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Aviation

General Provisions and Flight Regulations for Army Aviation

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**\* This regulation supersedes USAREUR Regulation 95-1, 12 August 1999;  
and rescinds AE Form 95-1B-R, August 1999.**

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For the CG, USAREUR/7A:

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**Summary.** This regulation provides policy on aircraft operations, crew requirements, flight rules, Army aviation procedures, training, standardization, and aviation resource management. This regulation is a complete rewrite of USAREUR Regulation 95-1. This regulation has been revised to comply with current DOD and DA flight regulations. Specific changes include:

- Requiring the Commanding Generals of V Corps, 21st Theater Support Command, United States Army Southern European Task Force, and Seventh Army Training Command to approve local flying rules and changes. Local flying rules must be reviewed by the Aviation Division, Office of the G3, HQ USAREUR/7A, before being submitted for approval (para 1-12).
- Requiring V Corps, 1st Personnel Command, and division assignment officers to include operational or nonoperational aviator status in assignment orders (para 1-14).
- Assigning responsibility for implementing antiterrorism/force protection (AT/FP) procedures (para 1-15).
- Assigning airfield command responsibility to senior mission commanders at tables of organization and equipment-designated airfields, heliports, and helipads and to area support group (ASG) commanders at tables of distribution and allowances-designated airfields, heliports, and helipads (para 2-1a).
- Requiring airfield commander to appoint an airfield manager (para 2-1a(1)).
- Requiring ASG aviation safety officers (ASOs) to assume ASO duties when no ASO is appointed or when the appointed ASO is absent (para 2-1a(1)).
- Redefining requirements for air traffic and airspace (AT&A) officers (para 2-1a(2)).

- Deleting the requirement of United States Army Aeronautical Services Detachment, Europe, to coordinate memorandums of agreement with non-Army agencies other than those dealing with the use of airspace (para 2-2c(4)(c)).
- Expanding the list of references that flying clubs must comply with (para 2-2c(4)(e)).
- Assigning operational control (for example, scheduling, hours of operation) of fixed-base air traffic control facilities to the airfield commander or manager. (para 2-2c(9)).
- Deleting references to limited-use helicopter landing sites (LUHLSs) and establishing procedures for landing in cantonment areas (para 2-3).
- Requiring commander approval of aviation operations involving engine starts (excluding auxiliary power unit) (para 3-1).
- Requiring commanders to report class-A through class-C aviation accidents to the Safety Division, Office of the G1, HQ USAREUR/7A (para 3-5b).
- Requiring at least one crewmember for each aircraft to be equipped with a survival radio (para 3-7c).
- Requiring training documentation and attendance rosters to be kept on file for 3 years (para 4-1a(1)).
- Requiring procedures for conducting flights outside German airspace be included in readiness level 1 progression academic training (para 4-2b(2)(j)).
- Changing the requirement for crewmembers and aviation maintenance personnel to receive petroleum, oils, and lubricants training (para 4-3c(2)).
- Deleting references to enlisted personnel when identifying requirement to issue DD Form 1902 to personnel who may be required to operate a fuel-dispensing vehicle or refuel aircraft (para 4-3c(3)).
- Revising policy on simulated engine-failure termination with power maneuvers (para 4-4).
- Revising the designation of the Corps Aviation Safety and Standardization Detachment (CASSD) to the USAREUR Aviation Safety and Standardization Detachment (UASSD) (para 4-5).
- Replacing references to the Aviation Operational Readiness and Safety Evaluation (AORSE) with references to the aviation resource management survey (ARMS) (para 4-5a(3)).
- Establishing the Air Traffic Services Standards Office (ATSSO), 3-58th Aviation Regiment, as the proponent for air traffic services (ATS) safety and standardization (para 4-5b).
- Establishing that the USAREUR Aviation Leadership Committee will convene annually in conjunction with the USAREUR Aviation Conference (para 4-6a).
- Designating the president and vice president of the USAREUR Aviation Leadership Committee as the USAREUR G3 and Chief, Aviation Division, Office of the G3, HQ USAREUR/7A, respectively (para 4-6b).
- Identifying Chief of Aviation, Office of the G3, HQ V Corps, as a member of the USAREUR Aviation Leadership Committee (para 4-6b(4)(j)).
- Deleting references to area aviation standardization committees.
- Requiring aviation units to receive an ARMS every 18 to 24 months (para 4-10b).
- Requiring evaluators to be seated in cabin areas for all standardization instructor nonrated and nonrated crewmember instructor evaluations (para 4-11, note).
- Deleting the requirement for sending training mission requests to UASSD.

- Deleting the requirement for submitting nonrated crewmember instructor (FI)/instrument flight examiner (IE)/instructor pilot (IP)/maintenance test flight evaluator (ME)/maintenance test pilot (MP)/standardization instructor nonrated (SI)/standardization instructor pilot (SP) status report to UASSD.
- Requiring brigade, regiment, and separate battalion standardization officers to coordinate with the appropriate UASSD evaluator before processing requests for SP, IE, ME, and SI evaluations (para 4-12b(1)).
- Deleting restriction from performing IE, ME, SI, or SP duties until the UASSD has received completed DA Form 7122-R.
- Requiring complete route of flight to be indicated when filing a local flight plan (para 5-2d).
- Changing the location of reference to German coastal and Baltic area Identification Zone/Deconfliction Line procedures (para 5-2e).
- Deleting the reference to rotary wing (RW) “night-mountainous” visual flight rules (VFR) minimums within tower-controlled airspace (para 5-3a(1)).
- Deleting the reference to RW “day-general service” VFR minimums and referring to it as “day” VFR minimums in uncontrolled airspace (para 5-3b(1)).
- Deleting the reference to RW “day-tactical flight” VFR minimums in uncontrolled airspace (para 5-3b(1)).
- Deleting the reference to RW “night” VFR minimums and referring to it as “NVG/NVS” VFR minimums in uncontrolled airspace (para 5-3b(1)).
- Deleting the reference to RW “night-mountainous” VFR minimums in uncontrolled airspace (para 5-3b(1)).
- Deleting the reference to RW “night-unaided HFCA” VFR minimums and referring to it as “night-unaided” VFR minimums in uncontrolled airspace and changes ceiling to 1,000 (para 5-3b(1)).
- Deleting the reference to fixed wing (FW) “day-general service” VFR minimums and referring to it as “day” VFR minimums in uncontrolled airspace (para 5-3b(2)).
- Deleting the reference to FW “night-general service” and “night-mountainous” VFR minimums and combine both referring to these as “night” VFR minimums in uncontrolled airspace (para 5-3b(2)).
- Requiring compliance with inadvertent instrument meteorological conditions recovery procedures as specified DOD FLIP/AP2 (para 5-4b).
- Requiring night flight below 500 feet above ground level in Germany to comply with DOD FLIP AP/2, chapter 3 (para 5-7a).
- Addressing FW flight procedures (para 5-8).
- Deleting references to spouse orientation in USAREUR aircraft (table B-1).
- Deleting references to U.S. civilian eligibility for sport parachute operations in USAREUR aircraft (table B-1).
- Requiring commanders to issue authorization in writing when granting approval to DOD civilians for travel in USAREUR aircraft (para B-7b).
- Significantly changing approval authority for aerial demonstrations (table C-1).

**Applicability.** This regulation applies to personnel involved in aviation training and the operation, standardization, and maintenance of aircraft and aircraft systems in the USAREUR area of responsibility (AOR). These aircraft and aircraft systems include those held by, or on loan or lease to, the U.S. Army, Army National Guard, and Army Reserve. When this regulation is more stringent than AR 95-1 or host-nation regulations, this regulation will apply.

**Supplementation.** Commanders will not supplement this regulation without USAREUR G3 (AEAGC-AV) approval.

**Forms.** This regulation prescribes AE Form 95-1A. AE and higher-level forms are available through the Army in Europe Publishing System (AEPUBS).

**Records Management.** Records created as a result of processes prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2. File numbers and descriptions are available on the Army Records Information Management System website at <https://www.arims.army.mil>.

**Suggested Improvements.** The proponent of this regulation is the USAREUR G3 (AEAGC-AV, DSN 370-9240). Users may send suggestions to improve this regulation on DA Form 2028 to the USAREUR G3 (AEAGC-AV), Unit 29351, APO AE 09014-9351.

**Distribution.** C (AEPUBS).

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## CONTENTS

### CHAPTER 1 GENERAL

- 1-1. Purpose
- 1-2. References
- 1-3. Explanation of Abbreviations and Terms
- 1-4. Responsibilities
- 1-5. Exceptions and Waivers
- 1-6. Deviations
- 1-7. Flight Violations
- 1-8. Persons Authorized To Fly or Travel in USAREUR Aircraft
- 1-9. Participation of USAREUR Aircraft in Aerial Demonstrations
- 1-10. Civilian Use of Army Airfields and Heliports
- 1-11. Local Flying Areas
- 1-12. USAREUR Local Flying Rules
- 1-13. Special Use of Airspace
- 1-14. Individual Flight Records Folders
- 1-15. Antiterrorism/Force Protection

### CHAPTER 2 OPERATION AND CONTROL OF USAREUR AIRFIELDS, HELIPORTS, AND HELIPADS

- 2-1. General
- 2-2. Airfields, Heliports, and Helipads
- 2-3. Landing in Cantonment Areas

### CHAPTER 3 OPERATIONS AND SAFETY

#### SECTION I OPERATIONS

- 3-1. Approval for Aviation Air and Ground Operations
- 3-2. Operational Support Airlift
- 3-3. Passenger Policy
- 3-4. Aircraft Support Requests

#### SECTION II SAFETY

- 3-5. Mishap Reports
- 3-6. Protective Clothing and Equipment
- 3-7. Aviation Life-Support Equipment

## **CHAPTER 4 TRAINING AND STANDARDIZATION**

### **SECTION I AIRCREW TRAINING PROGRAM**

- 4-1. Unit Training
- 4-2. Crewmember Training
- 4-3. Special Training
- 4-4. Simulated Engine Failures

### **SECTION II STANDARDIZATION**

- 4-5. Standardization Authorities for USAREUR
- 4-6. USAREUR Aviation Leadership Committee
- 4-7. Installation Aviation Standardization Committees
- 4-8. Objectives
- 4-9. Command Responsibilities
- 4-10. Unit Evaluations

### **SECTION III ADMINISTRATIVE PROCEDURES**

- 4-11. Flight Crewmember Selection and Evaluation Requirements
- 4-12. Request for SP, IE, ME, and SI Evaluations

## **CHAPTER 5 FLIGHT PROCEDURES AND RULES**

- 5-1. General
- 5-2. Flight Planning
- 5-3. VFR Weather Minimums
- 5-4. Inadvertent IMC Flight Procedures (Only for Emergency Use)
- 5-5. Rotary Wing, Low Flying
- 5-6. Operating Times in Germany
- 5-7. Night Flight and Night Vision Device Operations
- 5-8. Fixed Wing Flight Procedures

### **Appendixes**

- A. References
- B. Travel by Non-U.S. Military Personnel in USAREUR-Owned or -Controlled Aircraft
- C. Participation of USAREUR Aircraft in Aerial Demonstrations at Public Affairs Events
- D. Civilian Use of USAREUR Airfields and Heliports
- E. Format for Local Flying Rules
- F. Aircraft-Noise-Abatement Commissions
- G. Tactical Aircraft Support Requests
- H. Operational Support Airlift Requests
- I. Individual Waiver Requests
- J. Aviation Evaluations
- K. Request for Flight Evaluation
- L. United States Army Aeronautical Services Detachment, Europe, Area of Responsibility

### **Tables**

- B.1. Eligibility and Approval for Travel of Non-U.S. Military Personnel
- C-1. Aerial Demonstrations and Approval Authorities
- H-1. Scheduling Priorities for USAREUR OSA Aircraft

## Figures

- 5-1. Format to Request a Waiver of Operating Times
- E-1. Format for Local Flying Rules
- I-1. Format for Requesting an Individual Waiver
- K-1. Sample Memorandum Requesting a Flight Evaluation

## Glossary

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### CHAPTER 1 GENERAL

#### 1-1. PURPOSE

This regulation prescribes policy and procedures for aircrew training and standardization and for operating Army aircraft in USEUCOM areas under CG, USAREUR/7A, control.

#### 1-2. REFERENCES

Appendix A lists references.

#### 1-3. EXPLANATION OF ABBREVIATIONS AND TERMS

The glossary explains abbreviations and special terms used in this regulation.

#### 1-4. RESPONSIBILITIES

The USAREUR G3 has staff responsibility for all aspects of Army aviation (including policy, standardization, and training) in the USAREUR area of responsibility (AOR).

#### 1-5. EXCEPTIONS AND WAIVERS

The CG, USAREUR/7A, has the authority to approve exceptions and waivers to this regulation that are consistent with applicable laws and regulations. The CG, USAREUR/7A, may delegate this authority in writing when appropriate. Requests for waivers will be sent to the Aviation Division, Office of the G3, HQ USAREUR/7A, Unit 29351, APO AE 09014-9351.

**NOTE:** During mobilization, the USAREUR G3 may modify the policy in this regulation.

#### 1-6. DEVIATIONS

Personnel may deviate from the provisions of this regulation during emergencies.

a. Individuals who deviate from the provisions of this regulation, AR 95-1, Federal Aviation Administration (FAA) regulations, International Civil Aviation Organization (ICAO) rules, or host-country regulations must report details of the deviation directly to their unit commander. The deviation must be reported within 24 hours after it occurs.

b. Commanders will report deviations from host-country regulations and procedures to the following:

(1) The Army Flight Operations Detachment (AFOD):

(a) **Mailing Address:** Army Flight Operations Detachment, Unit 29231, APO AE 09102-9231.

(b) **Telephone:** DSN 373-7088 or civilian 06221-17-7088.

(c) **Fax:** DSN 373-6542 or civilian 06221-17-6542.

**NOTE:** The Commander, AFOD, will coordinate with civil and military agencies as necessary.

(2) The G3 Aviation Division:

(a) **Mailing Address:** Aviation Division, Office of the G3, HQ USAREUR/7A, Unit 29351, APO AE 09014-9351.

(b) **Telephone:** DSN 370-9461/9462/9473/9488/9489/3246/3247/3259 or civilian 06221-57-9461/9462/9473/9488/9489/3246/3247/3259.

(c) **Fax:** DSN 370-8924 or civilian 06221-57-8924.

## 1-7. FLIGHT VIOLATIONS

**a. Violations.** Violations of this regulation, AR 95-1, FAA regulations, ICAO rules, host-nation regulations, or other applicable aviation regulations will be reported as prescribed by AR 95-1. Violations occurring in the USAREUR AOR will be reported to the AFOD. The AFOD will forward reports to the G3 Aviation Division and to the United States Army Aeronautical Services Detachment, Europe (USAASD-E).

**b. Reporting Investigation Results.** Results of investigations conducted according to AR 15-6 or AR 600-105, chapter 6, will be reported through command channels and through HQ USAREUR/7A (AEAGC-AV and AEAGA-SA) to the Director, United States Army Aeronautical Services Agency (USASSA), Fort Belvoir, VA 22060-5582.

**c. Restricted Information.** Names of crewmembers of military aircraft involved in actual or alleged violations will be treated as restricted information and not be released to the public or any agency outside DOD except by proper authority (AR 95-1, para 2-13b). Personnel who receive requests for the names of crewmembers of Army aircraft should direct these requests to the G3 Aviation Division (para 1-6b(2)).

## 1-8. PERSONS AUTHORIZED TO FLY OR TRAVEL IN USAREUR AIRCRAFT

Flights by other than U.S. military personnel in USAREUR-owned or -controlled aircraft are authorized only when conducted according to appendix B.

## 1-9. PARTICIPATION OF USAREUR AIRCRAFT IN AERIAL DEMONSTRATIONS

Appendix C prescribes policy on the participation of USAREUR aircraft in aerial demonstrations.

## 1-10. CIVILIAN USE OF ARMY AIRFIELDS AND HELIPORTS

Appendix D prescribes policy on civilian use of airfields and heliports in the USAREUR AOR.

## 1-11. LOCAL FLYING AREAS

The following rules apply to local flying areas in the USAREUR AOR:

- a. Local flying areas will not extend beyond international boundaries.
- b. Units outside the German coastal and Baltic area, Identification Zone (IZ), and Deconfliction Line (DL) will not include any part of this airspace in their local flying areas.
- c. Local flying areas will be depicted on a 1:250,000-scale map. This map will be posted in the operations or flight-planning area of the airfield or heliport.

