

THE CARGO COURIER

123rd Airlift Wing, Kentucky Air National Guard, Louisville, Ky.

Vol. XXVII, No. 5 • May 19, 2012

Wing supports Cope South in Bangladesh

Kentucky Airmen share knowledge and tactics during 6-day exercise

By 1st Lt. Cammie Quinn
Cope South Public Affairs Officer

KURMITOLA AIR BASE, Bangladesh — A loadmaster from the Kentucky Air National Guard shared his knowledge of heavy-equipment airdrop procedures with a group of more than 20 Bangladesh Air Force Airmen here April 22.

Tech. Sgt. Joshua Shelby was one of more than 65 U.S. troops who participated in Cope South 2012, a bilateral tactical airlift exercise conducted with the Bangladesh and U.S. Air Forces from April 21 to 26. Participants worked side-by-side throughout the exercise to enhance readiness, cultivate common bonds and foster goodwill between members of both air forces.

Approximately 25 of the participants were Airmen from the Kentucky Air Guard, while the rest of the American Forces came from the Georgia Air National Guard and Yokota, Kadena and Misawa Air Bases in Japan.

The Guardsmen deployed with two C-130H aircraft, while the Bangladesh Air Force contributed one AN-32 transport.

Cope South participants exchanged airlift, air-land and airdrop delivery techniques, according to Maj. Matt Quenichet, Cope South mission commander for the Kentucky Air National Guard. They also developed and expanded combined airlift capabilities with the Bangladesh Air Force.

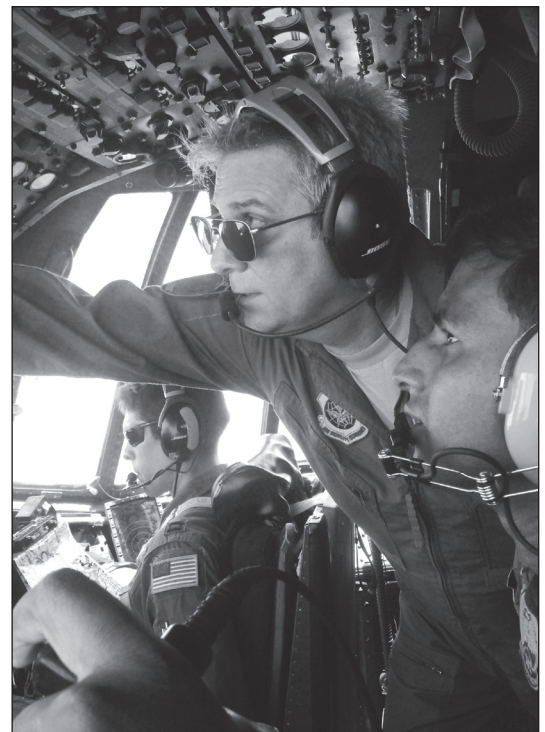
Shelby shared the effect of air speed, altitude and wind speeds on parachutes after deployment from a C-130 and discussed other conditions to consider when conducting an air drop.

"The Bangladesh air force may be able to integrate some of our procedures into theirs," Shelby said. "This exchange allows us to share



Above: Maj. Matt Quenichet, a Kentucky Air Guard C-130 navigator and Cope South mission commander, speaks April 21 with Tanvir Reza, commander of the Bangladesh Air Force's 101 Special Flying Unit Squadron, before the kickoff of Cope South 2012 at Kurmitola Air Base, Bangladesh. Cope South participants conducted cooperative flight operations, including aircraft generation and recovery, low-level navigation, and tactical airdrop and air-land missions. They also conducted subject matter expert exchanges in the operations, maintenance and rigging disciplines throughout the six-day exercise.

Right: Master Sgt. Mark Crane (center), a flight engineer with the Kentucky Air National Guard's 123rd Airlift Wing, and Bangladesh Air Force Sgt. Mohammad Moniruzzaman (right), also a flight engineer, monitor C-130 aircraft conditions April 25 during a flight in support of Cope South at Kurmitola Air Base. Flight engineers monitor aircraft engine systems, manage the performance of the aircraft and execute multiple checklists during each flight.



