION	l:	
Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BZA 331/12	N32°58.00° (1 W114°40.00°
02 AGL B 15 AGL to	В	BLH 233/22	N33*27.00° F W115*10.00° P
02 AGL B 15 AGL to	C	BLH 290/20	N33°47.00° W115°06.00°
02 AGL B 15 AGL to	D	PKE 114/13	N33°58.00" W114°29.00"
02 AGL B 15 AGL to	E	PKE 076/46	N34*05.00* W113*46.00*
02 AGL B 15 AGL to	F	DRK 221/40	N34°19.00° W113°08.00°
02 AGL B 15 AGL to	G	DRK 251/25	N34°40.00° W112°59.00°
02 AGL B 15 AGL to	H	DRK 282/34	N34°57.00° W113°06.50°
02 AGL B 15 AGL to	1	EED 075/31	N34°46.00° W113°51.00°
02 AGL B 15 AGL to	1	EED 081/28	N34°43.00° W113°55.00°
02 AGL B 15 AGL to	K	PKE 076/46	N34°05.00° W113°46.00°
02 AGL B 15 AGL to	L	BLH 068/54	N33°43.00° W113°42.00°
02 AGL B 15 AGL to	M	GBN 269/40	N33°06.00° W113°27.00°
02 AGL B 15 AGL to	N	BZA 077/42	N32°45.00° W113°46.00°

#### TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline from A to D; 4 NM either side of centerline from D to E: 1 NM left and 4 NM right of centerline from E to H; 1 NM either side of centerline from H to I; 2 NM either side of centerline from I to N.

#### Special Operating Procedures:

- (1) Alternate Exit: L, M and N.
- (2) Exit L is an Alternate Exit only when used in conjunction with entry into restricted areas R-2308 A/B. Remain at or below 1500' AGL until established within R-230B A/B.
- (3) Alternate Exit M. exit at or above 1000' AGL to avoid Noise Sensitive Area and crop dusting activities to the south.
- (4) Exit Point N will be used only in conjunction with entry into
- (5) Comply with R-2301 restrictions/scheduling.
- (6) Contact Yuma Range Control on 276.0 while within the confines of R-2301 for IFR return clearance.

- (7) CAUTION: Numerous grap dusting activities in vicinity of farm lands between M and N. Remain at or above 1000' AGL between M and N.
- (8) Tie in FSS requires confirmation of route usage a minimum of 2 hours prior to scheduled entry time.
- (9) High volume of rotary and fixed wing traffic SFC-1000' AGL between A and C.
- (10) Critical Bald Eagle breeding and nesting areas in the vicinity of Alamo Lake (N34-16.0 W113-34.0), below the Baghdad 1 MOA and to the north towards Mohan Peak (Point H) mid-Dec through mid-June. Recommended 1500' AGL when crossing Aguarius Mountains between H and L
- 11) Tower located at N32-43-36 W113-44-47 near Point N up to 315' AGL

#### SS's Within 100 NM Radius:

RC. RAL. RNO. SAN

#### VR-1268

ORIGINATING ACTIVITY: Commanding Officer, Yuma MCAS, Box 99160 Yuma, AZ 85369-9160 DSN 269-2326/2077, C928-269-2326/2077.

SCHEDULING ACTIVITY: Same as Originating Activity. Available 0700-2230L/1400-0530Z daily. Closed holidays.

#### HOURS OF OPERATION: Continuous

#### POLITE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BZA 331/12	N32°58.00° W114°40.00°
02 AGL B 15 AGL to	В	BLH 233/22	N33°27.00° W115°10.00°
02 AGL B 15 AGL to	C	BLH 290/20	N33°47.00° W115°06.00°
02 AGL B 15 AGL to	D	PKE 114/13	N33°58.00" W114°29.00"
02 AGL B 15 AGL to	E	PKE 076/46	N34°05.00° W113°46.00°
02 AGL B 15 AGL to	F	DRK 221/40	N34°19.00° W113°08.00°
02 AGL B 15 AGL to	G	DRK 251/25	N34°40.00° W112°59.00°
02 AGL B 15 AGL to	Н	DRK 282/34	N34°57.00° W113°06.50°
02 AGL B 15 AGL to	1	EED 075/31	N34°46.00° W113°51.00°
02 AGL B 15 AGL to	1	EED 081/28	N34°43.00° W113°55.00°
02 AGL B 15 AGL to	K	PKE 076/46	N34*05.00* W113*46.00*
02 AGL B 15 AGL to	L	BLH 068/54	N33°43.00° W113°42.00°
02 AGL B 15 AGL to	M	GBN 269/40	N33°06.00° W113°27.00°
02 AGL B 15 AGL to	N	BZA 077/42	N32°45.00° W113°46.00°

#### TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline from A to D; 4 NM either side of centerline from D to E: 1 NM left and 4 NM right of centerline from E to H; 1 NM either side of centerline from H to I; 2 NM either side of centerline from I to N.

#### Special Operating Procedures:

- (1) Alternate Exit: L, M and N.
- (2) Exit L is an Alternate Exit only when used in conjunction with entry into restricted areas R-2308 A/B. Remain at or below 1500' AGL until established within R-2308 A/B.
- (3) Alternate Exit M. exit at or above 1000' AGL to avoid Noise Sensitive Area and crop dusting activities to the south.
- (4) Exit Point N will be used only in conjunction with entry into
- (5) Comply with R-2301 restrictions/scheduling.
- (6) Contact Yuma Range Control on 276.0 while within the confines of R-2301 for IFR return clearance.

- (7) CAUTION: Numerous grap dusting activities in vicinity of farm lands between M and N. Remain at or above 1000' AGL between M and N.
- (8) Tie-in FSS requires confirmation of route usage a minimum of 2 hours prior to scheduled entry time.
- (9) High volume of rotary and fixed wing traffic SFC-1000' AGL between A and C.
- (10) Critical Bald Eagle breeding and nesting areas in the vicinity of Alamo Lake (N34-16.0 W113-34.0), below the Baghdad 1 MOA and to the north towards Mohan Peak (Point H) mid-Dec through mid-June. Recommended 1500' AGL when crossing Aguarius Mountains between H and L
- (11) Tower located at N32-43-36 W113-44-47 near Point N up to 315' AGL

### FSS's Within 100 NM Radius:

PRC, RAL, RNO, SAN

#### VR-289

ORIGINATING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-4075.

SCHEDULING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-6518/4075 0800-1530 CST. Mon-Fri (excluding holidays or field closed by NOTAM).

HOURS OF OPERATION: Continuous

#### ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	GFS 142/14	N34°55.00° W115°04.00°
03 AGL B 40 MSL to	В	GFS 20S/22	N34°51.00° W115°28.00°
03 AGL B 45 MSL to	C	GFS 190/40	N34°31.00° W115°31.00°
03 AGLB 35 MSL to	D	TNP 062/10	N34°09.00° W115°34.00°
03 AGLB 40 MSL to	E	TNP 110/24	N33°53.00° W115°23.00°
03 AGLB 40 MSL to	F	TNP 143/28	N33°41.00° W115°34.00°
03 AGLB 35 MSL to	G	TRM 101/19	N33°30.00° W115°49.00°
03 AGLB 25 MSL to	н	TRM 095/8	N33°35.00° W116°00.00°
03 AGL B 30 MSL to	1	IP1. 296/36	N:3°08.00° W116°03.00°
03 AGL B 10 MSL to	1	IPI. 296/31	N33 "05.00" W115"59.00"

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH -5 NM eitherside of centerine

#### Special Operating Procedures:

- (1) Thein-Fes. Present (PRC)
- (2) Alternate Entry: G and I.
- (3) This route MARSA through (See and Avoid) from entry to exit point.
- (4) CAUTION: Route coincides with or crossesother VR and IR routes. See PLIP A171B charts, IPRVPH wall planning charts and appropriate sectional/enroute low altitude charts. MASSA [See and Avoid) applies.
- (5) Scheduling this route does not automatically grant permission to enter restricted areas. Contact the appropriates cheduling activities for entry clearance.
- (6) CAUTION: Frequent VI'R fixed wing and helicopter traffic along entire route.

FSS Within 100 NM Radius:

PRC, HHR, RAL, RNO, SAN

#### VR-289

ORIGINATING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 8764075.

SCHEDULING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-6518/4075 0800-1530 CST. Mon-Fri (excluding holidays or field closed by NOTAM).

HOURS OF OPERATION: Continuous

#### ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	GFS 142/14	N 34°55.00'
			W115°04.00'
03 AGL B 40 MSL to	8	GFS 205/22	N 34°51.00°
			W115°28.00"
03 AGL B 45 MSL to	C	GFS 190/40	N34°31.00'
			W115°31.00'
03 AGL B 35 MSL to	D	TNP 062/10	N34°09.00°
			W115°34.00
03 AGL B 40 MSL to	E	TNP 110/24	N33°53.00'
			W115°23.00°
03 AGL B 40 MSL to	F	TNP 143/28	N33°41.00'
			W115°34.00'
03 AGL B 35 MSL to	G	TR94 101/19	N33°30.00'
			W11549.00
03 AGL B 25 MSL to	н	TRM 095/8	N33°35.00'
			W116'00.00'
03 AGL B30 NSL to	1	IP1 296/36	N33'08 00'
			W116 03.00
03 AGL B 10 MSL to	3	IPL 296/31	N33'05.00'
			WI 15'59 M

TERRAIN POLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5N Meither side of centerline.

#### Special Operating Procedures:

- (1) Tlain-FSS Present (PRC)
- (2) Alternate Entry: G and L
- (3) This route MARSA through (See and Avoid) from entry to exit point.
- (4) CALITION: Route coincides withor crosses other VR and IR router. See PLIP APPIB charts, INVVPR wall planning charts and appropriate sectional/enroute low a bitude charts. MARSA (See and Avoid) applies.
- (5) Scheduling this route does not automatically grant permission to enter restricted areas. Contact the appropriate scheduling activities for entry clear ance.
- (6) CAUTION. Frequent VFR fixed wing and helicopter treffic along entire route.

Enclosure (48)

FSS Within 100 NM Radius:

PRC, HHR RA, RNO, SAN

							MIS	SSION	LAT/	CAL/RVI	_							
JULI	AN E	ATE		22159		CAL DATE		ın-22		TIME F		S)	-7	MODE	ES			
EVEN	JT .	1 2 S	п	A/C				C	REWS		<u> </u>				C/	S	C2	TACAN
		1 4 3		A/C				LOSA								_	UZ.	
ST1	1	+				RA:	SMUSO			N / STRI	CKLA	ND			SLO	PPY		11Y
		$\pm \pm$	H					,		,	J. (							
ST1	2	Ħ								_					SHAND	YMAN		74Y
B/U					GOL	14	CHATTI	ERMAR	K	25 →	1	A →	3/	4		TIM	ELINE	
						FLIGHT									EVE	INT	Z	L
RE L-H	OLIR	16.3	1 00	0		. 2.0								-1	M.A		1420	0720
RE SYS															RI		1435	0735
KE SIS	10	102	29 3	30											KI			
																C1		C/S
															RIO	SG		3A
															FREQ	C2	25	C/S
															FKEQ	HQ		1A
																DBRF		14
															SP	IN	1440	0740
															TA	ΧI	1455	0755
															TAKE	OFF	1500	0800
																	1545	0845
															VR-1	1268	1610	0910
																	1615	0915
															RIG	CE	1715	1015
																	1715	1015
															KI	HII .	1800	1100
																	1815	1115
	110-	DI-E-		AD 50/			LIVE L	EVEL 6				_ 0	-		VR-	289		
KNF		ABLE	-0/	AD 5%	DIO		TUL	EVELS				0					1835	1135 1200
					RICE	1	3		2		L	F			INI	KY	1900	1300
14.5	,		_	9.8	9.8						,		_	_			2000	
BTN				NCY		CALLSIGN		EQ	SEC	ONDAR		COL		_	KN	FG	2030	1330
1				BASE		BASE		.375			_	PUR	PLE	_				
2				ATIS		ATIS		5.45									SKING	
3	<u> </u>			EARANC	Ε	CLEARANCE		1.6							AIRCI	RAFT		ency
4				ROUND		GROUND		0.2										TC
5				TWR		TOWER		0.2							1	1		SS
6		LN	IG F	RIFLE		LONG RIFLE		0.3									C	TAF
7		CAMI	P P	EN GCA		CAMP PEN GCA	23	6.3									В	ASE
8		SO	CA	L DEP		SOCAL	12	7.3							1:	2	'	NX
9		LA	CE	NTER		LA CENTER	12	8.6								_	Е	CC
10		3M/	٩W	WEST		3MAW W	30	5.9									3M	AWE
11		EAS	T C	O CMN		ECC	25	5.1										
12		3M.	ΑW	EAST		3MAW E	263	3.65										
13		HOLI	- C	OMMON		HOLF CMN	24	9.9			-							
14		SQI	) T	AC PRI		SWIFT	306	3.15				LIL	AC					
15		SQE	) T/	AC ALT		SWIFT		6.65			-	LAVE	NDER					
16		KI	PL (	CTAF		IPL CTAF	12	2.7										
17		KII	ᇺ	ASOS		IPL WX	132	.175										
18		НО	LT	VILLE		HOLT	12	3.0										
19		YUN	IA F	RANGE		YUMA RNG	27	6.0		274.0	1					NA'	AIDS	
20	,			PROACI	Н	YUMA APPCH		4.7							NFG	55		
21		KI	NK)	x wx		MIRAMAR WX	35	2.0			1				OCN	10	0	115.3
22				TWR		FOSS TWR		.925							JLI	87		114.0
23				ATIS		ELCENTRO WX		.275							TRM	10		116.2
24				TWR		ELCENTRO TWE	11	9.1							TNP	89	)	114.2
25				FM		SWIFT		.35				VIOI	.ET		NKX	33		109.6
26				FBO		AIR CENTER		3.5							IPL	10	6	115.9
27		Kŀ	III A	ASOS		HAVASU WX	119	.025							BLH	12	1	117.4
28				CTAF		HAVASU CTAF	12	2.7							EED	99		115.2
29			FS			RADIO		5.4							BZA	11	5	116.8
BTN		Α	GΕ	NCY		CALLSIGN	FR	EQ		SEC					PSP	10	2	115.5
		INK'	Y B	ARLEY		INKY	26	4.7							PKE	12	6	117.9
															1A	NTI-JAN	I PRES	ETS
																FRI		C/S
															1A			64 HQ PRI
															2A	A00.		4 HQ ALT
															3A	F00		364 SG
															-		IGOS	
															BIN			T FUEL
							-											/1600
							_				+				FP			
															BIN			/ FUEL
	-	IEI O				NOTES -			DANA	20D (	CAR	NEO -			NO F			/ 1600
	_	JELS	4-	^		NOTES			RAM			NEG					MENT	
MSN			15.					SHG				/ M A R			SR /			0/1958
TAKEC			10.					3 4 5				3 4 5			EE			102
BINGC			23			RE-KHII		EAPON			N/AL			10	HL			2 0153
BINGO	2		3.4	4	IN	IKY-KNFG	GAU-2		200	SEI	VII	1T		40	ILL	UM	5	5%
							GAU-2	21 12	200				СН	20	BULL	SEYE	NEX	T DEST