## 1-12. USAREUR LOCAL FLYING RULES

a. The Commanding Generals, V Corps, 21st Theater Support Command, United States Army Southern European Task Force (USASETAF), and Seventh Army Training Command (7ATC), will approve local flying rules and changes. Local flying rules will be reviewed by the G3 Aviation Division (para 1-6b(2)) before being submitted for approval. Appendix E provides a format for local flying rules. Commanders will contact USAASD-E before coordinating local flying rules with host-country airspace-control agencies. The USAASD-E may be contacted through the following:

**(1) Mailing Address:** USAASD-E (ATAS-AD), Unit 29243, APO AE 09102-9243.

**(2) Telephone:** DSN 373-8079/6426 or civilian 06221-17-8079/6426.

**(3) Fax:** DSN 373-8957 or civilian 06221-17-8957.

**(4) E-mail:** usaasde@hq.hqusareur.army.mil.

b. Traffic-pattern altitudes will be established with consideration to noise abatement and safety. Traffic-pattern altitudes and noise-abatement procedures for each airfield and heliport will be sent to the USAASD-E for publication in DOD flight information publications (FLIPs).

### **1-13. SPECIAL USE OF AIRSPACE**

a. Units will contact the AFOD according to procedures in DOD FLIP AP/2 for training events (for example, parachute drops, night vision device (NVD) training, field training exercises) that require—

- (1) Use of established special-use airspace.
- (2) A notice to airmen (NOTAM) and flight information region notification.

b. Units will contact the USAASD-E for mission or training events that require the establishment of special-use airspace.

### **1-14. INDIVIDUAL FLIGHT RECORDS FOLDERS**

a. The V Corps, 1st Personnel Command, and division assignment officers will include operational or nonoperational aviator status in assignment orders.

(1) Commanders of USAREUR aviation units will keep individual flight records folders (IFRFs) for nonoperational aviators assigned in or near their geographical location. When it is not practical to keep nonoperational aviator records in an aviation unit, the IFRF will be kept with the aviator's military personnel records.

(2) Nonoperational aviators will present their IFRF for safekeeping as specified in (1) above.

b. Commanders of units without organic aircraft that have operational aviators assigned to them will ensure aviators are attached or assigned to a unit for flying purposes.

### **1-15. ANTITERRORISM/FORCE PROTECTION**

Aviation commanders, at all levels, are responsible for implementing antiterrorism/force protection (AT/FP) procedures as prescribed by USAREUR Regulation 525-13.

## **CHAPTER 2**

### **OPERATION AND CONTROL OF USAREUR AIRFIELDS, HELIPORTS, AND HELIPADS**

#### **2-1. GENERAL**

a. Senior mission commanders at table of organization and equipment (TOE)-designated airfields, heliports, and helipads and area support group (ASG) commanders at tables of distribution and allowance (TDA)-designated airfields, heliports, and helipads are designated "airfield, heliport, or helipad commander" and will—

(1) Appoint an airfield manager and aviation safety officer (ASO) for each assigned Army airfield, heliport, and helipad. At facilities where there is no ASO or the appointed ASO is deployed or otherwise expected to be absent for an extended period, an ASG ASO will assume ASO duties at that facility. A copy of the duty appointment will be sent to—

(a) The Aviation Division, Office of the G3, HQ USAREUR/7A, Unit 29351, APO AE 9014-9351.

(b) The USAASD-E (ATAS-AD), Unit 29243, APO AE 09102-9243.

(2) Ensure an air-traffic and airspace (AT&A) management officer is appointed at facilities for which controlled or restricted airspace exists or where tenant USAREUR aircraft are permanently based (AR 95-2). A copy of the duty appointment will be sent to the addresses in (1)(a) and (b) above.

(3) Allocate USAREUR-resourced funds for maintenance and repair of nontactical air traffic control (ATC) equipment and fixed-base navigational aids.

(4) ASG commanders will provide base operations (BASOPS) standard services for all airfields, heliports, helipads, and associated facilities including, but not limited to, maintenance of nontactical ATC facilities, maintenance of runways, taxiways, and parking ramps (to include painting and marking, grass mowing, and ice and snow removal), aircraft rescue firefighting (ARFF) and emergency medical service, engineering surveys (obstruction survey, pavement evaluations), and improvement of aviation facilities.



(5) Provide airfield-operation resources according to Deputy Chief of Staff, G3, DA, direction and as allocated to the installation (ANS) level of detail. The ASG commander does not have the authority to divert soldier readiness program (SRP) funds.

(6) Execute airfield-operations functions according to Deputy Chief of Staff, G3, DA, policy, procedures, standards, and direction.

(7) Increase airfield-operations capability to meet urgent needs of mission commanders.

(8) Develop airfield-operations requirements that meet mission commanders' needs.

(9) Respond to all audit inquiries (including those from mission commanders and major Army command (MACOM) staffs).

(10) Be responsible for airfield operations according to Deputy Chief of Staff, G3, DA; USAASA; and MACOM policies.

b. Army airfield, heliport, and helipad commanders and airfield managers will—

(1) Ensure current information on established airfields, heliports, and helipads is sent to USAASD-E (para 1-12a(1)) for inclusion in FLIPs. The USAASD-E will be notified of permanent closures.

(2) Issue NOTAMs according to USAREUR Regulation 95-40 at least 48 hours, or as soon as possible, before restriction on or status change of a facility (for example, temporary or permanent facility closures).

## 2-2. AIRFIELDS, HELIPORTS, AND HELIPADS

**a. Authorized Landing.** Established Army airfields, heliports, and helipads are the only landing sites authorized in cantonment areas. Landing at other locations in a cantonment area is prohibited unless the requirements in paragraph 2-3 are met.

**b. Requests to Open or Close Facilities.** Requests to establish, redesignate, or permanently close airfields, heliports, and helipads will be sent through command channels to the G3 (AEAGC-AV).

**c. Aviation Facility Design, Construction, Operation, and Maintenance.** Aviation facilities (airfields, heliports, helipads) will be designed, constructed, operated, and maintained according to DOD policy, Army regulations, and the following:

(1) Aviation facility design, construction, and maintenance will be according to Technical Manual (TM) 5-823-4, Unified Facilities Criteria (UFC) 3-260-01, UFC 3-600-01, and National Fire Protection Association codes (DOD 6055.6-M and AR 420-90), and host-nation requirements. Requests for waivers to use existing facilities that do not meet TM requirements will be sent through command channels through the USAREUR G1 (AEAGA-SA) to United States Army Installation Management Agency, Europe Region Office (IMA-Europe). Requests for planning and construction waivers will be sent through the USAREUR G3 (AEAGC-AV) and through USAASD-E (para 1-12a(1)) to IMA-Europe.

(2) Aircraft firefighting and crash-and-rescue service requirements are in AR 385-95, AR 420-90, and Field Manual (FM) 1-300, chapter 6. Host-nation fire departments and medical services will be used at locations where flight movements according to AR 420-90 do not require the Army to maintain active ARFF departments. ARFF exercises will be conducted according to AR 420-90 (para 3-6). Aircraft familiarization tours will be conducted with all host-nation fire departments in the AOR that may be called on to provide ARFF support instead of or in addition to Army firefighting support. At installations where an ARFF department is actively maintained, the fire department will coordinate responses to all incidents with the airfield commander or airfield manager.

(a) The IMA-Europe is the proponent for allocating Army fire and emergency services (F&ES) resources throughout installations located in the USAREUR AOR.

(b) The United States Europe Regional Medical Command (ERMC) is the proponent for providing properly equipped and manned ambulances according to AR 420-90, paragraph 5-3.

(c) When U.S. fire departments provide emergency response, F&ES personnel must be trained and certified to provide “first responder” emergency medical service support.

(3) Noise-abatement procedures will be established and enforced according to AR 95-1 and AR 200-1. Aircraft noise-abatement commissions will be established according to appendix F.

(4) Facilities management requirements that apply to airfields and heliports include operational functions and responsibilities in FM 1-300. Personnel and equipment requirements will be coordinated through command channels and sent to the USAREUR G3 (AEAGC-FMD), Unit 29351, APO AE 09014-9351.

(a) A written standing operating procedure (SOP) will be established to regulate and standardize internal operations.

(b) Facilities may issue memorandums to supplement SOPs when documenting temporary or informative material (FM 1-300).

(c) Memorandums of agreement (MOAs) will be established between the U.S. Army facility and non-Army agencies (for example, U.S. Navy, U.S. Air Force, foreign services, civilian fire departments, civilian medical agencies) by the Agreements Division, Office of the G8, HQ USAREUR/7A, according to USAREUR Regulation 1-7. MOAs will be reviewed at least once a year (AR 95-2 and FM 1-300). Any changes to the MOAs must be established by the USAREUR G8. The same applies to airspace MOAs with non-Army agencies, which must be coordinated with the USAASD-E according to AR 95-2. The Supplementary Agreement to the NATO Status of Forces Agreement and implementing agreements normally include the provision that the host nation provides cost-free emergency assistance to the extent provided to the host-nation military. The airfield, heliport, or helipad commander will initiate and ensure appropriate MOAs are in effect.

(d) An exchange of letters will take place between ATC facilities and other Army agencies on the same airfield to supplement established operational and procedural instructions; describe special operating conditions or specific ATC procedures; and establish responsibilities for operating airfield equipment, providing emergency services, and reporting operational limitations and hazards. These procedures will be reviewed and updated once a year (FM 1-300).

(e) Private organizations (for example, flying clubs) using U.S. Army facilities must comply with AR 95-2, AR 11-2, AR 210-22, AR 215-1, AR 405-45, applicable co-use agreements (in accordance with USAREUR Regulation 1-3), and local command and airfield SOPs. Private organizations must have agreements in place before use of an airfield is authorized. Agreements will be established according to (c) above.

(5) Flight dispatches will be established for flight planning and filing services for transient and assigned aviators on airfields and heliports with one or more tenant units (FM 1-300).

(a) Flight dispatch communication will be established to ease filing of flight plans and exchange of flight traffic information with the AFOD, obtain NOTAMs and weather forecasts, and coordinate search-and-rescue operations.

(b) When ATC is absent, radio communications will be established to provide pilot-to-dispatch communications, flight-following service, and advisory service. Aviation facilities responsible for helicopter training areas will ensure radio communication is established for flight-following aircraft in the helicopter training area.

(c) Overdue aircraft procedures will be established according to FM 1-300. Overdue aircraft procedures requiring search and rescue will be coordinated with the AFOD according to USAREUR Regulation 95-40.

(d) Flight planning facilities will be established for use by tenant and transient flight crews (FM 1-300). Flight planning information will include a flight hazards map and operational procedures for the local helicopter training area.

(6) Airfield, heliport, and helipad safety programs will be implemented according to AR 385-10 and AR 385-95. Subparagraphs (a) and (d) below do not apply to facilities without tenant aviation assets.

(a) Airfield safety councils will be established according to AR 385-95.

(b) Aviation accident-prevention measures (for example, surveys, safety inspections, training, accident reviews) will be conducted twice a year for all airfields, heliports, and helipads according to AR 385-10 and AR 385-95.

(c) Reports on operational hazards that cannot be corrected by the unit will be sent through command channels to the G1 (AEAGA-SA) for assistance.

(d) The safety director or safety officer will coordinate with the local fire chief for monthly, unannounced ARFF drills to evaluate accident plan adequacy. Results will be reported to the airfield commander. Each type of aircraft using the facility will be used at least twice a year for the ARFF drill.

(7) Petroleum, oils, and lubricants (POL) services will be provided for tenant and transient aircraft at airfields and heliports. POL operations will comply with AR 420-90, FM 1-300, FM 10-67-1, and FM 10-67-2.

(8) Weather reporting and forecasting facilities will be established according to AR 115-10. The USAFE Operational Weather Squadron (OWS) will provide weather support when local weather support is not available.

(9) ATC will be established according to AR 95-2. Paragraph 2-9 of FM 1-303 requires the installation commander to establish an ATC facility's hours of operation. For the purpose of this paragraph and in accordance with the HQDA policy on organization and operations for airfield and heliports, the airfield or heliport commander is considered to be the installation commander. Fixed-base ATC facilities will be under the operational control (for example scheduling, hours of operation) of the airfield commander or manager.

(10) Customs-control procedures will be established at Army airfields and flight activities according to AE Regulation 550-175. These procedures apply to aircraft arriving or departing on international flights.

## **2-3. LANDING IN CANTONMENT AREAS**

**a. General.** Aviation commanders in the grade of O5 and higher may authorize their assigned aircraft to land in unimproved landing areas within cantonment areas. Use of this paragraph is not meant to circumvent requirements for the design construction, operation, and maintenance of Army airfields, heliports, and helipads as described in paragraph 2-2c.

### **b. Utilization Procedures.**

(1) Use of unimproved landing areas in cantonment areas is only to meet specific nonroutine mission requirements other than training. Requests for waivers will be submitted according to paragraph 1-5.

(2) Use of unimproved landing areas in cantonment areas requires approval of the supporting ASG commander before use.

(3) The using unit ASO will conduct a hazard survey of the intended landing area before use.

(4) The using unit is responsible for ensuring the safety of nonparticipating personnel and preventing damage to property.

(5) A written description and sketch that include all site hazards and preferred landing and takeoff direction will be provided to using aircrews.

(6) Military police notification is required.

(7) These requirements do not apply to tactical or maneuver areas in the Combat Maneuver Training Center in Hohenfels and the Grafenwöhr Training Area.

## **CHAPTER 3 OPERATIONS AND SAFETY**

### **SECTION I OPERATIONS**

#### **3-1. APPROVAL FOR AVIATION AIR AND GROUND SUPPORT OPERATIONS**

Unit commanders will approve all air and ground aviation operations that require engine starts, whether for maintenance, training, or operational reasons.

- a. This a separate requirement from mission briefing procedures in AR 95-1.
- b. This requirement does not apply to aircraft auxiliary power units (APUs).

### **3-2. OPERATIONAL SUPPORT AIRLIFT**

Operational support airlift (OSA) aircraft in USAREUR are C-12, UC-35, and rotary wing (RW) (UH-60 and UH-1H) aircraft at the following units:

- a. 1-214th Aviation Regiment.
- b. 7ATC Flight Detachment.
- c. V Corps.

**NOTE:** OSA aircraft will also include any USAREUR-owned or -controlled aircraft used for OSA purposes (DOD Directive 4500.43).

### **3-3. PASSENGER POLICY**

Appendix B prescribes approval authorities and air-transportation eligibility for travel by non-U.S. military personnel.

### **3-4. AIRCRAFT SUPPORT REQUESTS**

- a. Appendix G explains procedures for requesting tactical aircraft support beyond the capabilities of the requesting unit.
- b. Appendix H explains procedures for requesting OSA missions.

## **SECTION II SAFETY**

### **3-5. MISHAP REPORTS**

- a. Aircraft accident and incident reporting and investigations will be conducted according to AR 385-40, DA Pamphlet 385-40, and AE Regulation 385-40.
- b. Commanders who have assigned or attached aircraft involved in a mishap as defined in AR 385-40 will report the mishap immediately to the AFOD, Unit 29231, APO AE 09102-9231. Additionally, commanders will immediately report all class-A through class-C aviation accidents through the appropriate USAREUR command (AE Reg 10-5, app A) to the G1 Safety Division, as outlined in AE Regulation 385-40, paragraph 5a. Commanders will use DA Form 7305-R to report the mishap.

### **3-6. PROTECTIVE CLOTHING AND EQUIPMENT**

The flight helmet, survival vest, and flight gloves requirement prescribed by AR 95-1, chapter 8, section II, does not apply to aircrews on C-12 or UC-35 aircraft.

### **3-7. AVIATION LIFE-SUPPORT EQUIPMENT**

Aviation units will have appropriate survival kits (cold weather, hot weather, and overwater) for each aircraft available for use. Unit commanders will—

- a. Develop SOPs that specify when survival kits must be used.
- b. Ensure that serviceable survival kits are available for all missions.
- c. Ensure that at least one crewmember for each aircraft will be equipped with a survival radio.

