ATP 3-04.119

Aviation Security and Support Battalion Operations

JANUARY 2022

Headquarters, Department of the Army

Army Techniques Publication
No. 3-04.119

Headquarters
Department of the Army
Washington, D.C., 25 January 2022

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Preface

ATP 3-04.119 provides guidance concerning security and support battalion (SSB) structure, organization, responsibilities, and functions focused from aviation battalion to platoon level. SSBs are unique in that they conduct National Guard civil support (NGCS) and homeland security (HS)/homeland defense (HD) missions but are also capable of supporting other military light utility aviation and reconnaissance requirements in both continental United States (CONUS) and outside the continental United States (OCONUS) permissive environments. Together with other regulatory guidance and civil support doctrine, this publication aids personnel in planning, train-up, and execution phases of SSB missions. A highly trained, skilled aviation force and a well-planned operation are essential to success, regardless of duty status (state active duty or title duty).

The principal audience for ATP 3-04.119 is aviation commanders, leaders, officers, technicians, non-commissioned officers (NCOs), and aircraft maintenance personnel in security and support (S&S) units. Commanders and staffs across Department of Defense (DOD); members of certain federal, state, and local agencies; and trainers and educators throughout the Army also use this publication. Joint Force Headquarters-State (JFHQ-State), State Army Aviation officers (SAAOs), and Operations Directorate of Joint Staff (J-3) should be familiar with the special missions, operational law, and authorities in Chief National Guard Bureau Instruction (CNGBI) 3000.04 and CNGBI 3100.01A as needed for SSBs. The operational concepts described in this publication are based on Army doctrine as established in FM 3-0, FM 3-04, and ATP 3-04.1.

Commanders, staffs, and subordinates ensure their decisions and actions comply with applicable United States, international, and, in some cases, host-nation laws and regulations. Commanders at all levels ensure their Soldiers operate according to the Law of War, rules for the use of force or federal standing rules for the use of force, and rules of engagement (ROE). (See FM 6-27/Marine Corp Training Publication [MCTP] 11-10C.)

ATP 3-04.119 uses joint terms where applicable. Selected joint and Army terms and definitions appear in both the glossary and the text. For definitions shown in the text, the term is italicized and the nomenclature of the proponent publication follows the definition. This publication is not the proponent for any Army terms.

ATP 3-04.119 applies to the Active Army, Army National Guard (ARNG)/Army National Guard of the United States, United States Army Reserve (USAR), civilian, and contract maintenance personnel unless otherwise stated. Commanders must consider the contents of this publication and the particular circumstances in which they find themselves (national military objectives, available forces) when planning operations.

The proponent of ATP 3-04.119 is the United States Army Aviation Center of Excellence (USAACE). The preparing agency is the Directorate of Training and Doctrine (DOTD), USAACE. Send comments and recommendations on Department of the Army (DA) Form 2028 (*Recommended Changes to Publications and Blank Forms*) to Director, DOTD, ATTN: ATZQ-TD (ATP 3-04.119), 2218 6TH Avenue, Fort Rucker, AL 36362; or by e-mail to usarmy.rucker.avncoe.mbx.doctrine-branch@mail.mil.

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Introduction

ATP 3-04.119 shapes the way SSB forces operate and guides leaders and Soldiers in the conduct of training and operations. This document is not prescriptive and is not a substitute for creative thought or initiative. SSB operations are often complex and unlike any other type of aviation operation. The organization must be adaptive, expeditionary in nature, and modular in design to retain flexibility in accomplishing missions across a broad array of emergent and non-emergent operational environments (OEs). SSBs are designed to be employed primarily in permissive environments due to the use of UH-72 aircraft. Currently, these aircraft are not armed, armored, or fielded with aircraft survivability equipment; therefore, they are restricted to permissive OEs in which host country military and law enforcement agencies have control as well as the intent and capability to assist operations that a unit intends to conduct (JP 3-0). However, this does not preclude the use of SSBs in non-permissive environments without the aircraft, utilizing unit competence in support of civil support missions, to accomplish state, state emergency, or other DOD and DA missions. SSBs are organized and intended to be applied as far "forward" as possible in the area of operations (AO) and are capable of conducting safe, standardized, decentralized operations consistent with the principles of mission command and command and control (C2) tasks.

Recognizing SSBs may be employed as a whole or in part, under various authorities, requires a commander and staff to understand the nuances of their operational environment. This environment includes Chief National Guard Bureau Instruction (CNGBI) 3000.04 and CNGBI 3100.01A authorities, as well as individual state authorities granted under state laws through respective state adjutants general. Commanders, planners, SAAOs, and operational law staff judge advocates must consider non-traditional elements of threats, political and tactical aspects and efficiencies of operations, and logistical concepts in order to be successful.

SSBs are unique aviation organizations within the Army as they have the capability to perform both utility/cargo and reconnaissance/screen operations. In addition, the HS/HD focus should enable SSBs to more effectively execute missions in support of civil authorities. The SSB mission implies the organization is the Army's core operational element for employment of aviation in support of the Nation's HS/HD operations. SSBs, in whole or in part, may be used on very short notice, requiring high levels of readiness to be maintained consistently.

A big challenge SSBs face is *task organization*—a temporary grouping of forces designed to accomplish a particular mission (ADP 5-0). The SSB is spread regionally among numerous states until mobilized. This presents challenges to mission command, C2, standardization, and employment. However, SSBs are employed as multi-aircraft aviation battalion task force headquarters (HQ) during civil support operations because of their increased understanding of the civil response emergency support functions (ESFs) within the National Response Framework (NRF).

When advising senior military or civilian leaders, those familiar with SSBs must clearly understand the attributes of SSB components and the benefits of employing SSB elements as organizationally designed. Failure to do so creates inherent risk in the effectiveness and conduct of operations.

ATP 3-04.119 contains four chapters:

- Chapter 1 discusses the SSB and its subordinate elements' missions and organization.
- Chapter 2 discusses C2, command authorities and relationships, unit activation, command post operations, and planning considerations.
- Chapter 3 discusses SSB employment to support the DOD, Department of Homeland Security (DHS), and state and local authorities. This chapter also provides information on the various mission sets conducted by SSBs and their subordinate elements.
- Chapter 4 discusses maintenance and logistics operations, to include interaction between SSBs and supporting Army Aviation support facilities (AASFs) and theater aviation sustainment maintenance groups (TASM-Gs).

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Chapter 1
Missions and Organization

SSBs are ARNG multi-purpose, modified table of organization and equipment (MTOE) aviation units that support the Nation's HS/HD operations. When activated, these units are designed to be employed primarily in permissive environments and have been organized utilizing the modular design, capable of operating as a battalion, company, or detachment/platoon. When stateside and during ARNG baseline operating posture (BOP), these units should be actively supporting state NGCS initiatives and exercises.

Under the requisite National Guard (NG) regulations and state authorities, SSBs provide an enhanced aviation capability to meet the growing demands of HS/HD while maintaining operational readiness to conduct their federal mission. SSBs may be employed effectively in emergent situations, such as responses to natural and man-made disasters, and/or non-emergent operations (such as counterdrug [CD], aerial observation, and detection operations). However, the UH-72 is only authorized for flight in non-combat, non-hostile, permissive environments per the airworthiness release.

In a BOP, SSBs and the companies/detachments assigned to states should be provided every opportunity to conduct mission essential task (MET) training in support of the S&S mission so that when called upon as a battalion organization, SSBs can perform their federal mission. When employed or activated, SSBs are able to provide aviation S&S to Department of Defense (DOD) forces, the Department of Homeland Security (DHS), and federal, state, and local law enforcement agencies (LEAs).

SECTION I – MISSIONS

1-1. SSBs also conduct civil support as a component of HS/HD. In these circumstances, SSBs are an organizational element of the controlling task force commander, local authorities, or the JFHQ-State. Under Part 162, Title 10, Code of Federal Regulations (162 CFR 10): *Combatant Commands, Assigned Forces, Chain of Command*, these units are elements of the combatant command (CCMD). Under Part 9, Title 32, Code of Federal Regulations (9 CFR 32), *Homeland Defense Activities* or state active duty (SAD), these units fall under the control of the Governor and state adjutant general. These various relationships are used to maximize efficient operations.

1-2. The primary mission of the SSB is to perform air movement, aerial sustainment, medical evacuation (MEDEVAC), search and rescue (SAR), reconnaissance/observation, and command and control (C2) in support of HS/HD requirements and select operations outside the continental United States (OCONUS).

1-3. The primary mission of the headquarters and headquarters company (HHC) is to provide C2, supervision, unit-level personnel service support, and logistical support for all units, organic or attached, to the SSB.

1-4. The primary mission of the security and support company (SSC) is to provide command, control, and communication (C3) flights; limited air movements; aerial reconnaissance; and screening operations per HS/HD requirements.

1-5. The primary mission of the medical company, air ambulance (AA), is to provide aeromedical evacuation (AE) in support of HS/HD requirements, to include the United States Northern Command's (NORTHCOM's) area of responsibility, state adjutants general, and selected OCONUS operations.

1-6. States that maintain aviation CD missions should have established mission flow processes with vetted, valid LEA requests through JFHQ J-3/CD and legal processes. Valid missions are supported by the SAAO or units as established in each state. States supporting CD missions include CD flight hours in the annual flying hour program (FHP) requests only if CD affords manpower resources to assist in the planning, execution, and aviation sustainment as set forth by each state's SAAO.

1-7. SSBs have a NGCS mission. SSB command and staff must be educated on the NRF within the National Incident Management System (NIMS) incident command (IC) structure in order to effectively and safely support civil authorities. SSBs should also coordinate with the JFHQ J-3 staff for civil support liaison officers (LNOs) and the civil support team (CST), homeland response force (HRF), and chemical, biological, radiological, and nuclear (CBRN) enhanced response force (CERF) considerations particular to each state.

SECTION II – ORGANIZATION

1-8. There are six SSBs organized under the theater aviation brigade-general support (TAB-GS) in the current force structure (figure 1-1). The mission of the TAB-GS is to provide accurate and timely reconnaissance; position personnel, supplies, and equipment; evacuate casualties; conduct search and rescue; and enable mission C2 in defensive, stability, and defense support of civil authorities (DSCA) operations. The TAB-GS also has an HHC, one general support aviation battalion (GSAB), and one aviation support company supporting the GSAB.

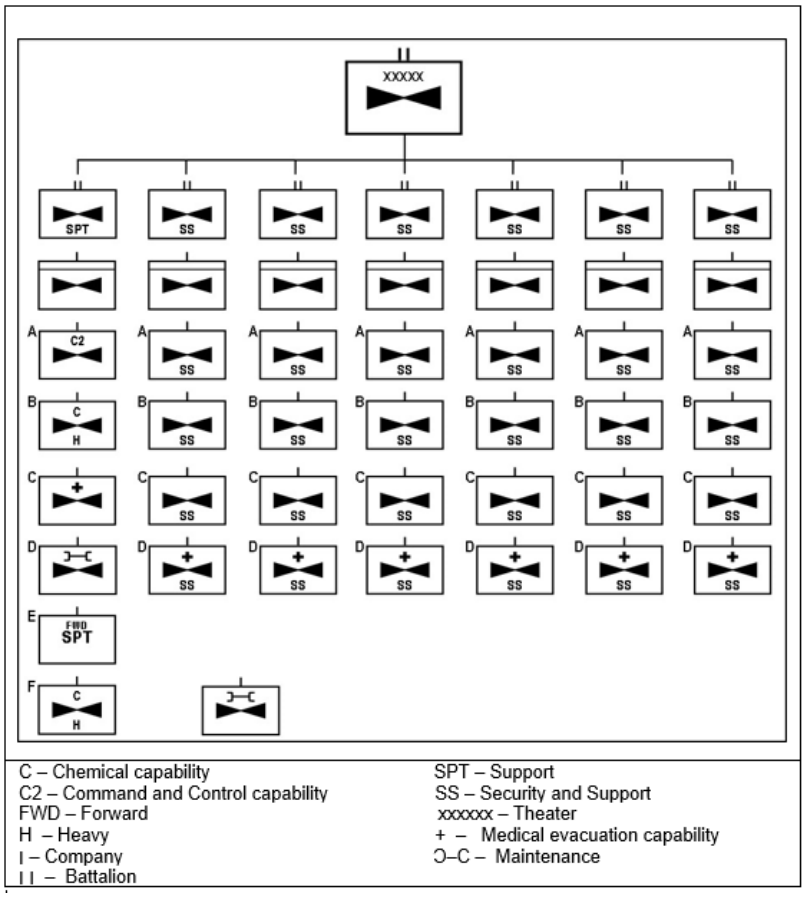

Figure 1-1. Theater aviation brigade-general support organization

1-9. When stateside and during ARNG BOP, these units actively support state NGCS initiatives and exercises in permissive environments as modular components/elements, providing observation type aircraft and aircrews with advanced imaging and communication systems to support operations over a wide range of geographical locations. SSBs have MEDEVAC and hoist capability as well.

SECURITY AND SUPPORT AVIATION BATTALION

1-10. Each SSB consists of an HHC, three SSCs, and one medical company, air ambulance (figure 1-2).

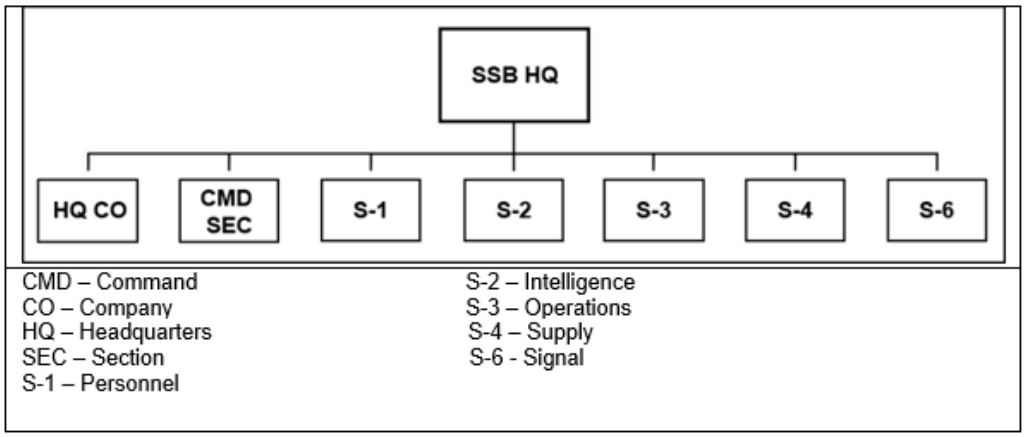

Figure 1-2. Security and support battalion headquarters organization

HEADQUARTERS AND HEADQUARTERS COMPANY

1-11. The HHC is comprised of the SSB HQ and HQ CO. The SSB HQ serves as the battalion C2 element while the HQ CO provides services, support, and enabling functions for the SSB HQ, SSCs, and aeromedical evacuation company.

HEADQUARTERS

1-12. The SSB HQ is comprised of the command section, including the commander, executive officer, command sergeant major, and a staff. The staff includes personal, special, and coordinating staff sections. The staff consists of officers and enlisted personnel who advise the commander and plan, supervise, and synchronize operations based on his/her guidance and intent.

1-13. Non-commissioned officers (NCOs) serve alongside their staff officer counterparts in all staff sections, executing similar duties and providing experience and continuity within their respective area(s) of expertise. They provide expert advice to the staff officer and other members of the staff section (FM 6-0).

Personal Staff

1-14. The personal staff is comprised of the command sergeant major and chaplain. Members of the personal staff normally have a direct line of communication to the commander due to the confidential nature and broad scope of their assigned duties. The command sergeant major advises and initiates recommendations to the commander and staff in matters pertaining to enlisted Soldiers. During operations, the commander employs the command sergeant major throughout the AO to extend command influence, assess morale, and provide assistance during critical events (FM 6-0). The chaplain advises the unit commander on religious, moral, and Soldier welfare issues and establishes liaison with unit ministry teams of higher and adjacent units.

