

UNITED STATES MARINE CORPS
Marine Attack Squadron 311
Marine Aircraft Group 13
3d Marine Aircraft Wing, FMFPac
MCAS El Toro (Santa Ana) California 92709

1:RMK:db
5750

From: Commanding Officer
To: Commanding Officer, Marine Aircraft Group 13 (Attn: S-3)

Subj: Command Chronology for period 1 January 1983 to 10 May 1983

Ref: (a) MCO 5750.1E
(b) FMFPacO 5750.8C
(c) WgO 5750.2A
(d) GruO 5750.1H

Encl: (1) VMA-311 Command Chronology

1. In accordance with the provisions of reference (a) through (d), enclosure (1) is submitted.

M D Smith
M. D. SMITH

VMA-311

1 Jan - 10 May 83

UNITED STATES MARINE CORPS
Marine Attack Squadron 311
Marine Aircraft Group 13
3d Marine Aircraft Wing, FMFPac
MCAS El Toro (Santa Ana) California 92709

COMMAND CHRONOLOGY

1 January 1983 to 10 May 1983

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PART I

ORGANIZATIONAL DATA

1. Designation

Marine Attack Squadron 311

Commander

Lieutenant Colonel M. D. SMITH
1 January 1983 - To Present

SUBORDINATE UNITS: NONE

ATTACHED UNITS: NONE

Reporting Unit Code: 01311

Table of Organization number: 8852R

2. Location

1 January 1983 - 17 May 1983

MCAS EL TORO Bldg. 295

3. Staff officers

Executive Officer

Major Thomas R. CARSTENS
1 January 1983 - Present

Administrative Officer

Captain Robert L. DOMINA
1 January 1983 - 10 May 1983

Intelligence Officer

Captain Richard M. KEANE
1 January 1983 - Present

Operations Officer

Major Russell V. DUDLEY
1 January 1983 - Present

Logistics Officer

Captain Eugene J. RICHARDSON
1 January 1983 - Present

Aircraft Maintenance Officer

Major Michael R. HAFEN
1 January 1983 - Present

Aviation Safety Officer

Captain Raymond F. ACKERMAN
1 January 1983 - Present

NATOPS Officer

Captain Robert F. DIETRICH III
1 January 1983 - 10 May 1983

Staff Historian

Captain Richard M. KEANE
1 January 1983 - Present

Sergeant Major

Sergeant Major Billy H. GRANT
1 January - Present

Personnel and Administration

During this period this squadron experienced significant personnel changes due to our upcoming WESTPAC deployment. Eightynine (89) enlisted Marines were dropped and seventy-six (76) enlisted Marines were joined. Five (5) officers were dropped and seven (7) officers were joined. The total complement of pilots as of 10 May, 1983 was thirty (30). It is projected that two of these pilots will be assigned TAD to MAG-12 upon our arrival in WESTPAC. This reporting period was a very successful one for the administrative department. In February, this administrative department received a grade of "OUTSTANDING" during a wing A&M inspection. Also in February, our postal inspection resulted in a grade of "OUTSTANDING". During this reporting period, our monthly pay error rate was very low - averaging only four errors per month. Additionally, our completion rate for Marines taking Marine Corps Institute (MCI) courses was 100%. Average ManPower Management System entry acceptance rate during this period was 100%.

Promotions:

The following promotions were effected:

| | | | |
|---------|----|----------|---|
| To PFC | 2 | To LtCol | 1 |
| To LCPL | 11 | | |
| To CPL | 13 | | |
| To SGT | 10 | | |
| To CAPT | 3 | | |

Officers Joined:

| <u>Grade</u> | <u>MOS</u> |
|--------------|------------|
| 2 CAPT | 7501 |
| 2 1STLT | 7501 |
| 2 1STLT | 7598 |
| 1 1STLT | 3060 |

Officers Dropped:

| <u>Grade</u> | <u>MOS</u> | <u>Reason</u> |
|--------------|------------|-------------------------|
| 2 CAPT | 7501 | Intra-Group |
| 1 CAPT | 7501 | Intra-Wing |
| 1 CAPT | 7501 | Transfer to Separations |
| 1stLt | 3060 | Intra Group |

Enlisted Joined: 76

Enlisted Dropped: 89

Average Non-effective (TAD):

| | |
|----------|----|
| January | 49 |
| February | 48 |
| March | 42 |
| April | 40 |
| May | 1 |

Reenlistments Effected: 1

Legal Action:

SCM - 0
SPCM - 2
GCM - 1
NJP - 4
JAG's - 3

PART I

MAINTENANCE

Equipment

Type: A-4M Skyhawk (McDonnell - Douglas)

Number:

| <u>MONTH</u> | <u>ASSIGNED</u> | <u>ON HAND</u> | <u>SDLM</u> | <u>%FMC</u> | <u>%MC</u> | <u>REMARKS</u> |
|--------------|-----------------|----------------|-------------|-------------|------------|-------------------|
| January | 21 | 19 | 2 | 32.3 | 58.3 | 2 A/C SPINTAC/B10 |
| February | 21 | 19 | 2 | 19.5 | 68.6 | 3 A/C SPINTAC/B10 |
| March | 19 | 19 | 0 | 47.9 | 70.7 | 3 A/C SPINTAC/B10 |
| April | 19 | 19 | 0 | 44.5 | 73.6 | 2 A/C SPINTAC/B10 |
| May | 19 | 19 | 0 | 81.4 | 89.7 | 1 A/C SPINTAC/B10 |

This reporting period began with a squadron safety standdown on 4 - 5 January. The maintenance department was extremely busy during this month with extensive training being conducted for our enlisted personnel. Technical teams from NWC China Lake and Hughes Aircraft Co. Tucson, AZ. conducted classes on the installation and maintenance of the Angle Rate Bombing System (ARBS). Also in January, an extensive Integrated Weapons Systems Review (IWSR) was begun. This IWSR required an Avionics sweep of all ECM gear and weapons related systems. February found the maintenance department finishing the IWSR, preparing for March's upcoming MCCRES and supporting an Air Combat Training Instructor (ACTI) buildup and special weapons buildup. The MCCRES in March was an unqualified success. The maintenance department achieved 69 of 70 scheduled sorties and launched 8 sorties over the required 32 sorties on surge day. April began with a highly successful predeployment maintenance A&M inspection which began on the 4th and was successfully completed on the 6th of April. April continued with the maintenance department preparing for our WESTPAC deployment. All squadron aircraft were profiled and all shops were inventoried, inspected and embarked by the first week in May. We departed MAG-13 with our aircraft on 10 May.

Logistics/Supply

During this period, the logistics department updated and mobilized the standard embarkation management system. Over 120 new embark boxes were received, painted, documented and brought into service. Twenty four tons of squadron equipment and supplies were inventoried, documented and certified safe for MAC transport in preparation for this squadron's WESTPAC deployment in May. This was followed by a 3dMAW embarkation inspection on 22 April 1983 resulting in the unusually high grade of "EXCELLENT".

CIVIC ACTION

For the Navy Relief Drive this reporting period, the "TOMCATS" achieved 101% of their goal. The squadron donated \$4029.00 by selling squadron tee-shirts, patches, pictures and baked goods. VMA-311 started an OMBUDSMAN Program consisting of selected wives who would be the liason between the "TOMCATS" in WESTPAC and the wives back home. Through briefings and informal get-togethers with this squadron's "Skipper", Staff Officers and their wives, the officer's and enlisted OMBUDSMAN wives assumed the responsibilities of helping with problems at home. The particulars of this unique program were briefed to the Commandant of the Marine Corps, General BARROW, in May, and received his hearty endorsement.

PART II

NARRATIVE SUMMARY

During January, the "TOMCATS" started off the new year on the right foot with a thorough safety standdown on January 4 - 5. Four pilots were selected to begin syllabus training towards their Air Combat Training Instructor (ACTI) Qualification. Five of the "TOMCAT" aircraft received the first full system Angle Rate Bombing System (ARBS). Technical teams from NWC China Lake and Hughes aircraft Co. Tucson, AZ. conducted extensive training with our maintenance personnel on the installation and maintenance of the ARBS. Also, pilots received extensive briefings and training flights on these aircraft. January closed with this squadron flying 285 sorties for 502.0 flight hours.

February brought an increase in the tempo of operations as this squadron underwent extensive ground training and intensive flight operations in preparations for the March MCCRES. The four selected ACTI trainees received their qualifications and were designated Air Combat Training Instructors. The squadron trained and designated one pilot, who completed the required training flights for his combat-capable MOS 7500. February closed with a total of 303 sorties and 513.7 flight hours.

March started off with a MCCRES. During the MCCRES, the "TOMCATS" completed 69 out of 70 scheduled missions and flew 8 sorties over the required 32 sorties on surge day. The "TOMCATS" received an overall grade of 90%, had an average CRP increase of 2.47% per pilot, and one pilot received his special weapons MOS 7592. Additionally in March, one pilot received his combat-ready MOS 7501, one pilot received his combat-capable MOS 7500, and one pilot achieved his low altitude tactics training qualification. A PFT, conducted at the end of March, resulted in zero failures. March ended with the squadron flying 339 sorties and 560.9 hours.

April found the "TOMCATS" preparing for the WESTPAC Deployment in earnest. Three squadron pilots attained their combat-capable MOS 7500, four pilots received their combat-ready MOS 7501, two new section leads were selected, one new division lead was selected, three pilots received their low altitude tactical training qualification, one pilot received his low altitude tactical training instructor rating and one pilot was designated a post-maintenance check pilot. The squadron received six more full system ARBS aircraft and all aircraft underwent an airframes change requiring the removal and replacement of structurally stronger aileron hinges. On 19 April, one pilot fired a live shrike missile at Naval Weapons Center China Lake, CA, with excellent results. April closed with the squadron qualifying all pilots on the airforce KC-135 air-refueling tanker aircraft. This was done in preparation for May's WESTPAC deployment. April ended with the squadron flying 292 sorties and 529.3 flight hours.

