

**National Guard
Supplement 1 to AR 95-1**

Aviation

Flight Regulations

**National Guard Bureau
Arlington, VA 22202-3231
8 August 2011**

UNCLASSIFIED

SUMMARY of CHANGE

NG Suppl 1 to AR 95-1
Flight Regulations

This comprehensive revision, dated 8 August 2011

- o Amends the title of the document to match the underpinning Army Regulation.
- o Makes administrative changes (throughout).
- o Amends office symbols to new Directorate format (throughout). *OSAA* became *ARNG-OSA*, and *OSACOM* became *ARNG-OSC*.

Note. Organizational names remain unchanged. The terms *OSAA* and *OSACOM* are not synonymous; and *OSACOM* is a subordinate element of *OSAA*. The terms *NGB* and *ARNG* are not necessarily synonymous, and the use of the term must be considered in context. The *ARNG* is the Army Directorate of the *NGB*.

- o Adds references unique to *ARNG* operations (paragraph 1-2).
- o Add clarification of terms, and access to such information (paragraph 1-3).
- o Adds responsibilities of the State Army Aviation Officer (*SAAO*), *ARNG* Aviation Training Sites (*AATS*) and *ARNG* Aviation Facilities Commanders (paragraph 1-4).
- o Adds clarification about flying while on leave (paragraph 2-3d).
- o Incorporates new provisions of DA Pam 611-21 authorizing *ARNG* aviators ranked Lieutenant Colonel (O-5) through General Officer, and Chief Warrant Officer Five (W-5), in non-operational aviation or non-aviation positions to perform limited cockpit duty and establishes new tier levels for limited cockpit duty (paragraph 2-4).
- o Requires the *SAAO* to ensure compliance with DoD/FAA policy for flight of Unmanned Aircraft Systems (*UAS*) weighing 20 pounds or less, operating below 1200' AGL in Class G airspace over military bases, reservations, or land protected by purchase, lease or other restrictions (paragraph 2-9b(4)).
- o Updates and clarifies Final Mission Approval Authorities (*FMAA*) for *ARNG* Aviation Facilities (paragraph 2-14c).
- o Clarifies routing for Flight Violations (paragraph 2-13c(5)).
- o Incorporates new provisions for *ARNG* MEDEVAC Mission Approval Process for URGENT and URGENT SURGICAL missions (paragraph 2-14d).
- o Incorporates the provisions of STM 08-06, Dual-Pilot Requirements. Prohibits single-pilot flight operations in *ARNG/OSAA/OSACOM* fixed-wing aircraft and requires two pilots for flights involving NVG, EO/IR, and HPIS operations in the OH-58A/C and UH-72A (paragraph 2-16).
- o Changes the substituted flyover-related text to added text (paragraph 3-4f(7)).

- o Clarifies UAS use for DSCA operations (paragraph 3-4h).
- o Incorporates ARNG Aviation Facilities Organization section which specifies the basic concepts for Army aviation operations and stationing within the ARNG (paragraphs 3-23 through 3-32).
- o Authorizes the first leg of a ferry flight to be flown in Instrument Meteorological Conditions (IMC), provided certain systems are checked satisfactorily during the General Maintenance Test Flight (MTF)(paragraph 3-34d(1)).
- o Establishes the requirement to tie individual waivers of ATP requirements to demonstrated proficiency by requiring a hands-on performance evaluation either before or immediately after the individual waiver is granted in order to verify (validate) the crewmember's proficiency and justify the waiver (paragraph 4-2).
- o Clarifies which 15-series MOS personnel may attend UH-72 aircraft qualification training and attend the Enlisted Flight Instructor Course (paragraph 4-5g(3) and 4-6c).
- o Incorporates the provisions of STM 10-02, Requirements for TH-67/TH-57 Qualified Aviators to Transition to the OH-58A/C (paragraph 4-6b).
- o Provides clarifying guidance regarding failure to meet ATP requirements. During the investigation the commander should temporarily suspend the crewmember from flying until the investigation is complete and appropriate action recorded on DA Form 7122-R. The commander may suspend a crewmember from flight duty for up to 30 days in order to complete the investigation (paragraph 4-10).
- o Clarifies PC restriction policy during 30-day extension period. Restrict aviators from performing PC duties in the primary, additional, or alternate aircraft in which ATP requirements were not met until all ATP requirements are met (paragraph 4-10a(4)).
- o Requires commanders to establish written Aircraft Survivability Equipment (ASE) and Identification, Friend or Foe (IFF) configurations in the Unit/Facility SOP and with exceptions, to fly with fully operational ASE and IFF codes loaded on aircraft flights (paragraph 4-15d).
- o Incorporates the provisions of STM 08-07, Non-MEDEVAC Unit Rescue Hoist SOP and Training Requirements. Establishes rescue hoist operations as a tactical insertion/extraction task with the appropriate training and risk management procedures (paragraph 4-15.1a(2)(b)).
- o Removes maximum altitude/airspeed limitations on HELOCAST operations which are inconsistent with DA standards. 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 (paragraph 4-15.1i).
- o Removes Heli-Basket™ as a potential personnel recovery device (paragraph 4-15.1m).
- o Clarifies approval authorities for flight crew designations within each State. The FTS SAAO will approve all flight designations within their State. This may be delegated to the AASF, LAASF, AAOF, AAFA, AATS and/or AVCRAD

Commander. OSACOM RFC commanders are the approval authority for crew designations for their respective units (paragraph 4-18a).

- o Incorporates the provisions of STM 08-02, OH-58 Instructor Pilot (IP) NVG Qualification Training. Authorizes OH-58A/C IPs who were not NVG-qualified during their initial IP formal course of instruction, to receive NVG IP qualification training locally when authorized by their commander (paragraph 4-24c).

- o Incorporates the provisions of STM 09-03, Aviation Resource Management Survey (ARMS) Policy. ARNG compliance with the FORSCOM ARMS process is mandatory for all ARNG Units/Facilities and personnel, regardless of unit activation/mobilization status (manned and unmanned) (paragraph 4-36).

- o Requires a UAS representative to be appointed to the ARNG Standardization Committee (paragraph 4-38c(3)).

- o Requires a UAS Instructor Operator (IO)/Standardization Instructor Operator (SO) to be appointed to the State Standardization Committees, if applicable (paragraph 4-39c(4)).

- o Requires State Standardization and Training Messages (STMs) and other instruments of policy, if implemented, to be transmitted or retransmitted under authority of the SAAO and to be signed by the SAAO (paragraph 4-42h).

- o Incorporates the provisions of STM 09-04, Flight Into Forecast Severe Turbulence. ARNG aircraft will not be intentionally flown into forecast severe turbulence, unless the requirements of AR 95-1, para. 5-2c(2) are briefed and have been met. Flight into forecast severe turbulence will automatically be considered "Extremely High Risk" and approved by the appropriate approval authority (paragraph 5-2c(2.1)).