			MISSION	LAT/CAL/RVL			
JULI	AN DATE 22159	CAL DATE	8-Jun-22	TIME PI	ER(S) -7 MOD	DES	
EVEN				REWS	(5)	C/S	C2 TACAN
				PIO / SAX			
ST11	'	RAS		LSON / STRIC	KLAND	SLOPPY	11Y
ST12	, ШПП					SHANDYMAN	74Y
		201.0	CHATTERMAR	V 05 \	44 > 24	T.0	
B/U		GOLD 14 FLIGHT	CHATTERMAR	K 25 →	1A → 3A		MELINE Z L
DE L UC	OUR 16 31 00	FLIGHT	NOTES			EVENT MAN	1420 0720
	TOT 16 29 30					RIO	1435 0735
KL 010	101 10 23 30					I C1	14 C/S
						SG	3A
						RIO C2	25 C/S
						FREQ HQ	1A
						DBRI	F 14
						SPIN	1440 0740
						TAXI	1455 0755
						TAKEOFF	1500 0800
						VR-1268	1545 0845
					l		1610 0910 1615 0915
						RICE	1715 1015
					l	V1.111	1725 1025
					l	KHII	1800 1100
						VR-289	1815 1115
100.00	USABLE LOAD 5%		HYD LEVELS		OIL		1835 1135
KNFC		RICE 1	3	2	L R	INKY	1900 1200
14.5 BTN	9.8 AGENCY	9.8 CALLSIGN	FREQ	SECONDARY	COLOR	KNFG	2000 1300 2030 1330
1 1	SWIFT BASE	BASE	344.375	SECONDART	PURPLE	KNIG	2030 1330
2	KNFG ATIS	ATIS	285.45			TA	SKING
3	KNFG CLEARANCE	CLEARANCE	271.6			AIRCRAFT	Agency
4	KNFG GROUND	GROUND	360.2				ATC
5	KNFG TWR	TOWER	340.2			11	FSS
6	LNG RIFLE	LONG RIFLE	310.3				CTAF
7 8	CAMP PEN GCA	CAMP PEN GCA	236.3				BASE
9	SOCAL DEP LA CENTER	SOCAL LA CENTER	127.3 128.6			12	ECC
10	3MAW WEST	3MAW W	305.9				3MAWE
11	EAST CO CMN	ECC	255.1				0
12	3MAW EAST	3MAW E	263.65				
13	HOLF COMMON	HOLF CMN	249.9				
14	SQD TAC PRI	SWIFT	306.15		LILAC		
15	SQD TAC ALT	SWIFT IPL CTAF	326.65 122.7		LAVENDER		
16 17	KIPL CTAF KIPL ASOS	IPL WX	132.175				
18	HOLTVILLE	HOLT	123.0				
19	YUMA RANGE	YUMA RNG	276.0	274.0		N/A	VAIDS
20	YUMA APPROACH	YUMA APPCH	124.7			NFG 5	i5
21	KNKX WX	MIRAMAR WX	352.0				00 115.3
22	KNKX TWR	FOSS TWR	298.925				37 114.0
23 24	KNJK ATIS KNJK TWR	ELCENTRO WX	269.275 119.1				09 116.2 39 114.2
25	364 FM	SWIFT	38.35		VIOLET		39 114.2
26	KHII FBO	AIR CENTER	123.5				06 115.9
27	KHII ASOS	HAVASU WX	119.025			BLH 1:	21 117.4
28	KHII CTAF	HAVASU CTAF	122.7	_			9 115.2
29	FSS	RADIO	255.4	050			15 116.8
BTN	AGENCY INKY BARLEY	CALLSIGN	FREQ 264.7	SEC			02 115.5 26 117.9
	INK! DARLE!	IINKI	204.7				M PRESETS
							EQ C/S
							.025 364 HQ PRI
							.125 364 HQ ALT
	_						001 364 SG
							INGOS
						BINGO	NEXT FUEL
						FPLN	10K / 1600 LAST FUEL
						BINGO NO FPLN	10K / 1600
J	FUELS	NOTES		RAMROD / S	SARNEG		NMENTALS
MSN			FLESHG		LYMARINES	SR / SS	0540/1958
TAKEO			0 1 2 3 4 5		1 2 3 4 5 6 7 8 9	EENT	2102
BINGO		RE-KHII	WEAPON	S AN	/ALE-47 O1 10	HLL	2102 0153
BINGO	3.4	INKY-KNFG		200 SEM		ILLUM	55%
			GAU-21 12	200	CH 20	BULLSEYE	NEXT DEST
					FL 20		

T/O Time (Z): 15:00:00	FLTPLN: KNFG_	1268_1	Rice_HII.	irt-Path1		Total Fuel C	nboard	10500	
LDG Time (Z): 17:16:07	07-Jun-2022 16:5	8:55				Fuel Required: 8236 LDG Fuel OnBoard: 3 6			
ETE: 02 16 07 ESA: 10.8	TOTAL DIST: 32	.3 WINDS	: NONE				nBoard:		
KNFG ACFORM VR		нре	ΑI	SPD	DIS	IME	FUEL		
P#/WP#/ AG	LA I UDE	_					CONT	LOAD	
DESCRIP ION	LONGI UDE	МН	MSL	CAS	LEG	ETE	LEG	ONLOAD	
LEG#/ YPE/WP SEQ FIX/SVAR/FREQ/CH	MGRS FLEV/MSA	TH	AGL	GS	REM	ETA (Z) ADTOT (Z)	AVAIL	GWT	
1//	N 33 18. 31		77	IAS		ADTOT (2)			
CAMP PENDLETON MCAS	W 117 20.900		"						
/ Departure / KNFG 21/RW / / /	S MS 67574 85396 77 FT /		0		32 .3	15:00:00#	10500	7922	
2//	N 33 17.333	212	356	180C	1.5	00 00 29	8215	600	
ZASON 1/CRUS/AUTO	W 117 22.119 S MS 65674 83373			183G		15:00:29	21	10500	
ZASON W / / /	56 FT / 0	223	300	183T	322.8	13.00.25	10 79	7901	
3//	N 33 1 . 38 W 117 25.063	209	1500	180C	3.8	00 01 13	8158	600	
OCEANSIDE 2 / CRUS / AUTO	W 117 25.063 S MS 6 084 7804	221	1 8	187G	319	15:01: 3	57 10 22	78	
OCN/R / / /	52 FT / 0	221	1 8	187T	319				
/ / VISTA	N 33 13.1 W 117 1 .070	87	000	180C	9.3	00 02 53	8026 132	600	
3 / CRUS / AUTO	S MS 78 48 75598	98	3521	193G	309.7	15:0 :36	10290	7712	
VISTA W / / /	79 FT / 0			193T					
5// JULIAN	N 33 08. 28 W 116 35.156	87	9500	180C	33	00 09 23	7557 69	600	
/ CRUS / AUTO	S NS 386 8 66934	98	39 0	217G	276.7	15:1 :00	9821	72 3	
JLI/R / / /	5560 FT / 0 N 32 5.720			217T			7086	600	
KUMBA	W 116 03.223	119	9500	220C	35.2	00 07 58	71	0	
5 / CRUS / AUTO KUMBA/W / / /	S NS 88636 25298 679 FT / 0	130	8821	26 G 26 T	2 1.6	15:21:58	9350	6772	
7 / /	679 FT / 0 N 32 .932	81	9500	26 T	27.6	00 06 15	6718	600	
IMPERIAL	W 115 30.515	_					368	0	
6 / CRUS / AUTO IPL/R / / /	S S 3972 24430 -18 FT / 0	91	9518	26 G 26 T	21	15:28:1	8982	6 0	
8//	N 32 9.685	67	9500	220C	22.7	00 05 08	6 6	600	
7/CRUS/AUTO	W 115 0 .21 S S 80633 33878	-		26 G		15:33:23	272	0	
.dr2512 / /	125 FT / 0	78	9375	26 T	191.3	10:33:23	8710	6132	
9//	N 32 58.713	27	9500	220C	11.3	00 02 3	6310	600	
8 / CRUS / MANUAL	W 11 56.0 0 S S 9306 50805	37	8913	26 G	180	15:35:57	136 857	0 5996	
.tacform / / /	587 FT / 0		8913	26 T	180				
9//	N 32 58.713 W 11 56.0 0	27	9500	136C#	0	00 20 00	5587 723	600	
9/LOI /AU O	S S 9306 50805	37	8913	165G#	180	15:55:57	7851	5273	
tacform / / /	587 FT / 0 N 32 8.625			165T#			5 29	600	
10//	W 11 8. 32	137	9500	220C	11.9	00 02 2	158	0.00	
10 / CRUS / AUTO	S QS 05300 32400	1 7	882	26 G	168	15:58: 0	7693	5115	
_zebra / / /	676 FT / 0 N 32 58.000			26 T			53 3	600	
BZA/R331012	W 11 0.000	27	1570	255C	11.7	00 02 36	86	0	
11 / CRUS / AUTO VR1268 A / / /	S QS 8076 50008 1070 F / 2500	37	500	272G	156.3	16:01:16	7607	5029	
12//	N 33 1 .8 9	312	1386	220C	21.2	00 05 25	5026	600	
	W 11 55.378		1300				317	0	
12 / CRUS / AUTO .CLEAR 2507 / / /	S S 9350 80646 886 FT / O	323	500	235G 235T	135.1	16:06: 1	7290	712	
13 / /	N 33 27.000	30	2997	220C	17.2	00 0 18	776	600	
BLH/R233022 13 / CRUS / AUTO	W 115 10.000			2 0G		16:11:00	250	0	
VR1268 B / / /	2497 F / 3900	315	500	2 OT	117.9	10.11.00	70 0	62	
1 //	N 33 7.000	359	3131	220C	20.2	00 05 02	83	600	
BLH/R290020 1 / CRUS / AUTO	W 115 06.000 S 759 7 39755	q	500	2 1G	97.6	16:16:03	293 67.7	160	
VR1268 C / / /	2631 F / 4300	9	500	2 1T	97.6			103	
15 / / PKE/R11 013	N 33 58.000 W 11 29.000	59	531	220C	32.7	00 08 27	3989 93	600	
15/CRUS/AUTO	SQ 32527634	70	200	232G	6.9	16:2 :31	6253	3675	
VR1268 D / / / 16 / /	331 F /4300			232T			3865	600	
	N 3 07.237 W 11 29.162	3 8	1077	220C	9.2	00 02 22	12	0	
16/CRUS/AUTO	S Q 3 859 78383	359	500	233G	55.7	16:26:53	6129	3551	
.AVOID / / /	577 FT / 0 N 3 0 .356			233T			3709	600	
	W 11 2.786	2 5	12 2	220C	11.7	00 02 59	156	0	
17/CRUS/AUTO . P ESCALADE / / /	SQ 03 72565 9 2 FT / 0	256	300	23 G 23 T		16:29:53	5973	3395	
18//	N 3 0 .365	259	1076	23 T	5	00 01 16	36 2	600	
18/CRUS/AU O	W 11 8.813					16:31:10	67	0	
18/CRUS/AU O RE1///	SQ 0 760 72380 876 FT / 0	270	200	23 G 23 T	39	16:31:10	5906	3328	
19 / /	N 3 0 .367	260	1083	220C	0.1	00 00 01	36 1	600	
19/CRUS/MANUAL	W 11 8.915 S Q 0 603 72380			235G		16:31:11	1	0	
RE2///	883 FT / 0	271	200	235G 235T	38.9	10.31.11	5905	3327	
19 / /	N 3 0 .367	260	1083	120C#	0	00 35 00	1711	600	
20 / LOIT / AUTO	W 11 8.915 S Q 0 603 72380	271	200	128G#	38.9	17:06:11	1930	1397	
.RE2 / / /	883 FT / 0	2/1	200	128T#	38.9				
20 / / PARKER	N 3 06.118 W 11 0.92	6	5500	220C	6.9	00 01 1	1627 8	600 0	
21 / CRUS / MANUAL	SQ 382 75888	75	500	2 2G	32.1	17:07:53	3891	1313	
PKE/R / / /	1000 FT / 0			2 2T			1200	600	
21 / / LAKE HAVASU CITY	N 3 33.699 W 11 21.09	20	783	220C	32.1	00 08 1	1200	0	
22/CRUS/AUTO	S QU 42987 278 9	31	0	233G	0	17:16:07	3 6	0886	
KHII 32/RW / / /	783 FT / 0			233T					

