
By Order of the Secretaries of the Army and the Air Force:

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History. This publication is a major revision of National Guard Regulation NGR (AR) 95-1, ARNG Aviation: Flight Regulations. This publication is a *supplement* to AR 95-1. Because this publication has been revised extensively, the changed portions have not been highlighted. No differentiation (such as highlighting or strike-outs) is made between parent AR 95-1 text and implementing guidance provided by the Chief, National Guard Bureau. This printing (also) delineates aviation proponentcy relationships between NGB-AVS (for all of ARNG aviation) and the Operational Support Airlift Agency (OSAA) (as a Field Operating Agency [FOA] of the National Guard Bureau [NGB]; and the principal executor for ARNG fixed-wing issues) that is consistent with Title 10 United States Code (USC), Section (§)10501 and AR 130-5, figure 1-1. And, it reflects nearly a dozen years of changes to public law, Department of Defense (DoD), and Department of the Army (DA)-level policies; Findings and Recommendations from ARNG accidents; those relevant accident lessons learned from other components, services, and agencies; and unincorporated All-States Letters and other policy letters and memorandums – since the last revision/publication of NGR (AR) 95-1.

Summary. This supplement prescribes the basic procedures and policy guidance in establishing responsibility for administering, maintaining, and effectively risk-managing aviation assets assigned, attached, or operationally controlled (OPCON'd) to/by the ARNG. This document supersedes the 1 August 1991 version of NGR (AR) 95-1.

Applicability. This supplement applies to all ARNG crewmembers awaiting or on current NGB aviation service orders or flight status orders. It also applies to military technician crewmembers serving under Title 32 USC §709; ARNG crewmembers performing in the tour program under authority of Title 10 USC §12301(d) in support of the ARNG Army Aviation Training Sites (AATS), Operational Support Airlift Command (OSACOM) and other component/service crewmembers assigned or attached to an ARNG unit or facility for flying purposes. ARNG crewmembers attached to an active component command must also comply with that command's directives and regulations. If there are conflicts or discrepancies between this supplement and other Aircrew Training Program (ATP) documents, this supplement takes precedence for ARNG crewmembers. Other DOD and DA publications, regulations, directives, etc., may have precedence unless otherwise noted in this supplement or other approved National Guard publications.

Proponent and exception authority. The proponent of this supplement is the Chief, NGB-AVS. The proponent has the authority to adjudicate, interpret, and approve exceptions to this regulation that are consistent with controlling law(s) and regulation(s).

Supplementation. Further supplementation of this supplement and establishment of command and local forms is prohibited without prior approval from the Chief, National Guard Bureau, ATTN: NGB-AVS, 111 South George Mason Drive, Arlington, VA 22204-1382. Supplementation requests involving fixed-wing issues shall be forwarded *through* Commander, OSAA, ATTN: OSAA-ST, 6970 Britten Drive, Suite 201, Ft. Belvoir, VA 22060-5133; to NGB-AVS.

* This publication supersedes NGR (AR) 95-1 dated 1 August 1991.

Suggested Improvements. Users are invited to send comments or suggested changes on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to Chief, National Guard Bureau, ATTN: NGB-AVS-S (NG Supplement 1 to AR 95-1), 111 South George Mason Drive, Arlington, VA 22204-1382. Suggested improvements involving fixed-wing issues shall be forwarded *through* Commander, OSAA, ATTN: OSAA-ST, 6970 Britten Drive, Building 3136, Ft. Belvoir, VA 22060-5133; *to* NGB-AVS.

Army Performance Improvement Criteria (APIC). Unit/facilities participating in APIC, or like voluntary programs as discussed in AR 5-1, and AR 5-4, may utilize appendix B of AR 95-1.

Impact on Unit Manning System. This supplement does not contain policies that affect the Unit Manning System.

Distribution. A

AR 95-1 3, dated 3 March 2006 is supplemented as follows:

Chapter 1 General

1-1. Purpose

- k.(Add) Command, control, operation, and use of DA (ARNG) aircraft.
- l.(Add) NGB Aviation Standardization Programs.
- m.(Add) NGB Flying Hour Program (FHP).

1-2. References

(Add) Supplements to AR 95-1 issued by agencies or organizations other than NGB (such as, the U.S. Army Forces Command [FORSCOM], the U.S. Army Training and Doctrine Command [TRADOC], U.S. Army Pacific Command) are not applicable to the ARNG. Mobilized ARNG crewmembers will comply with applicable Army regulations.

1-3. Explanation of abbreviations and terms

(Add) See glossary of NG Supplement 1 to AR 95-1.

1-4. Responsibilities

- 1. (Substitute) The CNGB will develop policy, concepts, requirements, and organization for ARNG aviation elements to support, and effectively risk-manage, their dual (State/Territory and Federal) missions. The CNGB will:
 - (1) Support missions and establish procedures for the OSAA.
 - (2) Re-transmit SOF messages and ASAM.
 - (3) Serve as the MACOM Commander for managing the ARNG Aviation Program consistent with DA aviation regulations and authorized exceptions to policy, may be delegated to the Director ARNG (DARNG).
- r. (Add) Director, ARNG (DARNG) will:
 - (1) Comply with Federal, DoD and DA regulatory requirements for the maintenance, standardization training, operations, and risk-management of ARNG aviation assets during mobilization.
 - (2) Coordinate with Federal, State/Territory and other agencies for ARNG aviation support.
- s. (Add) Chief, ARNG Aviation and Safety Division (CNGB-AVS), will:
 - (1) Oversee aviation programs to ensure compliance with Federal, DoD, and DA regulatory requirements for the standardization, maintenance, training, operations, and effective risk-management of ARNG non-OSA aviation assets.
 - (2) Coordinate with Federal, State/Territory and other agencies for ARNG non-OSAA aviation support.
 - (3) Publish and implement ARNG aviation and safety regulatory guidance (including waiver criteria, such as that described in paragraph 4-17.1.b(1)).
 - (4) Coordinate ARNG aviation requirements in relation to Program Objective Memorandum (POM), Structure Manning Decision Review (SMDR) and other Planning, Programming, Budgeting and Execution System (PPBES) functions.
 - (5) Coordinate all aviation-related matters with other commands associated with force structure, modernization, standardization training and evaluations.

(6) Oversee and implement Safety, Readiness and Occupational Health (SOH) programs through the Aviation Safety Branch (NGB-AVS-S), Aviation Systems Branch (NGB-AVS-A), Programs Integration Branch (NGB-AVS-I), and Multi Media Branch (NGB-AVS-MMB).

(7) Oversee and implement missions relating to the ARNG Aviation Training Sites (AATSs) AVCRAD/TASMG.

(8) Serve as the proponent for ARNG Aviation Facility requirements and infrastructure.

(9) Serve as the Chair of the ARNG Aviation Standardization Committee.

t. (Add) Commander, OSAA will oversee OSAA and OSACOM which are responsible for OSA flights, aircraft (whether FW or RW) and aircrews. See DoD Directive [DODD] 4500.43 and Department of The Army General Order (DAGO) 95-11. The Commander, OSAA, as the FOA Commander will:

(1) Comply with Federal, DoD, DA, and NGB regulatory requirements for the maintenance, training, operations, and effective risk-management of ARNG OSA aviation assets.

(2) Coordinate with Federal, State/Territory and other agencies for ARNG OSA aviation support.

(3) Publish and implement ARNG aviation regulatory guidance for OSA issues.

(4) Coordinate ARNG OSA aviation requirements in relation to POM, SMDR and other PPBES functions.

(5) Coordinate for all OSA aviation-related matters with other commands associated with force structure, modernization, standardization training and evaluations.

(6) Serve as the DA scheduling authority for Continental United States (CONUS) OSA operational missions, C-23 non-operational mission, and Outside (of) the Continental United States (OCONUS) OSA assets under their command.

(7) Provide responsive OSA support to all Army components.

(8) Provide aviation administration, standardization, safety, and risk-management command oversight for organic components (Compo 1 and 2) (reference DODD 4500.56, para. E3.2) and all ARNG FW organizations.

(9) Manage the OSA Program at all times, including national emergencies.

(10) Provide aid to State/Territory authorities, IAW applicable law and regulation, to support civil disturbance or disaster situations.

(11) Train validators, airlift coordinators, and schedulers.

(12) Provide secure transportation of classified material, equipment and senior leadership personnel.

(13) Provide and maintain an airlift data collection and analysis system for the purpose of airlift asset (aircraft) management, wartime validation studies, aircraft requirements and capabilities documentation, aircraft acquisition strategy studies, and aircraft stationing decisions.

(14) Provide DA accountability for all CONUS FW OSA missions and comply with DODD 4500.43; Office of Management and Budget (OMB) Bulletin 93-11, Attachment 3; and Presidential Memorandum, dated February 10, 1993.

(15) Provide management of all ARNG FW quotas and work IAW the MOU between OSAA and the FWAATS Commander to support ARNG requirements.

u. (Add) State/Territory TAGs (including selected States/Territories for which the TAG position is, in fact, a CG) will:

(1) Command, control, and effectively risk-manage all ARNG aviation assets in the State/Territory.

(2) Command and control the State/Territory aviation standardization program.

(3) Comply with NG Pam 710-1 as it applies to loan of ARNG aircraft.

(4) Convene Flying Evaluation Boards (FEBs) when/as required by AR 600-105, Chapter 6.

1-7. Waivers and delegation of authority

c. (Add) All ARNG requests for waivers to this regulation, not delegated to the TAG for ARNG personnel, will be forwarded *through* command channels, *through* the appropriate proponent, *to* the DARNG (who serves as the delegate for CNGB). A sample request for waiver is provided in appendix D of this regulation.

d. (Add) Aviation course prerequisite waivers must be completed and approved prior to attending the course of instruction. Example of approved local course prerequisite forms can be found in appendix B.

Chapter 2 Aviation Management

2-1. Personnel authorized to fly Army aircraft

d. (Add) Personnel authorized to fly ARNG aircraft will comply with subparagraphs 2-1a, b, and c of AR 95-1. Moreover, the following additional restrictions apply:

- (1) Designated Army aviators possessing current NGB aviation service orders.
- (2) USA/USAR/OSACOM IPs/SPs/MEs/IEs performing training and/or standardization evaluation missions.
- (3) Designated OSACOM AC/United States Army Reserve (USAR) and Department of the Army Civilian (DAC) aviators.
- (4) Aviators of the AC/USAR are authorized to pilot ARNG aircraft with the consent of the State/Territory TAG concerned. Sufficient control must be exercised to ensure that such use will not interfere with the unit mission, and that the aviator presents evidence of current aviation service orders and physical qualification. ARNG aviation units are authorized to support AC personnel assigned to the ARNG without reimbursement. Flying hours for attached AC personnel will be reimbursed.
- (5) Non-ARNG personnel who are authorized to pilot ARNG aircraft will comply with the requirements outlined in applicable ARs, NGRs, State/Territory regulations, and memorandums of agreement (MOAs)/memorandums of understanding (MOUs) pertaining to the operation of ARNG aircraft.
- (6) Personnel authorized to fly ARNG FW aircraft are limited to the following:
 - (a) Those personnel assigned on orders and filling MTOE/TDA operational flying positions in OSAA/OSACOM Headquarters, OSACOM SFDs, OSACOM Regional Flight Centers (RFCs), and the C-23 Tactical Airlift Companies (TACs) and Detachments in Alaska.
 - (b) The FTS SAAOs from each State/Territory.
 - (c) Specific augmentees, with an approved waiver from the OSAA Commander.
 - (d) DA/USAR/OSAA/OSACOM IPs/SPs/MEs/IEs performing duties during flight evaluation missions.

2-3. Crewmembers prohibited from performing aircrew duty

- a. (Substitute) Commissioned officer in Non-operational aviation or non-aviation positions, except per 2-4 of this regulation and AR 570-4.
- d. (Substitute) Crewmembers in an authorized leave status (except ARNG technicians in an authorized civilian leave status).

2-4. Aviators restricted to Limited Cockpit Duty

- c. (Add) Individuals performing Limited Cockpit Duty (LCD), with flying as a condition of their technician employment and position description, are exempt from 2-4a(2).
- d. (Add) Individuals performing LCD, with flying as a condition of their technician employment and position description, will continue to meet ATP, SFTS, and APART requirements. LCD aviators without flying as a condition of their technician employment are not required to meet RL progression requirements, but are restricted from performing operational or tactical FW missions.
- e. (Add) Officers on LCD will not receive operational flying duty credit or Aviation Career Incentive Pay (ACIP) unless otherwise entitled by DODD 7730.57.
- f. (Add) Requests for LCD:
 - (1) Requests for RW LCD will be forwarded through channels to CNGB, ATTN: NGB-AVS, FW LCD through OSAA, to CNGB, ATTN: NGB-AVS when a potential LCD officer is promoted to Colonel (or above), or is reassigned to a non-aviation/non-operational position.
 - (2) States must ensure that LCD is requested within 30 days of promotion or reassignment or the officer's aviation service will terminate IAW AR 600-105, para. 3-3d(2). Requests based on promotion should not be delayed pending approval of the officer's federal recognition.
 - (3) LCD aviators may remain in such status for a period of not more than one year. For extension beyond one year, a request shall be submitted to CNGB, ATTN: NGB-AVS-S for consideration.
 - (4) LCD aviators will be reported on the Aviation Logistics Reporting Module (ALRM).
 - (6) Request for LCD aviators to exceed 60 LCD hours per year must be submitted to CNGB, ATTN: NGB-AVS-S. In no case will this increase the number of paid AFTPs authorized by this regulation.
- g. (Add) If the applicable aircraft operator's manual requires two qualified pilots as the minimum crew, LCD aviators must be qualified in that aircraft.