- o Clarifies the procedures for requesting approval for seats-out operations by the supported unit chain of command (paragraph 8-11).

- o Incorporates the provisions of ARNG-AV Policy 20101223, Survival Radio Requirements for ARNG Aircraft. Requires the issue of at least one AN/PRQ-7 Combat Survivor/Evader Locator (CSEL) radio per crewmember, if available (paragraph 8-12b).

- o Clarifies the manpower allocation requirements for ALSE Maintainers (paragraph 8-13).

- o Authorizes AFTPs for Unmanned Aircraft Operators (AOs) and support personnel in the RQ-7 Shadow Crew Trainer (paragraph 11-2a(2)(g)).

- o Authorizes AFTPs for non-rated crewmembers assigned to door gunner positions IAW AR 600-106 as modified by ALARACT 280/2008, Update Message to AR 600-106 (paragraph 11-3a(2)).

- o Authorizes AFTPs for certified successful completion of aviation academic training using electronic-based media or Distance Learning (DL) methodologies IAW DoD 7000.14-R, Volume 7A, Chapter 58, para. 580101A (paragraph 11-3c).

- o Clarifies the AFTP policy for Tactical Unmanned Aircraft System (TUAS) operators, maintainers, and 150U Warrant Officers (paragraph 11-3c).

- o Clarifies the AFTP prohibition from being in an AFTP status for purposes of receiving a Flight Duty Medical Examination (FDME) (paragraph 11-6b).
- o Clarifies the AFTP policy for Federal Technicians and state employees who are traditional Guardsmen (M-Day) performing AFTPs after normal work periods or in an authorized civilian leave status (paragraph 11-6d).
- o Reduces AFTP authorizations for Aviation Operations Specialists and Aircraft Repairers from 72 AFTPs to 48 AFTPs per FY in order to comply with DoDI 1215.06, para. 6.1.2.6.3.2 (table 11-1).
- o Increases AFTP authorizations for UAS Operators, Repairers and 150U Warrant Officers from 48 AFTPs to 72 AFTPs per FY (table 11-1).
- o Incorporates the provisions of STM 10-03, Annual Academic Training. Requires SAAOs to establish an AFTP management policy for their state that addresses certifying successful completion of aviation academic training using electronic-based media or distance learning methodologies such as the Online ARNG Aviation Training Site (OAATS) or equivalent programs developed at the State or Unit level (paragraph 11-10).
- o Encourages each SAAO's academic training policy and implementing instructions to authorize crewmembers and support personnel to use the OAATS at <https://oaats.ellc.learn.army.mil> for accomplishing academic continuation or sustainment training (paragraph 11-10 *Note*).
- o Requires a copy of Unit Spouse Orientation Flight Program SOP and Composite Risk Management Worksheet (DA Form 7566 or equivalent) when requesting approval for spouse orientation flights (paragraphs G-3h and G-3i).
- o Authorizes spouse orientation flights to be conducted in any Army Fixed-Wing aircraft in addition to utility/cargo helicopters (paragraph G-4a).
- o Incorporates Special Abbreviation and Terms from Army Directive 2010-06 (glossary, section III).

Supplement text continued on page i.

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Aviation
Flight Regulations

By Order of the Secretary of the Army:

CRAIG R. MCKINLEY
General, USAF
Chief, National Guard Bureau

Official:

GARY SZABO
Col, USAF
Chief, Strategy and Policy Division

History. This publication is a major revision of National Guard (NG) Supplement (Suppl) 1 to Army Regulation (AR) 95-1, dated 22 August 2008. This publication is a supplement to AR 95-1 (Flight Regulations). 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 (CNGB). This document also delineates aviation proponentcy relationships between the Army National Guard Directorate Aviation and Safety Division (ARNG-AV) for all of ARNG aviation. And, it reflects over two 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, Standardization and Training Messages (STMs), and other policy letters and memorandums – since the last revision/publication of NG Suppl 1 to 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 NG Suppl 1 to AR 95-1, dated 22 August 2008.

Applicability. This Supplement applies to all ARNG crewmembers awaiting or on current National Guard Bureau (NGB) Army National Guard (ARNG) avia-

tion service orders or flight status orders. It also applies to military Technician crewmembers serving under Section 709, Title 32, United States Code (32 USC 709), ARNG crewmembers performing in the tour program under authority of Section 12301(d), Title 10, USC (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 (AC) command or mobilized under 10 USC, must also comply with that command's directives, supplements 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 NG/ARNG publications.

Proponent and exception authority. The proponent of this Supplement is the Chief, ARNG-AV. The proponent has the authority to adjudicate, interpret, and approve exceptions to this regulation that are consistent with controlling law(s) and regulation(s). Requests for information regarding clarification, purpose or intent of the guidance contained herein, should be directed to ARNG-AVS-SS@ng.army.mil.

Supplementation. Further supplementation of this publication, and establishment of command and local forms, is prohibited without prior approval from the Chief, National Guard Bureau, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1382. Supplementation requests involving

*This publication supersedes NG Suppl 1 to AR 95-1, dated 22 Aug 08

Fixed-Wing (FW) issues shall be forwarded *through* Commander, ARNG-OSA, ATTN: OSAA-ST, 6970 Britten Drive, Suite 201, Fort Belvoir, VA 22060-5133; *to* ARNG-AVS-SS.

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: ARNG-AVS-SS (NG Suppl 1 to AR 95-1), 111 South George Mason Drive, Arlington, VA 22204-1382, or email to ARNG-AVS-SS@ng.army.mil. Suggested improvements involving FW issues shall be forwarded *through* Commander, Operational Support Airlift Agency (OSAA), ATTN: ARNG-OSA-Z,

6970 Britten Drive, Building 3136, Fort Belvoir, VA 22060-5133; *to* ARNG-AVS-SS.

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

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

Distribution. A, B, C, D, and E. Distribution is intended for all NGB/ARNG Directorate/command levels.

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Chapter 1 General

1-1. Purpose

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

1-2. References

(Add) Required and related publications, and prescribed and referenced forms (unique to this Supplement) are listed in appendix A.

1-3. Explanation of abbreviations and terms

(Add) *a.* See glossary of NG Suppl 1 to AR 95-1.

b. For the purposes of this Supplement, and unless otherwise noted, the term *State* includes the several States, the U.S. Virgin Islands, Guam, Puerto Rico, and the District of Columbia; and the term *Governor* includes the governors of the several States, the U.S. Virgin Islands, Guam, the Commonwealth of Puerto Rico; and, in the case of the District of Columbia National Guard, the President or his/her designee. The acronym *TAG* is synonymous with *AG*, either indicating the Adjutant General of their respective State as cited throughout this Pamphlet.

c. Many terms cited in this Supplement include office symbols for the countless organizations throughout the ARNG, Army, DoD and related other organizations that affect – and are affected by – the use of ARNG aircraft. The Army Addresses and Office Symbols Online (AAO) database provides a link to a consolidated address listing of Headquarters (HQ), Department of the Army (HQDA), Army Commands (ACOMs), Army Service Component Commands (ASCCs), Direct-Reporting Units (DRUs), installations, and major activities including NGB, the ARNG Directorate, and State Joint Force Headquarters (JFHQ): <https://www.rmda.army.mil/AAO/Welcome.aspx>. It includes office symbols and complete mailing addresses. All official correspondence should be addressed using the standardized street address format.