Photos by 1st Lt Cammie Quinn/U.S. Air Force

See COPE SOUTH, Back Page

Exercise proves readiness of Initial Response Hub

On Monday, we performed a live-fly exercise of our U.S. Transportation Command/123rd Airlift Wing Initial Response Hub. We had planned and prepared for this exercise since the end of last year's hurricane season, and it was supposed to be our hurricane "warm-up" exercise for 2012 — but as you will see, the exercise included a mean curve ball that we hit clear over the fence!

This was our first full exercise of the IRH Concept of Operations, or CONOPS, which was published in March of this year. Our plan was to deploy to Texas to support a notional hurricane-response operation by conducting a post-landfall airfield assessment and opening. We prepared two of our C-130 aircraft and all the IRH equipment for this notional deployment, and last Sunday two aircrew and the IRH personnel we placed in a BRAVO Alert status, legal for alert as early as 6 a.m. Monday.

The IRH CONOPS requires the aircraft to launch within three hours of notification. The Federal Emergency Management Agency and the Federal Aviation Administration have identified our IRH capability in their new Interagency Operations Plan for Critical Transportation and the Airspace Management Plan. FEMA's plan requires U.S. military contingency response forces to begin assessing airfields within six hours of a disaster. Meanwhile, the FAA needs the IRH to coordinate airflow in, out and within the disaster area. Only our IRH can perform this mission in the time required.

This is what we say we can do, so on Monday we put ourselves to the test.

At 6:30 a.m., Col. Warren Hurst, our IRH mission coordinator and commander of the 123rd Contingency Response Group, received an exercise phone call tasking the IRH to launch no later than 9:30 a.m. — three hours from this



Col. Greg Nelson
123rd Airlift Wing Commander

first call. He then conducted a well-rehearsed telephone recall of our deploying personnel. All IRH members, aircrew, maintenance and support organizations were directed to report to their duty locations as soon as possible and attend a mission briefing at 7:30 a.m. That's when they were thrown the curve ball.

The notional hurricane had been downgraded to a tropical storm overnight, and the IRH was being re-tasked to open air operations at Fort Campbell, Ky., due to a New Madrid seismic event. This re-tasking not only caught the IRH off guard, but also all the news media who had joined us to cover the exercise. This would truly test our no-notice capability.

Operations immediately began flight planning the new location. Contingency response, special

tactics and medical personnel initiated contact with anyone they could at Fort Campbell. The airfield manager reported that the airfield had no electrical power, but the runway and facilities received minimum damage. The IRH was tasked to assess the airfield for possible search, rescue, medical and logistics hub capability. At the same time, maintenance generated our two aircraft, and air terminal operations loaded the required IRH equipment well ahead of schedule. Both aircraft took off before 9:30 a.m., less than three hours from the first phone call.

The published goal of this exercise was "to exercise the IRH capability to launch within three hours of notification and perform airfield assessment/opening within six hours of a complex catastrophic disaster in the United States. Additionally, the IRH will establish a first-feed common operating picture (COP) providing air operations situational awareness and assessment (SAA) to the NCA, FEMA, FAA, USTRANSCOM, USNORTHCOM and NGB."

This first-feed SAA report is also a new capability. The U.S. Transportation Command/123rd Airlift Wing IRH is the first organization ever to test simultaneous reporting to our national leadership, both civilian and military, by providing an air operations common operating picture in a disaster area.

Immediately upon our arrival, an on-station voice report was sent via Iridium satellite phone stating that the IRH had landed at Fort Campbell and was conducting the airfield assessment. An exercise inject identified Fort Campbell for immediate search and rescue operations, meaning the IRH should expect rotary aircraft to arrive any time. The IRH was also tasked to assess whether facilities were structurally sound and

See EXERCISE, Back Page

This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of The Cargo Courier are not necessarily the official view of, or endorsed by, the U.S. Government, the Department of Defense or the Department of the Air Force.

