MV-22B Osprey In Asia-Pacific

Timeline:

- 25 Jul 2012: Arrive MCAS Iwakuni
- 24 Sept 2012: Functional Check Flights begin
- 1 Oct 2012: Flight ferry to Okinawa
- Oct 2012: Participation in Osan, Korea air show
- 1 Nov 2012: Begin use of flight simulators
- Nov 2012: Off-Okinawa training in Guam
- Jan/Feb 2013: Off-Okinawa training in Philippines and Thailand (Exercise Cobra Gold)
- Feb 2013: Landing on Amphibious Shipping
- March 2013: Off-Okinawa navigation route training (mainland Japan)
- April 2013: Off-Okinawa training in Philippines (Exercise Balikatan)
- April 2013: Off-Okinawa training in Korea (Exercise Ssang Yong)
- May 2013: VMM-265 assigned to 31st MEU

MV-22B Osprey Capabilities and Benefits

- **Safety is Priority**

- Excellent operational safety record.

- Has conducted flight operations across USA & the globe, in austere training, humanitarian and combat operational environments, including Haiti, Libya, Iraq and Afghanistan and multiple MEU deployments.

- **Revolutionary Capability – speed, payload, range**

- Combines capability of helicopters with the speed and range of fixed-wing aircraft.

- Twice as fast, three times the payload and four times the range of the older CH-46 helicopter.

- Can operate at much higher altitudes and refuel midair.

- **Benefits to Alliance**

- Strengthens ability to provide for defense of Japan.

- Increased ability to respond to disasters.

- More effectively contribute to regional peace and security.

- **Benefits to Okinawa**

- Generally quieter operations, with increased altitude and training off Okinawa.

- Flies higher and faster, spending less time over populated areas.

- Due to unique capabilities, MV-22B Ospreys deploy across region and participate in the Aviation Training Relocation program, reducing amount of time located and training in Okinawa.

MV-22B flight hours world-wide:

130,000+ Hours

MV-22B flight hours since arrival in Japan:

800+ Hours

MV-22B simulator hours in Okinawa:

160+ Hours

Safety, Increased Capability, Benefits to Alliance and Okinawa

MV-22B Operations – Reduced Impact on Community

- **Digital Moving Map in MV-22 cockpit**
  - Pilots plot routes into computer prior to take off
  - Aircrew can see they are on correct course in relation to ground
  - Avoidance of over-flight of populated areas and sensitive sites
  - Enhanced safety

- **All aircraft on Okinawa minimize flight activity after 10 pm, on local sensitive days and on Sundays; flights only when operationally necessary**

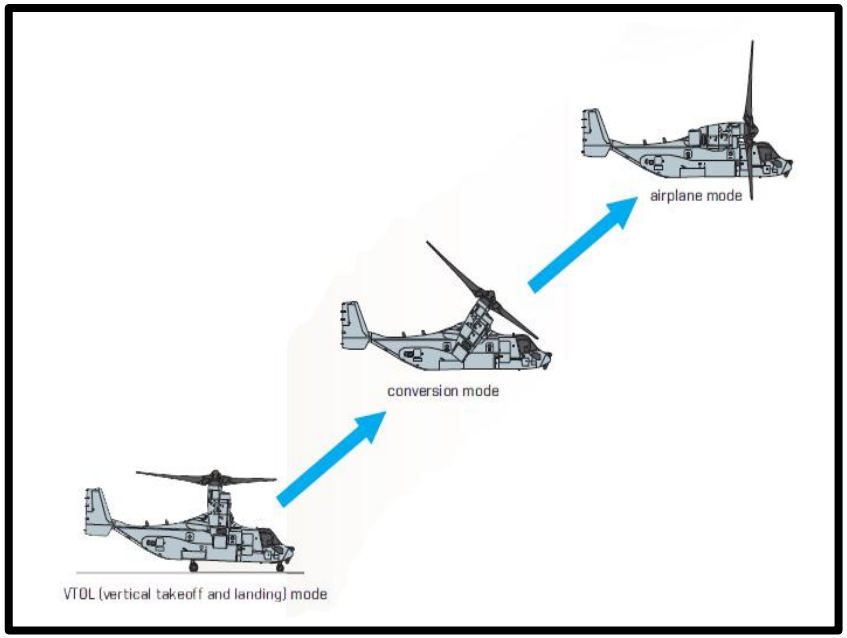
- **Long-term, ongoing education campaign to build understanding**
  - GoJ Distinguished Visitors' day and orientation flights
  - Ongoing media engagement and orientation flights
  - MV-22 Family Day and aviation show participation
  - Release of information to media, local Defense Bureau and GoJ
  - Easily accessible bi-lingual MV-22 information, fact sheets, videos

MV-22B Operations - Key Take-Aways

- **All flight operations abide by standard air traffic procedures** for operations within the designated airfield airspace and in accordance with the noise abatement and other existing agreements.

- Majority of MV-22B flight operations take place in the fixed-wing mode while the helicopter (vertical take-off and landing or VTOL) and conversion modes are normally used during take-offs and landings and when the aircraft operates in training areas/LZs.

- MV-22B operates in helicopter and conversion modes as it moves in and out of Marine Corps Air Station Futenma airspace and traffic pattern; **all operations are focused on safe execution and minimized noise signature.**



<u>MV-22B operates in conversion mode as operations and safety dictate.</u>

- During approach to an airfield, MV-22B must transition from airplane to conversion mode in order to slow the aircraft to a safe landing speed.

- Judgment of the aircraft commander dictates the best time to begin the transition with safety always a first consideration.

- **There is no exact prescribed distance from landing that the transition must occur** because of varied weather and wind conditions, air traffic control requirements, visibility and other environmental factors.

- The aircraft **commander considers all factors**, including the agreement to minimize operations in the conversion mode outside US Facilities and over populated areas when determining where to begin transition for a safe landing.