T/O Time (Z): 15:00:00	FLTPLN: KNFG_	1268	Rice H=:	irt-Path 1		Total Fuel C	Inhosr4	10500		
LDG Time (Z): 15:00:00 LDG Time (Z): 17:16:07	07-Jun-2022 16:5	8:55	KICE_HIL	jierauii		Fuel Required: 8236				
ETE: 02 16 07	TOTAL DIST: 32	.3	- NONE			LDG Fuel O		3 6 1706Z		
ESA: 10 8			: NONE			PUSH		REMAR		
KNFG ACFORM V		HDG	AL	SPD	DIS	IME	CONT	KS		
P#/WP#/ AG DESCRIP ION	LA I UDE LONGI UDE	МН	MSL	CAS	LEG	ETE	LEG	ONLOAD		
LEG#/ YPE/WP SEQ	MGRS	тн	AGL	GS	REM	ETA (Z)	AVAIL	GWT		
FIX / SVAR / FREQ / CH	ELEV/MSA N 33 18. 31			TAS		ADTOT (Z)				
CAMP PENDLETON MCAS	W 117 20.900		77							
/ Departure / KNFG 21/RW / / /	S MS 67574 85396 77 FT /	1	0		32 .3	15:00:00#	10500	7922		
2//	N 33 17.333	212	356	180C	1.5	00 00 29	8215	600		
ZASON 1/CRUS/AUTO	W 117 22.119 S MS 65674 83373	-		183G		15:00:29	21	10500		
ZASON W / / /	56 FT / 0	223	300	183T	322.8		10 79	7901		
3 / / OCEANSIDE	N 33 1 . 38 W 117 25.063	209	1500	180C	3.8	00 01 13	8158 57	600		
2 / CRUS / AUTO	S MS 6 084 7804	221	1 8	187G	319	15:01: 3	10 22	78		
OCN/R / / /	52 FT / 0 N 33 13.1			187T			8026	600		
VISTA	W 117 1 .070	87	000	180C	9.3	00 02 53	132	0		
3 / CRUS / AUTO VISTA W / / /	S MS 78 48 75598 79 FT / 0	98	3521	193G	309.7	15:0 :36	10290	7712		
VISTA W / / / 5 / /	N 33 08. 28	87	9500	193T	33	00 09 23	7557	600		
JULIAN	W 116 35.156	87	9500		33		69	0		
/CRUS/AUTO JL/R///	S NS 386 8 66934 5560 FT / 0	98	39 0	217G 217T	276.7	15:1 :00	9821	72 3		
6//	N 32 5.720	119	9500	220C	35.2	00 07 58	7086	600		
KUMBA 5/CRUS/AUTO	W 116 03.223 S NS 88636 25298			26 G		15:21:58	71	0		
KUMBA/W / / /	679 FT / 0	130	8821	26 T	2 1.6	10.21.00	9350	6772		
7 / / IMPERIAL	N 32 .932 W 115 30.515	81	9500	220C	27.6	00 06 15	6718 368	600		
6 / CRUS / AUTO	S S 3972 24430	91	9518	26 G	21	15:28:1	8982	6.0		
IPL/R / / /	-18 FT / 0 N 32 9 685			26 T			6 6	600		
6//	W 115 0 .21	67	9500	220C	22.7	00 05 08	272	0		
7/CRUS/AUTO	S S 80633 33878	78	9375	26 G	191.3	15:33:23	8710	6132		
.clr2512 / / / 9 / /	125 FT / 0 N 32 58.713	_		26 T			6310	600		
	W 11 56.0 0	27	9500	220C	11.3	00 02 3	136	0		
8 / CRUS / MANUAL .tacform / / /	S S 9306 50805 587 FT / 0	37	8913	26 G 26 T	180	15:35:57	857	5996		
9//	N 32 58.713	27	9500	136C#	0	00 20 00	5587	600		
9/LOI /AU O	W 11 56.0 0 S S 9306 50805			165G#		15:55:57	723	0		
tacform / / /	587 FT / 0	37	8913	165T#	180	10.00.07	7851	5273		
10 / /	N 32 8.625 W 11 8. 32	137	9500	220C	11.9	00 02 2	5 29 158	600		
10/CRUS/AUTO	S QS 05300 32400	1 7	882	26 G	168	15:58: 0	7693	5115		
zebra / /	676 FT / 0	_		26 T				600		
11 / / BZA/R331012	N 32 58.000 W 11 0.000	27	1570	255C	11.7	00 02 36	53 3 86	0		
11 / CRUS / AUTO VR 1268 A / / /	S QS 8076 50008 1070 F /2500	37	500	272G	156.3	16:01:16	7607	5029		
12 / /	N 33 1 .8 9	312	1386	220C	21.2	00 05 25	5026	600		
12/CRUS/AUTO	W 11 55.378						317	0		
.CLEAR 2507 / / /	S S 9350 80646 886 FT / O	323	500	235G 235T	135.1	16:06: 1	7290	712		
13 / /	N 33 27.000	30	2997	220C	17.2	00 0 18	776	600		
BLH/R233022 13 / CRUS / AUTO	W 115 10.000 S 70399 02678	315	500	2 0G	117.9	16:11:00	250 70 0	62		
VR1268 B / / /	2497 F / 3900	315	500	2 OT	117.9					
1 / / BLH/R290020	N 33 7.000 W 115 06.000	359	3131	220C	20.2	00 05 02	83 293	600		
1 / CRUS / AUTO	8 759 7 39755	9	500	2 1G	97.6	16:16:03	67 7	169		
VR1268 C / / /	2631 F /4300 N 33 58,000			2 1T			3989	600		
15 / / PKE/R11 013	W 11 29.000	59	531	220C	32.7	00 08 27	93	0		
15 / CRUS / AUTO VR1268 D / / /	SQ 32527 6 3 4 331 F /4300	70	200	232G 232T	6 .9	16:2 :31	6253	3675		
16//	N 3 07.237	3 8	1077	220C	9.2	00 02 22	3865	600		
16/CRUS/AUTO	W 11 29.162		_	233G		16:26:53	12	0		
AVOID / / /	577 FT / 0	359	500	233G	55.7	10:20:53	6129	3551		
AVOID / / / 17 / /	N 3 0 .356	2 5	12 2	220C	11.7	00 02 59	3709	600		
17/CRUS/AUTO	W 11 2.786 SQ 03 72565	256	300	23 G		16:29:53	156 5973	3395		
. P ESCALADE / / /	9 2 FT / 0	200	300	23 T						
18 / /	N 3 0 .365 W 11 8.813	259	1076	220C	5	00 01 16	36 2 67	600		
18/CRUS/AU O	S Q 0 760 72380	270	200	23 G	39	16:31:10	5906	3328		
RE1/// 19//	876 FT / 0 N 3 0 .367			23 T			36 1	600		
	W 11 8.915	260	1083	220C	0.1	00 00 01	1	0		
19/CRUS/MANUAL RE2///	SQ 0 603 72380 883 FT / 0	271	200	235G 235T	38.9	16:31:11	5905	3327		
19 / /	N 3 0 .367	260	1083	120C#	0	00 35 00	1711	600		
00/10/14/170	W 11 8.915	-					1930	0		
20 / LOIT / AUTO .RE2 / / /	S Q 0 603 72380 883 FT / 0	271	200	128G# 128T#	38.9	17:06:11	3975	1397		
20 / /	N 3 06.118	6	5500	220C	6.9	00 01 1	1627	600		
PARKER 21 / CRUS / MANUAL	W 11 0.92 S Q 382 75888	75	500	2 2G	32.1	17:07:53	8 3891	1313		
PKE/R / / /	1000 FT / 0	75	500	2 2T	32.1					
21 / / LAKE HAVASU CITY	N 3 33.699	20	783	220C	32.1	00 08 1	1200 27	600		
22 / CRUS / AUTO	W 11 21.09 S QU 42987 276 9	31	0	233G	0	17:16:07	3 6	0886		
COMPANY CO.										

T/O Time (Z) 18 00 00	FLTPLN KHII_2	89_TG	_KNFG.ji	rt-Path1		Total Fuel C	nboard	10500	
LDG Time (Z) 20 27 47	07-Jun-2022 10 4					Fuel Required: 8615			
ETE: 02+27+47	TOTAL DIST 33					LDG Fuel OnBoard 3085 PUSH POND: 1955Z			
ESA: 10.8 KHII 289 TG KN		HDG	: NONE	0.00	DIOT				
TP# / WP# /TAG	LATITUDE		ALT	SPD			CONT	REMARKS LOAD	
DESCRIPTION	LONGITUDE	MH	MSL	CAS	LEG	ETE	LEG	ONLOAD	
LEG# / TYPE / WPTSEQ	MGRS	тн	AGI	GS	RFM	ETA (Z)	AVAII	GWT	
FIX / SVAR / FREQ / CH	ELEV/MSA		AGE	TAS	IXLIVI	ADTOT (Z)	AVAIL	01/1	
1 / / LAKE HAVASU CITY	N 34 33.699 W 114 21.094		1283						
/ Departure /	11S QU 2987 27619		500		332.4	18:00:00#	10500	48699	
KHII 32/RW / / /	783 FT /		500		332.4		10500	48699	
2 / /	N 34 45.960	323	8500	220C	13.7	00+04+05	8372	600	
NEEDLES 1/CRUS/AUTO	W 114 28.446			262G		18 04 05	243	10500	
EED/R / / /	620 FT / 0	334	7880	262T	318.7	10 04 05	10257	48456	
3 / /	N 34 55.000	276	2785	255C	30.6	00+06+51	8030	600	
GFS/R142014	W 115 04.000	210	2100		30.0		343	0	
2 / CRUS / AUTO VR289 A / / /	11S PU 76610 65507 2585 FT / 0	287	200	279G 279T	288.1	18 10 57	9915	48114	
4 / /	N 34 51.000						7760	600	
GFS/R205022	W 115 28.000	248	2985	220C	20.1	00+05+00	270	0	
3 / CRUS / AUTO	11S PU 0179 57 80	259	200	241G	267.9	18 15 58	9645	47844	
VR289 B / / /	2785 FT / 7100 N 34 31.000			241T			7482	600	
GFS/R190040	W 115 31.000	176	971	220C	20.1	00+05+09	278	0	
4 / CRUS / AUTO	11S PU 36153 20	187	200	234G	247.8	18 21 07	9367	47566	
VR289 C / / /	771 FT / 7100	107	200	234T	241.0				
6 / / TNP/R062010	N 34 09.000 W 115 34.000	175	2067	220C	22.1	00+05+34	<b>7183</b> 299	600 0	
5 / CRUS / AUTO	11S PT 32137 79715			238G		18 26 41			
VR289 D / / /	1867 FT / 4300	186	200	238T	225.7		9068	47267	
7 / /	N 33 53.000	139	1138	220C	18.4	00+04+42	6931	600	
TNP/R110024 6 / CRUS / AUTO	W 115 23.000 11S PT 9507 50396			235G		18 31 23	252	0	
VR289 E / / /	938 FT / 4900	150	200	235T	207.3	10 31 23	8816	47015	
8 / /	N 33 29.101	129	5500	220C	31.2	00+07+28	6533	600	
	W 114 58.901	120	0000		01.12		398	0	
7 / CRUS / AUTO stud8 / / /	11S PT 87520 06880 1135 FT / 0	140	4365	250G 250T	176.1	18 38 52	8418	46617	
9//	N 33 12.999	143	5500	220C	17.9		6306	600	
	W 114 49.597	143	5500	2200	17.9	00+04+16	227	0	
8 / CRUS / AUTO	11S QS 02550 77 10	154	4260	250G	158.2	18 43 09	8191	46390	
.stud11 / / / 10 / /	1240 FT / 0 N 32 56.989			250T			6067	600	
1077	W 114 59.970	198	3500	220C	18.2	00+04+29	239	0	
9 / CRUS / AUTO	11S PS 87000 7500	209	3110	243G	140	18 47 38	7952	46151	
.tadpole / / /	390 FT / 0			243T					
11 / /	N 32 56.503 W 115 13.703	257	389	220C	11.6	00+02+59	5908 159	600 0	
10 / CRUS / MANUAL	11S PS 65616 6218	268	300	232G	128.5	18 50 37	7793	45992	
.pond / / /	89 FT / 0	268	300	232T	128.5				
11 / /	N 32 56.503 W 115 13.703	257	389	80C#	0	01+05+00	2842 3066	0	
11 / LOIT / AUTO	W 115 13.703 11S PS 65616 6218			84G#		19:55:37		_	
.pond / / /	89 FT / 0	268	300	84T#	128.5		4727	42326	
12 / /	N 32 46.031	181	323	220C	10.7	00+02+45	2698	0	
12 / CRUS / AUTO	W 115 16.291 11S PS 61900 26800			232G		19 58 23	144	0	
.pig / / /	23 FT / 0	192	300	232G 232T	117.8	19 38 23	4583	42182	
13 / /	N 32 44.932	254	6500	220C	12	00+03+38	2484	0	
IMPERIAL	W 115 30.515	234	0300		12		214	0	
13 / CRUS / AUTO	11S PS 39721 2 30 -18 FT / 0	265	6518	254G 254T	105.7	20 02 02	4369	41968	
14 / /	-18 F I / 0 N 32 45.720			2041	05.1		2158	0	
KUMBA	W 116 03.223	261	8500	220C	27.6	00+06+19	326	0	
14 / CRUS / AUTO	11S NS 88636 25298	272	7821	262G	78.2	20 08 21	4043	41642	
KUMBA/W / / / 15 / /	679 FT / 0 N 33 08.428			262T			1748	0	
JULIAN	W 116 35.156	299	8500	220C	35.2	00+08+21	410	0	
15 / CRUS / AUTO	11S NS 38618 6693	310	2940	252G	43	20 16 42	3633	41232	
JLVR / / /	5560 FT / 0	010	2340	252T	-10				
16 / /	N 33 22.704 W 117 15.910	282	3500	220C	37	00+09+28	1280 468	0	
16 / CRUS / AUTO	11S MS 75335 93269	2000	0070	235G		20 26 11			
.northi / / /	830 FT / 0	293	2670	235T	6		3165	40764	
17 / /	N 33 18.431	213	77	220C	6	00+01+36	1200	0	
CAMP PENDLETON MCAS 17 / CRUS / AUTO	W 117 20.900 11S MS 6757 85396			223G		20:27:47	80	0	
KNFG 21/RW / / /	77 FT / 0	224	0	223G 223T	0	20:27:47	3085	40684	
	1								