The editorial content is edited, prepared and provided by the Public Affairs Office of the 123rd Airlift Wing, Kentucky Air National Guard. All photographs are Air Force photographs unless otherwise indicated.

We welcome your feedback. Please contact the Public Affairs Office directly if you have suggestions for articles or photography. Publication deadline for submissions to the next issue is May 21. Our office is located in room 1160 of the Wing Headquarters Building.

123rd Airlift Wing Editorial Staff

Wing Commander.....Col. Greg Nelson
Chief of Public Affairs.....Maj. Dale Greer
Public Affairs Manager.....Master. Sgt. Philip Speck
Photo Editor.....Tech. Sgt. Dennis Flora
Staff Writer.....Master Sgt. Diane Stinnett
Staff Writer.....Tech. Sgt. Jason Ketterer
Staff Writer.....Senior Airman Maxwell Rechel

Address: 1101 Grade Lane, Louisville, KY 40213-2678
Phone: (502) 413-4484 • Fax: (502) 413-4676
E-mail: allen.greer@ang.af.mil

Digital versions of Cargo Courier content are available at the Kentucky Air Guard's Web site — www.123aw.ang.af.mil

Smart phone app provides resiliency info for Airmen

The Air Education and Training Command has unveiled a new mobile phone application that is designed to provide helpful resiliency and safety information to Airmen.

The app features a local taxi finder, information on high-risk activities, Airman-to-Airman videos, information on risk management, hazard reporting, motorcycle safety, crisis/distress support, sexual assault prevention/response, and more.

The new app will work on any mobile device with access to the Internet, although some functionality may be lost on older devices.

To see a video overview of the Virtual Wingman application, visit www.youtube.com/watch?v=l8Lzy6J7z2M&feature=youtu.be.

The app can be downloaded at www.airforcevirtualwingman.com.

New program offers job retraining for U.S. veterans

In an effort to reduce veteran unemployment, Congress passed the VOW to Hire Heroes Act of 2011. Included in this new law is the Veterans Retraining Assistance Program, or VRAP, for unemployed veterans.

VRAP offers 12 months of training assistance to unemployed veterans who are at least 35 years old but no older than 60.

Eligible participants will receive up to 12 months of training assistance at the full-time payment rate under the Montgomery G.I. Bill active duty program. That rate is currently \$1,473 per month.

VRAP began accepting applications for benefits May 15.

To learn more about the program, visit <http://benefits.va.gov/vow/education.htm>.

Heard to lead Medical Group

Colonel was Air Guard PA of the Year in 2002

Cargo Courier Staff Report

Col. Henry "Hank" Heard has been named commander of the Kentucky Air National Guard's 123rd Medical Group, 123rd Airlift Wing Commander Col. Greg Nelson announced.

Heard most recently served as commander of the 187th Medical Group, an Alabama Air National Guard unit located at Montgomery Regional Airport in Montgomery, Ala.

Heard attended West Georgia College and the Southern School of Pharmacy before transferring to the Medical College of Georgia. He graduated in the third class of physician assistants from Medical College of Georgia in 1976.

Heard soon became active in several professional organizations, serving as president of the Georgia Association of Physician Assistants and as a member of the Composite State Board of Medical Examiners of Georgia.

Nearing 41 years of age without prior military experience, Heard joined the 908th Medical Squadron, United States Air Force Reserve, at Maxwell Air Force Base, Ala. He transferred to the 187th Fighter Wing in 1996.



Col. Henry "Hank" Heard

Heard is the first Air Force physician assistant to complete the United States Army Flight Surgeons course in 1995, the first Air Guard physician assistant to complete the "Top Knife" program in Klamath Falls, Ore., and the first physician assistant to be promoted to the rank of colonel in the Air National Guard. In 2002, Heard was honored as the Air National Guard's Outstanding Physician Assistant of the Year.

The following year, he deployed overseas as a member of the 160th Expeditionary Fighter Squadron Medical Element. During his most recent deployment, Heard assumed command of the 447th Expeditionary Medical Squadron at Sather Air Base, Iraq.

