

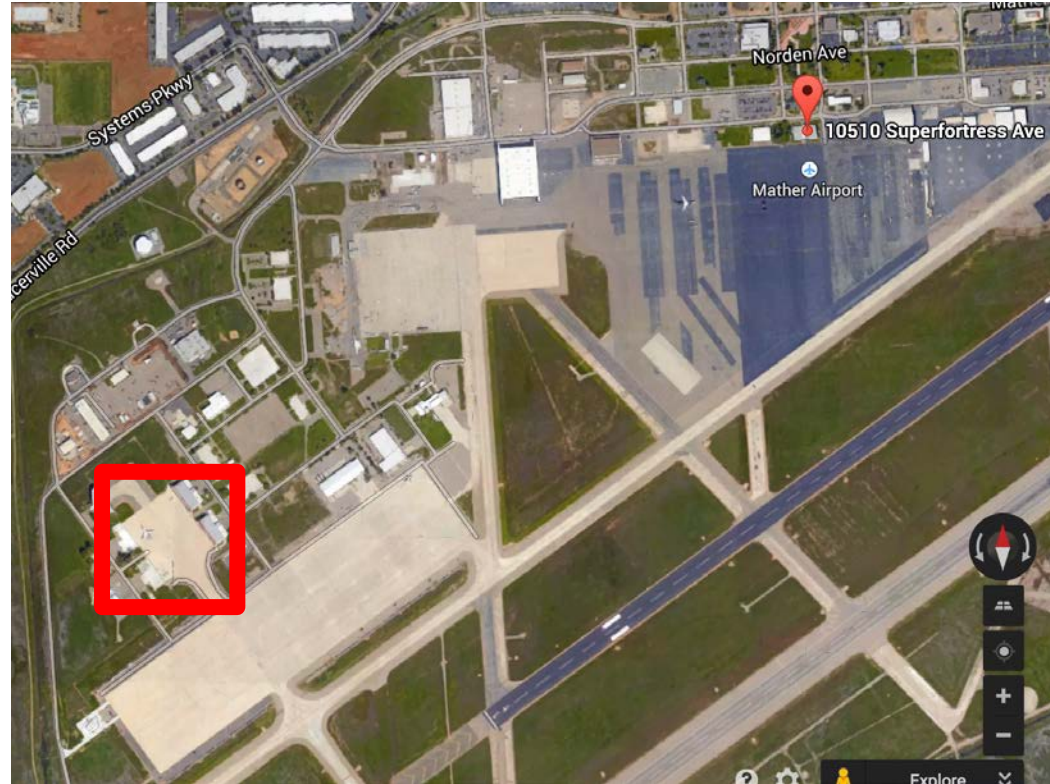
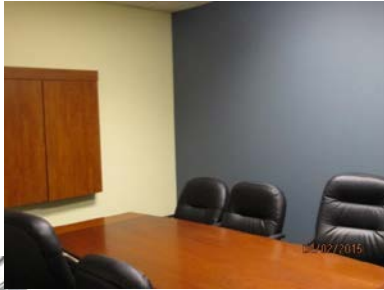
CSET Logistics

CSET Upload Schedule

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
5/3	5/4	5/5	5/6	5/7	5/8	5/9
5/10	5/11	5/12	5/13	5/14	5/15	5/16
Prep/install wings						
5/17	5/18	5/19	5/20	5/21	5/22	5/23
Install AVAPS				Install HCR/MTP		
5/24	5/25	5/26	5/27	5/28	5/29	5/30
Memorial Day	HCR/MTP		Install CO/O3			
5/31	6/1	6/2	6/3	6/4	6/5	6/6
Install HARP		Install 3V-CPI			Install GVR	
6/7	6/8	6/9	6/10	6/11	6/12	6/13
Install HSRL				Payload Flight Ready		SAR
Install CN						
6/14	6/15	6/16	6/17	6/18	6/19	6/20
	Weigh GV	EMI	Safety Brief FRR	Correct FRR Discrepancies	TF01	
6/21	6/22	6/23	6/24	6/25	6/26	6/27
		TF02		TF03		
6/28	6/29	6/30	7/1	7/2	7/3	7/4
Hard Down	GV Departs		Begin Flight Ops		4th of July (Observed)	

Sacramento Ops

- Main FBO location
- GV parking



Sacramento Ops

- GV ramp parking
- C-tainer location (storage) just outside
- Workspace in hangar



Sacramento Ops

- Access - no badging required



Sacramento Ops

- Larkspur landing
 - 555 Howe Ave,
Sacramento
 - Amenities:
 - In room kitchen
 - Continental breakfast
 - Internet
 - Fitness room
 - etc.
 - Work space



Sacramento Ops

- Larkspur landing
 - NCAR Personnel
 - Contract
 - Scientific Team
 - Will make a block of rooms available at the government rate (\$107) if interested
 - Stand by for details



Kona/UW Ops

- Kona
 - Limited support (1 mech/1 scientist)
 - Arrangements for crew (transportation/lodging) will be taken care of by PM prior to each flight
 - NCAR personnel do not have to check out of Sacramento hotel
- UW
 - Ops center