2-8. Individual flight records

c. (2) (Add) National Guard flight records for these individuals will be maintained at a location designated by the SAAO, or OSAA Commander.

f. (1) (Change to read) Active duty, *National Guard* and USAR aviators

f. (2) (Delete subparagraph)

2-9. Use of airports, heliports, and other landing areas

b. (Add) SAAOs may authorize the establishment or use of temporary landing areas off military installations or Government-leased training areas when:

(1) Written approval of landowner or controlling agency is obtained before using the landing area (such as a hospital landing pad, or a pasture used as a tactical training area under a letter of agreement [LOA]).

(2) A safety survey of the proposed landing area has been conducted to ensure that safe flight operations can be conducted.

(3) the SAAO will staff through the State/Territory Judge Advocate General (JAG) Officer, all written land use agreements for tactical flight training areas and aviation unit/facility field training sites.

2-10. Local flying rules

d. (Add) Local flying rules will be established and published by each aviation Facility Commander subject to the approval of the SAAO, the OSAA Commander for OSACOM RFCs.

e. (Add) SAAOs, and the OSACOM Commander (as applicable), will coordinate the establishment of local flying rules with appropriate Army, Navy, Air Force, Coast Guard, or FAA officials when operating from facilities/activities under the jurisdiction of those agencies.

f. (Add) Aviation Facility/AATS Commanders will ensure that deviations from the standard Visual Flight Rules (VFR) traffic pattern are published and conspicuously displayed in Flight Operations.

g. (Add) Local flying rules will be coordinated with supported and collocated aviation unit/facilities/elements and include the following:

(1) Designated local flying area to include MTF area.

(2) Hours of operation of the aviation facility.

(3) Traffic pattern information for base and auxiliary airfields.

(4) Use of tactical training and MTF areas, arrival and departure routes, and airspace restrictions, as appropriate to help control/de-conflict air operations.

(5) A list of airfields within the local flying area that may be used to accomplish individual aviator training, or a listing of airfields not authorized for use.

(6) Procedures for filing, monitoring, activating, and canceling/closing flight plans (to include clearance procedures).

(7) Sources of weather information and special weather minimums.

(8) Noise abatement procedures that specify minimum altitudes and routes in the vicinity of noise sensitive areas (see AR 95-1, para 2-15).

(9) Aircraft maintenance and servicing procedures (in addition to those in and NG Pam 750-2).

(10) Airfield and facility security procedures.

(11) Passenger procedures.

(12) Aircraft mishap procedures.

(13) IMC procedures, to include available approaches.

(14) Counterdrug (unique) procedures, when applicable.

(15) Other procedures, as applicable (such as aircraft piracy emergencies).

h. (Add) Except for aircraft assigned to OCONUS OSACOM RFCs, flights of ARNG aircraft originating within, and extending to, any point outside the limits of CONUS, Alaska, Hawaii, Puerto Rico, and the U.S. Virgin Islands may be authorized only by NGB-AVS. Requests for authorization for these flights shall be submitted to NGB-AVS-O. These flights will be planned and conducted IAW the *DoD Foreign Clearance Guide*. Use of all ARNG aircraft, regardless of mission, is IAW NG Pam 95-5 ; and DODD 4500.56.

i. (Add) Facility Commanders, Unit Commanders not collocated with an AASF, and OSAA/OSACOM Commanders, will (each) establish a Local Flying Area (LFA). The following rules apply:

(1) Boundaries will be approved by the SAAO.

(2) Natural or man-made terrain easily identified from the air will be selected as boundaries, when practical.

(3) Sub-areas, including areas for tactical training and MTFs, will be established to control air operations.

- (4) Training flights in conjunction with OSA missions are addressed in the OSA SOP.

2-14. Mission Approval Process

2-14a(3) (Add) The following is the mission approval process for National Guard Army Aviation Support Facilities (AASFs) and for flights under their supervision. It does not alter the process for military units to conduct the mission approval process IAW AR 95-1.

(a) AASF Commanders and above will develop and publish policies and procedures for the mission approval process for those aviation operations under their supervision.

(b) AASF Commanders and above will select briefing officers based on their experience, maturity, judgment, and ability to effectively mitigate risk to the aircrew. Briefing officers must be a pilot in command and qualified and current in the mission profile as determined and designated in writing by the commander. Commanders will ensure that the briefing officer is trained on the mission profile they will be required to brief; example: UH-60 briefer trained on the differences between external loads on a UH-60 and CH-47 or the briefing officer given classes on the missions that a counterdrug pilot may perform and the associated mission restrictions. Briefer designation approval letter will show briefer by name and will list mission profiles they are authorized to brief.

(c) State Army Aviation Officers (SAAO) and above will designate final mission approval authorities in writing and the level of mission risk (low, moderate, high, extremely high) they are authorized to approve. Supervisory Instructor Pilot, Maintenance Officer, and the AFTP Supervisor (Instructor Pilot) while performing those duties are the final mission approval for low-risk missions, AASF Commanders are the final mission approval authority for up to and including medium-risk missions, SAAO or above for high-risk missions, and the first general officer in the chain of command for extremely high-risk missions.

(d) Final approval authorities may give verbal, or electronic approval if necessary with stipulated limitations.

(e) Briefing officers and final approval authorities should be two separate individuals. It is not recommended, but circumstances may require them to be the same individual. The individual must then have the qualifications of both the briefing officer and final approval authority.

2-16. (Add) Aircrew Requirements

Single-pilot flight operations are not authorized in ARNG/OSAA/OSACOM FW aircraft. A minimum of one PC and one Pilot (PI)/Copilot (CP) is required for all RW flights except in either of the following situations:

- a. Test flights conducted IAW the applicable operator's manual and maintenance test flight (MTF) manual.
- b. When the applicable operator's manual permits single-pilot operation and determines that a mission-essential single-pilot operation exists.

Chapter 3 Operations and Safety

Section I Use of Army Aircraft

3-5. Operational support airlift missions

(Add) For States/Territories that perform OSA missions, the TAG will ensure that the State/Territory OSA Program is IAW DODD 4500.43, DOD 4515.13-R, DODD 4500.56, AR 95-1, and this supplement.

3-6. OSA management responsibilities

h.(1) (Add) Additionally, TAGs will ensure that all approved FW mission requests are scheduled and reported using the automated scheduling system prescribed by the OSAA Commander.

3-8. Procedures

d. (Substitute) OSA validators will ensure that requests are received from the proper authorizing official with appropriate signature of the senior passenger. They will submit approved requests for Army fixed wing OSA within CONUS and rotary wing missions to OSAA. The OSA automated remote users' system will be used to submit OSA requests. Requests will be submitted to OSAA within the time frames outlined below.

(1) (Substitute) Flight requests will normally be submitted to OSAA not later than four duty days prior to the departure or as soon as an OSA mission requirement is identified. Priority "1" requests may be submitted telephonically and confirmed by message.

g. (Substitute) Flight requests for Non-NCR Army helicopter OSA will be submitted to the validator and forwarded to the scheduling authority in accordance with local procedures. Installations will forward annual helicopter OSA utilization data to the OSAA for consolidation. Because of the extensive costs associated with rotary wing operations, their use for OSA should be closely monitored and approved only when other modes of travel will not fulfill requirements.

3-9. Data collection and use

a. (Substitute) Army OSA/Non-OSA fixed wing, and NCR/Non-NCR OSA rotary wing utilization data will be collected by OSAA for the purpose of:

a.(5) (Substitute) Comparing OSA/non-OSA flying hours actually flown to those budgeted in the annual Flying Hour Program will be accomplished by the automated post mission reporting system as collected by OSAA.

b. (Substitute) OSAA will retain all requests for aircraft support and post mission data for a period of not less than two years after completion of the fiscal year. The OSA validator will retain a copy of all requests for OSA support for a period of not less than two years after completion of the fiscal year. The aviation unit will retain all post mission data, including reports on all training flights for a period of not less than two years after completion of the fiscal year.

c. (Add) The SAAO will report all OSA missions executed in RW aircraft IAW AR 95-1, para 3-6h(4).

3-10. Special missions

f.(7) (Substitute) All requests for transportation not provided for above and requests for waiver to the provisions of this paragraph or the provisions of NG Pam 95-5 will be forwarded through the AG to DARNG.

3-10.1. (Add) NGB Special mission approval authority

a. NGB-ARO will be the final approval authority, in coordination with NGB-AVS, for all ARNG aircraft involving MSCA operations in State Active Duty (SAD) status. ARNG personnel and units conducting MSCA operations in a SAD status will use NGR 500-1 .

b. OSAA will be the final approval authority for MSCA FW missions. Notification of such approvals will be furnished to NGB-AVS-S.

3-11. Prohibited missions

c. (Substitute) Use of Army aircraft *exclusively* to obtain or renew an FAA rating is prohibited. When obtaining or renewing FAA ratings in ARNG aircraft, the following also applies:

(1) SAAOs or OSACOM Unit commanders may authorize aviators to obtain or renew FAA ratings during training and service missions when the FAA flight test can be conducted coincident with ATP training prescribed by the commander.

(2) Under authority of DOD 4515.13-R, as a full-time government employee, an FAA Inspector is authorized to fly in ARNG aircraft. Except as provided by this regulation, the inspector will not occupy a crew station with access to the flight controls.

(3) FAA Designated Pilot Examiners (DPEs) who are also ARNG aviators may perform flight crew duties as delineated on their Commanders Task List (CTL). The ARNG Aviator/DPE meets the criteria for minimum essential crewmember IAW paragraph 4-8.

Section II Safety

3-16. Risk management

d. (Add) Operating Photography Equipment

(1) No crewmember will operate any photographic equipment (still or motion) in an aircraft, while performing crewmember duties, except as indicated below (also reference aircraft specific and applicable airworthiness release [AWR] requirements):

(2) Aerial photography may be conducted by:

(a) A passenger (briefed on associated hazards of loose equipment and shifting center of gravity [CG] while out of seat).

(b) A crewmember who is:

(i) Logging "OR" in the flight symbol/duty symbol block of the DA Form 2408-12.

(ii) Performing duties as an aerial photographer.

(iii) Performing duties in an aircraft that is equipped with mission equipment that requires photography; and only when there is no interference to the aircraft or aircrew and their duties

(c) A crewmember who has been briefed to perform those duties as documented on the air crew mission briefing sheet.

3-17. Crew endurance

- a. (Add) ARNG crewmember's civilian occupational duties will be considered in the crew endurance program.

Section III Aircraft Maintenance

3-19. Maintenance test flights (MTFs)

a. (Add) For non-standard FW ARNG aircraft maintained by a contractor, a Functional Check Flight (FCF) may be performed in lieu of a MTF IAW the applicable SOW and the OSAA SOP.

3-19.1. (Add) Assignment of Rotary-Wing (RW) aircraft

a. Priorities will control the issue of RW aircraft within the ARNG based on MTOE and TDA authorization and DA-established logistics priorities.

b. Transfers

(1) Between States/Territories. Aircraft will not be transferred between States/Territories after initial assignment except at the direction of CNGB.

(2) Within a State/Territory. Aircraft may be transferred between aviation unit/facilities. All aircraft assignments must be as stipulated in MTOE/TDA authorization documents, such as MTDS and number of aircraft authorized. Transfer of aircraft will be approved by the SAAO and coordinated with NGB-AVS to ensure inventory accountability.

c. Loan of aircraft

(1) Loan of aircraft between units within a State/Territory will be coordinated and approved by the SAAO(s) and NGB-AVS-A.

(2) Requests for loan of aircraft between States/Territories will be coordinated between SAAOs and submitted to NGB-AVS-A for approval.

(3) Requests from an authorized agency for loan of ARNG aircraft specifically authorized by regulation, but requiring higher level approval, should be forwarded to NGB-AVS-A.

(4) Repair parts requirements, maintenance services, and petroleum, oil and lubricants (POL) are the responsibility of the borrowing agency or State/Territory unless other documented agreements, such as, MOU/MOA are established.

(5) Aircraft accountability is the responsibility of the lending State/Territory. Information required for DA Form 1352 (Army Aircraft Inventory, Status and Flying Time) and ALRM will be provided by the borrowing State/Territory NLT close of business (COB) on the 15th of each month.

(6) Mishap accountability is the responsibility of the receiving unit unless other documented agreements (for example, MOU/MOA) are established.

3-19.2. (Add) Ferry Flights

a. Ferry Flight Policy, Standards, and Procedures

(1) This section prescribes policy, standards, and procedures for the conduct of aircraft ferry flights by ARNG personnel.

(2) In addition to the stipulations of this regulation, ARNG personnel ferrying aircraft under the auspices of AMCOM will adhere to the directives, standards, and instructions for ferry pilots contained in the AMCOM U.S. Army Aircraft Delivery Procedures (Ferry Packet).

(3) Ferrying ARNG aircraft is an NGB responsibility. Ferry flight requirements will be planned, risk-managed, budgeted, and programmed as part of the ARNG FHP.

(4) Members of the ARNG are authorized to ferry aircraft when qualified to pilot or crew aircraft IAW this regulation. The principal duty of ferry flight personnel is to pilot or crew an aircraft from one place to another and, as such, these duties are related to accomplishment of the ARNG aviation program requirements.

(5) Ferry flights present training opportunities for less-experienced crewmembers. While the necessity of utilizing senior aviators as PCs for such is recognized, it is recommended that States/Territories consider the training opportunities and assign the aircrew accordingly.

b. Purpose of Ferry Flights. Flight of aircraft from one place to another is authorized to:

- (1) Deliver aircraft to or from aviation activities for maintenance services not available or authorized at home station.
 - (2) Deliver aircraft to or from Army, Navy, and USAF depots; civilian contractors; or manufacturer plants for depot level maintenance repairs, overhaul, or application of Modification Work Orders (MWOs).
 - (3) Support reassignment of aircraft accountability between States/Territories.
 - (4) Transfer of aircraft between ARNG and Army; or remove aircraft from a threatened area IAW applicable directives.
 - (5) Move aircraft for operational or training requirements.
- c. ARNG Members may be ordered to ADT for ferrying aircraft for periods not to exceed six days. Requirements for additional days will be submitted to NGB-AVS-O for approval (may be telephonic).
- d. Ferrying of other than the ARNG aircraft will require prior approval from CNGB, who will provide instructions and/or fund sites.
- e. Ferry flight operations
- (1) Operations. The first return leg of a RW ferry mission will be conducted during daylight hours and under Visual Meteorological Conditions (VMC).
 - (2) Qualifications. The PC must be qualified and current in the particular aircraft before departure on the ferry mission. Assistance in gaining currency for aircraft new to the State/Territory may be requested from:
 - (a) Other States/Territories having the aircraft;
 - (b) AC installations;
 - (c) The appropriate readiness region;
 - (d) The aircraft issuing agency by prior arrangement;
 - (e) NGB-AVS-S.