Special Staff

1-15. The special staff is comprised of the aviation safety officer, aviation standardization officer, and flight surgeon. The aviation safety officer is the primary advisor to the commander and staff on all safety matters pertaining to unit operations and health and welfare of personnel. The aviation standardization officer is the

primary advisor to the commander for the aircrew training program and standardized execution of METs. The flight surgeon advises the commander on all matters related to aviation medicine (FM 3-04).

Coordinating Staff

1-16. The coordinating staff is comprised of the commander's principal assistants who advise, plan, and coordinate actions within their area of expertise. The areas of expertise are personnel (S-1), intelligence (S-2), operations (S-3), logistics (S-4), and signal/communications (S-6). Coordinating staff members help the commander synchronize and supervise the execution of plans, operations, and activities at the battalion level. Led by the executive officer, they are collectively accountable for the commander's entire field of responsibility.

Supplemental Staff

1-17. The HHC requires supplemental staff from the theater aviation brigade (TAB) as follows:

- United States Air Force weather team-provides air weather service support.
- Field feeding company-provides fielding feeding support for the headquarters staff and headquarters company.
- Legal.
- Force health protection.
- Finance.
- Personnel and administrative service.
- Logistical support-includes supplemental transportation and vehicle recovery services.

HEADQUARTERS COMPANY

1-18. The HQ CO is organized in six teams/sections: company HQ, supply section, automotive maintenance section, S-6 section, medical treatment team, and ministry team (figure 1-3, page 1-5).

- **Company HQ.** Provides control and supervision of operations within the support area to provide support for company staff and organic operational elements.
- **Supply section (company).** Provides unit-level supply support for the HHC. Requests, receives, stores, issues, turns in, and accounts for necessary supplies and equipment; maintains supply records; and secures weapons and other equipment. Performs unit maintenance on individual and crew-served ground weapons.
- **Automotive Maintenance Section (CO).** Provides unit maintenance for all organic equipment and wheeled vehicles. Provides Class III for wheeled vehicles and equipment belonging to headquarters.
- **S-6 Section.** Plans, coordinates, and oversees implementation of the battalion communications system and performs unit-level maintenance on the battalion ground FM radio and field-wire communications equipment. Installs, operates, and maintains the battalion radio retransmission equipment on a continuous (24-hour) basis.
- **Medical treatment team.** Provides force health protection for the battalion; provides physician-directed advanced trauma life support to battlefield casualties and routine sick call service when not engaged in permissive environment operations.
- **Ministry team.** Provides unit-level religious support to all personnel assigned/attached to the battalion including non-denominational coverage and ministry for mass casualties and hospitalized members of the battalion. Advises commander on religious, moral, and soldier welfare issues. Establishes liaison with unit ministry teams of higher and adjacent unit.

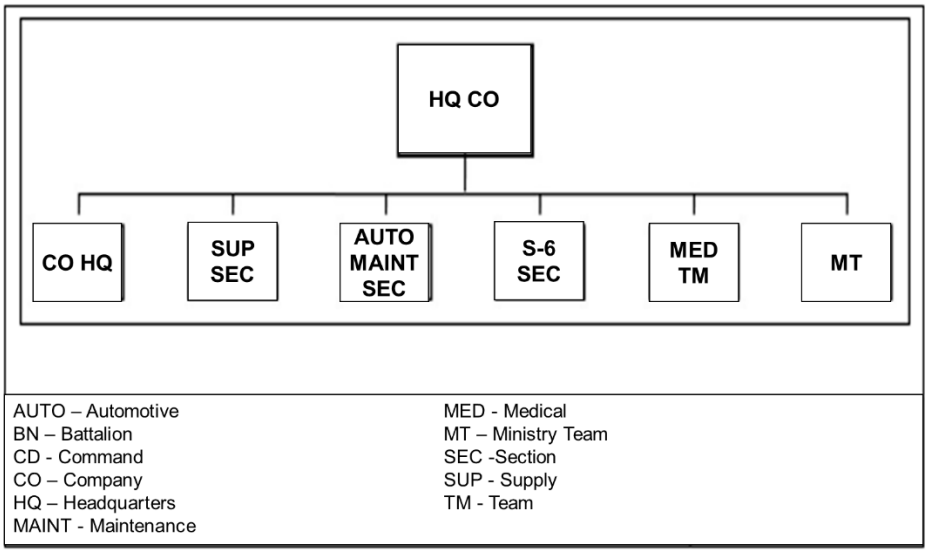

Figure 1-3. Headquarters company organization

SECURITY AND SUPPORT AVIATION COMPANY

1-19. Each of the three SSCs are organized into five platoons: HQ platoon, two UH-72 flight platoons, an aviation maintenance support platoon, and a Class III platoon (figure 1-4).

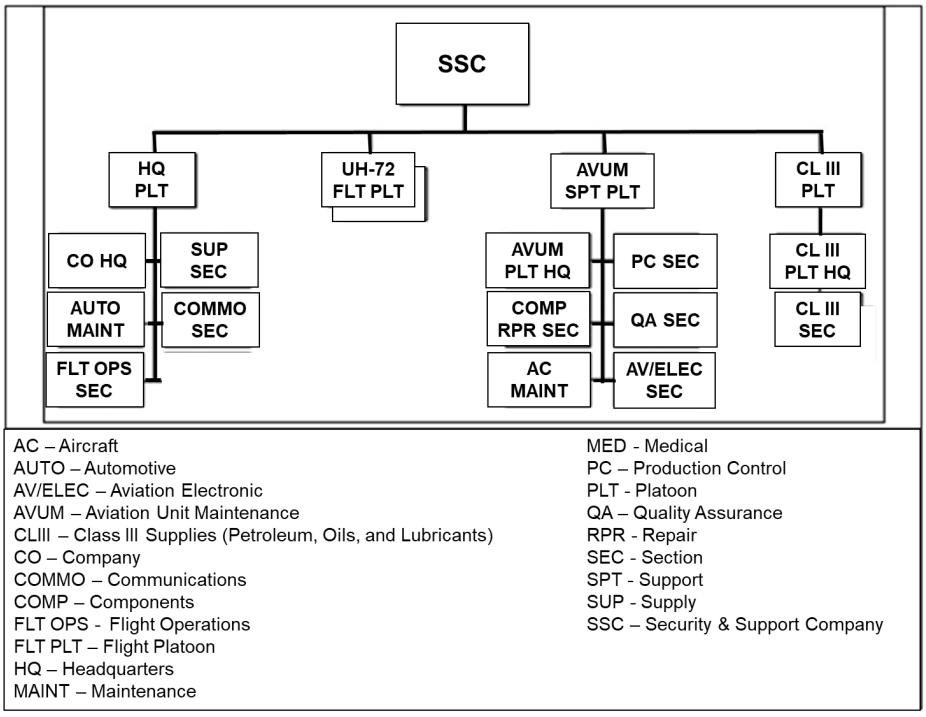

Figure 1-4. Security and support company organization

HEADQUARTERS PLATOON

1-20. The HQ platoon consists of the company HQ, company supply section, automotive maintenance section, flight operations section, and communications section.

- **Company HQ.** Provides command and control, coordinates activities of company staff, unit-level administrative support, and organic operational elements.
- **Supply section (company).** Provides unit level supply support for the company. Requests, receives, stores, issues, turns in and accounts for supplies and equipment. Maintains supply records and secures weapons and other equipment. Performs unit maintenance on all individual and crew-served ground weapons.
- **Automotive maintenance section.** Provides contact team and field-level maintenance for all wheeled vehicles, power generation and turbine engine equipment, and fuel dispensing equipment organic to the company. Maintains appropriate prescribed load list (PLL), maintains maintenance records, and updates equipment status records. Performs refueling service for ground vehicles and generators.
- **Flight operations section.** Schedules unit missions, aircraft, and flight crews. Dispatches aircraft and provides flight-following for all flights. Prepares and maintains individual and collective flight records, processes flight clearances, and receives and disseminates navigation and weather information. This section must be staffed for continual operations.
- **Communications section.** Plans, coordinates, and oversees implementation of the company's communication systems. Performs minimal field-level maintenance on the company's ground radio and field-wire communications equipment.

UH-72 Flight Platoon

1-21. Each SSC has two flight platoons that conduct aviation planning and operations and perform limited aviation maintenance for assigned aircraft. Each platoon is assigned four UH-72 aircraft and may be configured with a mission equipment package (MEP) with a hoist or in its basic "slick" configuration.

1-22. In BOP, most SSCs are split over several states. Unit and detachment commanders are encouraged to establish habitual relationships in order to build SSB and SSC civil support readiness at the state, regional, and national levels.

1-23. Most all states will have some element of UH-72 hoist rescue capability. States that do not have 68WF2 Critical Care Flight Paramedics as rescue technicians should build hoist rescue capability by either training internal service members as rescue technicians or leveraging partner civil agency relationships in order to use their highly skilled personnel as rescue technicians. This allows states without MEDEVAC force structure to build robust hoist rescue capability.

Aviation Unit Maintenance Platoon

1-24. The aviation unit maintenance (AVUM) platoon conducts unit-level maintenance for assigned aircraft. It consists of an AVUM platoon HQ, a production control (PC) section, an aircraft component repair section, a quality assurance (QA) section, an aircraft maintenance section, and an avionic/electrical section.

- **AVUM platoon HQ.** Provides C2 and coordinates the activities of the AVUM platoon.
- **PC section.** Manages company maintenance operations. Maintains and regulates uniform flow of aircraft and associated components. Maintains company logbooks, provides unit-level Class IX support, and performs aviation life support equipment (ALSE) maintenance.
- **Aircraft component repair section.** Supervises and performs field-level maintenance (AVUM) on aircraft components such as engines, power trains, rotors, electrical systems, pneudraulic systems, and airframes. Prepares and coordinates scheduled maintenance and maintains aircraft and historical records.
- **QA section.** Inspects aircraft systems, subsystems, and maintenance performed by crew chiefs and repairers to determine airworthiness and compliance with applicable technical publications. Performs operational checks and troubleshoots aircraft systems to isolate malfunctions. Participates in functional check flights and maintains historical maintenance files.
- **Aircraft maintenance section.** Performs field-level maintenance (AVUM) on UH-72 helicopters and associated equipment.

- **Avionic/electrical section.** Performs field-level maintenance (AVUM) on aircraft electrical, instrument, communication, navigation, identify friend or foe (IFF), and avionics systems and components.

CLASS III PLATOON

1-25. The Class III platoon provides organic refuel capability for all company aircraft.

- **Class III platoon HQ**. Provides C2 for the Class III platoon. Plans, coordinates, and ensures responsive execution of Class III support for company aircraft.
- **Class III sections.** Provide refueling service for all company aircraft. Assigned personnel drive the vehicles to transport aviation Class III to the refuel site (including resupply trips); operate the pumps and nozzles to dispense fuel into the aircraft; and perform operator maintenance on all vehicle and refueling equipment. Provide one 4-point remote refueling site when contingencies warrant.

MEDICAL COMPANY, AIR AMBULANCE

1-26. The medical company, air ambulance is organized similarly to the SSCs with a company HQ, two air ambulance flight platoons, an AVUM platoon, and a Class III platoon (figure 1-5).

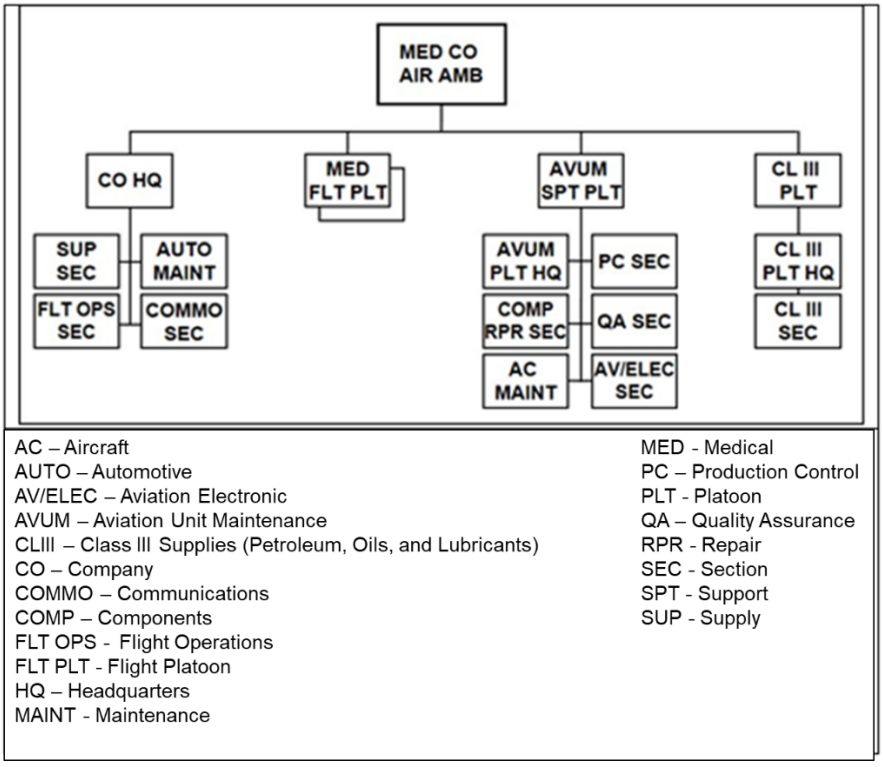

Figure 1-5. Medical company, air ambulance organization

COMPANY HEADQUARTERS

1-27. The company HQ coordinates the activities of company personnel and provides C2, unit-level administration, and CBRN support. Personnel include the company commander, company aviation standardization officer, company aviation safety officer, first sergeant, CBRN NCO, and a driver. It is comprised of a flight operations section, company supply section, automotive maintenance section, and communications section:

- **Supply section (company).** Provides unit-level supply support for the company. Requests, receives, stores, issues, turns in, and accounts for supplies and equipment. Maintains supply records and secures weapons and other equipment. Performs unit maintenance on all individual and crew-served ground weapons.
- **Automotive maintenance section.** Provides contact team and field-level maintenance for all wheeled vehicles, power generation and turbine engine equipment, and fuel dispensing equipment organic to the company. Maintains appropriate PLL, maintains maintenance records, and updates equipment status records. Performs refueling service for ground vehicles and generators.
- **Flight operations section.** Schedules unit missions, aircraft, and flight crews. Dispatches aircraft and provides flight-following for all flights. Prepares and maintains individual and collective flight records, processes flight clearances, and receives and disseminates navigation and weather information. This section must be staffed for continual operations.
- **Communications section.** Plans, coordinates, and oversees implementation of the company's communication systems. Performs minimal field-level maintenance on the company's ground radio and field-wire communications equipment.

CLASS III PLATOON

1-28. The Class III platoon provides organic refuel capability for all company aircraft:

- **Class III platoon HQ.** Provides C2 for the Class III platoon. Plans, coordinates, and ensures responsive execution of Class III support for company aircraft.
- **Class III sections.** Provide refueling service for all company aircraft. Assigned personnel drive the vehicles to transport aviation Class III to the refuel site (including resupply trips); man the pumps and nozzles to dispense fuel into the aircraft; and perform operator maintenance on all vehicle and refueling equipment. Provide one 4-point remote refueling site when contingencies warrant.

AVIATION UNIT MAINTENANCE PLATOON

1-29. The AVUM platoon conducts unit-level maintenance for assigned aircraft. It consists of the AVUM platoon HQ, PC section, aircraft component repair section, QA section, aircraft maintenance section, and avionic/electrical section:

- **AVUM platoon HQ.** Provides C2 and coordinates the activities of the AVUM platoon.
- **PC section.** Manages company maintenance operations. Maintains and regulates uniform flow of aircraft and associated components. Maintains company logbooks, provides unit-level Class IX support, and performs ALSE maintenance.
- **Aircraft component repair section.** Supervises and performs field-level maintenance (AVUM) on aircraft components such as engines, power trains, rotors, electrical systems, Pneudraulic systems, and airframes. Prepares and coordinates scheduled maintenance and maintains aircraft and historical records.
- **QA section.** Inspects aircraft systems, subsystems, and maintenance performed by crew chiefs and repairers to determine airworthiness and compliance with applicable technical publications. Performs operational checks and troubleshoots aircraft systems to isolate malfunctions. Participates in functional check flights and maintains historical maintenance files.
- **Aircraft maintenance section.** Performs field-level maintenance (AVUM) on UH-72 helicopters and associated equipment. Removes and installs aircraft subsystem assemblies such as engines, transmissions, hub and rotor components, and flight controls. Removes and installs subsystem components such as starters, generators, lights, pumps, batteries, reservoirs, valves, lines, and hoses. Services and lubricates helicopters and subsystems. Diagnoses and troubleshoots operational malfunctions.
- **Avionic/electrical section.** Performs field-level maintenance (AVUM) on aircraft electrical, instrument, communication, navigation, IFF, and avionics systems and components.