(1) Names, titles, abbreviations, office symbols, building name/number and complete mailing addresses for unified commands, ACOMs, ASCCs, DRUs, installations, activities, and elements are located at the AAO database. This Website includes the office symbol, e-mail address (when available), and mailing address in the listings. Click the **ENTER ARMY ADDRESSES** button to enter the site. To use the address listing, select a command or agency from the drop-down list in section A. If unsure, select **ALL** to search the entire listing. Enter desired search criteria in section B and click the **SEARCH** button. Click the **RESTART SEARCH** button if starting over with a new command or agency. Click on **VIEW ALL** to view all addresses for a selected command or agency.

(2) Army and ARNG installations and activities within the Continental United States (CONUS) and Outside (of the) Continental United States (OCONUS) are listed alphabetically; ACOM/ASCC jurisdiction is included. The OCONUS listing provides the actual location of the installation, mailing address, and responsible ACOM/ASCC. It is not intended to be a complete list of all real property holdings of activities that DA controls.

(3) All official correspondence should be addressed using the standardized street address format.

1-4. Responsibilities

l. (Substitute) *The CNGB* will:

(1) Develop policy, concepts, requirements, and organization for ARNG aviation elements to support, and effectively risk-manage their dual (State and Federal) missions; and

(2) exercise responsibility for the standardization of NG Aviation and supplement this publication in accordance with (IAW) the supplementation requirements above to cover those areas peculiar to National Guard Aviation.

s. (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;

(2) coordinate with Federal, State and other agencies for ARNG aviation support;

(3) support missions and establish procedures for OSAA;

(4) retransmit Safety of Flight (SOF) messages and Aviation Safety Action Messages (ASAM) and related Safety and Maintenance messages; and

(5) serve as the ACOM Commander for managing the ARNG Aviation Program consistent with DA Aviation regulations and authorized exceptions to policy.

t. (Add) *Chief, ARNG Aviation and Safety Division (ARNG-AV)*, 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 all ARNG aviation assets (FW and Rotary-Wing [RW]);

(2) coordinate with Federal, State and other agencies for ARNG RW aviation support;

(3) publish and implement ARNG aviation and safety regulatory guidance, including waiver criteria, such as that described in paragraph 4-15.1b(1) below; and annually provides training guidance to the AATS Commanders, and logistics mission guidance to the Aviation Classification and Repair Activity Depot (AVCRAD)/Theater Aviation Sustainment Maintenance Group (TASMG) Commanders;

(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 and Occupational Health (SOH) and Readiness programs through the Aviation Safety and Standardization Branch (ARNG-AVS), Aviation Systems Branch (ARNG-AVL), Programs Integration Branch (ARNG-APV), Operations and Training Branch (ARNG-AVO), and the Multi Media Branch (ARNG-AVM);

(7) oversee and implement missions relating to the AATSs, AVCRADs/TASMGs;

(8) serve as the proponent for ARNG Aviation Facility requirements and infrastructure; and

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

u. (Add) *Commander, OSAA* will oversee OSAA and OSACOM, which are responsible for Operational Support Airlift (OSA) flights, OSA aircraft and aircrews. See DoD Directive (DODD) 4500.43, and Department of the Army General Order (DAGO) (1995)-11. The Commander, OSAA, as the Field Operating Agency (FOA) Commander will:

(1) Comply with Federal, DoD, DA, and NGB/ARNG regulatory requirements for the maintenance, training, operations, and effective risk-management of OSAA (office symbol: ARNG-OSA) aviation assets;

(2) coordinate with Federal, State and other agencies for OSA aviation support;

(3) publish and implement ARNG aviation regulatory guidance for OSA operations;

(4) coordinate ARNG OSA aviation requirements in relation to POM, and other PPBES functions; and synchronizes SMDR requirements with ARNG-AV;

(5) coordinate with ARNG-AV for all OSA aviation-related matters associated with force structure and modernization;

(6) serve as the DA scheduling authority for CONUS OSA operational missions, C-23 non-operational missions, and 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 all OSACOM elements (reference DAGO [1995]-11);

(9) manage the OSA Program at all times, including national emergencies;

(10) provide aid to State authorities, IAW applicable laws and regulations, to support civil disturbance or disaster relief operations;

(11) train OSA 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 the three Presidential Memoranda referenced therein), dated February 10, 1993; and

(15) provide management of all ARNG FW quotas, and work IAW the Memorandum of Understanding (MOU) between OSAA and the Fixed-Wing ARNG Aviation Training Site (FWAATS) Commander to support ARNG requirements.

v. (Add) *State Adjutants General (AGs) – including selected States for which the AG position is, in fact, a Commanding General (CG)* will:

(1) Control, and effectively risk-manage all ARNG manned and unmanned aviation assets;