## CHAPTER 4 TRAINING AND STANDARDIZATION

### SECTION I AIRCREW TRAINING PROGRAM

#### 4-1. UNIT TRAINING

**a. Aircrew Training Programs (ATPs).** Commanders of aviation units will—

(1) Develop and implement academic training programs according to applicable training regulations and manuals. Commanders will implement policy that ensures crewmembers attend or make up training. Training documentation and attendance rosters will be kept in unit files for 3 years.

(2) Ensure low-flight training is conducted in approved helicopter flight coordination areas (HFCAs) in compliance with DOD FLIP AP/2 and USAREUR HFCA procedures (available from the USAREUR Aviation Safety and Standardization Detachment (UASSD)).

**b. Failure to Meet ATP Requirements.** The first commander in the rank of colonel or above in the chain of command may grant individual waivers to an aviator's ATP requirements. Appendix I is a sample format for requesting individual waivers. Waivers will remain a permanent part of the aviator's DA Form 3513 until the aviator's yearly closeout.

**c. Instrument Evaluations.** Aviators who fail an instrument flight evaluation will be reclassified readiness level (RL) 3. These aviators will not perform crewmember duties until they complete retraining administered by an instructor pilot (IP) or instrument flight examiner (IE) and successfully complete a reevaluation by an IE.

**d. Aviation Units Without Compatible Simulators.** Commanders of aviation units without compatible simulators will—

(1) Develop a comprehensive instrument training program to ensure that assigned aviators have instrument proficiency.

(2) Ensure instrument training programs include tasks, iterations, and flying hours under hooded or simulated instrument meteorological conditions (IMC). (For the purpose of instrument training, conditions specified in aircrew training manuals (ATMs) for "simulated IMC" or "reference to flight instruments only" mean hooded flight.) Commanders will stress unusual attitude recovery and emergency IMC recovery procedures. Use of noncompatible simulators in this program is encouraged.

**e. Synthetic Flight Training System Requirements.**

(1) Unit commanders will develop a program that ensures flight activity category (FAC) 3 aviators maintain an appropriate level of academic and flight proficiency.

(2) Flight simulator training will be conducted according to unit-developed situational training exercises emphasizing aircrew coordination. These exercises will include instruments, tactics, NVD, gunnery, and emergency procedures as appropriate.

(3) Simulator operators will be an IE, IP, maintenance test flight evaluator (ME), standardization instructor pilot (SP), or unit trainer (UT). The Commander, UASSD, must approve exceptions to this requirement.

(4) Aviator synthetic flight training system minimums must comply with AR 95-1 and the applicable ATM with the following exceptions:

(a) CH-47 FAC 1 and FAC 2 aviator requirements are 20 hours annually.

(b) UH-60 FAC 1 and FAC 2 aviator requirements are 20 hours annually.

## 4-2. CREWMEMBER TRAINING

**a. General.** Unit crewmember training programs will be established according to TC 1-210, applicable ATMs, and the unit mission-essential task list (METL).

### **b. Orientation Training.**

(1) USAREUR crewmembers occupying FAC 1 and FAC 2 flying positions will complete local-area orientations prescribed by TC 1-210.

(2) Before progressing to RL 1, USAREUR aviators will receive the following orientation ((a) and (b) below) and academic ((c) through (i) below) training:

(a) A visual flight rule (VFR) navigation flight of at least 50 kilometers with an IP or UT, navigating by pilotage only and using a 1:100,000- or 1:250,000-scale map.

(b) An instrument orientation flight in their primary aircraft with an IP, UT, or IE. This flight orientation will not be conducted in a flight simulator.

(c) This regulation and other Army in Europe directives.

(d) RW low-flying procedures specified in DOD FLIPs and USAREUR HFCA procedures.

(e) Airspace structure.

(f) German coastal and Baltic area, IZ, and DL procedures.

(g) DOD FLIPs.

(h) Inadvertent IMC flight procedures.

(i) VFR and instrument flight rules (IFR) requirements.

(j) Procedures for conducting flights outside German airspace.

(3) Unit commanders will ensure the training requirements in (1) and (2) above are documented in individual aircrew training folders (IATFs) when processing the crewmember's assignment to USAREUR.

## 4-3. SPECIAL TRAINING

**a. Electronic Mission Aircraft and Aerial Surveillance Units.** Special electronic mission aircraft units and aerial surveillance units will be integrated into major NATO, corps, and division field exercises.

### **b. Aviation Life-Support Equipment (ALSE) Training.**

(1) ALSE support for staff aviators will be provided by the unit responsible for their training.

(2) Unit personnel designated to perform duties as ALSE specialists according to AR 95-1 will be school-trained and appointed on orders.

(3) DA Pamphlet 738-751 explains ALSE maintenance records. Locally produced forms will be used to list components, lot numbers, expiration dates, and next inspection due dates of first-aid kits in aircraft.

### **c. POL Training.** Unit commanders will—

(1) Train fuel handlers in POL procedures twice a year. This training will include safe handling procedures for aviation fuel, including—

(a) Dispensing.

- (b) Inspecting POL facilities and equipment.
- (c) Fire emergency procedures.
- (d) Maintaining POL package products.
- (e) Spill prevention and cleanup.
- (f) Storage.
- (g) Quality assurance requirements and procedures.

(2) Crewmembers and aviation maintenance personnel will receive annual training in POL procedures that they may be reasonably expected to perform as part of their normal duties (including visual or preflight sampling procedures, cold refuel at facilities not familiar with refuel or military aircraft, fire emergencies).

(3) Issue DD Form 1902 to personnel who may be required to—

- (a) Operate a fuel-dispensing vehicle.
- (b) Refuel aircraft.

**d. Weather Training.** Unit commanders will—

(1) Establish a local weather training program for aviation personnel. The program will require a semiannual weather briefing for assigned and attached crewmembers.

(2) Establish procedures for ATC and tower operators to receive annual weather training.

(3) Annotate the appropriate training records to show the date an individual successfully completed required training.

(4) Ensure the semiannual weather briefing ((1) above) for Army aviators includes the following topics:

- (a) Climatology.
- (b) Cloud formations.
- (c) Fog.
- (d) Frontal systems.
- (e) Icing.
- (f) Procedures for completing and interpreting DD Form 175-1 for flights conducted according to VFR and IFR.
- (g) Thunderstorms.

(5) Ensure ATC tower operators are certified to make limited weather observations according to AR 95-2.

(6) Ensure crewmembers receive preseasonal safety training on operator's manual requirements, procedures, and restrictions while operating in adverse winter environmental conditions. Training will include proper techniques and precautions to be used when taking off from, landing on, and operating near snow- or ice-covered terrain.

**e. Fixed Wing Training and Simulation.**

(1) Aviators of fixed wing (FW) aircraft will attend an aircraft-similar flight simulator refresher or recurrent course at least every 18 months. Aviators who fail to meet this requirement will not perform duties as pilot in command (PC) until they have completed the required training.

- (2) Initial series and transition training in the C-12J will include simulator or systems training.

#### **4-4. SIMULATED ENGINE FAILURES**

OH-58 and UH-1 aircraft may only perform termination with power maneuvers to hard-surfaced runways at airfields. Two-way radio communications are required.

### **SECTION II STANDARDIZATION**

#### **4-5. STANDARDIZATION AUTHORITIES FOR USAREUR**

**a. UASSD.** The UASSD is the proponent for the USAREUR Aviation Standardization Program. The UASSD—

- (1) Coordinates standardization issues not resolved by unit, installation, and area standardization committees.

- (2) Is the executive agency for the USAREUR Aviation Leadership Committee.

(3) Conducts aviation resource management surveys (ARMSs) of USAREUR units throughout the theater. Evaluations conducted at non-USAREUR units will be done according to established memorandums of understanding or with the concurrence of the commander of the unit being evaluated.

- (4) Conducts assistance visits on request.

- (5) Instructors, evaluators, and their designees may conduct evaluations throughout the European theater.

**b. Air Traffic Services Standards Office (ATSSO), 3rd Battalion, 58th Aviation Regiment.** The ATSSO is the USAREUR proponent for air traffic services (ATS) safety and standardization according to AR 95-2. The authority of the ATSSO is applicable throughout the USAREUR AOR, including contingency operations. The ATSSO—

- (1) Maintains standardization authority over all Army ATC facilities to include AT&A management.

- (2) Conducts scheduled and unscheduled safety and quality assurance evaluations of all Army ATS facilities.

- (3) Conducts assistance visits to ATS facilities on request.

- (4) Liaises the U.S. Army Air Traffic Control Activity, Fort Rucker, on all ATS matters.

#### **4-6. USAREUR AVIATION LEADERSHIP COMMITTEE**

**a. Mission.** The USAREUR Aviation Leadership Committee monitors and implements the U.S. Army Aviation Standardization Program in Europe. The committee will convene annually in conjunction with the USAREUR Aviation Conference.

**b. Composition.** The USAREUR Aviation Leadership Committee will consist of the following:

- (1) President: USAREUR G3.

- (2) Vice President: Chief, Aviation Division, Office of the G3, HQ USAREUR/7A.

- (3) Executive Secretary: Commander, UASSD.

- (4) Members:

(a) Commander, 4th Brigade, 1st Infantry Division.

(b) Commander, 4th Brigade, 1st Armored Division.

(c) Commander, 11th Aviation Regiment.



- (d) Commander, 12th Aviation Brigade.
- (e) Commander, 421st Medical Battalion.
- (f) Commander, 2d Battalion, 502d Aviation Regiment.
- (g) Commander, 7th Battalion, 159th Aviation Regiment.
- (h) Commander, 3d Air Traffic Services Battalion, 58th Aviation Regiment.
- (i) Commander, 1st Military Intelligence Battalion.
- (j) Chief of Aviation, Office of the G3, HQ V Corps.
- (k) Commander, USAASD-E.
- (l) Commander, 1-214th Aviation Regiment.
- (m) Commander, Combat Maneuver Training Center.
- (n) Chief, Aviation Division, 7ATC.
- (o) Safety Officer, USAREUR.
- (p) Flight Surgeon, USAREUR.
- (q) Chief, Aviation Logistics Division, 200th Theater Support Command Materiel Management Center.
- (r) FW SP, UASSD.
- (s) RW SP, UASSD.
- (t) RW IE, UASSD.
- (u) RW Maintenance Examiner, UASSD.

#### **4-7. INSTALLATION AVIATION STANDARDIZATION COMMITTEES**

**a. Responsibilities.** USAREUR units will form installation standardization committees.

**b. Mission.** Installation aviation standardization committees will—

- (1) Supervise and coordinate the command implementation of the U.S. Army Aviation Standardization Program.
- (2) Conduct meetings every 6 months.

**c. Composition.** Installation aviation standardization committees will be composed according to AR 95-1.

#### **4-8. OBJECTIVES**

The objectives of standardized aviation training are to—

a. Develop and sustain—

- (1) Individual aviator skills and nonrated crewmember skills.
- (2) Aircrew coordination skills.
- (3) Maximum day and night combat capability.

- b. Prepare aviation units for combat operations and operations other than war as members of combined armed forces.

#### **4-9. COMMAND RESPONSIBILITIES**

Commanders will—

- a. Comply with USAREUR Regulation 350-1.
- b. Ensure aviation interoperability with NATO Allies and units complies with appropriate standardization agreements.
- c. Ensure aviation training programs are evaluated and appropriate external evaluations (EXEVALs) are administered according to USAREUR Regulation 350-1.
- d. Ensure academic and flight training programs are established for flight at low altitudes as appropriate. These training programs will ensure aviator safety and proficiency when low flights must be conducted to comply with host-nation regulations, adverse weather conditions, and major exercise coordination altitudes. Commanders with terrain flight tasks in support of their METL do not require additional programs.
- e. Ensure unit SOPs are established according to AR 95-1, AR 385-95, TC 1-204, TC 1-210, DOD FLIP AP/2, and this regulation.

#### **4-10. UNIT EVALUATIONS**

- a. An aviation battalion's ability to execute its combat missions will be evaluated using an EXEVAL. The EXEVAL will be—
  - (1) Controlled at an echelon above the unit being evaluated.
  - (2) Conducted every 12 months.
- b. The USAREUR G3 will schedule ARMS of every aviation unit in USAREUR. Aviation units will be evaluated approximately every 18 to 24 months.
- c. Commanders will not schedule any training event during an ARMS that prevents the inspected unit from participating exclusively in the scheduled evaluation.
- d. The UASSD will—
  - (1) Advise the USAREUR G3 on the status of aviation flight standardization activities.
  - (2) Inform units of command aviation standardization policy and procedures.
- e. Appendix J provides procedures for conducting UASSD-administered ARMSs.
- f. The UASSD ARMS checklist provides guidelines to help aviation units comply with published policy and training guidance. Use of this checklist will improve standardized aviation procedures, operations, and readiness.

### **SECTION III ADMINISTRATIVE PROCEDURES**

#### **4-11. FLIGHT CREWMEMBER SELECTION AND EVALUATION REQUIREMENTS**

##### **a. General Evaluation Requirements.**

- (1) Before initial evaluations for evaluators or trainers, orientation requirements in this regulation must be completed.
- (2) Unit SOP requirements for crew selection, qualification, and evaluation must be met.

(3) Individuals must demonstrate proficiency to an SP, IE, ME, standardization instructor nonrated (SI), IP, or nonrated crewmember instructor (FI), as appropriate, in every mode of flight in which they are expected to train and evaluate.

**b. Initial SP Evaluations.** The UASSD will conduct or approve in writing initial SP evaluations.

**c. Initial IE Evaluations.** The UASSD will conduct or approve in writing initial IE evaluations.

**d. Initial ME Evaluations.** The UASSD will conduct or approve in writing initial ME evaluations.

**e. Initial SI Evaluations.** The UASSD will conduct or approve in writing initial SI evaluations.

**f. Initial IP Evaluations.** Any USAREUR SP may conduct initial IP evaluations.

**g. Initial (Maintenance Test Pilot (MP) Evaluations.** Any USAREUR ME may conduct initial MP evaluations.

**h. Initial FI Evaluations.** Any USAREUR SP, IP, or SI may conduct initial FI evaluations.

**i. Annual Evaluations.**

(1) The UASSD will conduct or approve in writing annual SP, IE, ME, and SI evaluations.

(2) Any USAREUR SP may conduct annual evaluations for IPs.

(3) Any USAREUR IP, SI, or SP may conduct annual evaluations for FIs.

(4) UASSD personnel will designate unit IEs, SIs, or SPs to administer evaluations in nonstandard aircraft when the UASSD does not have an evaluator qualified or available to perform the evaluation.

(5) The 421st Medical Battalion is authorized to perform initial and annual flight medic SI evaluations throughout USAREUR.

**j. Performing Duties in Another Unit.** Any USAREUR crewmember in one unit may perform duties in another unit when both unit commanders agree. The commander's approval will be documented on mission briefing forms.

**NOTE:** When administering an evaluation for an SI or FI, the evaluator will be seated in the aircraft cabin area.

**4-12. REQUEST FOR SP, IE, ME, AND SI EVALUATIONS**

Appendix K provides the request format for SP, IE, ME, and SI evaluations.

a. Unit commanders will approve requests for UASSD flight evaluations.

b. Brigade, regiment, and separate battalion standardization officers will—

(1) Fax or e-mail evaluation requests to the appropriate UASSD evaluator at least 3 weeks before the desired mission date for initial evaluations and 3 weeks before the beginning of the annual proficiency and readiness test (APART) period for annual evaluations. (Call the appropriate UASSD evaluator to coordinate the mission date before sending a request.)

(2) Provide IFRF and IATF for the evaluation.

c. After successful completion of the flight evaluation, mail or fax copies of completed DA Form 7122-R, pages 1 and 2, to the Standardization Chief, UASSD (AEAGC-AV-SSD), CMR 477, APO AE 09165-0477.

## CHAPTER 5 FLIGHT PROCEDURES AND RULES

### 5-1. GENERAL

This chapter provides specific flight rules and procedures for operating U.S. Army aircraft in the USAREUR AOR. DOD FLIPs provide ICAO and foreign government rules that apply to military users. Questions about ICAO or foreign country procedural issues and additions, deletions, or corrections to DOD FLIPs must be submitted through the USAASD-E (para 1-12a(1)), according to appendix L.