MEDICAL EVACUATION FLIGHT PLATOON

1-30. The two AA flight platoons conduct MEDEVAC aviation planning and operations and also perform limited aviation maintenance for assigned aircraft. Each platoon is assigned four UH-72 air ambulance aircraft.

1-31. Each state air ambulance company (or platoon/detachment) is manned with critical care flight paramedics (CCFP). The CCFP is National Registry Paramedic certified with critical care training (per National Defense Authorization Act FY2013) that can provide advanced life support (ALS) in the pre-hospital environment. However, the actual level of care provided within each state will be authorized and approved under National Guard regulations and state law. Each state differs with regards to reciprocity of the National Registry Paramedic and State Paramedic certifications. Each state with air ambulance assets should engage their respective higher commands and state emergency medical service (EMS) to obtain approved Scope of Practice, medical treatment protocols, formulary, and procedures. When activated under a federal or state command authority status, they can provide medical care as permitted under emergency laws. Sustainment of medical skills and Class VIII management should be clearly established in each state, typically under its respective SAAO.

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Chapter 2
Command and Control

Command and control (C2) is the exercise of authority and direction by a properly designated commander over assigned and attached forces (JP 1-0). *Mission command* is the Army's approach to command and control that empowers subordinate decision making and decentralized execution appropriate to the situation (ADP 6-0).

The SSB's modular design, significant decentralization of its organic assets, and operational and legal considerations associated with conducting missions under various authorities have a greater impact on SSB C2 functions than are experienced by other type-units. SSB leaders and planners must anticipate and moderate these challenges in order to empower subordinate decision making and decentralized execution of tasks.

SECTION I – AUTHORITIES AND RELATIONSHIPS

2-1. The modular design of the SSB and decentralization of organic assets enable the unit to operate as a whole or in part in support of HS/HD under various authorities. However, these characteristics also require security and support (S&S) units to maintain a high state of readiness and clear understanding of C2 principles, tasks, and systems, as well as the mission command approach to C2, when conducting operations.

COMMAND AUTHORITIES AND RELATIONSHIPS

2-2. Predominant mission sets of SSBs are more aligned to civil support (state authorities) and defense support of civil authorities (DSCA) as opposed to other actions. As a result, the organizational design and intent of SSBs requires these units be employed primarily in permissive environments. This ATP primarily addresses the civil support and DSCA aspects while recognizing there are situations where elements of SSBs may be employed in support of selected permissive OCONUS operations. HS, HD, and DSCA are not synonymous. The key difference between these missions is that DOD supports other federal agencies' responses to HS. DOD is responsible for the federal response to HD; DOD conducts DSCA operations in support of another primary agency supporting a state, local, territorial, or tribal response in the United States homeland. DOD works with the DHS and other United States Government (USG) departments and agencies to accomplish these missions.

2-3. SSBs are most relevant in providing NGCS capability to fulfill state emergency support function (ESF) aviation (air movement, reconnaissance, and incident awareness and assessment [IAA]) and law enforcement (CD or other vetted requests) critical needs when in NG BOP. When activated under HS/HD, SSBs provide full-spectrum, non-combat aviation support to civil authorities during disasters and while supporting domestic civilian LEAs.

2-4. SSBs are fielded within the ARNG only; therefore, they are employed, in whole or in part, under one of three operational authorities (figure 2-1, page 2-2):

- Title 10-Armed Forces.
- Title 32-National Guard.
- State active duty (SAD), according to state law.

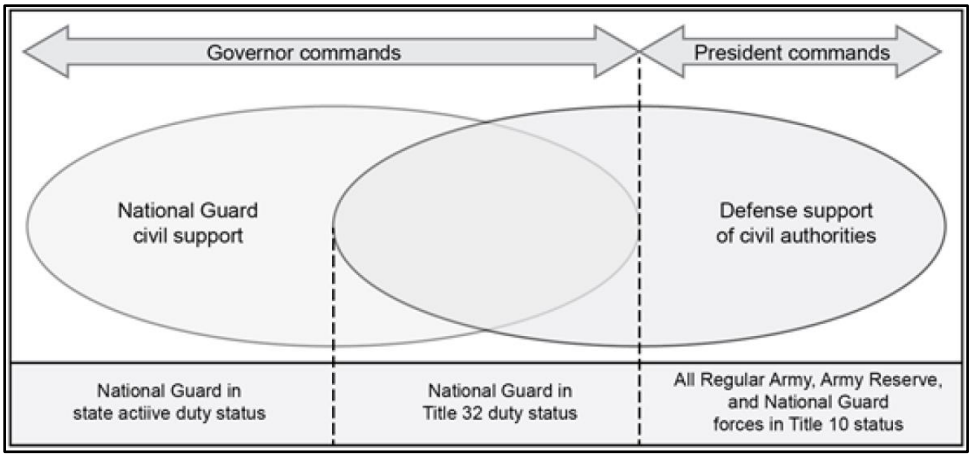

Figure 2-1. National Guard duty status

2-5. SSBs are subject to federal and/or state laws related to training, equipping, and employing forces. SSB individual personnel, as well as units or parts of units, may be ordered to duty under a federal or state controlled status, or under provisions of SAD according to the laws of each state. Planners must consider appropriate legal factors when recommending the operational authority under which to activate SSB units or individual personnel involved in domestic operations (DOMOPS). Likewise, commanders and their staffs must thoroughly understand the implications under the authority and the environment in which the organization conducts operations. The decision of proper status is made by appropriate command authorities based on specific mission requirements and thorough analysis of the supported operation. Commanders should refer to their SAAO and state J-3 for appropriate authorities.

2-6. Under the NRF, civil authorities typically use local/regional resources first. When resources are not available for special mission considerations, civil authorities can request support through their state's respective JFHQ. When a regional or national need exists, federal departments such as the Federal Emergency Management Agency (FEMA) or DHS generally request support through the DOD. Missions deemed particular to NG authorities are tasked through DOD channels to the National Guard Bureau (NGB).

2-7. Each SSB is an organic unit with subordinate companies and detachments stationed across multiple states. This type of stationing provides governors and NG units with flexibility regarding application of assets in support of domestic contingencies under state command authority and SAD; however, this can result in challenges when supporting federal agencies across state boundaries. Leaders need to review mission requests and their specific context to determine proper operational authority, design, and approach.

Note. See Department of Defense Instruction (DODI) 3025.22 for more information.

TITLE 10, UNITED STATES CODE, AUTHORITY/DIRECTIVES

2-8. SSB units and/or select individuals may be employed CONUS or OCONUS under 162 CFR 10. These personnel and assets then become elements of the active federal military force. In this situation, NG units and/or personnel are mobilized and deployed under federal C2, making them unavailable to the governor for execution of state missions and subject to legal restrictions imposed by 1385 CFR 18: *Posse Comitatus Act (PCA)*, when conducting DOMOPS.

Note. See DODI 3025.21 for more information.

TITLE 32, UNITED STATES CODE, AUTHORITY/DIRECTIVES

2-9. SSB units and/or select individuals may be employed CONUS under the provisions of Title 32. In this case, they are federally funded but fall under the C2 of the respective governor through The Adjutant General (TAG). Multiple authorities within Title 32 have implications in how SSB missions are conducted. These include active and inactive individual duty training and annual training (AT) under Section 502, Title 32 Code of Federal Regulations, *Required Drills and Field Exercises* (502 CFR 32), conducting HD under the governor under 9 CFR 32, and conducting CD operations under Section 113, Title 32 Code of Federal Regulations, *Drug Interdiction and Counter-Drug Activities* (113 CFR 32).

2-10. Performing DOMOPS under state command authority status does not subject SSB elements to the limitations imposed on federal forces by provisions of the 1385 CFR 18, which restricts federal forces from participating in law enforcement activities.

STATE ACTIVE DUTY STATUS

2-11. Governors may authorize the NG to perform civil support missions according to state code and/or constitution. During periods of SAD, costs are funded by the state. Command of the NG is exercised through TAG or his/her designated representative. Due to the local nature of disasters, most civil support operations are carried out at the direction of the governor, keeping NG personnel under state control. Activating forces under SAD is based on state statute and PCA restrictions do not apply. Table 2-1 provides state active duty statuses.

Table 2-1. Duty status matrix

	FTNG Duty (Title 32)	***SAD***	***Active Duty (Title 10)***
C2	State Governor[1]	State Governor	Federal President[2]
Who performs duty	Federally-recognized militia (NG)[3]	Militia	AC[4], RC, and NG of United States[3]
Where duty performed	CONUS	CONUS per state law	Worldwide
Pay	Federal pay and allowances	Per state law	Federal pay and allowances
Federal reimbursement	N/A personnel costs paid by federal funds	Per Stafford Act[5] or Cooperative Agreement[6]	N/A personnel costs paid by federal funds
Tort immunity	FTCA[7]	Per state law	FTCA[7]
PCA[8] application	No	No	Yes
USERRA[9]	Yes	No, Per state law	Yes
SCRA[10]	Yes	No, Per state law	Yes

1-32 USC § 502(f)(1)
2-Under Presidential reserve call-up (10 USC § 12304), partial mobilization (10 USC § 12302), or full mobilization (10 USC § 12301(a))
3-10 USC §§ 3062(c) and 8062(c)
4-Active component (AC)
5-Stafford Act (42 USC § 5121) for disaster-related activities
6-Cooperative agreement if to perform an authorized NG function
7-Federal Tort Claims Act (28 USC §§ 2671-2680) (FTCA) [U.S. represents and pays judgments, if any]
8-Posse Comitatus Act (18 USC § 1385) [SAD and Title 32 Guard not considered part of active military]
9-Uniformed Services Employment and Reemployment Rights Act of 1994 (38 USC §§ 4301-4333)
10-Servicemembers Civil Relief Act (50 USC App. §§ 500-548, 560-591)

AC – Active Duty
CONUS – Continental United States
C2 – Command and Control
FTNG – Full-time National Guard
NG – National Guard
RC – Reserve Component
SAD – State Active Duty

UNIT ACTIVATION

2-12. Examples of scenarios that place additional C2 intricacies on the SSB command are provided in the following paragraphs. Regardless of the situation, where an IC is not established, unified action is key.

IN-STATE SUPPORT FOR INTERNAL DOMESTIC OPERATIONS (STATE CONTROL)

2-13. In this situation, a component is activated by its respective TAG. Status and C2 procedures are structured by the individual state's emergency operations plan or emergency response plan. Operational authority falls under Title 32 or SAD. Noteworthy is that SSB component equipment is often supported through Army Aviation support facilities (AASFs) and nearby armories; therefore, non-emergent operations (and some initial responses to emergent situations) are often conducted by personnel in a federal civilian status outside the scope of this ATP. Leaders must understand this parallel structure when addressing mission requirements, authorities, and risk.

DOMESTIC CRISIS RESPONSE

2-14. Domestic crisis response activation relates to a unit activated by an individual TAG and directed to support domestic crisis response in another state under the provisions of an Emergency Management Assistance Compact (EMAC) mutual aid agreement. Personnel duty status determination (Title 32 or SAD) will be made by individual TAGs after coordinating with their respective state's governor and the NGB. Supporting/deploying units and/or their assets will normally be under the operational control (OPCON) of specifically identified units in the supported state, while operational C2 will be structured according to the applicable operation plan (OPLAN). Planners from an Operations Directorate (J-3) and Plans Directorate (J-5) of a joint staff maximize integration of the local SSB command structure into both emergent and non-emergent processes. Resulting OPLANs and operation orders (OPORDs) stress the habitual or MTOE command relationships in establishing task organization. As state SSB force structures vary, leaders in the supported state must assess the potential benefits and costs associated with requesting company-level assets from the SSBs as well as those associated with the battalion staff. A trained SSB C2 element, with expertise in DSCA missions, oftentimes can facilitate a supported state's aviation C2 with greater efficiency and effectiveness than other aviation C2 elements.

UNIT EMPLOYMENT/DOMESTIC OPERATIONS

2-15. A designated SSB or subordinate company may also be employed to support domestic contingencies. The NGB specifies operational authority in the mobilization order based on mission requirements and operational circumstances as well as guidance and appropriate directives received from DOD. In this circumstance, the SSB may be activated under provisions of Title 32. This status provides certain advantages over Title 10 for CONUS operations; however, as Title 32 is a federal status where forces remain under state control, laws concerning involuntary activation vary by state. In addition, state political and policy perspectives greatly impact resourcing for an assigned mission and should be considered by planners. It is imperative that NGB and involved state NG emergency support planners coordinate prior to mobilization to determine individual state requirements and law. This coordination promotes continuity when developing mobilization plans and provides the opportunity for staff recommendations on operational authority prior to unit activation.

TITLE 10 MISSIONS

2-16. The SSB is activated under Title 10 operational authority for OCONUS deployments or as directed by DOD to support CONUS missions. For OCONUS operations, C2 is organized per respective CCMD requirements and directives. For CONUS operations, C2 is organized per the appropriate OPLAN/OPORD supporting NORTHCOM or Pacific Command (PACOM).

SECTION II – COMMAND POSTS

2-17. A *command post* (CP) is a unit HQ where the commander and staff perform their activities (FM 6-0). The main CP is the primary C2 facility for the unit; however, commanders may also control operations from other locations away from the main CP when necessary.

BATTALION COMMAND POST

2-18. The battalion command group consists of the battalion commander and representatives from the battalion staff and supporting units the commander chooses. At a minimum, this includes the operations staff officer (S-3) and intelligence staff officer (S-2). The command group may operate from ground vehicles or aircraft. It is not a command facility, but a linkage of critical decision makers that operate cohesively, when physically together or apart. The command group may deploy when personal observation/presence is necessary to accomplish the mission. This may include the entire CP, or the commander may choose to deploy a tactical command post (TAC CP) to accomplish this task/function on behalf of the commander. When designated as a battalion task force, the staff may be augmented to meet C2 requirements.

2-19. Subordinate elements within the SSB are designed to operate autonomously and in close proximity to the elements they support. The battalion commander and staff must be in the location that best facilitates C2 of subordinate elements, consistent with the subordinate elements' ability to perform. Security and communications with higher, subordinate, and adjacent HQ are the most important considerations when selecting any CP site. Adequate protection, accessibility to adequate entry and departure routes, drainage, and space for dispersing are other site selection considerations. An adequate helicopter landing zone (HLZ) should also be nearby. The S-3 selects the general location of the CP, while the HHC commander and S-6 normally select the exact location. When selecting the general location of the CP, the S-3 should also select at least one alternate site should the primary site prove inadequate.

TACTICAL COMMAND POST

2-20. As a sub-element of the S-3, the SSB may choose to employ a TAC CP to facilitate operations. The TAC CP is a smaller presence and may be forward deployed to facilitate C2 in an area of special interest for the SSB commander or operations officer, to support a company action where additional C2 support is required, or in scenarios where fiscal concerns (such as the SAD status) prevent the employment of a full command section.

AVIATION LIAISON ELEMENT

2-21. Also a sub-element of the S-3, the aviation liaison element (ALE) facilitates SSB operations. Generally, SSB liaisons are embedded with or near an IC CP or a county or state emergency operations center (EOC). In some cases, a liaison may be sent to facilitate communication and situational understanding or provide SSB aviation capability briefings in CPs of ground forces operating in the area or a higher military command C2 center. The utilization of liaisons pulls manpower from the operations section and should be used where the greatest benefit to the operation can be achieved.

