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HQMC AVIATION POLICY UPDATE FOR ORIENTATION/INDOCTRINATION

Originator: CMC AVN ASCO WASHINGTON DC

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To: COMMARFORCOM G THREE G FIVE G SEVEN//AVIATION BRANCH//, COMMARFORPAC G THREE//AVIATION BRANCH//, COMMARFORRES G THREE G FIVE//AVIATION BRANCH//, CG I MEF G THREE, CG II MEF G THREE//AVIATION BRANCH//, CG III MEF G THREE//AVIATION BRANCH//, CG FIRST MAW G THREE, CG SECOND MAW G THREE, CG THIRD MAW G THREE, CG FOURTH MAW G THREE

CC: CMC AVN ASCO WASHINGTON DC

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FM CMC AVN ASCO WASHINGTON DC

TO COMMARFORCOM G THREE G FIVE G SEVEN//AVIATION BRANCH//

COMMARFORPAC G THREE//AVIATION BRANCH//

COMMARFORRES G THREE G FIVE//AVIATION BRANCH//

CG I MEF G THREE

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CG FIRST MAW G THREE

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INFO CMC AVN ASCO WASHINGTON DC

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SUBJ/HQMC AVIATION POLICY UPDATE FOR ORIENTATION/INDOCTRINATION

FLIGHTS

REF/A/MSGID:DOC/CNAF M-3710.7/YMD:20210115//

REF/B/MSGID:DOC/MCO 3710.8/YMD:20110930//

REF/C/MSGID:DOC/CMC MEMO/YMD:20211101//

NARR/REF A IS NATOPS GENERAL FLIGHT AND OPERATING INSTRUCTIONS.

REF B IS MARINE CORPS ORDER FOR NAVAL AIR TRAINING AND OPERATING

PROCEDURES STANDARDIZATION. REF C IS CMC TALENT MANAGEMENT 2030//

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GENTEXT/REMARKS/1. PURPOSE AND INTENT. IAW REFS A AND B, THE PURPOSE OF THIS MESSAGE IS TO CLARIFY AND/OR IMPLEMENT GUIDANCE WRT ORIENTATION/INDOCTRINATION (O&I) FLIGHTS CONDUCTED WITHIN CONUS.

2. GUIDANCE.

3. O&I (NON-CREW SEAT) FLIGHTS ABOARD TRANSPORT AIRCRAFT.

3.A. IAW REF B, O&I FLIGHTS CONDUCTED IN TRANSPORT/CARGO AIRCRAFT NOT OCCUPYING A CREW SEAT ARE CURRENTLY APPROVED AT THE APPLICABLE MARFOR LEVEL.

3.B. EFFECTIVE IMMEDIATELY, USMC MV-22 AIRCRAFT WILL BE CLASSIFIED AS "TRANSPORT" AIRCRAFT WRT TO APPROVAL AUTHORITY IN THE CASE OF

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NON-CREW SEAT O&I FLIGHTS.

4. O&I INCENTIVE FLIGHT AUTHORIZATION.

4.A. IAW REF B, DC AVIATION IS CURRENTLY THE SOLE APPROVAL AUTHORITY FOR ALL O&I FLIGHTS OCCUPYING A CREW POSITION.

4.B. EFFECTIVE IMMEDIATELY, IAW REFS A THROUGH C, 1ST, 2D, 3D, AND 4TH MAW COMMANDING GENERALS ARE DELEGATED APPROVAL AUTHORITY FOR FLIGHTS IN A CREW SEAT OR EJECTION SEAT AND/OR PERSONAL OXYGEN SYSTEM EQUIPPED AIRCRAFT. THESE FLIGHTS ARE FOR ACTIVE-DUTY PERSONNEL IN RECOGNITION OF SUPERIOR PERFORMANCE WHEN FLIGHTS DO NOT INVOLVE SHIPBOARD CATAPULT LAUNCHES AND/OR ARRESTED LANDINGS.

4.C. EACH MARINE AIRCRAFT GROUP (MAG) IS LIMITED TO NO MORE THAN FOUR (4) CREW SEAT OR EJECTION SEAT AND/OR PERSONAL OXYGEN SYSTEM EQUIPPED AIRCRAFT O&I FLIGHTS PER FISCAL YEAR.

4.C.1. THE MAW COMMANDING GENERAL MAY AUTHORIZE A SUBORDINATE MAG TO UTILIZE ANY UNUSED ALLOCATIONS THAT HAD ORIGINALLY BEEN ALLOTTED TO A SEPARATE SUBSIDIARY MAG. FOR EXAMPLE, IF MAG-29 ONLY USES 3 OUT OF 4 RESPECTIVE ALLOCATIONS, THE 2D MAW COMMANDING GENERAL MAY AUTHORIZE MAG-14, MAG-26, OR MAG-31 TO UTILIZE MAG-29'S REMAINING ALLOCATION.

4.D. THE FOLLOWING CONSIDERATIONS AND REQUIREMENTS MUST BE MET PRIOR TO AIRCRAFT WING COMMANDING GENERAL APPROVAL (INCENTIVE FLIGHTS ONLY).

4.D.1. SUPPORTING UNIT MUST MEET MINIMUM T-2 BASELINE READINESS REQUIREMENTS IAW APPLICABLE TMS T&R STANDARDS.

4.D.2. THE AIRCRAFT COMMANDER CONDUCTING THE INCENTIVE O&I FLIGHT MUST BE A NATOPS QUALIFIED DIVISION LEADER OR HIGHER.

