

Posted
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IMMEDIATE ACTION

DEPARTMENT OF THE AIR FORCE
HQ Aerospace Rescue and Recovery Service (MAC)
Scott Air Force Base, Illinois 62225

CHANGE 9
ARRS REGULATION 55-1
24 July 1980

Operations

AEROSPACE RESCUE AND RECOVERY SERVICE OPERATIONS

ARRS Regulation 55-1, 3 November 1978, is changed as follows.

1. Page Insert Changes. New or revised material is indicated by an *.

Remove	Date	Insert
Al8-2 thru Al8-3	3 Nov 78	Al8-1 thru Al8-205.

2. Write-In Changes:

Page	Paragraph	Line	Action
1-11	1-42	4	Change "wing commander or higher." to "squadron commander and reported up channel during mission opening."
A5-1	1	2	Change "approval of HQ ARRS" to "wing commander approval"
Al8-1			Delete entirely (page dated 3 Nov 78)

3. Paragraph Changes:

1-49. Increased Risk Missions. An increased risk mission is defined as any mission which, in the flying unit commander or designated representative's judgment, places ARRS resources in an increased accident potential. This authority responsibility does not prohibit seeking up-channel assistance/guidance in making an increased risk determination. Once determined, increased risk missions will be reviewed and approved by the wing CC/DO (ANG Group CC/DO) prior to entering the increased risk phase of the mission. This will not degrade the operational control commander's authority to direct the mission. Rather, it will assure that maximum expertise is brought to bear on those missions that may increase the hazard to aircraft and crew. This policy will not be supplemented or altered by intermediate command levels.

a. Upon the unit commander or designated representative's decision that a mission will involve increased risk, a conference call will be initiated through ARRS Command and Control channels to all interested agencies. Participating activities should review the following mission conditions, as appropriate:

- (1) Agency requesting ARRS assistance and to what level of operational control has coordinated on use of ARRS resources.
- (2) Precedence of mission and name of competent authority which established the requirement for it.
- (3) Mission, design and series of ARRS aircraft involved.
- (4) Qualification of crew.
- (5) Anticipated type of recovery (i.e., land/water hoist, water landing, etc.).
- (6) Topography or sea conditions of objective area.
- (7) Weather for departure, enroute, objective and recovery areas. Include present and forecasted ceiling, visibility, wind, etc.
- (8) Time enroute and fuel available.
- (9) Required support (i.e., escort, inflight, refueling, flare drops, etc.).
- (10) Method for recovery of deployed pararescue personnel.
- (11) Alternate SAR forces capable of performing the mission and/or provide assistance (if applicable).

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OPR: DOVF (Capt Gary P. Jensen)

Approved by: Colonel Ryland R. Dreibelbis

Distribution: F;X (Same as Basic)

b. Upon mission approval, the tasked aircraft commander has the authority to prosecute the mission within the capability of the aircraft and crew. As the commander's representative, the aircraft commander must thoroughly evaluate all factors prior to committing his resources during an operational mission. Once the aircraft commander has decided upon a course of action through sound evaluation, that decision will be fully supported. This applies to both routine and increased risk missions.



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