As a civilian, Heard works in an Emergency Medicine practice at an Emory University community hospital in Atlanta, Ga. He also is a commercial pilot with instrument and multi-engine ratings.

His major awards and decorations include the Meritorious Service Medal with three oak leaf clusters, an Air Force Commendation Medal, an Air Force Achievement Medal, a Meritorious Unit Award, the Air Force Outstanding Unit Award with a bronze valor device and three oak leaf clusters, an Iraq Campaign Medal with bronze star, an Air Force Expeditionary Service Ribbon with gold border and an Expert Marksmanship Ribbon with bronze star.

Ky. adds 'veteran' status to licenses

Cargo Courier Staff Report

Beginning July 15, all veterans can have their veteran status displayed on their Kentucky driver's licenses.

To add the identifier, a veteran will need to show a DD-214 to the county clerk at the time of issuance or renewal, state officials said.

Gov. Steve Beshear signed the measure

into law March 29, answering what he called a "long-standing need."

Only veterans who retire from the military or who have a 100 percent service-connected disability are eligible for federal veteran identification cards. The vast majority of Kentucky veterans do not fall into those two categories.

The new law solves that problem, Beshear said.

Wing members support South Pole research

2 Ky. Airmen deploy for Deep Freeze in Antarctica

By Tech. Sgt. Jason Ketterer
123rd Airlift Wing Public Affairs

Tech. Sgt. Raymond Graves and Master Sgt. Jason Smith of the 123rd Logistics Readiness Squadron deployed to Antarctica over the winter to support Operation Deep Freeze at McMurdo Station, a one-of-a-kind scientific research facility on the bottom of the world.

Blanketed by snow and buffeted by freezing winds, McMurdo Station is operated by the National Science Foundation and conducts research into such subjects as astrophysics, biology, geology and climate systems, according to the foundation's web site. The facility is kept functional thanks to Deep Freeze, which tasks the New York Air National Guard's 109th Airlift Wing with flying resupply missions and airlift sorties across the region using C-130 aircraft that are fitted with landing skis, Graves said.

Graves and Smith augmented the 109th from mid December to late February by inspecting cargo slated for transport or airdrop at McMurdo Station and several other, even more remote sites.

"The mission (I was) tasked to perform ensures that the supplies the scientists need to survive and perform their research roles are safe for air movement and that these supplies reach them in the quickest possible time line," said Smith, who served as NCOIC of joint inspection and rigging for the operation's fourth rotation of the 2011-12 season.

Smith and Graves' responsibilities also include traveling to remote camps to inspect cargo. After traveling to the geographic South Pole, for example, Graves inspected outbound cargo for proper packing and restraint.

"At these (remote) camps, they have trained contractors who know how to build cargo and restrain it to pallets for military airlift, but they are not manned with a military representative to inspect their cargo prior to getting on the plane," noted Graves, NCOIC of joint inspection and rigging for the operation's third rotation of the 2011-12 season.

The fact that Kentucky Airmen were selected to augment Deep Freeze is a source of pride for both troops, who say it reflects well on their unit's can-do reputation.



Courtesy photos

Tech. Sgt. Raymond Graves inspects outbound cargo on an ice runway Dec. 28 while deployed to McMurdo Station, Antarctica, in support of Operation Deep Freeze.



Master Sgt. Jason Smith reads a Shippers' Declaration for Dangerous Goods to ensure that a 400-gallon liquid oxygen tank is properly prepared for flight Jan. 18 while deployed to McMurdo Station, Antarctica.

"I believe we were asked by the 109th specifically because on several occasions we have worked together with their personnel, and we continue to have a great

working relationship with their members," Graves said. "They understand our level of commitment and dedication when it comes to how we approach any mission."

17th-annual ANG Bass Tourney draws 49 boats

The 17th-annual Air National Guard Bass Tournament drew 49 boats and nearly 100 anglers to Kuttawa Harbor Marina in Western Kentucky April 18-19 to fish on Lakes Barkley and Kentucky.