COMPANY COMMAND POST

2-22. The company CP is not specifically designed to conduct staff-level planning; however, the company's autonomous capability requires a higher level of planning than most company-size elements. The bulk of the company's mission information comes from either the battalion/battalion task force or the supported organization. The company CP is for company-specific mission planning, briefings, and rehearsals. Often, the company CP is collocated within the same shelter grouping as the company maintenance and supply personnel, offering limited space designated specifically for mission planning. The company CP operates under the same principles as the battalion CP.

2-23. Modularity of forces requires companies to operate with a decentralized command while geographically separated from their parent HQ. As companies may be collocated with their battalions, company HQ may be collocated with their platoons, or the platoons may be deployed forward. As with

battalions, company elements must be able to deploy, sustain operations, and operate wholly or as independent platoons or sections.

2-24. Modularity of companies/platoons allows for a "plug and play" for ground element commanders, aviation task forces, or supported civilian organizations. Aviation companies are capable of 24-hour continuous operations for short periods of time. Sustained operations involving surges drain the unit causing a reduced capability following the surge period. The ensuing reduced capability permits required aircraft maintenance and allows for management of crew endurance.

SECTION III – PLANNING CONSIDERATIONS

2-25. SSB duty positions are designed to carry out critical functions commensurate with other Army Aviation battalion organizations. What sets SSBs apart is their focus on the types of missions they conduct and the unique implications they place on the commander, staff, and other personnel. Areas highlighted below are concerns SSBs face that occur more frequently than with other Army elements. Companies do not have the same managerial requirements nor capacity; nevertheless, they should be familiar with these considerations as they still apply.

2-26. SSBs must be well versed in JFHQ civil support plans and TAG commitments to individual state emergency response. They should also understand the NG (ARNG-AV) national response plans as well.

2-27. The SSB planning cell will need to consider mission variables that influence and shape the operational environment. Mission, enemy, terrain and weather, troops and equipment available, time available, civil considerations and information (METT-TC [I]) represents the mission variables leaders use to analyze and understand a situation in relationship to the unit's mission. The first six variables are not new; however, the increased use of information (military and civilian) to generate cognitive effects requires leaders to continuously assess the informational aspects and impacts on operations. Because of this, informational considerations has been added to the familiar METT-TC (I) mnemonic. Information considerations is expressed as a parenthetical variable in that it is not an independent variable, but an important consideration within each mission variable that leaders should pay particular attention to in understanding a situation. See ADP 5-0 for additional information.

PERSONNEL CONSIDERATIONS

2-28. Human resource functions include coordinating finance, postal services, religious activities, public affairs, administration, casualty operations, and legal services support for the unit. In addition, preparation and maintenance of the battalion's personnel staff estimate and monitoring accurate personnel readiness information is critical.

2-29. In managing personnel strength and replacement, it is important to consider critical skillsets that are not captured through normal Army reporting systems. Some, such as an instructor pilot, have additional skill identifiers for ease of identification. Others, such as pilots that are qualified maintenance pilots in a UH-72, pilots that are qualified in the MEP variant, and maintenance personnel possessing the requisite airframe and powerplant (A&P) certificate are not tracked in Army systems but are critical to organizational effectiveness.

2-30. SSBs must be prepared to receive and conduct personnel in-processing and aviation aspects of joint reception, staging, onward movement, and integration (JRSOI). Likewise, they must understand the requirements for elements to become part of other task forces. Frequently, elements of SSBs become parts of other task force organizations and likewise are augmented with other air and ground assets to form more capable aviation task forces themselves.

INTELLIGENCE CONSIDERATIONS

2-31. AR 381-10 primarily governs Army intelligence elements supporting DSCA. This Army regulation is derived from The National Security Act of 1947 and Executive Order (EO) 12333 as amended, which establish a comprehensive program for national security. They define the roles and missions of the intelligence community and establish accountability for intelligence activities. Additionally, DoDD 5240.01 and DoD 5240.01-R implement guidance contained in EO 12333 as it pertains to DOD. Following AR 381-

10 enables any Army organization performing authorized intelligence functions to carry out those functions in a manner that protects the constitutional rights of United States persons.

2-32. These authorities establish the operational parameters and restrictions under which intelligence activities may be conducted. Per DoD 5240.01-R, *Intelligence activities* are all activities that DOD intelligence components are authorized to undertake pursuant to Executive Order 12333. In general, Army intelligence elements may collect military-related foreign information and produce intelligence when it is necessary to fulfill a lawful assigned function, provided they have the proper approvals. They must exhaust the least intrusive collection means before requesting a more intrusive collection means. See ATP 2-91.7 for a detailed discussion of intelligence support to DSCA.

2-33. When Army intelligence personnel, assets, or capabilities are needed to provide intelligence support to DSCA, specific authorization from the Secretary of Defense is required for both the mission and use of those MI resources. This authorization stipulates that an MI element supporting DSCA be subject to EO 12333, applicable DOD and Service regulations and policies, and intelligence oversight rules, as well as any other mission-specific restrictions.

2-34. The principal function of the PUM process is to document the reasons for military collection activities and to ensure those activities are not violating the constitutional rights of United States persons. An approved PUM provides details documenting the legality of domestic airborne imagery activities conducted using DOD assets within the NGA as a support and sustainment agency for the intelligence community. The PUM also provides an auditable trail of custody and responsibility for the information collected under its authority. The PUM—

- Identifies what methods will be used to collect, analyze, and disseminate information.
- Identifies under what authority the collection occurs.
- Identifies for whom the collection is conducted.
- Communicates the reasons for the collection and the long-term disposition of the information.

2-35. Once the need for a PUM is established, see ATP 2-91.7, Table 2-1.

2-36. Commanders use the operations process to drive the planning necessary to understand, visualize, and describe their unique operational environment; make and articulate decisions; and direct, lead, and assess military operations. Commanders cannot successfully accomplish activities involved in the operations process without information and intelligence. Within DSCA, as with all other operations, intelligence is developed using the intelligence process. The process consists of four steps that recur continuously throughout the operations process—plan and direct, collect and process, produce, disseminate—and two continuing activities that occur across all four steps—analysis and assessment. The two continuing activities occur throughout the intelligence process and can affect any step at any time. See ADP 2-0 for a detailed discussion.

2-37. The most important role of MI in DSCA is to drive those operations by supporting the commander's decision making with timely, relevant, accurate, predictive, and tailored intelligence. By answering specific requirements focused in time and space, intelligence helps commanders visualize the operational environment, organize their forces, and control operations to achieve their objectives. See ADP 2-0 and FM 2-0 for the role of intelligence in operations.

2-38. MI Soldiers and organizations conduct four primary intelligence tasks. See ATP 2-91.7 for a detailed discussion. Of these, three are necessary to successfully conduct DSCA:

- Intelligence support to force generation.
- Intelligence support to situational understanding.
- Conduct information collection.

OPERATIONS CONSIDERATIONS

2-39. Operational functions include matters pertaining to employment, training, and mission execution by the battalion and its supporting elements. This consists of reporting, producing orders for operations including recovery of personnel, coordinating liaison, and ensuring complexities posed by differing communication systems are resolved. SSBs and their geographically separated subordinate units should understand state and

regional disaster response plans and state/local emergency communications plans and frequency management. Civil authorities use very different systems for which the UH-72 should have full frequency and tone protection capabilities in order to communicate in both the military and civil domains.

2-40. The typical environment in which the SSB operates is confined to the borders of the state where the unit is located. States, regions, major cities, and most federal agencies typically have disaster, emergency, and normal OPLANs that define the operational, communications, and environment in which the SSB and its subordinate units will operate. DOMOPS most frequently fall under civil IC systems in which the military operates; this includes communications and airspace management. In large-scale operations, such as a national disaster, civil federal agencies may engage the military to assist in airspace management. In cases of NORTHCOM/CCMD involvement, there may be an Air Force air operations center that can assist in managing the OE in which SSB operations occur. This requires emphasis on and familiarity with special instructions (SPINS), air tasking orders, airspace coordinating measures, and resource management. Additionally, the use of the tactical operations (TACOPS) officer to assist with the development of tactics, techniques, and procedures (TTPs), personnel recovery (PR), and predictive analysis enhances mission effectiveness. SSBs often operate in congested airspace environments with manned and unmanned aerial vehicles (UAVs) outside the control of any one agency, which increases the importance of these factors relative to historical Army Aviation missions. In addition, planners must be familiar with the policies, procedures, and restrictions contained in Title 14 CFRs, *Aeronautics and Space,* and the Federal Aviation Regulations Aeronautical Information Manual (FAR AIM).

2-41. Liaising with other units, agencies, and/or EOC provides a critical knowledge linkage by addressing capabilities, limitations, and employment techniques, as well as facilitating planning and coordination. A working knowledge of all utility/cargo aircraft in the operational area is mandatory.

2-42. The geographic dispersion of S&S units across multiple states presents significant challenges to maintenance, communications, safety, and standardization. For SSBs and their elements to be successful in an activated status, collaborative efforts and standardized policies and procedures must be continuously addressed and enforced by leaders while units are in a training status. Plans for linking maintenance systems and common maintenance procedures, acquiring appropriate communications loads for the intended AO, safety programs, and proper aircrew training program management must be made in advance of activation in order for units to respond efficiently and expeditiously.

2-43. During any emergency response mission, the necessity for rapid response, unusual and unpredictable operation times, and the potential for operations in remote areas makes traditional methods of flight-following unavailable or unreliable. SSB units must be prepared for the worst-case scenario, and their aircraft must be able to operate and flight-follow independently of traditional modes. When flight-following facilities are available, they should be utilized; however, the unit should have a backup plan. AASFs may be able to surge to provide sustained 24-hour coverage. Flight service stations (FSSs) or other local/state agencies may provide flight-following support; however, a local flight plan for a given period of time is the only option when operating within specific boundaries. SSB units should have pre-planned methods of ensuring accurate flight-following procedures that maximize the use of readily available technologies capable of providing non line of sight (LOS) flight-following and command situational awareness.

2-44. More detailed considerations and historical mission factors for SSBs are presented in chapter 3.

LOGISTICS CONSIDERATIONS

2-45. The elements of logistics include maintenance, transportation, supply, field services, distribution, operational contract support, and general engineering. Sustainment policies are generally developed by higher-level HQs based on the executable authority; however, given the versatile employment possibilities offered by SSBs, planners should be aware of the nuances and record keeping requirements beyond that of most battalions. This includes, but is not limited to, housing policies and waivers for personnel, fuel acquisition, and aviation and ground spare part acquisition. In addition, processes for the aviation materiel officer and ALSE technicians will most likely change from standard home station processes.

2-46. Due to the NGCS role of the SSB, much of the logistics support for operations comes from the local economy and is a function of the JFHQ/state agencies responsible for responses. SSBs, in coordination with

their respective SAAO and JFHQ logistics and comptrollers, should understand how to coordinate and engage the commercial economy for support.

SIGNAL CONSIDERATIONS

2-47. S-6 personnel plan, coordinate, and oversee employment of communications systems to include installing, operating, and maintaining all systems assigned to the battalion. The framework for SSB communications requirements is derived from the necessity to communicate with other Army/DOD elements, DHS, and local (state and below) civilian authorities.

2-48. Proficiency in tactical military communications ensures SSBs and their elements are versatile in their ability to respond to and integrate with other United State military forces, regardless of the authority under which they operate. Voice and information systems, both secure and non-secure, must span ground and air domains and stretch beyond LOS. Planners must plan for disruption, particularly in the electromagnetic operational environment (EMOE). SSBs should also employ communications, IAA, and C2 systems employed by the state JFHQ/emergency management agencies to maximize interoperability. Coordination with electromagnetic spectrum operations (EMSO) ensures a fully integrated scheme of maneuver in the EMOE to achieve EMS superiority.

2-49. In emergent situations where DHS is the lead agency and is supported by DOD, SSBs must be prepared to conduct communications according to the National Interoperability Field Operations Guide (NIFOG). The NIFOG is a technical reference for emergency communications planning and the technicians responsible for supporting the radios used during the disaster response.

2-50. In situations where emergencies are more localized or during non-emergent situations, SSB communications requirements with supported civilian agencies are generally directed by the state in which they execute operations. This occurs regardless of whether the supported agency is a federal, state, or local agency. As each state maintains its own communications system, it is critical that planners address this lack of standardization in order to achieve the greatest possible effectiveness.

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Chapter 3
Employment

This chapter details SSB employment in support of the DOD, DHS, and state and local authorities. Mission execution orders for units is directed from these agencies through the appropriate chain of command to the respective battalion, company, or detachment.

SECTION I – MISSIONS AND OPERATIONAL ENVIRONMENTS

3-1. SSBs can be task-organized under federal or state authorities to conduct aviation operations in support of local, state, and federal agencies.

3-2. SSBs are regionally dispersed across the United States to provide proximity and flexibility in supporting local and regional needs. Units may be deployed to operate independently in various locations not located with or near the base of operations. SSBs must be readily available commensurate with the nature of missions, which may include short-notice timelines. To meet this requirement, units must develop a comprehensive plan for administrative actions, logistic considerations, maintenance requirements, and movement. Maintaining effective readiness levels is a constant requirement. Plans must include contingency mission scenarios for each battalion, company, and detachment mission set. Because of the civil support mission, SSBs are inherently adept at providing C2 to civil authorities and should be looked at regionally and within states as a viable go-to aviation task force command suited to manage Army and, potentially, joint civil support aviation operations.

MISSION SETS

3-3. The SSB's mission under federal command authority is to perform air movement, aerial sustainment, SAR, reconnaissance/observation, and C2 in support of HS/HD requirements and select permissive OCONUS operations. The mission under state command authority and SAD mission is to perform those same functions in support of states and territories.

3-4. Beyond segmentation by the authority of mission execution, mission sets can be further categorized into emergent and non-emergent. The principles of each mission type remain the same regardless of the situation; however, minor details affecting each situation often have significant implications and must be understood.

EMERGENT SITUATIONS

3-5. Emergent situations are inherently reactionary. SSBs may be called upon to respond to a myriad of natural and/or man-made situations to support other state or DOD assets, or directly or indirectly support efforts led by DHS. Where DHS is the lead agency, it is imperative that leaders be familiar with FEMA's NRF and NIMS.

3-6. The NRF is a guide to how the Nation responds to all types of disasters and emergencies. It is built on scalable, flexible, and adaptable concepts identified in the NIMS to align key roles and responsibilities across the Nation. This framework describes specific authorities and best practices for managing incidents that range from serious but purely local to large-scale terrorist attacks or catastrophic natural disasters (NRF). The NRF is also the standard framework for all states.

Note. See the current version of the NRF located on the FEMA website.

3-7. NIMS is a process providing a management template that applies to all incidents, all levels of government, all homeland security partners, and all functional disciplines regardless of the cause, size, location, or complexity of an incident. It is the nationwide systematic approach to incident management organized into five components: preparedness, communications and information management, resource management, command and management, and ongoing management and maintenance. See ADP 3-28 for a detailed discussion.

3-8. The *incident command system (ISC)* is a standardized on-scene emergency management construct designed to aid in the management of resources during incidents (JP 3-28). A component of the NIMS, the ICS is an important element in ensuring interoperability across multi-jurisdictional or multiagency incident management activities. Leaders must be familiar with constructs of the ICS and unified command, a central tenet of the ICS that enables organizations with jurisdictional authority or functional responsibility for an incident to support each other through the use of mutually developed incident objectives, with each participating agency maintaining its own authority, responsibility, and accountability (NRF). The ICS is used to organize emergency response by offering a scalable response to incidents of any magnitude. Incident management teams (IMTs), combined with crews of multiagency staff, use the concepts outlined in the ICS to react to an emergency situation. In broader situations with multiple agencies and authorities involved, the unified command structure is used to integrate resources to achieve efficiency and effectiveness in execution.

3-9. Within each state/territory of assignment, SSB elements must be familiar with their own state's emergency operations plan or emergency response plan. As emergent situations often cross state borders, elements must be prepared to send and receive resources according to state-to-state agreements or EMACs. Though units will generally train as elements, due to the high costs associated with aviation operations, elements must be prepared to support EMACs with requests for specific personnel, equipment, and/or capabilities versus the full unit.