(2) command and control the State aviation standardization program; and

- (3) convene Flying Evaluation Boards (FEBs) when/as required by AR 600-105, chapter 6.
- w. (Add) *State Army Aviation Officer (SAAO)*. The SAAO is the principle aviation staff officer and advisor to their respective AG in all matters concerning ARNG aviation and is responsible for coordinating the State's Army Aviation Program with the NGB/ARNG. The SAAO is also responsible for:
- (1) Oversight and supervision of the State ARNG aviation program (manned and unmanned), including aviation safety, maintenance, standardization, operations and training;
 - (2) advising the AG, Joint Staff and subordinate organizations on the proper use of aircraft;
 - (3) policy and written procedures for implementing the State ARNG Aviation Program;
 - (4) managing State aviation budgets through prudent stewardship of all aviation resources and specialized aviation training programs. In addition to equipment, this encompasses:
 - (a) The development of budgets;
 - (b) defending them through the budget process (Levels I and II of the Program Budget Advisory Committee [PBAC]);
 - (c) allocating funds to the units (e.g., Additional Flight Training Periods [AFTPs], 2L, FHP);
 - (d) management of subordinate program managers; and
 - (e) commitment, obligation and liquidation of these funds;
 - (5) oversight of the ATP, to include Counter-Drug Aviation Operations (CDAOPS), by assisting the Unit Commanders throughout the process. CDAOPS must be in compliance with National Guard Regulation (NGR) 500-2/Air National Guard Instruction (ANGI) 10-801;
 - (6) providing guidance and advice on aviation matters to aviation commanders, ground commanders, major unit commanders and other members of the AG staff. This also includes, but is not limited to, aviation facility construction, aviation force structure and other aviation issues;
 - (7) coordinating use of ARNG aviation assets with other State ARNG organizations and other States/Federal agencies;
 - (8) providing staff oversight and assistance to Aviation Commanders and State Counterdrug Coordinators (CDCs) in the development of the annual FHP (manned and unmanned) to include RW OSA policies;
 - (9) reviewing and consolidating the Aviation Logistics Readiness Module (ALRM) Report. Certifies all the data within the ALRM report have been reviewed and validated for accuracy;
 - (10) allocating resources commensurate with the unit's mission and priorities as established by the AG;
 - (11) coordinating and approving of aviation school allocations and priorities;
 - (12) reviewing, verifying prerequisites, and approving applications for formal aviation training courses and schools. Submitting required RW training waiver requests to ARNG-AVO or AATS as required. Requests for FW training waivers will be submitted to Commander, OSAA;
 - (13) ensuring the prompt investigations of all aircraft accidents to include collateral (legal) boards;
 - (14) convening FEBs when authorized in writing by the AG (the AG would then be an intermediate approval authority);
 - (15) convening other boards as required;
 - (16) supervising Army Aviation Support Facility (AASF), Army Aviation Flight Activity (AAFA), Limited AASF (LAASF), Army Aviation Operating Facility (AAOF), and OSACOM commanders/supervisors within the State;
 - (17) oversight and coordinating the Flight Physical examination process;
 - (18) developing and publishing policies and procedures for processing mission request within their State;
- and
- (19) implementing the NGB/ARNG ATP Failure Report program IAW this Supplement.
- x. (Add) *The Eastern, Western, High-Altitude, and Fixed-Wing ARNG Aviation Training Site (AATS) Commanders* will:
- (1) Command a centralized ARNG aviation training base;
 - (2) supervise, develops and conducts Programs of Instruction (POIs) for NGB/ARNG-directed courses;
 - (3) manage and operates flight simulators in support of both formal Courses of Instruction (COIs) and other training requirements as directed by the CNGB;
 - (4) conduct individual aviator and Enlisted crewmember training;
 - (5) provide medical services and crash rescue capability in support of the AATS mission;
 - (6) maintain readiness to augment the (U.S. Army) Training and Doctrine Command (TRADOC) aviation training base as an activity under the command and control of the U.S. Army Aviation Center of Excellence (USAACE) upon mobilization;
 - (7) review and verify prerequisites for training applications at AATS courses;

- (8) supervise, administer and implement the AFTP program to maximize the accomplishment of individual crewmember and support personnel training; and
 - (9) implement the NGB ATP Failure Report program IAW this Supplement.
- y. (Add) *Aviation Facility, Activity, AATS, and AVCRAD/TASMG Commanders/Supervisors*. These individuals are responsible for:
- (1) Supervising Full-Time Support (FTS) personnel and coordinating matters concerning the operations and use of ARNG aircraft, including safety, aircraft maintenance, flight operations, standardization, FHP, and AFTP portions of the ATP with the unit commanders;
 - (2) coordinating support of training requirements with commanders of aviation units and elements with aircraft assigned to the Aviation Facility;
 - (3) supporting individual aviators and crewmembers, so they may attain and maintain readiness, proficiency and currency IAW Training Circular (TC) 3-04.11, applicable NG Supplements, and the appropriate Aircrew Training Manual (ATM);
 - (4) oversight, (supervision), administration and implementation of the AFTP program in coordination with the Unit commander;
 - (5) reviewing scenarios submitted by the units that are used for dual AFTPs (as authorized by chapter 11 of this Supplement) to meet unit training requirements;
 - (6) supervising individual crewmember training;
 - (7) advising and assisting commanders concerning the use of Army aircraft and their responsibilities for aviation personnel, equipment, standardization, safety, training and accident prevention programs;
 - (8) supervising aviation specialized training conducted at the AASFs IAW the provisions of the unit schools program;
 - (9) allocating and scheduling aviation assets so that each crewmember may meet minimum flight requirements in support of the Unit ATP;
 - (10) ensuring AFTP performance certificates/logs/documentation is/are completed when performing duty in a pay or non-pay status. All other personnel flight requests will be IAW DoD 4515.13-R;
 - (11) advising and assisting unit commanders concerning the use of the aviation training aids and Computer-Based Aviation Survival Equipment Training (CBAT) equipment;
 - (12) coordinating with and assisting Unit Commanders in establishing a unit program for crewmember accessions and upgrading OH-58A/C aviator qualifications into advanced aircraft systems;
 - (13) signing the DA Forms 4186 (Medical Recommendation for Flying Duty) for the crewmember's unit commander only when authorized in writing through a MOU/Memorandum of Agreement (MOA); and initiating a DA Form 4186 when notified by a crewmember or upon determination of a crewmember's medical limitation. A copy of the DA Form 4186 will be furnished to the individual, medical section, unit commander and Flight Operations;
 - (14) advising the unit commander when a crewmember should be suspended from aviation service for appropriate reasons, but especially for failure to successfully complete any component of the ATP or the annual flight physical;
 - (15) ensuring each aviator has current and valid aviation service orders before piloting ARNG aircraft, and that non-rated crewmembers (NCMs) and non-crewmembers have current and valid flying status orders. The aviation unit commanders will provide the required documentation for submission to NGB/ARNG (ARNG-AVS-SP) for aviation service orders;
 - (16) ensuring appropriate FTS personnel are present at the aviation Facility to conduct and monitor flight operations and for flight-following during normal hours of operation. Aviation unit/element commanders using an aviation Facility during unit training/operational periods will provide personnel for this purpose. The Federal Aviation Administration (FAA) may be used to provide flight-following during non-duty hours during administrative and non-tactical training. When flight following is not otherwise provided by electronic means (e.g., Blue Force Tracker [BFT], High-Frequency Tracker [HFT] or commercial products such as Outerlink[®]), may be used;
 - (17) formulating, executing, and maintaining current appropriate Facility Standing Operating Procedures (SOPs) for Facility operations and garrison aviation operations for tenant units;
 - (18) providing assistance in preparing and executing budgets and programs for aviation requirements within the State;
 - (19) coordinating the management of the FHP with the unit commanders;
 - (20) maintaining ATP records for crewmembers operating from their Facilities. They may sign DA Form 7120-R (Commander's Task List [CTL]) and DA Form 759 (Individual Flight Record and Flight Certificate) when authorized in writing by the unit commander through a MOU/MOA;