3-19.3. (Add) Aviation Fuels and Lubricants

- a. Procedures for the acquisition, use, and accounting for Aviation Into-Plane Reimbursement (AIR) or AIR CARD are contained in AR 710-2 and DA Pam 710-2-1.
- b. ARNG fuel consumed when aircraft are employed on State/Territory emergency duty must be replaced in kind as soon as practicable, but NLT 30 days after use. ARNG fuel used for State/Territory emergency duty will not be reported as ARNG consumption, and will not affect ARNG allocations.

3-20. Maintenance Operational Checks (MOCs)

- e. (Add) Personnel authorized to perform Maintenance Operational Checks (MOCs), start, operate, and stop aircraft APUs in ARNG technician status may also be authorized to perform the same functions in an ARNG military status.

Chapter 4 Training

Section I Training Program and Literature

4-2. Waivers to requirements

- b. (Substitute) Individual waiver authority for ATP requirements is delegated to the SAAO and AATS/AVCRAD commanders. The individual waiver authority for personnel assigned to OSAA/OSACOM Headquarters, and RFCs, is the OSAA Commander.
- d. (Add) ATP requirements are waived for crewmembers assigned to units, commands, or installations with no aviation assets available within 100 miles. Crewmembers will maintain minimums IAW paragraph 4-11 and a current Flying Duty Medical Examination (FDME) IAW AR 40-501, AR 600-105, and AR 600-106.

4-5 Aircrew training program (ATP)

- d. (Add) Assignment of Crewmembers.
 - (1) MTOE/TDA crewmembers will be assigned to Army aviation positions in units/facilities of the ARNG IAW current MTOE and TDA authorizations.
 - (2) Exceptions:

(a) Commissioned and warrant officer personnel who are rated Army aviators may be assigned to aviator positions IAW NGR 600-100.

(b) A non-rated commissioned or warrant officer may be assigned to an aviator position if application is made and attendance is scheduled for the aviation school within 24 months from the effective date of their assignment. Assignment is limited to personnel meeting the prerequisites for flight training as prescribed in NGR 611-110. If the individual is not scheduled to attend flight training within the prescribed period, they will be processed IAW NGR 600-100.

(c) After an ARNG crewmember is disqualified from aviation service for medical reasons or an aviator is disqualified through FEB action, they may be considered for retention in a non-flying position if otherwise qualified.

4-6.1. (Add) ARNG training bases

a. NGB-AVS provides operational oversight of, and mission support for, the AATSS. The charter of the AATSS is to conduct training courses either not available or limited at USAAWC and U.S. Army Aviation Logistics School (USAALS). ATRRS is the official source of information on COIs at the AATSS.

b. AASFs, LAASFs, AAFAs, AAOFs, and AVCRADs, are decentralized ARNG training bases responsible for ATM training conducted in the State/Territory for all supported RW MTOE/TDA units.

4-6.2. (Add) FW aircraft qualification IP/IE/SI/FI/FE qualification

a. Initial Army FW aviator category qualification.

(1) Complete low pressure/high altitude indoctrination prior to attending a FW COI.

(2) Attend a COI that has a USAAWC or NGB-approved POI.

(3) Quotas may be obtained through ATRRS and must be coordinated with the OSAA, S-3.

b. FW aviator qualification training program.

(1) Attend a Course of Instruction (COI) that has a USAAWC or NGB-approved POI.

(2) Quotas may be obtained through the Army Training Requirements and Resource System (ATRRS) and must be coordinated with the OSAA, S-3.

c. FW recurrent training program.

(1) Recurrent training: Will be conducted IAW the appropriate ATM. Waiver authority for recurrent training is the OSAA Commander.

(2) Quotas will be centrally managed through the OSAA, S-3.

d. FW IP qualification program.

(1) All ARNG FW aviators desiring initial IP qualification, or additional IP qualification, must meet the prerequisites of this regulation and AR 350-1.

(a) An IP equivalency evaluation administered by an SP selected by DAMO-AV, in the aircraft category in which IP duties are to be performed. Commanders will coordinate with NGB-AVS-S and Commander, OSACOM prior to beginning training for IP equivalency evaluation. Submit requests for equivalency evaluation *through* Commander, OSACOM, ATTN: OSAC-ST; *through* CNGB, ATTN: NGB-AVS-S; and *through* CG, USAAWC, ATTN: ATZO-ES; *to* HQDA, ATTN: DAMO-AV.

(b) C-23 and C-26 IP qualification will be IAW the USAAWC approved POI and completed at the FWAATS.

(2) Quotas may be obtained through ATRRS and must be coordinated with the OSAA/OSACOM, S-3.

e. FW IE qualification program.

(1) All ARNG FW aviators desiring initial IE qualification must meet the prerequisites of this regulation and AR 350-1.

(2) The individual must be qualified as an IP in category.

(3) The individual must attend the qualification course at USAAWC, or the FW IE qualification course conducted at the FWAATS.

(4) Quotas may be obtained through ATRRS and must be coordinated with the OSAA S-3.

f. FE/FI/SI training program for C-23 aircraft.

(1) Attend qualification course conducted by the FWAATS.

(2) Complete low pressure/high altitude indoctrination prior to start of course.

(3) Meet the prerequisites of the applicable ATM.

(4) Quotas may be obtained through ATRRS and must coordinated with OSAA S-3.

4-8. Emergency procedure training.

b.(1)(a) (Add) For the purpose of conducting emergency procedure training (EPT), the following sites qualify as DA-approved training bases: AATSSs, AASFs, AAFAs, LAASFs, AAOFs and AVCRADs.

4-9. Hands-on performance test

a. (Add) ARNG initial SP/IP/IE/ME/MP/SI/FI designees will receive a proficiency flight evaluation prior to performing new designated flight duties.

b. (2) (Add) Such authorization will be documented in the *remarks* section of the DA Form 7122-R.

4-10. Failure to meet ATP requirements

a. (Substitute) When ATP requirements are not met, the commander will investigate. In the case of crewmembers in two ATPs (a facility and a unit), coordination will be made between the affected commanders of the crewmember to determine which (or whether both) commander(s) will complete the actions of this paragraph. During the investigation the commander may suspend a crewmember from flight duty for up to 30 days. The commander will complete the investigation within 30 days of notification of failure. After investigation the commander will –

(1) Take one of the following actions:

(a) Authorize the crewmember up to a 30-day extension to complete the requirements. The 30-day extension will start after the commander completes their investigation (Note: Commanders are not authorized to grant themselves a 30-day extension).

(b) Request a waiver of requirements per paragraph 4-2.

(c) Place the crewmember before a FEB per AR 600-105 or remove from Flight Status per AR 600-106.

(2) Enter restrictions imposed, extensions and waivers granted in the IATF.

(3) Enter extensions and waivers granted the crewmember on their DA Form 759.

(4) Restrict aviators from performing PC duties in primary, additional, or alternate aircraft until all ATP requirements are met.

b. (Substitute) For primary aircraft, if additional time is not granted, or if requirements are not met within the authorized period, the commander will temporarily suspend the aviator for up to 30 days from aviation service, or terminate flying status for Non-rated crew members (NRCMs) per AR 600-106, and take (one or more of) the following actions:

(1) Forward a request for waiver IAW paragraph 4-2.

(2) If a waiver is not requested, or the waiver is not approved, request an additional five-month temporary suspension from NGB-AVS pending placing the aviator before an Flight Evaluation Board (FEB) (reference AR 600-105 and NGR 600-105).

(3) If the commander determines that the FEB is no longer necessary, or additional suspension time is not required, coordination will be made with NGB-AVS to ensure that the aviator is returned to aviation service.

d. (Add) *ATP Failure Report*. Each State/Territory will provide NGB-AVS a monthly report of crewmembers not meeting ATP requirements.

(1) If a crewmember does not meet an ATP requirement for any reason, report each requirement not met on the *ATP Failure Report*.

(2) If all ATP requirements within the State/Territory were met for a particular month, provide one negative report from that State/Territory.

(3) Submit the *ATP Failure Report* by the 10th day of each month, with statistics from the preceding month.

(4) Use the link to the *ATP Failure Report* on the Aviation and Safety Division (NGB-AVS) homepage of Guard Knowledge Online (GKO) under *Aviation Standardization*. Only SAAOs, and individuals authorized by the SAAO, that have a GKO account, are able to see their State/Territory report link on the AVS homepage.

(5) The SAAO may use this report link at the facility-, unit-, and/or State/Territory-level. Those individuals with access to the report link will be able to add or modify information, submit a negative report, download Excel spreadsheets, and/or print reports for their State/Territory.

4-11. Synthetic flight training system requirements

a. (Substitute) Active Component (AC) and RC RW aviators must use the SFTS for their primary aircraft, if qualified and a compatible device exists. For aviators who are not qualified in their primary aircraft, simulator requirements will be completed in a SFTS device determined by the commander. Annual training requirements are based upon distance to the simulator device.

b. (Substitute) Annual minimum training requirements are based on statute miles (SM) as follows:

(1) Rotary wing aviators regardless of RL status that have a compatible SFTS.

- (a) 0-200 SM - 12 hours.
- (b) 201 SM and over - 6 hours.
- (2) All FAC 3 aviators will fly 10 hours semi-annually in their compatible SFTS.

4-12. Civilian flight time for RC aviators

d. (Add) Crediting the use of civilian flying time toward semiannual minimums for ARNG/OSAA/OSACOM FW aviators is limited as follows:

- (1) Applicable only to M-day personnel, with at least an FAA rating as a Commercial Pilot, that are assigned/attached to OSACOM SFD and C-23 TOE units.
- (2) Only FW multi-engine aircraft civilian flight time may be credited toward semiannual ARNG minimums.
- e. (Add) The flight time must be verified by the unit/facility commander.
- f. (Add) No more than 50 percent of the semiannual minimums may be accomplished by the application of civilian flight time.

4-17.1. (Add) Tactical ingress/egress operations

a. Training requirements.

(1) Tactical ingress/egress operations are performed by crewmembers in support of ground units. Tactical ingress/egress operations will not be conducted unless the task is identified as a Mission Essential Task List (METL) task for the supported ground unit and as a supporting task of the aviation unit's METL. Tactical ingress/egress operations will only be performed from ARNG aircraft by personnel, either military or civil law enforcement, who are qualified IAW the ATM standards.

(2) Tactical ingress/egress tasks include:

- (a) Rappelling.
- (b) Special Patrol Infiltration/Exfiltration System (SPIES).
- (c) Fast Rope Insertion and Extraction System (FRIES).
- (d) Helicopter cast and recovery (HELOCAST).
- (e) Paratroop.
- (f) STABO.
- (g) Combat Rubber Raiding Craft (CRRC) K-Duck operations.

(3) The following procedures must be followed prior to performing tactical ingress/egress tasks:

(a) Commanders will designate specific crewmembers to train and maintain proficiency in standard tactical ingress/egress tasks. This will be accomplished by identifying each authorized tactical ingress/egress task as a mission/additional task on the crewmember's CTL.

(b) Aviators should be designated FAC 1.

(c) For each tactical ingress/egress task to be performed, a comprehensive SOP must be developed that prescribes training, qualification, and currency requirements for crewmembers as well as those procedures which are to be utilized when coordinating with supported units. Supported units must also have specific SOPs.

(4) All military participants in any tactical ingress/egress operation must be in an official duty status, such as AGR, technician, ADSW, ADT, IDT, FTNGD-CD, SAD, or AFTP.

(5) Tactical ingress/egress operations will *not* be adventure training and will be conducted IAW the Aircrew Training Manual (ATM) and USSOCOM M 350-6.

(6) Additional requirements exist when performing tactical ingress/egress tasks as part of a demonstration. Refer to AR 360-1 and NG Pam 360-5/ANGP 35-1.

b. Military Support to Civil Authorities (MSCA).

(1) Due to the inherent danger and possibility of injury or loss of life in the performance of tactical ingress/egress tasks, federal, State/Territory, or local Law Enforcement Agencies (LEAs) will not be supported in the performance of tactical ingress/egress tasks without prior approval from CNGB. Only exceptional cases that require the engagement of tactical ingress/egress techniques due to geographic inaccessibility or structural configurations will be considered for approval. The approval process will be conducted on a case-by-case basis after the following has been received by NGB-AVS-S:

- (a) A request per appendix B.
- (b) Mission Concept Plan.
- (c) Risk Management Worksheet (reference FM 100-14, Figure A-5).
- (d) SOP.

(2) In cases of imminent threat to life, limb, or sight, law enforcement and rescue personnel who are trained in the appropriate task, are authorized to perform these tasks without further approval.

c. Standard Operating Procedures

(1) Commanders must develop standard operating procedures (SOPs) per the task, conditions, and standards specified in the appropriate ATM and related references. When developing SOPs for tactical ingress/egress operations, the minimum areas to be covered are as follows:

- (a) Responsibilities.
 - (i) Supported unit(s)/facility(ies).
 - (ii) Supporting unit(s)/facility(ies).
- (b) Briefings.
 - (i) Aircrew.
 - (ii) Ground/support personnel.
- (c) Duties of all personnel.
- (d) Aircraft preparation and inspections.
- (e) Tasks and specific procedures to perform each risk-managed task.
- (f) Communications.
 - (i) Internal.
 - (ii) External.
- (g) Safety considerations.
 - (i) Emergencies and contingencies.
 - (ii) AO.
 - (iii) Weather.
- (h) Qualification and currency requirements.
 - (i) Aircrews.
 - (ii) Supported/supporting unit(s)/facility(ies).