3-10. EMACs establish mutual assistance between states for managing natural or man-made emergencies and disasters declared by the governor of the affected state. EMACs also facilitate mutual cooperation during emergency-related exercises, testing, or other training activities when equipment and personnel are used to simulate any aspect of the giving/receiving of aid. Mutual assistance may include the use of the states' NG forces, according to the NG mutual assistance compact or by mutual agreement between states.

NON-EMERGENT SITUATIONS

3-11. Non-emergent situations are those that are known in advance to planners and are not reactionary in nature. These include but are not limited to periodic support to agencies for security for massed population gatherings or significant meetings, CD operations, border security operations, and select OCONUS missions in permissive environments.

3-12. Leaders must be familiar with command relationships to include coordinating lines of authority. Each event has unique circumstances and will vary in complexity. Commanders and their staff must appreciate the unique challenges that occur with the implementation of lines of authority to effectively and efficiently accomplish their designated tasks. Units must be flexible in their dealings with supported agencies and anticipate changes in command relationships during different phases of the response. Agencies within the United States, host nation, and international agencies have different organizational structures than within DOD. The chain of command, support responsibility, reporting requirements, and authority to approve specific actions must be clearly briefed and understood by all parties before initiating air and/or ground missions.

3-13. Company or detachment elements may deploy or be employed for stability or civil support operations without their parent HQ. A clear understanding of the command, control, and support relationships reduces confusion and allows the unit to integrate early and with proper resource support requirements.

3-14. Units may have to adapt to local laws/policies and procedures to accomplish missions. Civil and military laws, airspace procedures, radio frequency usage, ground convoy clearances, flight restrictions, refueling procedures, product disposal procedures, local customs, and host nation contracting vary from country to country and state to state. Units must consider these factors prior to executing stability operations. Serious complications can develop when local requirements are not met, with repercussions ranging from mission restrictions to mission failure.

OPERATIONAL ENVIRONMENTS

3-15. The employment of SSBs, by the nature of their missions, is expeditionary. This results in conducting operations away from standard home station with immature logistical support and unique communication requirements. Units must be prepared to successfully address these aspects and conduct their assigned missions across a multitude of environments.

3-16. Potential OEs include mountains, desert, jungle, maritime, and urban environments. In addition to these physical environments, it is highly likely that SSB units will be employed in a situational OE such as a post-disaster area or to secure an area in a peacekeeping operation. Other possible situational OEs include conducting operations around pandemic zones and CBRN events.

SPECIAL ENVIRONMENTS

3-17. CBRN environments are demanding for and required detailed planning from commanders and staff. Decontaminating aircraft and crews is manpower intensive and reduces the number of aircraft available to perform missions for a longer period than for maintenance alone. SSB units may have to operate in a CBRN environment based on the HS/HD/anti-terror or disaster relief mission. This includes operations involving hazardous chemicals, smoke, and fumes. The SSB S-3 ensures coordination has been made with civil authorities. Policies and procedures for these operations should be detailed in the unit SOP.

3-18. CBRN decontamination of aircraft, equipment, and personnel is accomplished before arriving at the unit area to reduce contamination. The increased risk associated with night recovery operations must be weighed against the urgency to recover the aircraft considering time, weather, need for security, and tactical situation.

3-19. Extreme cold weather operations necessitate additional considerations and mitigating measures for the safety of personnel and equipment operations. Soldiers approaching any helicopter must take into account that they are taller when wearing their snowshoes, and the helicopter may squat down in the snow due to the aircraft weight. This reduces the height of the main rotor blade and increases risk of injury or death. The extreme cold temperatures can effect components on the aircraft to not function or break along with increased risk to personnel when any portion of the skin is exposed for any amount of time. Warming tents should be available for personnel to rotate and a heating method for aircraft and equipment is available to conduct pre-flight, post-flight, and maintenance requirements.

SECTION II – AIR MOVEMENT

3-20. Air movements are a core mission for SSBs. Though generally classified by internal or external load requirements, SSB missions may be further defined to include, but are not limited to, general air movement, casualty evacuation (CASEVAC), MEDEVAC, and aerial sustainment missions.

AIR MOVEMENT

3-21. SSBs conduct air movement operations to transport personnel, supplies, equipment, and other resources in support of operations. The UH-72 has light utility capability with limited internal and external load capacity.

3-22. SSB air movement missions are generally not complex nor do they require numerous aircraft for each assignment. Crew-level planning is most critical during these operations while leaders and planners must manage the efficient use of resources for the organization.

AERIAL CASUALTY EVACUATION

3-23. Aerial CASEVAC is a type of air movement differentiated from AE. CASEVAC missions are the unregulated transport of injured personnel without onboard medical personnel or equipment. These missions are executed by the non-medical companies, air ambulance of the SSB and are classified as dedicated, designated, or opportune.

WARNING

Casualties transported in this manner may not receive proper en-route medical care or be transported to the appropriate MTF to address the patient's medical condition. If the casualty's medical condition deteriorates during transport or the casualty is not transported to the appropriate MTF, an adverse impact on his/her prognosis and long-term disability or death may result.

3-24. For SSBs to be successful in CASEVAC missions, planners and aircrews must be aware of the medical location, general capabilities, and aircraft accessibility of medical treatment facilities (MTFs) in the AO. Casualty drop-off points may be different between military and civilian personnel. The primary factors for CASEVAC missions are the patient's medical condition, the distance to the most appropriate immediate care facility, and the commander's intent. SSBs must establish definitive civilian medical care coordination directly or through a higher-level coordination center. For additional information on CASEVAC, see ATP 4-02.13.

AEROMEDICAL EVACUATION

3-25. SSB medical companies, air ambulance conduct AE missions. *Aeromedical evacuation* is the timely, efficient movement, and en-route care of casualties provided by medical personnel to MTFs (JP 4-02). Medical company, air ambulance aircraft are standardized MEDEVAC platforms, dedicated to support aeromedical evacuation missions. *Medical evacuation* is the timely and effective movement of the wounded, injured, or ill to and between medical treatment facilities on dedicated and properly marked medical platforms with en route care provided by medical personnel (ATP 4-02.2).

AERIAL SUSTAINMENT

3-26. SSB aerial sustainment missions are another type of air movement that is generally focused on lighter weight and more critical supplies, such as, repair parts for equipment, pallets of water, or prepackaged food items. Generally, this occurs where the supported element's supply requirement is time-sensitive in nature, the required volume is low, or when other assets such as ground vehicles, UH-60s, or CH-47s are not available.

SECTION III – SEARCH AND RESCUE AND PERSONNEL RECOVERY

3-27. SSBs conduct civil SAR missions in permissive environments only. PR missions are a natural extension of SAR missions in that they are executed to recover isolated personnel.

SEARCH AND RESCUE

3-28. *Search and rescue (SAR)* is the use of aircraft, surface craft, submarines, and specialized rescue teams and equipment to search for and rescue distressed persons on land or at sea in a permissive environment (JP 3-50). SAR missions contain a search component based on reconnaissance and observation techniques followed by a rescue component. SAR planning is both an art and a science, relying greatly on the creativity and experience of the personnel involved. SAR missions are deliberate actions in support of a SAR incident commander (IC). The IC has full operational authority of the SAR mission coordinator and OPCON of all SAR units on scene. The parent agency retains OPCON of the SAR unit en route to and from the scene.

3-29. Slow speed, hovering capability, and the ability to provide close scrutiny of an area make SSB helicopters highly suitable for SAR missions. MEP aircraft have the advantage of utilizing onboard sensors to search an area and detect an objective quickly. Aircraft equipped with a hoist provide additional rescue capability. Regardless of their configuration, SSB aircraft can land in and operate from confined and other versatile areas, enabling rescue long before ground response units may arrive.

3-30. General operational considerations for SAR missions include sufficient range and endurance to allow the aircraft to complete the mission; speed and altitude necessary for effective SAR; and maneuverability based on environmental conditions such as altitude, temperature, winds, and terrain.

3-31. SAR planning is necessary when the location of distress is not known, or significant time has passed since the search object's position was last known. SSB planners must integrate with those leading the SAR effort in order to efficiently and effectively conduct the search with overall SAR resources available. SSB planners, while not expected to be experts in SAR planning, should be familiar with the National Search and Rescue Plan of the United States, and DODI 3003.01.

Note. For more information, also see the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, and the United States National Search and Rescue Supplement to the IAMSAR on the United States Coast Guard website.

3-32. Numerous states with SSB units have helicopter aquatic rescue team (HART) programs in place. These programs execute SAR operations with civilian responders using UH-60 and/or UH-72 helicopters. While HART programs may be executed by various units, SSBs must be prepared to conduct these operations as part of their designated SAR mission.

Note. Additional information on the HART mission can be found in the NGB's One SOP.

PERSONNEL RECOVERY

3-33. *Personnel recovery (PR)* is the sum of military, diplomatic, and civil efforts to prepare for and execute the recovery and reintegration of isolated personnel (JP 3-50). The Army has no aircraft dedicated solely to performing PR; however, all utility helicopters must be prepared to accomplish this mission. PR missions fall under the provisions of emergency transportation when loss of life or limb is threatened. PR missions may be accepted and performed in either a federal or state status. While SSB planners must prepare for PR missions for their own personnel, they may be called upon to utilize their resources to assist with PR of other units. PR missions are a specific, critical, and intense type of reconnaissance. Aerial reconnaissance and observation techniques apply. Aircrews should select appropriate mission equipment to optimize the chance of successfully detecting isolated personnel.

Note. See JP 3-50 and FM 3-50 for more information.

SECTION IV – RECONNAISSANCE, OBSERVATION, AND SECURITY

3-34. SSBs conduct reconnaissance, observation, and security missions utilizing electro optical (EO)/infrared (IR), communication, and high-powered illumination system (HPIS) equipment on UH72 MEP aircraft. These core missions allow the supported element to achieve mission success through the facilitation of acquiring and monitoring needed information.

RECONNAISSANCE

3-35. *Reconnaissance* is a mission to obtain, by visual observation or other detection methods, information about the activities and resources of an enemy or adversary, or to secure data concerning the meteorological, hydrographic, or geographic characteristics of a particular area (JP 2-0). Regardless of whether these operations are performed in support of military or civil authority, the mission fundamentals remain the same. The purpose and authority behind the mission assignment, however, determine how SSB forces may be legally employed for reconnaissance type missions. When providing support to DOMOPS, this mission is referred to as IAA.

Note. For more information on IAA, see DOD Manual (DODM) 5240.01, CNGBI 2000.01C, and Chief National Guard Bureau Manual (CNGBM) 2000.01A.

3-36. SSB aviation assets conduct three general types of reconnaissance: zone, area, and route. A zone reconnaissance involves an effort to obtain detailed information on all routes, obstacles, or terrain defined by boundaries. Area reconnaissance focuses on obtaining detailed information about the terrain or activity within a prescribed area and is typically less complex and smaller than a zone reconnaissance. A route reconnaissance is an effort to obtain information on a specified route and surrounding terrain from which conditions could influence the route. Unique to the Army Aviation inventory is the capability for UH-72 MEP-configured aircraft to stream real time sensor footage in digital and/or analog to ground hand-held stations or systems. This interface allows for easy integration of the military system into civil IAA systems.

OBSERVATION

3-37. Applied in the domestic environment, observation missions provide detection and monitoring consistent with mission objectives. This may take the form of IAA, monitoring environmental conditions in assigned areas, or the use of airborne sensors in support of LEAs. Depending on the situation, units may want to avoid detection while conducting operations. Observation missions are often applied to stationary objects such as a building or terrain feature as well as dynamic objects such as a vehicle, waterborne vessel, or group of people. The techniques applied by crewmembers vary accordingly.

SECURITY

3-38. Security tasks are generally conducted by other Army Aviation assets operating in non-permissive environments; however, SSBs may be used similarly under permissive conditions. Screen and security missions are two of the five security tasks applicable to SSBs. Security missions focus on the protection of forces where reconnaissance missions are focused on obtaining information. Security and screen missions provide reaction time, maneuver space, and information to the supported unit/agency and reduce the likelihood of surprise. SSBs support border and shoreline operations where crews are primarily concerned with detection, identification, location, and reporting (DILR). In addition, the overt presence of aircraft may serve as a deterrent to certain undesired activity, such as looting, and other illicit activities.

3-39. Some SSB aircraft are equipped with a thermal imaging systems (TIS), airborne laser, and high-powered illumination systems (HPIS). The capabilities and limitations regarding the employment of these systems should be communicated to the supported force or agency. Effective employment can be achieved when aircrews coordinate and integrate airborne capabilities with those used by supported ground-based personnel. Aircrews must train to deliberately utilize these onboard systems in synchronization with the desired and appropriate aircraft movement and ground personnel actions. Environmental conditions such as thermal loading, temperature, humidity, and terrain impact equipment effectiveness. Platform variables include altitude, airspeed, and operator proficiency.

SECTION V – COMMAND AND CONTROL SUPPORT

3-40. SSB aviation companies are not fielded with the capability to provide aerial C2 platforms. C2 support provided by SSBs is drawn from the unique training that planners should receive along with the focused experience of the team. SSB planners at the company or battalion level can be called up to serve as a joint expeditionary team (JET) or an aviation task force C2 element in larger scale responses where additional UH-72s are not needed.

3-41. SSB C2 elements have functioned as aviation task force headquarters elements for multiple Kosovo Force (KFOR) rotations, participated in non-emergent missions such as border security and security for significant public events (CONUS and OCONUS), and have been used in emergent events such as hurricanes, floods, wildfires, and offshore oil spills. A properly trained SSB staff should be able to provide C2 functions for up to 40 aircraft, inclusive of UH-72, UH-60, and CH-47 variants. While other aviation battalion HQ can

also serve in this capacity, the unique and focused mission of the SSB makes it the preferred choice as a C2 enabler when available.

SECTION VI – OTHER OPERATIONS

3-42. This section expands on other missions executed by SSBs and their subordinate elements. These missions are comprised of those previously mentioned; however, they have unique or significant considerations and implications and are thus noteworthy.

COUNTER-DRUG OPERATIONS

3-43. SSBs conduct CD operations in support of federal, state, and local LEAs. Generally, this occurs under 112 CFR 32 in support of a governor's CD plan and is coordinated through the state's counter-drug coordinator (CDC). Operations must have a CD nexus as the primary purpose and missions are vetted and approved by the CDC and CDC staff. In addition, personnel performing CD operations and utilizing CD equipment must be on full-time National Guard duty-counter-drug (FTNGD-CD) orders or conducting operations that are Incidental to Training as provided by NGB guidance and regulations. Personnel performing CD duties have annual training and briefing requirements above and beyond those of other unit personnel.

Note. See CNGBI 3100.01A for more information.

3-44. CD operations for SSB units, while generally limited to aerial observation and detection, may consist of but are not limited to—

- **Air movement**-the movement of troops and supplies, such as, infiltration and exfiltration.
- **Air transportation**-the movement of LEA equipment, assets, or seizures, such as repeater towers, controlled deliveries involving narcotics/cash, and sling-load operations such as a long line.
- **Communications**-the establishment of airborne communications such as airborne repeater, simulcast relays, C2 platform, or providing real-time video downlink.
- **Aerial reconnaissance**-reconnaissance directed toward suspected drug distribution routes or drug production sites according to state plans and CNGBI guidance.
- **Civil operations**-providing training and support to form partnerships which promote unified approaches to prevent substance abuse and diminish local drug crime through education initiatives.

3-45. Units may provide aerial transportation of LEA personnel/equipment, persons in LEA custody, and seized property or contraband as part of ongoing time-sensitive CD operations. These units can also provide transportation support when security or other special circumstances reasonably necessitate the support, and there is a counter-drug nexus.

3-46. Aircrews conduct reconnaissance/observation of airspace and maritime or surface areas (land and internal waterways of the United States and its territories) for illegal drug. Reconnaissance may be directed toward suspected drug trafficking airstrips, drop zones, and corridors or suspicious aircraft, watercraft, and motor vehicles.

3-47. Specific legal restrictions apply for CD TIS missions when employing onboard imagery systems in support of LEA CD operations. The commander and operational planners will refer to federal, state, and local laws for information on legal considerations to ensure compliance with intelligence oversight requirements. Communication with the higher headquarters and the Judge Advocate General Office can help ensure understanding and compliance.