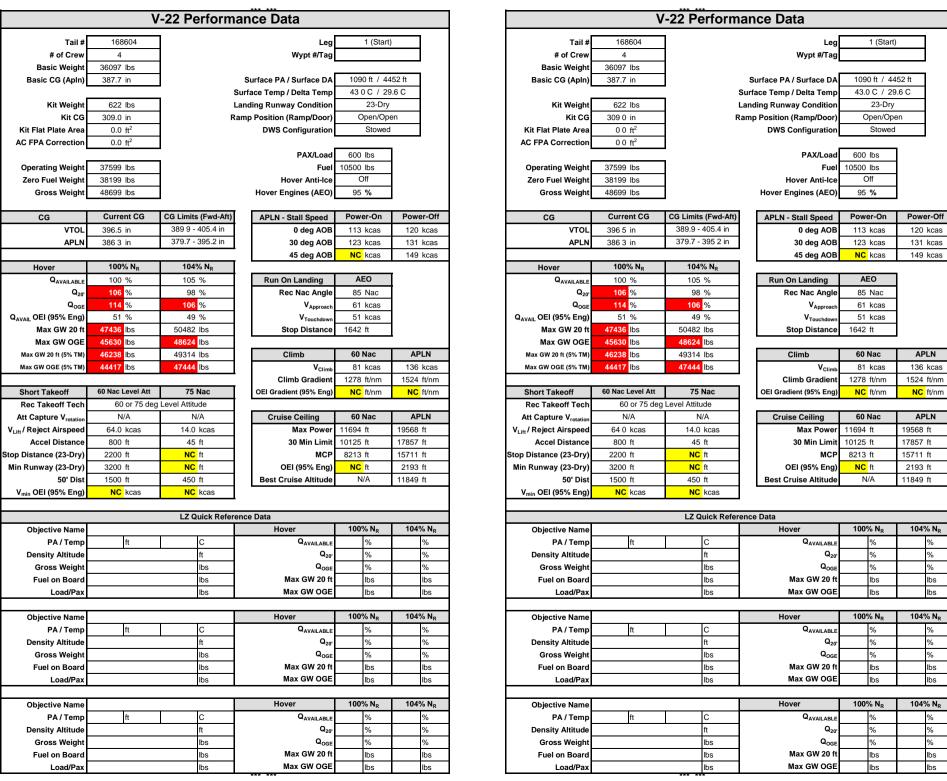
T (7 10 00 00	FLTPLN KHII_2	00 TO	I/NEO :	n Darlad		ITITIC	Nah a aad	10500
T/O Time (Z) 18 00 00 LDG Time (Z) 20 27 47	07-Jun-2022 10 4		_KNFG.ji	n-Patni		Total Fuel C Fuel Requi		10500
ETE: 02+27+47	2.4				LDG Fuel OnBoard 3085			
ESA: 10.8			: NONE				BINDE	
KHII 289 TG K		HDG	ALT	SPD	DIST	TIME		REMARKS
TP# / WP# /TAG DESCRIPTION	LATITUDE	МН	MSL	CAS	LEG	ETE	CONT	LOAD
LEG# / TYPE / WPTSEQ	MGRS	тн	AGL	GS	REM	ETA (Z)	AVAIL	GWT
FIX / SVAR / FREQ / CH	ELEV / MSA	IH	AGL	TAS	KEM	ADTOT (Z)	AVAIL	GWI
1 / / LAKE HAVASU CITY	N 34 33.699 W 114 21.094		1283					
/ Departure /	11S QU 2987 27619					18:00:00#		
KHII 32/RW / / /	783 FT /		500		332.4		10500	48699
2 / /	N 34 45.960	323	8500	220C	13.7	00+04+05	8372	600
NEEDLES 1/CRUS/AUTO	W 114 28.446	-		262G		18 04 05	243	10500
EED/R / / /	620 FT / 0	334	7880	262T	318.7	10 04 05	10257	48456
3//	N 34 55.000	276	2785	255C	30.6	00+06+51	8030	600
GFS/R142014	W 115 04.000 11S PU 76610 65507						343	0
2 / CRUS / AUTO VR289 A / / /	2585 FT / 0	287	200	279G 279T	288.1	18 10 57	9915	48114
4 / /	N 34 51.000	248	2985	220C	20.1	00+05+00	7760	600
GFS/R205022	W 115 28.000	248	2985		20.1		270	0
3 / CRUS / AUTO	11S PU 0179 57 80	259	200	241G 241T	267.9	18 15 58	9645	47844
VR289 B / / /	2785 FT / 7100 N 34 31.000						7482	600
GFS/R190040	W 115 31.000	176	971	220C	20.1	00+05+09	278	0
4/CRUS/AUTO	11S PU 36153 20	187	200	234G	247.8	18 21 07	9367	47566
VR289 C / / /	771 FT / 7100 N 34 09.000			234T			7183	600
TNP/R062010	W 115 34.000	175	2067	220C	22.1	00+05+34	299	0
5 / CRUS / AUTO	11S PT 32137 79715	186	200	238G	225.7	18 26 41	9068	47267
VR289 D / / /	1867 FT / 4300	100	200	238T	LLO.			
7 / / TNP/R110024	N 33 53.000 W 115 23.000	139	1138	220C	18.4	00+04+42	6931 252	600 0
6 / CRUS / AUTO	11S PT 9507 50396	150	200	235G	207.3	18 31 23	8816	47015
VR289 E / / /	938 FT / 4900	130	200	235T	201.3			
8 / /	N 33 29.101 W 114 58.901	129	5500	220C	31.2	00+07+28	6533 398	600
7/CRUS/AUTO	11S PT 87520 06880	140	4365	250G	176.1	18 38 52	8418	46617
.stud8 / / /	1135 FT / 0	140	4365	250T	1/6.1			
9//	N 33 12.999	143	5500	220C	17.9	00+04+16	6306	600
8/CRUS/AUTO	W 114 49.597			250G		18 43 09	227	0
.stud11 / /	1240 FT / 0	154	4260	250T	158.2	10 40 00	8191	46390
10 / /	N 32 56.989	198	3500	220C	18.2	00+04+29	6067	600
9 / CRUS / AUTO	W 114 59.970 11S PS 87000 7500	-		243G		18 47 38	239	0
.tadpole / / /	390 FT / 0	209	3110	243T	140	10 47 30	7952	46151
11 / /	N 32 56.503	257	389	220C	11.6	00+02+59	5908	600
40 / 40 / 40 / 40 / 40 / 40 / 40 / 40 /	W 115 13.703			232G			159	0
10 / CRUS / MANUAL .pond / / /	11S PS 65616 6218 89 FT / 0	268	300	232G 232T	128.5	18 50 37	7793	45992
11 / /	N 32 56.503	257	389	80C#	0	01+05+00	2842	0
	W 115 13.703	201	303		٥		3066	0
11 / LOIT / AUTO .pond / / /	11S PS 65616 6218 89 FT / 0	268	300	84G# 84T#	128.5	19:55:37	4727	42326
12 / /	N 32 46.031	181	323	220C	10.7	00+02+45	2698	0
	W 115 16.291	181	323		10.7		144	0
12 / CRUS / AUTO	11S PS 61900 26800 23 FT / 0	192	300	232G 232T	117.8	19 58 23	4583	42182
.pig / / /	23 FT / 0 N 32 44.932						2484	0
IMPERIAL	W 115 30.515	254	6500	220C	12	00+03+38	214	0
13 / CRUS / AUTO	11S PS 39721 2 30	265	6518	254G	105.7	20 02 02	4369	41968
IPL/R / / / 14 / /	-18 FT / 0 N 32 45.720			254T			2158	0
KUMBA	W 116 03.223	261	8500	220C	27.6	00+06+19	326	0
14 / CRUS / AUTO	11S NS 88636 25298	272	7821	262G	78.2	20 08 21	4043	41642
KUMBA/W / / /	679 FT / 0			262T			1748	0
15 / / JULIAN	N 33 08.428 W 116 35.156	299	8500	220C	35.2	00+08+21	410	0
15 / CRUS / AUTO	11S NS 38618 6693	310	2940	252G	43	20 16 42	3633	41232
JLI/R / / /	5560 FT / 0	5.5	20.10	252T				
16 / /	N 33 22.704 W 117 15.910	282	3500	220C	37	00+09+28	1280 468	0
16 / CRUS / AUTO	11S MS 75335 93269	293	2670	235G	6	20 26 11	3165	40764
.northi / /	830 FT / 0	283	20/0	235T	٥			
17 / /	N 33 18.431	213	77	220C	6	00+01+36	1200 80	0
CAMP PENDLETON MCAS 17 / CRUS / AUTO	W 117 20.900 11S MS 6757 85396			223G		20:27:47		0
KNFG 21/RW / / /	77 FT / 0	224	0	223T	0		3085	40684

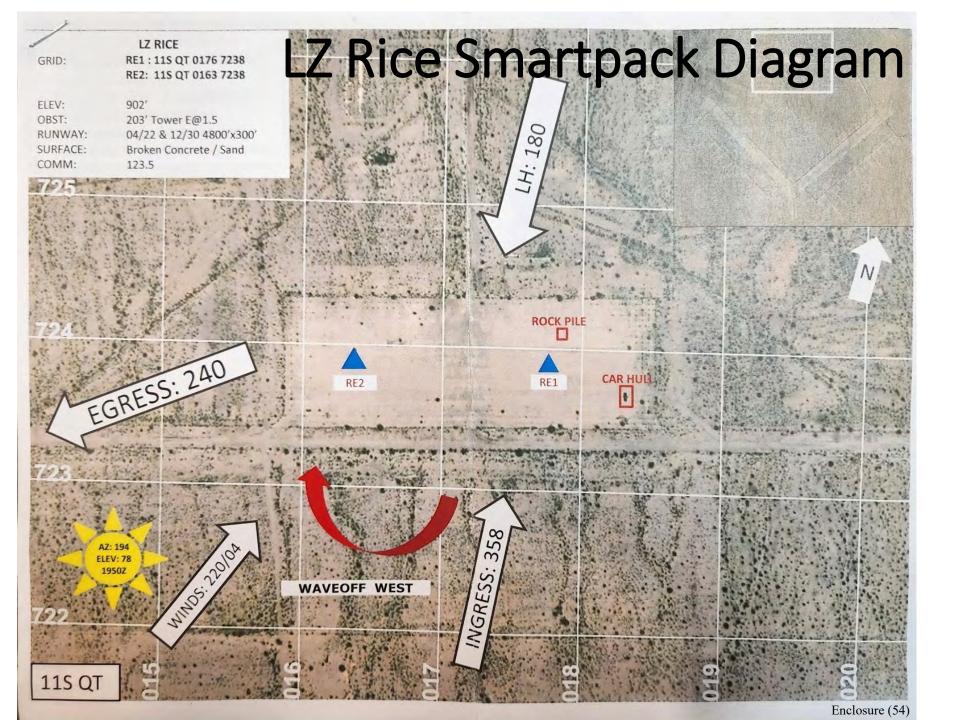
\*\*\* \*\*\*

DATE		EVENT				MODEX					
PILOT		COPILOT				CREW					
				I 32/RW RTURE		(D		pond NATION	9		
SURFACE TEMP / WINDS		43 0		0/0	,	44 4	°C/	0/0			
SURFACE PA / SURFACE DA		1090	) ft /	4452	ft	250	ft /	3585	ft		
HOVER ENGINES / ANTI-ICE		95	% /	Off		95	% /	Off			
DAGIC WEIGHT				2600	7.11			2600	7 11		
BASIC WEIGHT				7 lbs			3609				
+ CREW					0 lbs	880 lbs					
+ MISC (MSN SPEC KITS)					2 lbs				2 lbs		
= OPERATING WEIGHT		37599 lbs 37599 lbs									
+ FUEL					0 lbs				7 lbs		
+ PAYLOAD		600 lbs 0 lbs									
= MISSION WEIGHT					9 lbs			4232			
		C.G.			WD-AFT)	C.G.			WD-AFT)		
APLN MODE (inches)		386 3	3	797 -	395 2	385 2	37	81 -	394 9		
VTOL MODE (inches)		396 5	3	899 -	405 4	396 9		99 -	406 7		
				I 32/RW RTURE		Œ		pond JATION	9		
MAST TORQUE AVAIL (N/I)	(a)		100%	/(I)	105%	`	.00%	/(I)	108%		
MAST TORQUE REQ (HOGE)	(b)	(N)	114%	/(I)	106%	(N)	85%	/(I)	82%		
MAST TORQUE REQ (HIGE)	(c)		106%	/(I)	98%	(N)	79%	/(I)	76%		
MAST TORQ MARG (HOGE)	(a-b)	` '	-14%	/(I)	-1%	` '	15%	/(I)	26%		
MAST TORQ MARG (HIGE)	(a-c)	(N)	-6%	/(I)	7%		21%	/(I)	32%		
MAX HOGE WT WITH					5 %TM				5 %TM		
TORQUE MARGIN (I)	(d)			47	444 lbs			48	656 lbs		
OPERATING WEIGHT	(e)				599 lbs				599 lbs		
MAX ALL PAYLOAD	(d-e)				845 lbs				057 lbs		
MAX HOGE WEIGHT (I)	(u-c)										
(ZERO TORQUE MARGIN)	(f)			48	624 lbs			49	843 lbs		
		WOI	RST CA	ASE LE	G - 2	BES	T CAS	E LEG	- 11		
FLIGHT DATA	•		3 - VF	R289 A			11	pond			
SURFACE TEMP / SURFACE PA		39 4	°C /	2585	ft	44 4	°C/	250	ft		
ALTITUDE / TEMP DEV		2785	ft /	29 5	°C	389	ft /	29 6	°C		
RAMP POSITION (Ramp/Door)			Closed	/Closed	-		Open	/Open			
DWS CONFIGURATION			Sto	wed				wed			
MISSION WEIGHT				48	456 lbs			45	392 lbs		
POWER REQ / MHGW 0% TM	(g)		110%	/ 48	111 lbs		90%	/ 51	257 lbs		
MAX RANGE AIRSPEED	(h)				218 KCAS				206 KCAS		
MAX ENDURANCE AIRSPEED	(i)				142 KCAS				135 KCAS		
MAX ALT (APLN MODE)	(j)	186	77 ft	@	NC KCAS	1877	'5 ft	@	137 KCAS		
A/S ENVELOPE (APLN MODE)	(k)	1:	36	to	250 KCAS	13	1	to	245 KCAS		
BEST CRUISE ALTITUDE	(1)			13	851 ft				138 ft		
CTATA CREEK				Γ CASE				CASE			
STALL SPEEDS	, .	POWER			ER-OFF	POWER-			ER-OFF		
0 DEGREES ANGLE OF BANK	(m)	113 K			0 KCAS	109 KG			6 KCAS		
30 DEGREES ANGLE OF BANK	(n)	124 K			1 KCAS	118 KO			5 KCAS		
45 DEGREES ANGLE OF BANK	(0)	NC K			9 KCAS	133 KG			2 KCAS		
SINGLE ENGINE LEVEL FLI	GHT			E (95%				(95% I			
1 f 1 f 1 f m O m 7 /							6 ##				
MAX ALT OEI (APLN MODE)	(p)		65 ft		NC KCAS	636	_		NC KCAS		
MAX ALT OEI (APLN MODE)  A/S ENVELOPE (NAC 60)  A/S ENVELOPE (APLN MODE)	(p) (q) (r)	N	65 ft IC	to	NC KCAS NC KCAS	036 N	C	to	NC KCAS NC KCAS		