4.D.3. QUALIFIED ORIENTEES MUST COMPLETE THE RESPECTIVE NON-AIRCREW NAVAL AVIATION SURVIVAL TRAINING PROGRAM (NASTP) TRAINING PRIOR TO FLIGHT.

4.D.4. FLIGHT OVER WATER IS NOT AUTHORIZED.

4.D.5. FLIGHT SHALL BE CONDUCTED DURING DAYLIGHT HOURS ONLY.

4.D.6. FLIGHTS ARE LIMITED TO SINGLE SHIP ONLY.

4.D.7. SUPPORTING UNIT SHALL SUBMIT, CONCURRENT WITH THE REQUEST, A DELIBERATE RISK MANAGEMENT (RM) ASSESSMENT OF THE INCENTIVE FLIGHT EVOLUTION TO INCLUDE AN IDENTIFICATION OF SPECIFIC HAZARDS AS THEY RELATE TO THE INCENTIVE O&I, AN ANALYSIS OF THE FLIGHT PROFILE, A BREAKDOWN OF MANEUVERS TO BE PERFORMED, IDENTIFICATION OF THE SPECIFIC AIRCREW QUALIFICATIONS AND THEIR RESPONSIBILITIES, AND AN ESTIMATION OF RESIDUAL RISK. THE HAZARD ANALYSIS WILL BE A STAND-ALONE DOCUMENT THAT DELINEATES THE MISSION, THE PRIORITY OF THE OPERATION AND THE RISKS INVOLVED. THE HAZARD ANALYSIS WILL NOT ADDRESS ROUTINE HAZARDS ASSOCIATED WITH NAVAL AVIATION, BUT WILL SEEK TO IDENTIFY CHANGES FROM NORMAL OPERATIONS INCLUSIVE OF O&I INCENTIVE FLIGHT THAT INCREASE UNIT SUSCEPTIBILITY TO RISK. IN ADDITION, PER LINE 5.B. THE RM ANALYSIS WILL ADDRESS ANY REQUIREMENTS WAIVED OR ISSUES ASSOCIATED WITH THE REQUEST THAT NECESSITATE APPROVAL FOR THIS EVENT.

5. PER REF A, DC/A RETAINS AUTHORITY FOR ALL NASTP WAIVERS OR EXCEPTIONS TO POLICY.

5.A. PER REF B, NASTP WAIVERS SHALL NOT BE GRANTED FOR EJECTION SEAT AIRCRAFT.

5.B. IN RARE CASES, AN EXCEPTION TO POLICY MAY BE REQUESTED FOR NON-AIRCREW NASTP TRAINING (AEROMEDICAL AND/OR SWIM QUAL TRAINING) FOR CLASS 1 AIRCRAFT. SUPPORTING UNIT CO SHALL PROVIDE A WRITTEN LETTER TO DC AVIATION WITH AN IN-DEPTH LIST OF SAFETY MITIGATION AND RISK ASSUMPTION. PER REF A, COMPLETION OF NASTP IS MANDATORY FOR ALL ORIENTEES UNLESS WAIVED IN RARE CASES BY THE DESIGNATED APPROVING AUTHORITY (DC AVIATION). IN THOSE INSTANCES, PRIOR TO FLIGHT ORIENTEES SHALL AGREE IN WRITING TO VOLUNTARILY PARTICIPATE IN THE FLIGHT AND ASSUME THE ASSOCIATED RISKS. WAIVERS, IN GENERAL, SHOULD NOT BE GRANTED.

6. IAW REF A, FLYING UNIT SHALL ENSURE APPROPRIATE LEVEL TRAINING

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FOR TMS IS CONDUCTED (I.E. REDUCED OXYGEN BREATHING DEVICE TRAINING, SLAM STICK ORIENTATION, HARNESS HANGS, EGRESS DRILLS, SAFETY AND EGRESS BRIEFS) PRIOR TO FLIGHT.

7. FLYING UNIT SHALL TRAIN AND FAMILIARIZE ORIENTEE WITH PHYSIOLOGICAL HAZARDS ASSOCIATED WITH FLIGHT.

8. ACTION ADDRESSEES SHALL INCLUDE DC AVIATION AND THE APPLICABLE MARFOR AS INFO ADDRESSEE ON ALL MSG TRAFFIC CONCERNING O&I INCENTIVE FLIGHT AUTHORIZATIONS AND APPROVALS UNDER THIS MESSAGE. APPROVING AIRCRAFT WING WILL ENSURE LINE 4.D.7. DOCUMENTATION IS INCLUDED WITHIN THE APPROVAL.

9. THE APPROVAL AUTHORITIES DELEGATED IN THIS MESSAGE SHALL NOT BE FURTHER DELEGATED WITHOUT THE APPROVAL OF DC AVIATION.

10. ALL OTHER O&I REQUESTS NOT SPECIFICALLY COVERED IN THIS MESSAGE OR REF B SHALL BE FORWARDED TO DC AVIATION, WITH APPLICABLE ENDORSEMENTS, NO LATER THAN (30) WORKING DAYS PRIOR TO THE EVENT TO ALLOW APPROPRIATE STAFFING.

11. RELEASE AUTHORIZED BY LTGEN MARK R. WISE, DEPUTY COMMANDANT FOR AVIATION.//

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Received from AUTODIN 231829Z Feb 22

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