BORDER SECURITY OPERATIONS

3-48. SSBs have supported the DHS in security operations along the nation's southern border since they were first fielded. Aside from specific CD operations, SSBs have historically only been used for aerial detection and monitoring missions under Title 32 authority of the supported border states. Employing

airborne sensors has significantly improved the effectiveness and efficiency of the United States Border Patrol (USBP) as a component of Customs and Border Protection (CBP).

3-49. The distance between operating locations and different command authorities under Title 32 execution highlight the challenges in standardization and operational effectiveness in the employment of SSBs. When possible, it is best for SSB elements to be employed under one command with appropriate commander's programs and fleet management. This results in greater consistency and accuracy in delivering support according to the appropriate request for assistance (RFA). Each sector has its own unique tactical and operational challenges which must be adapted to; however, consistent C2 and employment best meet the expectations of the federal agency.

3-50. Integration and coordination processes are in place across all sectors as part of unified command structures, creating the ability for 'plug and play' opportunities at the SSB aircrew level and those of other agencies. SSB planners can continue to close the gaps in operational effectiveness by further integrating with CBP intelligence and operational staff. Aviation C2 elements should integrate with each other's sector HQ.

3-51. The complex operational environment along the border requires greater maturity and professionalism of personnel than other situations with similarly sized response forces. In addition to an astute adversarial environment along the border, SSB leaders must face cross-agency caveats and restrictions, interagency and state level politics, and local and state restrictions in order to achieve maximum operational effectiveness. While border operations have been conducted for years, there are some sectors that have had minimal to no experience working with SSBs. This should be taken into account by planners as well.

SHIPBOARD OPERATIONS

3-52. SSB mission effectiveness may be enhanced by operating from ships during overwater or coastal area operations, especially in scenarios where actions may be required in and around islands with severe damage or offshore events such as oil disasters. An inter-Service agreement between the Army and the Navy allows for deck-landing qualification of Army pilots. See ATP 3-04.19 for additional information. Units having contingency missions requiring shipboard operations should establish training requirements to obtain naval operations orientation, water egress training, water survival, proficiency in specific terminology used in Navy and Coast Guard air to ship operations, and deck-landing qualification to increase proficiency operating with naval vessels and mitigate risk. Units that are based near coastal areas and air ambulance companies of SSBs may prioritize training in this area. Units must coordinate with the United States Navy, United States Coast Guard, and/or other entities in advance to ensure capabilities, requirements, and expectations are understood.

UNMANNED AIRCRAFT SYSTEMS OPERATIONS

3-53. While not organic to SSBs, unmanned aircraft systems (UAS) are increasingly utilized in the same environment in which SSBs operate. SSB staffs are increasingly called upon to assist in the planning and integration of these assets, especially in the domestic environment. UAS linked to battalion assets enhance operations for the supported unit or agency. Every opportunity to integrate UAS operations with those of SSB elements should be exploited.

3-54. SSBs will normally integrate with tactical unmanned aircraft systems (TUAS) and small unmanned aircraft systems (SUAS); however, staffs must also be familiar with the capabilities of theater-level UAS assets. Coordination between SSBs and DOD and non-DOD UAS elements is necessary to ensure flight safety and operational effectiveness. This coordination is conducted prior to operating jointly in the same general airspace and occurs throughout mission execution. Sensor information may be passed between elements of the UAS and the SSB, allowing layered or adjacent operations. Coordination and operational communication effectiveness between operators of all airborne assets is necessary for both safety and mission accomplishment for the supported unit or agency.

3-55. SSB planners must be prepared to facilitate training and standardization programs for UAS units as this expertise generally does not reside within units fielded with SUAS or TUAS. SSB commanders and staffs must be prepared to command and control SUAS/TUAS as part of an aviation task force.

DECONTAMINATION IN SUPPORT OF HOMELAND SECURITY

3-56. During an incident involving a CBRN release, there may be a single area or multiple affected areas which are relatively contained or geographically dispersed. Targets could include critical infrastructure or the population. DOD maintains significant decontamination resources (personnel, equipment, and supplies) to be used to support a RFA.

3-57. SSBs are responsible for designating a decontamination location and coordinating approval with DHS and/or their higher command. Aviation battalion, airfield, maintenance, and forward refuel point leaders must organize the capabilities and personnel of permanent, tenant, and transient organizations to support decontamination operations.

3-58. There are important differences between a hazardous material (HAZMAT) incident and CBRN incident. Responders must be aware of these differences and take proper precautions for self-protection and protection of other responders and the public during response actions.

Note. See ATP 3-11.32./MCWP 10-10E.8/NTTP 3-11.37/AFTTP 3-2.46 for more information.

3-59. Responders must complete decontamination swiftly to save lives and minimize the number of victims. Although a rapid response is required due to the speed many of the toxic chemical agents affect the body, responders must resist rushing in to assist until properly prepared.

3-60. The number of expected victims is the first major difference between a standard HAZMAT situation and a CBRN incident. Responders may be required to control, triage, decontaminate, and track a large number of people at the site of a CBRN incident. Scene control may involve a large area with a mass victim situation, numerous responders wanting to assist, and the press corps seeking information about the incident. A response of this magnitude requires more personnel and materiel than may be available; therefore, detailed contingency planning, training, and exercising is required in advance.

3-61. A terrorist CBRN incident is a federal crime scene. During the decontamination process, responders must make every effort to preserve evidence for eventual use in apprehending and prosecuting the perpetrators. Runoff control is required to reduce the spread of the hazard. Because of its potential toxicity, decontamination runoff must be kept away from sewer drains, groundwater, streams, and watershed areas. If runoff cannot be controlled, notify the appropriate agencies (sewer, water, and environmental). Aviation units can worsen the incident by spreading chemical agents in an effort to help.

3-62. SSB planners must be aware of these differences and take proper precautions for self-protection and protection. The potential for exponentially increasing panic and cross contamination after a CBRN release is staggering. Responders called on to assist in the decontamination process must possess the ability to execute decontamination procedures properly; thus, negating the exponential effects and enhancing victim confidence.

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Chapter 4
Sustainment Operations

This chapter addresses aviation sustainment requirements for SSBs and their subordinate elements. It focuses on the aviation-specific details of sustainment; the elements of logistics, personnel services, and health service support (HSS); and their impact on aviation operations.

This chapter also describes BOP ARNG maintenance operations to include interaction between SSBs and the supporting AASFs and theater aviation sustainment maintenance group (TASM-G). These functions assist in maintaining and supplying the force during continuous operations. SSBs, or their elements, cannot function as a stand-alone organization beyond short periods of time as defined in ADP 4-0.

SECTION I – MAINTENANCE AND LOGISTICS OPERATIONS

4-1. Maintenance and logistical considerations are critical to effective sustainment operations. The following section describes some of the unique training and execution aspects of maintenance and logistics that must be considered in order to provide effective support for SSBs and their elements.

MAINTENANCE

4-2. Army Aviation maintenance is a primary focus for the SSB commander, as it drives the availability of operational aircraft. An efficient, properly resourced maintenance program provides the maximum number of aircraft available on a consistent basis. UH-72 aircraft are limited by scheduled inspections at prescribed flight hour or time intervals. Many factors must be considered when developing a scheduling system. These factors may include the current workloads and priorities of the supported units, the availability of tools, and the supply of major components, parts, and hardware. States supporting CD missions should ensure flight hours are programmed in the annual FHP budget, and adequate manpower is available to complete scheduled, flight line, and additional overhead taken on by CD support missions. These requirements should be documented annually in a SAAO/designated authority memorandum of understanding (MOU). For additional information, refer to Part 65, Title 14 CFR, *Certification: Airmen Other Than Flight Crewmembers* (65 CFR 14); FM 4-0; and ATP 3-04.7.

4-3. Aviation logistics organizations primarily consist of an aviation support battalion (ASB) within aviation brigades at division- and theater-levels and an aviation maintenance company and forward support company (FSC) within each operational aviation battalion. These units collectively form the framework for aviation logistics in the Army's redesigned force structure. SSB and separate flight companies and detachments do not receive direct support from ASBs. ASB support is limited because the UH-72 requires an FAA-certified mechanic to conduct aircraft maintenance. ASBs can provide technical shops, programs, and other support; however, the primary support for SSBs comes from the AASFs when conducting operations under state command authority. In some cases, the TASM-G may provide program and other higher-level extended maintenance and component repair. SAAOs are the combat aviation brigade (CAB)/theater aviation brigade (TAB) equivalent resource provider for SSBs, companies, and detachments while in Title 32 status.

4-4. The SSB supply and maintenance support structure includes the aviation battalion's HHC, flight companies, aviation maintenance sections, AASFs, and ground support combined/organizational support facilities for non-aviation equipment. SSBs are well suited to be aviation task force command elements for

CONUS civil support operations; therefore, the staff should understand how to plan for and support other mission-design series (MDS) aircraft.

4-5. As civil support units, SSBs and subordinate elements can be task-organized under a SSB headquarters, directly under a joint task force (JTF)/TF supporting a major civil support operation, or TACON directly to a civil authority. The Army model of maintenance and sustainment provides all of the basic fundamentals; however, leaders and planners conduct force tailoring in order to meet mission support requirements. The NGB is the primary proponent for planning and resourcing SSB sustainment in the NG BOP.

4-6. The standard maintenance system is organized by AASFs which draw most of their full-time support personnel from the organic aviation structures in the state or territory. It is critical that AASFs and units establish MOUs to determine processes, procedures, relationships, and authorities for conducting facility and unit maintenance. This relationship is also recognized and evaluated by Forces Command (FORSCOM) Aviation Resource Management Survey teams.

4-7. Maintenance is all actions taken to retain materiel in a serviceable condition or to restore it to serviceability. The Army utilizes a tiered, two-level maintenance system comprised of field and sustainment maintenance. See FM 4-0 for more information.

4-8. SSB structure pushes field maintenance elements into the SSCs. In day-to-day BOP, security and support (S&S) units rely primarily on AASFs and the allocated elements of aviation maintenance. States/territories must be willing to develop plans and contracts, and task other full-time maintenance elements in the AASFs to fill gaps. SSBs fall under a TAB-GS, but do not receive direct support unless task-organized and activated. AASFs and SSB maneuver companies are authorized to perform unit maintenance detailed in technical manuals (TMs) according to AR 750-1.

4-9. Field maintenance for assigned aircraft is primarily conducted by qualified unit Soldiers and technicians at the AASF. The TASM-G provides maintenance support above unit level, with additional external capability provided by contracted maintenance coordinated by the command or SAAO, or from the original equipment manufacturer (OEM). On a case-by-case and limited basis, the AASF/SAAO may obtain authorization via the assigned Aviation and Missile Command logistics assistance representative (LAR) to affect repairs classified as depot-level maintenance according to aircraft technical manuals. Army depots are often located at CONUS fixed bases.

4-10. The UH-72 system solution is a Federal Aviation Administration (FAA) Certified, Commercial/Non-Developmental Item (NDI) and sustains FAA standards utilizing contractor logistics support (CLS) throughout its life cycle. A streamlined acquisition strategy provides the Army with the most cost-effective, timely approach to meet the various UH-72 missions. The Lakota Program chooses to follow FAA standards to facilitate airworthiness, parts exchange, rapid divestiture, and return on investment. The purpose of this program is to outline the day-to-day maintenance and operational procedures necessary for continued airworthiness of the UH-72. These procedures also identify tasks the Army has chosen to perform in a procedural manner consistent with Army organic maintenance practices in lieu of FAA standards while still maintaining airworthiness.

4-11. Units utilize fully qualified maintenance personnel possessing FAA A&P certifications according to 65 CFR 14, and adhere to all FAA standards and OEM instructions for continued airworthiness of all UH-72 aircraft, including certain government furnished equipment (GFE). Mechanics that do not possess a FAA license are supervised by a certified mechanic according to—

- Part 43.3d, Title 14 CFR, *Persons Authorized to Perform Maintenance, Preventive Maintenance, Rebuilding, and Alterations* (43.3d CFR 14).
- Part 65.81, Title 14 CFR, *General Privileges and Limitations* (65.81 CFR 14).
- Part 65.83, Title 14 CFR, *Recent Experience Requirements* (65.83 CFR 14).

4-12. The aircraft notebook (ACN) is the program of record and shall be utilized in day-to-day operations and readiness reporting.

4-13. Consignment (bench stock) is the property of Airbus but is managed locally. All consignment will be stored separately from Army bench stock in lockers marked “For UH-72 use only” and secured at all times. Spares ordering, usage, and replenishment will be accomplished through the Lakota Maintenance Management System (LMMS).

4-14. The SSB is responsible for ensuring all parts acquired for use on the UH-72 are FAA-certified according to Part 21, Title 14 CFR, *Persons Authorized to Perform Maintenance, Preventive Maintenance, Rebuilding, and Alterations*, and issued according to FAA Order 8130.21H, to include any materiel received from Part 145, Title 14 CFR, *Repair Stations, Repair Facilities*. Standard parts need only a Certificate of Conformity issued by the manufacturer or an acceptable means of determining conformity to the applicable specification. In addition, parts on hand should be within their serviceable life cycle.

4-15. The ACN provides a means to create parts requests which are then routed to the LMMS for further supply processing. The LMMS provides an automated interface with Airbus Helicopters Incorporated (AHI), the current parts supplier for the UH-72. The LMMS also provides an inventory management function to track the AHI-owned and GFE consignment inventories located at each unit. While a parts request can initially be generated within the ACN, the majority of the supply functionality resides within the LMMS, which also provides the capability to "approve" or "review" parts requests before they are sent to the parts supplier for action. This approval process happens first in ACN and then again within LMMS. Local SOPs should have an established means for obtaining parts and selecting the proper order priority, turning in unserviceable material, procedures for items that are received without proper documentation, procedures for reporting discrepant material, and tracking of air waybill (AWB) for parts and tools shipped. This information is kept on file for six months.

Note. See the Light Helicopter Product Office Aircraft Documentation Guide UH-72 Lakota for more information.

4-16. Test, measurement, and diagnostic equipment (TMDE) will be monitored according to local SOP and inspected by the appointed TMDE support coordinator(s), Airbus, or other approved calibration programs. Special tools belonging to Airbus will be maintained and segregated by UH-72 personnel. Items requiring calibration or a load test will be returned to Airbus prior to the calibration/load test date via the LMMS and Federal Express.

4-17. Frequent corrosion inspection(s) are essential to the overall corrosion control program. Through early detection, identification, and treatment, the costs resulting from corrosion are minimized. Without regular, systematic inspections, corrosion will seriously damage aviation equipment. Corrosion detection is everyone's responsibility. Since corrosion can occur almost anywhere on aviation equipment, all maintenance personnel must be able to identify and report corrosion problems. All units/activities will ensure a corrosion prevention and control plan (CPCP) is established and employed for all aircraft under their authority that meets the requirements of the MBB BK117 C-2's EASA Corrosion and Erosion Control Guide (CECG) and TM 1-1500-328-23 regarding aviation corrosion prevention. The effectiveness of individual plans shall be continuously reviewed and adjusted as required.

4-18. Most corrosion inspections are calendar-based while corrosion is both time- and environment-based. The OE shall dictate the frequency of corrosion inspections per AR 750-59, the Airbus CECG, and SAFRAN engine maintenance manuals (EMMs). At a minimum, rotary-wing aircraft are to be scheduled for CPC inspections on a 90-day calendar frequency per TM 1-1500-328-23. The environment and requirements will be captured in the local SOP, to include specific location requirements. At a minimum, aircraft will be washed every 30 days (Airbus SPM 20-04-01-403).

MANEUVER COMPANY

4-19. Critical to SSB aviation sustainment is the selection, grooming, training, and qualification of 15Ts into UH-72 FAA certified A&P mechanics. The process can take two to three years to attain certification. States and units should establish processes and procedures to progress and retain Soldiers in units and AASFs in order to sustain aircraft. A&Ps are the backbone (similar to TIs) within SSB units. These FAA certified A&Ps can supervise and approve work completed by non-A&Ps; however, states may elect to use available resources to qualify mechanics using a multitude of civil and military options. Depending on the needs of the unit and the strength of the individuals, a SSB element commander can put A&Ps in with the flight or

maintenance platoon. Army Aviation units will train and progress their certified A&P repairers (15 series) in accordance with TC 3-04.71.