(2) The provisions of this section are to be incorporated into the unit/facility SOPs and must be disseminated to appropriate aviation and supported personnel.

(3) Tactical ingress/egress SOPs must be reviewed by each of the following:

- (a) State Safety Officer/Manager.
- (b) State Aviation Safety Officer (SASO).
- (c) for RW, final approval by the SAAO.
- (d) for FW, final approval by commander, OSAA/OSACOM.

d. Rappelling operations.

(1) The normal method of dropping rappel ropes is by releasing the snap links. Cutting the ropes is to be done only in an emergency or in special missions that are part of the mission planning and only after the mission briefing. In the event of an emergency, or should the mission require cutting the ropes, the PC, after coordination with the Rappel Master, will make the final decision to cut the rope.

(2) During training and demonstrations, a safety observer must be on the ground with visual and radio contact with the aircrew. The safety observer will verify to the aircrew that all rappellers are clear of the ropes before the ropes are dropped.

e. SPIES must be a mission essential task for the supported unit. SPIES requires NGB-AVS approval when supporting other than National Guard units.

f. FRIES must be a mission essential task for the supported unit. FRIES requires NGB-AVS approval when supporting other than National Guard units.

g. HELOCAST drop altitude will not exceed five feet above the water surface. The cast and recovery speed will not exceed five knots ground speed. HELOCAST operations will be conducted IAW FM 3-05.60, FM 3-05.210, FM 3-05.212, the unit/facility SOP, and current DA policy. HELOCAST must be a mission essential task for the supported unit. HELOCAST requires NGB-AVS approval when supporting other than National Guard units.

h. STABO operations are not authorized from ARNG aircraft.

i. CRRC K-Duck operations will be conducted IAW USSOCOM M 350-6 and the unit/facility SOP.

j. Heli-Basket™ operations.

(1) References to Heli-Baskets in this regulation pertain to those personnel extraction/external cargo carrying devices and those like devices used for the transport of personnel during emergency or training operations. This does not include stokes litters and the related family of medical/air ambulance extraction devices. This paragraph does not apply to the use of Heli-Baskets for transporting external cargo according to the related provisions of the applicable (Heli-Basket) AWR, and IAW FM 4-20.197 or FM 10-450-4.

(2) Heli-Basket personnel recovery operations may only be performed by those States/Territories that:

- (a) Have developed an SOP for the operation of the device.

- (i) SOPs developed for the use of the Heli-Basket shall clearly delineate the specific methods of communication between service members in the device, and crewmembers on board the aircraft
- (ii) Mission abort/jettison criteria/jettison procedures for the device.
- (iii) Specific mission, crew, and passenger briefing instructions/criteria.
- (b) Have a copy of an AMCOM-issued AWR for the device on file and posted to the aircraft logbook.

Note: This AWR requirement is not waiverable.

(c) Have developed 3000-series tasks that clearly denote the tasks, conditions, and standards for the use of the device for personnel recovery operations.

(d) Are performing personnel recovery training or actual emergency missions with the device.

(3) Any use of the Heli-Basket that involves transporting personnel (service members or otherwise) shall be automatically assessed as extremely high risk (EHR); and, each such mission shall only be approved by the first Flag (General) officer in the chain of command (no designees). When using the electric long line, transport of personnel is not authorized.

Note: This approval may be telephonic, via facsimile (fax) or other electronic means, or in-person, but may not be waived or delegated.

(4) "Morale"/"adventure training" flights are specifically prohibited with the Heli-Basket. Personnel transport operations with the device shall be limited to the following:

(a) Those training flights required to satisfy the requirements of the CTL for those crewmembers involved.

(b) Actual emergencies, involving a risk of life, limb, or sight.

(5) Training for Heli-Basket operations should entail the use of other jettisonable slingload training devices to the greatest extent possible, and use of the Heli-Basket itself limited to that deemed essential to attaining and maintaining currency with the 3000-series tasks denoted on the CTL.

(6) Use of the Heli-Basket for personnel recovery missions shall be considered a "last resort", and exercised only after all other options have been exhausted for personnel extraction (for instance, selection of another LZ/PZ for landing of the aircraft). Personnel insertion missions are not authorized using the Heli-Basket.

(7) Use of the Heli-Basket (for actual emergencies) shall be contained to missions executed under SAD status. Emergency missions initiated under other than SAD status shall be migrated to SAD as soon as practicable (reference NG Pam 95-5).

k. Underwater Egress (Dunker) Training (UET).

(1) Qualification of all crewmembers in UET is strongly encouraged. UET qualification of crewmembers in units with an over-water mission (as determined by the Unit Commander or SAAO, and as stipulated in the unit METL) is required, and shall be performed IAW TC 21-21 and applicable UET COIs/POIs.

(2) UET requirements will be scheduled and funded by individual States/Territories and unit/facilities.

4-19. Similar aircraft

p. (Add) AH-64A

q. (Add) AH-64D

Section II

Flight Crew Members

4-20. Flight crews

a. (Add) The Full Time Support (FTS) SAAO will approve designations (may be delegated to the AASF, LAASF, AAOF, AAFA, AATS or AVCRAD Commander). OSACOM Regional Flight Centers (RFC) Commanders are the approval authority for crew designations for their respective units. A copy of the written designation will be posted in unit, AASF, LAASF, AAOF, AAFA, AATS and AVCRAD Flight Operations.

b. (Add) AASF, LAASF, AAFA, AAOF, AATS and AVCRAD Commanders are considered aviation unit commanders for the purpose of ensuring compliance with regulatory requirements by FTS personnel in their respective facility.

c. (Add) In MTOE Units, flight crews will be selected by the aviation unit chain of command before each flight or series of flights. In TDA Units (other than OSACOM), AASF, LAASF, AAOF, AAFA, AVCRAD, and AATS crew selections will be made by the commander or operations officer before each flight or series of flights. Selections will be based on proficiency, mission complexity, crew capability, and other factors bearing on the flight.

d. (Add) RW aviators may be designated to perform flight crewmember duties in a maximum of two aircraft series groups. Due to personnel resourcing limitations, a third aircraft series group may be designated for FTS personnel. However, the chain of command must consider the risk involved due to the complexity of the aircraft

and mission tasking, and effectively manage each of these risks. IP/SP/UT/ME/MP duties may be designated in no more than two aircraft series groups.

4-27. Instrument examiner

b. To become qualified as an instrument examiner (IE), an aviator must:

(1) (substitute) Successfully complete a course of instruction for IEs at USAAWC (RW) or FWAATS (FW), or

e. (Add) Should complete the IE Standardization Course (IESC) within 48 months of Initial IE designation or last IESC. AATS IEs who instruct a minimum of one IE standardization course per year are exempt from attending.

4-28. Standardization instructor pilot

c. (Add) Should complete the instructor pilot (IP) Standardization Course (RWIPSC) within 48 months of initial SP designation or last Instructor Pilot Standardization Course (IPSC). AATS standardization instructor pilots (SPs) who instruct a minimum one IPSC per year are exempt from attending this course of instruction when their annual standardization evaluation is conducted by DES.

4-29. Maintenance test pilot

b.(2) (Substitute) An equivalency evaluation administered by an ME selected by DAMO-AV. Commanders will coordinate with NGB-AVS-S prior to beginning training for maintenance test pilot (MP) equivalency evaluation. Contact NGB-AVS-S to obtain the current DES Memorandum of Instruction for MP equivalency evaluation. Submit requests for equivalency evaluation *through* CNGB, ATTN: NGB-AVS-S; and *through* CG USAAWC, ATTN: ATZO-ES; *to* HQDA, ATTN: DAMO-AV. The MP-candidate must demonstrate successful completion of the Maintenance Manager's portion of MM/MTPC; or

b.(3) (Substitute) Waivers may be granted on a case-by-case basis *through* NGB-AVS *to* HQDA, ATTN: DAMO-AV.

e. (Substitute) ARNG/OSAA/OSACOM *non-standard* FW aircraft that require in-flight checks, as part of their published maintenance procedures, will have those procedures accomplished as functional check flights (FCFs). Aviators performing FCF checks must be a current PC in the aircraft in which they are performing FCF duties. Aviators performing FCFs are not required to be graduates of any Army Maintenance Logistics Command (AMLC)/Army Maintenance Managers Course (AMMC)/Maintenance Test Pilot Course (MTPC). Task iteration and flying hour requirements are in the applicable ATM. The PC conducting an FCF that requires any engine to be shut down (actual or simulated), or the aircraft to be flown to a full stall, must be an IP, qualified and current in the aircraft being flown. ARNG/OSAA/OSACOM *standard* FW aircraft require a MTF when indicated in TM 1-1500-328-23. Commanders are authorized to designate individuals as MPs. MP-candidates should be selected from those best qualified, and qualification as an IP in aircraft MTDS is highly desirable. The AMLC/AMMC/MTPC is not required.

f. (Add) To perform MP duties, the MP must be a current PC in the aircraft.

g. (Add) Crewmembers must meet all applicable requirements as specified in this regulation and the appropriate ATM.

h. (Add) Personnel hired or transferred into either of these FTS position who are not MP-qualified IAW this regulation have 12 months from the date of employment to become qualified in one of these positions.

i. (Add) Request for waiver of the time frame established in subparagraph 4-29h. above must be submitted *through* the SAAO, *to* NGB-AVS-S.

j. (Add) Subparagraphs g. through i. above do not apply to ARNG FW personnel/operations.

4-30. Maintenance test pilot evaluator (ME)

e. (Add) An equivalency evaluation administered by an ME selected by DAMO-AV. Commanders will coordinate with NGB-AVS-S prior to beginning training for ME equivalency evaluation. Contact NGB-AVS-S to obtain the current DES Memorandum of Instruction for ME equivalency evaluation. Submit requests for equivalency evaluation *through* CNGB, ATTN: NGB-AVS-S; and *through* CG USAAWC, ATTN: ATZQ-ES; *to* HQDA, ATTN: DAMO-AV.

(Add) Note: This does not apply to FW unit/facilities. FW SPs perform the standardization function of/for FW MPs.

4-33. Nonrated crewmember instructor

b.(3) (Add) Contact NGB-AVS-S or OSAA-ST to obtain the current DES Memorandum of Instruction for FI Equivalency Evaluation. Submit requests for equivalency evaluation *through* Commander, OSACOM, ATTN: OSAC-ST (as applicable); *through* CNGB, ATTN: NGB-AVS-S; and *through* CG USAAWC, ATTN: ATZO-ES; *to* HQDA, ATTN: DAMO-AV.

Section III
Standardization

4-35. Aviation standardization program

b.(3) (Substitute) Designate evaluators, instructors, examiners and trainers in support of installation / State / Territory / facility / Unit Aviation Standardization Committee.

4-36 U.S. Army Aviation Commander's Conference

c.(1) (Substitute) Commanders will meet in formal session at least annually at the call of the Chairman. Approved conference minutes will be forwarded to members for further distribution to subordinate aviation unit/facilities.

4-37.1.(Add) ARNG Aviation Standardization Committee

a. Mission. The committee monitors the implementation of the U.S. Army Aviation Standardization Program to ARNG. They provide the ARNG with a continuing assessment of the program.

b. Functions. Standardization committees will be organized to:

- (1) Recommend and review directives, provide guidance, and respond to specific inquiries and requests.
- (2) Coordinate requests for support from subordinate/constituent aviation unit/facilities.
- (3) Prepare and review recommended changes to aviation standardization literature.
- (4) Conduct active assistance and monitor evaluation and survey programs.
- (5) Meet at the call of the Chairperson, but not less than annually.

(6) Funds for travel, per diem, and overtime, if required, will be provided by the member's parent organization.

c. Composition. Members will be designated in writing by the Chief, NGB-AVS, as follows:

- (1) A Chair (a representative of DARNG – typically, the C, NGB-AVS)
- (2) A Secretary/Recorder (typically the NGB-AVS-S ARNG Aviation Standardization Officer)
- (3) Regional Standardization Officers
- (4) Representatives of affected/adjacent ASCCs (such as FORSCOM, TRADOC)
- (5) Representatives of FOAs (OSAA/OSACOM).
- (6) Representative from the State Army Aviation Officer Advisory Council
- (7) An ASO; an AMO, a FS, an Airplane SP, Helicopter SP, IE, ME, SI, and Air Traffic Services (ATS)

representative

(8) Other subject specialists, as determined by the Chair.

(d) Correspondence

(1) Standardization and training issues that require action by NGB-AVS-S will be addressed to ARNGRC, 111 South George Mason Drive, Arlington, VA 22204-1382.

(2) Standardization and training issues that require action by USAAWC (as elevated *by/from* the ARNG Aviation Standardization Committee) will be addressed *to* Commander, USAAWC, ATTN: ATZQ-ES, Fort Rucker, AL 36362-5214.

4-37.2 (Add) Regional Standardization Advisory Councils

a. Mission. To assist the National Guard Bureau Standardization Officer (NGB-AVS-S) and other key members of the National Guard Bureau (NGB) Staff in promoting standardization of aviation operations and training within their regions. Regional Standardization Advisory Council (RSAC) regions are designated Western, Midwest, Northeast and Southern. (See appendix F)

b. Functions. RSACs will be organized to:

(1) Review standardization requests, provide guidance, and assist states within their region on resolution of standardization issues.

(2) Forward unresolved standardization issues to NGB-AVS-S for resolution.

- (3) Meet at the call of the Chairperson, but not less than annually. (Should be aligned with annual AVCRAD Conference)
- (4) Funds for travel, per diem, and overtime, if required, will be provided by the member's parent organization.
 - c. Composition.
 - (1) A chairperson. (Selected by NGB-AVS)
 - (2) Alternate chairperson/secretary. (Selected by NGB-AVS)
 - (3) One SP from each state within the region. (Selected by SAAO)
 - d. Correspondence. Forward minutes of meetings to ARNGRC, ATTN: NGB-AVS-S, 111 South George Mason Drive, Arlington, VA 22204-1382.