Teams from Alabama, Georgia, Tennessee, Arkansas, Virginia, West Virginia, Indiana, Michigan and New Hampshire joined the record-setting 19 Kentucky teams, according to tournament coordinator Maj. Kristin Hamilton of the Kentucky Air National Guard.

Six of those Kentucky teams hailed from the Army National Guard, she added.

This year's event marked the first time that Army Guardsmen were invited to compete.

Each two-person team was allowed to weigh its five largest fish each day, Hamilton said. Eligible fish were largemouth bass and Kentucky spotted bass that were 15 inches or longer; and greater smallmouth bass that were 18 inches or longer.

The top three winning teams all came from Kentucky, with first and second place going to two of the inaugural Army National Guard teams. The winning weight was 37 pounds, 15 ounces.

For more information, visit www.angbasstourney.com.

Welsh nominated to be next Air Force chief of staff

Defense Secretary Leon E. Panetta announced May 10 that the president has nominated Gen. Mark A. Welsh III to be the next chief of staff of the Air Force, succeeding Gen. Norton Schwartz, who has served in the position since August 2008.

Welsh currently serves as the commander of U.S. Air Forces in Europe.

Medical Maneuvers



Maj. Dale Greer/KyANG

Airmen participating in a Critical Care Air Transport Team training course off-load patient mannequins from a Kentucky Air National Guard C-130 as the aircraft's engines generate a substantial amount of prop blast on the flight line at Fort Campbell, Ky., April 27. The CCATT course is taught by instructors at the Air Force Center for Sustainment of Trauma and Readiness Skills at the University of Cincinnati and is designed to provide Air Force doctors, nurses and respiratory therapists with total immersion in the care of severely injured patients. The Kentucky Air Guard's 165th Airlift Squadron began providing C-130s to use as a CCATT training platform in 2009.

Dental health key to readiness

By Airman 1st Class Samantha Crump
123rd Medical Group

Dental health has always been an essential part of Air Force readiness, dating all the way back to World War II when pilots suffering from toothaches found that high-altitude flight made dental pain almost unbearable.

Nearly 50 years later, dental issues caused numerous problems when thousands of military personnel who were mobilized for Desert Storm had to be relieved from duty because of poor dental health.

So what does the Air Force require of its Airmen in the area of dental readiness?

First and foremost, every new Airman must report to base dental clinic for an initial military exam upon completion of Basic Military Training and technical training.

Each member also is required to complete a dental exam every year. Failure to comply will result in the member being rated Dental

Class 4. This means he or she cannot be deployed for duty.

It is the member's responsibility to find a civilian dentist, undergo the annual exam and return a completed DD Form 2813 to the 123rd Medical Group every 12 months.

If you don't have dental insurance, the National Guard provides low-cost coverage through United Concordia. Please see the dental squadron or visit www.ucci.com for more information.

If your civilian dentist places you in a Dental Class 1 or 2, your annual requirement is complete. However, if the dentist places you in a Class 3, you must schedule an appointment at the dental clinic during drill weekend for further evaluation.

The easiest way to stay current on dental requirements is to visit your civilian dentist every six months for a routine cleaning. That way, small problems can be treated before they become big problems, and you can ask your dentist to provide two complete DD 2813s per year.

Ecuador Air Force members visit Kentucky

Training focuses on C-130 aircraft ops

By Tech. Sgt. Jason Ketterer
123rd Airlift Wing Public Affairs

Five members of the Ecuador Air Force visited the Kentucky Air National Guard Base in mid-February to observe C-130 operations and participate in a weeklong Subject Matter Expert Exchange.

The event focused on aircraft operations and safety, with the shared goal of enhancing the overall operational effectiveness of Ecuador's C-130 program, said Maj. Shawn Keller, director the Kentucky National Guard's State Partnership Program.

All the visitors were experienced aircrew members, with a mix of pilots and flight engineers participating in the event. Five traditional Guard members from Kentucky's 165th Airlift Squadron were on hand for the week to help host the exchange.

Ecuador currently has four C-130 aircraft in its inventory: an H1 model, an L100 — the civilian version of the C-130 — and two older B models, both of which were once assigned to and flown by the Kentucky Air Guard.