4-20. SSB flight line maintenance activities maintain Army aircraft by conducting scheduled maintenance and completing limited unscheduled maintenance as necessary or able. The AASF manages this function in the day-to-day BOP. These efforts are coordinated with the AASF and completed by the unit when the unit is in a military status. Strict and disciplined company operations maintain assigned aircraft according to prescribed policies and procedures. Followed properly, these policies improve overall unit readiness.

4-21. Crew chiefs (CEs) perform aircraft launch and recovery operations, and maintain aircraft logbooks according to Army guidance and unit SOPs. They perform both scheduled and unscheduled unit maintenance to include replacement of major subsystem components, maintenance operational checks, main and tail rotor vibration analysis, and other tasks as qualified and approved.

4-22. Leaders must strictly adhere to established standards and maintenance procedures. Assigned flight crews must conduct detailed preflight and post-flight inspections according to applicable TMs and ensure all identified deficiencies and malfunctions are promptly and accurately entered into the ACN.

4-23. There are many unique challenges to managing maintenance personnel and equipment for SSBs and their subordinate units given the dispersed stationing of SSB elements. This is especially true for recruiting, training, and retaining mid- to senior-grade NCOs capable of doing the work. Units rely heavily on the AASFs to provide the necessary supervision and oversight in a number of areas. Units should work with AASFs to develop solid maintenance operations and training plans in order to maximize effectiveness.

4-24. In some situations, normal maintenance procedures must be expedited to meet operational objectives. In such cases, the unit commander may authorize the use of specialized assessment criteria, repair kits, and trained personnel to return damaged aircraft to operations as soon as possible. Often, these repairs are only temporary. Permanent repairs may be required when the situation permits. This method is used to meet operational needs; it is not used when the situation allows application of standard methods.

LOGISTICS

4-25. Mission success is relies on unity of effort between agency operations and sustainment operations. Support operations will vary from mission to mission when executed from an AASF, extended operations across state/territorial boundaries (such as the Southwest Border), or those executed under Title 10 authority. Commanders, planners, and agencies work together to develop and implement plans, agreements, and contracts to meet unit logistical needs in keeping with the principles of sustainment. These principles must be understood, discussed, and anticipated for in the SSB BOP and activated environment. The principles of sustainment are—

- Integration.
- Anticipation.
- Responsiveness.
- Simplicity.
- Economy.
- Survivability.
- Continuity.
- Improvisation.

4-26. While these principles are independent, they are also interrelated and must be synchronized in time, space, and purpose. The principles of sustainment and the principles of logistics are the same. For additional information, please reference ADP 4-0.

METHODS OF DISTRIBUTION

4-27. Logistics units use various methods to distribute supplies (table 4-1, page 4-5). SSBs must coordinate these methods to meet a myriad of SAAO/AASF, commercial, unit, and contract needs.

Table 4-1. Methods of distribution

Methods	*Characteristics*
Push System	Initial "go-to-war" system. Initial quantities based on strength data and historical demand.
Supply Point	Supplying unit issues from a supply point to a receiving unit. Receiving unit is responsible for transporting supplies from supply point to unit area.
Unit	Supplying unit delivers supplies to receiving unit. Prevalent design capability of modularity for logistics units. Used by aviation support battalion. Army's doctrine for distribution-based logistics.
Throughput	Shipments bypass one or more echelons in the supply chain. Reduces handling and speeds delivery forward. More responsive to user needs. Efficient use of transportation assets. Reduces exposure to pilferage and damage.

SUPPLY OPERATIONS

4-28. SAAOs/AASFs and, when activated, SSBs coordinate and requisition supplies for companies. The AASF tech supply sergeant obtains and delivers supplies. Most items are handled internally, while coordination is made with the battalion's S-4 for ordering, transporting, and ensuring command supply discipline of resources only units can requisition and manage. While activated for training or civil support operations, an SSB S-4 section or maintenance officer tasked by the SAAO coordinates internal and/or external assets to deliver bulky items. Table 4-2 details the classes of supply.

Table 4–2. Classes of supply

Classes	*Provisions*
Class I*	Subsistence, including free health and welfare items.
Class II	Clothing, individual equipment, tents, tool sets and kits, hand tools, administrative, and housekeeping supplies and equipment (including maps). Includes items of equipment other than major items, prescribed in authorization/allowance tables and items of supply (not including repair parts).
Class III*	Petroleum, oils, and lubricants (POL), petroleum and solid fuels, including bulk and packaged fuels, lubricating oils and lubricants, petroleum specialty products, coal, and related products.
Class IV	Construction materials, including installed equipment, and all fortification/barrier materials.
Class V*	Ammunition of all types (including chemical, radiological, and special weapons), bombs, explosives, mines, detonators, pyrotechnics, missiles, rockets, propellants, and other associated items.
Class VI	Personal demand items (nonmilitary sales items).
Class VII	Major items: A final combination of end products that are ready for their intended use (principal item) such as aircraft, mobile machine shops, and vehicles.
Class VIII	Medical material, including medical particular repair parts.
Class IX/IX (A)*	Repair parts and components, including kits, assemblies and subassemblies, repairable and non-repairable, required for maintenance support of all equipment.
Class X	Material to support nonmilitary programs, such as agricultural and economic development, not included in Classes I through IX.
*Supplies and equipment critical to successful operations.	

4-29. To manage AASF and unit supply operations, the tech supply sergeant and the unit supply sergeant use the commander's guidance, authorization documents (MTOE, hand receipts, TMs, and FMs) and external supply SOPs. The SOP provides detailed procedures for requesting, receiving, storing, inventorying, issuing, and turning in supplies and equipment.

4-30. Supply operations involve acquisition, management, receipts, storage, and issuance of all supply classes except Class VIII.

Note. See ATP 3-04.7, ADP 4-0, and FM 4-40 for more information.

4-31. All unit supply functions fall under the Global Combat Support System-Army (GCSS-A). Detachments, units, AASFs, and all NG leaders must ensure that GCCS-A fundamentals are understood and that all necessary GCCS-A roles and responsibilities are fulfilled in order to requisition, receive, and distribute all classes of supply. Leaders should then ensure all roles and delegations of authority to requisition are provided for when working from remote locations or when activated and away from supporting AASFs.

4-32. SSB leaders and planners should also understand their respective state/territory fiscal and operational laws when planning and executing SAD missions. These processes and systems fall under each individual state/territory department and comptroller. This coordination and management should be provided by each state JFHQ, as the laws and processes are frequently very different from the federal systems and rules military members are used to.

Class I

4-33. Class I is generally a unit supply sergeant function. The supply sergeant will fall under a SSB organic or task-organized higher controlling (HICON) authority battalion-level S-4, depending on the aviation elements in the state/territory. The S-4 then requests class I supplies automatically on the daily strength report. Class I ration requests are consolidated by the S-4 section and forwarded to the HICON S-4 or appropriate support area if operating independently. Extra rations usually are not available at distribution points; therefore, ration requests must accurately reflect personnel present for duty, including attached personnel. The HICON S-4 section draws rations from the distribution point and issues them to the battalion. Company first sergeants have the added responsibility of ensuring all attached, OPCON, and direct support (DS) elements within their respective AOs are included in the head count.

Class II

4-34. Class II is generally a unit supply sergeant function. The supply officer/sergeant uses GCCS-A to request Class II supplies and equipment—expendable items such as soap, toilet tissue, and insecticide—are distributed during logistics package (LOGPAC) operations. Section leaders and/or platoon sergeants (PSG) submit requests to the supply officer/sergeant, who then must obtain budget approval from the parent organization S-4 before submitting in GCCS-A. The items are then distributed to the battalion using supply point distribution.

Class III

4-35. Units will develop and submit Class III aviation fuel requirements as part of their annual FHP forecast to the NGB. Ground resource Class III forecasts should be submitted through the SSB element's state HICON to the JFHQ, usually surface maintenance. Units, AASFs, and other resources provide for distribution of bulk supply for BOP and surge (emergency) operations. Units and state/territories generally use internal bulk supply transportation resources, Defense Logistics Agency (DLA), or commercial sources to provide for bulk refuel. SAAOs should use DLA fuel sources when able, but it is not critical whether it is capitalized or non-capitalized fuel. This decision is generally made by the SAAO or JFHQ.

4-36. Annual ARNG SSB fuel resource dollars are distributed to the states or TASM-Gs for management. Each state/territory will manage it differently so long as fiscal laws and policies are followed. SAAOs establish fuel AIR cards for each aircraft and can resource "any-aircraft" fuel cards through DLA for utilizing contract fuel throughout the nation.

4-37. Class III surface/ground fuel is typically managed by each JFHQ Surface maintenance or G-4 section. NGB/ARNG guidance for all fiscal resources provided to the states to support the operating tempo (OPTEMPO) is issued annually through program budget guidance (PBG).

4-38. Class III operations during emergencies and large-scale activation must be planned for and coordinate METT-TC (I). Requirements for requisition, storage, and distribution are usually a function of the state JFHQ G-4/J-4 or SAAO. States should consider all state organic aviation organizational force structures when planning for BOP and surge operations in the state and region, to include ASBs and other sustainment brigades/battalions/companies.

Class IV

4-39. Class IV is generally a unit supply sergeant function. Units should route all Class IV requests through their current organizational structure for fulfillment.

Class V

4-40. Class V is generally a battalion S-3 function. Normally, the battalion training representative forecasts ammunition using the current Standards in Training Commission (STRAC) according to Department of the Army Pamphlet (DA PAM) 350-38 and provides requests thru the major subordinate command to State level. Once requests are processed through the Total Ammunition Management Information System (TAMIS) and approved, NGB allocates available loads to the requesting unit and distributes the ammunition using the requested ammunition supply point (ASP). The battalion training representative will produce a DA Form 581 (*Request for Issue and Turn-in of Ammunition)* to draw ammunition from the ASP.

4-41. SSB Class V needs are determined by the mission. Under Title 10, this will be directed by the higher element. Under Title 32, the unit—in coordination with the SAAO and state leaders and approved by TAG—decides on the use of force and federal standing rules for the use of force, to include planning and guidance for the following:

- **Required supply rate (RSR).** The estimated amount of ammunition needed to sustain the operations of a combat force without restriction for a specific period. RSR is expressed in rounds per weapon per day and is used to state ammunition requirements. The battalion S-3, in conjunction with the S-4, normally formulates the battalion RSR, although it is often adjusted by higher headquarters.
- **Controlled supply rate (CSR).** The rate of ammunition consumption (expressed in rounds per day per unit, weapon system, or individual) supported for a given period. It is based on ammunition availability, storage facilities, and transportation capabilities. A unit may not exceed its CSR for ammunition without authority from higher headquarters. The battalion S-4 compares the CSR against the RSR, then remedies shortages by requesting more ammunition, sub-allocating ammunition, cross-leveling, or prioritizing support to subordinate units. The battalion commander establishes CSRs for subordinate units. The company commander ensures company requirements are anticipated, requested, and received.
- **Unit basic load (UBL).** The quantity of ammunition authorized by the theater commander for wartime purposes and required to be carried into combat by a unit. The basic load provides the unit with enough ammunition to sustain itself in combat until the unit can be resupplied. The UBL may not be the appropriate load to conduct operations based on contingencies. Any deviation from the UBL is requested early for approval and resourcing.
- **Combat load.** The quantity of supplies, such as fuel or ammunition, carried by the combat system or Soldier into combat. The commander knows the required combat load for each system and Soldier per mission requirements. SSBs do not use combat loads.

Class VI

4-42. Class VI supplies are made available through local procurement, transfer from theater stocks, or requisitioning from the Army and Air Force Exchange Service (AAFES). Soldiers deploy with a 30-day supply of health and comfort items or the commander requests a 30-day supply of health and comfort packs (HCPs) to include in the UBL. After the first 30 days, HCPs are centrally funded and provided at 30-day

intervals through Class I channels at the request of the unit commander and until AAFES support can be established. HCPs are only authorized for use at austere or remote camp or base environments where AAFES exchange support is not available or cannot be readily established. Unit logistical planners must ensure HCPs are requisitioned early in the deployment planning stages to ensure an adequate supply is in the theater at the beginning of the operation (see ATP 4-41).

Class VII

4-43. Class VII items are controlled through command channels and managed by the supporting MMC. Each echelon manages requisition, distribution, maintenance, and disposal of these items ensuring visibility and operational readiness. Units report losses of major items through both supply and command channels. Replacement requires coordination among materiel managers, Class VII supply units, transporters, maintenance elements, and personnel managers. Class VII items are issued based on battle loss reports companies submit to their parent organization S-4. Each battalion should have a property book officer (PBO) to account for these items, any stay-behind equipment (SBE), or other theater-issued stock items received in the theater of operations.

Class VIII

4-44. Class VIII management, requisition, and storage for SSB units is established by each United States Property and Fiscal Office (USP&FO), JFHQ, and SAAO, within the scope of the Army Class VIII ordering system. SAAOs ensure each flight medicine program has an approved formulary for execution of the MEDEVAC basic life support/advanced life support roles they assume. States can also purchase and use their respective state procurement systems to stock Class VIII supplies and those specifically needed for SAD missions.

Class IX and IX (Aviation)

4-45. Class IX supplies include repair parts and documents required for equipment maintenance operations. SSBs or their elements rely on AASF/SAAO maintenance and logistics organizations to support Class IX (Aviation) requirements. A unit should have an established process or plan for when operations are separate from a supporting AASF. Units must also be able to have the right GCSS-A access to generate Class IX non-aviation actions through their respective state HICON.

Class X

4-46. For SSB units and elements, the state JFHQ G-4 section provides instructions for request and issue of Class X supplies.

ADDITIONAL LOGISTICS CONSIDERATIONS

4-47. Successful sustainment operations are largely dependent on knowing where to go to seek assistance or support by echelon. Additional maintenance support is available and increases in degree of complexity and capability at each echelon of support throughout the sustainment community.

AVIATION LIFE SUPPORT MAINTENANCE

4-48. Commanders ensure mission-required ALSE is on hand in sufficient quantities and in serviceable condition. To meet the Army's demanding transformation requirements, newer and more complex integrated systems are being fielded. These systems demand better maintenance planning, higher maintenance skills, and dedicated facilities. AASFs should provide management over ALSE requisition. Duties and responsibilities for ALSE sustainment are shared between the unit and the AASF.

Note. See TC 3-04.10 for more information.

4-49. Funding for equipment, supplies, and repair parts is imperative. When preparing the budget, review AR 95-1, common table of allowance (CTA) 8-100, CTA 50-900, CTA 50-909, and applicable MTOEs and

tables of distribution and allowances (TDA). NGB provides annual fiscal guidance for central issue facility (CIF) and ALSE procurement in the annual PBG.

ARMY AVIATION SUPPORT FACILITY

4-50. AASFs are located within each state and territory. AASFs perform field-level and limited sustainment-level maintenance. AASF capabilities are defined in National Guard Bureau Pamphlet (NGB PAM) 750-2.

Note. See NGB PAM 750-2 for more information.

THEATER AVIATION SUSTAINMENT MAINTENANCE GROUP

4-51. TASM-Gs are currently located in Connecticut, Maryland, Mississippi, Missouri, and California. The TASM-G performs field and sustainment-level maintenance.

Note. See NGB PAM 750-2 for more information.

MAPS

4-52. Unit personnel submit requests for unclassified maps to the battalion S-4 and request for classified maps through the battalion S-2. If a digital topographic support system (DTSS) team is attached, personnel may also request customized AO maps from the main CP.

SUPPORT BY OTHER STATE/TERRITORY, CIVIL AGENCIES, OR HOST NATIONS

4-53. Logistics support and transportation may be provided by different states, agencies, or nations. Common classes of supply may be available and obtained from local civilian sources. Items may include barrier and construction materials, fuel for vehicles, and some food and medical supplies. Requisition and distribution are coordinated through logistics and liaison channels.

SECTION II – AVIATION MAINTENANCE OPERATIONS

4-54. Aviation maintenance platoons within each SSC continue to provide unit-level maintenance. SSBs or their element planners coordinate intermediate maintenance and other requirements.

