

Aviation

USE OF ARMY NATIONAL GUARD AIRCRAFT

By Order of the Secretary of the Army:

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Summary. This pamphlet incorporates current regulations and policies pertaining to the use of Army National Guard (ARNG) aircraft. It reflects current policy and previously stated National Guard Bureau (NGB) positions concerning missions, passengers, and reimbursement relation to ARNG aircraft in those areas where regulations may be too general to address ARNG circumstances.

Applicability. This pamphlet applies to the ARNG.

Internal control systems. This pamphlet is subject to the requirements of AR 11-2 and contains an internal control checklist for conducting internal control reviews.

Interim changes. Interim changes to this pamphlet are not official unless they are authenticated by the Chief, Administrative Services (NGB-AD). Users will destroy interim changes on their expiration date(s), unless sooner superseded or rescinded.

Suggested improvements. The proponent for this pamphlet is the National Guard Bureau (NGB-AVN-OT). Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to NGB-AVN-OT, Army National Guard Readiness Center (ARNGRC), 111 South George Mason Drive, Arlington, VA 22204-1382.

Distribution: A

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*This pamphlet supersedes NGB Pam 95-5, 15 November 1984 including all changes

Chapter 1 General

1-1. Purpose

This pamphlet is a general summary of the regulations that govern the use of Army National Guard (ARNG) aircraft, passengers in the ARNG aircraft and the reimbursement for use of ARNG aircraft. It is intended as a guide for State Adjutants General, STARC Staffs and Unit Commanders. Specific regulations are cited, but current policy and previously stated National Guard (NGB) positions are also provided when the regulations are too general to address specific ARNG circumstances.

1-2. References

Related publications are listed at **appendix A**.

1-3. Explanation of abbreviations

Abbreviations used in this pamphlet are listed in the **glossary**.

1-4. Scope

ARNG aircraft are for official use only:

- a. In direct support of the military mission (Federal or State).
- b. When specifically authorized by statute, e.g. Military Assistance to Safety and Traffic (MAST).
- c. When approval by Department of Defense (DOD).
- d. When of an emergency nature involving potential loss of life, limb or sight.
- e. When such use is in support of the military mission and more economical than commercial aircraft or airline services are not available, readily obtainable, or for reasons which must be specified, incapable of satisfying the movement requirement. Travel time saved by itself, is not justification for using ARNG aircraft.

Chapter 2 Categories of Missions

2-1. Federal status

a. ARNG aircraft may be used in Federal status for the following type missions:

- (1) ARNG military training.
- (2) Operational support of ARNG military operations and training. (Includes reconnaissance of stricken areas to determine if a Federal disaster should be declared, by Federal Government).
- (3) Support of other DOD agencies.
- (4) Military Assistance to Safety and Traffic (MAST) for units authorized by Secretary of Defense.
- (5) Search and Rescue mission (SAR) coordinated through U.S. Air Force National Rescue Coordination Center at Langley AFB or through Regional Rescue Coordination Centers.
- (6) Training and support to Federal agencies other than DOD, when approved by Chief, National Guard Bureau (CNGB).
- (7) Support to Non-Governmental organization when approved by DOD through CNGB.
- (8) Support to non-federal governmental organizations. (i.e., State, County)

(9) Support of drug/law enforcement operations when approved by NGB-ARO-OM. (NGR (AR) 500-2)

b. For processing requests from DOD agencies. See **figure 4-1**.

c. For processing requests from agencies outside DOD. See **figure 4-1**.

(1) The requesting agency should be advised if ARNG does not have the capability to perform the requested mission.

(2) Support should not be promised nor resources committed until the appropriate approval has been granted by DOD through CNGB.

d. Support of non U.S. Government traffic. Non U.S. Government agencies may be supported when authorized by appropriate authority under one of the following criteria:

(1) In an emergency involving potential loss of life, limb, or sight and commercial transportation is not available, feasible or adequate.

(2) When the movement is in direct support of the military mission.

(3) When specifically authorized by statute, e.g., MAST missions.

(4) When certified by the head of an executive department, or independent establishment of the Government, to be in the national interest and approved by DOD. The certification must include a statement that commercial transportation is not available or, for reasons that must be specified, is not capable of satisfying the movement requirement (DOD Directive 4500.9).

2-2. State status

a. ARNG aircraft may be used to support the types of State Missions shown below. Crew status will conform to provisions of NGR (AR) 600-5 and TPR 990-2. Normally, the crew will be in State Active Duty (SAD).