"The State Partnership hosted its last C-130 Subject Matter Expert Exchange in February 2011," Keller explained. "That event focused primarily on aircraft maintenance.

"This time around, the visit was tailored specifically to operations with an emphasis on safety, training, mission planning and night-vision capabilities. Night vision goggles are a capability that Ecuador's Air Force does not currently have, but they do have a keen interest in acquiring NVG systems for their C-130s in the future."

Keller said the highlight of the exchange was a series of orientation flights that gave the Ecuadorians a rare opportunity to fly along with Kentucky Air Guard crews on actual NVG training missions.

"I've never flown with NVG," said Capt. Marco Martinez, an Ecuador Air



Master Sgt. Phil Speck/KyANG

Five members of the Ecuador Air Force prepare to board a Kentucky Air National Guard C-130 for a local training flight here Feb. 16. The Airmen were in Kentucky as part of a National Guard State Partnership Subject Matter Expert Exchange.

Force C-130 pilot. "It's a very important experience. It's a big advantage to have NVGs to fly precisely in very low altitudes."

In addition to the orientation flights and an in-depth look at the day-to-day operations of the 165th Airlift Squadron, the Ecuadorians were provided with a short tour and a capabilities briefing from the wing's 123rd Maintenance Group, 123rd Contingency Response Group and 123rd Special Tactics Squadron.

1st Sgt. Hernan Revelo, an Ecuador Air Force C-130 flight engineer, said the material was "great and helpful to know," and he plans to share it with new C-130 crew members back in Ecuador.

The visitors also were treated to plenty of Kentucky hospitality during their stay, with visits to Fort Knox, Ky., and a private tour of the Maker's Mark Bourbon Distillery in Loretto, Ky., Keller said.

Lt. Col. Pete Jacob, Air Force section chief of the U.S. Military Group, Ecuador, escorted the visitors to Kentucky. Col. Jared Curtis, air attaché to Ecuador, also accom-

panied the group to observe the event and assess the capabilities that the Kentucky Air National Guard has to offer for future exchanges, Keller said.

"The Kentucky National Guard State Partnership began in 1996, and it continues to be a vibrant and valuable relationship for both the Republic of Ecuador and Kentucky," he added.

C-130 exchanges have been a regular event since the early days of the partnership, and both parties say they look forward to continuing them well into the future.

"Our Ecuador partners have been able to see how another unit does business, how we mitigate shared concerns and how the problems we encounter are very similar to the ones they encounter," said Lt. Col. Jim Nelson, a Kentucky Air National Guard C-130 pilot.

"Seeing how we solve those problems gives them a fresh perspective on how they can do the same, by modifying some of our procedures and policies to fit their program and enhance their capabilities, reliability and safety."



Left: Marine Corps Sgt. Dakota Meyer, a Medal of Honor recipient and Kentucky native, climbs into the back seat of a U.S. Marine Corps AV-8B Harrier training jet at the Kentucky Air National Guard Base April 21, just prior to the Harrier's appearance in the 2012 Thunder Over Louisville air show.

Meyer was a passenger in the aircraft during a special segment saluting 100 years of Marine aviation. The United States Marine Corps began its flying program May 22, 1912.

Senior Airman Maxwell Rechel/KyANG

Thunder rolls at Kentucky Air National Guard

A U.S. Air Force C-17 Globemaster III makes its final approach over the Kentucky Air National Guard Base firehouse April 20. The Kentucky Air Guard once again served as the launching pad for dozens of military aircraft appearing in Thunder, providing essential operational support.



Master Sgt. Phil Speck/KyANG



Maj. Dale Greer/KyANG

Above: Two U.S. Air Force F-22 Raptor fighter jets taxi into the Kentucky Air Guard Base April 18 prior to Thunder. The Raptor Demo Team, based at Langley Air Force Base, Va., was one of the marquee attractions in a show featuring more than 25 military aircraft. Other highlights included a B-2 Stealth Bomber and U.S. Navy F/A-18 Hornets.