4-38. (Substitute) Installation, State/Territory, and area Aviation Standardization Committees

- a. Mission. Commanders supervise and coordinate the command implementation of the U.S. Army Aviation Standardization Program.
- b. Functions. Standardization committees will be organized to:
 - (1) Enhance unit/facility safety.
 - (2) Monitor the proficiency of all assigned or attached aviators in operational aviation positions and other crewmembers specified in ATMs.
 - (3) Coordinate requests for aviation standardization support from assigned, attached, or OPCON'd aviation unit/facilities.
 - (4) Prepare and review recommended changes to aviation standardization literature and forward to proponents.
 - (5) State/Territory Aviation Standardization Committees meet at the call of the Chair, but not less than semiannually.
 - (6) Funds for travel, per diem, and overtime, if required, will be provided by the member's parent organization.
- c. Composition.
 - (1) A Chair (the FTS SAAO).
 - (2) A Secretary/Recorder.
 - (3) Commander, or commander-designated representative(s), of each subordinate aviation unit/facility.
 - (4) An ASO, AMO, FS, Airplane SP (as applicable), and SI/FI (as applicable), Helicopter SP, IE, ME, SI/FI (as applicable) and ATS representative (as applicable).
- d. Correspondence. Forward minutes of meetings to ARNGRC, ATTN: NGB-AVS-S, 111 South George Mason Drive, Arlington, VA 22204-1382.

4-40. (Add) Aviation Standardization and Training Messages

- a. Clarification of Army and MACOM aviation safety, operations, standardization and/or training policies that apply to the ARNG may be conveyed by NGB-AVS via Standardization and Training Messages (STMs).
- b. Changes to NGRs, NG Pams, NG CIRs, and those other published NGB Command Media – beyond the scope of either clarifications or retransmissions – shall not be conveyed using STMs.
- c. STMs shall be transmitted or retransmitted under authority of CNGB, typically by the C, NGB-AVS.
- d. Information copies of ARNG STMs will be provided to FORSCOM, ATTN: AFOP-AV; and CG, USAAWC, ATTN: ATZO-ES.
- e. All current STMs will be maintained by the AASF/LAASF/AAFA/AVCRAD/OSACOM RFC/AAOF/AATS for supported MTOE/TDA units. STMs will be numbered sequentially from the beginning of the FY, such as STM 04-1, 04-2, 04-3. The first STM of each FY will be recapitulation of current STMs.
- f. STMs issued by NGB-AVS are applicable to all ARNG aviation operations (including OSAA/OSACOM, for issues related to FW operations).
- g. OSAA STMs (OSTMs).
 - (1) OSAA publishes supplements to, minor clarifications of, or retransmissions of, DA or NGB aviation standardization, safety, operations, training, or maintenance policies that apply to all OSACOM elements IAW Department of The Army General Order (DAGO) 95-11.
 - (2) Information copies of OSTMs will be provided to NGB-AVS, and other affected agencies.
 - (3) Current OSTMs will be maintained by all OSACOM elements, AASFs, AAOFs, and AVCRADs for supported FW MTOE/TDA units. OSTMs will be numbered sequentially from the beginning of the FY, such as OSTM 04-1, 04-2, 04-3. A recapitulation of current OSTMs will be published at the beginning of each FY.

4-41. (Add) Aviation Resource Management Survey and other surveys

- a. The Aviation Resource Management Survey (ARMS).
 - (1) FORSCOM is chartered to conduct the ARMS.
 - (2) ARNG compliance with the FORSCOM ARMS process is mandatory for all unit/facilities and personnel, regardless of whether the unit is in ARNG or ARNG of the United States (ARNGUS) status.
 - (3) Agreement between the CG FORSCOM, and CNGB, continues that all ARNG units and facilities will comply with the ARMS process. Advance notification of FY scheduling as to which unit/facilities are scheduled, and at what time, is an integral part of this process.
 - (4) For ARNG unit/facilities in Hawaii and Alaska, United States Army, Pacific (USARPAC) will conduct the aviation resource management survey utilizing the FORSCOM ARMS Guide.
 - (5) ARNG unit/facilities desiring to change scheduled ARMS visits will coordinate with NGB-AVS.
- b. Aviation Support Activity Accident Prevention Survey (ASSAAPS) shall be performed utilizing the FORSCOM ARMS Guide.

**Chapter 5
Flight Procedures and Rules**

5-1. General

- a. Army personnel engaged in the operation of Army aircraft shall comply with applicable:
 - (8) (Add) ARNG/OSAA/OSACOM FW aviators and unit/facilities must (also) comply with the *OSAA_SOP* for all FW aviation operations.
- c. (Substitute): Smoking, open flames, or operation of spark-generating devices (other than those equipped with spark-arrestors) is prohibited in, or within 50 feet of, Army aircraft. Use of cellular phones is prohibited within 50 feet of any aviation refueling activity, and may not be used on board Army aircraft.
 - (1) Flameless Ration Heaters (FRHs) shall only be transported in aircraft (military or commercial) intact in their sealed Meal, Ready-to-Eat (MRE) menu bags.
 - (2) FRHs separated from sealed MRE menu bags shall not be carried onto aircraft, nor shall they be packed in checked baggage.
- e.(Add) Since any visible lightning has the potential to ignite petroleum oil and lubricants (POL), refueling/defueling and loading/unloading of armament systems shall cease when lightning is visible within ten statute miles.

5-2. Preflight.

- g. Equipment requirements. Minimum equipment required for flight is shown in Table 5-2.

**Table 5-2
Required equipment
(Add)**

Required equipment	Day	Night	IMC	NVD
(Add) 25. Emergency Locator Transmitter (ELT) ICAO Compliant	X	X	X	X

5-3. Departure procedures

- c. (1) Airplanes –
 - (a)(Add) ARNG/OSAA/OSACOM FW takeoff weights and climb gradients:
 - (i) The takeoff weight for ARNG/OSAA/OSACOM FW aircraft must not exceed the aircraft weight at which the accelerate-stop distance, or balanced field length, equals the available runway length. Waiver authority is the first General Officer (grade O-7) in the chain of command. This requirement may be waived only on a mission-by-mission basis (no blanket waivers), and only for Priority 1 missions (see DODD 4500.43, para. E2.3, regarding priority and urgency codes). Waiver of these requirements automatically elevates the mission to extremely high risk and this waiver authority may not be delegated.
 - (ii) ARNG/OSAA/OSACOM FW aircraft must comply with the climb gradient(s) limitations published in the appropriate aircraft flight manual, applicable AWRs, and as supplemented by the OSAA SOP. In the event there is a conflict between the aircraft flight manual and an AWR, the AWR will take precedence.

(b)(Add) ARNG/OSAA/OSACOM FW aircraft must comply with the following departure requirements:

(i) An airfield, within a radius of one hour at single engine cruise airspeed of the departure airfield, is required when – at the time of the departure – the departure airfield weather is below the landing minimums for the approach to be flown. Selection of this airfield shall satisfy the considerations of/for a recovery airfield for takeoff and departure emergencies. The recovery airfield weather must meet the alternate planning requirements IAW paragraph 5-2e.

(ii) In addition to the requirements of paragraph 5-3c: When departing from a runway with applicable nonstandard takeoff minimums, compliance with published nonstandard takeoff minimums is required, unless the published climb gradient can be met single-engine and an OSAA approved Contingency Procedure is available.

5-4. En route procedures

f. (Add) Minimum Safe Altitudes (MSAs)

(1) All ARNG FW and RW aircraft will conform to FAR 91.119, or FAR 91.177, as applicable.

(2) FAR 91.119, paragraphs b and c, will apply to ARNG RW operations. In addition, all ARNG aircraft will maintain a minimum 500 feet AGL.

(3) Exceptions. Subparagraph 5-4f.(2) above will not apply in the following situations:

(a) Taking off and landing.

(b) Operating under the provisions of FAR 91.177.

(c) Required during emergency operations, and authorized and risk-managed during the rescue mode of SAR missions.

(d) Directed by ATC or when necessary to comply with VFR/SVFR visibility and cloud clearance requirements.

(e) Required during an instructional period conducted and risk-managed by a UT/IP/SP/IE.

(f) In an approved tactical terrain flight training area.

(g) For operational missions specifically authorized in writing, or briefed, by the SAAO.

Chapter 8

Aviation Life Support

Section I

Aviation Life Support System

8-1. General

e. (Add) The SAAO will have overall staff supervision of ALSS activities and coordination with staff sections, commanders, and State/Territory U.S. Property and Fiscal Officer (USPFO) on matters pertaining to ALSE training and budgeting.

i. (10) (Add) Ensure that the Aviation Safety Officer, Commander, and Flight Surgeon visit the ALSE Shop at least quarterly, as evidenced by entry in the ALSE Shop Visitor's Log.

i. (11) (Add) Ensure appointment of an ALSE NCO/technician to support and execute the ALSE program.

j. (7) (Add) Assist the ALSO in developing the annual budget and educational and promotional programs.

j. (8) (Add) Maintain property inventory control of ALSE, including explosives, pyrotechnics and flares, as required by FM 3-04-508.

8-9. Protective clothing and equipment

c. (Substitute) The following U.S. Army approved clothing and equipment will be worn by crewmembers when performing crew duties:

(1) Rotary Wing

(a) Leather boots and boots approved for aviation use IAW CTA 50-900.

(b) Approved flight helmet.

(c) Flight suit.

(d) Flight gloves.

(e) Under layer clothing made of cotton, wool, Nomex or materials approved for aviation use IAW CTA 50-900.

(f) Identification tags.

- (2) Fixed Wing
 - (a) Leather boots and boots approved for aviation use IAW CTA 50-900.
 - (b) Approved flight helmet – When conducting terrain flight or NVG operations.
 - (c) Flight suit.
 - (d) Flight gloves – optional.
 - (e) Under layer clothing made of cotton, wool, Nomex or materials approved for aviation use IAW CTA 50-900.
 - (f) Identification tags.
- (3) The use of thermoplastic synthetics to include polyester, nylon (except Nomex), acrylic and polypropylene either as 100% of the garment or blended with another fiber will not be used by crewmembers.
- (4) Deviations from the clothing and equipment requirements are authorized IAW the Foreign Clearance Guide or approved by NGB-AVS (RW) or OSAA (FW).
 - f. (Add) All occupants in helicopters will wear a flight helmet when occupying a pilot or copilot station, or when performing crew duties. (Authorization for additional helmets is found in CTA 50-900.)

8-11 Seat belts and restraints

- e.(2) (Substitute) Request a waiver from the requirements in para 8-11 a. above for each mission through the chain of command to DARNG.
- (3) (Substitute) The Chief NGB has delegated the waiver approval authority to the Director ARNG.

8-12. Survival equipment

- c. (Substitute) ARNG aircraft will carry appropriate individual survival kits per geographical area as defined in CTA 50-900. Commanders will provide individual survival kits to all crewmembers when serviceable kits are available; however, as a minimum, one individual survival kit will be on board the aircraft.

8-14. Training of ALSE maintenance personnel

- b.(1) (Add) ARNG ALSE maintenance personnel that were trained at the Professional Education Center (PEC), Little Rock, AR, and at USAALS Mobile Training Team (MTT) course, Fort McCoy, WI, prior to implementation of U.S. Army 860-ASIQZ conducted by USAALS satisfy this qualification requirement.
- b.(2) (Add) On-the-job training (OJT) is no longer authorized for ALSE maintenance personnel qualification.

Chapter 11 (Add)

Additional Flight Training Period Program

11-1. Purpose of the Training

Additional Flight Training Periods (AFTPs) are required for maintaining flight proficiency for MTOE aircrew members and increasing operational readiness of aviation personnel. AFTPs enhance flight safety. Entitlement to pay and allowances for AFTPs is authorized as IDT as prescribed by DODI 1215.06, paragraph 6.1.2.6.3.2 and DOD 7000.14-R, Volume 7a, chapter 58. Execution of the AFTP Program (as a key component of the larger FHP) will be directed toward readiness of individual skills, collective tasks and support of aviation combat and combat support missions. The AFTP process and management is established by the State Army Aviation Officer (SAAO), and coordinated with the supported unit commanders.

11-2. Scope.

- a. This chapter provides authorization to perform AFTPs for pay in the following categories:
 - (1) Aircraft. Duty involving actual aircraft flight.
 - (2) Simulation Devices. Performing aircrew duty in a device in which the crewmember is authorized to log flight time creditable toward ATP flying hour requirements. For purposes of this regulation, the term *simulation devices* includes:
 - (a) Synthetic Flight Training System (SFTS).
 - (b) Combat Mission Simulator (CMS).
 - (c) Terrain Flight Simulator (TFS).
 - (d) Cockpit, Weapons, and Emergency Procedures Trainer (CWEPT).
 - (e) The Longbow Crew Trainer (LCT).

- (f) Aviation Combined Arms Tactical Trainer (AVCATT).
- (g) The use of the other simulation devices, as authorized by the SAAO as follows:
 - (i) Tads Selected Task Trainer (TSTT).
 - (ii) Aviation Combined Arms Tactical Trainer-Aviation Reconfigurable Manned Simulator (AVCATT-ARMS); or Computer Based ASET Training (CBAT) and recognition of combat vehicles (ROC-V).
 - (iii) Other simulation devices specifically approved by NGB-AVS-S.
- (3) Support.
 - (a) Aviation medicine support.
 - (b) ATP-required tasks not involving actual aircraft flight or simulator hours.
 - (c) ATC-related training, maintenance support, or supervision.
 - (d) Aviation maintenance, airfield services, flight operations, ALSE, aerial gunnery support, or supervision.
 - (e) Certified successful completion of aviation academic training using electronic based media or distance learning methodologies in accordance with DOD 7000.14-R, paragraph 580101.A.6, page 58-5.
 - (f) Underwater egress training.
- b. AFTPs in a non-pay status may be performed without regard to authorized limits.
- c. AFTPs are authorized based upon an individual's military duty position.

