



COLORADO ARMY NATIONAL GUARD
HIGH-ALTITUDE ARNG AVIATION TRAINING SITE
315 AIRPORT ROAD
GYPSUM, COLORADO 81637



NGCO-AVS-HAA

MEMORANDUM OF AGREEMENT (MOA)
BETWEEN
THE HIGH-ALTITUDE ARNG AVIATION TRAINING SITE (HAATS)
AND

SUBJECT: Bring Your Own Helicopter Program for HAATS High-Altitude Power Management and Mountain Flight Courses.

1. Course Info:

Applicable Course numbers:

011-2C-F147 (UH-60)

011-2C-F163 (CH-47)

011-2C-F217 (UH-72)

FY Date Range: From: To:

2. Scope of Agreement: The owning unit/state of the aircraft hereby agrees to provide (# of A/C) (A/C Type) and appropriate non-rated crewmembers, for the course(s) and training seats as referenced above. Pay and Allowances for students and an experienced maintenance mechanics and crew members (15 series MOS personnel) are the responsibility of the owning unit/state. The HAATS is authorized unrestricted utilization of the aircraft in support of HAATS POI training as outlined in this agreement. The loaner aircraft will habitually support the owning unit's/state's students.

3. Arrival: Arriving students will contact HAATS operations at 720-250-5402, NLT 1700 hours the Thursday prior to their scheduled training dates to provide arrival times (NLT 1700 hours on Sunday prior to training initiation). Students who fail to arrive the Sunday prior to training will be returned to home station. HAATS cannot compress the one week schedule regardless of the reason for a late arrival (plan accordingly). Arriving aircrews are reminded that numerous wilderness areas exist in and around HAATS training area. **DO NOT** fly through a wilderness area en-route to HAATS. Attempting to fly 2000' above will generally put you over 14,000' MSL. Vigilance and use of sectional charts is required to ensure you meet these requirements. Violations place HAATS training areas at risk; your professionalism helps HAATS maintain existing training areas.

4. Crew Chiefs/Flight Engineers/Flight Medics: Units bringing UH-60/UH72A aircraft will provide at least one qualified, current and RL1 crew chief per airframe to perform duties as a crewmember during flight training periods. MEDEVAC units flying the UH-60 are encouraged but not required to bring a flight medic in addition to a qualified crew chief. The flight medic does not replace the requirement for a crew chief. CH-47 units will provide both a qualified, current and RL1 flight engineer and qualified, current and RL1 crew chief, per airframe to perform duties as a crewmember during flight training periods. Non-rated RL progression will not take place during HAATS training.

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5. Aircraft Support. The owning unit/state will provide fully mission capable aircraft (ASE not required) to arrive at the Eagle County Regional Airport NLT the Sunday prior to the training week. Aircraft must not have any major inspections due upon arrival and each aircraft must be committed to perform 15 flight hours per week of training. The owning unit is responsible for funding all aircraft flight hours, repair parts (to include DLR items), and fuel through the use of the U.S. Government Air Card to and from HAATS only. Fuel used during the course by the BYOH unit will be paid for by HAATS.
6. Maintenance Support: The owning unit/state must provide no less than one experienced MOSQ aircraft mechanic with toolbox, who will be under the supervision of the HAATS Maintenance Supervisor. The crew chief or flight engineer can serve as this mechanic. It is recommended to provide an experienced TI. HAATS has limited maintenance capability in UH-60A/L and CH-47F aircraft. HAATS can provide a TI and/or MTP on a case by case basis – please contact the HAATS PC shop. This mechanic is responsible for maintaining the aircraft in daily flyable condition with minimal supervision. He/she will coordinate receipt of all parts, supplies, and home station ACN requirements. The HAATS Maintenance Supervisor will attempt to comply with the owning unit's/state's ACN system and will work with the mechanic to perform ANC feeder files to the home unit. The HAATS PC supervisor is CW4 Andrew Casavant, andrew.p.casavant.mil@army.mil, 520-942-5626 or SFC Sean Hill, sean.d.hill8.mil@army.mil.
7. POI: Attending units will abide by HAATS POI. HAATS will not modify or dilute training because of inadequate planning or resources by requesting units. All requirements for graduation will be met or students will not receive a graduation certificate or ATRRS entry. HAATS will not be responsible for units who cannot resource the requisite flight hours to complete the actual POI (7.5 flight hours per pilot for the qualification course). Requests for partial POI training such as ground school only, or orientation/familiarization, will be considered under extreme circumstances.
8. Incidents: Any damage incurred as a result of the training will be the responsibility of the owning unit. HAATS will initiate the AAAR (Abbreviated Aviation Accident Report) and the HAATS Safety Officer will coordinate all requirements for the accident investigation.
9. Please complete, sign, and submit this form to the HAATS Operations Officer, CPT Brianna Dahm, at brianna.e.dahm.mil@army.mil. For Army units, signature authority requires the first AVN O-6 in the chain of command (an O-4 or O-5 serving in an O-6 billet is acceptable). For Air Force and Navy units, the signature must be the Squadron Commander. POC for questions or comments is the HAATS Commander, LTC Thomas Renfroe, thomas.b.renfroe.mil@army.mil, 720-755-0338.

THOMAS B. RENFROE
LTC, AV
Commanding