- (21) overall responsibility for the preparation of the ALRM Report;
- (22) ensuring all FTS personnel have a CTL completed for each Facility-designated aircraft; and
- (23) ensuring, if Facility manning allows, each supported unit has an FTS Instructor Pilot (IP) assigned to a Modified Table of Organization and Equipment (MTOE) or Table of Distribution and Allowances (TDA) position.

z. (Add) *Aviation Brigade/Group or equivalent Commanders* shall:

- (1) Exercise command and control of all organic and attached units. Provide direct communication, management and approval for subordinate unit's ATP. Coordinate resource allocation matters, school requests and policies with the SAAO, ensuring unity of purpose and guidance. The SAAO and Commander will coordinate the RW FHP and VCNA distribution, and utilization ensuring use of VCNA is in compliance with NGR 500-2/ANGI 10-801;
- (2) develop and implement management procedures that emphasize safe operations;
- (3) develop policies, procedures, and operational parameter for all units, in compliance with directives and guidance from the AG; and
- (4) ensure effectiveness of all training through the standardization program. Tracking their Crew Endurance IAW the Unit/Facility crew endurance policy, and reporting this readiness and risk management factor to the S-3/Operations Officer/Air Mission Commander (AMC)/Briefing Officer; and integrate individual crewmember training with aviation unit support missions.

aa. (Add) *Unit Commanders*. Each commander of a unit to which Army aviation is organic or attached is responsible for:

- (1) Unit training of all aviation personnel under their control. To assist in this responsibility, commanders will coordinate training with the Facility Commander (FC)/Supervisor/Manager before starting the unit's training year;
- (2) ensuring each assigned crewmember, and selected non-crewmember IAW AR 600-106, has a CTL completed for each unit-designated aircraft;
- (3) conducting aircrew training IAW the ATP;
- (4) emphasizing collective training tasks IAW appropriate Army Training and Evaluation Program (ARTEP) and Soldier's Manual during Inactive Duty for Training (IDT) and Annual Training (AT);
- (5) coordinating with the FC in developing and executing the annual FHP (including VCNA funded flying hours, except FW units);
- (6) ensuring qualified unit Flight Operations personnel are present at the aviation Facility during all unit training/operational periods. For arrivals/departures at other than normal hours of operation, the FAA may be used to provide flight following when flight-following is not otherwise electronically conducted (via BFT, HFT or commercial products such as Outerlink[®]);
- (7) implementing the Aviation and Ground Safety Programs;
- (8) timely determination as to the suspension, extension, or request for a waiver for a crewmember's failure to meet ATP requirements;
- (9) initiate a DA Form 4186 (Medical Recommendation for Flying Duty), when notified by a crewmember or upon determination of a crewmember medical limitation. A copy of the DA Form 4186 will be furnished to the individual, Medical section, FC and Flight Operations Section (FOS) where individual flight records are maintained;
- (10) medically-suspending crewmembers from aviation service when necessary using DA Form 4186 for a period not to exceed 365 days. The crewmember's commander will notify the crewmember, the supporting flight FC, and the servicing Flight Surgeon, in writing of the suspension. Extensions of the suspension will require an aeromedical summary IAW AR 600-105. NCMs will be processed IAW AR 600-106;
- (11) temporarily suspending crewmembers from aviation service up to 30 days and when necessary requesting an additional temporary suspension from ARNG-AV-SP through the cognizant AG;
- (12) requesting FEB action on an individual aviator IAW AR 600-105. The FEB respondent must be temporarily suspended IAW AR 600-105;
- (13) appointing officers for all aviation related functional areas such as Safety, Aviation Life Support Equipment (ALSE), etc.;
- (14) execution of AFTPs to accomplish individual, collective unit and ARTEP type training. Coordination with the FC/Supervisor for aviation facilities and resources;
- (15) establishing, in writing, formal flight crew qualification and selection programs as described in this Supplement and underpinning AR 95-1, except for OSACOM units. This includes designating AMCs and Flight Leads (FLs), as required; and
- (16) developing Tactical SOPs which support the MTOE or TDA organization's mission when mobilized or otherwise operating outside the command and control of the supporting flight Facility.

ab. (Add) *Full-Time Unit Support (FTUS) Aviation Unit Training Officer.* The FTUS Training Officer is responsible for:

- (1) Carrying out the Commander's plans and programs for the accomplishment of the unit's training objectives and missions;
- (2) developing and implementing a comprehensive program of scenario training which drives the individual, crew, and collective AFTPs;
- (3) assisting the Commander in implementing the ATP;
- (4) developing a comprehensive Military Occupational Specialty (MOS) qualification program for selected personnel within the Unit; and
- (5) timely processing and submission on Army Training Resources Requirements System (ATRRS) for training and requests for waiver of prerequisites when applicable.

ac. (Add) *IP/Standardization Instructor Pilot (SP)/Instrument Flight Examiner (IE)/Maintenance Test Flight Evaluator (ME)/Unit Trainer (UT)/Non-rated Crewmember Standardization Instructor (SI)/Non-rated Crewmember Instructor (FI) training personnel* shall:

- (1) Administer and execute the ATP, including maintenance of Individual Aircrew Training Folders (IATFs); and
- (2) supervise and monitor crewmember's academic and flight proficiency:
 - (a) Conduct Readiness Level (RL) progression training;
 - (b) monitor crewmember compliance with APART and ATP requirements; and
 - (c) notify the cognizant commander(s) as soon as possible of a crewmember's failure to meet ATP requirements.

ad. (Add) *ARNG Crewmembers.* Each crewmember and non-crewmember with ATP requirements is responsible for:

- (1) Having current aviation service orders before performing aircrew duties in ARNG aircraft;
- (2) maintaining a current Flight Duty Medical Examination (FDME) IAW AR 40-501;
- (3) completing all ATP requirements designated by the Commander;
- (4) notifying the Unit Commander or aviation FC/Supervisor of any medical or non-medical condition which interferes with their performance of flight duties or completing ATP requirements;
- (5) ensuring once an aircraft has been landed as a result of damage or if a forced/precautionary landing has been accomplished, that no attempt is made to restart or fly the aircraft until the aircraft has been released by the appropriate Safety and Maintenance authorities, and those other actions required by the Pre-Accident Plan are completed to the degree necessary (to include pathology draw, etc.); and
- (6) tracking their crew endurance IAW the Unit/Facility or State crew endurance policy, and reporting this readiness and risk management factor to the Operations Officer, Briefing Officer, Pilot-In-Command (PC), and/or AMC.