During May, the squadron successfully profiled all aircraft in preparation for the flyaway to WESTPAC on 10 May. On 10 May, VMA-311 "TOMCATS" launched from MCAS El Toro, CA and detached from MAG-13 with our first stop MCAS Kaneohe Bay, Hawaii. Our final destination and new home with MAG-12 will be Kadena AFB Okinawa, Japan. As an historical note, the "TOMCATS" will spend the summer on Kadena AFB, Okinawa vice MCAS Iwakuni due to runway repair on MCAS Iwakuni.

As the "TOMCATS" deployed to WESTPAC, one pilot was sent to MCAS Yuma, AZ. to be trained as a Weapons and Tactics Instructor (WTI). He is scheduled to rejoin the squadron in mid-June.

In summary, VMA-311 flew 1,679 sorties for 3,085.2 accident-free hours during this reporting period. This resulted in the "TOMCATS" surpassing 15,000 hours without an accident. Additionally, the "TOMCATS" became the first squadron in Marine Corps history to test and receive The State-Of-The-Art Angle Rate Bombing System. The squadron received the first twelve such aircraft during this reporting period, and continues to develop the potential of this system through continuous pilot training and technical training with our "TOMCAT" maintenance personnel. Topping off this reporting period, 100% of this squadron qualified with the rifle and pistol. Finally, all officers and men arrived safely in WESTPAC.

PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

4 January 1983 Squadron Safety Standdown

Jan-April 1983 VMA-311 received the first fully operational ARBS aircraft in the United States Marine Corps fleet.

Feb-April 1983 Successful MCCRES completed. The following Airframes changes were effected: AFC 632-removal and replacement of aileron hinges in all squadron aircraft, AFC 633-removal of AJB-3A and replacement with AJB-3B all-attitude instrument, AFC 634-removal and replacement of VSCF generators and finally, in response to power plants bulletin 200, engine inlet guide vanes were inspected and color coded.

7-11 March 1983 MCCRES Results were Excellent.

10 March 1983 Comfort Level IV-Strike into Twenty-nine Palms. VMA-311 flew close air support in support of this exercise.

30 March 1983 P.F.T. - Zero failures.

4 April 1983 Predeployment Maintenance A&M.

19 April 1983 Live shrike missile firing from VMA-311 aircraft NWC China Lake, CA.

22 April 1983 3d MAW WESTPAC Embarkation Inspection. A grade of "EXCELLENT" was received.

30 April 1983 Advance Party Departs MCAS El Toro, CA for Kadena AFB Okinawa, Japan.

9 May 1983 Advance Maintenance Party Departs MCAS El Toro, CA.

9 May 1983 WTI Participant 9 May - 10 June, 1983.

10-12 May 1983 Squadron Aircraft Flyaway from MCAS El Toro CA for WESTPAC deployment (See Part IV).

12 May 1983 Trail Maintenance Departs MCAS El Toro CA for WESTPAC Deployment.

16 May 1983 Squadron Aircraft in place at Kadena AFB Okinawa, Japan.

17 May 1983 Main Body Departs MCAS El Toro, CA for WESTPAC Deployment.

PART IV

SUPPORTING DOCUMENTS

ENCL: (1) VMA-311 TRANSPAC OPORDER
(OPERATION KEY LANCE-09)

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Copy of copies
VMA-311, MAG-13, 3rd MAW
MCAS EL TORO, CA. 92709

Operations Order 1-83 (Operation Key Lance-09)

Ref: (a) CG, FMFPAC 150353Z APR 83
(b) CG, FMFPAC 270311Z MAY 82
(b) NWPT-7

Time Zone T (Z+7)

1. Situation

a. Enemy Forces. None

b. Friendly Forces

(1) Third Marine Aircraft Wing

(a) Will provide one cargo configured KC-130 aircraft for transport of trail maintenance personnel.

(b) Will provide maintenance/supply pack up for the operation in accordance with reference (a).

(c) Will coordinate with the U.S. Airforce for KC-135 aircraft as necessary to fulfill aerial refueling requirements.

(d) Will designate Marine Transpac Coordination Officer in accordance with reference (a).

(e) Will coordinate with U.S. Navy for one C-9 aircraft as necessary to fulfill advance maintenance requirements.

(2) First Marine Aircraft Wing will receive Marine Attack Squadron 311 at NAF Kadena, Japan in accordance with reference (a).

c. Attachment and Detachments. None.

2. Mission. Marine Attack Squadron 311 will deploy to NAF Kadena, Japan as directed by reference (a) during the period 10 May to 17 May 1983 in order to conduct flight operations in support of the First Marine Aircraft Wing.

3. Execution

a. General. Marine Attack Squadron 311 will deploy to NAF Kadena, Japan in five increments during May 1983.

b. Advance Party

(1) Will relocate to NAF Kadena via commercial aircraft departing MCAS Los Angeles International on or about 30 April 1983.

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(2) Make necessary arrangements for the arrival of the remainder of Marine Attack Squadron 311.

c. Main body

(1) Personnel and equipment will proceed via MAC (SAAM) aircraft to NAF Kadena on or about 14 May 1983.

(2) Arrive at NAF Kadena on or about 15 May 1983.

d. Advance Maintenance Party

(1) Proceed to MCAS Kaneohe Bay, Hawaii on or about 10 May 1983 and to subsequent RON bases in advance of the Transpac element aboard KC-130 aircraft coordinated by the Third Marine Aircraft Wing.

(2) Prepare for and receive the Transpac element as it arrives.

e. Transpac Element

(1) Proceed on or about 10 May 1983 to pilot the Transpac aircraft from MCAS El Toro to NAF Kadena as outlined in Annex A.

(2) Arrive at NAF Kadena on or about 16 May 1983.

f. Follow-up Maintenance Party

(1) Provide maintenance at MCAS El Toro until the departure of all Transpac aircraft.

(2) Proceed to MCAS Kaneohe Hawaii aboard KC-130 aircraft provided by the Third Marine Aircraft Wing on or about 11 May 1983 and to subsequent RON bases to provide follow on maintenance support for Transpac aircraft.

g. Coordinating Instructions

(1) Movement Control Officer (MCO) for the Transpac will be LtCol WHITE. All external coordination required will be conducted through the MCO, Third Marine Aircraft Wing, autovon 997-2511.

(2) Upon arrival of the Transpac Element at NAF Kadena, Marine Attack Squadron 311 will chop (OPCON) to Commanding General, First Marine Aircraft Wing.

4. Administration and Logistics

a. Administration. See Annex B (Administration Annex).

b. Logistics. See Annex C (Logistics Annex).

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5. Command and Communications

a. Command Post

(1) With the lead serial of the Transpac Element.

(2) Marine Attack Squadron 311 (forward) at NAF Kadena on or about 1 May 1983.

b. Communications

(1) The pre-deployment report will be submitted in accordance with reference (b).

(2) Situation reports will be released by the MCO in accordance with reference (a).



M. D. SMITH
Lieutenant Colonel, U.S. Marine Corps
Commanding

Annexes: A. Air Operations Annex
B. Administration Annex
C. Logistics Annex
D. Maintenance Annex
E. Distribution

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Copy ___ of ___ copies
VMA-311, MAG-13, 3rd MAW
MCAS EL TORO, CA., 92709

Annex A (Air Operations) to Operation Order 1-83 (Operation Key Lance 09)

Time Zone: T (Z+7)

1. Situation. Refer to Operations Order.

2. Mission. Refer to Operations Order.

3. Execution

a. General. Marine Attack Squadron 311 (Transpac Element) will depart MCAS El Toro on or about 10 May 1983 and will arrive at NAF Kadena on or about 16 May 1983 with enroute stops at MCAS Kaneohe, Wake Island AflD, and NAS Agana. The composition of the Transpac Element is delineated in Appendix 1 of this Annex.

b. Marine Attack Squadron 311

(1) On or about 3 May 1983 Marine Attack Squadron 311 will cease normal flight operations and begin preparations for profile flights on Squadron aircraft. All efforts from this date on will be directed toward Transpac related operations.

(2) Transpac mission briefing will be conducted at a time and place to be announced.

c. Coordinating Instructions

(1) Aircraft will be assigned in accordance with Appendix 1 of this Annex.

(2) Search and Rescue (SAR) and Duckbutt services will be coordinated by the MCO.

4. Administration and Logistics. See Annex B and C.

5. Command and Signal. Frequency, bingo, and flight information cards will be distributed at the Transpac mission briefing.



