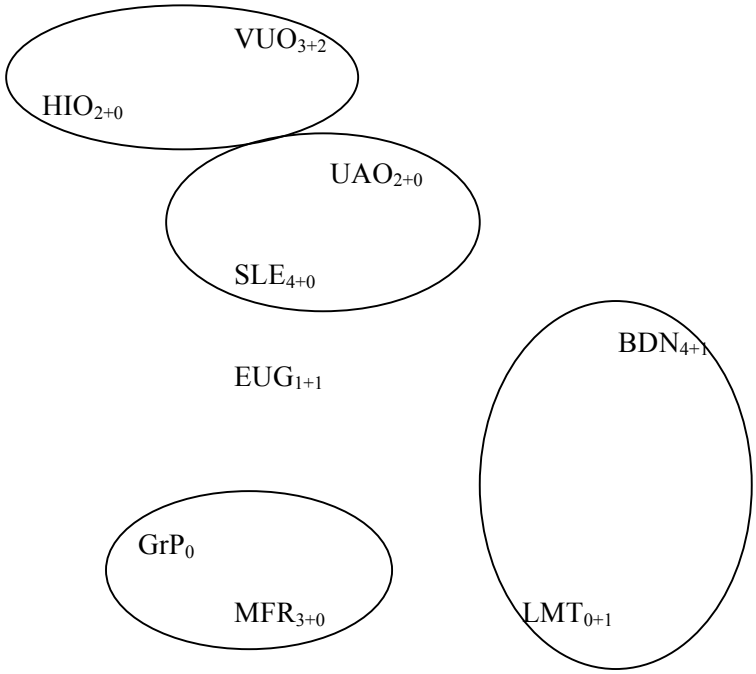
Aircraft Placement Policy Ideas – DRAFT 12 Nov 2016

We have 7 aircraft: 3 G1000 C182, 1 G1000 C172 (no Becker), 3 Round dial C182. We must assume one plane will be in the shop, on the average, at all times. Thus 6 to work with.

Consider locations of pilots (MP+TMP). Presently there are no pilots E of Cascades who are G1000 qualified. [That must change soon!]



I am including Ouellette and Shoemaker in these counts and excluding Barringer, Silsby & Stow as inactive. The circles represent *relatively* close airports that can share a primary aircraft.

For now,
a) locate 293CP at Medford with rotation to Grants Pass if/when Watson renews his F5/F91.
b) locate 83E at Bend with rotation to LMT
c) locate 683 at Eugene but subject to reassignment depending on mission need and maintenance interruptions
d) rotate 591 between Salem and Aurora
e) rotate 567 between Pearson and Hillsboro

Based on number of Mission Pilots and TMPs at each unit, rotations should be as follows:
a) 293: 3 weeks in MFR, 1 week in Gr Pass
b) 83E: 3 weeks in BDN, 1 week in LMT
c) 683: 3 weeks in EUG, 1 week filling in elsewhere
d) 591: 4 weeks in SLE, 2 weeks in UAO
e) 567: 4 weeks in VUO, 2 weeks in HIO
f) 33X: Fill in as possible at SLE, HIO, UAO, VUO
g) 1SP: Fill in as possible at BDN, LMT, MFR, EUG

Just because an aircraft is located at a particular airport does not mean a pilot from another squadron can't fly it. By trying to rotate aircraft among nearby squadrons we minimize the long-distance ferry flights.

By placing the G1000 C182s in North, Central and South of western Oregon we keep them available (293 has a speaker, one of the others should receive the speaker from 34N) for earthquake alerts. Once Bend pilots are G1000 qualified, we will rotate G1000 aircraft to the east.
The round-dial planes (except 83E) are used to backstop when other planes are in maintenance, or to fill in as possible if a Squadron's normal plane is rotated out.

I envision a 12 week rotation cycle if all goes well, with aircraft being rotated on Sunday evenings (weather permitting). The receiving squadron is responsible for picking up the plane. If there is a swap possible, then either squadron can fly the exchange.

Nominally, if aircraft are never down for maintenance (ha!), the rotation would look something like this:

Week	VUO	HIO	UAO	SLE	EUG	GrP	MFR	BDN	LMT
1	**567**		**591**	33X	683		**293**	1SP	**83E**
2	**567**		**591**	33X	683		**293**	**83E**	1SP
3	**567**		33X	**591**	683	1SP	**293**	**83E**	
4	**567**		33X	**591**	683	**293**	1SP	**83E**	
5	33X	**567**		**591**	683		**293**	1SP	**83E**
6	33X	**567**		**591**	683		**293**	**83E**	1SP
7	**567**	33X	**591**		683	1SP	**293**	**83E**	
8	**567**	33X	**591**		683	**293**	1SP	**83E**	
9	**567**		33X	**591**	683		**293**	1SP	**83E**
10	**567**		33X	**591**	683		**293**	**83E**	1SP
11	33X	**567**		**591**	683	1SP	**293**	**83E**	
12	33X	**567**		**591**	683	**293**	1SP	**83E**	

Bold tail numbers are priority placements, and if that aircraft is down for maintenance, one of the "floating aircraft" (33X, 1SP or 683) would be moved to cover for it. Among the four southern & eastern squadrons (Gr Pass, MFR, BDN, LMT), so long as 1SP is operational, it could be moved around just between LMT and GrPass without having to move 83E or 293 from BDN and MFR respectively).

As squadron pilot qualification numbers change (Fink and Flowers become MPs at LMT, Bradley and Shoemaker at VUO, Watkins at Gr Pass, Boulton at EUG, for example), the relative times each squadron has an aircraft based there may change. If squadrons do not fly enough (weather permitting) when aircraft are placed with them, they will receive less aircraft time going forward.

The above chart, assuming that there *are* maintenance down times, still allows us to guarantee each squadron an aircraft for the following portion of time:
VUO – 8 weeks in 12, and probably 9
HIO – 4 weeks in 12 and probably 5
UAO – 4 weeks in 12 and probably 5
SLE – 8 weeks in 12 and probably 9
BDN – 9 weeks in 12 and probably 10
EUG – 9 weeks in 12 and probably 10
GrPass – 3 weeks in 12 and probably 4
LMT – 3 weeks in 12 and probably 4
MFR – 9 weeks in 12 and probably 10

I believe this approach meets all the requirements of the Commander's Intent memo, and at the same time allow equitable sharing of our aircraft and provides regular training opportunities at *all* squadrons.