1-7. Waivers and delegation of authority

c. (Add) All ARNG requests for waivers to this supplement, not delegated to the AG 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 Supplement.

d. (Add) Aviation course prerequisite waivers must be completed and approved by ARNG-AVO prior to attending the COI. 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) Rated personnel authorized to fly ARNG aircraft will comply with AR 95-1, paragraphs 2-1a, b, and c, and:

- (1) Must be designated Army aviators possessing current NGB/ARNG aviation service orders.
- (2) U.S. Army (USA)/U.S. Army Reserve (USAR)/OSACOM IPs/SPs/MEs/IEs performing training or standardization evaluation missions.
- (3) Designated OSACOM AC/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 AG concerned. Sufficient control must be exercised to ensure such use will not interfere with the unit mission, and that

the aviator presents evidence of current aviation service orders and FDME. 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, NG Pamphlets (NG Pams), NG Supplements, State regulations, and MOAs/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 State Flight Detachments (SFDs), OSACOM Regional Flight Centers (RFCs), and the C-23 Tactical Airlift Companies (TACs) and their Detachments;

(b) the FTS SAAOs from each State;

(c) specific augmentees, with an approved waiver from the OSAA Commander; and

(d) DA/USAR/OSAA/OSACOM IPs/SPs/MEs/IEs performing duties during flight evaluation.

2-3. Crewmembers prohibited from performing aircrew duty

a. (Substitute) Aviators in non-operational aviation or non-aviation positions, except per paragraph 2-4 of this Supplement; and DA Pam 611-21, paragraphs 2-4 and 2-6.

d. (Add to Subparagraph d) Crewmembers in an authorized leave status (except ARNG technicians and NG State employees in an authorized civilian leave status). ARNG Technicians *may* fly when on military leave so long as they are performing aircrew duties as a civilian Technician; and *may not* fly in a military status (i.e., IDT, AT, AFTP), but must have officially returned from their leave and reported for duty in their Civilian Technician position in order to perform such flying in the normal course of their Technician duty (reference Section 5533, Title 5, USC [5 USC 5533]).

2-4. Aviators restricted to Limited Cockpit Duty (LCD)

a. (Substitute) ARNG aviators in the ranks of Lieutenant Colonel (O-5) through General Officer (GO), and Chief Warrant Officer Five (W-5), in non-operational aviation or non-aviation positions who hold a U.S. military aeronautical designation may perform cockpit duties on a limited basis provided requirements specified in DA Pam 611-21; and AR 570-4, para. 6-13, are met. Officers performing such duties will:

(1) Maintain a current flight physical per AR 40-501 and AR 600-105; and

(2) submit an annual request to Chief, National Guard Bureau (ARNG-AVS-SP) for approval.

b. (Substitute) The NG/ARNG LCD program has two levels of participation:

(1) Tier-1 provides up to 60 hours of authorized flight time, requires the aviator to fly with an IP, qualified and current in that aircraft, at one set of the flight controls. Other ATP, Synthetic Flight Training System (SFTS), and Annual Proficiency and Readiness Test (APART) requirements do not apply to officers performing Tier-1 LCD duties.

(2) Tier-2, as a category, is a rare exception to the LCD program, and justifications are subject to a rigorous review process within the States and at NGB. This tier provides up to 100 hours of authorized flight time and requires the aviator to participate in, and complete, an ATP. All ATP, SFTS, and APART requirements apply to officers performing Tier-2 LCD duties. Tier-2 aviators may be designated as PC, but will not perform UT/IP/IE/SP/MP/ME duties.

c. (Add) Individuals who maintain an ATP only as a condition of their Technician employment and Position Description (PD), and are not in an operational aviation MTOE/TDA position, may request authorization to perform Tier 2 LCD while in an M-Day status.

d. (Add) Officers on LCD will not receive operational flying duty credit or Aviation Career Incentive Pay (ACIP) unless otherwise entitled by DODD 7730.57.

e. (Add) LCD status covers all aircraft assigned to the ARNG; however, each State must evaluate both the aviator's qualifications, as well as the available aircraft hours, to determine which aircraft the aviator will utilize. Authorization to use FW aircraft must be approved by OSAA, and will be IAW the OSAA SOP.

f. *Requests for LCD.*

(1) All requests for LCD will be considered on a case-by-case basis and must be routed *through* the SAAO, *through* the cognizant AG, *to* Chief, National Guard Bureau, ATTN: ARNG-AVS-SP, 111 South George Mason Drive, Arlington, VA 22204-1382.

(2) States must ensure LCD is requested within 30 days of promotion or reassignment, otherwise the officer's aviation service will terminate IAW AR 600-105, para. 3-3. Requests based on promotion should not be delayed pending approval of the officer's federal recognition.

(3) LCD orders are issued in single-year increments. For extension beyond one year, a request shall be submitted to CNGB, ATTN: ARNG-AVS-SP.

(4) LCD aviators will be reported in/on the ALRM.

(5) Request for Tier-1 LCD aviators to exceed 60 hours per year must be submitted to CNGB, ATTN: ARNG-AVS-SP.

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.

h. (Add) Aviators authorized to perform LCD do not occupy primary aviation MOS MTOE/TDA positions, therefore may not receive AFTPs.

2-6. Logging flying time

a. (1)(b) (Add to end of subparagraph) This symbol may also be used by an aviator who is performing additional Night Vision Goggle (NVG) crewmember duties in H-1, H-60, H-72, and H-47 helicopters during NVG training missions.

(i) Rated Crewmembers (RCMs) should not replace a NCM required by the aircraft Operator's Manual, ATM, or SOP. NCMs are an integral part of the flight crew, and it is imperative that they maintain proficiency in their NVG flight tasks and perform their duties during operational missions. Consequently, beyond the required number of NCMs, NCMs will be utilized to meet the NVG additional crewmember requirement during operational missions except as provided in paragraph 2-6a(1)(b)(ii) below.

(ii) If NCMs are not available to perform NVG additional crewmember duties beyond the required number of NCMs during training missions, RCMs may be utilized to meet the NVG additional crewmember requirements. When a RCM is utilized as an NVG additional crewmember and is not performing trainer or evaluator duties, the following restrictions apply:

(a) The RCM must be NVG-qualified and current in a similar series aircraft.

(b) The RCM performing NVG additional crewmember duty will log Copilot ("CP") on the DA Form 2408-12 (Army Aviator's Flight Record).

(c) the RCM will not perform NCM specific duties associated with a particular task, unless directed by the PC during an aircraft emergency. RCMs may perform pilot duties that can be accomplished from that station (e.g., Navigate, Fuel Check, Communicate, Airspace Surveillance); and

(d) the RCM is briefed on their duties and restrictions by the mission briefer.

(iii) RCMs utilized as NVG additional crewmembers must be specifically authorized on their CTL to perform CP duties from an "Other Station." There is no requirement for RCMs to be evaluated at a non-flight control station in order to perform NVG additional crewmember duties.

(iv) Time logged as CP does not reduce aircraft flying hour requirements, NVG semiannual minimums, nor affect aircraft/goggle currency. When RCMs are used as NVG additional crewmembers, consideration should be made to allow each RCM the opportunity to log flight time at the flight controls.

