

MSG ARS153

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23/CC

PAAUZYUW RHCUAR2540 0871322-0000--RHCUAR RUVMAAA RHCQBMA RUWTFBA.

ZNR 00000

P R 271320Z MAR 84

FM 23AF SCOTT AFB IL//CC//DOU

TO RUVMAAA/41RWRW MCCLELLAN AFB CA//CC//

RHCQBMA/39ARRW EGLIN AFB FL//CC//

INFO RUWTFBA/1550ATTW KIRTLAND AFB NM//CC//

BT

UNCLAS

SUBJ: ROLE OF THE PARARESCUE TECHNICIAN (PJ) IN THE 23 AF
SUSPECTED DUPLICATE

1. OVER THE PAST YEAR, A NUMBER OF ISSUES HAVE SURFACED CONCERNING
CURRENT AND FUTURE USE OF PJS IN THE 23 AF MISSIONS OF RESCUE AND
SPECIAL OPERATIONS. THE EVOLUTION OF HIS EMPLOYMENT HAS TAKEN THE
PJ AWAY FROM THE PURE ROLE OF RESCUE SPECIALIST BY ADDING A MIXTURE
OF OTHER ROLES INCLUDING, PRIMARILY, CREWMEMBER POSITIONS OF
SCANNER AND GUNNER. APPARENTLY THESE OTHER ROLES, RATHER THAN
REMAINING "ADDITIVE CAPABILITIES," HAVE TAKEN OVER THE MAJORITY OF
THE PJ TRAINING TIME TO THE DETRIMENT OF HIS PRIMARY FUNCTION. IN
AN EFFORT TO CLARIFY THE PJ ROLE, I REQUEST YOUR VIEWS ON THE
FOLLOWING QUESTIONS:

A. REFERENCE ARRSR 55-16, VOL 1, PARA 1-3. WHAT IS THE REQUIREMENT

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FOR ADDITIONAL SCANNERS ON HC-130 R-SOLL TRAINING AND ACTUAL
MISSIONS?

B. WHAT IS THE FUNCTION OF THE PJ IN THE HC-130 AND HH-53 R-SOLL
MISSIONS?

C. WHAT IS THE FUNCTION OF THE PJ IN THE RESCUE ROLE (HC-130 AND
ROTARY WING)?

2. THE PURPOSE OF THESE QUESTIONS IS NOT TO GATHER RESTATEMENTS
OF CURRENT REGULATIONS OR MANUALS BUT TO TAKE A REALISTIC LOOK AT
23 AF REQUIREMENTS FOR PJS AND PROPERLY ALIGN THEIR DUTIES AND
TRAINING.

3. REQUEST YOU COMPLETE A TIMELY REVIEW OF THIS ISSUE AND PROVIDE
ME ANSWERS BY COB, 6 APRIL 1984. SUBSEQUENT TO YOUR RESPONSE, YOU
WILL BE GIVEN AN OPPORTUNITY TO REVIEW AND COMMENT ON PROPOSED
DIRECTIVES CLARIFYING THE ROLES, MISSIONS, AND RESPONSIBILITIES OF

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THE PJ IN 23 AF.

4. POC FOR ANY QUESTIONS ON THIS MATTER IS COLONEL LANGLEY,
23 AF/DOV, AUTOVON 638-4886.

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ROUTINE

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INFO RUVMAAA/41RWRW MCCLELLAN AFB CA//CC//

RUWTFBA/1550ATTW KIRTLAND AFB NM//CC//

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UNCLAS

SUBJ: ROLE OF PJ IN 23 AF

REF: 23 AF/CC MSG 271320Z MAR 84

1. WE HAVE REVIEWED THE ISSUES IDENTIFIED IN YOUR MESSAGE AND AGREE THAT THE ABILITY OF THE PARARESCUE FORCE TO DEVOTE SUFFICIENT TIME TO PRIMARY TRAINING EVENTS MAY BE HAMPERED BY OTHER UNNECESSARY TASKS. LIMITING PARARESCUE INVOLVEMENT WITH SOME LENGTHY RSOLL TRAINING MISSIONS ALONG WITH CAREFUL SCHEDULING OF THEIR REMAINING AVAILABLE TIME SHOULD MAXIMIZE TRAINING OPPORTUNITIES. THE FOLLOWING REFLECTS OUR VIEWS ON YOUR SPECIFIC QUESTION.