- (1) Governor declared emergencies.
- (2) Civil defense operations.
- (3) Military support of civil law enforcement operation (CLEO), e.g., in cases of civil disturbance.
- (4) SAR missions ordered by the Governor.
- (5) Training of State emergency response personnel when approved by CNGB.
- (6) Other State military missions when specifically authorized by CNGB.
- (7) Support of counter-drug operations (CDOPS) (NGR (AR) 500-2).

b. Support of State agencies on a normal day-to-day basis not connected with a State declared emergency or disaster is not authorized. Domestic action missions to conduct State official business are not authorized.

2-3. Emergency transportation

ARNG authorized emergency transportation includes:

a. Aeromedical evaluation or transportation as detailed in DOD Directive 4515.13-R, Chapter 5. Under one of the provisions of Chapter 10 a local commander may transport any person judged by competent medical authority to be suffering possible loss of life, limb or sight to the nearest medical facility where immediate treatment is available, feasible or adequate. An attendant may accompany the patient to the destination

when medical authority determines his or her presence will be beneficial to the health and welfare of the patient, as in the case of an infant or minor.

b. MAST as detailed in DOD Directive 3500.9 for units so designated by the Secretary of Defense.

c. Search and Rescue (SAR)

(1) SAR missions fall under the provisions of emergency transportation when loss of life, limb, or sight are threatened. SAR missions vary depending on the situation. SAR missions may be accepted and performed in either a federal or state status. The Rescue Coordination Center has been designated the SAR coordinator for the inland region. Generally, each state aeronautics department, has a letter of agreement with RCC for SAR responsibilities within the particular state. These missions may be accepted from the Rescue Coordination Center, Langley AFB, VA and flown in a federally funded status. Occasionally, requests for SAR mission are channeled directly from a law enforcement agency to the state military department. After necessary state coordination, these requests may be accepted and flown in a State Active Duty (SAD) status without coordination with RCC if declared as a State emergency.

(2) If the search effort ends with discovery of a deceased person(s), the emergency transportation situation technically no longer exists since DOD 4515.13-R, Chapter 7, specifically prohibits the movement of remains by DOD-owned aircraft. However, if circumstances warrant, the pilot in command may authorize the transport of person(s) from the accident site to a location where competent medical authority can perform an examination. Normally, this would be done when no other means of transportation is available; e.g. the person(S) is/are in a remote or inaccessible site; failure to remove the person(s) endangers the lives of resource personnel; danger to public health or safety exists; or, for other humanitarian considerations.

(3) Emergency transportation during a SAR mission may also include transportation of rescue teams to and from areas inaccessible by other means.

2-4. Public Affairs travel

a. DOD 4515.13-R, Chapter 3 and NGB Pam 360-5 set forth provisions, policy and approval authorities under which ARNG aircraft may be used to support public affairs travel.

b. Generally, ARNG aircraft may be used to provide transportation for civilian guests to visit National Guard organizations, facilities and training areas to enhance their knowledge and understanding of National Guard missions and functions. The Adjutant General has approval authority for local travel within his State.

c. Notification involving the use of ARNG aircraft for local public affairs travel should be forwarded to NGB-PAR with information copy to NGB-AVN-O IAW NGB Pam 360-5.

d. Requests involving the use of ARNG aircraft for non-local public affairs travel should be sent to NGB-PAR with information copy to NGB-AVN-O.

2-5. Orientation flights

a. DOD Directive 4515.13-R and NGB Pam 360-5 set forth provisions, policy and approval authority gov-

erning the use of ARNG aircraft to support orientation flights.

b. Orientation flights are intended to ensure or increase the understanding of certain roles and missions of the ARNG. This category does not include public affairs travel. Eligible passengers include:

(1) Senior and Junior ROTC and key civilian personnel involved in the program.

(2) CAP cadets.

(3) Explorer Scouting Program Senior Explorers.

(4) US citizens, who because of their position and contacts with various public organizations, can make positive contributions to the public understanding of the roles and missions of DOD.

c. Key State and Federal government officials, foreign national officials, and members of Congress and their staffs may not be approved under these provisions.

d. Requests for orientation flights should be forwarded to NGB-PAR with information copy to NGB-AVN-O IAW NGB-Pam 360-5.