M. D. SMITH
Lieutenant Colonel, U.S. Marine Corps
Commanding

Appendixes: 1. Serial Composition
2. Itinerary
3. Safety

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Appendix 1 (Serial Composition) to Annex A (Air Operations) to Operation Order 1-83 (Operation Key Lance 09)

Time Zone: T (Z+7)

PILOT ASSIGNMENTS

| | | HI | WAKE | GUAM | KADENA |
|-------|------------------|-----------------|-----------------|-----------------|-----------------|
| LTCOL | SMITH, M.D. | F-1 | F-1 | F-1 | F-1 |
| MAJ | CARSTENS, T.R. | F-3 | F-3 | F-3 | F-3 |
| MAJ | DUDLEY, R.V. | F-2 | F-2 | F-2 | F-2 |
| MAJ | HAFEN, M.R. | F-4 | F-4 | F-4 | F-4 |
| CAPT | LINDEN, D.E. | F-1 | F-1 | F-1 | F-1 |
| CAPT | DIETRICH, R.F. | F-3 | F-3 | F-3 | F-3 |
| CAPT | GHIGNA, R.W. | F-2 | F-2 | F-2 | F-2 |
| CAPT | JARSTAD, D.A. | F- 2 | F- 2 | F- 2 | F- 2 |
| CAPT | HARMON, H.M. | F-1 | F-1 | F-1 | F-1 |
| CAPT | SPEIGHT, S.L. | F-1 | F-1 | F-1 | F-1 |
| CAPT | KEANE, R.M. | F-2 | F-2 | F-2 | F-2 |
| CAPT | ACKERMAN, R.F. | F- 3 | F-3 | F- 3 | F- 3 |
| CAPT | MENTLEY, M.E. | N-4 | C-9 | F-2 | F-2 |
| 1/LT | DOERNER, L.P. | F-3 | F-3 | N-3 | N-4 |
| 1/LT | BOLIN, M.G. | F-4 | F-4 | F-4 | F-4 |
| 1/LT | ROBERTS, G.I. | F-1 | N-4 | N-4 | F-3 |
| 1/LT | LAMBETH, M.D. | F-2 | F-2 | C-9 | F-1 |
| 1/LT | FLORES, E.F. | F-1 | N-1 | N-1 | F-1 |
| 1/LT | STEVENSON, G.A. | N-1 | F-1 | F-1 | N-1 |
| 1/LT | SULLIVAN, M.P. | N-2 | F-2 | F-2 | N-2 |
| 1/LT | ROSE, A.C. | F-3 | N-3 | N-3 | F-3 |
| 1/LT | BLACKBURN, M. H. | N-3 | F-3 | F-3 | N-3 |
| 1/LT | JONES, | C-130 | F-1 | F-1 | C-9 |
| 1/LT | GRIFFEN, W.W. | F-2 | N-2 | N-2 | F-2 |

NOTE: Captain ACKERMAN, 1/LT DOERNER will be back up pilots on 10 MAY 1983.
 Captain RICHARDSON and 1/LT JONES will be back up pilots on 11 MAY 1983.

KEY = F-1 FLYING FIRST CELL
 N-2 NATOPS 2ND CELL
 C-9 RIDING C-130
 C-130 RIDING C-130

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Appendix 2 (Itinerary) to Annex A (Air Operations) to Operation Order 1-83
(Operation Key Lance 09)

Time Zone: T (Z+7)

1. The following itinerary will be followed by Marine Attack Squadron 311
(Flight Echelon).

a. MCAS El Toro to MCAS Kaneohe Bay

| LINE NBR | LABEL LAT LONG | T O M V | LEG DIST | GS | LEG TIME | USE1 REM1 | USE6 REM6 | FLOW LOAD/DV |
|-------------|--------------------------------------|------------|-------------|-----|-------------|--------------|--------------|-------------------|
| 1. | EL TORO (GOLD3) 3340N 11744W | | | | | 11500 | 11500 | X |
| 2. | START,TAXI,TAKEOFF 3340N 11744W | | | | | 600 10900 | 600 10900 | |
| 3. | S. CATALINA SX051 3323N 11825W | 243 M14 | 38 38 | 374 | 08 0006 | 799 10101 | 799 10101 | 7732 X |
| 4. | LEVELOFF POINT FL260 3322N 11827W | 277 M14 | 2 40 | 313 | 00 0006 | 51 10050 | 51 10050 | 6245 X |
| 5. | MALTT 3229N 11935W | 277 M14 | 78 118 | 385 | 12 0018 | 651 9399 | 651 9399 | 3228 X |
| 6. | ROSIN 3157N 12016W | 277 M14 | 47 165 | 385 | 07 0025 | 385 0914 | 385 0914 | 3164 X |
| 7. | FICKY 3135N 12122W | 248 M14 | 60 225 | 376 | 10 0035 | 498 8516 | 498 8516 | 3145 X |
| 8. | DESCEND 3127N 12202W | 257 M14 | 35 260 | 374 | 06 0041 | 288 8228 | 288 8228 | 3086 X |
| 9. | LEVELOFF FL260 3126N 12207W | 256 M14 | 04 264 | 304 | 01 0042 | 20 8208 | 20 8208 | 1714 X |
| 10. | FOOTS 3108N 12333W | 256 M14 | 76 340 | 304 | 15 0057 | 650 7558 | 650 7558 | 2600 X |
| 11. | ARCP 3102N 12400W | 255 M14 | 24 364 | 304 | 05 0102 | 204 7354 | 204 7354 | 2604 X |
| 12. | START AAR 01 3056N 12428W | 255 M14 | 25 389 | 303 | 05 0107 | 212 7142 | 212 7142 | 2596 X |
| 13. | NO.1 ABORT,OFF,3 ON 3046N 12513W | 255 M14 | 40 509 | 303 | 08 0115 | 335 11000 | 335 6807 | 2544 4523 X |

| | | | | | | | | | |
|--|---------------------|-----|-----|-----|------|-------|-------|------|---|
| 14. | NO.2 ABORT,OFF,3 ON | 225 | 40 | 303 | 08 | 369 | 330 | 2803 | |
| | 3035N 12558W | M14 | 469 | | 0123 | 10631 | 6477 | 4523 | X |
| 15. | NO.3 ABORT,OFF,4 ON | 254 | 40 | 303 | 08 | 368 | 324 | 2795 | |
| | 3025N 12643W | M14 | 509 | | 0131 | 10263 | 6153 | 4847 | X |
| 16. | FONZA | 254 | 31 | 303 | 06 | 279 | 248 | 2744 | |
| | 3016N 12718W | M14 | 540 | | 0137 | 9984 | 5905 | | X |
| 17. | NO.4 ABORT,OFF,5 ON | 253 | 09 | 312 | 02 | 78 | 69 | 2753 | |
| | 3013N 12728W | M14 | 549 | | 0139 | 9906 | 5836 | 5164 | X |
| 18. | NO.5 ABORT,OFF,6 ON | 253 | 41 | 312 | 08 | 355 | 315 | 2731 | |
| | 3002N 12813W | M14 | 590 | | 0147 | 9551 | 5521 | 5479 | X |
| 19. | NO.6 ABORT,OFF,7 ON | 253 | 41 | 312 | 08 | 348 | 314 | 2677 | |
| | 2950N 12859W | M14 | 631 | | 0155 | 9203 | 11000 | 5793 | X |
| * * * * * AVERAGE ONLOAD FOR AAR 1 * * * * * | | | | | | | | 5000 | |
| 20. | LEVELOFF FL260 | 253 | 05 | 312 | 01 | 100 | 100 | 6000 | |
| | 2949N 12904W | M14 | 636 | | 0156 | 9103 | 10900 | | X |
| 21. | ARCP | 253 | 133 | 382 | 21 | 1080 | 1135 | 3274 | |
| | 2908N 13130W | M14 | 769 | | 0217 | 8023 | 9765 | | X |
| 22. | START AAR 02 | 251 | 25 | 381 | 04 | 201 | 210 | 3231 | |
| | 2900N 31157W | M13 | 794 | | 0221 | 7822 | 9555 | | X |
| 23. | NO.1 ABORT,OFF,2 ON | 251 | 31 | 381 | 05 | 241 | 257 | 3213 | |
| | 2851N 13231W | M13 | 825 | | 0226 | 11333 | 9298 | 3419 | X |
| 24. | FEARS | 251 | 14 | 311 | 03 | 126 | 221 | 2800 | |
| | 2846N 13246W | M13 | 839 | | 0229 | 10874 | 9177 | | X |
| 25. | NO.2 ABORT,OFF,3 ON | 251 | 17 | 308 | 03 | 154 | 148 | 2800 | |
| | 2840N 13304W | M13 | 856 | | 0232 | 10720 | 9029 | 3342 | X |
| 26. | NO.3 ABORT,OFF,4 ON | 250 | 30 | 308 | 06 | 271 | 255 | 2772 | |
| | 2831N 13337W | M13 | 886 | | 0238 | 10449 | 8774 | 3250 | X |
| 27. | NO.4 ABORT,OFF,5 ON | 250 | 30 | 308 | 06 | 268 | 253 | 2772 | |
| | 2821N 13409W | M13 | 916 | | 0244 | 10181 | 8521 | 3162 | X |
| 28. | NO.5 ABORT,OFF,6 ON | 250 | 30 | 308 | 06 | 265 | 253 | 2741 | |
| | 2811N 13441W | M13 | 946 | | 0250 | 9916 | 8268 | 3069 | X |
| 29. | NO.6 ABORT,OFF | 250 | 30 | 308 | 06 | 265 | 252 | 2741 | |
| | 2800N 13513W | M13 | 976 | | 0256 | 9651 | 11000 | 2984 | X |
| * * * * * AVERAGE ONLOAD FOR AAR 2 * * * * * | | | | | | | | 3204 | X |