DATE		EVENT						MODE	X			
PILOT		COPILOT	,					CREW				
		1 - KHII 32/RW						11pond (DESTINATION)				
CLIDEACE TEMP / WINDS		42			TURE	E)						1)
SURFACE TEMP / WINDS		43	-	°C /	0/0	١			14 4	°C /	0/0	
SURFACE PA / SURFACE DA		109		ft /	4452	2 ft			250	ft /	3585	ft
HOVER ENGINES / ANTI-ICE		95	)	% /	Off				95	% /	Off	
BASIC WEIGHT					3609	97 It	ne .				3609	7 lbs
+ CREW												
+ MISC (MSN SPEC KITS)		880 lbs 880 lbs 622 lbs 622 lbs										
= OPERATING WEIGHT						99 II						9 lbs
						00 It						7 lbs
+ FUEL + PAYLOAD						00 It						0 lbs
= MISSION WEIGHT		0.0		T TD 4		99 II		0.0	,	T 73		6 lbs
ARIAN (ORE (C. 1. )		C.G.					OF 2	C.0				WD-AFT)
APLN MODE (inches)		386 3					95 2	385		378		394 9
VTOL MODE (inches)		396 5					05 4	396	9	389		406 7
					32/RV TURE				(DF	11 <sub>]</sub> ESTIN	pona [ATION	D.
MAST TORQUE AVAIL (N/I)	(a)	(N)	100		/(I)		105%	(N)		00%	/(I)	108%
MAST TORQUE REQ (HOGE)	(b)	(N)	114	%	/(I)		106%	(N)	8	5%	/(I)	82%
MAST TORQUE REQ (HIGE)	(c)	(N)	106		/(I)		98%	(N)	7	9%	/(I)	76%
	(a-b)	(N)	-14	_	/(I)		-1%	(N)		5%	/(I)	26%
	(a-c)	(N)	-6	_	/(I)		7%	(N)	2	1%	/(I)	32%
MAX HOGE WT WITH						- 5	%TM					5 %TM
TORQUE MARGIN (I)	(d)				4'	7444					18	656 lbs
OPERATING WEIGHT	(0)					7599						599 lbs
	(e) (d-e)					9845						057 lbs
MAX HOGE WEIGHT (I)	(u-c)					7043	103				- 11	037 103
(ZERO TORQUE MARGIN)	(f)				4	8624	lbs				49	843 lbs
		W	ORS	Γ CA	SE LE	<b>G</b>	2	j	BEST	CAS	E LEG	- 11
FLIGHT DATA			3	- VR	289 A					11	pond	
SURFACE TEMP / SURFACE PA		39	4	°C/	2585	j f	t	4	14 4	°C/	250	ft
ALTITUDE / TEMP DEV		278	35	ft /	29 5	0	C		389	ft /	29 6	°C
RAMP POSITION (Ramp/Door)			Cl	osed/0	Closed					Open/	Open	
DWS CONFIGURATION				Stov	ed					Stov		
MISSION WEIGHT					4	8456	lbs				45	392 lbs
POWER REQ / MHGW 0% TM	(g)		110	)%	/ 4	8111	lbs		9	0%	/ 51	257 lbs
MAX RANGE AIRSPEED	(h)					218	KCAS					206 KCAS
	(i)						KCAS					135 KCAS
MAX ENDURANCE AIRSPEED				C.	_	NIC	KCAS		18775	ft	@	137 KCAS
MAX ENDURANCE AIRSPEED MAX ALT (APLN MODE)	. ,	18	677	It	@	NC	KCAS		10//5		$\omega$	
	(j) (k)		677 136	It	@ to		KCAS		131			245 KCAS
MAX ALT (APLN MODE)	(j)			It	to		KCAS				to	
MAX ALT (APLN MODE) A/S ENVELOPE (APLN MODE)	(j) (k)		136		to	250 3851	KCAS		131		to	245 KCAS
MAX ALT (APLN MODE) A/S ENVELOPE (APLN MODE)	(j) (k)		136 WC	DRST	to 1: CASI	250 3851 E	KCAS	POW	131 <b>F</b>	BEST	to 14	245 KCAS
MAX ALT (APLN MODE) A/S ENVELOPE (APLN MODE) BEST CRUISE ALTITUDE	(j) (k)		136 WC R-O	DRST N	to 1: CASI POV	250 3851 E VER	KCAS ft	POW	131 <b>F</b>	BEST ON	to 14 CASE POW	245 KCAS 138 ft
MAX ALT (APLN MODE) A/S ENVELOPE (APLN MODE) BEST CRUISE ALTITUDE  STALL SPEEDS	(j) (k) (l)	POWE	136 WC R-O	ORST N .S	to 12 CASI POV	250 3851 E VER 20 K	KCAS ft	<b>POW</b>	131 F ER-C	BEST ON AS	to  14  CASE  POW  11	245 KCAS 138 ft ER-OFF
MAX ALT (APLN MODE) A/S ENVELOPE (APLN MODE) BEST CRUISE ALTITUDE  STALL SPEEDS 0 DEGREES ANGLE OF BANK	(j) (k) (l)	POWE	WC R-O KCA KCA	DRST N S S	to 12 CASI POV 12 12	250 3851 E <b>VER</b> 20 K	KCAS ft -OFF	POW 10'	131 F ER-C 9 KC.	BEST ON AS AS	to  14  CASE  POW  11  12	245 KCAS 138 ft <b>ER-OFF</b> 6 KCAS
MAX ALT (APLN MODE)  A/S ENVELOPE (APLN MODE)  BEST CRUISE ALTITUDE  STALL SPEEDS  0 DEGREES ANGLE OF BANK 30 DEGREES ANGLE OF BANK	(j) (k) (l) (m) (n) (o)	POWE 113 124 NC	WC R-O KCA KCA KCA	DRST N S S	to 12 CASI POV 12 12	250 3851 E VER 20 K 31 K	KCAS ft -OFF CCAS CCAS	POW 10 11 13	131 F/ER-C 9 KC. 8 KC. 3 KC.	BEST ON AS AS AS	to  14  CASE  POW  11  12	245 KCAS 138 ft ER-OFF 6 KCAS 5 KCAS 2 KCAS
MAX ALT (APLN MODE)  A/S ENVELOPE (APLN MODE)  BEST CRUISE ALTITUDE  STALL SPEEDS  0 DEGREES ANGLE OF BANK  30 DEGREES ANGLE OF BANK  45 DEGREES ANGLE OF BANK	(j) (k) (l) (m) (n) (o)	POWE 113 124 NC WOF	WC R-O KCA KCA KCA	DRST N S S S CASI	to 11 CASI POW 12 13 14 E (95%	250 3851 E VER 20 K 31 K 49 K	KCAS ft -OFF CCAS CCAS	POW 10 11 13	131 F/ER-C 9 KC. 8 KC. 3 KC.	BEST ON AS AS AS CASE	to 14 CASE POW 11 12 14 (95% I	245 KCAS 138 ft ER-OFF 6 KCAS 5 KCAS 2 KCAS
MAX ALT (APLN MODE)  A/S ENVELOPE (APLN MODE)  BEST CRUISE ALTITUDE  STALL SPEEDS  0 DEGREES ANGLE OF BANK  30 DEGREES ANGLE OF BANK  45 DEGREES ANGLE OF BANK  SINGLE ENGINE LEVEL FLIG	(j) (k) (l) (m) (n) (o)  HT	POWE 113 124 NC WOF	WC R-O KCA KCA KCA	DRST N S S S CASI	to 1: PCASI POW 1: 1: 1: 1: 2: (95%)	250 3851 E VER 20 K 31 K 49 K	KCAS ft  OFF CAS CAS CAS	POW 10 11 13	131 F/ER-( 9 KC. 8 KC. 3 KC.	BEST ON AS AS AS CASE	to  14  CASE  POW  11  12  14  (95% I	245 KCAS 138 ft ER-OFF 6 KCAS 5 KCAS 2 KCAS

\*\*\* \*\*\*





# Signed RAW from MA1

			SAPIO / SAX   Date:
Lames !	EVENT NO: ST 11	15000	SAPIO / SAX SMUSON / CARLSON / STRICKLAND 6/8/2022
and s	SCHEDULING (24 HR OUTLOOK)		OPS COMMENTS
SEIGH	1. GENERAL CURRENCY	1	Copilot < 8 hours fast 30 days.
	2. DAY RVLS		
	3. NS RVLS		
	4 - 6. T&R CODES	3	Crewmember not proficient (Red/Initial)(STRICKLAND 2140/2640)
	7. AIRCRAFT COMMANDER TIME		
	8. EXTERNAL AGENCIES / WORKING AREAS		
	9. CREW DAY / REST & CIRCADIAN		
	INITIAL OVERALL RISK LEVEL	4	
	INITIAL RISK ASSESSMENT CODE (RAC)	5	
ev	MMENTS  REW PANGE REGULATIONS  LE TOUR TIME RUSURIN  LE + EFFECTIVE WAYS EN	S Ne	orment.
ev	LEW RANGE REGULATIONS	14 14	orment.
2eu	LE TOUR TIME RUSURINGE + EFFECTIVE WINS EN	S Ne	OT MENT-  CC  RED THREAT:
Zev Tak SAF	IREW RANGE REGULATIONS LE TOUR TIME RUSURIN LE + EFFECTIVE WANS EN	14 14	RED THREAT:
Devitar TAR SAF	INITIAL RISK ASSESSMENT CODE (RAC)	14 14	RED THREAT:
Zev	INITIAL OVERALL RISK LEVEL  UNIFAMILIAR LZ (NOT ARFIELD) (IF YES. 1)	14 14	RED THREAT:
WORKING AREA!	INITIAL OVERALL RISK LEVEL INITIAL RISK ASSESSMENT CODE (RAC) UNFAMILIAR LZ (NOT AIRFIELD) (IF YES. 1) FLIGHT TO UNFAMILIAR WORKING AREA (IF YES. 1)	14 14	RED THREAT:  CI  MITIGATION:  Review of CNAF requirements
WORKING AREA!	INITIAL OVERALL RISK LEVEL  INITIAL RISK ASSESSMENT CODE (RAC)  UNFAMILIAR LZ (NOT AIRFIELD) (IF YES. 1)  FLIGHT TO UNFAMILIAR WORKING AREA (IF YES. 1)  UNFAMILIAR CLASS OF SHIP (LHD, LPD, ETO.) FOR TAC (IF YES. 1)	14 14	RED THREAT:  CI  MITIGATION:  Review of CNAF requirements
WORDING AREA!	INITIAL OVERALL RISK LEVEL  INITIAL RISK ASSESSMENT CODE (RAC)  UNFAMILIAR LZ (NOT AIRFIELD) (IF YES. 1)  FLIGHT TO UNFAMILIAR WORKING AREA (IF YES. 1)  UNFAMILIAR CLASS OF SHIP (LHD, LPD, ETC.) FOR TAC (IF YES. 1)  *ON TORQUE MARGIN ON TAKEOFF (RUNWAY OR SHIPBOARD STO) (IF YES, 3)	14 14	RED THREAT:  CC  MITIGATION:  Review of CNAF requirements
TORQUE CHAPTER IZ I	INITIAL OVERALL RISK LEVEL  INITIAL RISK ASSESSMENT CODE (RAC)  UNFAMILIAR LZ (NOT AIRFIELD) (IF YES. 1)  FLIGHT TO UNFAMILIAR WORKING AREA (IF YES. 1)  UNFAMILIAR CLASS OF SHIP (LHD, LPD, ETC.) FOR TAC (IF YES. 1)  ON TORQUE MARGIN ON TAKEOFF (RUMWAY OR SHIPBOARD STO) (IF YES. 3)  DA > 6K, UNPREPARED SURFACE (IF YES. 2)	14 14	RED THREAT:  CI  MITIGATION:  Review of CNAF requirements
WORKING AREA!	INITIAL OVERALL RISK LEVEL  INITIAL RISK ASSESSMENT CODE (RAC)  UNFAMILIAR IZ (NOT AIRFIELD) (IF YES. 1)  FLIGHT TO UNFAMILIAR WORKING AREA (IF YES. 1)  UNFAMILIAR CLASS OF SHIP (LHD, LPD, ETC.) FOR TAC (IF YES. 1)  ON TORQUE MARGIN ON TAKEOFF (RUNWAY OR SHIPBOARD STO) (IF YES, 3)  DA > GK; UNPREPARED SURFACE (IF YES. 2)  NO INST APPROACH AVAILABLE, FORECAST WX < 3000/3 (IF YES. 1)	14 14	RED THREAT:  WY  MITIGATION:  Review of CNAF requirements  BLUE THREAT:  WAY  Ordanice.
MARCAN UNFAMILIAR LZ ( TORQUE WORKING AREA   A A A A A A A A A A A A A A A A A A	INITIAL OVERALL RISK LEVEL  INITIAL RISK ASSESSMENT CODE (RAC)  UNFAMILIAR LZ (NOT AIRFIELD) (IF YES. 1)  FLIGHT TO UNFAMILIAR WORKING AREA (IF YES. 1)  UNFAMILIAR CLASS OF SHIP (LHD, LPD, ETC.) FOR TAC (IF YES. 1)  ON TORQUE MARGIN ON TAKEOFF (RUNWAY OR SHIPBOARD STO), (IF YES, 3)  DA > 6K, UNPREPARED SURFACE (IF YES. 2)  NO INST APPROACH AVAILABLE; FORECAST WX < 3000/3 (IF YES, 1)  WX AT SHIP FORECAST < 1000/3 (IF YES. 1)	14 14	RED THREAT:  WY  MITIGATION:  Review of CNAF requirements  BLUE THREAT:  WAY  Ordanice.
WEATHER LOUN WORMSHOARE 12 C	INITIAL OVERALL RISK LEVEL  INITIAL RISK ASSESSMENT CODE (RAC)  UNFAMILIAR LZ (NOT AIRFIELD) (IF YES. 1)  FLIGHT TO UNFAMILIAR WORKING AREA (IF YES. 1)  UNFAMILIAR CLASS OF SHIP (LHD, LPD, ETC.) FOR TAC (IF YES. 1)  ON TORQUE MARGIN ON TAKEOFF (RUNWAY OR SHIPBOARD STO), (IF YES, 3)  DA > 6K, UNPREPARED SURFACE (IF YES. 2)  NO INST APPROACH AVAILABLE, FORECAST WX <3000/3 (IF YES, 1)  WX AT SHIP FORECAST <1000/3 (IF YES. 1)  CONDITIONS FOR ICING (IF YES. 1)	14 14	RED THREAT:  WY  MITIGATION:  Review of CNAF requirements  BLUE THREAT:  WAY  Ordanice.
LORQUE WORKING AREA SHEAT TORQUE WORKING AREA SHEAT TORQUE WORKING AREA SHEAT	INITIAL OVERALL RISK LEVEL  INITIAL RISK ASSESSMENT CODE (RAC)  UNFAMILIAR LZ (NOT AIRFIELD) (IF YES. 1)  FLIGHT TO UNFAMILIAR WORKING AREA (IF YES. 1)  UNFAMILIAR CLASS OF SHIP (LHD. LPD. ETC.) FOR TAC (IF YES. 1)  ON TORQUE MARGIN ON TAKEOFF (RUNWAY OR SHIPBOARD STO) (IF YES. 3)  DA > GK, UNPREPARED SURFACE (IF YES. 2)  NO INST APPROACH AVAILABLE, FORECAST WX < 3000/3 (IF YES. 1)  WX AT SHIP FORECAST < 1000/3 (IF YES. 1)  CONVECTIVE OUTLOOKS (IF YES. 1)	4 5	RED THREAT:  WY  MITIGATION:  Review of CNAF requirements  BLUE THREAT:  WAY  Ordanice.
MEATHER LANG WORKING A CALL A	INITIAL OVERALL RISK LEVEL  INITIAL RISK ASSESSMENT CODE (RAC)  UNFAMILIAR LZ (NOT AIRFIELD) (IF YES. 1)  FLIGHT TO UNFAMILIAR WORKING AREA (IF YES. 1)  UNFAMILIAR CLASS OF SHIP (LHD, LPD, ETC.) FOR TAC (IF YES. 1)  ON TORQUE MARGIN ON TAKEOFF (RUNWAY OR SHIPBOARD STO), (IF YES, 3)  DA > GK, UNPREPARED SURFACE (IF YES. 2)  NO INST APPROACH AVAILABLE, FORECAST WX < 3000/3 (IF YES, 1)  WX AT SHIP FORECAST < 1000/3 (IF YES. 1)  CONDITIONS FOR ICING (IF YES. 1)  CONVECTIVE OUTLOOKS (IF YES. 1)  SCHEDULE CHANGEI REDUCED PLANNING TIME (IF YES, 2)	14 14	RED THREAT:  WY  MITIGATION:  Review of CNAF requirements  BLUE THREAT:  WAY  OF JANNIE.