11-3. Applicability

This chapter applies to:

- a. Rated personnel on NGB aviation service orders.
- b. *Nonrated personnel on crewmember flying status orders.*
- c. Additional Enlisted Career Management Field (CMF) 15 authorized in writing by the SAAO.
- d. Other support personnel occupying a MTOE/TDA duty position of:
 - (1) Aviation Physician Assistant MOS 65DM3.
 - (2) Air Traffic Control Technician MOS 150 A.
 - (3) Aviation Maintenance Technician MOS 151A.
 - (4) Armament Officer MOS 151AE.
 - (5) Ammunition Specialist MOS 89B.
 - (6) ATC Equipment Repairer MOS 35D.
 - (7) ATC Operators 15Q/93C.
 - (8) Aviation Operations Specialist MOS 15P.
 - (9) Firefighter MOS 51M.
 - (10) Flight Medic MOS 91W.
 - (11) Supply/Petroleum Specialist MOS 92A/92Y/92F.
 - (12) Unmanned Aerial System (UAS)/Unmanned Aerial Vehicle (UAV) Equipment Repairer/Technician/Operator MOS to be determined.

11-4. Responsibilities

- a. Director, ARNG (DARNG) is authorized to allocate resources for the AFTP Program IAW DODI 1215.06, paragraph 6.1.2.6.3.2 and DOD 7000.14-R, Volume 7a, Chapter 58.
- b. State/Territory Adjutants General (AG) will exercise overall supervision of this program IAW published criteria.
- c. SAAOs/AASF/AATS/AVCRAD Commanders will establish a supervised and risk-managed AFTP Program that will not exceed NGB/State/Territory funding resources. This program will be developed in concert with supported unit commanders (detachment through brigade/group, the focus on MTOE units at squadron/battalion and below), for the specific purpose of supporting the commanders Task Lists (CTLs) and Mission Essential Task List (METL) of each unit. The SAAO will exercise oversight authority and ensure that the AFTP Program developed by the commanders remains within resources. The primary purpose of the AFTP Program is to increase unit and individual readiness. The AFTP Program should at every opportunity incorporate collective training in conjunction with individual training. The SAAO/AASF/AATS/AVCRAD commanders and supported unit commanders AFTP Program at a minimum should ensure that:
 - (1) Specific training objectives are programmed.
 - (2) Aviation crewmembers are assigned specific ATM tasks and iterations to perform.
 - (3) Flight training is maximized and risk-managed throughout the TY.
 - (4) Concentrated mission/training requirements, such as collective training, instrument, terrain flight, aerial gunnery, and NVD training are supported.

(5) A schedule of AFTP periods is published 60 days in advance. Additional AFTPs may be added, or periods deleted, at any time as required to support the ATP and unit mission requirements.

(6) A procedure is developed to document training performed or support provided during an AFTP.

(7) Air Traffic Control Operators present unique challenges for SAAOs/AASF/AATS commanders and supported unit commanders. The ATS commanders in conjunction with the AASF commander will at every opportunity integrate these positions into the overall AFTP Program. This includes developing a managed program that provides viable ATC support for the AFTP Program.

d. Aviation unit commanders are responsible for coordination of AFTP objectives and individual aircrew ATM task/iteration requirements with the AASF Commander.

11-5. AFTP Funding

a. AFTP funding (dollars) will be allocated each FY to the States/Territories/AATSs prior to the beginning of the FY. AFTPs are allocated as dollar amounts for maximum flexibility for each State/Territory. Tables 11-1 through 11-3, AFTP Authorization Table indicate maximum AFTPs authorized. State/Territories/AATS are not funded for 100% execution of due to budgetary constraints.

b. The SAAO, within state funding limitations, may redistribute/authorize AFTPs within their programs (Tables 11-1 through 11-3). The maximum number of AFTPs authorized for pay for any individual in a FY is as listed in DODI 1215.06, paragraph 6.1.2.6.3. SAAOs will manage the number of no fly AFTPs for aircrew members with the consideration of the impact on the flying hour program

c. States/Territories and AATS will ensure accurate reporting of the AFTP Program.

**Table 11-1
AFTP Authorization Table for Operational Flying Positions in MTOE/TDA Units**

Code	Aviator's Primary Aircraft/Function	Annual AFTPs *
A	Attack Helicopter (64A, 64D, 58D)	72
B	Security & Support Helicopter (OH-58, UH-72)	72
C	Utility Helicopter	72
D	Cargo Helicopter	72
E	Airplane	72

**Table 11-2
AFTP Authorization Table for All Other Rated Personnel in ARNG Aviation Service**

Code	Crewmember's Primary Function	Annual AFTPs
F	Flight Surgeon	48

**Table 11-3
AFTP Authorization Table for Non-rated and Support Personnel**

Code	MTOE/TDA Position	Annual AFTPs
G	Aviation Operations Specialist	72
H	Helicopter FE	72
	Airplane FE	72
I	FI/SI	72
J	Helicopter CE	72
K	Aeromed Crewchief/Flight Medic	72
L	Attack/Utility/Cargo Repairer in a Company, Troop, Battalion, or Squadron	72
M	Avionics Specialist/Component Repair Supervisor	48
N	Ammunition Specialist	48
O	Supply/Petroleum Specialist	48
P	Airfield Firefighter	48
Q	Aircraft Weapon System/Fire Control Repairer Aircraft Electrician/Aircraft Electrician	48
R	FW/RW First Sergeant (1SG)/Platoon Sergeant (PSG), Armament/Maintenance Supervisor or Technician	48
S	Technical Inspector (TI)	48
T	ALSE NCO/ALSO	48

Table 11-3
AFTP Authorization Table for Non-rated and Support Personnel – Continued

U	PA (other than FS, noted in Section II)	48
V	ATC Operator, Equipment Repairer, or Technician	48
W	UAS/UAV Operator, Equipment Repairer, or Tech.	48

Note: * For personnel who perform duties using multiple AFTP codes, the total number of AFTP's performed may not exceed annual total.

11-6. Requirements for all AFTPs

- a. All AFTPs, regardless of category, must:
 - (1) Include at least four hours (of) duty time.
 - (2) Be scheduled in advance, and may be performed at any time, subject to the following:
 - (a) Normally, one AFTP per individual is authorized during any one calendar day. A maximum of two AFTPs, or a combination of an AFTP and a training assembly (Unit Training Assembly [UTA] or Additional Training Period [ATP]), may be scheduled during any one calendar day, as long as the aggregate total duty time is at least eight hours.
 - (b) An AFTP is not authorized on a day when the member has performed one Readiness Management Period (RMP), or two UTAs, or Equivalent Training (ET) for two UTAs, or two Substitute UTAs (SUTAs), or is in an State Active Duty (or SAD) status.
- b. An AFTP that begins on one calendar day and ends the following day will constitute a single AFTP and will be credited as performed on the day it began.
- c. AFTPs will not be considered as any type of UTA or ET.
- d. When the flight originates and terminates at stations within different time zones, the AFTP duty time entries will be recorded using the local time at point of departure.
- e. Individuals must have actual or constructive attendance or authorized absence from the commander for all UTAs scheduled during the previous pay period (reference DOD 7000.14-R, Volume 7a, Chapter 58).
- f. Suspensions/Extensions. AFTPs requiring flight duties are not authorized during any period of suspension or extension except for simulator AFTPs during temporary medical suspension if the aviator's DA Form 4186 allows simulator duties and to complete the ATP requirements that an extension was granted for.
- g. Federal employees (Military Technicians). Federal civilian employees are not authorized AFTPs during their normal duty hours, except when in an authorized leave status.
- h. Aircraft AFTPs will be flown/executed in/on U.S. Army aircraft only.
- i. AFTPs will be performed IAW with DODI 1215.06, paragraph 6.1.2.6.3.2 and DOD 7000.14-R. AASF/AATS Commanders must ensure that the number of personnel approved for any AFTP does not exceed the number necessary to accomplish the AFTP.
- j. AFTPs will be documented IAW paragraph 11-11.
- k. AFTP documentation will be verified by individuals authorized in writing by the SAAO/AASF/AATS and unit commanders. Individuals authorized to certify an AFTP form for pay will be determined by the SAAO, this authority may not be delegated below AASF/AATS commanders.

11-7. Aircraft AFTPs

- a. Flight time must be accomplished during each aircraft AFTP. Flying time for each aircraft AFTP must average not less than 1.5 hours. Excess aircraft AFTP flight time may be applied to other aircraft AFTPs within the same FY. During maintenance test flights (MTF), authorized crewmembers performing maintenance functions have no minimum flight time requirement.
- b. Aviators must be designated IAW the ATP (primary, additional, alternate) to perform crew duties in the aircraft in which they perform the AFTP. An aviator performing duty as a Battle Captain from the crew seat of a cargo/utility aircraft during collective unit training is authorized AFTPs without that aircraft being designated. A Full Time Support (FTS) aviator may perform an AFTP in AASF-designated aircraft (additional/alternate) for the purpose of training or evaluation.
- c. Non-rated personnel (crewmembers) shall accomplish flight AFTPs in aircraft compatible with their MOS. The number of crewmembers for any one flight cannot exceed the number required for mission accomplishment.
- d. SPs/IPs/IEs/MEs may perform AFTPs from either flight control or non-flight control stations while performing instructor/evaluator duties.

11-8. Simulator AFTPs

a. Simulator training time must be accomplished during each simulator AFTP. Simulator time for each AFTP claimed should average not less than 1.5 hours. Excess simulator AFTP flight time may be applied to other simulator AFTPs within the same FY.

b. Only simulator performance creditable IAW this regulation and the ATP may be credited toward paid AFTPs. An IE may perform an AFTP in any simulator when conducting instrument instruction or evaluation within the same authorized category of aircraft.

11-9. Dual AFTPs

may be authorized in support of one of the following:

- a. Extended mission and mission support requirements.
- b. Individual/collective aircrew training to include aircraft and simulators.
- c. No fly AFTPs in support of flight AFTPs.
- d. Any combination of paragraphs 11-7 and 11-8.

11-10. Record of AFTP Performance

The individual performing an AFTP will fill out an individual AFTP certification form/card or log/files as first task when reporting for duty in an AFTP status, AFTP certification forms are used for verification of all AFTPs. Appointed AFTP verification personnel will ensure that the duty has been performed and the AFTP certification form is correct. AFTP certification forms will be processed by authorized personnel in accordance with Defense Finance and Accounting System (DFAS) manual 37-104-3. A copy of the form will be maintained by the custodian of the member's flight records for the period corresponding to the retention period of the pay document it substantiates. The custodian of the member's pay records will be notified of each AFTP claimed (typically by the flight operations section receiving the AFTP card). The flight operations section will regularly provide all personnel performing AFTPs a status of the number of AFTPs performed/remaining. (See appendix E)

11-11. Reports. AFTP statistics will be reported IAW the 272 Report (NGB portal).

Appendix A
References

Section I
Required Publications

AR 95-1

Flight Regulations (Cited in paras 1-2, 2-1d, 2-10g(8), 2-14a(3), 3-5, and 3-9c.)

AR 95-2

Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigation Aids (Cited in paras 2-9a, 2-11a, 2-12, 2-13, 5-1, and 5-4.)

Section II
Related Publications

A related publication is a source of additional information. The user does not have to read it to understand this regulation.

AR 5-1

Army management Philosophy

AR 5-4

Department of the Army Productivity Improvement Program

AR 10-25

United States Army Logistics Integration Agency (USALIA)

AR 11-2-R

Management Control

AR 15-6

Procedures for Investigating Officers and Boards of Officers

AR 25-11

Record Communications and the Privacy Communications System

AR 25-30

The Army Publishing Program

AR 25-55

The Department of the Army Freedom of Information Act Program

AR 34-4

Army Standardization Policy

AR 40-501

Standards of Medical Fitness

AR 70-62

Airworthiness Qualification of U.S. Army Aircraft Systems

AR 71-32

Force Development and Documentation—Consolidated Policies

AR 95-1

Flight Regulations

AR 95-20

Contractor's Flight and Ground Operations

AR 95-27

Operational Procedures for Aircraft Carrying Hazardous Materials

AR 130-5

Organizational and Functions of National Guard Bureau

AR 140-1

Army Reserve, Mission, Organization, and Training

AR 335-15

Management Information Control System

AR 340-21

The Army Privacy Program

AR 350-1

Army Training

AR 360-1

The Army Public Affairs Program

AR 385-40

Accident Reporting and Records

AR 385-16

System Safety Engineering and Management

AR 385-95

Army Aviation Accident Prevention

AR 570-4

Manpower Management

AR 600-8-1

Army Casualty Operations/Assistance/Insurance in Required Publications

AR 600-105

Aviation Service of Rated Army Officers

AR 600-106

Flying Status for Nonrated Army Aviation Personnel

AR 611-21

Military Occupational Classification and Structure (Cited in para 4-6.)

AR 710-2

Inventory Management Supply Below the Wholesale Level

AR 700-138

Army Logistics Readiness and Sustainability

AR 750-1

Army Materiel Maintenance Policy

AR 750-10

Army Modification Program

CTA 8-100

Army Medical Department Expendable/Durable Items

CTA 50-900

Clothing and Individual Equipment

CTA 50-909

Field and Garrison Furnishings and Equipment

CTA 50-970

Expendable/Durable Items

DAGO 95-11

Organization of the Operational Support Airlift Command (OSACOM)

DA Form 7722-R

Crew Member Training Record

DA Pam 25-40

Army Publishing: Action Officers Guide

DA Pam 351-4

U.S. Army Formal Schools Catalog

DA Pam 710-2-1

Using Unit Supply System (Manual Procedures)

DA Pam 738-751

Functional User Manual for the Army Maintenance Management System-Aviation (TAMMS-A)

DOD 7000.14-R

DoD Financial Management Regulation

DODD 4500.43

Operational Support Airlift (OSA)

DODD 4500.56

Department of Defense Policy on the Use of Government Aircraft and Air Travel

DODD 4515.12

Department of Defense Support for Travel of Members and Employees of the Congress

DODD 4515.13-R

Department of Defense Air Transportation Eligibility Regulation

DODI 1215.06

Uniform Reserve, Training, and Retirement Categories

DODI 5410.19

Public Affairs Community Relations Policy Implementation

DODD 7730.57

Aviation Career Incentive Act of 1974

CFR Title 14, PART 91

General Operating and Flight Rules

CFR Title 14, PART 105

Parachute Jumping

EM 0131

Clothing and Individual Equipment

EM 0250

IETM for Air Warrior (Available at <https://www.logsa.army.mil/etms>.)