| | | | | | | | | | |
|--|---------------------|-----|------|-----|------|-------|-------|------|------|
| 30. | ARCP | 249 | 2 | 308 | 00 | 14 | 14 | 2800 | |
| | 2800N 13515W | M13 | 978 | | 0256 | 9337 | 10986 | | X |
| 31. | START AAR 03 | 249 | 25 | 326 | 05 | 206 | 215 | 2804 | |
| | 2751N 13542W | M13 | 1003 | | 0301 | 9431 | 10771 | | X |
| 32. | NO.1 ABORT,OFF,2 ON | 249 | 33 | 326 | 06 | 268 | 280 | 2800 | |
| | 2740N 13617W | M13 | 1036 | | 0307 | 11000 | 10491 | 1837 | X |
| 33. | NO.2 ABORT,OFF,3 ON | 249 | 33 | 326 | 06 | 280 | 278 | 2800 | |
| | 2728N 13651W | M13 | 1069 | | 0313 | 10720 | 10213 | 1837 | X |
| 34. | NO.3 ABORT,OFF,4 ON | 249 | 33 | 326 | 06 | 280 | 274 | 2800 | |
| | 2716N 13726W | M13 | 1102 | | 0319 | 10440 | 9939 | 1846 | X |
| 35. | NO.4 ABORT,OFF,5 ON | 248 | 33 | 326 | 06 | 277 | 274 | 2770 | |
| | 2704N 13801W | M13 | 1135 | | 0325 | 10163 | 9665 | 1855 | X |
| 36. | FESTO | 248 | 3 | 326 | 01 | 23 | 23 | 2760 | |
| | 2704N 13804W | M13 | 1178 | | 0326 | 10140 | 9642 | | X |
| 37. | NO.5 ABORT,OFF,6 ON | 248 | 30 | 324 | 06 | 251 | 246 | 2738 | |
| | 2652N 13835W | M13 | 1168 | | 0332 | 9889 | 9396 | 1864 | X |
| 38. | NO.6 ABORT,OFF | 248 | 32 | 324 | 06 | 269 | 264 | 2736 | |
| | 2640N 13909W | M13 | 1200 | | 0338 | 96260 | 11000 | 1868 | X |
| * * * * * AVERAGE ONLOAD FOR AAR 3 * * * * * | | | | | | | | | 1851 |
| 39. | LEVELOFF FL260 | 248 | 5 | 324 | 01 | 100 | 100 | 6000 | |
| | 2638N 13194W | M13 | 1205 | | 0339 | 9520 | 10900 | | X |
| 40. | FADER | 248 | 233 | 394 | 35 | 1840 | 1911 | 3239 | |
| | 2508N 141312W | M13 | 1438 | | 0414 | 7680 | 8989 | | X |
| 41. | DESCEND | 246 | 195 | 404 | 29 | 1430 | 1486 | 3085 | |
| | 2348N 14627W | M12 | 1633 | | 0443 | 6250 | 7503 | | X |
| 42. | LEVELOFF FL260 | 245 | 4 | 334 | 01 | 20 | 20 | 1714 | |
| | 2348N 14631W | M11 | 1637 | | 0444 | 6230 | 7483 | | X |
| 43. | FABRY ARCP | 245 | 100 | 334 | 18 | 725 | 765 | 2564 | |
| | 2308N 14810W | M11 | 1737 | | 0502 | 5505 | 6718 | | X |
| 44. | START AAR 04 | 244 | 25 | 333 | 05 | 181 | 188 | 2507 | |
| | 2252N 14834W | M11 | 1762 | | 0507 | 5324 | 6530 | | X |
| 45. | NO.1 ABORT,OFF,2 ON | 244 | 33 | 333 | 06 | 237 | 244 | 2481 | |
| | 2238N 14907W | M11 | 1795 | | 0513 | 6751 | 6286 | 1664 | X |
| 46. | NO.2 ABORT,OFF,3 ON | 244 | 33 | 333 | 06 | 246 | 240 | 2502 | |
| | 2223N 14939W | M11 | 1828 | | 0519 | 6505 | 6046 | 1414 | X |

| | | | | | | | | |
|--|----------------------|-----|------|-----|------|-------|-------|------|
| 47. | NO.3 ABORT,OFF,4 ON | 243 | 33 | 333 | 06 | 240 | 238 | 2441 |
| | 2209N 15011W | M11 | 1816 | | 0525 | 6262 | 5806 | 1167 |
| | | | | | | | | X |
| 48. | NO.4 ABORT,OFF,5 ON | 243 | 33 | 333 | 06 | 240 | 238 | 2441 |
| | 2154N 15043W | M11 | 1894 | | 0531 | 6022 | 5568 | 925 |
| | | | | | | | | X |
| 49. | FANTO FIR | 243 | 23 | 333 | 04 | 167 | 165 | 2444 |
| | 2144N 15105W | M10 | 1917 | | 0535 | 5855 | 5403 | |
| | | | | | | | | X |
| 50. | NO.5 ABORT,OFF,6 ON | 243 | 10 | 334 | 02 | 69 | 69 | 2435 |
| | 2139N 15115W | M10 | 1927 | | 0537 | 5786 | 5334 | 685 |
| | | | | | | | | X |
| 51. | NO.6 ABORT,OFF | 243 | 33 | 334 | 06 | 237 | 237 | 2410 |
| | 2125N 15146W | M10 | 1960 | | 0543 | 5549 | 5549 | 452 |
| | | | | | | | | X |
| * * * * * AVERAGE ONLOAD FOR ARR 4 * * * * * | | | | | | | | 1051 |
| | | | | | | | | X |
| 52. | LEVELOFF FL260 | 242 | 5 | 334 | 01 | 100 | 100 | 6000 |
| | 2422N 15151W | M10 | 1965 | | 0544 | 5449 | 5449 | |
| | | | | | | | | X |
| 53. | FITES AD17 | 242 | 72 | 404 | 11 | 480 | 480 | 2717 |
| | 2049N 15300W | M10 | 2037 | | 0555 | 4969 | 4969 | |
| | | | | | | | | X |
| 54. | UPP 70 UPGLU | 257 | 164 | 401 | 25 | 1101 | 1101 | 2696 |
| | 2012N 15551W | M10 | 2001 | | 0620 | 3868 | 3868 | |
| | | | | | | | | X |
| 55. | LN124 LANAI | 298 | 71 | 405 | 11 | 466 | 466 | 2663 |
| | 2046N 15658W | M10 | 2272 | | 0631 | 3402 | 3402 | |
| | | | | | | | | X |
| 56. | MKK108 MOLOKAI | 333 | 25 | 418 | 04 | 153 | 153 | 2623 |
| | 2108N 15710W | M10 | 2297 | | 0635 | 3249 | 3249 | |
| | | | | | | | | X |
| 57. | KANEOHE | 299 | 39 | 407 | 06 | 249 | 249 | 2621 |
| | 2117N 15746W | M10 | 2336 | | 0641 | 3000 | 3000 | |
| | | | | | | | | X |
| * * * * * X * * * * * | | | | | | | | |
| 1. | KANEHOE | | | | | | | |
| | 2127N 15746W | | | | | 11500 | 11500 | |
| | | | | | | | | X |
| 2. | START,TAXI,TAKEOFF | | | | | 600 | 600 | |
| | 2127N 15746W | | | | | 10900 | 10900 | |
| | | | | | | | | X |
| 3. | GROVE | 345 | 11 | 385 | 02 | 221 | 221 | 7800 |
| | 2138N 15802W | M10 | 11 | | 0002 | 10679 | 10679 | |
| | | | | | | | | X |
| 4. | HNL100 HONOLULU | 213 | 21 | 383 | 03 | 425 | 425 | 7727 |
| | 2120N 15802W | M10 | 32 | | 0005 | 10254 | 10254 | |
| | | | | | | | | X |
| 5. | LEVELOFF POINT FL260 | 268 | 10 | 352 | 02 | 204 | 204 | 7243 |
| | 2120N 15818W | M10 | 42 | | 0007 | 10050 | 10050 | |
| | | | | | | | | X |
| 6. | SEIZE-ARCP | 269 | 160 | 402 | 24 | 1267 | 1267 | 3194 |
| | 2116N 16104W | M10 | 202 | | 0031 | 8783 | 8783 | |

| | | | | | | | | |
|--|-----|------|-----|------|-------|-------|------|---|
| 7. DESCEND | 272 | 23 | 402 | 03 | 179 | 179 | 3159 | |
| 2117N 16129W | M10 | 225 | | 0034 | 8604 | 8604 | | X |
| 8. LEVELOFF FL260 | 272 | 4 | 332 | 01 | 20 | 20 | 1714 | |
| 2117N 16133W | M10 | 229 | | 0035 | 8584 | 8584 | | X |
| 9. ARCP | 272 | 100 | 332 | 18 | 782 | 782 | 2607 | |
| 2120N 16320W | M10 | 329 | | 0053 | 7802 | 0792 | | X |
| 10. START AAR 01 | 271 | 25 | 332 | 05 | 195 | 195 | 2600 | |
| 2120N 16247W | M10 | 354 | | 0058 | 7607 | 7607 | | X |
| 11. NO.1 ABORT,OFF,2 ON | 271 | 33 | 332 | 06 | 255 | 255 | 2593 | |
| 2121N 16422W | M10 | 387 | | 0104 | 11000 | 7352 | 3648 | X |
| 12. NO.2 ABORT,OFF,3 ON | 270 | 33 | 332 | 06 | 257 | 256 | 2797 | |
| 2121N 16458W | M10 | 420 | | 0110 | 10725 | 7096 | 3904 | X |
| 13. CK PT | 270 | 2 | 332 | 00 | 14 | 13 | 2800 | |
| 2121N 16500W | M10 | 422 | | 0110 | 10711 | 7083 | | X |
| 14. NO.3 ABORT,OFF,4 ON | 270 | 42 | 334 | 08 | 350 | 316 | 2800 | |
| 2122N 16545W | M10 | 464 | | 0118 | 10361 | 6767 | 4233 | X |
| 15. NO.4 ABORT,OFF,5 ON | 270 | 44 | 334 | 08 | 362 | 330 | 2745 | |
| 2122N 16632W | M10 | 508 | | 0126 | 9999 | 6437 | 4563 | X |
| 16. NO.5 ABORT,OFF,6 ON | 270 | 44 | 334 | 08 | 361 | 323 | 2742 | |
| 2122N 16720W | M10 | 552 | | 0134 | 9638 | 6114 | 4886 | X |
| 17. NO.6 ABORT,OFF | 269 | 44 | 334 | 08 | 353 | 322 | 2681 | |
| 2122N 16807W | M10 | 596 | | 0142 | 9285 | 11000 | 5208 | X |
| * * * * * AVERAGE ONLOAD FOR AAR 1 * * * * * | | | | | | | 4407 | X |
| 18. LEVELOFF FL260 | 269 | 5 | 334 | 01 | 100 | 100 | 6000 | |
| 2122N 16812W | M10 | 601 | | 0143 | 9185 | 10900 | | X |
| 19. RONIE | 269 | 100 | 404 | 15 | 774 | 812 | 3292 | |
| 2120N 17000W | M10 | 701 | | 0158 | 8411 | 10088 | | X |
| 20. DESCEND | 268 | 176 | 404 | 26 | 1324 | 1388 | 3191 | |
| 2115N 17309W | M10 | 877 | | 0224 | 7087 | 8700 | | X |
| 21. LEVELOFF FL260 | 267 | 4 | 334 | 01 | 20 | 20 | 1741 | |
| 1214N 17313W | M10 | 881 | | 0225 | 7067 | 8610 | | X |
| 22. CK PT ARCP | 267 | 100 | 334 | 18 | 748 | 778 | 2608 | |
| 2110N 17500W | M10 | 981 | | 0243 | 6319 | 7902 | | X |
| 23. START AAR 02 | 267 | 25 | 339 | 04 | 179 | 191 | 2605 | |
| 2109N 17527W | M 9 | 1006 | | 0247 | 6140 | 7711 | | X |