2-6. News media travel

a. NGB Pam 360-5 sets forth policy and provisions governing the use of ARNG aircraft to provide news media travel.

b. Generally, the travel of news media representatives is authorized for individuals or groups in connection with assignments to cover military events, press tours, visits to military exercise or operations.

c. Such travel shall be in the best interest of the National Guard and shall not be in competition with commercial transportation resources.

d. The Adjutant General has approval authority for local travel of news media. When such approval has been granted, States will notify NGB-PA with info copy to NGB-AVN-O.

2-7. Community relations

a. DOD Instruction 5410.19, AR 360-61 and NGB Pam 360-5 set forth the provisions, policy and approval authorities under which ARNG aircraft may be used to support community relations activities.

b. Generally, ARNG aircraft may be used to support local community relations activities for civic-sponsored public ceremonies for Armed Forces Day, Memorial Day, Independence Day, and Veterans Day, or when the participation is directly connected to the ARNG recruiting effort and is not in competition with commercial enterprise.

c. Community relation types of aerial demonstrations which may be approved by the Adjutant General include:

(1) **Fly-overs.** A straight and level flight by not more than four military aircraft from a single service over a predetermined point on the ground at a specific time and not involving aerobatics or demonstrations when conducted on military reservations or in observance of Armed Forces Day, Memorial Day, Independence Day, or Veterans Day.

(2) **Static aircraft displays.** A ground display of aircraft and its related equipment not involving starting of engines or taxiing during the period when spectators are in the display area.

(3) **Rappelling demonstrations.** An aerial demonstration in which qualified individuals descend from a high hovering helicopter by ropes. Demonstration will be flown only by qualified aviators from units in which rappelling is an assigned task. Demonstration is restricted to four rappellers. Provisions of AR 360-61, paragraph 7-4f must be met.

d. Community relations types of demonstrations that require CNGB or higher approval include:

(1) **Aerial reviews.** A fly-over of multiple types of aircraft representing more than one military service with elements in trail formation and not involving precision maneuvers or demonstration.

(2) **Parachute team demonstration.** A demonstration of free fall and precision landing techniques by the U.S. Army Parachute Team, or other military or sports parachute teams or individual parachutists officially representing the Army or ARNG.

e. Other aerial activities that may be approved include when restricted to military installations capable of supporting such activities as stated in AR 360-61 paragraph 7-2g:

(1) Helicopter flight techniques.

(2) Maximum performance demonstrations.

(3) Assault aircraft demonstrations.

(4) Tactical helicopter troop landings under simulated tactical conditions.

(5) Medical evacuation demonstrations.

f. Costumed characters. ARNG aviation assets will not be used to transport persons costumed as Santa Claus, Easter bunnies, witches or any other holiday related character, whether the person is military or civilian, on or off a military installation (AR 360-61).

2-8. State Emergency Response Teams

a. When approved by NGB-ARO-OM, ARNG aircraft may be used to train State, U.S. Territory or the District of Columbia emergency response personnel in rescue operations under the following conditions:

(1) ARNG personnel status will conform to provisions of NGR (AR) 600-5. Normally, this will be in state active duty status.

(2) Liability for both ARNG and State emergency services personnel is a State responsibility.

(3) ARNG aircraft and related equipment is operated by qualified ARNG personnel.

(4) The State will reimburse the federal government for flying hours at the non-emergency state active duty rate.

b. Rescue training of state emergency response personnel includes, but is not limited to: aeromedical-medical evacuation, rappelling and hoist operations.

c. Details for obtaining approval for State emergency response personnel training are contained in NGR 500-1, Chapter 3.

2-9. Counter-drug operations

When approved by NGB-CD, ARNG aircraft may be used to support Federal, State, local, U.S. Territory or the District of Columbia law/drug enforcement operations as specified in NGR (AR) 500-2.

Chapter 3 Passengers on ARNG Aircraft

3-1. Eligible passengers

a. Passenger eligibility is covered extensively in DOD 4515.13-R, AR 95-1, AR 360-5, AR 360-61, NGR (AR) 95-1, NGR 500-1, and NGB Pam 360-5. These publications indicated level of approval authority required.

b. Passenger eligibility should be determined by referring to the appropriate directive, regulation or pamphlet. The following paragraphs provide a summary of eligible passengers who might normally be expected to fly on ARNG aircraft.

3-2. Space required

a. DOD Directive 4515.13-R, page 2-3 contains the complete list and criteria for eligible passengers authorized space required DOD transportation. Briefly stated, that list includes:

(1) Members of the military departments on active duty and the members of a reserve component of the Armed Forces traveling under official permanent change of station (PCS), temporary duty (TDY) active duty special work (ADSW) or emergency leave orders.