CO / MAGTF CO (IF R	EQ)
The Part of the Pa	

 0-4: Negligible
 5-9: Minor
 10-14: Moderate
 15-19: Serious\*\*
 >19: Critical\*\*

 RAC 5
 RAC 4
 RAC 3
 RAC 2\*\*
 RAC 1\*\*

 \*\*Per MCO 3500.27C Risk Management: The authority to approve, as acceptable, RAC 1 and 2 hazards shall only be extended to 0-5 or above level of command.



# YUMA RANGE AIRCREW SAFETY BRIEF





### OVERVIEW

- Rotary-Winged Restricted Airspace Access
- Yuma Special Use Airspace
- R-2301W
- R-2301W UAS Airspace
- R-2507
- Naval Special Warfare Training
- El Centro Ranges
- · Checkout Procedures

Enclosure (56)

## AIRCREW RANGE SAFETY BRIEF

All participants are required to read this brief.

- · Brief is current as of 23 June 2017.
- Prior to take-off, check with range scheduling to ensure your ranges are approved / scheduled, and air delivered ordnance conforms with all range regulations.
- Pilots shall review the MCAS Yuma range notifications page <a href="http://www.mcasyuma.marines.mil/Resources/RangeNotifications.aspx">http://www.mcasyuma.marines.mil/Resources/RangeNotifications.aspx</a> and applicable NOTAMS (KNYL AND KNJK) prior to flight.
- Units have a 15-minute grace period to check into scheduled ranges. After 15 minutes, the ranges are made available to other users, unless units running late have coordinated with LEG IRON in order to preserve their scheduled ranges.

Enclosure (56)

# REQUIREMENT FOR FLIGHT WITIN YUMA RANGE TRAINING COMPLEX

- All "Participants" must REMAIN within APPROVED / SCHEDULED airspace.
- Installation Boundaries / Restricted Airspace Boundaries are not the same.
- Ordnance expenditures are only authorized within designated impact areas. There are no "targets of opportunity."
- · Yuma ATC will actively pursue ANY spill-outs, including VFR.
- Pilots must be familiar with the MCAS Yuma StaO 3710.6J. With particular focus on Chapter 4. The Range SOP can also be found in the RFMSS Library or sent by request from Range Scheduling (yuma.skeds@usmc.mil).
- Triple check for guided munitions ICW a FAC/JTAC for weapon targeting validation per TECOM guidance (Aircrew may use: aircraft sensors, datalinks, coordinate read back, etc.) Enclosure (56)

https://www.mciwest.usmc.mil/inst/mcasy/rng/roc/default.aspx

## RESTRICTED AIRSPACE ACCESS



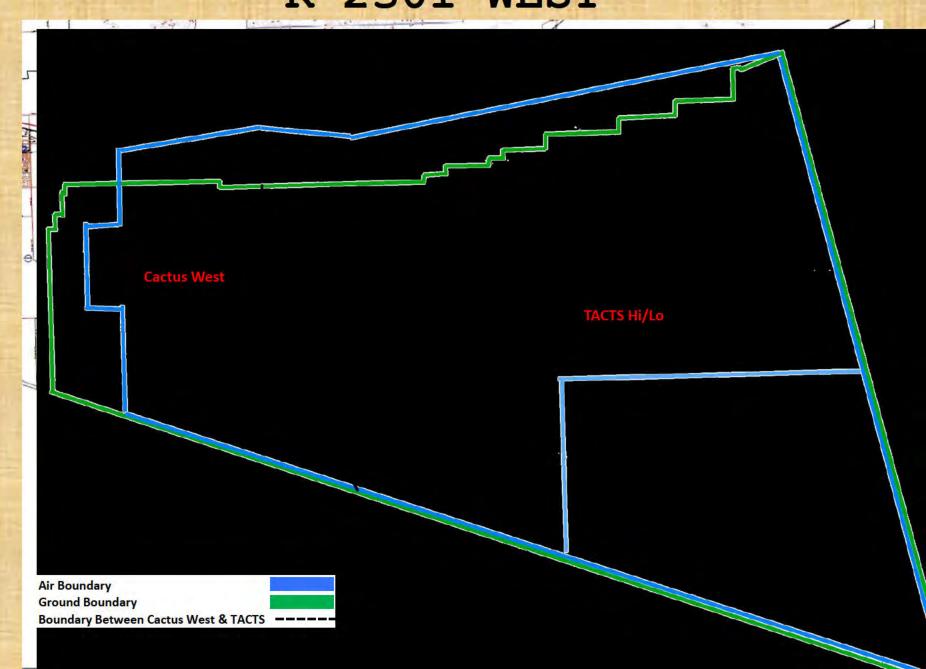
## RESTRICTED AIRSPACE ACCESS

- All Rotary Winged aircraft (Not Tilt-Rotor) seeking access to R-2301W, R-2507 and R-2512 will check in with "LEG IRON" on frequency 310.0.
- LEG IRON will coordinate clearance and assignment of Mode III to Rotary Winged platforms seeking access to restricted airspace.
- Rotary Winged aircraft checking in with LEG IRON on 310.0 may be directed to utilize MAWTS-1 published Control Points in order to remain clear of active small arms ranges within R-2507N/W.

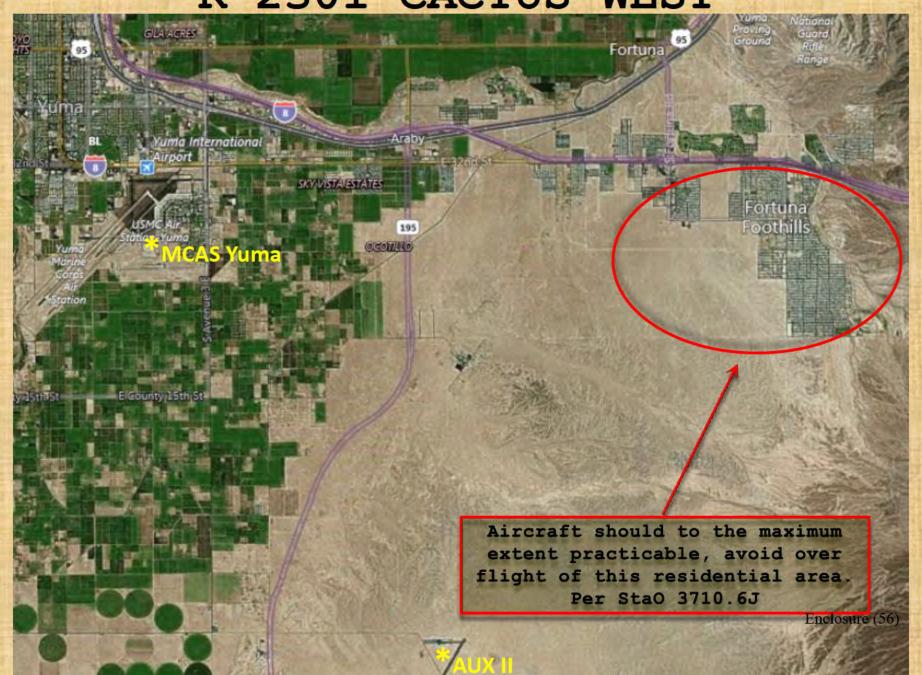
## R-2301 WEST CONTAINMENT

- There is NO airspace authorized for training South of the International Border!
- You will be advised of incursions into Mexico only one time. Second incursion shall result in having range time revoked and the unit will be told to depart the range.
- Northern Boundary of R-2301W parallels V 66/J 2.

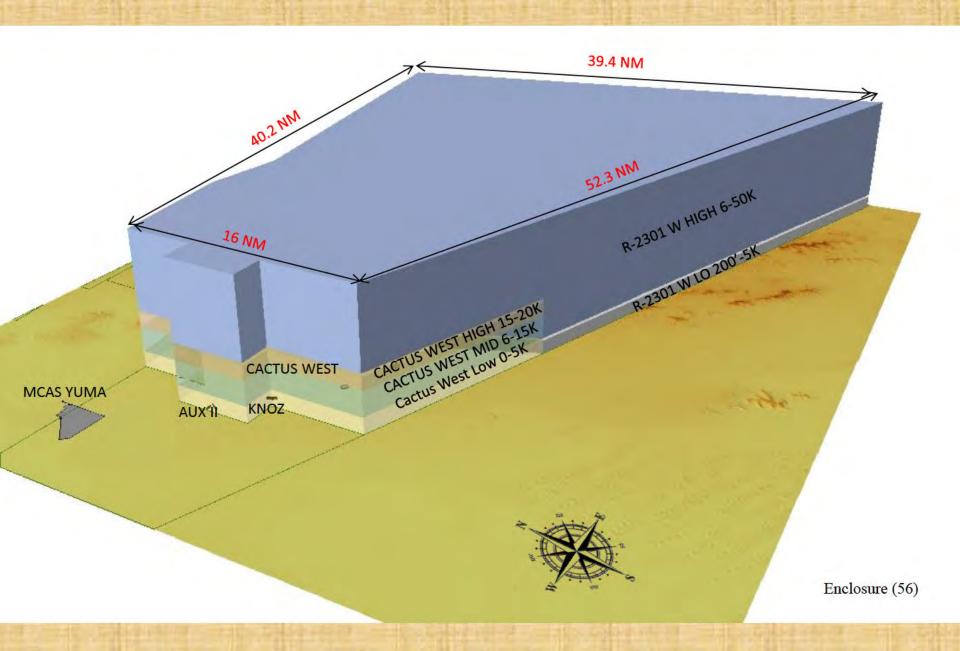
# R-2301 WEST



## R-2301 CACTUS WEST



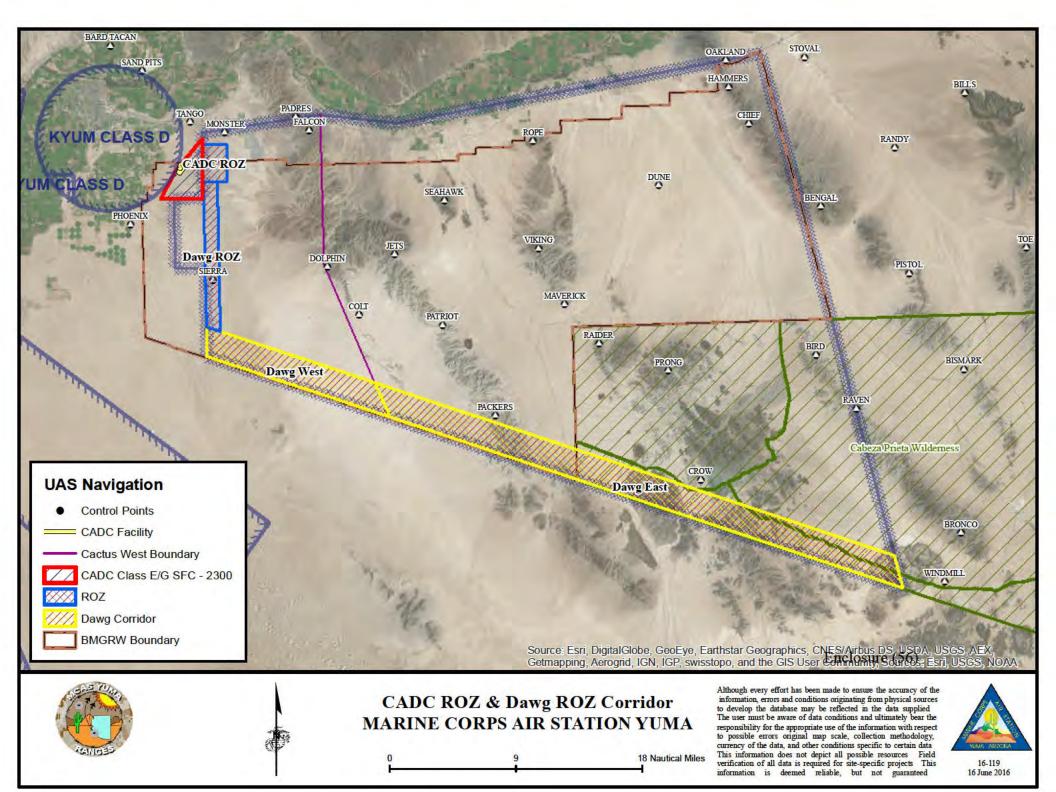
## R 2301 W



## UAS AIRSPACE SUB-RANGES

- CADC ROZ
- DAWG ROZ

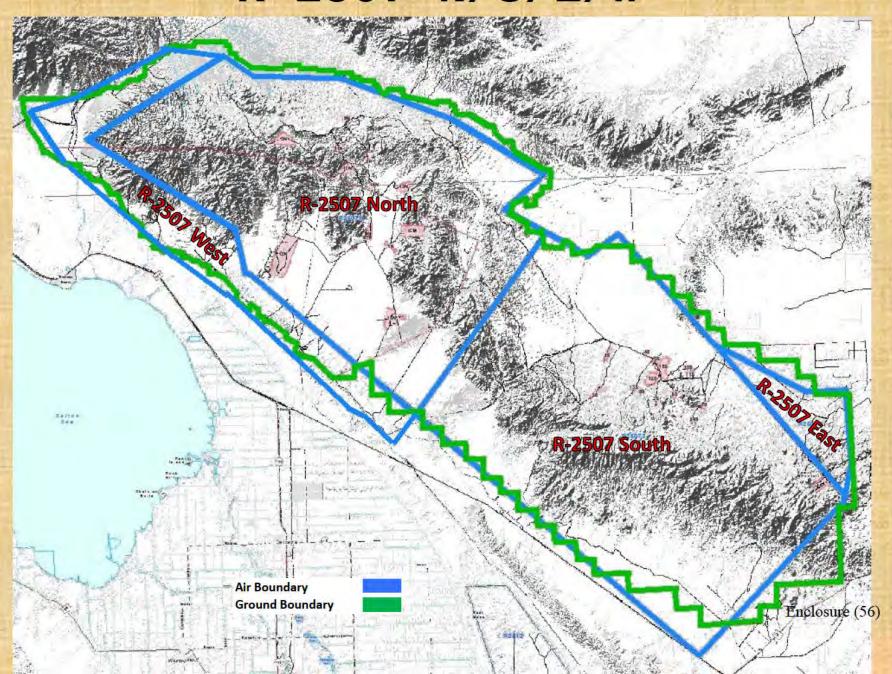
- DAWG Corridor West
- DAWG Corridor East