| | | | | | | | | |
|--|----------------------|-----|------|-----|------|-------|-------|------|
| 24. | NO.1 ABORT,OFF,2 ON | 266 | 33 | 339 | 06 | 236 | 251 | 2597 |
| | 2107N 17602W | M 9 | 1039 | | 0253 | 9949 | 7460 | 4045 |
| | | | | | | | | X |
| 25. | NO.2 ABORT,OFF,3 ON | 266 | 33 | 339 | 06 | 265 | 251 | 2741 |
| | 2105N 17637W | M 9 | 72 | | 0259 | 9684 | 7209 | 3782 |
| | | | | | | | | X |
| 26. | NO.3 ABORT,OFF,4 ON | 266 | 33 | 339 | 06 | 260 | 250 | 2690 |
| | 2103N 17713W | M 9 | 1105 | | 0305 | 9424 | 6959 | 3447 |
| | | | | | | | | X |
| 27. | NO.4 ABORT,OFF,5 ON | 266 | 33 | 339 | 06 | 259 | 242 | 2679 |
| | 2101N 17748W | M 9 | 1138 | | 0311 | 9165 | 6717 | 3102 |
| | | | | | | | | X |
| 28. | NO.5 ABORT,OFF,6 ON | 266 | 33 | 339 | 06 | 257 | 242 | 2659 |
| | 2059N 17823W | M 9 | 1171 | | 0317 | 8908 | 6475 | 2759 |
| | | | | | | | | X |
| 29. | NO.6 ABORT,OFF | 265 | 33 | 339 | 06 | 253 | 239 | 2617 |
| | 2056N 17859W | M 9 | 1204 | | 0323 | 8655 | 8655 | 2419 |
| | | | | | | | | X |
| * * * * * AVERAGE ONLOAD FOR AAR 2 * * * * * | | | | | | | | |
| | | | | | | | | 3259 |
| | | | | | | | | X |
| 30. | LEVELOFF FL260 | 265 | 5 | 339 | 01 | 100 | 100 | 6000 |
| | 2056N 17904W | M 9 | 1209 | | 0324 | 8555 | 8555 | |
| | | | | | | | | X |
| 31. | FRATT | 265 | 53 | 409 | 08 | 395 | 395 | 3078 |
| | 2052N 18000E | M 9 | 1262 | | 0332 | 8160 | 8160 | |
| | | | | | | | | X |
| 32. | RPTPT | 265 | 282 | 409 | 41 | 2052 | 2052 | 2981 |
| | 2024N 17500E | M 9 | 1544 | | 0413 | 6108 | 6108 | |
| | | | | | | | | X |
| 33. | SELY | 263 | 284 | 416 | 41 | 1872 | 1872 | 2746 |
| | 1948N 17000E | M 8 | 1828 | | 0454 | 4236 | 4326 | |
| | | | | | | | | X |
| 34. | WAKE | 261 | 193 | 415 | 28 | 1236 | 1236 | 2658 |
| | 1917N 16638E | M 8 | 2021 | | 0522 | 3000 | 3000 | |
| | | | | | | | | X |
| * * * * * | | | | | | | | |
| 1. | WAKE | | | | | 11500 | 11500 | |
| | 1918N 16636E | | | | | | | X |
| 2. | START, TAXI, TAKEOFF | | | | | 600 | 600 | |
| | 1918N 16636E | | | | | 10900 | 10900 | |
| | | | | | | | | X |
| 3. | LEVELOFF POINT FL260 | 256 | 41 | 341 | 07 | 850 | 850 | 7623 |
| | 1909N 16554E | M 5 | 41 | | 3007 | 10050 | 10050 | |
| | | | | | | | | X |
| 4. | CHECK PT | 257 | 157 | 409 | 23 | 1225 | 1225 | 3196 |
| | 1835N 16311E | M 5 | 198 | | 0030 | 8825 | 8825 | |
| | | | | | | | | X |
| 5. | DESCEND | 256 | 53 | 424 | 08 | 391 | 391 | 3128 |
| | 1823N 16217E | M 4 | 251 | | 0038 | 8434 | 8434 | |
| | | | | | | | | X |

| | | | | | | | |
|--|-----|------|-----|------|------|------|------|
| 6. LEVELOFF FL260 | 256 | 4 | 354 | 01 | 20 | 20 | 1714 |
| 1822N 16218E | M 4 | 255 | | 0039 | 8414 | 8414 | |
| | | | | | | | X |
| 7. ARCP | 256 | 100 | 354 | 17 | 733 | 733 | 2602 |
| 1758N 16030E | M 4 | 355 | | 0056 | 7681 | 7681 | |
| | | | | | | | X |
| 8. START AAR 01 | 256 | 25 | 354 | 04 | 182 | 182 | 2600 |
| 1752N 16008E | M 4 | 380 | | 0100 | 7499 | 7499 | |
| | | | | | | | X |
| 9. MACAN | 255 | 4 | 354 | 01 | 26 | 26 | 2600 |
| 1751N 16000E | M 4 | 284 | | 0101 | 7473 | 7473 | |
| | | | | | | | X |
| 10. NO.1 ABORT,OFF,2 On | 255 | 31 | 352 | 05 | 225 | 225 | 2596 |
| 1746N 15928E | M 4 | 415 | | 0106 | 9045 | 7248 | 1797 |
| | | | | | | | X |
| 11. NO.2 ABORT,OFF,3 ON | 255 | 35 | 352 | 06 | 259 | 255 | 2634 |
| 1735N 15853E | M 3 | 450 | | 0112 | 7886 | 6993 | 1793 |
| | | | | | | | X |
| 12. NO.3 ABORT,OFF,4 ON | 255 | 35 | 342 | 06 | 257 | 246 | 2614 |
| 1726N 15817E | M 3 | 485 | | 0118 | 8529 | 6747 | 1782 |
| | | | | | | | X |
| 13. NO.4 ABORT,OFF,5 ON | 255 | 35 | 352 | 06 | 257 | 246 | 2614 |
| 1717N 15742E | M 3 | 520 | | 0124 | 8272 | 6501 | 1771 |
| | | | | | | | X |
| 14. NO.5 ABORT,OFF,6 ON | 255 | 35 | 352 | 06 | 256 | 243 | 2603 |
| 1708N 15706E | M 3 | 555 | | 0130 | 8016 | 6258 | 1758 |
| | | | | | | | X |
| 15. NO.6 ABORT,OFF | 255 | 35 | 352 | 06 | 255 | 240 | 2593 |
| 1659N 15631E | M 3 | 590 | | 0136 | 7761 | 7761 | 1743 |
| | | | | | | | X |
| * * * * * AVERAGE ONLOAD FOR AAR 1 * * * * * | | | | | | | 1774 |
| | | | | | | | X |
| 16. LEVEL OFF | 254 | 5 | 352 | 01 | 100 | 100 | 6000 |
| 1658N 15626E | M 3 | 595 | | 0137 | 7661 | 7661 | |
| | | | | | | | X |
| 17. CHECK PT | 254 | 87 | 422 | 12 | 617 | 617 | 3010 |
| 1635N 15458E | M 3 | 682 | | 0149 | 7044 | 7044 | |
| | | | | | | | X |
| 18. OLADE | 254 | 298 | 421 | 42 | 2010 | 2010 | 2844 |
| 1511N 15000E | M 2 | 980 | | 0231 | 5034 | 5034 | |
| | | | | | | | X |
| 19. STINE | 252 | 144 | 420 | 21 | 923 | 923 | 2701 |
| 1428N 14738E | M 1 | 1124 | | 0252 | 4111 | 4111 | |
| | | | | | | | X |
| 20. HOPPY | 249 | 80 | 419 | 11 | 511 | 511 | 2689 |
| 1400N 14628E | M 1 | 1204 | | 0303 | 3600 | 3600 | |
| | | | | | | | X |
| 21. AGANA | 251 | 96 | 418 | 14 | 600 | 600 | 2628 |
| 1329N 14448E | M 1 | 1300 | | 0317 | 3000 | 3000 | |
| | | | | | | | X |