### 5-2. FLIGHT PLANNING

**a. Mission Briefing.** Noncommissioned officers (NCOs) will not be designated as briefing officers.

**b. NOTAM.** NOTAMs are available, controlled, and managed according to USAREUR Regulation 95-40.

#### **c. Flight Weather Planning.**

**(1) Flights Into Icing Conditions.** RW aircraft without fully operational blade de-ice kits will not be flown in IMC when light icing conditions exist or have been forecast unless one of the following criteria can be met:

- (a) A ceiling of at least 1,000 feet above ground level (AGL) along an entire route is forecast.
- (b) In- and out-of-cloud conditions at the desired flight level or altitude are forecast.
- (c) The tops of clouds are forecast to be at or below 8,000 feet mean sea level (MSL).

**(2) Flights Into Turbulence.** Unit commanders may clear flights to areas of forecasted severe turbulence. Flights will not be cleared unless the requirements of AR 95-1 are met.

**(3) VFR Weather Minimums.** Paragraph 5-3 lists VFR weather minimums for flights in controlled and uncontrolled USAREUR airspace.

#### **(4) Flight Weather Briefing.** Aviators will obtain—

(a) A flight weather briefing for the entire route of flight. Flight weather briefings will be obtained from one of the following agencies (in the order shown):

1. The USAFE weather forecaster at the airfield of departure.
2. The host-nation forecaster at the airfield of departure.
3. The OWS, AFOD transferred to a forecast facility, or the nearest military forecast facility.

**NOTE:** Unit operations personnel will obtain forecasts for an exercise area from one of the sources in 1 through 3 above and provide this forecast to unit pilots during field training exercises.

(b) Weather updates at least once every 4 hours, either at en route stops or from the pilot-to-metro service. Weather updates may be relayed through ATC or flight operations if necessary.

#### **(5) VFR Flights in Local Areas.** VFR flights in local areas do not require a written DD Form 175-1.

**d. Local Flight Plans.** DD Form 1801 will be used to file a local flight plan. As with all flight plans, the complete route of flight will be shown.

#### (1) Aviators may file a local flight plan if—

(a) The DD Form 1801 is filed at a U.S. Army-controlled airfield or heliport. A memorandum of agreement is required when the airfield is for joint use and the U.S. Army is not the controlling agency.

(b) The flight does not exceed the limits of the local flying area and will not be flown on weekends or German holidays.

(c) Landings are at U.S. Army airfields, field sites, or civilian facilities. A local flight plan may not be used when landing is intended at military facilities controlled by a service other than the U.S. Army unless authorized by a memorandum of agreement.

(d) The total elapsed time of the DD Form 1801 local flight plan does not exceed 8 hours. Aviators who will exceed the timelimit on the filed DD Form 1801 must do one of the following:

1. Request an extension from the agency with which the DD Form 1801 is filed.

2. Cancel the DD Form 1801 local flight plan and file a V, I, Y, or Z military flight plan through base operations or AFOD.

(e) The complete flight will be conducted under visual meteorological conditions.

(f) The flight will end at the airfield of origin. The PC will ensure the DD Form 1801 is closed with the point of origin when weather, maintenance problems, an en route mission change, or a requirement to remain at a field site causes a flight to end at other than the airfield of origin.

(2) No aircraft will have more than one DD Form 1801 open at any one time.

(3) In Germany, DD Form 1801 will be filed with the AFOD when it is being filed before or after normal workhours and local airfield operations are not operational. PCs will ensure the DD Form 1801 is closed with the AFOD at the end of flights.

(4) Airfield-operations personnel will pass the DD Form 1801 to AFOD for continued monitoring when DD Form 1801 exceeds the normal operation hours of the local airfield operations in Germany. Airfield-operations personnel will inform the PC, who will follow reporting procedures in (3) above.

**e. German Coastal and Baltic Area/IZ/DL Procedures.** DOD FLIPs explain German coastal and Baltic area/IZ/DL procedures. Aircrews will review the DOD Foreign Clearance Guide (FCG) for DL operational considerations even if stationed in Germany.

**f. Closing Flight Plans.** Pilots will—

(1) Close DD Form 1801 with the AFOD by telephone (DSN 373-7088 or civilian 06221-17-7088) or telecommunications message when landing at facilities other than U.S. Army-controlled airfields or heliports.

(2) Contact one of the following by radio when there are no ground communication facilities and the aircraft is within 3 statute miles of its destination:

(a) The nearest U.S. military flight-following facility, pilot-to-dispatcher, or control tower and ask that it notify AFOD.

(b) The nearest flight information service or other military facility and ask that it notify the AFOD.

### 5-3. VFR WEATHER MINIMUMS

#### a. Controlled Airspace.

(1) Within tower-controlled airspace, RW aircraft may be flown in the USAREUR AOR under special visual flight rules (SVFR) when the following minimum weather criteria are met and ATC approval is obtained:

Flight	Ceiling	Visibility
Day	300 feet	800 meters
Night	500 feet	1600 meters

(2) Within tower-controlled airspace, FW aircraft may be flown in the USAREUR AOR under SVFR when the following minimum weather criteria are met:

<b>Flight</b>	<b>Ceiling</b>	<b>Visibility</b>
Day	1000 feet	5000 meters
Night	2000 feet	5000 meters

**NOTE:** Higher SVFR minimums apply when published in DOD FLIPs.

**b. Uncontrolled Airspace.**

(1) RW ceiling and visibility minimums for flights in uncontrolled airspace are as follows:

<b>Flight</b>	<b>Ceiling</b>	<b>Visibility</b>
Day	500 feet	800 meters
NVG/NVS	500 feet	1600 meters
Night Unaided	1000 feet	3000 meters

(2) FW ceiling and visibility minimums for flights in uncontrolled airspace are as follows:

<b>Flight</b>	<b>Ceiling</b>	<b>Visibility</b>
Day	1000 feet	5000 meters
Night	2000 feet	5000 meters

**NOTE:** In applying this regulation’s VFR weather minimums, aircrews will use ICAO ATS airspace classification values (DOD GP) as adjusted by individual host-nation guidance and published in DOD area planning documents; however, aircrews will never operate at VFR weather minimums that are lower than those published in this regulation for associated airspace classification.

**5-4. INADVERTENT IMC FLIGHT PROCEDURES (ONLY FOR EMERGENCY USE)**

a. ICAO host nations do not always recognize inadvertent IMC as a valid recovery procedure. Aircrews are strongly cautioned, when flying in unforecasted poor weather, to land before committing to unplanned IMC. This does not preclude aircrews from executing an inadvertent IMC recovery if the situation requires.

b. Aircraft that are unable to land will comply with the inadvertent IMC recovery procedure specified in the appropriate ATM, host-nation procedures specified in the AP/2, and—

- (1) Avoid crossing international borders and entering special-use airspace when possible.
- (2) Set the transponder to emergency.
- (3) Climb to the appropriate altitude.
- (4) Contact the appropriate ATC facility on emergency frequency to declare an emergency and request assistance.

c. Formation flights will—

- (1) Comply with briefed formation-breakup procedures according to the unit SOP.
- (2) Set the transponder to emergency (all aircraft).
- (3) Climb to the appropriate altitude and use lateral separation between each aircraft (all aircraft in the flight).
- (4) Make an initial call to ATC on the emergency frequency (lead aircraft).

d. Aviators who use the emergency procedures in subparagraph b or c above will notify the AFOD as soon as possible after landing.

## 5-5. ROTARY WING, LOW FLYING

**a. Germany.** Low flying (flights below 500 feet AGL) will be conducted only in low flying areas and in accordance with guidance and procedures published in the DOD FLIP AP/2, chapter 3.

(1) The Aviation Division, Office of the G3, HQ USAREUR/7A, will prescribe policy to regulate the establishment, operation, and use of U.S. Army HFCAs in Germany.

(2) Flights in German-controlled HFCAs will be coordinated through the appropriate controlling agency.

**b. All other countries.** Low flying will be conducted according to guidance and procedures published in DOD FLIPs AP/2 and AP/4. Aircrews will contact USAASD-E using e-mail (usaasde@hq.hqusareur.army.mil) to obtain host-nation guidance when information is not published in area planning documents.

## 5-6. OPERATING TIMES IN GERMANY

a. Operating times for day and night operations will be according to guidance published in DOD FLIP AP/2, chapter 3.

b. Requests to conduct flights during times other than those in subparagraph a above will be submitted as follows:

(1) Requests to conduct flights in low flying areas as described in paragraph 5-5a (other than for HQ USAREUR/7A-directed exercises) will be sent to the G3 Aviation Division 45 calendar days before the intended flight date. Requests will be prepared according to figure 5-1. Corps and division exercises are not HQ USAREUR/7A-directed and require appropriate requests.

(2) Requests for flights above 500 feet AGL will be sent to the G3 Aviation Division (para 1-6b(2)), 10 workdays before the intended flight.

(3) Flight operations between 240001(L) December and 012400(L) January will be limited to mission-essential flights. Flights for training and ATP minimums are not authorized. Requests for exceptions must be sent through the chain of command to the USAREUR G3 (Aviation Division) at least 10 workdays before the proposed flight.

c. Requests for exceptions in subparagraphs b(1) through (3) above will be submitted in the format in figure 5-1.

d. The following flights are exempt from the provisions of subparagraphs b(1) and (2) above:

(1) Relief flights conducted during catastrophes or emergencies.

(2) Medical evacuation flights.

(3) Search-and-rescue flights.

(4) Flights conducted under IFR. IFR flights conducted only for instrument training or ATP minimums are not authorized.

(5) Specific missions directed by the CG, USAREUR/7A.

## 5-7. NIGHT FLIGHT AND NIGHT VISION DEVICE OPERATIONS

a. Night flight operations below 500 feet AGL in Germany must comply with DOD FLIP AP/2, chapter 3.

b. NVD flight operations above 500 feet AGL must not modify aircraft external lighting and must remain along routes that do not penetrate—

(1) Civil-controlled airspace.

(2) Other controlled airspace (excluding U.S. Army-controlled airspace).

## 5-8. FIXED WING FLIGHT PROCEDURES

a. The minimum runway type and width requirements for FW aircraft are hard-surface runways 50 feet wide (16 meters wide).

b. FW aircraft will not operate from an airfield unless the following takeoff-performance-planning criteria are met:

**(1) Accelerate-Stop Distance.** For takeoff, all FW aircraft must have a runway length, including stop-ways if available, equal to or greater than the accelerate-stop distance for the takeoff weight. Aircraft certified under Federal Aviation Regulation (FAR), part 25, must meet the balanced field length prescribed by the approved operators manual or airplane flight manual (AFM). The only exception to the above will be the Grafenwöhr Army Airfield. Operations at this airfield will be limited to 12,500 pounds gross takeoff weight for C-12 aircraft (excluding C-12J). C-12J and RC-12 must have accelerate-stop distance.

**(2) Single Engine Climb Gradient.** For takeoff, all FW aircraft must have a minimum of 200 feet per nautical mile (3.3 percent) single engine climb gradient (2nd segment climb).

c. UC-35 aircraft takeoff and landing data may be calculated and used based on the use of Cessna thrust-reverser charts.

d. Autofeather is required to be operational for all C-12 operations.

e. Operations that do not meet the requirements of subparagraphs a through d above will be considered high risk.

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### LETTERHEAD

OFFICE SYMBOL

DATE

MEMORANDUM FOR USAREUR G3 (AEAGC-AV), Unit 29351, APO AE 09014-9351

SUBJECT: Request for Waiver or Approval to Conduct Military Exercises or Special Activities in the Airspace of Germany

1. Code word of activity.

2. Type (description) of activity.

3. Dates and times (Zulu time).

4. Lateral and vertical extension of required exercise airspace (not necessarily identical with associated ground exercises).

a. Coordinates (geographical—system, planning document).

b. Vertical extension in feet AGL/MSL, as follows:

(1) Upper limit.

(2) Lower limit.

c. Flight information region or upper-flight information region affected.

d. Routing of exercise air traffic to and from the exercise area, as applicable.

---

**Figure 5-1. Format to Request a Waiver of Operating Times**



- 
5. Airspace use.
    - a. Number of planned sorties, as follows:
      - (1) Total.
      - (2) Maximum daily.
      - (3) Maximum weekend.
    - b. Profile of operation.
    - c. Number and types of aircraft.
  6. Use or deactivation of military special-use airspace.
    - a. Night low-level system.
    - b. Restricted area, danger area.
    - c. Low-level areas outside HFCA.
    - d. Low-level routes at 250 feet or below.
    - e. Military control.
    - f. Temporary reserved airspace.
    - g. Air-defense exercise area.
    - h. Other.
  7. Waivers from standing flight operating procedures or from ATC procedures (for example, extension of day low-level operating time; low-level operations below minimum altitude; flight operations outside of the night low-level system).
  8. Planned electronic countermeasures and chaff-dropping operations.
  9. Other information, as required.
  10. Designation of planning and decision-making command, formation, unit, or agency as follows:
    - a. Name.
    - b. Mailing address.
    - c. Telephone.
    - d. E-mail address.

AUTHORITY LINE

Signature Block of Requester

---

**Figure 5-1. Format to Request a Waiver of Operating Times—Continued**

## **APPENDIX A REFERENCES**

### **SECTION I PUBLICATIONS**

#### **A-1. INTERNATIONAL, FEDERAL, JOINT, AND DOD**

NATO Status of Forces Agreement (NATO SOFA) and Supplementary Agreement (SA)

Federal Aviation Regulation (available at [http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgFAR.nsf](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgFAR.nsf))

Joint Federal Travel Regulation: volume I, Uniformed Service Members (available through <http://www.dtic.mil/perdiem/trv/regs.html>)

Joint Travel Regulations: volume II, DOD Civilian Personnel (available through <http://www.dtic.mil/perdiem/trv/regs.html>)

DOD Directive 4500.43, Operational Support Airlift (OSA)

DOD Directive 4500.56, DOD Policy on the Use of Government Aircraft and Air Travel

DOD Instruction 1000.15, Private Organizations on DOD Installations

DOD Instruction 5410.19, Public Affairs Community Relations Policy Implementation

DOD 4515.13-R, Air Transportation Eligibility

DOD 6055.6-M, Department of Defense Fire and Emergency Service Certification Program

DOD FLIP AP/2, Area Planning, Europe-African-Middle East (available through <https://164.214.2.62/products/digitalaero/index.cfm>)

DOD FLIP AP/2A, Area Planning, Special Use Airspace Europe-African-Middle East (available through <https://164.214.2.62/products/digitalaero/index.cfm>)

DOD FLIP AP/4, Area Planning and Special Use Airspace, Eastern Europe and Asia (available through <https://164.214.2.62/products/digitalaero/index.cfm>)

DOD Foreign Clearance Guide (available at <http://www.fcg.pentagon.mil/fcg/fcg.htm>)

Unified Facilities Criteria (UFC) 3-260-01, Airfield and Heliport Planning and Design (available at <http://65.204.17.188/report/doc-ufc.html>)

UFC 3-600-01, Fire Protection Engineering for Facilities

#### **A-2. ARMY REGULATIONS**

AR 11-2, Management Control

AR 15-6, Procedures for Investigating Officers and Boards of Officers

AR 25-400-2, The Army Records Information Management System (ARIMS)

AR 95-1, Flight Regulations

AR 95-2, Air Traffic Control, Airspace, Airfields, Flight Activities and Navigation Aids

AR 115-10, Weather Support for the U.S. Army

AR 200-1, Environmental Protection and Enhancement

AR 210-22, Private Organizations on Department of the Army Installations

AR 215-1, Morale, Welfare, and Recreational Activities and Nonappropriated Fund Instrumentalities

AR 360-1, The Army Public Affairs Program

AR 385-10, Army Safety Program

AR 385-40, Accident Reporting and Records

AR 385-95, Army Aviation Accident Prevention

AR 405-45, Real Property Inventory Management

AR 420-90, Fire and Emergency Services

AR 600-105, Aviation Service of Rated Army Officers

### **A-3. TRAINING CIRCULARS**

TC 1-204, Night Flight Techniques and Procedures

TC 1-210, Aircrew Training Program Commander's Guide to Individual and Crew Standardization

### **A-4. AE AND USAREUR REGULATIONS**

AE Regulation 10-5, HQ USAREUR/7A Organization and Responsibilities

AE Regulation 385-40, Accident Reporting and Records

AE Regulation 550-175, U.S. Forces Customs Controls in Germany

USAREUR Regulation 1-3, International Agreements and third-Party Agreements

USAREUR Regulation 1-7, Interdepartment, Interagency, Interservice and Interservice Agreements