**123rd Airlift Wing
Public Affairs Office
Kentucky Air National Guard
1101 Grade Lane
Louisville, KY 40213-2678**

OFFICIAL BUSINESS

Cope South

Continued from Front Page

our capabilities, discuss different methods and demonstrate how to do everything safely.”

Safety and terrain maneuvering are paramount issues for the Bangladesh Air Force.

“In our country, we practice more with paratroopers,” said Maj. Arman Chokldhuvy, a Bangladesh squadron commander.

“We want to experience how the U.S. Air Force flies in our terrain and use it to help guide us to be safer in low-level flying during airdrops and deliveries.”

The major said his team was especially interested in learning “different flying techniques and aspects of flight to assist us with delivering heavy loads for disaster-management missions.”

Exercise participants covered a variety of subjects while conducting cooperative flight operations, including low-level navigation and aircraft generation and recovery. They also shared information in the operations, maintenance and rigging disciplines.

All these skills enhance the ability of forces to respond to regional disasters, according to Quenichet.

He said much of the training focused on “low-cost, low-altitude” airdrop techniques that are useful

when responding to situations like floods.

Team members also focused on enhanced interoperability, Quenichet said, partly by trading places with each other.

Master Sgt. Mark Crane, a Kentucky Air Guard flight engineer, swapped cockpit seats with his Bangladesh counterpart during an April 25 training flight so Sgt. Mohammad Moniruzzaman could gain a better understanding of C-130H systems, equipment and checklists.

“I gave Sgt. Moniruzzaman the option to sit where I do to get the whole picture from the actual seat, rather than standing behind to watch as I work,” Crane said. “The hands-on interaction is important and allows our guests to become fully immersed in the process.”

The flight was the first training interaction Moniruzzaman has had with the U.S. Air Force and C-130H aircraft.

“It was interesting, and I enjoyed seeing the different models,” said Moniruzzaman, a flight engineer. “It was a once-in-a-lifetime experience.”

The Bangladesh Air Force flies a C-130B model, while the U.S. Air Force flies the C-130H and C-130J models. The airframes are similar but use different pressurization, engine and avionics systems.

Cope South allowed the Kentucky Airmen to “provide first-hand experiences and demonstrate new capabilities with our counterparts,” Crane said.

“The Airmen ask a lot of questions and are very knowledgeable about their own aircraft.”

Exercise

Continued from Page 2

environmentally capable of supporting aeromedical staging and evacuation. Lastly, Fort Campbell would be established as a large logistics hub, so the IRH was told to prepare to receive follow-on Joint Task Force Port Opening troops.

Like a finely tuned orchestra, the two IRH aircraft were unloaded, and four all-terrain vehicles dispersed around the runway, taxiways, ramp and airfield buildings, collecting information to support the notional airfield missions. Within two hours of arrival, all the pertinent data was collected, a facilities and ramp parking plan was developed to support SAR, AE and JTF-PO operations, and a written report was sent to multiple national leadership offices simultaneously.

Lastly, the IRH broadcast the first-ever streaming video of imagery supporting an airfield assessment. This marked the first time our national leaders have received this kind of information in such a timely manner.

The IRH demonstrated our unique ability to provide this first-feed information to the National Command Authority through the National Military Command Center, FEMA headquarters through the National Watch Center, FAA headquarters’ Systems Operation Security Branch, U.S. Northern Command’s NORAD/NORTHCOM Command and Control Section, U.S. Transportation Command’s Deployment Distribution Operations Center and the National Guard Bureau’s Joint Operations Center.

On Monday, we proved we can do this mission. The U.S. Transportation Command/123rd Airlift Wing IRH is the only organization capable to do this mission today.

Thanks to everyone for all the hard work in planning, preparing and executing this exercise.

We will be ready to do this mission this hurricane season. We will be ready to do this mission during a no-notice earthquake or, God forbid, an enemy attack. We will be ready to do this mission when our nation needs us. We have proven we can do this mission.

The 123rd Airlift Wing stands ready!