2-8. Individual flight records

c. (5) (Add) Flight records for ARNG rated and nonrated personnel will be maintained at a location designated by the SAAO, or OSAA Commander.

c. (6) (Add) For ARNG Aviators assigned to the National Capital Region (NCR):

(a) Active Guard/Reserve (AGR) aviators assigned to ARNG-AV under authority of 10 USC will have their flight records managed by the Aviation Personnel Management NCO (ARNG-AVS-SP).

(b) Crewmembers assigned to OSAA will have their flight records managed by the Fort Belvoir RFC Flight Operations, or the Operations Specialist assigned to OSAA Standards.

(c) All others will have their Flight Records maintained by the Crewmember's home State Aviation Office IAW Field Manual (FM) 3-04.300.

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

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

(1) Written approval of the landowner or controlling agency is obtained before using the landing area such as a hospital landing pad (other than emergencies) or a pasture used as a tactical training area under a Letter of Agreement (LOA). A sample LOA is available via email request to ARNG-AVS-SS@ng.army.mil.

(2) A safety survey and DA Form 7566, or equivalent of the proposed landing area has been prepared to ensure safe flight operations can be conducted.

(3) The SAAO staffs through the State Command Judge Advocate (CJA) or Judge Advocate General (JAG) Officer and Environmental Compliance Officer all written land use agreements for tactical flight training areas and aviation Unit/Facility field training sites.

(4) The SAAO will ensure compliance with all sections of this paragraph and the current DoD/FAA policy(ies) for flight of Unmanned Aircraft Systems (UASs) weighing 20 pounds or less, operating below 1,200 feet Above Ground Level (AGL) in Class G airspace over military bases, reservations, or land protected by purchase, lease or other restrictions (reference DAMO-AV-A memorandum, Subject: Interim Guidance for UAS Operations in the National Airspace [System] [NAS]), posted on the GKO Aviation Standardization site in *key publications*). SAAOs and State Frequency Managers must also ensure the U.S. Army Frequency Management Office (AFMO) has issued appropriate frequency assignments IAW the type of UAS flown and geographic Area of Operation (AO).

2-10. Local flying rules

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

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

f. (Add) Aviation Facility/AATS Commanders will ensure 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 Units, Facilities, and affected elements, and include the following:

- (1) Designated Local Flying Area (LFA) to include Maintenance Test Flight (MTF) areas;
- (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, helipads, stagefields, etc., within the LFA that may be used to accomplish individual aviator training, and Emergency Procedure Training (EPT), 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 and Aviation-related Ground mishap procedures;
- (13) Instrument Meteorological Conditions (IMC) procedures, to include available approaches;
- (14) Counterdrug (unique) procedures, when applicable; and
- (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 ARNG-AV (RW) or OSAA (FW). Requests for authorization for these flights shall be submitted to ARNG-AVS or OSAA, as applicable. These flights will be planned and conducted IAW DODD 4500.54. Use of all ARNG aircraft, regardless of mission, is IAW NG Pam 95-5, and DODD 4500.56.

i. (Add) FCs, Unit Commanders not collocated with an AASF, and OSACOM RFC commanders will (each) establish an LFA. The following rules apply:

- (1) Boundaries will be approved by the SAAO or OSAA Commander, as applicable;
- (2) natural or man-made terrain easily identified from the air will be selected as boundaries, when practical;
- (3) subareas, including areas for tactical training and MTFs, will be established to control air operations; and
- (4) training flights in conjunction with OSAA missions are addressed in the OSAA SOP.

2-13. Flight violations

c. (5) (Substitute first sentence in subparagraph to read) Results of investigations conducted per AR 15-6 or AR 600-105 will be reported *through* the Unit/Facility chain of command, *through* the SAAO, *through* ARNG-AV, to Commander, USAASA, Fort Belvoir, VA 22060-5582.

2-14. Mission Approval Process

c. (Add) *ARNG Mission Approval Process*. The following is the mission approval process for Aviation Facilities (AATSSs, AASFs, AAFAs, LAASFs, AAOFs, or AVCRADs/TASMGs) and for flights under their supervision. It does not alter the processes above for MTOE or TDA military units to conduct the mission approval process IAW AR 95-1. Counterdrug support missions must be *validated* by the State CDC, and *approved* by the SAAO.

(1) Aviation FCs and above will develop and publish policies and procedures for the mission approval process for those aviation operations under their supervision.

(2) Aviation FCs or the SAAO will select briefing officers based on their experience, maturity, judgment, and ability to effectively mitigate risk to the aircrew. Facility Briefing Officers must be a PC, be qualified and current in the mission profile, and be designated in writing by the commander. Commanders will ensure the Briefing Officer is trained on the mission profile that they will be required to brief. For example: An H-60 briefer trained on the differences between external loads on an H-60 and H-47, or the briefing officer given classes on the missions that a CD pilot may perform and the associated mission restrictions. The briefer designation approval letter will list briefers by name, and the mission profiles they are authorized to brief.

(3) SAAOs, AATS Commanders, and AVCRAD/TASMG Commanders and above will designate Final Mission Approval Authorities (FMAAs) in writing and the level of mission risk (low, moderate, high, or extremely high) they are authorized to approve. The aviation Facility Supervisory Instructor Pilot, Aviation Facility Standardization Officer, Aviation Facility Maintenance Officer, Aviation Facility Safety Officer and the AFTP Supervisors of Flying (SoF), while performing those duties, may be the FMAA for low-risk missions. Aviation FCs are the FMAA for up to and including moderate-risk missions, SAAO or above for high-risk missions, and the first GO in the chain of command for extremely high-risk missions. When aviation Facility personnel listed above are also FMAA for MTOE or TDA units, they may only approve missions at the level authorized by their aviation Facility FTS duty position, (e.g., an Aviation Facility Supervisory Instructor Pilot who is also a MTOE Battalion Commander, may only approve low-risk missions while performing the duty of that FTS position. When performing the duty of Battalion Commander, they may approve moderate-risk missions).

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

(5) Briefing officers and FMAAs should be two different individuals. Although not recommended, circumstances may require them to be the same individual. The individual must then have the qualifications of both the Briefing Officer and FMAA.

d. (Add) *ARNG Aeromedical Evacuation (MEDEVAC) Mission Approval Process*. SAAOs should establish and enforce procedures according to AR 95-1 and this Supplement that authorize pre-briefed and pre-approved MEDEVAC missions to launch immediately upon request without re-briefing and re-approval. This requires decentralized medical and aviation processes that place the execution decision at the lowest practical level. Therefore, SAAOs may delegate high-risk approval authority to FCs and Battalion Commanders with MEDEVAC assets, and moderate-risk approval authority to field-grade MEDEVAC Company Commanders, for urgent and urgent surgical missions according to ARs 40-3, and 95-1. This delegation of authority is reasonable, appropriate, and necessary to provide maximum flexibility to SAAOs to rapidly respond to lifesaving missions and emergencies. This authority may not be delegated any lower.

e. (Add) *Emergency Management Assistance Compact (EMAC) and like-mission responses*. For ARNG aircraft dispatched pursuant to an EMAC, the aircraft from the responding State will be launched to and recovered from the assisted State under their parent Mission Approval Process. Upon arrival, aircrews (and associated Support Personnel) shall complete the Reception, Staging and Onward Integration (RSOI) process of local area orientations and briefings, as delineated in TC 3-04.11. While in the AO supporting and responding to the EMAC itself, missions will be briefed and approved by the gaining/supported organization within the State. Missions must be briefed specifically to include which portions of the parent or assisted organization's SOPs are to be applied.