USAREUR Regulation 12-16, Mutual Logistic Support Between the U.S. Army and Governments of Eligible Countries, NATO Subsidiary Bodies, and United Nations Organizations

USAREUR Regulation 95-40, U.S. Army Flight Services Procedures, Europe

USAREUR Regulation 350-1, Training in USAREUR

USAREUR Regulation 360-1, USAREUR Community Relations Program

USAREUR Regulation 525-13, Antiterrorism/Force Protection: Security of Personnel, Information, and Critical Resources

### **A-5. MISCELLANEOUS PUBLICATIONS**

DA Pamphlet 385-40, Army Accident Investigation and Reporting

DA Pamphlet 738-751, Functional Users Manual for The Army Maintenance Management System—Aviation (TAMMS-A)

FM 1-300, Flight Operations Procedures

FM 1-303, Air Traffic Control Facility Operations and Training

FM 10-67-1, Concepts and Equipment of Petroleum Operations

FM 10-67-2, Petroleum Laboratory Testing and Operations

FM 10-450-3, Multiservice Helicopter Sling Load: Basic Operations and Equipment

TM 5-823-4, Marking of Army Airfield-Heliport Operational and Maintenance Facilities

Army Directive 2003-01, Policy for Travel by Department of the Army Officials (available at [http://www.usapa.army.mil/pdffiles/ad2003\\_01.pdf](http://www.usapa.army.mil/pdffiles/ad2003_01.pdf))

USAREUR Helicopter Flight Coordination Area (HFCA) Procedures

## **SECTION II FORMS**

DD Form 175-1, Flight Weather Briefing

DD Form 1801, DOD International Flight Plan

DD Form 1902, Certificate of Qualification

DD Form 2768, Military Air Passenger/Cargo Request

DA Form 759, Individual Flight Record and Flight Certificate—Army

DA Form 2028, Recommended Changes to Publications and Blank Forms

DA Form 3513, Individual Flight Records Folder, United States Army

DA Form 3588, Comm Card

DA Form 7122-R, Crew Member Training Record

DA Form 7305-R, Telephonic Notification of Aviation Accident/Incident

AE Form 95-1A, Military Airlift Mission Request

## **APPENDIX B**

### **TRAVEL BY NON-U.S. MILITARY PERSONNEL IN USAREUR-OWNED OR -CONTROLLED AIRCRAFT**

#### **SECTION I GENERAL**

##### **B-1. PURPOSE**

This appendix provides policy for transporting other than U.S. military personnel in USAREUR-owned or -controlled aircraft.

##### **B-2. APPLICABILITY**

This appendix applies to U.S. Army aircraft and units assigned to, attached to, or under the operational control of USAREUR.

#### **SECTION II TRAVEL**

##### **B-3. APPROVAL AUTHORITY**

a. The authority to approve travel aboard military aircraft will not be delegated except as stated in this appendix. Commanders and other officials receiving requests for transportation of non-U.S. military personnel will make no commitments concerning travel until the appropriate authority grants approval. In addition to this regulation, criteria for air travel authorization are in the Joint Travel Regulations (JTR), Joint Federal Travel Regulation (JFTR), DOD Directive 4500.56, DOD 4515.13-R, AR 95-1, AR 215-1, AR 360-1, and Army Directive 2003-01.

b. All requests to transport non-U.S. military personnel that require approval by the CG, USAREUR/7A, or the USAREUR G3 must be submitted through the Aviation Division, Office of the G3, HQ USAREUR/7A.

c. The following applies to foreign national military participation in military operations aboard U.S. Army aircraft during exercises sponsored or directed by the Chairman of the Joint Chiefs of Staff (CJCS), USEUCOM, or USAREUR that include combined operations of U.S. and foreign forces:

(1) Foreign national military personnel, regardless of rank, may participate in military operations aboard U.S. Army aircraft during combined operations of U.S. and foreign forces.

(a) The senior U.S. Army tactical commander is the approval authority. This authority may be delegated no lower than the colonel level.

(b) Foreign national military personnel must be actually participating in the exercise.

(c) Transportation will be provided on a reimbursable basis, such as through an acquisition and cross-servicing agreement (ACSA) (para B-5).

(d) Each manifest will be kept on file for at least 1 year by the supporting aviation unit.

(2) All other operations related to the exercise and involving foreign national military personnel aboard U.S. Army aircraft, including transportation to and from the exercise area, supporting flights for logistical purposes, and visits by distinguished visitors, will be processed for approval according to subparagraphs d and e below.

d. The CG, USAREUR/7A, is the approval authority for air travel by—

(1) Foreign national officials who are equivalent to U.S. Army brigadier generals and above, and civilian equivalents, when traveling in the USAREUR area of accreditation or responsibility and after determining that the travel is in the primary interest of DOD.

(2) U.S. ambassadors and their senior deputies when they are invited by the CG, USAREUR/7A, to travel in the USAREUR area of accreditation or responsibility and after determining that the travel is primarily in the interest of DOD.

(3) Parachute operations involving foreign national military personnel in demonstrations at festivals, air shows, and U.S. military or civilian public affairs functions.

e. The USAREUR G3 may approve air travel requests by HQ USAREUR/7A staff offices and units or agencies whose chain of command does not include a general officer who reports directly to the CG, USAREUR/7A, for—

(1) Foreign national officials who are equivalent to U.S. Army colonels and below, and civilian equivalents, after determining that the travel is in the primary interest of DOD.

(2) U.S. and foreign national personnel (including members of the media) for public-affairs or community-relations purposes. The Office of the Chief, Public Affairs (OCPA), HQ USAREUR/7A, must be notified of all approved public-affairs and community-relations travel. The requirements of AR 360-1, chapter 10, must be met as applicable.

(3) Foreign national military trainees and foreign national military personnel participating in liaison duties, joint military exercises, and tactical airborne operations.

(4) Orientation flights for members of the Reserve Officer's Training Corps (ROTC), Junior Reserve Officer's Training Corps (JROTC), Explorer Scouts, or other Congressionally sanctioned and DOD-approved youth programs conducted according to DOD 4515.13-R, chapter 4.

(5) Other non-U.S. military personnel not specifically mentioned in (1) through (4) above, unless approval is required by a higher authority according to DOD 4515.13-R or other guidance.

f. The Commanding Generals, V Corps, United States Army Southern European Task Force, 21st Theater Support Command, and other general officer commanders who report directly to the CG, USAREUR/7A, may approve air travel aboard aircraft under their operational control and within their geographic area of accreditation or responsibility for—

(1) Foreign national officials who are equivalent to U.S. Army colonels and below, and civilian equivalents, after determining that the travel is in the primary interest of DOD.

(2) U.S. and foreign national personnel (including members of the media) for public-affairs or community-relations purposes. The OCPA and the G3 Aviation Division must be notified of all approved public-affairs and community-relations travel. The requirements of AR 360-1, chapter 10, must be met as applicable.

(3) Foreign national military trainees and foreign national military personnel participating in liaison duties, joint military exercises, and tactical airborne operations.

(4) Orientation flights for members of ROTC, JROTC, and Explorer Scouts, or other Congressionally sanctioned and DOD-approved youth programs conducted according to DOD 4515.13-R, chapter 4. The G3 Aviation Division must be notified of all orientation flights approved under this paragraph.

**NOTE:** The authority in subparagraph f above will not be delegated, and blanket approvals are not authorized. Table B-1 shows approval authorities and persons eligible to travel in USAREUR-owned or -controlled aircraft. The glossary explains abbreviations used in the table.

#### **B-4. ACCOMPANYING SPOUSE TRAVEL**

a. As a general rule, spouses or other family members may not accompany Army personnel on official business at Government expense. Accompanying spouse travel will be approved only as an exception to policy; exceptions are normally limited to the spouses of general officers and civilian equivalents. Other family members are not permitted to travel at Government expense. Spousal travel will be approved on a case-by-case basis and only for one or more of the following reasons:

(1) To attend an unquestionably official function in which the spouse is actually to participate (not merely attend) in an official capacity as documented in a substantive spouse agenda or itinerary.

(2) The spouse's presence at an official function is deemed to be in the national interest because of a diplomatic benefit to the United States. Simply stated, when the sponsor and spouse are meeting with high-level foreign dignitaries and their spouses, the spouse's travel may be justified on military aircraft at Government expense. Documentation of foreign dignitary presence is required.

<b>Table B-1 Eligibility and Approval for Travel of Non-U.S. Military Personnel</b>				
<b>Passenger</b>	<b>Purpose</b>	<b>CG, USAREUR/7A</b>	<b>USAREUR G3</b>	<b>General Officers Reporting Directly to CG, USAREUR/7A</b>
U.S. Civilians	Official (note 1)		X	
	Orientation		X	
	ROTC/JROTC/Explorer Scouts orientations		X (note 4)	X (note 5)
U.S. Family Members	Accompanying spouse	X (note 2)		
U.S. Ambassadors and Senior Deputies	Invited by CG, USAREUR/7A	X		
Foreign National Military Personnel Participating in—	Combined operations that include U.S. and foreign forces	See paragraph B-3c.		
Foreign National Military Personnel Participating in U.S. Missions	Exchange or partnership Training		X (note 4)	X (note 5)
	Parachute operations	X (note 3)	X (note 4)	X (note 5)
Foreign National Civilian or Military Officials	Brigadier general equivalent (O7) and above	X		
	Colonel equivalent (O6) and below		X (note 4)	X (note 5)
U.S. or Foreign National Personnel (Including Media)	Public affairs or community relations		X (note 4)	X (note 5)
U.S. or Foreign National DOD Employees	When required by duties		See paragraph B-7.	
<b>NOTES:</b> 1. Approval for OSA missions is explained in appendix H. 2. Approval authority delegated to the DCG/CofS, USAREUR/7A. 3. See paragraph B-3d(3). 4. See paragraph B-3e. 5. See paragraph B-3f.				

(3) The spouse's presence at an official function is deemed to be in the national interest because of a public relations benefit to the United States. Simply stated, when the sponsor and spouse are meeting with persons and their spouses from outside DOD, the spouse's travel may be justified on military aircraft at Government expense. A statement from the requesting official that the spouse's presence provides a public relations benefit is sufficient.

b. Requests for accompanying-spouse travel must be sent to the DCG/CofS, USAREUR/7A, for approval and include the following supporting documentation:

- (1) Request signed by the sponsor.
- (2) Name, grade, and position or title of sponsor.
- (3) Purpose of spouse's travel.
- (4) Travel dates and destinations.
- (5) Type of conveyance (include cost if commercial flight).

(6) Agenda or itinerary for spouse that indicates either actual participation in an official capacity or a diplomatic (presence of foreign dignitaries) or public relations (presence of non-DOD officials) benefit to the United States.

c. Spouses of senior officials of other Executive Departments (for example, spouses of U.S. ambassadors) may travel on military aircraft when there is an unquestionably official function in which the spouse is to actually participate in an official capacity, or the spouse's travel is deemed in the interest of the U.S. Government because of a diplomatic or public-relations benefit to the United States. The approval authority for these spouses is the Secretary of Defense or someone designated by the Secretary of Defense. Requests for such travel will include justification in the form of a spouse agenda or itinerary and be submitted through the G3 Aviation Division to the CG, USAREUR/7A, in sufficient time to allow for forwarding to and processing by the Office of the Secretary of Defense.

#### **B-5. REIMBURSEMENT FOR FOREIGN NATIONAL MILITARY TRANSPORTATION**

Support of foreign national military training, interoperability and partnership activities, joint military exercises, and other foreign military transportation missions using DOD aviation assets normally occur on a reimbursable basis. The most common reimbursement mechanism is an ACSA transaction between the United States and the foreign country supported (USAREUR Reg 12-16).

a. The Agreements Division, Office of the G8, HQ USAREUR/7A (DSN 370-7918/6689), maintains a listing of countries that have an ACSA with the United States.

b. Payment may be made by direct reimbursement, replacement-in-kind, or an exchange for equal value. Replacement-in-kind and exchange for equal value are the preferred methods of reimbursement for aviation support of partnership-unit or interoperability training.

#### **B-6. FOREIGN NATIONAL MILITARY OPERATION OF DOD AIRCRAFT**

Requests for foreign national military operation of DOD aircraft must be sent to the G3 Aviation Division for approval and, if approved, comply with AR 95-1, paragraph 2-1.

#### **B-7. U. S. OR FOREIGN NATIONAL DOD EMPLOYEES**

Local national employees are considered DOD civilian employees (DOD 4515.13-R) for the purposes of official permanent change of station and temporary duty.

a. Commanders who are authorized to publish travel orders or authorize transportation may approve flights by DOD civilian employees on U.S. Army aircraft to conduct DOD business.

b. Commanders authorizing travel of DOD civilian employees will issue the authorization in writing.

c. DOD 4515.13-R, chapter 2, provides restrictions on air travel of non-U.S. citizen nonappropriated fund employees.

#### **B-8. CONTRACTOR TRANSPORTATION**

a. Contractor personnel are eligible for travel in DOD aircraft when engaged in official activities for DOD that require air travel. They will not be issued invitational travel orders (ITOs), and all travel will be provided on a reimbursable basis. Contractor personnel who are to fly on DOD aircraft will be issued a letter of authorization by the contracting officer that includes the appropriate contract billing code.

b. Requests for contractor personnel travel on DOD aircraft will be coordinated through the G3 Aviation Division.

#### **B-9. U.S. AMBASSADOR TRANSPORTATION**

a. U.S. ambassadors and their senior deputies may travel on USAREUR aircraft within the USAREUR area of accreditation or responsibility when invited to travel by the CG, USAREUR/7A. The CG, USAREUR/7A, issues these invitations only after determining that the travel is primarily in the interest of DOD.

b. If a U.S. ambassador requests travel, the request must be submitted by the U.S. Embassy through the Department of State to DOD for approval by the Secretary of Defense.

c. Requests for U.S. ambassador travel submitted by a USAREUR major subordinate or tenant command (AE Reg 10-5, app A) will be submitted to the G3 Aviation Division at least 10 workdays before the requested mission date and include all of the following:

(1) A memorandum signed by the commander. The memorandum will include the purpose of and a detailed justification for the travel. The justification must clearly explain how the requested travel is primarily in the interest of DOD.

(2) A legal review.

(3) ITOs with the signature block of the CG, USAREUR/7A, and a fund cite.



## **B-10. SUBMITTING TRAVEL REQUESTS**

a. Travel requests requiring approval by the CG, USAREUR/7A; the DCG/CofS, USAREUR/7A; or the USAREUR G3 will be submitted to the G3 Aviation Division at least 10 workdays before the date of mission execution.

b. Travel requests must include the following information:

(1) Requester (unit, agency name, and telephone number).

(2) Proposed dates of travel (primary and alternate).

(3) Names and positions or job titles of personnel traveling. (This information is mandatory for civilian personnel and desired, when practical, for military personnel.)

(4) Itinerary.

(5) Unit providing aircraft support.

(6) Purpose and detailed justification for travel. (Purpose and justification are important. Requesters must clearly explain how the requested travel is in the primary interest of DOD.)

(7) Additional information when appropriate.

(8) POC name and telephone number.

c. Requests must include the endorsement of each intermediate commander in the chain of command.

d. Any commander in the chain of command may disapprove a military air travel request.

## **APPENDIX C**

### **PARTICIPATION OF USAREUR AIRCRAFT IN AERIAL DEMONSTRATIONS AT PUBLIC AFFAIRS EVENTS**

#### **C-1. PURPOSE**

This appendix provides policy and procedures for requesting permission to conduct aerial demonstrations for public-affairs purposes and in conjunction with other military special events. This appendix does not govern flight activities for military training or readiness purposes, including aerial demonstrations.