A. WHAT IS THE REQUIREMENT FOR ADDITIONAL SCANNERS ON HC-130 R-SOLL TRAINING AND ACTUAL MISSIONS? RSOLL IS A TACTIC USED TO ENABLE OUR AIRBORNE FORCES TO AVOID POTENTIAL/REAL THREATS WHILE PENETRATING AREAS OF CONFLICTS TO REACH AN END OBJECTIVE AREA.

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ON AN ACTUAL MISSION, THE UNIT/MISSION COMMANDER SHOULD BE IN A POSITION TO ASSESS THE THREAT. THEN SUFFICIENT SCANNERS SHOULD BE ON BOARD TO PROVIDE MAXIMUM CAPABILITY TO SEE AND AVOID THESE ENROUTE THREATS. IN THIS SITUATION, A MINIMUM OF TWO SCANNERS AS SPECIFIED IN ARRSR 55-16 VOL I (NOT NECESSARILY PJ'S) SHOULD BE A PART OF THE CREW COMPLEMENT TO MAN AVAILABLE SCANNING STATIONS. AIRCREW PERSONNEL TASKED TO PERFORM THESE DUTIES SHOULD BE DETERMINED BY THE UNIT/MISSION COMMANDER BASED ON AVAILABLE CREW MEMBER RESOURCES AND TOTAL FLIGHT/GROUND MISSION REQUIREMENTS. DURING NORMAL TRAINING ACTIVITIES, THE CURRENT REQUIREMENT FOR TWO PARARESCUE SCANNERS SHOULD BE MODIFIED. FOR SINGLE-SHIP, LOW-LEVEL ROUTE ONLY MISSIONS, NO ADDITIONAL SCANNERS ARE NECESSARY AS THE TRAINING BENEFITS GAINED ARE MINIMAL AND WE SEE NO ADVERSE SAFETY IMPACT. AIRCREW AVAILABILITY TIME SAVED COULD BE MORE

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PRODUCTIVELY USED TO ACCOMPLISH OTHER TRAINING EVENTS. DURING AIR REFUELING OR MULTIPLE AIRCRAFT OPERATIONS, ONE SCANNER ALONG WITH THE OTHER PRIMARY CREW MEMBERS (I.E., AC/CP/NAV/FE/LM/CS) SHOULD BE THE MINIMUM CREW COMPLEMENT IN ORDER TO PROVIDE FOR ADEQUATE AIRSPACE SEPARATION. HOWEVER, THE DECISION TO ADD OTHER SCANNERS AS REQUIRED SHOULD REMAIN WITH THE UNIT/MISSION COMMANDER.

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ADDITIONALLY, THE SCANNER REQUIREMENT IS NOT AND SHOULD NOT BE LIMITED TO PARARESCUE PERSONNEL. THOSE TASKED TO PERFORM SCANNER DUTIES SHOULD BE ANY AVAILABLE CREW MEMBER WHO IS QUALIFIED IN THE AIRCRAFT AND NVG OPERATIONS.

B. WHAT IS THE FUNCTION OF THE PJ IN THE HC-130 RSOLL MISSION? AS PREVIOUSLY STATED, HC-130 RSOLL IS A TACTIC USED TO REACH THE OBJECTIVE. FURTHER, THERE IS A PERCEPTION AMONG SOME THAT THE ONLY ROLE OF THE PJ DURING RSOLL RELATED ACTIVITIES IS TO FUNCTION AS A SCANNER. THIS PERCEPTION MUST BE DISPELLED. WE BELIEVE THE PJ ROLE IS DETERMINED BY THE TASKING/REQUIREMENTS OF THE END OBJECTIVE. THEREFORE, THE PARARESCUEMEN MUST BE TRAINED TO OPERATE IN THE GROUND ENVIRONMENT ASSOCIATED WITH THE OVERALL OBJECTIVE. ALSO, IT IS OUR OPINION THAT THE PJ FUNCTION DURING HC-130 RSOLL RELATED ACTIVITIES WOULD BE NO DIFFERENT THAN THE COMBAT RESCUE MODE OF OPERATION. IF DURING AN RSOLL MISSION, THEIR MEDICAL ABILITIES OR OTHER CAPABILITIES ARE REQUIRED, RESPONSE WOULD BE MADE ACCORDING TO THE SPECIFIC SITUATION.