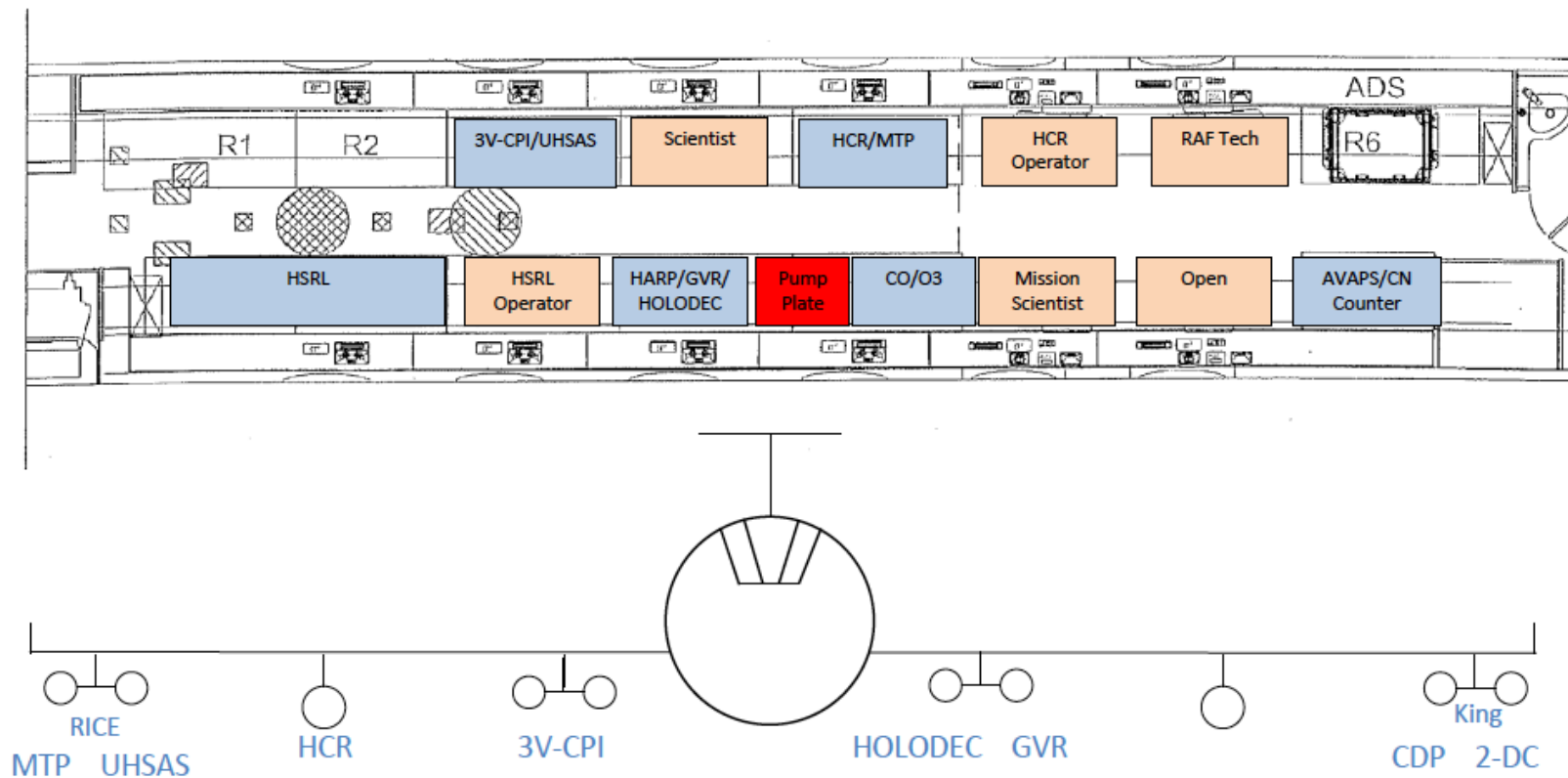
Shipping

- 3 sea containers shipped to Sacramento
- Limited shipments to Hawaii
- More info will be provided to instrument teams

Questions?

GV Instrument Overview

Payload (DRAFT)
CSET (2015)
2/23/2015



State Parameters

- Temperature
 - Heated (more accurate, slower response)
 - Fast response (50 Hz)
- Moisture
 - Chilled mirrors (may work fine in profiling)
 - VSCEL (25 Hz)
- Winds
 - Radome wind system
- Aircraft position data
 - GPS & inertial systems

Additional Information

- HARP Update
 - Stabilized platforms remain under repair
 - Modifications to transition to a fixed platform
 - Will evaluate the probability of success in the next few weeks (mid-May)

Concept of Operations

The following maximum operating periods are established for safe flight and ground support operations:

Maximum flight operations - any 24-hour period*:	10 flight hours
Maximum flight operations - any consecutive 7 days*:	40 flight hours or 60 duty hours
Maximum flight operations - any 30-day period*:	120 flight hours
Maximum consecutive working days	6 days
Maximum crew duty day	14 hours
Normal duty day	8 hours
Minimum crew rest period	12 consecutive hours
Maximum consecutive days over 10 hours, not to exceed	2 days
Time required to switch from day to nighttime operations (no reporting for duty; not a hard down day)	36 hours

	Flight days from CA			Flight days from HI	
	CA Time	Hi Time		CA Time	Hi Time
Preflight	0530	0230	Preflight		
Takeoff	0800	0500	Takeoff		
Landing	1600	1300	Landing		