| | | | | | | | | | |
|--|---------------------|-----|-----|-----|------|-------|-------|------|------|
| 1. | AGANA | | | | | 11500 | 11500 | | X |
| | 1329N 14448E | | | | | | | | |
| 2. | START,TAXI,TAKEOFF | | | | | 600 | 600 | | |
| | 1329N 14448E | | | | | 10900 | 10900 | | X |
| 3. | LEVELOFF PT FL260 | 309 | 41 | 364 | 07 | 850 | 850 | 7623 | |
| | 1355N 14416E | M 1 | 41 | | 0007 | 10050 | 10050 | | X |
| 4. | CARRE | 309 | 61 | 430 | 09 | 458 | 458 | 3233 | |
| | 1434N 14327E | P 0 | 102 | | 0016 | 9592 | 9592 | | X |
| 5. | CAHOE | 311 | 80 | 427 | 11 | 594 | 594 | 3182 | |
| | 1527N 1425E | P 0 | 183 | | 0028 | 8998 | 8998 | | X |
| 6. | DESCEND | 308 | 7 | 426 | 01 | 48 | 48 | 3200 | |
| | 1531N 14219E | P 0 | 189 | | 0028 | 8950 | 8959 | | X |
| 7. | LEVELOFF FL260 | 308 | 4 | 361 | 01 | 20 | 20 | 1714 | |
| | 1534N 14216E | P 0 | 193 | | 0029 | 8930 | 8930 | | X |
| 8. | ARCP | 308 | 100 | 361 | 17 | 723 | 723 | 2613 | |
| | 1636N 14035E | P 0 | 293 | | 0046 | 8207 | 8207 | | X |
| 9. | START AAR 01 | 309 | 25 | 360 | 04 | 178 | 178 | 2605 | |
| | 1652N 14035E | P 0 | 318 | | 0050 | 8029 | 8029 | | X |
| 10. | NO.1 ABORT,OFF,2 ON | 309 | 35 | 360 | 06 | 251 | 251 | 2597 | |
| | 1714N 14006E | P 0 | 353 | | 0056 | 9157 | 7778 | 3179 | X |
| 11. | KUCOO | 309 | 8 | 360 | 01 | 58 | 57 | 2677 | |
| | 1719N 14000E | P 0 | 361 | | 0057 | 9099 | 7721 | | X |
| 12. | NO.2 ABORT,OFF,3 ON | 308 | 27 | 353 | 05 | 199 | 195 | 2653 | |
| | 1736N 13938E | P 0 | 388 | | 0102 | 8900 | 7526 | 1374 | X |
| 13. | NO.3 ABORT,OFF,4 ON | 308 | 35 | 353 | 06 | 257 | 256 | 2614 | |
| | 1757N 13909E | P 0 | 423 | | 0108 | 8643 | 7270 | 1373 | X |
| 14. | NO.4 ABORT,OFF,5 ON | 308 | 35 | 353 | 06 | 257 | 255 | 2614 | |
| | 1819N 13840E | P 0 | 458 | | 0114 | 8386 | 7015 | 1371 | X |
| 15. | NO.5 ABORT,OFF,6 ON | 308 | 35 | 353 | 06 | 256 | 247 | 2603 | |
| | 1841N 13811E | P 0 | 493 | | 0120 | 8130 | 6768 | 1362 | X |
| 16. | NO.6 ABORT,OFF | 307 | 35 | 353 | 06 | 255 | 247 | 2593 | |
| | 1902N 13742E | P 0 | 528 | | 0126 | 7875 | 7875 | 1354 | X |
| * * * * * AVERAGE ONLOAD FOR AAR 1 * * * * * | | | | | | | | | 1369 |
| 17. | LEVELOFF FL260 | 307 | 5 | 353 | 01 | 100 | 100 | 6000 | |
| | 1905N 13738E | P 0 | 533 | | 0127 | 7775 | 7775 | | X |

| | | | | | | | | |
|-----|------------------|-----|------|-----|------|------|------|------|
| 18. | | 307 | 9 | 418 | 01 | 60 | 60 | 3000 |
| | 1911N 13710E | P 0 | 542 | | 0128 | 7715 | 7715 | |
| | | | | | | | | X |
| 19. | KEITH/FIR NAHA | 307 | 181 | 415 | 26 | 1295 | 1295 | 2977 |
| | 2100N 13457E | P 0 | 723 | | 0154 | 6420 | 6420 | |
| | | | | | | | | X |
| 20. | KALOK/JAPAN ADIZ | 306 | 203 | 407 | 30 | 1396 | 1396 | 2801 |
| | 2300N 13200E | P 2 | 926 | | 0224 | 5024 | 5024 | |
| | | | | | | | | X |
| 21. | AVLAS | 312 | 133 | 407 | 20 | 882 | 882 | 2700 |
| | 2429N 13012E | P 2 | 1059 | | 0244 | 4142 | 4142 | |
| | | | | | | | | X |
| 22. | KADENA | 310 | 173 | 402 | 26 | 1142 | 1142 | 2656 |
| | 2621N 12746E | P 3 | 1232 | | 0310 | 3000 | 3000 | |
| | | | | | | | | X |

| | | | | | | | | | |
|--|---------------------|-----|------|-----|------|-------|-------|------|------|
| 30. | ARCP | 249 | 2 | 308 | 00 | 14 | 14 | 2800 | |
| | 2800N 13515W | M13 | 978 | | 0256 | 9337 | 10986 | | X |
| 31. | START AAR 03 | 249 | 25 | 326 | 05 | 206 | 215 | 2804 | |
| | 2751N 13542W | M13 | 1003 | | 0301 | 9431 | 10771 | | X |
| 32. | NO.1 ABORT,OFF,2 ON | 249 | 33 | 326 | 06 | 268 | 280 | 2800 | |
| | 2740N 13617W | M13 | 1036 | | 0307 | 11000 | 10491 | 1837 | X |
| 33. | NO.2 ABORT,OFF,3 ON | 249 | 33 | 326 | 06 | 280 | 278 | 2800 | |
| | 2728N 13651W | M13 | 1069 | | 0313 | 10720 | 10213 | 1837 | X |
| 34. | NO.3 ABORT,OFF,4 ON | 249 | 33 | 326 | 06 | 280 | 274 | 2800 | |
| | 2716N 13726W | M13 | 1102 | | 0319 | 10440 | 9939 | 1846 | X |
| 35. | NO.4 ABORT,OFF,5 ON | 248 | 33 | 326 | 06 | 277 | 274 | 2770 | |
| | 2704N 13801W | M13 | 1135 | | 0325 | 10163 | 9665 | 1855 | X |
| 36. | FESTO | 248 | 3 | 326 | 01 | 23 | 23 | 2760 | |
| | 2704N 13804W | M13 | 1178 | | 0326 | 10140 | 9642 | | X |
| 37. | NO.5 ABORT,OFF,6 ON | 248 | 30 | 324 | 06 | 251 | 246 | 2738 | |
| | 2652N 13835W | M13 | 1168 | | 0332 | 9889 | 9396 | 1864 | X |
| 38. | NO.6 ABORT,OFF | 248 | 32 | 324 | 06 | 269 | 264 | 2736 | |
| | 2640N 13909W | M13 | 1200 | | 0338 | 96260 | 11000 | 1868 | X |
| * * * * * AVERAGE ONLOAD FOR AAR 3 * * * * * | | | | | | | | | 1851 |
| 39. | LEVELOFF FL260 | 248 | 5 | 324 | 01 | 100 | 100 | 6000 | |
| | 2638N 13194W | M13 | 1205 | | 0339 | 9520 | 10900 | | X |
| 40. | FADER | 248 | 233 | 394 | 35 | 1840 | 1911 | 3239 | |
| | 2508N 141312W | M13 | 1438 | | 0414 | 7680 | 8989 | | X |
| 41. | DESCEND | 246 | 195 | 404 | 29 | 1430 | 1486 | 3085 | |
| | 2348N 14627W | M12 | 1633 | | 0443 | 6250 | 7503 | | X |
| 42. | LEVELOFF FL260 | 245 | 4 | 334 | 01 | 20 | 20 | 1714 | |
| | 2348N 14631W | M11 | 1637 | | 0444 | 6230 | 7483 | | X |
| 43. | FABRY ARCP | 245 | 100 | 334 | 18 | 725 | 765 | 2564 | |
| | 2308N 14810W | M11 | 1737 | | 0502 | 5505 | 6718 | | X |
| 44. | START AAR 04 | 244 | 25 | 333 | 05 | 181 | 188 | 2507 | |
| | 2252N 14834W | M11 | 1762 | | 0507 | 5324 | 6530 | | X |
| 45. | NO.1 ABORT,OFF,2 ON | 244 | 33 | 333 | 06 | 237 | 244 | 2481 | |
| | 2238N 14907W | M11 | 1795 | | 0513 | 6751 | 6286 | 1664 | X |
| 46. | NO.2 ABORT,OFF,3 ON | 244 | 33 | 333 | 06 | 246 | 240 | 2502 | |
| | 2223N 14939W | M11 | 1828 | | 0519 | 6505 | 6046 | 1414 | X |

UNCLASSIFIED

Appendix 3 (Safety) to Annex A (Air Operations) to Operations Order 1-83
(Operation Key Lance 09)

A. General

The ultimate mission of this Squadron's Safety effort is to maximize combat readiness by minimizing personnel and equipment losses due to preventable mishaps. "Readiness through Safety" should describe quite simply the philosophy behind this effort. Among the Squadron's tactical pilots and maintenance personnel, a professional attitude must prevail.

B. Commanders Safety Policy

The primary purpose of this command's safety program is to support operational readiness. Each individual shall be responsible in ensuring that his or her part toward maintaining an operationally safe environment is strictly adhered to. The success of this command's mission is directly dependent upon the safe conduct of it's members. Any deviation which results in an attitude or action that could be conceived as less than professional, will adversely affect the success of this command's mission. During the conduct of training exercises, safety is paramount and should be considered to override any training requirement. Quite simply, this Squadron's arena of operational training will change. We have had time to become comfortable operating at our home based environment. It's time to raise our safety awareness levels! Not only are we deploying to a new site to train, we will also encounter changing weather conditions which will require a concerted effort on the part of all personnel to properly consider all contingencies that may occur.

C. Planning Considerations

(1) All flights will be conducted in accordance with OPNAVINST. 3710.7K, NATOPS Procedures and Squadron SOP.

(2) Special consideration will be given to all phases of aircraft operations regarding aircraft performance, abort contingencies, bingo fuel considerations, pilot survival equipment, and ground operations.