4-55. Aviation maintenance is performed on a 24-hour basis. The governing concept is to replace forward and repair rearward so units can rapidly return aircraft for operational needs. Emphasis is on component replacement rather than repair. Such replacement requires increased stockage of line replaceable units (LRUs) and quick-change assemblies. Damaged or inoperable aircraft requiring time-consuming repair actions are handled in more secure areas toward the rear.

Note. See ATP 3-04.7 for more information.

4-56. SSB aviation maintenance officers and logistics sections should attempt to build situational awareness, situational understanding, and SSB BOP procedures for managing flight line and some unit-level maintenance over all of Army Aviation's MDS. This allows the SSB to be comparable to a GSAB and maintain C2 as a multi-functional aviation task force. SSB locations around the nation afford a unique civil support capability.

MANAGEMENT BALANCE

4-57. The FHP and operational readiness rates must be balanced ensuring bank hours (hours remaining per aircraft until phase) are available to meet the operational needs required during daily missions, deployment, and/or training. Commanders and maintenance officers evaluate available resources using the problem,

people, parts, plan, tools, time, and training (P4T3) concept and adjust accordingly. Another tool available to commanders and maintenance officers for managing aircraft maintenance is the flowchart.

FLOWCHART

4-58. The flowchart is a simple but effective method used by maintenance officers. The ACN provides a flowchart outlining bank time to assist maintenance managers in scheduling maintenance. The flowchart—

- Prevents an unnecessary backlog of scheduled maintenance inspections under normal conditions.
- Prevents a corresponding sudden surge in requirements for aircraft parts.
- Allows the unit maintenance officer a degree of control over individual aircraft hours flown.
- Provides a graphic depiction of future scheduled maintenance requirements.

OPERATIONAL READINESS RATE

4-59. The ability of an aviation unit to perform its wartime mission depends heavily on its aircraft operational readiness rate. Higher operational readiness rates are a direct result of effective maintenance and logistics management by all aviation maintenance leaders, officers, and technicians. Reducing aircraft downtime proportionally increases aircraft availability providing the battalion commander with mission-ready aircraft.

Note. See ATP 3-04.7 for more information.

AIRCRAFT RECOVERY

4-60. In BOP, the SAAO is responsible for coordinating aircraft recovery. Aviation battalion/brigade command elements—where they exist in the state/territory and can be activated—should plan for and execute aircraft recovery. For additional information, reference ATP 3-04.13 and FM 3-52.

PLANNING CONSIDERATIONS

4-61. General procedures for aircraft recovery operations are typically covered in unit SOPs. Unless a battalion has attached or assigned UH-60s or CH-47s, the unit will be required to submit a request to allocate UH-60 or CH-46 to conduct an aerial recovery. Parallel planning using P4T3 for a ground recovery should occur while any aerial recovery operation is ongoing.

4-62. Recovery operations and, to a lesser degree, maintenance evacuations can be hindered by the civil support mission such as a large-scale natural disaster. Units must plan command, control, and coordination for recovery operations in advance. Recovery and evacuation procedures must be included in unit SOPs, contingency plans, OPORDs, and air mission briefs. Recovery personnel must assess the following factors:

- Aircraft identification and type.
- Location of downed aircraft.
- Evaluation of damage, to the extent possible, to determine the assessment and repair personnel, equipment, and parts required.
- Number of people onboard and their status.
- Types of special equipment packages installed on the downed aircraft.
- Operational situation and proximity to threats/hazards.
- Adaptability of the site for insertion of a disaster assistance response team (DART) team.
- Time available (planning time for aviation maintenance platoon/ASB support preparation and rigging is 30 to 60 minutes, which may vary based on METT-TC (I).
- Weather.
- Information on crew availability to assist.
- Availability of MEDEVAC support.
- Local media and personnel.
- Availability of authorized commercial resources.

- CBRN considerations.
- Extreme weather considerations to include desert and cold weather.

4-63. The Army Aviation SOP provides guidance to determine which course of action is appropriate for the situation. The unit can choose to—

- Make repairs, defer further maintenance, or return aircraft to service.
- Make repairs for a one-time flight and fly the aircraft to an appropriate maintenance area.
- Rig aircraft for recovery (by ground or air) and arrange for transport.
- Selectively conduct controlled exchange, destroy, or abandonment of aircraft.

Note. See ATP 3-04.7 for more information and Army operations–SOPs.

RECOVERY TEAMS

4-64. SSBs prepare for aircraft recovery contingencies by designating a DART and thoroughly coordinating with available maintenance support. In states with only SSB elements, the SAAO is responsible for planning/delegating the planning for DART operations. The DART always includes a functional check pilot (FCP), maintenance shop platoon personnel, and A&P licensed mechanic. Non-A&P licensed maintenance personnel may work under an A&P; however, for small tasks, the A&P mechanic can be the sole mechanic. All members are trained to prepare the aircraft for recovery. Aircraft recovery may be delayed significantly due to SSBs and their elements not being stocked with major components. This is unlike other Army Aviation units. These component, when needed, must be ordered and delivered from Airbus or removed from another aircraft before recovery can begin.

Note. See ATP 3-04.13 for a sample aircraft recovery and evacuation SOP.

VEHICLE AND GROUND EQUIPMENT MAINTENANCE/RECOVERY

4-65. Vehicle and ground support equipment maintenance is a key element in successful operations and employment of aviation assets forward. Much of the support network with regard to aviation operations are ground-based systems and, as such, require routine and preventative maintenance to ensure functionality and operability in order to ensure mission success.

MAINTENANCE SUPPORT STRUCTURE

4-66. User-level ground maintenance support is enabled within each company in an automotive section, as well as in the SSB HHC. The HHC is capable of limited field maintenance. For organization or higher sustainment, the SSB or element utilize the state SMS of organization maintenance shop (OMS)/combined support maintenance shops (CSMS) as required.

Preventive Maintenance Checks and Services

4-67. The operator or crew and maintenance personnel perform unit maintenance including scheduled and unscheduled unit-level maintenance, repair, and preventive maintenance checks and services (PMCS). PMCS maintain operational readiness of equipment through preventive maintenance and early diagnosis of problems.

Field Maintenance

4-68. Field maintenance units are tailored to the systems of the supported unit. They provide the organizational and DS levels of maintenance with a multi-capable mechanic, extensive maintenance expertise, component replacement, and limited component repair. SSB elements may use the state OMS system or other state-force structure elements as able.

Sustainment Maintenance

4-69. Sustainment maintenance is characterized by extensive component repair capability. It repairs damaged systems for issue through the supply system as Classes II, VII, or IX items. SSBs operate in permissive environments and rely on the TASM-G, Corpus Christi Army Depot (CCAD), or other CONUS-based depot-level maintenance for support. For ground elements, the SSBs or elements use their state CSMS system or other state-force structure elements as able for repairs.

RECOVERY PROCEDURES

4-70. Commanders should be familiar with, provide advisory notification to, and request support from the closest AASF or surface-based maintenance facility if they are conducting movement. States and active duty units can also reach out to these resources when conducting movement in other areas of the nation.

4-71. Each state JFHQ should have a recovery manager who coordinates recovery operations with an overall repair effort to best support the state's priorities and the situation. When the unit is required to recover an item but lacks the physical means, it requests assistance from the supporting maintenance element. Management of recovery operations is centralized at battalion whenever possible.

Note. See ATP 4-31/MCRP 3-40E.1 for more information on the technical aspects of vehicle recovery operations.

4-72. Physical security and equipment safekeeping shall be considered, planned for, and arranged for by the commander. In the civil sector, safekeeping of Army equipment is a priority, especially during emergency disaster response operations.

SUSTAINMENT DURING OPERATIONS

4-73. Sustainment operations occur throughout the AO and across military and civilian domains, not just within the sustainment area or noncontiguous support areas. Sustaining operations determine how fast forces reconstitute and how far forces can exploit success. At the tactical level, sustainment operations establish the tempo of the overall operation.

4-74. SSB elements must ensure established or necessary requirements for force protection and physical security. In supporting civil responses and HS/HD operations, SSB elements may be required to perform the same force protection and security operations as a unit in combat if assessments deem it necessary. In OCONUS operations, battalion assets may be tasked to operate in austere environments in which their organic forces may be the only force protection and security forces available.

4-75. Force protection and physical security is planned and provided for aviation logistics operations based on the situation. Units must be trained, equipped, and manned to operate in a hostile environment while accomplishing their mission. All commanders must acknowledge the basic concept that as security requirements increase the ability to conduct sustainment operations decreases. Depending on the threat and civil OE, accepting risk in the sustainment (contiguous spaces) or unassigned areas (noncontiguous spaces) is not acceptable and must be addressed at the appropriate level.

4-76. The SSB or element commander must consider what level of force protection his/her unit can accomplish while still performing sustainment and civil support operations. Sustainment may fluctuate depending on the threat level and operations. If a threat is stronger than the ability of the aviation unit to neutralize it, other forces (civil or military) may be required to sustain logistics operations at the desired level.

4-77. SSB leaders must understand the concepts of command as discussed in chapter 2 of this publication. This requires logistics Soldiers to gain and sustain competency in executing the individual and collective tasks required.

4-78. Commanders must ensure ground and aerial lines of communication within the environment are dependable and protectable when pushing out aviation support teams.

Glossary

SECTION I – ACRONYMS AND ABBREVIATIONS

A&P	airframe and powerplant
AA	air ambulance
AAFES	Army and Air Force Exchange Service
AASF	Army aviation support facility
ACN	aircraft notebook
AE	aeromedical evacuation
AHI	Airbus Helicopters Incorporated
ALSE	aviation life support equipment
AO	area of operations
ARNG	Army National Guard
ASB	aviation support battalion
ASP	ammunition supply point
ATP	Army techniques publication
AVUM	aviation unit maintenance
BOP	baseline operating posture
C2	command and control
C3	command, control, and communications
CAB	combat aviation brigade
CASEVAC	casualty evacuation
CBP	Customs and Border Protection
CBRN	chemical, biological, radiological, and nuclear
CD	counterdrug
CDC	counterdrug coordinator
CECG	corrosion and erosion control guide
CERF	Chemical, Biological, Radiological, and Nuclear Enhanced Response Force
CFR	Code of Federal Regulations
CIF	central issue facility
CLS	Contractor Logistics Support
CNGBI	Chief National Guard Bureau Instruction
CNGBM	Chief National Guard Bureau Manual
CCMD	combatant command
CONUS	continental United States
CP	command post
CPCP	corrosion prevention and control plan
CSMS	combined support maintenance shop

CSR	controlled supply rate
CST	civil support team
DET	detachment
DHS	Department of Homeland Security
DLA	Defense Logistics Agency
DOD	Department of Defense
DODI	Department of Defense instruction
DODM	Department of Defense manual
DOTD	Directorate of Training and Doctrine
DS	direct support
DSCA	defense support of civil authorities
DTSS	digital topographic support system
EMAC	emergency management assistance compact
EME	electromagnetic environment
EMM	engine maintenance manual
EMSO	electromagnetic spectrum operations
EO	electro optical
EOC	Emergency Operations Center
ESF	emergency support function
FAA	Federal Aviation Administration
FCP	functional check pilot
FHP	flying hour program
FORSCOM	Forces Command
FSC	forward support company
FSS	flight service station
GCSS-A	Global Command and Control System-Army
GFE	government furnished equipment
GSAB	general support aviation battalion
HAZMAT	hazardous material
HD	homeland defense
HHC	headquarters and headquarters company
HICON	higher control/controlling
HLZ	helicopter landing zone
HPIS	high-powered illumination system
HRF	homeland response force
HS	homeland security
IAA	incident awareness and assessment
IC	incident command/commander
ICS	incident command system
IDT	Individual duty training
IFF	identify friend or foe

IMT	incident management team
IPB	intelligence preparation of the battlefield
IR	infrared
ISOPREP	isolated personnel reports
JAG	judge advocate general
JET	joint enabling team
JFHQ	Joint Force-Headquarters
JP	joint publication
JRSOI	joint reception, staging, onward movement, and integration
KFOR	Kosovo Force
LAR	logistics assistance representative
LEA	law enforcement agency
LMMS	Lakota Maintenance Management System
LNO	liaison officer
LOS	line of sight
LRU	line replaceable unit
MDS	mission-design series
MEDEVAC	medical evacuation
MEP	mission equipment package
MET	mission essential task
METT-TC (I)	mission, enemy, terrain and weather, troops and equipment available, time available, civil considerations and information
MMC	material management center
MOU	memorandum of understanding
MTF	medical treatment facility
MTOE	modified table of organization and equipment
NCO	non-commissioned officer
NDI	non-developmental item
NG	National Guard
NGCS	National Guard civil support
NIFOG	National Interoperability Field Operations Guide
NIMS	National Incident Management System
NORTHCOM	Northern Command
NRF	national response framework
OCONUS	outside the continental United States
OE	operational environment
OEM	original equipment manufacturer
OMS	organization maintenance shop
OPCON	operational control
OPLAN	operation plan
OPORD	operation order
OPTEMPO	operating tempo

P4T3	problem, people, parts, plan, tools, time, and training
PACOM	Pacific Command
PBG	program budget guidance
PBO	property book officer
PC	production control
PCA	Posse Comitatus Act
PLL	prescribed load list
PMCS	preventive maintenance checks and services
PR	personnel recovery
PUM	proper use memorandum
QA	quality assurance
QRF	quick reaction force
RFA	request for assistance
ROE	rules of engagement
RSR	required supply rate
RUF	rules for the use of force
S&S	security and support
SAAO	state Army aviation officer
SAD	state active duty
SAR	search and rescue
SBE	stay-behind equipment
SJA	staff judge advocate
SPINS	special instructions
SRUF	standing rules for the use of force
SSB	security and support battalion
SSC	security and support company
TAB-GS	theater aviation brigade-general support
TAC CP	tactical command post
TACOPS	tactical operations
TAG	The Adjutant General
TAMIS	Total Ammunition Management Information System
TASM-G	theater aviation support maintenance group
TF	task force
TI	technical inspector
TIS	thermal imaging system
TM	technical manual
TMDE	test, measurement, and diagnostic equipment
TTP	tactics, techniques, and procedures
UAV	unmanned aerial vehicle
UBL	unit basic load
UMT	unit ministry team

USAACE	United States Army Aviation Center of Excellence
USAR	United States Army Reserve
USBP	United States Border Patrol
USC	United States Code
USP&FO	United States Property and Fiscal Office

SECTION II – TERMS

Aeromedical evacuation

The movement of patients under medical supervision to and between medical treatment facilities by air transportation. (JP 4-02)

Command and control

The exercise of authority and direction by a properly designated commander over assigned and attached forces. (JP 1-0)

Command post

A unit HQ where the commander and staff perform their activities. (FM 6-0)

Incident command system

A standardized on-scene emergency management construct designed to aid in the management of resources during incidents. (JP 3-28)

Intelligence activities

All activities that DOD intelligence components are authorized to undertake pursuant to Executive Order 12333. (DoD 5240.01-R)

Medical evacuation

The timely and effective movement of the wounded, injured, or ill to and between medical treatment facilities on dedicated and properly marked medical platforms with en route care provided by medical personnel. (ATP 4-02.2)

Mission command

The Army's approach to command and control that empowers subordinate decision making and decentralized execution appropriate to the situation. (ADP 6-0)

Personnel recovery

The sum of military, diplomatic, and civil efforts to prepare for and execute the recovery and reintegration of isolated personnel. (JP 3-50)

Reconnaissance

A mission to obtain, by visual observation or other detection methods, information about the activities and resources of an enemy or adversary, or to secure data concerning the meteorological, hydrographic, or geographic characteristics of a particular area. (JP 2-0)

Search and rescue

The use of aircraft, surface craft, submarines, and specialized rescue teams and equipment to search for and rescue distressed persons on land or at sea in a permissive environment. (JP 3-50)

Task organization

A temporary grouping of forces designed to accomplish a particular mission. (ADP 5-0)

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25 January 2022

By Order of the Secretary of the Army:

JAMES C. MCCONVILLE
General, United States Army
Chief of Staff

Official:

MARK F. AVERILL
Administrative Assistant
to the Secretary of the Army
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