#### **C-2. AERIAL DEMONSTRATION**

An aerial demonstration is the use or display of Army aircraft and personnel in any aerial event including the following:

a. Parachute team demonstration. A demonstration of free-fall and precision-landing techniques by the U.S. Army Parachute Team (Golden Knights), other military or sports parachute teams, or individual parachutist officially representing the Army. AR 215-1 governs recreational sport parachuting and competition parachuting.

b. Flyover. A straight and level flight by not more than four military aircraft from a single military service over a pre-determined point on the ground at a specific time and not involving aerobatics or demonstrations. Flyovers will not be executed at less than 500 feet above ground level (AGL).

c. Aerial review. A flyover of multiple types of aircraft or aircraft representing more than one military service with elements in trail formation and not involving precision maneuvers or demonstrations.

d. Static aircraft display. A ground display of aircraft and related equipment not involving the starting of engines during the period when spectators are in the display area.

e. Other aerial activities. Other aerial demonstrations not listed in subparagraphs a through d above designed to portray performance techniques by a single or group of aircraft and personnel. Such demonstrations include—

- (1) Air-to-air refueling.
- (2) Helicopter flight techniques.
- (3) Low Altitude Parachute Extraction System (LAPES).
- (4) Maximum performance demonstrations.
- (5) Performance record demonstrations.
- (6) Mass parachute jumps.
- (7) Air delivery of equipment.
- (8) Assault aircraft demonstrations.
- (9) Tactical helicopter troop landings under simulated tactical conditions.
- (10) Air rescue demonstrations.
- (11) Rappelling demonstrations.

#### **C-3. GENERAL**

a. AR 360-1, paragraphs 7-8 through 7-11, prescribes criteria, procedures, and authority for conducting aerial demonstrations.

b. Additional guidelines are as follows:

- (1) Foreign national civilians will not parachute from USAREUR aircraft.

(2) U.S. civilians will parachute from USAREUR aircraft only in conjunction with team-parachute demonstrations according to AR 215-1.

(3) Joint aerial demonstrations with foreign national military organizations or personnel are not permitted.

c. Aerial demonstrations (excluding those by DOD demonstration teams) at community-relations events will be provided at no additional cost to the U.S. Government. Examples of additional costs to the U.S. Government include unprogrammed travel and transportation for personnel and meals and lodging for personnel away from U.S. Government billeting and messes. Such costs must be borne by the sponsor of the event.

#### **C-4. APPROVAL AUTHORITY**

a. Table C-1 lists aerial demonstrations and approval authorities as outlined in AR 360-1 (para 7-10) and DODI 5410.19 (paras E3.3.2.1.1 and E3.3.3) including CG, USAREUR/7A, delegated approval authority for parachute-team demonstrations, static displays, and rappelling demonstrations.

**NOTE:** Parachute operations involving foreign national military personnel in demonstrations at festivals, air shows, and U.S. military or civilian public affairs functions require CG, USAREUR/7A, approval as outlined in appendix B of this regulation.

b. Requests for aerial demonstrations at public affairs events that require USAREUR or higher-level approval must be received by the Office of the Chief, Public Affairs (OCPA), HQ USAREUR/7A, by 15 November each year for events scheduled for the following calendar year. Requests that do not meet this deadline may be submitted, but will have a significantly reduced probability of support. Information copies of the request will be sent to the Aviation Division, Office of the G3, HQ USAREUR/7A, at the same time. General administration (GENADMIN) messages are the preferred medium for sending requests. Requests should be sent to CDRUSAREUR HEIDELBERG GE//AEAPA-PC//. An information copy of the request will be sent to AEAGC-AV. Requests sent through postal channels must be addressed to HQ USAREUR/7A (AEAPA-PC and AEAGC-AV), Unit 29351, APO AE 09014-9351. Requests must include the following:

(1) The requester's agency, name, and telephone number (DSN and civilian).

(2) Event name.

(3) Location (city and country) of the event. USAREUR participation in public affairs events in countries other than Germany and Italy must be coordinated with the U.S. defense representative in that country (USAREUR Reg 360-1). Requests for USAREUR aircraft support for public affairs events in countries other than Italy and Germany will be sent through the U.S. defense attaché office or office of defense cooperation for the country in which the event will take place.

(4) Date and time of the event.

(5) Name of the organization sponsoring the event.

(6) English-speaking POC (full name and telephone number).

(7) Mailing address of the requester.

(8) Type of event (for example, airshow, festival, organization day).

(9) Specific purpose of the event.

(10) Type of support (for example, paradrop, static display (state type of aircraft desired)).

(11) Exact location (specify if off a U.S. military installation). According to USAREUR Regulation 360-1, the request must include a statement that the sponsor's liability insurance coverage includes USAREUR participation when the participation is in the civilian domain.

(12) Estimated attendance.

(13) Confirmation that the sponsor will pay temporary-duty costs or provide billeting and meals for participating U.S. personnel.



## **APPENDIX D CIVILIAN USE OF USAREUR AIRFIELDS AND HELIPORTS**

### **D-1. GENERAL**

AR 95-2, part six, and this appendix govern the use of Army airfields and heliports in the USAREUR area of responsibility (AOR) by civilian aircraft operators for one-time landings (transient aircraft) or under a co-use agreement. This appendix does not prohibit or restrict aircraft in distress from making emergency landings at an Army airfield or heliport. The Army Flight Operations Detachment will be notified when a civilian aircraft makes an unscheduled landing at an Army airfield.

### **D-2. ONE-TIME LANDING (CIVILIAN TRAFFIC) AND ONE-TIME USE FOR SPECIAL EVENTS**

AR 95-2 provides guidance on one-time landing of civilian aircraft on USAREUR airfields and heliports. Area support group (ASG) commanders may approve one-time use of USAREUR airfields and heliports for USAREUR-organized special events (for example, automobile races, festivals).

### **D-3. CO-USE AGREEMENTS**

a. Co-use of Army facilities (for example, for sports flying, drivers training) is in the public interest. USAREUR airfields and heliports may be used under co-use agreements when authorized by the CG, USAREUR/7A, and the responsible German agency (Federal Assets Administration).

**NOTE:** AR 95-2 permits the use of Army airfields and heliports by German Federal, state, county, and municipal agencies for official duties. Co-use agreements are not required for this use.

b. Private and non-U.S.-government organizations may use USAREUR airfields and heliports. Co-use agreements for business or for the convenience of private individuals are not authorized. To standardize procedures for co-use, the following conditions of use must be included in new and modified agreements:

(1) Co-use agreements may not be entered into for durations over 2 years. These agreements must be reviewed each year by the ASG commander and renegotiated by the USAREUR G8 (AEAGF-IA) when applicable to determine their validity and to solve problems associated with co-use of USAREUR airfields and heliports (for example, invalid or incomplete insurance coverage, unauthorized construction, expanded operations).

(2) Co-use will not be expanded without amending the existing co-use agreement. The USAREUR G8 (AEAGF-IA) will negotiate the amendment with all concerned parties.

(3) A co-use agreement may be suspended or terminated because of military necessity. Suspensions and terminations may be initiated at the direction of the G3 Aviation Division or the commander with geographic responsibility. While the G3 Aviation Division or the commander with geographic responsibility may announce the suspension, only the USAREUR G8 (AEAGF-IA) may officially terminate the agreement.

(4) Co-use of U.S. Army facilities must meet the provisions of AR 95-2 and USAREUR private organizations and fundraising policy.

### **D-4. PROCESSING CO-USE AGREEMENTS**

a. New, modified, and amended co-use agreements must be negotiated and concluded by the USAREUR G8 (AEAGF-IA), DSN 370-7512/8385. The G8 (AEAGF-IA) will be responsible for coordinating with all parties concerned (as a minimum, the U.S. commander having geographic responsibility; IMA-Europe; the G3 Aviation Division; and other applicable HQ USAREUR/7A staff offices).

b. Requesters must obtain necessary permits and authorizations (operating permit, certificates of airworthiness, and other permits possibly required from host nation agencies, as applicable), and provide evidence of liability insurance and aircraft inspection records according to the applicable co-use agreement. This applies equally to German-registered associations (*e.V.*) and AE private organizations. These permits and documents must be provided to the airfield commander or other official responsible for the operations at the airfield or heliport.

**D-5. INSPECTIONS**

Commanders of U.S. Army airfields and heliports in Germany used by co-users under co-use agreements will allow properly identified agents of the German Federal Ministry of Transportation access to their facilities. These agents may inspect and supervise the flying activities of the co-users.

**D-6. QUARTERLY SAFETY MEETINGS**

Each quarter, airfield commanders will conduct and document safety meetings for civilian flying-club participants. These meetings may be conducted with quarterly airfield safety meetings.

## APPENDIX E FORMAT FOR LOCAL FLYING RULES

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### 1. General.

- a. References.
- b. Purpose.
- c. Applicability.

### 2. Local Flying Rules.

- a. Military and host-nation flight regulations.
  - b. German Coastal and Baltic areas/Identification Zone/Deconfliction Line procedures.
  - c. Control zones.
  - d. Air traffic control.
  - e. Flight following.
  - f. Traffic patterns.
  - g. Flight planning.
  - h. Notice to airmen.
  - i. Weather minimums.
  - j. Airfield duty officer.
  - k. Passenger rules.
  - l. Ground handling safety.
  - m. Engine start and shutdown procedures.
  - n. Crosswind operations and limitations.
  - o. Test flight procedures.
  - p. Touchdown autorotations.
  - q. Operating hours.
  - r. Noise abatement.
  - s. Search-and-rescue procedures.
  - t. Transient aircraft and personnel.
  - u. Violations.
  - v. Inadvertent instrument meteorological conditions recovery procedures.
- 

**Figure E-1. Format for Local Flying Rules**

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**3. Local Flying Area.**

- a. Description.
- b. Danger and restricted areas.
- c. Tactical and terrain-flight areas.
- d. Test-flight areas.
- e. Simulated engine failure and termination with power areas.

**4. Miscellaneous.**

**5. Appendixes.**

- a. Preaccident plan.
  - b. Severe weather plan.
  - c. Designated landing sites.
  - d. Airfield night vision goggle operations, as applicable.
- 

**Figure E-1. Format for Local Flying Rules—Continued**



## **APPENDIX F**

### **AIRCRAFT-NOISE-ABATEMENT COMMISSIONS**

#### **F-1. PURPOSE**

In accordance with agreements between the U.S. and German Government officials, an aircraft-noise-abatement commission will be established at each U.S. Army airfield, heliport, and helipad in Germany. Each commission will—

- a. Provide a mutual exchange of information between the military and the municipal administration and contribute to ensuring communication and understanding.
- b. Protect the operational capability of the installation.
- c. Integrate noise management into routine operations.
- d. Establish a POC who can answer questions about local issues and help resolve them.
- e. Foster a better understanding of the community's local customs and ordinances.
- f. Help participants develop an appreciation for the laws, policies, and procedures required by both the local community and the military aviation community.
- g. Provide the community with information that explains how aviation operations and training are conducted.
- h. Make the aviation unit aware of special local events.

#### **F-2. COMPOSITION**

- a. Noise-abatement commissions will be composed of—

(1) A commission chairperson. This position is held by the aviation brigade commander at the particular location. For aviation units that are not subordinate to an aviation brigade, the local area support group (ASG) commander, base support battalion (BSB) commander, or aviation battalion commander will chair the commission.

- (2) An authority responsible for air traffic control (ATC).
- (3) A representative from the office of the staff judge advocate (OSJA).
- (4) A representative from the public affairs office (PAO).
- (5) Representatives of the units stationed on the airfield, as designated by the commission chair.
- (6) Mayors of local communities in the vicinity of the airfield, heliport, or helipad.
- (7) A representative of the German State (*Land*) government.
- (8) U.S. Forces liaison officers.

- b. The following may be invited to participate in the commission:

- (1) Representatives of U.S. higher headquarters.
- (2) Representatives of other U.S. services interested in aircraft-noise abatement at U.S. Army facilities.
- (3) A representative of the German Army (*Bundeswehr*).

c. After consultation with members of the commission, the chairperson may invite representatives of the groups listed below to present information to the commission. Representatives invited to present information will not participate in commission discussions.

(1) The *Bundesvereinigung gegen Fluglärm e.V.* (German Federal Association Against Aircraft Noise).

(2) Locally organized citizens groups.

### **F-3. MEETINGS**

a. The commission chairperson will convene the commission and its members in consultation with the authority nominated by the *Land*. The meeting will be postponed if the chairperson is not available.

b. Meetings will be convened at least twice a year (in April and October), primarily to discuss the Summer Night Flying Program. Additional meetings may be convened when necessary. Meeting dates will be suggested by the chairperson and fixed in consultation with members of the commission.

### **F-4. COOPERATION AND INFORMATION**

a. During meetings, unit representatives will provide information on items such as—

(1) Noise-control measures that have been or are being planned to reduce the disturbance caused by aircraft noise during takeoffs and landings, considering population-settlement patterns and flight safety.

(2) Construction or technical measures designed to reduce noise pollution on the base.

(3) Planned exercises and special flight projects that will have an effect on the communities concerned.

b. Representatives of the affected communities, district (*Kreis*), and *Land* must be given the opportunity to—

(1) Voice their wishes or suggestions.

(2) Identify infrastructure plans and community activities (for example, special events, tourist events).

(3) Allow their coordination with the local flight operations when appropriate.

### **F-5. COMMISSION RULES OF ENGAGEMENT**

Commissions—

a. Will discuss measures for reducing the effect of aircraft noise.

b. May recommend adjustments to local flight operations.

c. May submit proposals through command channels to the German Federal Ministry of Defense or the superior military authority (HQ USAREUR/7A).

d. Have no say in matters of military flight operations.

e. Are not authorized to interfere with the military chain of command.

f. Have no authority to change existing formal USAREUR agreements.

**NOTE:** All requests to change existing formal USAREUR agreements must go through proper command channels to the Aviation Division, Office of the G3, HQ USAREUR/7A.

g. Will not stray from noise-issue topics.

h. Will not commit the Army to issues beyond the scope of the commission.

i. Will not discuss the stationing of U.S. Forces.

j. Will not allow German political representatives to serve as the commission chair.

**F-6. MEDIA RELEASE**

- a. The PAO representative will prepare news releases with the assistance of the OSJA representative.
- b. The chairperson will review and approve or disapprove all news releases. The chairperson will also provide information to the local news media, when necessary.

**F-7. REPORTING PROCEDURES**

Commission chairpersons will submit two reports for each meeting, one before the meeting and one after the meeting. The reports will be submitted through command channels to the G3 Aviation Division.

- a. Commissions will provide the meeting agenda not less than 1 week before the scheduled meeting. The agenda will be submitted in memorandum for record format.
- b. Commissions will submit the meeting minutes not less than 1 week after a meeting has convened. The minutes will be presented in a memorandum for record format.

## APPENDIX G TACTICAL AIRCRAFT SUPPORT REQUESTS

### G-1. PURPOSE

This appendix provides procedures for requesting tactical aircraft support. Appendix H provides procedures for requesting administrative (operational support airlift) aircraft support.

### G-2. GENERAL

**a. Assigned Aircraft.** The following aircraft are assigned to USAREUR tactical units:

- (1) UH-60A/L Blackhawk (utility helicopter).
- (2) UH-60A Blackhawk (configured for medical evacuation (MEDEVAC) operations).
- (3) AH-64A/D Apache (attack helicopter).
- (4) CH-47D Chinook (medium lift helicopter).
- (5) OH-58D Kiowa Warrior (reconnaissance helicopter).

**b. Asset to Mission Match.** Commanders should request aircraft in the mission-oriented role. Requests for aircraft support should state the tactical requirement and the number and type of aircraft required. The least expensive aircraft that meet the tactical requirement will be provided.

**NOTE:** Because of the high cost of operating aircraft, surface transportation will be used for administrative and logistic support when it is more economical and does not degrade mission timelines (for example, using a CH-47D for administrative movement of soldiers is an inappropriate mission).

**c. MEDEVAC Aircraft Requests.** The Command Surgeon, USAREUR, is the proponent for MEDEVAC aircraft support.

**d. Weekend and Host-Nation Holiday Flights.** USAREUR must comply with host-nation restrictions on low-level flights at night and on weekends and holidays. Chapters 1 and 5 of this regulation and DOD Flight Information Publication (FLIP) AP/2 provide information on restrictions. Requests to conduct missions during restricted times must include an explanation of why the mission cannot be accomplished outside the restricted times.

**e. External Cargo.** The supported unit will provide required slings and rigging equipment according to Field Manual 10-450-3. The supported unit is responsible for rigging.