C. WHAT IS THE FUNCTION OF THE PJ IN THE RESCUE ROLE (HC-130 AND ROTARY WING)? THE PJ ROLE IS ADEQUATELY DEFINED IN CURRENT ARRSR 3-1(S).

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2. THE KEY TO EFFECTIVE UTILIZATION OF OUR PJ'S MUST BE THE UNIT COMMANDER. WE MUST PROVIDE HIM WITH ENOUGH FLEXIBLE GUIDANCE SO THAT HE CAN EFFECTIVELY USE HIS AIRCREW PERSONNEL BASED UPON ALL OPERATIONAL AND TRAINING REQUIREMENTS. ADDITIONALLY, WE MUST CONTINUALLY STRIVE FOR REALISTIC EXERCISES THAT TASK ALL OF OUR CREW MEMBERS IN AS MANY OF THEIR ROLES AS POSSIBLE. AN ISOLATED

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EVENT, SUCH AS AN R-SOLL LEG, WHILE PROVIDING EXCELLENT TRAINING FOR THE ENTIRE CREW, DOES NOT SUBSTANTIALLY TASK THE PJ. WE MUST CONTINUE TO BUILD OTHER EVENTS THAT WILL.

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FM 41RWRW MCCLELLAN AFB CA//CC//

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SUBJ: ROLE OF THE PARARESCUE TECHNICIAN (PJ) IN THE 23 AF

REF: YOUR 271320Z MAR 84

1. WE SHARE YOUR CONCERN IN DEFINING THE PJ ROLE IN THE RAPIDLY CHANGING 23 AF WORLD. OUR VIEWS TO YOUR QUESTIONS ARE AS FOLLOWS:
A. WHAT IS THE REQUIREMENT FOR ADDITIONAL SCANNERS ON THE HC-130 R-SOLL TRAINING AND ACTUAL MISSIONS? WE CONSIDER TWO SCANNERS IN THE FORWARD SCANNING POSITIONS ESSENTIAL IN THE C-130 R-SOLL MISSION--TRAINING OR ACTUAL. A THIRD SCANNER FOR THE REAR AREA OR AS A SUBSTITUTE FOR A FORWARD SCANNER WHEN HE IS OCCUPIED BY OTHER DUTIES--I.E., AERIAL REFUELING--IS HIGHLY DESIRABLE BUT NOT A MUST. THESE POSITIONS SHOULD BE FILLED WITH C-130 QUALIFIED PRIMARY CREW MEMBERS TRAINED IN SCANNING TECHNIQUES: NVG, THREAT ANALYSIS, AND HOT REFUELING PROCEDURES. WE DO NOT RECOMMEND USING PJS IN A FIXED PRIMARY SCANNING ROLE. WE WOULD CONSIDER USING PJS TO AUGMENT OR SUBSTITUTE IN SCANNING AND ASSOCIATED DUTIES AS THE SITUATION MAY

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DICTATE. THIS DETERMINATION IS BASED ON COMMANDER'S DISCRETION DEPENDING ON MISSION CIRCUMSTANCES. PJ TRAINING CURRENTLY ALLOWS NEEDED FLEXIBILITY TO SHIFT FROM ONE AIRCRAFT TO ANOTHER WITH NO LOSS IN CAPABILITY. WE ADVOCATE EXPANDING THE COMMUNICATION SPECIALIST'S ROLE TO INCLUDE SCANNING, NVG, THREAT ANALYSIS, AND HOT REFUELING TO MORE FULLY USE AN AVAILABLE CREW MEMBER. FURTHER, ADDITIONAL LM SLOTS FOR R-SOLL UNITS WOULD ENHANCE BACK-END CAPABILITY FOR THESE DUTIES.

B. WHAT IS THE FUNCTION OF THE PJ IN HC-130 AND HH-53 R-SOLL MISSIONS? PRIMARY PJ ROLE ON THE HC-130 IS AS A DEPLOYABLE COMBAT RESCUE SPECIALIST AS IN ANY RESCUE MISSION. HE MAY BE USED TO AUGMENT OR SUBSTITUTE FOR SCANNER DUTIES AS NEEDED OR REQUIRED BY THE UNIT AND/OR MISSION COMMANDER. PRIMARY PJ ROLE ON THE HH-53 IS AS A PRIMARY INTEGRAL CREW MEMBER BASED ON HIS GUNNERY, SCANNING, AND

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RESCUE SPECIALIST SKILLS.