FAR 91.119

Minimum Safe Altitudes

FAR 91.117

Minimum Altitudes for Instrument Flight Rule (IFR) Operations

FM 3-04.120 (FM 1-120)

Army Air Traffic Services Contingency and Combat Zone Operations

FM 3-04.300

Flight Operations Procedures

FM 3-04.301

Aeromedical Training for Flight Personnel

FM 3-04.303, Air Traffic Services Facility operations, Training, Maintenance, and Standardization

FM 3-04.508

Maintaining Aviation Life Support Equipment (ALSE)

FM 4-20.197

Multiservice Helicopter Sling Load: Basic Operations and Equipment

FM 3-50.1

Army Personnel Recovery

FM 3-50.60

Army Special Operations Forces Aviation Operations

FM 3-50.210

Special Forces Air Operations

FM 3-50.212

Special Forces Waterborne Operations

FM 10-450-4

Multiservice Helicopter Sling Load: Single-Point Rigging Procedures

FM 38-701

Packing of Materiel for Packing

NG Supplement 1 to TC 1-210

Army National Guard Aircrew Training Program Guide to Individual and Crew Standardization

NG Pam 95-5

Use of Army National Guard Aircraft

NG Pam 360-5

National Guard Public Affairs Guidelines

NGR 500-1

Military Support to Civil Authorities

NGR 600-100

Commissioned Officers - Federal Recognition and Related Personnel Actions

NGR 600-101

Warrant Officers - Federal Recognition and Related Personnel Actions

NGR (AR) 600-110

Selection and Training of Army Aviation Officers

SB 8-75

Series Army Medical Department Supply Information

SB 700-20

Army Adopted/Other Items Selected for Authorization/List of Reportable Items

TB 43-0002-3

Maintenance Expenditure Limits for Army Aircraft

TC 21-21

Water Survival Training

TC 1-210

Aircrew Training Program Guide to Individual and Crew Standardization

TM 1-1500-204-23-1

Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) Manual for General Aircraft Maintenance Practices

TM 1-1500-328-23

Aeronautical Equipment Maintenance Management Policies and Procedures

TM 5-4220-202-14

Maintenance Instructions with Parts Breakdown: USAF flotation Equipment

TM 10-1670-201-23

Organization and Direct Support Maintenance Manual for General Maintenance of Parachutes and Other Airdrop Equipment

TM 38-250

Preparing Hazardous Materials for Military Air Shipment

TM 55-1500-342-23

Army Aviation Maintenance Engineering Manual Weight and Balance

TM 55-1660-245-13

Maintenance Instructions: Oxygen Equipment, F34601-76-D-1782

Title 10 United States Code (USC) § 10501

National Guard Bureau

Title 32 United States Code § 709

Technicians: Employment, Use, Status

USSOCOM M 350-6

Special Operations Infiltration/Exfiltration Operation

Section III

Prescribed Forms

This section contains no entries.

Section IV

Referenced Forms

DA Form 11-2-R

Management Control Evaluation Certificate Statement

DA Form 759

Individual Flight Record and Flight Certificate—Army

DA Form 759-1

Individual Flight Record and Certificate—Army, Aircraft Closeout Summary

DA Form 759-2

Individual Flight Record and Certificate—Army Flying Hour Work Sheet

DA Form 759-3

Individual Flight Record and Certificate—Army Flight Record and Flight Pay Work Sheet

DA Form 1352

Army Aircraft Inventory, Status, and Flying Time

DA Form 2028

Recommended Changes to Publications and Blank Forms

DA Form 2408-12

Army Aviator's Flight Record

DA Form 2408-13

Aircraft Status Information Record

DA Form 2408-13-1

Aircraft Inspection and Maintenance Record

DA Form 2408-14

Uncorrected Fault Record

DA Form 2696-R
Operational Hazard Report

DA Form 3513
Individual Flight Records Folder, United States Army

DA Form 3588
Comm Card

DA Form 5484
Mission Schedule/Brief

DD Form 175
Military Flight Plan

DD Form 175-1
Flight Weather Briefing

DD Form 365
Record of Weight and Balance Personnel

DD Form 365-1
Chart A—Basic Weight Checklist Record

DD Form 365-2
Form B—Aircraft Weighing Record

DD Form 365-3
Chart C—Basic Weight and Balance Record

DD Form 365-4
Form F—Weight and Balance Clearance

DD Form 1801
DOD International Flight Plan

FAA Form 7233-1
Flight Plan (Available @ local Department of the Regional Representatives)

RCS CSGLD-1860(R1)
Inventory readiness report

RCS CSGPO-463
Format for quarterly projective report

RCS CSGPO-464
Standard format for flying hour requirements

RCS CSGPO-465
Execution report

Appendix B
Course Prerequisite Waiver Request forms

Course Prerequisite Waiver Form																										
Rank, Last Name, First Name, MI		SSN		Flt Line POC and Ph #																						
		Aircraft and Course																								
Complete Sections I & II. Fill in all blocks. Any incomplete or illegible information will cause a delay in processing. Refer questions to ATB Standards, DSN 558-3259, Commercial (334) 255-3259. Fax DSN 558-2629.																										
Section I																										
Answer YES or NO in each unshaded box in the column for course you are attending. If flight time requirements have not been met, ENTER FLIGHT TIME instead of NO.					FWMEQC	IPC / MOI	MTPC	RWIFEC																		
Letter of recommendation from unit commander. (not waiverable)																										
500 hours of pilot time in aircraft category. (not waiverable)																										
250 hours in course aircraft type / design.																										
50 hours as PC in course aircraft type / design.																										
48 hours pilot time in course aircraft type / design in last six months.																										
AH-64 only: 25 hours NVS in last six months. (N/A all others).																										
Performed pilot duties in course aircraft in last 180 days.																										
NVD qualified.																										
Assigned to, or on orders to, a unit with course aircraft.																										
1,000 hours of pilot time, or 500 hours pilot time and 50 hours weather time.																										
Qualified instructor pilot with current instrument certification.																										
Current instrument certification.																										
Section II																										
Flight Time	Totals	Last 60 Days	Last 6 Mos.	Last Year	Last Stan Eval		Last unit & duty pos.																			
Course Acft Time					Last Inst Eval		Next unit & duty pos.																			
RW					Losing Unit Ph. # and POC																					
FW																										
PC																										
IP FW/RW																										
IE or MP/ME																										
NVD																										
SFTS					AQC Turn-around (Yes or No)																					
Applicant's signature and phone number:					If yes, AQC class # and AQC IP's name:																					
<table border="1" style="width: 100%;"> <thead> <tr> <th colspan="4">Section III</th> </tr> </thead> <tbody> <tr> <td>Track Chief (MTPC only)</td> <td>APPROVAL</td> <td>DISAPPROVAL</td> <td>signature:</td> <td>Ph:</td> </tr> <tr> <td>Flight Line Company Cdr.</td> <td>APPROVAL</td> <td>DISAPPROVAL</td> <td>signature:</td> <td>Ph:</td> </tr> <tr> <td>Battalion Cdr.</td> <td>APPROVAL</td> <td>DISAPPROVAL</td> <td>signature:</td> <td>Ph:</td> </tr> </tbody> </table>								Section III				Track Chief (MTPC only)	APPROVAL	DISAPPROVAL	signature:	Ph:	Flight Line Company Cdr.	APPROVAL	DISAPPROVAL	signature:	Ph:	Battalion Cdr.	APPROVAL	DISAPPROVAL	signature:	Ph:
Section III																										
Track Chief (MTPC only)	APPROVAL	DISAPPROVAL	signature:	Ph:																						
Flight Line Company Cdr.	APPROVAL	DISAPPROVAL	signature:	Ph:																						
Battalion Cdr.	APPROVAL	DISAPPROVAL	signature:	Ph:																						
ATB Standards Recommendations / Remarks																										
Distribution: 1 - Flt Line POC 1 - NGB Deputy Assistant Commandant (disapproval only) 1 - DPTMSEC (Academic Records, disapproval only) 1 - ATB SMO (disapproval only) 1 - CDR, C Co., 1-13th Avn (disapproval only)					APPROVED			DISAPPROVED																		
ATB Waiver #					STE Colonel, Aviation Commanding			Date:																		

Figure B-1 USAAWC Form 31

Course Prerequisite Waiver Form									
Rank, Last Name, First Name, MI		SSN		Unit POC or AASF POC and Ph #					
		Aircraft and Course							
Complete Section I & II and forward to the Eastern AATS thru NGB-AVS-OT. NGB-AVS-OT FAX: DSN 327-7788 or cml (703) 607-7788. EAATS FAX: DSN 491-8287 cml (717) 861-8287									
<i>Section I</i>									
Answer YES or NO in each unshaded box in the column for course you are attending. If flight time requirements have not been met, ENTER FLIGHT TIME instead of NO.						AQC	IPC / MOI	MTPC	IFE
Letter of recommendation from unit commander. (not waivable for IPC/MOI)									
500 hours of pilot time in aircraft category. (not waivable for IPC/MOI)									
250 hours in course aircraft type / design.									
50 hours as PC in course aircraft type / design.									
48 hours pilot time in course aircraft type / design in last six months.									
AH-64 only: 25 hours NVS in last six months. (N/A all others).									
Performed pilot duties in course aircraft in last 180 days.									
RW IPC/MOI;OH-58D AQC only: NVD qualified (N/A all others).									
Assigned to, or on orders to, a unit with course aircraft.									
Current class II flight physical that will not expire during course.									
1,000 hours of pilot time, or 500 hours pilot time and 50 hours weather time.									
Qualified instructor pilot with current instrument certification.									
<i>Section II Flight Time</i>									
Flight Time	Total Time	Last 60 Days	Last 6 Mos.	Last Year	Last Stan Eval		Last unit & duty pos.		
Total					Last Inst Eval		Next unit & duty pos.		
RW					Losing Unit Ph. # and POC				
FW									
PC					Justification:				
Course acft									
IP FW/RW									
IE or MP/ME									
NVD									
SFTS									
Applicant's signature and phone number:									
<i>Section III EAATS Staff Recommendations</i>									
Training Company Commander	APPROVAL	DISAPPROVAL		signature:			Ph:		
Battalion Cdr.	APPROVAL	DISAPPROVAL		signature:			Ph:		
Standardization Officer	APPROVAL	DISAPPROVAL		signature:			Ph:		
Remarks									
Distribution: 1 - Training Company POC 1 - Individual 1 - NGB-AVS-OT 1 - Course Packet (S2/S3/FN 351-1a) 1 - SAAO (disapproval only)					APPROVED			DISAPPROVED	
					_____ (Printed Name) Lieutenant Colonel, Aviation Commanding				
EAATS Waiver #					Date:				

Figure B-2 EAATS Form 49

Course Prerequisite Waiver Form										
Rank, Last Name, First Name, MI			SSN			Unit POC or AASF POC and Ph #				
			Aircraft and Course							
Complete Sections I & II. Fill in all blocks and forward to the Western AATS thru NGB-AVS-OT. Any incomplete or illegible information will cause a delay in processing. Refer questions to WAATS Standards, DSN 853-5688; commercial (520) 616-5688; (fax 5502).										
<i>Section I</i>										
Answer YES or NO in each unshaded box in the column for course you are attending. If flight time requirements have not been met, ENTER FLIGHT TIME instead of NO.						AQC	IPC / MOI	MTPC	IFE	
Letter of recommendation from unit commander. (not waivable for IPC/MOI)										
500 hours of pilot time in aircraft category. (not waivable for IPC/MOI)										
250 hours in course aircraft type / design.										
50 hours as PC in course aircraft type / design.										
48 hours pilot time in course aircraft type / design in last six months.										
AH-64 only: 25 hours NVS in last six months. (N/A all others).										
Performed pilot duties in course aircraft in last 180 days.										
RW IPC/MOI; OH-58D AQC only: NVD qualified (N/A all others).										
Assigned to, or on orders to, a unit with course aircraft.										
Current class II flight physical that will not expire during course.										
1,000 hours of pilot time, or 500 hours pilot time and 50 hours weather time.										
Qualified instructor pilot with current instrument certification.										
<i>Section II Flight Time</i>										
Flight Time	Total Time	Last 60 Days	Last 6 Mos.	Last Year	Last Stan Eval		Last unit & duty pos.			
Total					Last Inst Eval		Next unit & duty pos.			
RW					Losing Unit Ph. # and POC					
FW					Justification:					
PC										
Course acft										
IP FW/RW										
IE or MP/ME										
NVD										
SFTS										
Applicant's signature and phone number:										
<i>Section III WAATS Staff Recommendations</i>										
Training Company Commander	APPROVAL	DISAPPROVAL			signature:		Ph:			
Battalion Cdr.	APPROVAL	DISAPPROVAL			signature:		Ph:			
Standardization Officer	APPROVAL	DISAPPROVAL			signature:		Ph:			
Remarks										
Distribution: 1 - Training Company POC 1 - Individual 1 - NGB-AVS-OT 1 - Course Packet (S2/S3/FN 351-1a) 1 - SAAO (disapproval only)						APPROVED			DISAPPROVED	

						(Printed Name)				
						(Rank), Aviation				
						Commanding				
WAATS Waiver #						Date:				