### G-3. REQUEST PROCEDURES

a. Requests for normal support must be sent to the Chief, Aviation Division, Office of the G3, HQ USAREUR/7A, 60 days before the date the support is required. Requests that do not meet this leadtime must be justified in writing and reviewed for approval by the USAREUR G3.

b. General administration (GENADMIN) messages (preferred) must be sent to CDRUSAREUR HEIDELBERG GE//AEAGC-AV//. Requests may also be sent by fax (DSN 370-8924, civilian 49-6221-57-8924) or mail (G3 (AEAGC-AV), HQ USAREUR/7A, Unit 29351, APO AE 09014-9351).

c. Requests for aircraft support will include—

- (1) The dates and times (Zulu) support is required.
- (2) The number and types of aircraft needed.

(3) The following mission information:

(a) Type of operation (for example, air assault, airmobile, external load, paradrop).

(b) Flight profile (for example, night operations, night vision device operations, terrain flight).

(c) Passengers and equipment, including the number of passengers, how they are equipped (for example, rucksacks), and the number and type of equipment (for example, internal versus external load operations).

(d) Area of operation.

(e) Pickup-zone and landing-zone coordinates.

(f) Special requirements.

(4) The name, telephone number, GENADMIN message address, e-mail address, and APO address of a POC.

(5) A statement as to whether or not the aviation support is necessary to support the requesting unit's mission-essential task list (METL).

d. Units requesting support must be prepared to—

(1) Provide billeting, meals, and ground-transportation support or a temporary duty fund cite for aircrews.

(2) Fund flying hours as necessary (does not apply to requests for support from USAREUR units).

e. Appendix B provides more information concerning requests that involve missions flying non-U.S. military personnel.

## **APPENDIX H OPERATIONAL SUPPORT AIRLIFT REQUESTS**

### **H-1. PURPOSE**

This appendix prescribes policy and procedures for requesting USAREUR operational support airlift (OSA).

### **H-2. APPLICABILITY**

This appendix applies to anyone requesting OSA using USAREUR-owned or -controlled aircraft.

### **H-3. GENERAL**

a. Official air travel is normally accomplished using commercial air transportation. OSA will not be used for the personal convenience of travelers when commercial air transportation is reasonably available (able to meet the traveler's departure and arrival requirements within a 24-hour period) unless one or more of the following apply:

(1) The actual cost of using military aircraft is less than the cost of using commercial air transportation.

(2) Commercial air transportation is unacceptable because one or more of the following apply:

(a) Highly unusual circumstances present a clear and present danger to the official travelers.

(b) An emergency exists.

(c) Of compelling operational considerations.

(3) Military aircraft was previously scheduled to perform a bona fide training mission, the minimum mission requirements are not exceeded, and there is no additional cost to the Government. Training missions will not be scheduled for the primary purpose of accommodating personal travel.

b. Rotary wing aircraft may be used only under one of the following conditions:

(1) Doing so would cost less than using ground transportation.

(2) Use of ground transportation would have a significant adverse effect on the ability of a senior official (O7 or above, or civilian equivalent) to effectively accomplish the purpose of the travel.

**NOTE:** The policy in subparagraph b above does not apply to "operational mission" use of rotary wing aircraft as defined in AR 95-1. Additionally, this appendix does not restrict the authority of commanders of OSA units to carry out responsibilities under real or simulated combat conditions.

c. Rank, grade, or position alone is not sufficient grounds to justify support of OSA requests.

d. The particular aircraft used must be the least costly one capable of meeting the transportation requirement.

### **H-4. RESPONSIBILITIES**

a. The Centralized Aviation Scheduling Office (CASO), Aviation Division, Office of the G3, HQ USAREUR/7A, will—

(1) Receive, process, monitor, coordinate, and consolidate OSA requests.

(2) Assign mission priorities to OSA requests.

(3) Assign priorities to passengers and cargo.

(4) Inform requesting units when flights are consolidated or canceled.

(5) Inform requesting units when ground transportation would be more advantageous to the Government.

(6) Monitor flight requests for compliance with this regulation.

(7) Process flight requests requiring DCG/CofS, USAREUR/7A, approval (b(4) below).

b. All OSA requests must be routed through appropriate channels for submission to the CASO.

(1) Personnel assigned to or under the control of USAREUR will submit OSA requests using AE Form 95-1A.

(2) OSA requests from HQ USAREUR/7A personnel will be reviewed by the appropriate staff principal before submission to the CASO to ensure—

(a) Requests comply with this regulation.

(b) Travel meets the criteria in paragraph H-3a or b.

(c) Only persons essential to the mission are booked for proposed flights.

(d) No U.S. Army or DOD civilian employee in leave status is scheduled to fly on an OSA mission.

(e) Passengers are authorized to travel on military aircraft per DOD 4515.13-R and this regulation.

(3) The approval authority for travelers in the rank of colonel (O6) and below is the first general officer in their chain of command. If the first general officer in their chain of command will not be available to allow for timely submission of the request, the first colonel (O6) below that general officer may approve the request. This authority may not be delegated lower.

(4) The DCG/CofS, USAREUR/7A, is the approval authority for senior officials assigned to or under the operational control of USAREUR.

**NOTE:** The DCG/CofS, USAREUR/7A, may also approve local travel for brigadier generals or civilian equivalents and above from outside USAREUR when invited by USAREUR for official business.

(5) Personnel not assigned to USAREUR will submit OSA requests using DD Form 2768. The approval authority will be according to DOD Directive 4500.56 and the local unit regulations, policy, and procedures.

(6) The approval authority for travel by foreign national officials and U.S. military spouses is prescribed by appendix B of this regulation.

c. Supporting units will—

(1) Coordinate all flight scheduling requirements (for example, slot times, diplomatic clearances, prior permission requests).

(2) Contact supported passengers to coordinate and finalize pick-up and drop-off times.

(3) Keep the CASO informed of any changes made.

**NOTE:** Supporting units will not accept missions directly. All requests must be submitted through the CASO. Changes to pick-up and drop-off locations must be authorized by the CASO.

## **H-5. ECONOMY OF USE**

a. The CASO will coordinate flight schedules for the most economical use of aircraft. Consideration of scheduling will be based on mission priority rather than on the rank or grade of the senior passenger.

b. Commands, G-3s, and aviation offices will consolidate AE Forms 95-1A from their staff sections and subordinate units before forwarding them to the CASO. Consolidating requests and adjusting departure and arrival times will ensure the most economical use of aircraft.

## **H-6. PROCEDURES FOR REQUESTING FLIGHTS**

Flight requests—

a. For other than senior officials will be accepted only from USAREUR major subordinate and tenant commands (G-3s or aviation offices). Requests will be submitted only to the CASO and will not be submitted directly to the supporting unit.

b. Must reach the CASO at least 5 workdays before the proposed flight (flights outside Germany normally require more coordination time). To ensure accurate and timely submission of diplomatic and over-flight clearances, requests must reach the CASO at least 3 workdays before the longest aircraft leadtime as published in the Foreign Clearance Guide (<http://www.fcg.pentagon.mil>).

**NOTE:** Significant changes in a flight request (location, date, time) within 3 workdays before the requested mission date may not be possible due to flight clearance requirements.

c. Must be prepared on AE Form 95-1A or DD Form 2768 as described in paragraphs H-4b(1) and (5). Requests must—

(1) Be stamped “FOR OFFICIAL USE ONLY”.

(2) Certify that requirements of Army Directive 2003-01 have been met.

(3) Be signed by the senior traveler. Signature authority may not be delegated. Requests will include the signature of the appropriate approval authority as prescribed by paragraph H-4b before submission to the CASO. Requests received without the appropriate signatures will not be processed.

**NOTE:** The CASO will obtain the signature of the DCG/CofS, USAREUR/7A, when required (para H-4b(4)). Requests must reach the CASO in time to obtain DCG/CofS, USAREUR/7A, approval before processing the mission.

## **H-7. ELIGIBILITY FOR AIR TRANSPORTATION**

Eligibility of passengers or cargo for air transportation on USAREUR-owned or -controlled OSA aircraft will be determined according to DOD 4515.13-R and appendix B of this regulation.

## **H-8. ASSIGNMENT**

OSA will—

a. Be approved to meet the requirements of a specific mission.

b. Not be approved based solely on the rank or grade of the traveler.

c. Be approved based on the minimum mission requirements, aircraft availability, and the most-economical use of assets.

## **H-9. PRIORITIES**

When requesting OSA, the appropriate priority and urgency code will be assigned to each mission according to table H-1. These codes will be assigned by the CASO based on the purpose statement on the mission request.

## **H-10. PASSENGER REQUIREMENTS**

a. Unless flight requesters have made other arrangements with the supporting unit, passengers must arrive at least 30 minutes before the scheduled departure time to allow for loading, taxiing, and flight-clearance delivery.

b. When a passenger delay is necessary, the senior passenger on the flight will notify the supporting unit immediately. Approval for extended delays must be coordinated through the supporting unit and must provide ample time to allow for changes to flight plans and clearances. (Crews need at least 1 hour to process flight clearances and file changes to flight plans.)

**NOTE:** Approving a delay may be impossible. Aircraft are often used to support more than one mission on separate legs. A delay by one passenger may result in an unacceptable delay for another passenger on a follow-on mission.

c. Unless a delay is approved, passengers will not delay the flight for more than 15 minutes. Aircraft will proceed on their missions not more than 15 minutes after the scheduled departure time.

d. Passengers with cargo should include the cargo on AE Form 95-1A or DD Form 2768 with an estimate of the cargo weight. Hazardous cargo will not be transported on USAREUR OSA aircraft.



**Table H-1**  
**Scheduling Priorities for USAREUR OSA Aircraft**

**PRIORITY CODES**

**Priority 1.** Airlift in direct support of operational forces engaged in combat, contingency, or peacekeeping operations directed by national command authorities or for emergency lifesaving purposes.

**Priority 2.** "Required use" airlift or airlift requests with compelling operational considerations that make commercial transportation unacceptable. Considerations that make commercial transportation unacceptable may include time or delivery constraints, team travel restrictions, or security requirements. Priority 2 will be given to missions that cannot be accomplished using any other mode of transportation.

**Priority 3.** Official-business airlift that is validated to be more cost-effective than commercial-air travel when supported by military aircraft or official-business travel that is consolidated with other requests on previously scheduled missions.

**URGENCY CODES**

Urgency codes relate to the amount of time allowable between requirement identification and flight execution. These codes will be used within the framework of the priority codes.

**Urgency 1, Combat.** Airlift of personnel or material in direct support of forces alerted for or engaged in general war or national-contingency operations.

**Urgency 2, Lifesaving or Operational.** Airlift of personnel or material in direct support of lifesaving operations or operational forces deployed or preparing for mobilization.

**Urgency 3, Humanitarian.** Airlift of personnel or material in direct support of authorized and urgent humanitarian operations.

**Urgency 4, Critical.** Airlift of personnel or material that, while not conducted in response to a higher urgency, would have a critical effect on the outcome of unit requirements if not immediately supported exactly as requested.

**Urgency 5, Priority.** Airlift of personnel or material that, while not conducted in response to higher urgency, would have a serious effect on the outcome of unit requirements if not accomplished. Changes or consolidation of Urgency 5 requests with other requests would not adversely affect unit requirements.

**Urgency 6, Routine.** Airlift of personnel or material scheduled as part of an organization's daily or weekly routine or travel that is justified on a cost-effective basis, but does not meet the requirements of a higher urgency code. Changes to or consolidation of Urgency 6 requests with other requests would not affect unit requirements.

**APPENDIX I  
INDIVIDUAL WAIVER REQUESTS**

Figure I-1 provides the format for requesting an individual waiver to aviator or aircrew training program requirements.

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**Letterhead**

OFFICE SYMBOL

Date

MEMORANDUM THROUGH Unit Commander

FOR First Colonel or Above in the Chain of Command

SUBJECT: Request for Individual Waiver

1. Cite the specific paragraph of the applicable regulation or aircrew training manual for the type of waiver requested and include appropriate justification. The justification must be thorough and include procedures to prohibit recurrence.
2. Provide the following information about the person for whom the waiver is requested:
  - a. Name, social security number, rank, unit and duty assignment, birth date, and date eligible for return from overseas.
  - b. Total time in the type, model, and series of aircraft.
  - c. Total flight time.
  - d. Date aviator suspended (if applicable).
3. State relevant qualifications of the person for whom the waiver is requested.
4. Enclose (as encl 1) a copy of the person's most recent DA Form 759.
5. Enclose (as encl 2) a copy of the person's current worksheet.
6. Enclose (as encl 3) a copy of the suspending document (if applicable).
7. Include a history of previous waivers, suspensions, and flight evaluation boards, if applicable.

3 Encls

Aviator's signature block

1. DA Form 759
  2. Worksheet
  3. Suspending Document
- 

**Figure I-1. Format for Requesting an Individual Waiver**

## **APPENDIX J**

### **AVIATION EVALUATIONS**

#### **J-1. APPLICABILITY**

This appendix applies to aviation resource management surveys (ARMSs) conducted by the USAREUR Aviation Safety and Standardization Detachment (UASSD).

#### **J-2. POLICY**

a. The UASSD will schedule and conduct an ARMS of each USAREUR aviation unit. USAREUR's goal is to schedule and conduct an ARMS of every aviation unit on a 24-month cycle.

b. On request, the UASSD will conduct assistance programs in coordination with units that have aviation assets. Unit assistance visits may be scheduled directly through the UASSD when the visits are not in the 6-month period before a unit's scheduled ARMS. Aviation assistance teams will—

- (1) Respond directly to units requesting assistance.
- (2) Give results of assistance evaluations to the unit commander.

#### **J-3. EVALUATION AREAS**

a. The UASSD checklist provides guidelines to help aviation units meet policy and training guidance to improve standardized aviation procedures, operations, and readiness.

b. Primary areas of interest to be evaluated during an ARMS include the following:

- (1) Aircraft armament.
- (2) Airfield and heliport operations.
- (3) Aviation life-support systems (ALSSs).
- (4) Aviation maintenance.
- (5) Aviation night vision goggle (NVG) maintenance.
- (6) Aviation safety.
- (7) Flight operations.
- (8) Petroleum, oils, and lubricants (POL) operations.
- (9) Standardization and aircrew training program (ATP).

c. The ARMS will also assess whether or not the following comply with flight standards and proficiency:

- (1) Aircrews.
- (2) Aviators.
- (3) Instructor pilots (IPs).
- (4) Instrument flight examiners (IEs).
- (5) Maintenance test flight evaluators (MEs).
- (6) Maintenance test pilots (MPs).

- (7) Nonrated crewmember instructors (FIs).
- (8) Nonrated crewmembers.
- (9) Standardization instructor pilots (SPs).
- (10) Standardization instructors nonrated (SIs).
- (11) Unit trainers (UTs).

#### **J-4. NOTIFICATION OF ARMS**

a. The UASSD will notify aviation units of projected ARMS dates in writing. Commanders will—

- (1) Provide the UASSD with written confirmation of ARMS dates or contact the Operations Division, UASSD, as soon as possible if conflicts in the unit's schedule require a change.
- (2) Not schedule any training event during an ARMS that prevents the inspected unit from participating exclusively in the scheduled ARMS.

b. Aviation units being evaluated by the UASSD will send the following to the UASSD, CMR 477, APO AE 09165-0477:

- (1) Mission statement that relates specifically to the mission-essential task list (METL) of the unit and each assigned subordinate element.
- (2) Number of individual flight records by company, troop, or detachment the unit is required to maintain.
- (3) Number of FIs, IEs, IPs, MEs, MPs, SIs, SPs, and UTs assigned by company, troop, or detachment.
- (4) Number and type of aircraft assigned by company, troop, or detachment.
- (5) A statement indicating whether or not the unit is responsible for airfield operations or advisory service.
- (6) Type and number of refueling systems by company, troop, or detachment.

#### **J-5. CONDUCTING EVALUATIONS**

a. Selected UASSD evaluators may arrive before the rest of the team to begin standardization evaluations or technical inspections, if required. Evaluations (including synthetic flight training systems) may be conducted within 30 days before a scheduled visit and will apply to the ARMS.

b. Half of all unit aviation support personnel and assigned aviators, by type of aircraft, must be available for an announced ARMS. When this is not possible, the ARMS team will note the unit's inability to meet this requirement and make arrangements to complete the standardization evaluation later.

c. The following personnel or their representatives will be available for an ARMS:

- (1) Unit commander.
- (2) Operations officer and noncommissioned officer in charge (NCOIC).
- (3) Training officer and NCOIC.
- (4) Standardization officer.
- (5) Unit FI, IE, IP, ME, MP, SP, SI, and UT.
- (6) Aviation maintenance officer and NCOIC.