C. WHAT IS THE FUNCTION OF THE PJ IN THE RESCUE ROLE? (HC-130 OR ROTARY-WING?) PJS SHOULD BE USED AS A DEPLOYABLE RESCUE SPECIALIST ON THE HC-130. BECAUSE OF HIS PRESENT TRAINING AND CAPABILITIES, HE MUST BE A PRIMARY CREW MEMBER ON ROTARY-WING AIRCRAFT.

2. WE CONSIDER THE PRIME PJ ROLE THAT OF A MEDIC AND ROTARY-WING

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CREW MEMBER. HIS TRAINING SHOULD INCLUDE: (A) METHODS OF EXIT FROM THE AIRCRAFT: PARAJUMP, HOIST, ROPE, ROPE LADDER; (B) METHODS TO REACH AND PROTECT SURVIVORS AND SELF: WEAPONRY, ESCAPE AND EVASION, SURVIVAL, SCUBA, NVG; (C) AIRCREW DUTIES: SECURITY, GUNNERY, SCANNING; (D) ANCILLARY DUTIES: HOIST RECOVERY, I.E., DRONES, SPACE HARDWARE, ETC.--HOT REFUELING. WE FEEL THAT THIS TRAINING CAN BE MET AT PRESENT. CERTAIN ADDITIONAL DUTIES (PARTICULARLY SUPPLY CUSTODIAL ACCOUNTS, I.E., MEDICAL, EQUIPMENT, PYTROTECHNICAL THAT HAVE BEEN RETURNED TO THE UNIT WITHOUT PROPER MANNING) DO PRESENT A PROBLEM AND DO AFFECT TRAINING AVAILABILITY. MANPOWER/PERSONNEL ACTIONS TO ESTABLISH AND/OR MAN THESE POSITIONS WOULD HELP IMMEASURABLY.

4. IF YOU REQUIRE FURTHER INFORMATION, PLEASE CONTACT COLONEL ACHE, 41 RWRW/DD, AV 633-6310.

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SUBJECT: ROLE OF PJ IN THE 23AF

1. THE FOLLOWING INFORMATION IS IN RESPONSE TO 23AF/CC MESSAGE 271320Z MAR 84.

A. THERE SHOULD BE AT LEAST TWO CREW MEMBERS IN THE BACK OF THE HC-130 WHO CAN PERFORM SCANNER DUTIES DURING R-SOLL TRAINING AND OPERATIONAL MISSIONS. THE PRIMARY PURPOSE WOULD BE FOR THREAT AVOIDANCE FROM MISSILES AND ENEMY AIRCRAFT FROM THE 4-8 O'CLOCK POSITION. THESE SCANNERS NEED NOT BE PARARESCUEMEN.

B. THE ROLE OF THE PARARESCUEMAN ON THE HC-130 AND HH-53 DURING R-SOLL MISSIONS IS REALLY NO DIFFERENT THAN THAT OF THE COMBAT RESCUE ROLE. IN THE HC-130, IF THE PJ IS NOT GOING TO BE USED FOR MEDICAL OR SURVIVOR/EVADER ASSISTANCE, THEN THERE IS NO NEED TO

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HAVE HIM ON BOARD THE AIRCRAFT. IN THE R-SOLL ROTARY-WING ROLE, PJ'S SHOULD BE AN INTEGRAL PART OF THE AIRCREW. JUST AS THEY SHOULD BE FOR THE COMBAT RESCUE MISSION. THE TASKS THEY PERFORM ARE VIRTUALLY THE SAME.