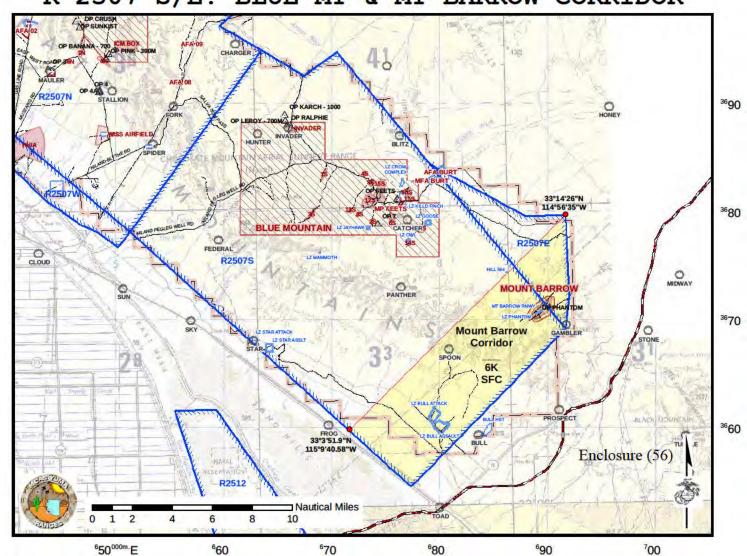
## R-2507

- · Range Boundaries... Adhere!
- If Abel MOA's were not scheduled, aircrew may request from Yuma Range (276.0) 7-23K MSL.
- Abel N MOA and R 2507 N border parallel J-169.
- Noise Abatement: No HE Ordnance deliveries 2200L-0600L (PST)

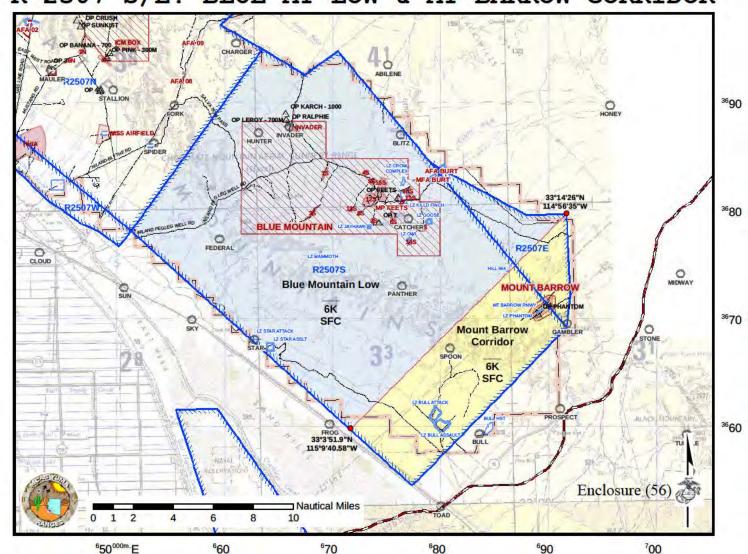
# R-2507 N/S/E/W



## R-2507 S/E: BLUE MT & MT BARROW CORRIDOR



R-2507 S/E: BLUE MT LOW & MT BARROW CORRIDOR

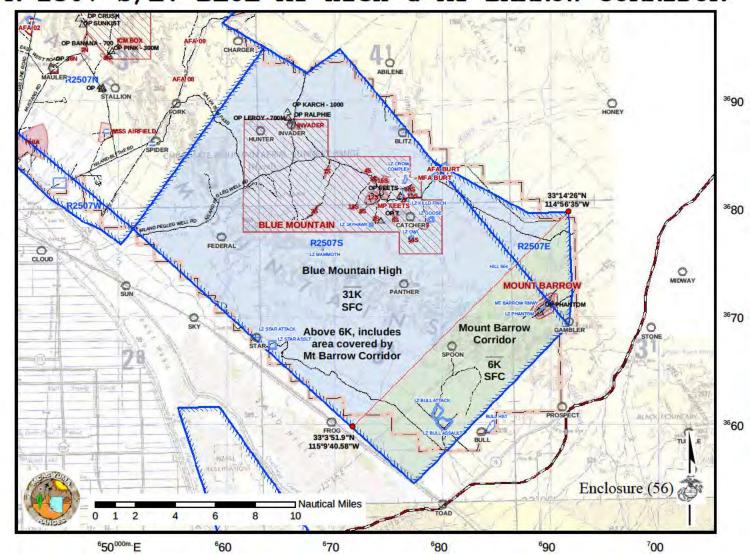


# BLUE MOUNTAIN LOW 0-6K



Enclosure (56)

R-2507 S/E: BLUE MT HIGH & MT BARROW CORRIDOR





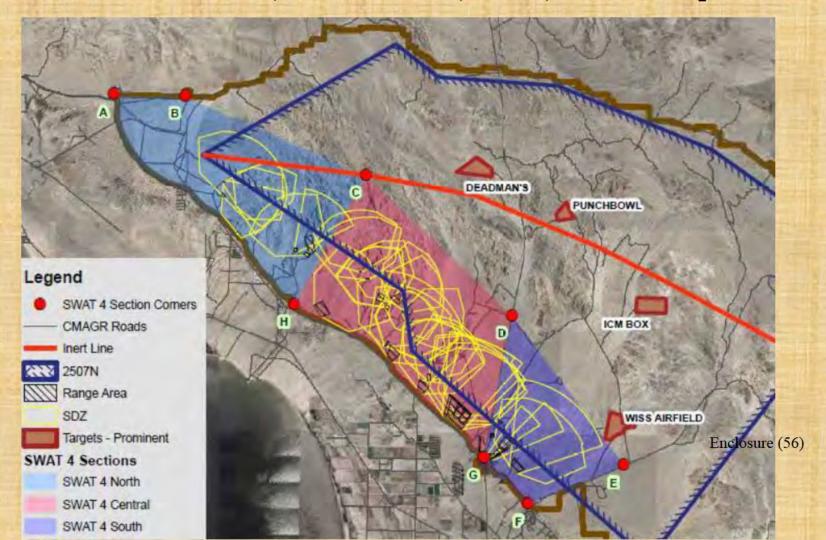
# NAVAL SPECIAL WARFARE TRAINING



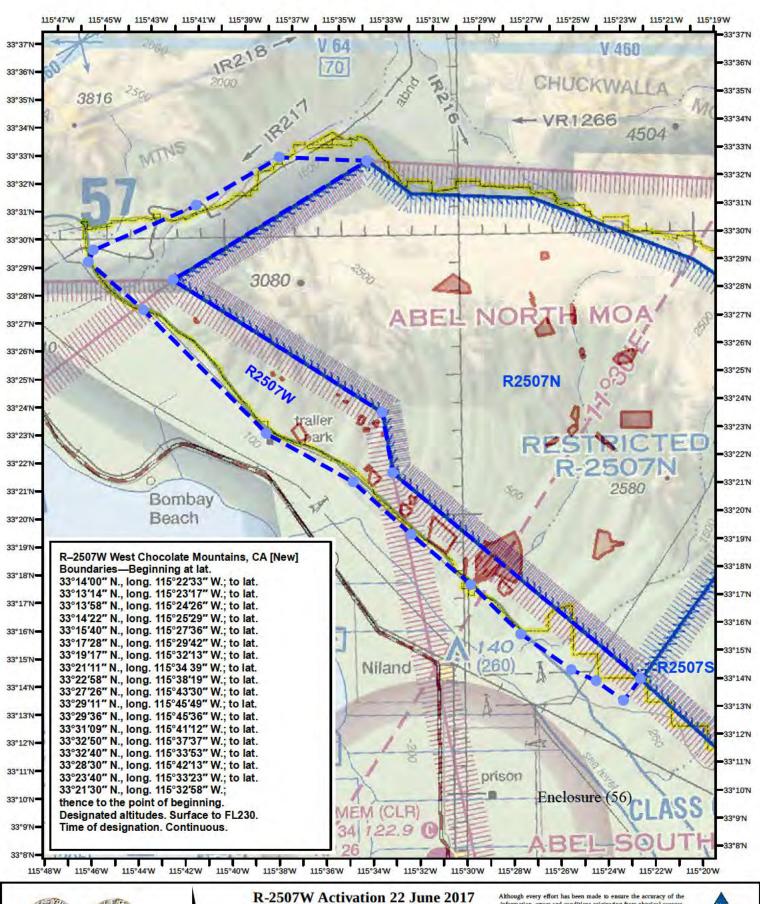
Enclosure (56)

## SPECIAL WARFARE TRAINING AREAS (SWAT)

- · Located within the R2507W Airspace.
- The SWAT ranges are used primarily by NSWG-1/SOCOM/USMC to conduct Small Arms Fire, Mortar Fire, Demo, and UAS operations.



## R-2507 WEST

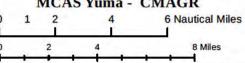








#### R-2507W Activation 22 June 2017 MCAS Yuma - CMAGR



Although every effort has been made to ensure the accuracy of the information, errors and conditions originating from physical sources to develop the database may be reflected in the data supplied. The user must be aware of data conditions and ultimately bear the responsibility for the appropriate use of the information with respect to possible errors original map scale, collection methodology, currency of the data, and other conditions specific to certain data. This information does not depict all possible resources. Field verification of all data is required for stie-specific projects. This information is deemed reliable, but not guaranteed



Date 27 April 2017 Ref: Federal Register Vol. 82, No. 71 April 14, 2017

## SPECIAL WARFARE TRAINING AREAS

- R-2507W Low will automatically be active from SFC to 6K MSL whenever the SWAT Ranges are scheduled for ground training.
- All aircraft seeking access to R-2507N will be advised the status of R-2507W Low/SWAT 4 Ranges.
- R-2507W Low/SWAT 4 is partitioned into North/Central/South sections (See Slide 21).
- Fixed wing aircraft checking in with YUMA RANGE on 276.0 will be advised of which SWAT section, or combination of SWAT sections are in an active status within R-2507W Low.
- · Aircraft shall remain clear of these active sections of SWAT 4.

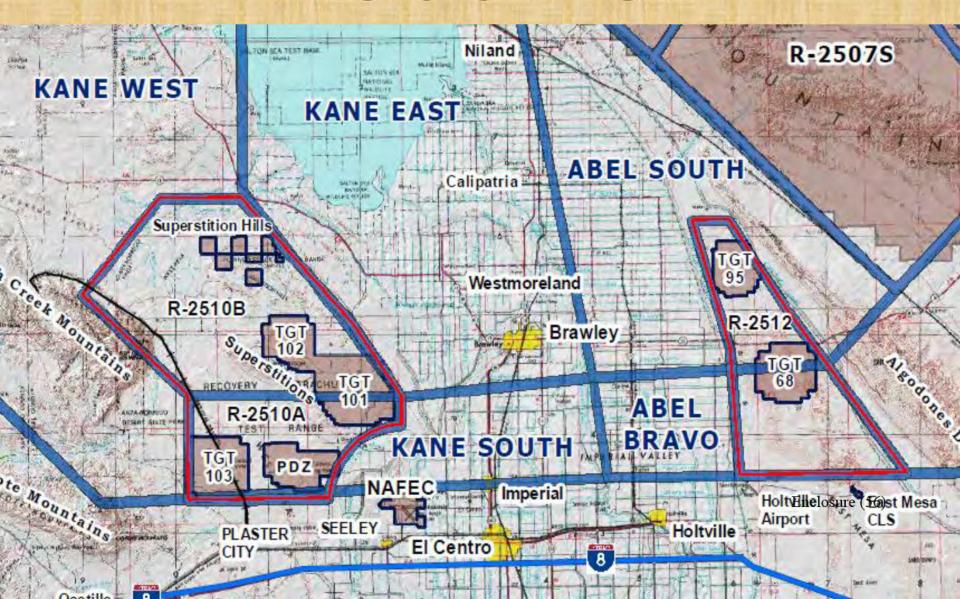
## SPECIAL WARFARE TRAINING AREAS

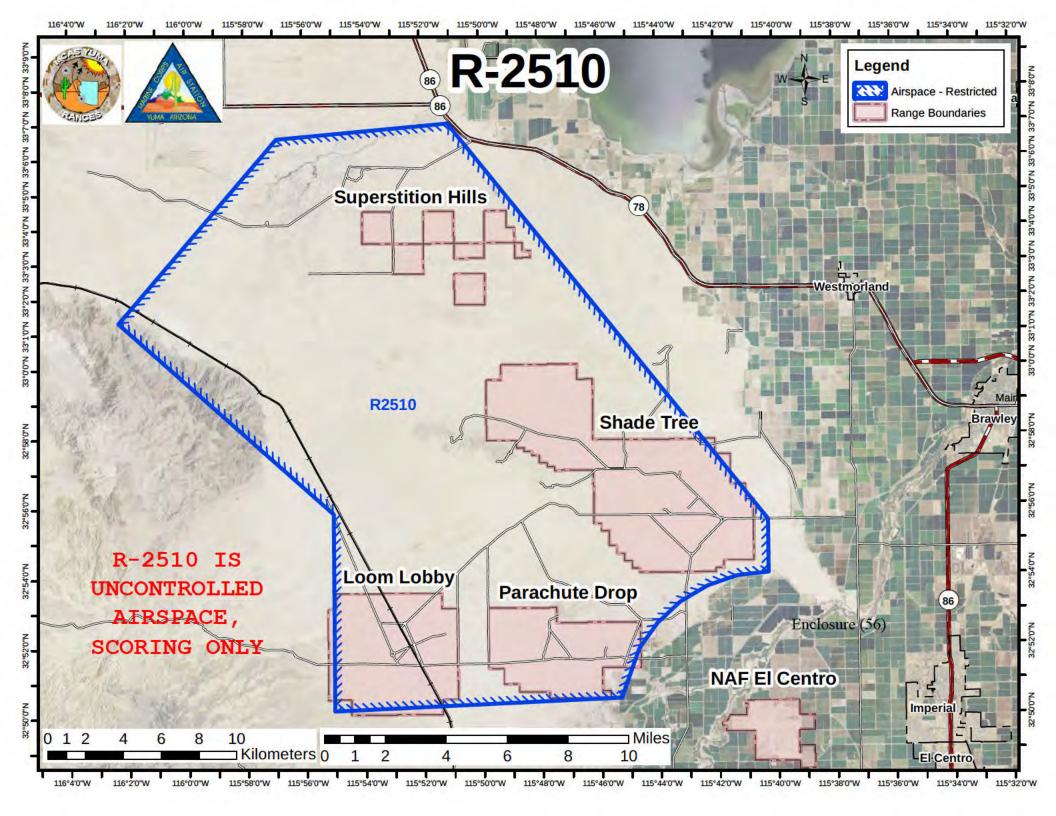
- All scheduled R-2507W/SWAT 4 training can be viewed by checking RFMSS two week calendar.
- Contact LEG IRON at (928)269-7080 prior to mission to confirm R-2507W/SWAT 4 range status.
- Rotary Winged Aircraft will be advised by LEG IRON (310.0) of the active SWAT areas and receive entry/exit instructions to avoid.