(2) Civilian members of DOD on official business with PCS, TDY, or TAD orders.

(3) Employees of other U.S. Government agencies and technical advisors to DOD component authorities when traveling on official business for the DOD.

(4) Media representatives on press tour sponsored by DOD.

(5) Civilian employees of commercial concerns under contract to DOD when engaged on official activities for DOD.

(6) Foreign nationals participating in DOD-sanctioned programs (i.e. Military-to-Military, Partnership for Peace, etc.) within CONUS.

(7) Senior and cadet members of the Civil Air Patrol (CAP) when supporting a CAP operational mission authorized by, or at the request of the Air Force (normally in conjunction with SAR missions).

(8) ROTC students in conjunction with approved training.

b. Space required transportation on ARNG aircraft only.

(1) State National Guard officials including State governors, lieutenant governors, adjutants general, and assistant adjutants general when travel is for official duty connected with national Guard activities. This travel may only be in and between CONUS, Puerto Rico, Guam, the Virgin Islands, or the States of Alaska and Hawaii DOD Directive 4515.13-R).

(a) Approval authority for accompanying TAG spouse travel aboard military aircraft outside states boundaries is delegated to the Chief, NGB without further delegation. The Secretary of the Army remains the approval authority for all spouse travel by government funded commercial aircraft.

(b) Examples of situations in which ARNG airlift is not appropriate include: transportation to political or politically related events; attendance at public sporting events; airlift of private or State vehicles; carrying press to cover a governor's speech; etc. **NOTE:** The above reflect how in the past White House and DOD responded on this subject.

(2) The State Adjutant General may authorize employees of the State Military Department to be transported on ARNG aircraft when the travel is directly connected with National Guard activities (NGR (AR) 95-1).

(3) Certain State, county, municipal or private company employees who perform a service in direct support of the National Guard mission in the States and territories, when travel is for an official purpose and is authorized in advance by the Chief, National Guard Bureau or other official authorized to approve this travel. This travel may only be in and between CONUS, Puerto Rico, Guam, the Virgin Islands, or the States of Alaska and Hawaii.

3-3. Space available passengers in ARNG aircraft

a. DOD Directive 4515.13-R, Chapter 4 provides the complete list and criteria for eligible passengers authorized space available transportation. Briefly stated by priority for within CONUS, that list includes:

(1) Active duty military personnel of the Army, Navy, Air Force, Marine Corps, and Coast Guard on emergency leave (emergency status must be indicated in the leave orders).

(2) Active duty Military personnel of the Army, Navy, Air Force, Marine Corps, and Coast Guard on leave or pass status other than emergency.

(3) Medal of Honor recipients.

(4) Military personnel traveling on permissive TDY orders published under applicable Military Department regulations.

(5) Unaccompanied retired military members.

(6) ROTC students of the Army, Navy and Air Force receiving financial assistance, and those enrolled in advanced training in uniform, during authorized absences from school upon presenting a document bearing the signature of the senior commissioned officer who is the professor in charge of the ROTC program at the Civilian Educational Institution.

(7) Unaccompanied members of the RC of the Armed Forces in the following categories:

(a) Active status members of the RC in uniform and upon presentation of identification card DD form 2 (RED) and authentication of their current active status in the RC with a completed DD Form 1853 (DOD 4515.13-R, attachment 3).

(b) Members of the RC who have received official notification of retirement eligibility, but have not reached the mandatory retirement age (60, upon presentation of DOD identification card and a notice of retirement eligibility. Wearing of the uniform is not required.

(8) Participants in NGB-approved Spouse orientation programs (NGR (AR) 95-1).

(9) Invited passengers must have flight authorization (see **Appendix B**), be manifested on the air-

craft, and execute a DD Form 1381 (App A, DOD 4515.13R).

3-4. Passengers during state active duty missions

Regulations governing passengers in military aircraft apply to ARNG aircraft in State Active Duty status. One exception is that in a declared emergency, any individual participating in reaction to the emergency may be transported.

3-5. Passenger restrictions

Passengers may not fly in ARNG aircraft engaged in test flights, aerobatics flights, engine-out operations, practice auto-rotations, practice forced landings and other hazardous training flights. Such flights will be limited to mission essential flight crew and minimum personnel needed for command, safety and aeromedical surveillance or for conducting aviation individual or tactical unit training.