C. IN THE HC-130 RESCUE ROLE, PJ'S SHOULD BE USED ON MISSIONS WHERE EITHER AIR LANDING OR PARACHUTE DEPLOYMENT IS NEEDED TO EFFECT THE RECOVERY OF PERSONNEL OR EQUIPMENT. PARARESCUEMEN ARE NOT REQUIRED ON THE AIRCRAFT UNLESS A PREPLANNED MISSION REQUIRING THEIR DEPLOYMENT IS IN PROGRESS. (AN EXCEPTION TO THIS MAY BE THE DUCKBUTT OF COMBAT AIRCRAFT.) WHEN ALREADY ON BOARD FOR ACTUAL OPERATIONAL MISSION PROSECUTION, THE PJ MAY BE USED TO SUPPLEMENT OTHER SCANNERS TO ENHANCE THREAT AVOIDANCE AND CONFIRM WAY-POINT PASSAGE AND OBJECTIVE AREA ARRIVAL. A TEAM (TWO OR MORE PJ'S) MAY BE DEPLOYED TO FACILITATE SEARCH, CONTACT, AUTHENTICATION, PHYSICAL SECURITY,

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MEDICAL TREATMENT, MOVEMENT, AND EXFILTRATION PROCESSES FOR RECOVERY OF PERSONNEL AND MATERIAL. PROPER PREMISSION PLANNING WOULD ENABLE THESE PERSONNEL TO CONDUCT SURFACE RESCUE OPERATIONS IN BOTH FRIENDLY AND HOSTILE ENVIRONMENTS. IN THE ROTARY-WING ROLE, PJ'S SHOULD BE AN INTEGRAL PART OF THE AIRCREW AND BE REQUIRED TO BE ON BOARD FOR MISSION PROSECUTION. THEY SHOULD OPERATE AIRCRAFT ARMAMENT

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AND DEFENSIVE SYSTEMS, PERFORM FLIGHT FOLLOWING, WAY-POINT PASSAGE, CONFIRMATION OF OBJECTIVE AREA ARRIVAL, SCANNING DUTIES, EMERGENCY HOIST OPERATION, AND PJ INSERTION AND EXTRACTION PROCEDURES. PARARESCUEMEN ASSIGNED TO THE CREW MAY BE DEPLOYED ON MISSIONS OF "OPPORTUNITY" FOR LIMITED DISTANCES ON THE GROUND TO FACILITATE SEARCH, CONTACT, AUTHENTICATION, PHYSICAL SECURITY, MEDICAL TREATMENT, AND MOVEMENT AND EXFILTRATION PROCESSES FOR RECOVERY OF PERSONNEL AND MATERIAL. WITH PROPER PREMISSION PLANNING, PJ TEAMS (TWO OR MORE PEOPLE) MAY BE INSERTED TO CONDUCT SURFACE RESCUE OPERATIONS. BECAUSE OF THE TIME THE PJ'S MAY HAVE TO REMAIN ON THE GROUND TO PROSECUTE THE MISSION, THE AIRCRAFT MUST BE PREPARED TO HAVE NO PJ'S ON BOARD DURING THE RETURN TO BASE.

2. OTHER COMMENTS:

A. IT IS EVIDENT THAT DUE TO THEIR UNIQUE CAPABILITIES, PJ'S EASILY INTERFACE WITH OTHER SPECIAL OPERATIONS (SO) AND UNCONVENTIONAL WARFARE (UW) UNITS. IT APPEARS THAT THE PJ'S MEDICAL CAPABILITY, COMBINED WITH HIS VERSATILITY IN THE AIR AND ON THE GROUND IN A TACTICAL ENVIRONMENT, MAKES HIM A "SPECIAL OPERATOR" IN HIS OWN RIGHT. THE COMBINING OF THE SPECIAL OPERATIONS AND RESCUE MISSIONS LED TO THE REALIZATION THAT WE HAVE A "SPECIAL BREED OF CAT" WHO IS

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ALREADY TAILOR-MADE TO COMPLEMENT THE REQUIREMENTS OF THESE OTHER SO/UW UNITS. AS WE HAVE SEEN, OTHER ORGANIZATIONS ARE BEGINNING TO REQUEST PJ UTILIZATION WITH GREATER FREQUENCY. ONE REASON IS TO CURE SHORTFALLS IN THEIR SO/UW UNIT OR TEAM CAPABILITIES (I.E., ASSIGNED TO PROVIDE ORGANIC MEDICAL CAPABILITIES), WHILE AT OTHER TIMES HIGHER HEADQUARTERS DIRECTS MISSIONS WITH TEAMS TOTALLY MADE UP OF

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PJ'S INVOLVING NOT ONLY AIR DEPLOYMENT BUT, MORE SIGNIFICANTLY, EXTENDED GROUND OPERATIONS OPERATING INDEPENDENTLY OF 23AF AIR ASSETS. THIS LATTER EXAMPLE OF UTILIZATION IS PROBABLY DESIGNED TO OVERCOME A LIMITATION IN OVERALL DOD MISSION CAPABILITIES, BUT CAN BE DANGEROUS BECAUSE IT LEADS TO THE QUESTION, "WHY DO WE NEED 23AF AIRCRAFT FOR THIS MISSION? LET'S USE OTHER AIR ASSETS FOR INFILTRATION."