- (7) POL officer and NCOIC.
- (8) Aviation safety officer and NCOIC.
- (9) Aviation life-support equipment (ALSE) officer and NCOIC.
- (10) Armament officer and NCOIC, if applicable.

d. A goal of the ARMS is for at least 30 percent of crewmembers with readiness level 1 to receive oral, written, or flight evaluations.

e. Aviator testing will be mission-related and conducted according to applicable aircrew training manuals. Aviators will be given oral, written, or flight evaluations on the following items:

- (1) Aircraft operating limitations.
- (2) Aviation regulations, DOD FLIPs, and unit SOPs.
- (3) Emergency procedures.
- (4) Knowledge of combat skills.
- (5) Map reading.
- (6) Safety.
- (7) Unit command directives.
- (8) Unit-selected or -designated threat systems.

f. Other areas that may be evaluated include—

- (1) Aircraft survivability equipment and related maintenance equipment.
- (2) Noise abatement.
- (3) Skill qualification tasks.

g. Adequate aircraft of each type assigned must be available for flight evaluations.

h. The ARMS team chief will—

- (1) Debrief the senior aviation commander or representative.
- (2) Coordinate an outbriefing time with the unit commander.
- (3) Provide a consolidated packet of comment sheets to each evaluated unit commander during the outbriefing.

## **J-6. ARMS EVALUATION RATINGS**

a. Each primary and special interest area will be rated as commendable, proficient, or an area on which to concentrate efforts. Overall unit ratings will not be given.

b. Unit commanders will use ratings and the findings of the ARMS to assess overall unit readiness and to help determine training requirements.

c. The G3 (AEAGC-AV) directs unit reevaluations.

## **J-7. ARMS REPORTS**

a. The USAREUR G3 will send a memorandum reporting the results of the ARMS to the commander of the evaluated unit.

b. On receipt of the memorandum, the commander of the evaluated unit will—

(1) Take immediate action to correct deficiencies.

(2) Identify deficiencies outside the commander's control.

(3) Send a response to the memorandum to the USAREUR G3 within 60 days after the date the memorandum was sent. The response must describe what actions were taken to correct deficiencies and identify deficiencies outside the commander's control.

**APPENDIX K  
REQUEST FOR FLIGHT EVALUATION**

Figure K-1 is a sample request for a flight evaluation. The glossary explains abbreviations in the figure.

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**Letterhead**

OFFICE SYMBOL

Date

MEMORANDUM FOR UASSD (AEAGC-AV-SSD), CMR 477, APO AE 09165-0477

SUBJECT: (Indicate as applicable) Standardization Instructor Pilot/Instrument Flight Examiner/Maintenance Test Flight Evaluator/Standardization Instructor Nonrated Flight Evaluation

1. Request the following person be administered a (indicate as applicable) Standardization Instructor Pilot/Instrument Flight Examiner/Maintenance Test Flight Evaluator/Standardization Instructor Nonrated flight evaluation:
  - a. Name, rank, social security number, birth month, MOS, unit, APO number, branch, DEROS, and telephone number.
  - b. Type, model, and series of aircraft (for example, AH-64A, OH-58D).
  - c. Primary and alternate dates the evaluation is requested.
  - d. Total MP (only for ME) time in type, model, and series.
  - e. Enclosure 1 is documentation of IE, IP, MP, ME qualification (for example, DA Form 759).
  - f. Night-vision-device flight (yes or no).
2. Alternate evaluator or designee, the person authorizing evaluation to be administered by other than the UASSD, and the date authorization was obtained (for example, Designee CW4 G. B. Smith, UASSD authorization by CW5 B. P. Jones on 20 Jul 03).
3. The commander has selected the following base, special, or additional tasks to be evaluated in addition to the base tasks identified with an "X" in the aircrew training manual, chapter 5:

2 Encls

Commander's signature block

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**Figure K-1. Sample Memorandum Requesting a Flight Evaluation**

## **APPENDIX L UNITED STATES ARMY AERONAUTICAL SERVICES DETACHMENT, EUROPE, AREA OF RESPONSIBILITY**

### **L-1. PURPOSE**

This appendix—

a. Provides guidance on the United States Army Aeronautical Services Detachment, Europe (USAASD-E), mission within its area of responsibility (AOR). The USAASD-E AOR includes Africa, Asia, Eastern Europe, Europe, and the Middle East.

b. Explains responsibilities for matters requiring coordination with the USAASD-E.

### **L-2. MISSION**

As a field operating agency of HQDA, the USAASD-E—

a. Is the HQDA regional representative throughout the USAASD-E AOR.

b. Is the HQDA agent for U.S. Army flight procedure policy in the USAASD-E AOR. In this capacity USAASD-E is authorized direct contact with other DA elements, Army commands and installations, other military departments, and other Government, civil, and international agencies.

c. Has tasking and monitoring authority from the Federal Aviation Administration and host nations in the USAASD-E AOR for negotiating and processing airspace requirements and matters pertaining to visual and instrument flight procedures.

d. Is the U.S. Army POC for acquiring, distributing, and updating aeronautical information products within the USAASD-E AOR.

e. Is the designating authority for control-tower-operator certification.

f. Is the HQDA-designated authority for establishing noise-abatement and fly-neighborly programs.

g. Is the HQDA monitor for notice to airmen (NOTAM) and aviation weather support to U.S. Army aviation elements throughout the USAASD-E AOR.

### **L-3. SPECIAL USE OF AIRSPACE**

a. The USAASD-E is the POC for establishing special-use airspace. Activities requiring airspace that may be hazardous to nonparticipants require coordination with host-nation agencies. (This does not include airspace controlled by the U.S. Army; for example, U.S. Army control zones, U.S. Army restricted areas.) Requests for assistance should be sent through the USAREUR G3 (AEAGC-AV), Unit 29351, APO AE 09014-9351, to the USAASD-E (ATAS-AD), Unit 29243, APO AE 09102-9243.

b. The USAASD-E will provide the necessary coordination channels to develop and publish standard instrument arrival, approach, and departure procedures for U.S. Army, host-nation, or other military aviation facilities. This includes fixed-base requirements support to field training exercises and operational deployments within the USAASD-E AOR.

### **L-4. AERONAUTICAL INFORMATION PUBLICATIONS**

**a. DOD Flight Information Publications (FLIPs).** The USAASD-E is the DOD FLIP account manager for U.S. Army units within the USAASD-E AOR. Requests for FLIP support will be sent to the USAASD-E (ATAS-AD), Unit 29243, APO AE 09102-9243. The USAASD-E will forward these requests to appropriate agencies.

(1) The normal issue-request time for Defense Logistics Agency support from the continental United States is 56 days. The Defense Logistics Agency-Europe has a limited stock of FLIP products. These requests (normally emergency issue only) can be handled in 14 days or less when the product is in stock. Based on these leadtimes, commanders should identify FLIP requirements at the earliest possible stage of an operation.

(2) The USAASD-E does not stock maps. To request map support, units should—



(a) Call DSN 373-6426/8079 or civilian 06221-17-6426/8079, or send e-mail to [usaasde@hq.hqusareur.army.mil](mailto:usaasde@hq.hqusareur.army.mil).

(b) Send requests by fax to DSN 373-8957 or civilian 06221-17-8957.

**b. Non-DOD Instrument Procedures.** According to policy guidance from the Secretary of Defense, U.S. Army aircraft will not fly using non-DOD instrument procedures. Non-DOD instrument procedures are defined as any procedure that is not published in DOD FLIPs or National Oceanic and Atmospheric Administration publications. The USAASD-E is the approval authority for using non-DOD (for example, host-country, commercial (Jeppesen)) products (AR 95-1, chapter 5; AR 95-2, part four, chapter 11). Commanders will send requests for conformance review of non-DOD instrument procedures to the USAASD-E (a above) at least 5 workdays (14 workdays is encouraged) before the scheduled mission. Requests may be sent by fax to DSN 373-8957 or civilian 06221-17-8957 or by e-mail to [usaasde@hq.hqusareur.army.mil](mailto:usaasde@hq.hqusareur.army.mil). The request must include following information:

- (1) Unit identification.
- (2) Unit address.
- (3) Purpose and timeframe of mission.
- (4) City or aerodrome name and country.
- (5) International Civil Aviation Organization identifier and instrument approach titles if known.
- (6) Type of aircraft and any special equipment information.
- (7) POC name and telephone number.

#### **L-5. AIRFIELD AND NAVIGATIONAL-AID ENGINEERING SURVEYS**

The USAASD-E will—

a. Monitor airfield and navigation-aid engineering surveys required by AR 95-2, part four, chapter 10. The USAASD-E will help coordinate surveys among installation commanders, airfield commanders, and survey units.

b. Process waivers for airfield construction requirements (AR 95-2, part four, chapter 11). Commanders will send requests for waivers through the USAREUR G3 (AEAGC-AV), Unit 29351, APO AE 09014-9351, to the USAASD-E, Unit 29243, APO AE 09102-9243.

c. Coordinate obstacle evaluations and their effect on instrument approach and departure procedures at U.S. Army airfields and heliports.

#### **L-6. AIRCRAFT TACTICAL AND NONTACTICAL CALL SIGNS**

The USAASD-E is the HQDA proponent for nontactical call signs in Europe (AR 95-2, part four, chapter 10). These call signs will be authorized only when there is a demonstrated operational advantage to facilitate air traffic control (ATC) clearances. Commanders should send requests for nontactical call signs through the USAREUR G3 (AEAGC-AV), Unit 29351, APO AE 09014-9351, to the USAASD-E, Unit 29243, APO AE 09102-9243.

#### **L-7. DA FORM 3588 (COMM CARD)**

The USAASD-E is the proponent for DA Form 3588. Comm Cards (DA Form 3588) should be submitted by e-mail to [usaasde@hq.hqusareur.army.mil](mailto:usaasde@hq.hqusareur.army.mil) using the following format:

- a. E-mail subject line: Comm Card.
- b. E-mail body: Publication title, publication date, chapter, section, page number, and a description of what is in error or requires change.
- c. POC information: Name, unit, and telephone numbers.

## GLOSSARY

### SECTION I ABBREVIATIONS

7ATC	Seventh Army Training Command
ACSA	Acquisition and Cross-Servicing Agreement
AFM	airplane flight manual
AFOD	Army Flight Operations Detachment
AGL	above ground level
ALSE	aviation life-support equipment
ALSS	aviation life-support systems
AOR	area of responsibility
APART	annual proficiency and readiness test
APO	Army post office
APU	auxiliary power unit
AR	Army regulation
ARFF	aircraft rescue firefighting
ARMS	aviation resource management survey
ASG	area support group
ASO	aviation safety officer
AT/FP	antiterrorism/force protection
AT&A	air traffic and airspace
ATC	air traffic control
ATM	aircrew training manual
ATP	aircrew training program
ATS	air traffic services
ATSSO	Air Traffic Services Standards Office, 3d Battalion, 58th Aviation Regiment
BASOPS	base operations
CASO	Centralized Aviation Scheduling Office
CG, USAREUR/7A	Commanding General, United States Army, Europe, and Seventh Army
CJCS	Chairman of the Joint Chiefs of Staff
COMUSEUCOM	Commanding General, United States European Command
DA	Department of the Army
DEROS	date eligible for return from overseas
DL	Deconfliction Line
DOD	Department of Defense
ERMC	United States Army Europe Regional Medical Command
EXEVAL	external evaluation
F&ES	fire and emergency services
FAA	Federal Aviation Administration
FAC	flight activity category
FAR	Federal Aviation Regulation
FCG	DOD Foreign Clearance Guide
FI	nonrated crewmember instructor
FLIP	flight information publication
FM	field manual
FW	fixed wing
G1	Deputy Chief of Staff, G1, USAREUR
G3	Deputy Chief of Staff, G3, USAREUR
G8	Deputy Chief of Staff, G8, USAREUR
GENADMIN	general administration
HFCA	helicopter flight coordination area
HQ USAREUR/7A	Headquarters, United States Army, Europe, and Seventh Army
HQDA	Headquarters, Department of the Army
IATF	individual aircrew training folder
ICAO	International Civil Aviation Organization
IE	instrument flight examiner
IFR	instrument flight rules

IFRF	individual flight records folder
IMA-Europe	United States Army Installation Management Agency, Europe Region Office
IMC	instrument meteorological conditions
IP	instructor pilot
ITO	invitational travel order
IZ	Identification Zone
JFTR	Joint Federal Travel Regulation
JROTC	Junior Reserve Officer's Training Course
JTR	Joint Travel Regulations
LAPES	Low Altitude Parachute Extraction System
LUHLS	limited-use helicopter landing site
MACOM	major Army command
ME	maintenance test flight evaluator
MEDEVAC	medical evacuation
METL	mission-essential task list
MG	major general
MOA	memorandum of agreement
MOS	military occupational specialty
MP	maintenance test pilot
MSL	mean sea level
NATO	North Atlantic Treaty Organization
NCO	noncommissioned officer
NCOIC	noncommissioned officer in charge
NOTAM	notice to airmen
NVD	night vision device
NVG	night vision goggles
NVS	night vision systems
OCPA	Office of the Chief, Public Affairs, HQ USAREUR/7A
OSA	operational support airlift
OSJA	office of the staff judge advocate
OWS	United States Air Forces in Europe Operational Weather Squadron
PAO	public affairs office
PC	pilot in command
POC	point of contact
POL	petroleum, oils, and lubricants
RL	readiness level
ROTC	Reserve Officer's Training Corps
RW	rotary wing
SI	standardization instructor nonrated
SOP	standing operating procedure
SP	standardization instructor pilot
SRP	soldier readiness program
SVFR	special visual flight rules
TC	training circular
TDA	tables of distribution and allowances
TM	technical manual
TOE	table of organization and equipment
U.S.	United States
UASSD	USAREUR Aviation Safety and Standardization Detachment
UFC	Unified Facilities Criteria
USAASA	United States Army Aeronautical Services Agency
USAASD-E	United States Army Aeronautical Services Detachment, Europe
USAFE	United States Air Forces in Europe
USAREUR	United States Army, Europe
USASETAF	United States Army Southern European Task Force
USEUCOM	United States European Command
UT	unit trainer
VFR	visual flight rules

## **SECTION II**

### **TERMS**

#### **aerial demonstration**

The use or display of Army aircraft and personnel in any aerial event (for example, flyover, aircraft demonstration, parachute demonstration, static display).

#### **aerial review**

A flyover of multiple types of aircraft or aircraft representing more than one military service with elements in trail formation and not involving precision maneuvers or demonstrations.

#### **aircraft demonstration**

An aerial activity designed to portray performance techniques by one or several aircraft and personnel.

#### **co-use**

Use of an Army airfield by a non-U.S. Government party.

#### **flyover**

A straight and level flight of by not more than four military aircraft from a single military service over a predetermined point on the ground at a specified time and not involving aerobatics or demonstrations.

#### **geographic area of responsibility**

The geographic area associated with a command within which a commander has authority to plan and conduct operations.

#### **interoperability**

Operations that include but are not limited to joint military training exercises; airmobile, air assault, and airborne training; or liaison duties.

#### **mountainous**

Terrain in the local flying area designated by the commander.

#### **one-time landing**

A landing that is not planned, if the landing is for private reasons and has no commercial connotations.

#### **parachute demonstration**

A demonstration of free-fall or static-line parachuting techniques.

#### **public affairs event**

Any program not conducted solely for a military audience.

#### **senior mission commander**

Senior aviation commander of an airfield, heliport, or helipad.

#### **senior officials**

General or flag officers, civilian employees of the Senior Executive Service, or equivalent, and higher-level employees.

#### **static display**

The ground display of aircraft and related equipment that does not involve flying, taxiing, or starting the engine.

#### **travel for public affairs purposes**

Travel undertaken in the interest of public understanding of the U.S. Army mission or activities. This travel may include U.S. or foreign persons, groups, or material; may result from a request to or invitation from DOD elements; and may be reimbursable or nonreimbursable.

#### **Valsalva-maneuver techniques**

Techniques used to adjust middle ear pressure (“popping one’s ears”).