(3) Preflight briefings for flight operations will include a thorough coverage of airfield facilities status. Items to be briefed will include but not be limited to the following:

- a) Arresting gear availability
- b) Divert fields
- c) Current weather and forecasted terminal weather at ETA
- d) SAR availability/delay
- e) Airfield lighting
- f) Airfield standard operating procedures

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Annex B (Administrative Annex) to Operation Order 1-83 (Operation Key Lance 09).

Ref: (a) NTP-4

Time Zone: T (Z+7)

1. Unit strength. Marine Attack Squadron 311 will deploy with 34 officers and 188 enlisted (including IMA augmentees).

2. Internal Control. Routine administrative functions will be conducted by the Marine Attack Squadron 311 Main Party at MCAS El Toro until their departure on or about 14 May 1983. Routine administrative functions will resume at NAF Kadena upon arrival of the Main Party on or about 16 May 1983. Administrative questions will be directed to Sgt Major GRANT for the advance party; SSgt BALLARD for the main body; Cpl HUGHES for advance maintenance and Sgt BOWIE for trail maintenance.

3. Discipline

a. The Commanding Officer will retain Special Court Martial authority.

b. All existing regulations pertaining to discipline, law and order will remain in effect.

c. Standards of dress and personal appearance expected of Marines will be strictly enforced.

4. Enroute medical requirements will be handled by Lt BULLOCK, who will be located with the advance maintenance party.

5. Morale and Personal Services

a. Leave and Liberty

(1) Leave will be granted for a maximum of 15 days during the deployment.

(2) Leave will be granted at the discretion of the Commanding Officer.

6. Pay. The MCAS El Toro Disbursing Office will continue to support the squadron until the main party departs. Checks for the main body, the Transpac Element, and the Advance/Follow up maintenance Parties will be picked up prior to departure of the main body and distributed on 15 May 1983. The Advance Party will be served by the MCAS El Toro Disbursing Office.

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d. Postal

(1) Postal services will be limited to outgoing mail only during the enroute portion of the operation.

(2) Following the Transpac operation the mailing address for personnel in Marine Attack Squadron 311 will be:

LCPL IMA TOMCAT 123 45 6789
VMA-311, SHOP, 1ST MAW
FPO, San Francisco, CA. 96603

6. Customs. All personnel can expect an inspection of personal gear by U.S. Customs upon arrival at the first U.S. Port of Entry. Contraband items not to be taken aboard an aircraft or otherwise transported to U.S. territory are drugs, alcohol, pornography, weapons, live ammunition, and unauthorized government property.

7. Reports. The communications shift will be conducted in accordance with the reference.



M. D. SMITH
Lieutenant Colonel, U.S. Marine Corps
Commanding

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Annex C (Logistics Annex) to Operation Order 1-83 (Operation Key Lance 09)

Time Zone: T (Z+7)

1. Organization

a. General. Marine Attack Squadron 311 will embark in five (5) elements.

(1) Advance Party

(2) Advance Maintenance Element

(3) Transpac Element

(4) Trail Maintenance

(5) Main Body

2. Materials to be Embarked

a. Organic Equipment. Marine Attack Squadron 311 will deploy with it's Table of Basic Allowance (TBA), Individual Material Readiness List (IMRL), and office supplies for approximately two (2) weeks. Marine Corps Property (MCP) equipment, Table of Equipment (TIE) H&MS and Plant Account items will remain at MCAS El Toro.

b. Supplies. A supply packup shall be provided by MAG-13 and maintained by the Squadron Supply Officer.

c. Preparation. Each Department Head/Officer in Charge is responsible for ensuring all mountout containers are properly maintained, marked and packed with the necessary items.

d. Movement. Each shop NCOIC shall be responsible for palletizing, binding and movement to staging of his department/shops equipment in accordance with Appendix 1 to Annex C. For assistance contact the Logistics department.

3. Personnel

a. Uniform

1. Advance party. The advance party shall wear the Summer Service "A" uniform.

2. Advance and Trail Maintenance Elements. These elements shall wear utilities.

3. Main Body. The main body shall wear utilities.

b. Baggage. All personnel will be authorized a total of 100 pounds of

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Appendix 1 (Staging and Movement Schedule) to Annex C (Logistics Annex) to Operation Order 1-83.

Time Zone: T (Z+7)

1. 30 April 1983. Movement of Advance party. The advance party personnel shall report to Los Angeles International Airport no later than 1925 on 30 April via contract aircraft to NAF Kadena.
2. 9 May 1983. No later than 1630 this date the Advance Maintenance element shall have their supplies and equipment packed and staged. Total weight of passengers and cargo of this element is limited to 5000 pounds. The staging area will be designated at a future time.
3. 10 May 1983. The Advance Maintenance element will depart via KC-130 aircraft approximately one (1) hour prior to the first cell of A-4M aircraft. Also on this date the Trail Maintenance shall have it's equipment packed and staged no later than 1630. The total weight of passengers and cargo is limited to 5,000 pounds. The staging area will be designated at a future time.
4. 11 May 1983. The Trail Maintenance element will depart via KC-130 approximately one (1) hour after the last cell of A-4M aircraft.
5. 12 May 1983. Main Body packup and palletize cargo.
6. 13 May 1983. No later than 1600 this date the Main Body will have all cargo weighed and staged for embarkation.
7. 14 May 1983. On or about this date the Main Body shall depart via C-141B and Global 707 for NAF Kadena.

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personal baggage. Baggage shall be staged in accordance with appendix 1 to Annex C.

4. Embarkation

a. Working Parties. The department/shop designated embarkation NCO's shall constitute the work parties for each of the following elements:

1. Advance Maintenance
2. Trail Maintenance
3. Main Body

b. Staging Areas. Staging areas shall be announced at a later date.

5. Miscellaneous

a. Cargo Manifest. The Embarkation Section will prepare all necessary cargo manifests for each of the aircraft provided.

b. Passenger Manifests. Passenger manifests will be completed by the Administrative department.

c. Classified Material. Classified material will be embarked on the cargo aircraft of the main body. A courier will be designated and accompany this material.



M. D. SMITH
Lieutenant Colonel, U.S. Marine Corps
Commanding

Appendixes: 1. Staging and Movement Schedule
2. Personnel Movement

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Appendix 2 (Personnel Manifests) to Annex C (Logistics Annex) to Operation Order 1-83

Time Zone: T (Z+7)

1. All personnel will embark in the following groups.

a. Advance Party

| <u>NAME</u> | <u>RANK</u> | <u>SSN</u> |
|---------------|-------------|------------|
| SWEENEY, H.D. | CAPT | |
| CONNOR, J.K. | CAPT | |
| CROUCH, D.L. | WO1 | |
| KRAFT, R.L. | 1/LT | |
| GRANT, B.H. | SGTMAJ | |
| PARROTT, L.E. | MSGT | |
| GORSCH, J.E. | GYSGT | |
| STEEL, G.D. | CPL | |
| ARANGO, G.M. | CPL | |

b. Advance Maintenance

| | |
|--------------------|------|
| JONES, D.T. | 1/LT |
| FEATHERSTONE, P.G. | WO1 |
| LOUDERBACK, A.M. | SSGT |
| WIEDNER, B.M. | SSGT |
| WEST, L.A. | SSGT |
| COBB, S.O. | SGT |
| CARRASCO, S.M. | SGT |
| AUSTIN, P.M. | CPL |
| CURRIER, S.A. | CPL |
| BAILEY, W.L. | CPL |
| BROWN, E.C. | LCPL |

c. Trail Maintenance

| | |
|-----------------|-------|
| BULLOCK, S.S. | LT |
| ARNOLD, S.M. | WO1 |
| ATKINSON, | MSGT |
| GILREATH, J.L. | GYSGT |
| LASSWELL, G.R. | GYSGT |
| MILLIGAN, S.L. | SSGT |
| CHAFFIN, G.L. | SSGT |
| EPPERSON, G.L. | SSGT |
| HENSON, M. A. | SGT |
| WARD, R.D. | SGT |
| MCCULLOCH, M.D. | SGT |
| PERRY, D.R. | SGT |
| JOHNSON, S.E. | SGT |
| BOWIE, D. | SGT |
| TRAUB, M. E. | SGT |
| PARK, G.J. | CPL |

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| | |
|---------------|------|
| SIMPSON, W.S. | CPL |
| SANCHEZ, A. | CPL |
| LLOYD, B.L. | LCPL |
| BROOKS, K.F. | LCPL |

d. Main Body

| | |
|-------------------|-------|
| HELZER, T.L. | MSGT |
| QUINN, J.J. | MSGT |
| GILMORE, L.E. | GYSGT |
| DIXON, M.T. | GYSGT |
| NORMAN, D.R. | GYSGT |
| BALLARD, A. | SSGT |
| BRESLIN, S.J. | SSGT |
| CLANTON, W.J. | SSGT |
| DAUGHTON, E.N. | SSGT |
| LAZO, F.J. | SSGT |
| ODAM, R.M. | SSGT |
| KLOPPENBORG, N.T. | SSGT |
| TIJERINA, J.S. | SSGT |
| WOOTTON, S.K. | SSGT |
| BALLMAN, M.D. | SGT |
| CORBIN, G.D. | SGT |
| DAFFNER, W.W. | SGT |
| DAVIS, W.L. | SGT |
| FERRELL, T.L. | SGT |
| HEATLEY, J.M. | SGT |
| HENSON, M.A. | SGT |
| HIGGINS, J.M. | SGT |
| LARSON, C.J. | SGT |
| LOPEZ, M.R. | SGT |
| MACERI, J.V. | SGT |
| MCCULLOCH, L.D. | SGT |
| MCKEE, P.J. | SGT |
| MEDRANO, J.M. | SGT |
| NEWMAN, K.J. | SGT |
| OLAH, W.M. | SGT |
| PARKER, B.J. | SGT |
| PINA, A.L. | SGT |
| REYES, A.M. | SGT |
| RAMOS, R.L. | SGT |
| ROBERTS, J.W. | SGT |
| ROBINSON, D.K. | SGT |
| ROSSI, A.M. | SGT |
| SEALY, K.D. | SGT |
| SHACKELFORD, K.A. | SGT |
| SOANE, V.P. | SGT |
| WHITE, W.A. | SGT |
| KLASE, II C.V. | SGT |
| ALCANTARA, C. | CPL |
| BASS, R.H. | CPL |
| BROWN, W.D. | CPL |
| CARPENTER, D.J. | CPL |