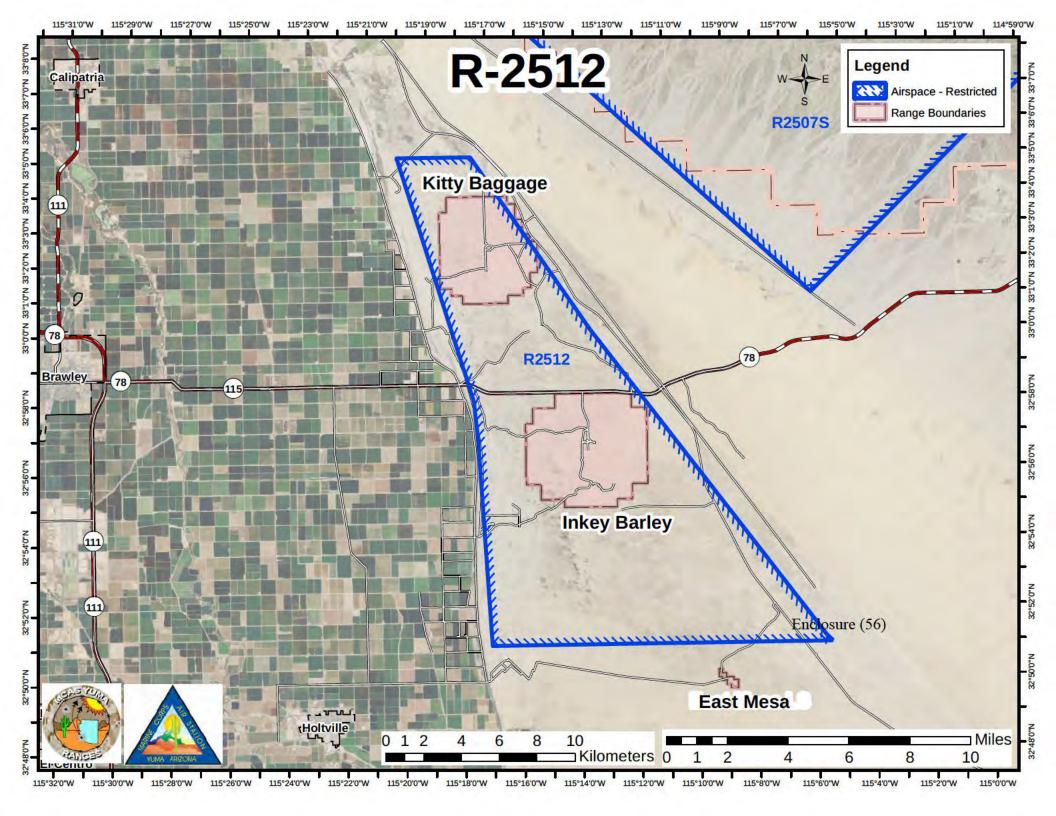
# EL CENTRO RANGES



# NAF EL CENTRO RANGES R-2510 & R-2512







# CHECK-OUT PROCEDURES



#### MISSION COMPLETE

All aircraft employing ordnance on targets within Yuma Range Training Complex will, upon checkout, provide quantity, type and target area where ordnance was expended. Aircrews may utilize one or more of the following target areas:

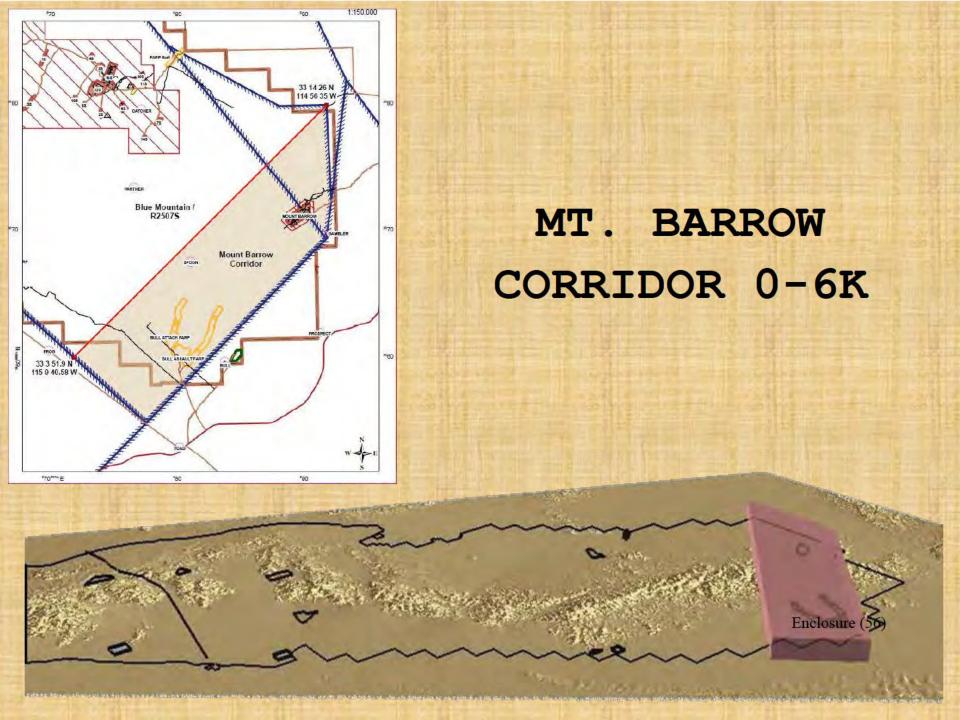
- •Blue Mountain TGT- 1s, 2s, 3s, 4s, 5s, 6s, 7s, 8s, 10s, 11s, 12s, 13s, 14s, 15s
- Punch Bowl TGT- 2N, 9N, 10N, 11N
- \*Dead Man CAS Range TGT- 3N
- •IRIS Wash TGT- 1N, 6N, 7N, 13N, 14N
- •ICM Box
- •WISS Airfield TGT- 15N
- •Mt Barrow (Rotary Wing / Tilt-Rotor only)
- •Cactus West Bullseye
- •Yodaville UTC
- •R-2512

#### SUMMARY

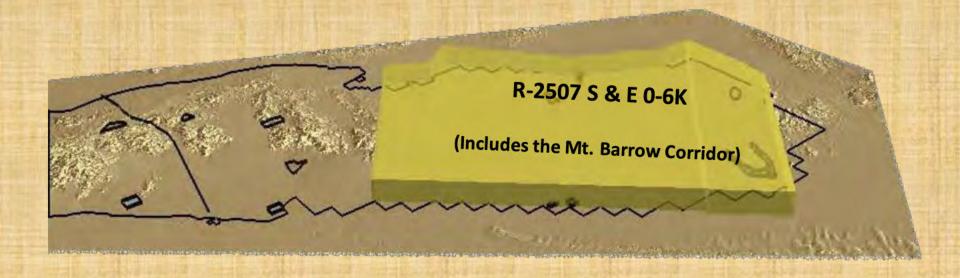
- Rotary-Winged Restricted Airspace Access
- Yuma Special Use Airspace R-2301W
   R-2507 N/S/E/W
   Naval Special Warfare Training
- El Centro Special Use Airspace R-2510 R-2512
- · Checkout Procedures

## QUESTIONS?

# ADDITIONAL INFORMATION IN FOLLOWING SLIDES



#### R-2507 S & E 0-6K



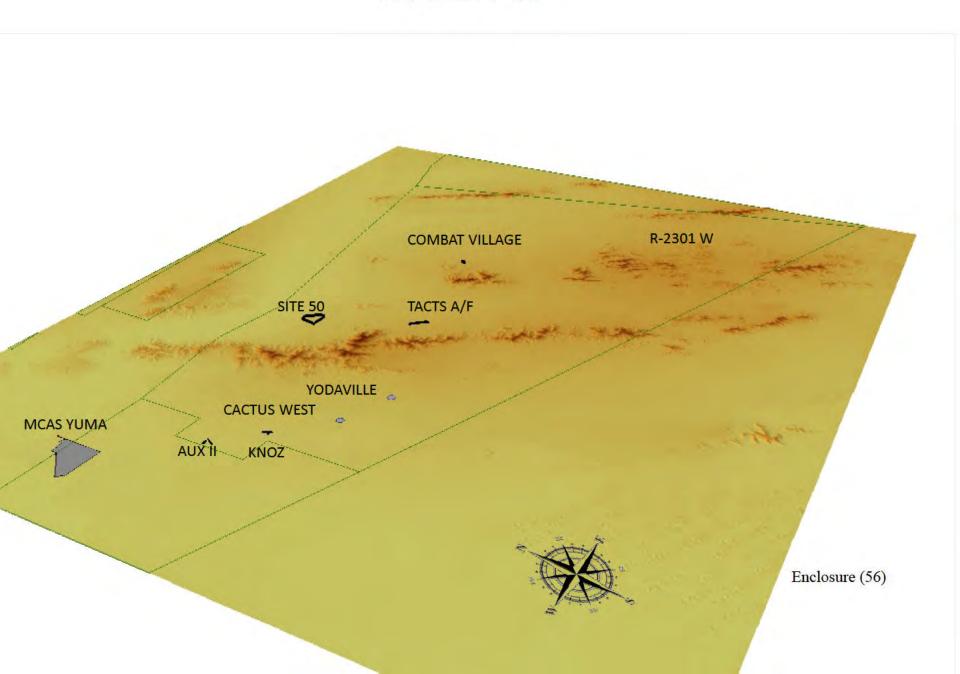
#### R-2507 S & E 0-6K & 7-31K



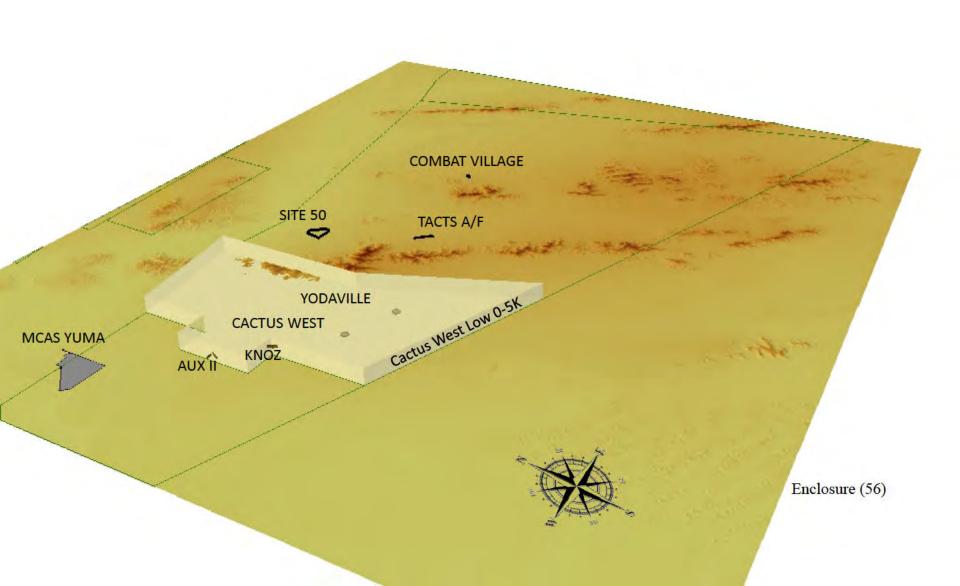
#### R-2507 S & E 0-31K



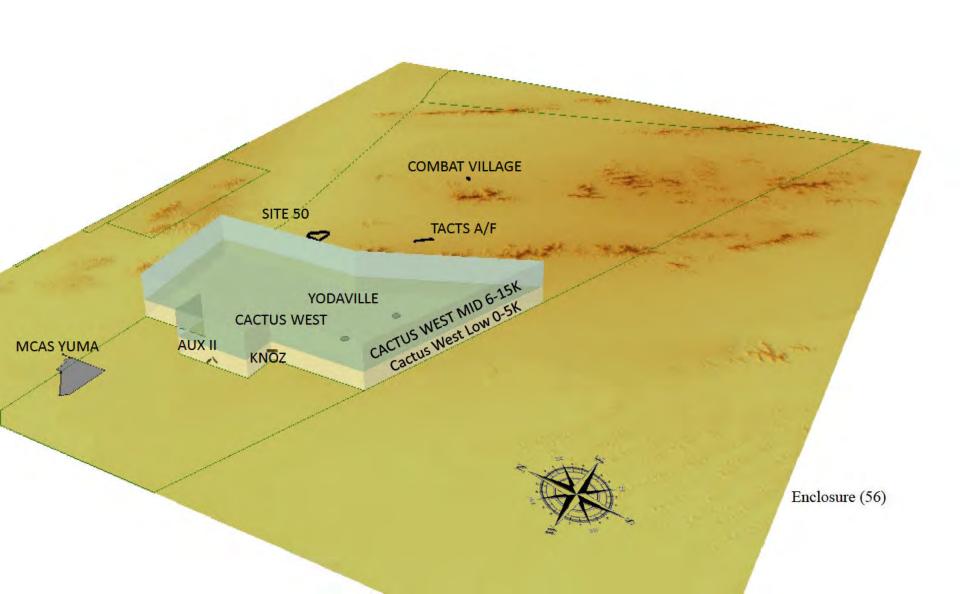
#### R 2301 W



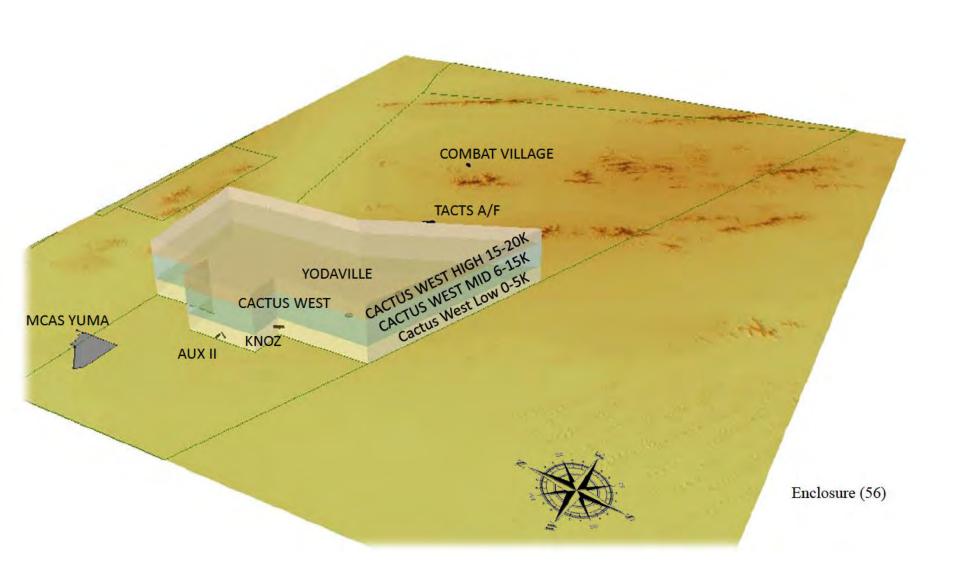
## R 2301 W (KNOZ)



### R 2301 W (CW MID)



### R 2301 W (CW HIGH)



### R 2301 W (2301W LO)