B. WHILE THERE IS A LOT TO BE GAINED BY UTILIZATION OF THE PJ'S IN THESE SPECIAL MISSION ROLES, THE PARARESCUE AIRCREW AFSC MUST BE PRESERVED. AIRCREW STATUS PROVIDES STABILITY IN AUTHORIZED MANNING (AGAINST AIRFRAMES), AS WELL AS GIVING 23AF UNIQUE CAPABILITIES WHICH WILL HELP KEEP OUR RESCUE MISSION ALIVE AND WELL. IF ADDITIONAL PJ AUTHORIZATIONS ARE NEEDED TO SUPPORT THE DUAL (AIR AND GROUND) ROLE, WE SHOULD TRY TO DO IT BY INCREASING AUTHORIZED CREW RATIOS. BLOCK

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MANNING OR INDEPENDENT PJ ORGANIZATIONS FOR THE GROUND ROLE IS NOT A GOOD IDEA BECAUSE IT COULD EVENTUALLY EVOLVE INTO NONCREWMEMBER STATUS, LEAVING US WITH A GROUND-ORIENTED PJ FORCE NO DIFFERENT THAN COMBAT CONTROL, SPECIAL FORCES, SEALS, ETC.

C. WE MUST BECOME INNOVATIVE IN OUR MANAGEMENT OF THE PJ CAREER FIELD TO ALLOW FULL USE OF THEIR SKILLS BEFORE THE LAWS OF "SUPPLY AND DEMAND," AND OTHER CUSTOMERS WITH HIGH PRIORITY MISSIONS, DICTATE TO US HOW THEY WILL BE USED. THERE IS NO DOUBT THAT WE ARE ON THE THRESHOLD OF SIGNIFICANT ENHANCEMENT OF OUR COMBAT RESCUE CAPABILITIES. FOR EXAMPLE: HAHO, HALO, AND ULTRALOW PARACHUTING; FAST ROPE, RAPPELLING, AND ROPE LADDERS; AND EXTENDED GROUND OPERATIONS ALL HAVE DEFINITE TACTICAL APPLICATION IN THE 23AF SPECIAL OPERATIONS/RESCUE MISSION. SELECT UNIT PJ'S SHOULD GAIN THESE SKILLS ASAP. AT THE SAME TIME WE MUST LOOK AT HOW WE (THE 23AF) CAN BEST SUPPORT THESE CONCEPTS UTILIZING 23AF AIRFRAMES. TRADITIONAL METHODS MAY NOT WORK, BUT THAT DOES NOT MAKE THE REQUIREMENT TO PERFORM CERTAIN SPECIAL MISSIONS ANY LESS.

D. PJ'S, WITH RARE EXCEPTIONS, SHOULD REMAIN TIED TO 23AF AIRCRAFT FOR INFILTRATION/EXFILTRATION. FURTHERMORE, THEIR SURFACE OPERATIONS SHOULD NOT BECOME SUSTAINED IN DURATION BUT SHOULD BE LIMITED

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TO LIGHTLY ARMED GROUND OPERATIONS IN SUPPORT OF A RESCUE OR LIMITED OBJECTIVE WITHOUT EXTENSIVE LOGISTIC SUPPORT OR RESUPPLY.

E. IN ULTIMATELY DEFINING THE ROLES AND MISSIONS OF THE PJ, ONE SHOULD NOT DIFFERENTIATE BETWEEN THE ROLES OF AIR FORCE SPECIAL OPERATIONS AND COMBAT RESCUE. THE TACTICS, SKILLS AND AIRCRAFT REQUIRED TO MAKE A PICK-UP BEHIND ENEMY LINES ARE THE SAME, REGARDLESS OF WHAT "PATCH" YOU ARE WEARING.

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