| | |
|--------------------|------|
| CLARK, M.B. | CPL |
| CLINE, W.L. | CPL |
| CONNOR, M.L. | CPL |
| FILES, R. | CPL |
| FINLEY, J.W. | CPL |
| FOUNTAIN, B.K. | CPL |
| GUIFANG, L.D. | CPL |
| GREGOR, P.S. | CPL |
| HALVORSON, M. | CPL |
| HARRIOTT, K.L. | CPL |
| HIBBARD, T.G. | CPL |
| HUGHES, W.D. | CPL |
| JOHNSON, C.O. | CPL |
| JONES, J.R. | CPL |
| KING, S.L. | CPL |
| LAYTON, K.M. | CPL |
| LEFEBRVE, K.R. | CPL |
| LITTLE, C.G. | CPL |
| MARSH, S. B. | CPL |
| MCLEAN, C.M. | CPL |
| NELSON, J.R. | CPL |
| PACE, R.D. | CPL |
| POND, T.L. | CPL |
| PUPKIEWICZ, P.J. | CPL |
| RICE, D.S. | CPL |
| RODRIGUEZ, M.D. | CPL |
| SMITH, G.T. | CPL |
| SMITH, M.L. | CPL |
| SNYDER, D.K. | CPL |
| SORONDO, M. | CPL |
| STIMSON, T.A. | CPL |
| TRAHAN, R.W. | CPL |
| WILLIAMS, D.L. | CPL |
| WILLIAMS, S.C. | CPL |
| ARNOLD, T.H. | LCPL |
| ADAMS, T.G. | LCPL |
| BATCHELOR, S.W. | LCPL |
| BENSON, L.D. | LCPL |
| BOGGS, C.R. | LCPL |
| BOYLE, S.J. | LCPL |
| BANE, E. | LCPL |
| CAMPEAU, E.N. | LCPL |
| CREMER, W.A. | LCPL |
| DANIEL, J. | LCPL |
| DESOUSA, C.P. | LCPL |
| ESPY, J.J. | LCPL |
| FITZGERALD, S. R. | LCPL |
| FLEMMER, P.E. | LCPL |
| FLORES, M. | LCPL |
| FRAZIER, K.D. | LCPL |
| GIANNILIVIGNI, T.E | LCPL |
| GONZALES, C. | LCPL |
| GUNDERSON, J.M. | LCPL |

| | |
|--------------------|------|
| CARTWRIGHT, T.E. | CPL |
| CLARK, M.B. | CPL |
| CLINE, W.L. | CPL |
| CONNOR, M.L. | CPL |
| FILES, R. | CPL |
| FINLEY, J.W. | CPL |
| FOUNTAIN, B.K. | CPL |
| GUIANG, L.D. | CPL |
| GREGOR, P.S. | CPL |
| HALVORSON, M. | CPL |
| HARRIOTT, K.L. | CPL |
| HIBBARD, T.G. | CPL |
| HUGHES, W.D. | CPL |
| JOHNSON, C.O. | CPL |
| JONES, J.R. | CPL |
| KING, S.L. | CPL |
| LAYTON, K.M. | CPL |
| LEFEBRVE, K.R. | CPL |
| LITTLE, C.G. | CPL |
| MARSH, S. B. | CPL |
| MCLEAN, C.M. | CPL |
| NELSON, J.R. | CPL |
| PACE, R.D. | CPL |
| POND, T.L. | CPL |
| PUPKIEWICZ, P.J. | CPL |
| RICE, D.S. | CPL |
| RODRIGUEZ, M.D. | CPL |
| SMITH, G.T. | CPL |
| SMITH, M.L. | CPL |
| SNYDER, D.K. | CPL |
| SORONDO, M. | CPL |
| STIMSON, T.A. | CPL |
| TRAHAN, R.W. | CPL |
| WILLIAMS, D.L. | CPL |
| WILLIAMS, S.C. | CPL |
| ARNOLD, T.H. | LCPL |
| ADAMS, T.G. | LCPL |
| BATCHELOR, S.W. | LCPL |
| BENSON, L.D. | LCPL |
| BOGGS, C.R. | LCPL |
| BOYLE, S.J. | LCPL |
| BANE, E. | LCPL |
| CAMPEAU, E.N. | LCPL |
| CREMER, W.A. | LCPL |
| DANIEL, J. | LCPL |
| DESOUSA, C.P. | LCPL |
| ESPY, J.J. | LCPL |
| FITZGERALD, S. R. | LCPL |
| FLEMMER, P.E. | LCPL |
| FLORES, M. | LCPL |
| FRAZIER, K.D. | LCPL |
| GIANNILIVIGNI, T.E | LCPL |
| GONZALES, C. | LCPL |
| GUNDERSON, J.M. | LCPL |

| | |
|------------------|------|
| GUNNING, P.T. | LCPL |
| GUILFFRE, P.M. | LCPL |
| HENLEY, T.A. | LCPL |
| HERN, J.L. | LCPL |
| JENKINS, S.E. | LCPL |
| JONES, J.R. | LCPL |
| KEIM, S. K. | LCPL |
| KERR, II E.M. | LCPL |
| KOLPAK, B.W. | LCPL |
| KRIESCH, T.D. | LCPL |
| LEMMON, D.M. | LCPL |
| LOCKHART, S.R. | LCPL |
| MCCEHEAN, A.S. | LCPL |
| MICHEL, E.W. | LCPL |
| MICKELSON, M.C. | LCPL |
| MORGAN, B.D. | LCPL |
| NORTHAM, W.C. | LCPL |
| PATRICK, K.H. | LCPL |
| PEARSON, T.A. | LCPL |
| POHL, T.A. | LCPL |
| RICHARDS, D.J. | LCPL |
| SARANIERO, A.F. | LCPL |
| SEHORN, R.G. | LCPL |
| SHELLHAMER, E.S. | LCPL |
| SPICER, S.W. | LCPL |
| WALSH, W.F. | LCPL |
| WHYE, T.A. | LCPL |
| COOK, M.J. | LCPL |
| METZLER, K.C. | LCPL |
| DELEON, G. | PFC |
| ENGEL, J.F. | PFC |
| HASTINGS, | PFC |
| HUESTIS, J.L. | PFC |
| KLINE, M.D. | PFC |
| MARTINEZ, W.M. | PFC |
| RUBECK, K.J. | PFC |
| SIMS, C.T. | PFC |
| SWEENEY, M.W. | PFC |
| WILLIAMS, J.E. | PFC |
| CUMMINGS, V.D. | PVT |
| YORK, C.A. | PVT |

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Annex D (Maintenance Annex) to Operation Order 1-83 (Operation Key Lance 09).

Time Zone: T (Z+7)

1. Situation Refer to Operations Order.

2. Mission Refer to Operations Order.

3. Execution

a. General. In anticipation of the upcoming Transpac the following items will be adhered to:

(1) The flyaway of 19 A-4M aircraft from MCAS El Toro will occur on or about the 10th and 11th of May 1983.

(2) Squadron pack-up will be completed prior to the 11th of May 1983.

(3) A supply pack-up of pool and non-pool items will be drawn from supporting units, for the Transpac. The supply pack-up will be staged as directed by the embarkation officer.

(4) Maintenance Control will ensure that all scheduled maintenance, for the period of the Transpac, is performed prior to 6 May 1983.

(5) Maintenance Control will ensure sufficient components for the repair of the inflight refueling probes are included in the supply pack-up.

(6) Line Division will ensure that sufficient consumables are in the pack-up, to include tires and oil, along with chocks and chains for all aircraft.

(7) Airframes Division will ensure that 19 PRC-90's plus spares are available for the Transpac. Also, a sufficient amount of hydraulic fluids is to be included in the maintenance pack-up.

(8) Tool Room will ensure all IMRL items are embarked in a RFI condition.

2. Administrative and Logistics

a. Muster times and locations will be published at a later date.

b. During the Transpac, working hours will be promulgated by the OIC of each maintenance crew.

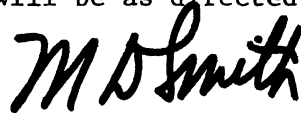
c. Tool control policies and maintenance instructions will remain in effect.

d. The maintenance pack-up will be staged as directed by the embarkation officer.

e. The working hours at Kadena A. B. will be promulgated by the maintenance officer upon arrival.

3. Command and Signal

- a. Message releasing authority will be as directed by the Commanding Officer.

A handwritten signature in black ink, appearing to read "M D Smith". The signature is written in a cursive, slightly stylized font.

M. D. SMITH
Lieutenant Colonel, U.S. Marine Corps
Commanding

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Annex E (Distribution Annex) to Operation Order 1-83 (Operation Key Lance 09)

Time Zone: T (Z+7)

1. Distribution will be accordance with the following:

| <u>DISTRIBUTION</u> | <u>NUMBER OF COPIES</u> |
|--|-------------------------|
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| CG, First Marine Aircraft Wing (Attn: G-3) | 2 |
| CG, Third Marine Aircraft Wing (Attn: G-3) | 2 |
| Marine Aircraft Group 12 (Attn: S-3) | 4 |
| Marine Aircraft Group 13 (Attn: S-3) | 4 |
| VMGR-352 (Attn: S-3) | 2 |
| VMA-223 (Attn: S-3) | 2 |
| VMA-311 | 20 |



M. D. SMITH
Lieutenant Colonel, U.S. Marine Corps
Commanding