Chapter 4

Reimbursement For Use of ARNG Aircraft

4-1. Federal missions

a. Support missions flown in a federally funded status for other than ARNG purposed are normally categorized as:

(1) DOD user support.

(2) Non-DOD U.S. Government user support.

(3) Non-U.S. Government or foreign military sales.

b. At least annually, NGB-AVN-OR publishes a message that provides current cost figures for categories shown above. Reimbursement rates are published annually by the U.S. Army Cost and Economic Analysis Center (CEAC) in conjunction with DA DCSLOG (DALO-AV). The latter rates apply to reimbursement from agencies external to the National Guard.

c. Missions requested by DOD agencies that are not incidental to training will be billed at DOD user rate.

d. Support of federal agencies outside DOD required reimbursement under provisions of the Economy Act (31 USC 1535 and 1536).

4-2. State active duty missions

a. Emergency situations.

(1) (Disaster) No reimbursement is required for flying hours when both of the following requirements are met: mb, or sight prevent immediate human suffering, or lessen the effect of widespread property damage. Such efforts would usually occur during the first 24 hours of the emergency.

(2) (Local emergency) Expenses incurred as a result of life, limb, or sight saving efforts should be treated in the same manner as expenses incurred during everyday training operations of the ARNG.

b. **Post emergency situations.** The state shall reimburse the federal government at the state active duty emergency rate. (DOD rate minus crew per diem and field maintenance contractor labor) for post

emergency clean-up or other operations in support of a state emergency mission.

c. Counter drug operations (CDOPS) flying hours are funded as a separate budget line and are distributed to the several States with funding in accordance with NGB-CD approved State plans.

d. Support to civil law enforcement operations (CLEO). The state shall reimburse the federal government for the cost for CLEO support flying hours at the cost listed in b, above..

e. Non-emergency missions. When ARNG aircraft are used in support of the State mission for other than a, b, c and d above, the state shall reimburse the federal government at the Non-DOD, Non-US Government rate (NGR 500-1 and NGR (AR) 500-2). These rates are published annually by Department of the Army and retransmitted by NGB-AVN-OR.

f. These procedures do not supersede limitations on the use of Title 32 AGR soldiers per NGR (AR) 600-5.

4-3. Reimbursement commitments

Clearly defined procedures for prior reimbursement commitments are necessary to preclude untimely delays and difficulties that may result from attempting to obtain reimbursement "after the fact." Support in a life threatening situation will not be delayed or denied solely for the lack of a reimbursement commitment.

a. SAAOs will develop, publish and disseminate procedures for obtaining commitments for reimbursement prior to mission accomplishment for missions where reimbursement is applicable.

b. Mission approval authorities will ensure that reimbursement commitments are obtained prior to the approval or performance of non-life threatening situation support missions.

4-4. Approval and reimbursement rates

Figure 4-1 depicts approval authority, references and reimbursement rates for aviation support external to the ARNG.

<u>SUPPORT TO:</u>	<u>APPROVAL AUTHORITY</u>	<u>REFERENCE</u>	<u>REIMBURSEMENT RATE</u>
Army Elements	SAAO/AASF Cdr	AR 95-1	DOD
DOD Element	TAG/NGB	4515.13-R	DOD
Other U.S. Gov	NGB/OSD Exec Sec	NGR (AR) 95-1	Non-DOD, U.S. Gov't
Non-U.S. Gov	OSD Exec. Sec	4515.13-R	Non-U.S. Gov't
State Emergency (Immediate Response)	TAG	NGR (AR) 95-1 4515.13-R	N/A
SAD Post Disaster (Support-Clean-up)	TAG	NGR (AR) 95-1	State Active Duty Emergency Rate
CDOPS	NGB-CD/AVN	NGR (AR) 500-2	ARNG Resourced Rates
CLEO	NGB-ARO-OM	NGR 500-1	State Active Duty Emergency Rate
SAD	TAG	4515.13-R	Non-U.S. Gov't Rate less crew costs

Notes:

- *1. Reimbursement rates published annually by NGB-AVN-OR.
2. Passengers authorized to be on board aircraft are listed in 4515.13-R.