Figure B-3 WAATS Form 31

Appendix C
Request for Waiver Format Tactical Ingress/Egress Operations

STATE/TERRITORY LETTERHEAD

OFFICE SYMBOL

Date

MEMORANDUM THRU The Adjutant General, ____ (State/Territory)

FOR Chief, National Guard Bureau, ATTN: NGB-AVS-S, 111 South George Mason Drive, Arlington, VA
 22204-1382

SUBJECT: Request for Waiver to ARNG Aviation External Rope Operations Policy

1. Reference NG Supplement 1 to AR 95-1 (National Guard Supplement 1 to AR 95-1, Flight Regulations) and General Provisions for Aviation Training, _____ (date).
2. Per NG Supplement 1 to AR 95-1, paragraph 4-17.1, request waiver of the ARNG Aviation External Rope Operations Policy.
3. The nature of the mission is *(state the nature of the mission)*.
 - a. Activities requiring waiver are *(state the activities requiring waiver)*.
 - b. *State the terrain or structures that justify the waiver.*
 - c. The anticipated value of the mission is *(state the anticipated value of the mission (such as plants eradicated, controlled substance or facilities destroyed, perpetrators captured, property recovered))*.
4. Inclusive dates of the mission are *(from) (to)*.
5. Risk mitigating actions are *(briefly describe the current actions taken, or plan to take, to address each of the items listed below. Include the approximate number of aircraft, aircrews and supported personnel and describe the training duration to include hours, iterations and frequency, and reference standards)*
 - a. *Aviator Training.*
 - b. *Aircraft crew training.*
 - c. *Rappel/SPIES Master Training.*
 - d. *Rappel/SPIES training.*
 - e. *Validation of qualification and proficiency of non-military participants.*
 - f. *Refresher training for all participants.*
 - g. *Standardization program for all participants.*
 - h. *Equipment inspection and replacement plan.*
 - i. *External review program (annual or pre-execution assistance visit).*
 - j. *Mission communication and coordination plan.*
 - k. *Emergency medical support plan.*

Figure C-1 Request for Waiver Format Tactical Ingress/Egress Operations

6. POC for this operation and request is *Rank and Name, Title, Organization, DSN ___-___, or Commercial (___) ___-___.*

Encl (2).

(Signature Block)

1. Copy of SOP

SAAO

2. Copy of Completed Risk Management Worksheet(s) (*reference FM 100-14, figure A-5*)

Figure C-1 Request for Waiver Format Tactical Ingress/Egress Operations (Continued)

**Appendix D
Unit and Individual Waiver Request memorandum formats**

STATE/TERRITORY LETTERHEAD

OFFICE SYMBOL

Date

MEMORANDUM THRU The Adjutant General, ____ (State/Territory)

FOR Chief, National Guard Bureau, ATTN: NGB-AVS, 111 South George Mason Drive, Arlington, VA 22204-1382

SUBJECT: Request for Unit Waiver

- 1. Reference NG Supplement 1 to AR 95-1, National Guard Supplement 1 to AR 95-1, Flight Regulations.
- 2. Per Reference 1 above, request waiver of the following Aircrew Training Program (ATP) requirement(s):
 - a.
 - b.
- 3. The above ATP requirements cannot be performed because of the following constraints: (*Explain all circumstances relating to the inability of a unit to perform ATP requirements.*)
- 4. The waiver(s) issued/granted would apply to the following unit(s) at (*location*):

FOR THE ADJUTANT GENERAL:

(Signature Block)

SAAO

CF: (appropriate)

Figure D-1 Request for unit waiver format

UNIT LETTERHEAD

OFFICE SYMBOL

Date

MEMORANDUM FOR The Adjutant General for ____ (State/Territory), ATTN: SAAO, ____ (rank and name)

SUBJECT: Request for Individual Waiver(s) of Aircrew Training Program (ATP) Requirements

1. Reference NG Supplement 1 to AR 95-1, National Guard Supplement 1 to AR 95-1, Flight Regulations and General Provisions for Aviation Training, _____ (date).

2. Per Reference 1 above, request the following ATP requirements be waived for individual aviator(s) as listed at enclosure 1.

3. The above ATP requirements were not accomplished due to: *(All circumstances relating to failure to complete must be explained. General common circumstances may be given or a separate subparagraph addressed to individual unique circumstances.)*

a.

b.

Encl 1

(Signature block)
Commanding

Figure D-2 Request for individual waiver format

Appendix E AFTP Training Certification Sample Forms

AUTHORIZATION FOR INDIVIDUAL INACTIVE DUTY TRAINING									
DATE			AUTHORIZING ACTIVITY AND LOCATION				ORGANIZATION AND LOCATION OF TRAINING		
EQT	AFTP	DATE OF UTA YYMMDD		DATE OF DUTY YYMMDD		TIME OF DUTY/FROM:		SSAN	GRADE
						TIME OF DUTY/TO:		PRINTED NAME OF INDIVIDUAL	
ACFT CODE	FLYING TIME		VERIFIED BY	UTA NO.		TECH	PAY STATUS		SIGNATURE OF INDIVIDUAL
	HRS	1/10		1	2		PAY		
				3	4		NON PAY		
FOR THE COMMANDER									
PRINTED NAME, GRADE, AND TITLE OF AUTHORIZING OFFICIAL						SIGNATURE			
I CERTIFY THIS INDIVIDUAL ATTENDED TRAINING AS INDICATED									
PRINTED NAME, GRADE, AND TITLE						SIGNATURE			

Figure E-1 Sample Individual AFTP Certification Form

Instructions: This form, or a facsimile thereof, is completed by the individual participating in the AFTP Program, upon arrival at the unit/facility, when in an AFTP pay or non-pay status. The AFTP Supervisor retains the forms during the performance period, noting duty times and flight times, as appropriate. The forms are then posted to the Training Performance Certification (Figure E-2, or a facsimile thereof), which is forwarded to the parent unit for pay processing.

Locally-produced forms and/or files are authorized, provided all of the information reflected in this appendix is conveyed, and the system is auditable.

Glossary

Section I

Abbreviations

AAFA

Army Aviation Flight Activity (NG)

AAOF

Army Aviation Operating Facility (NG)

AASF

Army Aviation Support Facility (NG)

AATS

Army Aviation Training Site (NG)

AC

Active Component

AD

Active Duty,

ADSW

Active Duty Special Work

ADT

Additional duty for training

AFTP

Additional Flight Training Period

AG

Adjutant General

ALRM

Aviation Logistics Reporting Module

ALSE

aviation life support equipment

ALSO

aviation life support officer

ALSS

aviation life support system

AMO

Aviation Medical Officer

AMOC

Aviation Maintenance Officer Course

AMCOM

Aviation and Missile Command

AMLC

Army Maintenance Logistics Command

AMMC

Army Maintenance Managers Course

APART

Annual Proficiency and Readiness Test

APU

Auxiliary Power Unit

AR

army regulation

ARMS

Aviation Resource Management Survey

ARNG

Army National Guard

ATRRS

Army Training Requirements and Resource System

ASAAPS

Aviation Support Activity Accident Prevention Survey

ASAM

Aviation Safety Action Message

ASE

aircraft survivability equipment

ASI

additional skill identifier

ASO

aviation safety officer

ATM

aircrew training manual

ATP

Aircrew Training Program

AVCRAD

Aviation Classification Repair Depot

AWR

Air worthiness release

CAASS

Centralized Army Aviation Support System

CE

crew chief

CFR

Code of Federal Regulations

CG

commanding general

CNGB

Chief, National Guard Bureau

COI

course of instruction

CONUS

Continental United States

CP

copilot

CRRC

Combat rubber raiding craft

CTA

common table of allowances

CTL

Commander's task list

DA

Department of the Army

DAC

Department of the Army Civilian

DARNG

Director Army National Guard

DARR

Department of the Army Regional Representative

DCS, G-3/5/7

Deputy Chief of Staff, G-3/5/7

DCS, G-4

Deputy Chief of Staff, G-4

DES

Directorate of Evaluation and Standardization

DOD

Department of Defense

EAATS

Eastern Army Aviation Training Site (NG)

EIR

Equipment Improvement Report

ESSS

External Stores Support System

FAA

Federal Aviation Administration

FAC

flight activity category

FAR

Federal Aviation Regulation

FCF

Functional check flight

FDR

flight data recorder

FE

flight engineer

FEB

flight evaluation board

FHP

flying hour program

FI

Nonrated Crew member Instructor

FLIP

Flight Information Publication

FOA

Field Operation Agency

FORSCOM

Forces Command

FRIES

Fast rope insertion/extraction system

FS

Flight Surgeon

FSS

Flight Service Station

FTG

flight training guide

FTS

Full-time support

FW

fixed wing

FWAATS

Fixed Wing Army Aviation Training Site (NG)

FY

fiscal year

GKO

Guard Knowledge On-line

HAATS

High altitude Army Aviation Training Site (NG)

HEED

Helicopter emergency egress device

HELOCAST

Helicopter cast and recovery

HQDA

Headquarters, Department of the Army

IATF

Individual Aircrew Training Folder

ICAO

International Civil Aviation Organization

IDT

Inactive duty training

IE

instrument flight examiner

IFR

instrument flight rules

IFRF

individual flight records folder

ILS

Instrument landing system

IMC

instrument meteorological conditions

IP

instructor pilot

IRR

individual ready reserve

JOSAC

Joint Operational Support Airlift Command

LAASF

Limited Army Aviation Support Facility (NG)

LCD

Limited cockpit duty

MAST

military assistance to safety and traffic

MDA

minimum descent altitude

MDS

Mission design series

ME

maintenance test flight evaluator

MEA

minimum en route altitude

METL

Mission Essential Task List

MM/MTPC

Maintenance Manager/Maintenance Test Pilot Course

MO

flight surgeon or medical personnel

MOA

memorandum of agreement

MOC

maintenance operational check

MOCA

minimum obstruction clearance altitude

MOPP

mission-oriented protective posture

MOS

military occupational specialty

MOU

memorandum of understanding

MP

maintenance test pilot

MSCA

military support to civilian authorities

MSL

mean sea level

MTF

maintenance test flight

MTDS

mission, type, design, and series

MTOE

modified table of organizational equipment

MTPC

Maintenance Test Pilot Course

MWO

modification work order

NAS

National Airspace System

NBC

nuclear, biological, and chemical

NCM

nonrated crew member

NCR

National Capital Region

NGB

National Guard Bureau

NGR

national guard regulation

NOE

nap-of-the-earth

NOS

national oceanographic survey

NOTAM

notices to airmen

NVD

night vision devices

NVG

night vision goggles

NVS

night vision system

OBOGS

onboard oxygen generating system

OCONUS

outside continental United States

OHR

Operational Hazard Report

OMB

Office of Management and Budget

OPCON

Operation Control

OR

operational ready

OSA

operational support airlift

OSAA

operational support airlift agency

OSACOM

operational support airlift command

OSTM

OSAA Standardization and Training Message

PC

pilot in command

PI

Pilot

POI

program of instruction

POL

petroleum oils and lubricants

POM

program objective memorandum

PPBES

Planning, Programming, Budgeting, and Execution System

QDR

quality deficiency report

RC

Reserve Component

RCM

rated crew member

RFC

Regional Flight Centers

RL

readiness level

RSSK

ridged seat survival kit

RSAC

Regional Standardization Advisory Council

RVR

runway visual range

RW

rotary wing

SAAO

State Army Aviation Officer

SAD

State Active Duty

SAR

Search and Rescue

SB

supply bulletin

SFD

State Flight Detachments

SFTS

synthetic flight training system

SI

nonrated crew member standardization instructor

SMDR

Structure Manning Decision Review

SOF

Safety of Flight

SP

standardization instructor pilot

SPIES

Special purpose insertion extraction system

STABO

Short Tactical Airborne Operation

STM

Standardization training message

SUA

special use airspace

SVFR

special visual flight rules

TAG

The Adjutant General

TAMMS

The Army Maintenance Management System

TASMG

Theater Aviation Support Maintenance Group

TB

technical bulletin

TDA

table of distribution and allowances

TERPS

terminal instrument procedures

TM

technical manual

TO

technical order

TO&E

table of organization and equipment

TRADOC

U.S. Army Training and Doctrine Command

UAS

Unmanned aerial system

UAV

Unmanned aerial vehicle

UET

Underwater Egress Training

USAALS

U.S. Army Aviation Logistics School

USAASD

U.S. Army Aeronautical Services Detachment

USAASA

U.S. Army Aeronautical Services Agency

USAAWC

U.S. Army Aviation Warfighting Center

USACEAC

U.S. Army Cost and Economic Analysis Center

USACRC

U.S. Army Combat Readiness Center

USAR

U.S. Army Reserve

USAASA

U.S. Army Aeronautical Services Agency

USASOC

U.S. Army Special Operations Command

USC

united states code

UT

unit trainer

UTA/MUTA

unit training assembly/multiple unit training assemblies

UVS

Unmanned vehicle system

VFR

visual flight rules

VMC

visual meteorological condition

VOR

very high frequency omni range

WAATS

Western Army Aviation Training Site (NG)

XP

experimental test pilot

Section II

Terms

Briefing officer (Mission Briefer).

AASF Commander or their designated representative who is a Pilot In Command (PIC) current and qualified in the mission profile that interacts with the mission crew or Air Mission Commander (AMC) to ensure that the mission is understood, and to identify, assess, and mitigate risk for the specific mission. Mission Briefers are authorized to brief regardless of the risk level

Final mission approval authorities

Members of the chain of command who are responsible for accepting risk and approving all aviation operations (ground and air) within the chain of command. They approve missions for a specific risk level. Final mission approval authorities may only approve those missions whose assessed risk level is commensurate with their command level.

Initial mission approval authority.

Commanders or their designated representatives (operations officer, S-3, etc.) determine the mission feasibility and either accept or reject the mission for the command.

Military Technician

A dual status civil service employee who holds appropriate qualifications and who must comply with this regulation and other DA/NG aviation-related regulations.

Section III

Special Abbreviations and Terms

This section contains no entries.