Figure 4-1

INTERNAL CONTROL REVIEW CHECKLIST

1. The purpose of this checklist is to provide guidelines for use of ARNG aircraft. See AR 11-2 and OMB Circular A-123 for specific requirements of the Internal Control Program.
2. Internal control is a command responsibility that receives up to congressional level attending. It emphasizes resources accountability. This checklist must be used within 120 days of publication and every 2 years thereafter.
3. Internal Control Categories:
 - a. Categories of internal control are accounting and administrative.
 - (1) Accounting controls relate to safeguarding assets and effective financial management. Focus is on accountability and reimbursement where applicable.
 - (2) Administrative controls apply to authorization actions for using ARNG aircraft. The focus is on appropriate mission authorization and eligibility of passengers and cargo transported.
 - b. The following internal control checklist will be used as a guide when conducting internal reviews IAW AR 11-2 and OMB Circular A-123.

Internal Control Review Checklist	YES	NO
1. Are commanders familiar with NG Pam 95-5?		
2. Does the state have a current copy of AR 500-60, AR 95-1, NGR (AR) 95-1, NG Pam 95-5, NGB Pam 360-5, NGR 500-1, NGR (AR) 500-2 and NGR (AR) 600-5?		
3. Do requested missions meet federal status, state status, federal/state emergency, or public affairs (to include news media, orientation flight and community relations) criteria?		
If not, has DOD granted approval?		
4. Have procedures been established to ensure that passengers meet eligibility criteria?		
a. Is there an appropriate authorization documentation for non-U.S. Military passengers on ARNG aircraft? (e.g. Travel orders or invitational orders)		
b. When support is provided to other DOD, has that agency certified passenger and cargo eligibility?		
5. Have procedures been established to obtain reimbursement commitments prior to mission accomplishment?		
6. Have procedures been established to effect reimbursement to the USP&FO for use of aircraft supporting:		
a. Other Army		
b. Other DOD		
c. Non-DOD U.S. Government		
d. Non-U.S. Government or foreign military sales		
7. Have procedures been established to effect reimbursement by the state to the USP&FO for use of aircraft in State Active Duty?		
8. Is follow-up action taken to insure compliance with reimbursement procedures?		

**Appendix A
References**

DOD 4500.32-R
Military Standard Transportation and Movement Procedures (MILSTAMP)

DOD 4515.13-R
Air Transportation Eligibility

DOD 5410.19
Armed Forces Community Relations

DOD 5525.5
DOD Cooperation with Civilian Law Enforcement Officials

AR 95-1
Aviation: Flight Regulations

AR 360-61
Army Public Affairs: Community Relations

AR 600-8-105
Military Orders

NGR (AR) 95-1
ARNG Aviation: Flight Regulations (Modifies AR 95-1)

NGR 500-1
Employment of Army and Other Resources: Military Support to Civil Authorities

NGR (AR) 500-2
National Guard Counter Drug Support to Law Enforcement Agencies

NGR (AR) 600-5
The Active Guard/Reserve (AGR Program, Title 32, Full-Time National Guard Duty (FTNGD))

NGB Pam 360-5
National Guard Public Affairs Guidelines

**Appendix B
Flight Authorization**

(Letterhead)

(Enter Order Number)

(Enter Date)

(Enter Standard Name Line)

You are authorized to travel at Government expense as shown.

Authority: (Enter the Authority Information)

Destination:

Current Address:

Home of Record:

Purpose:

Accounting Classification:

Movement Designator Code:

Additional Instructions:

Format: (Enter 405)

(Enter Authentication)

(Enter Signature Block)

(Enter Distribution)

NOTE: Use this format for invited travelers that do not otherwise meet eligibility under provisions of 4515.13-R or other regulation. Any orders publishing activity may publish a transportation authorization.

Glossary

ADSW

active duty special work

AGR

Active Guard/Reserve

ARNG

Army National Guard

ARNGRC

Army National Guard Readiness Center

CAP

Civil Air Patrol

CDOPS

counter-drug operations

CLEO

civil law enforcement operation

CNGB

Chief, National Guard Bureau

DoD

Department of Defense

FTNGD

Full-Time National Guard Duty

MAST

Military Assistance to Safety and Traffic

MILSTAMP

Military Standard Transportation and Movement Procedures

NGB

National Guard Bureau

NGB-ARO-OM

Military Support Branch

NGB-AVN-O

Aviation Operations Division

NGB-CD

Counterdrug Task Force

NGB-PA

Public Affairs

NGB-PAR

Community Relations

NGR

National Guard Regulation

PCS

permanent change of station

RCC

Rescue Coordination Center

ROTC

Reserve Officer's Training Corps

SAR

Search and rescue

STARC

State Area Command

TDY

temporary duty

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