2-16. (Add) Aircrew Requirements

a. Single-pilot flight operations are not authorized in ARNG/OSAA/OSACOM FW aircraft.

b. OH-58A/C and UH-72A aircraft require two current and qualified pilots or pilots undergoing instruction with an IP/SP during the use of the following equipment:

- (1) NVGs;
- (2) Electro-Optical/Infra Red Sensing (EO/IR) systems; or
- (3) High Power Illumination Systems (HPISs).

c. Test flights and functional check flights may be conducted single-pilot when conducted IAW the applicable Operator's Manual and MTF Manual.

d. Except as specified above, single-pilot flight operations are authorized when the applicable Operator's Manual permits single-pilot operation and the SAAO determines that a mission-essential single-pilot requirement exists due to operational necessity, and has been properly risk-managed.

Chapter 3 Operations and Safety

Section I Use of Army Aircraft

3-4. Special Mission Use

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 cognizant SAAO, and when required, the AG, to Chief, National Guard Bureau, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1382, or email to ARNG-AVS-SS@ng.army.mil.

g. (Add) OSAA will be the FMAA for Military Support to Civil Authorities (MSCA)/Defense Support of Civil Authorities (DSCA) FW missions. Notification of such approvals will be furnished to ARNG-AV.

h. (Add) No DoD UAS will be used for DSCA operations, including support to Federal, State, local, or tribal organizations, unless expressly approved by the Secretary of Defense (reference DODD 3025.18).

3-6. Prohibited missions

d. (Substitute) Use of Army aircraft *exclusively* to obtain or renew a FAA rating is prohibited. The following exceptions apply when obtaining or renewing FAA ratings in ARNG aircraft:

(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 federal government employee, an FAA Inspector is authorized to fly in ARNG aircraft. Except as provided by this Supplement and underpinning 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 respective CTL. The ARNG Aviator/DPE must meet the criteria for minimum essential crew-member IAW paragraph 4-8 below.

Section II Operational Support Airlift (OSA)

3-9. Operational Support Airlift missions

(Add to the end of current paragraph) For States that perform OSA missions, the AG will ensure the State OSA Program is IAW DODD 4500.43, DoD 4515.13-R, DODD 4500.56, AR 95-1, NG Pam 95-5, and this Supplement.

3-12. Operational Support Airlift procedures

d. (Substitute) OSA Validators will ensure requests are received from the proper authorizing officials with appropriate signature of the senior passenger. They will submit approved requests for Army FW OSAA within CONUS, and RW missions to OSAA. The OSA Automated Remote User's System will be used to submit OSA requests. Requests will be submitted to OSAA within the time frames outlined below.

h. (Substitute) Flight requests for non-NCR Army helicopter OSA flights will be submitted to the Validator, and forwarded to the scheduling authority IAW local procedures. Installations will forward annual helicopter OSA utilization data to OSAA for consolidation. Because of the extensive costs associated with RW operations, their use for OSA shall be closely monitored and approved only when other modes of travel will not fulfill requirements.

3-13. Operational Support Airlift data collection and use

a. (Substitute) Army OSA/non-OSA FW, and NCR/non-NCR OSA RW utilization data will be collected by OSAA for the purpose of:

(5) (Substitute) Comparing OSA/non-OSA flying hours actually flown to those budgeted in the annual FHP 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 (FY). 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 FY. 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 FY.

c. (Add) The SAAO will report all OSA missions executed in RW aircraft IAW paragraph 3-12h above.

Section III Safety

3-16. Composite Risk Management (CRM)

c. (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 their 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; and

(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; and

(c) a crewmember who has been briefed to perform those duties as documented on the aircrew mission briefing sheet. For Counterdrug missions, the crewmember must be trained and qualified in/on the aircraft mission equipment being used for Counterdrug missions.

3-17. Crew endurance

a. (Add to the end of first sentence) ARNG crewmembers' civilian occupational duties will be considered in the crew endurance program.

Section IV Aircraft Maintenance

3-19. Maintenance Test Flights (MTFs) and functional ground and flight checks

d. (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 Statement of Work (SoW) and the OSAA SOP.

e. (Add) UH-72 FCFs will be performed by pilots trained IAW TC 1-272, or other NGB/ARNG/HQDA-approved Course of Instruction (COI).

f. (Add) Units assigned UH-72 aircraft should maintain an adequate level of Airframe and Powerplant (A&P)-qualified personnel to meet aircraft FAA ARNG Field Maintenance requirements (1.5 A&Ps per aircraft is the minimum staffing metric).

3-20. Maintenance Operational Checks (MOCs)

d. (Add to the end of first sentence) Personnel authorized to perform MOCs, and to start, operate, and stop aircraft Auxiliary Power Units (APUs) in an ARNG Technician status, may also be authorized to perform the same functions in an ARNG military status, when approved by the Unit/Facility Commander.

Section VI (Add) ARNG Aviation Facilities Organization

3-23. (Add) Concept

The basic concepts for Army Aviation operations and stationing within the ARNG are centralized location and control, and economy of operation. ARNG aviation assets will be consolidated at locations approved by CNGB for conducting training and providing aviation support and associated maintenance for authorized aviation units.

3-24. (Add) Aviation Facilities

Authorization by CNGB is required before establishing or relocating an aviation Facility. Aviation Facility types include AASFs, AVCRADs/TASMGs, LAASFs, AAFAs, AAOFs, AATSs; and for the purposes of this paragraph, UH-60 and CH-47 simulators, AH-64 Combat Mission Simulators (CMSs), and Tactical Unmanned Aircraft System Operating Facilities (TUASOFs). CNGB authorization is required before conducting sustained operations at such new or relocated Facilities, or before submitting requests for leases, licenses, and construction of such facilities.

3-25. (Add) Requests to establish or relocate Facilities

Requests for authority to establish or relocate ARNG aviation Facilities must be submitted to ARNG-AV for staff coordination prior to action by CNGB. Requests and supporting justification must be submitted in the form of a Concept Plan as described in AR 71-32. Request for relocation of FW maintenance bed-down sites will be sent *through* OSAA/OSACOM, *to* ARNG-AV. The following additional data must be included in the text of the Plan:

a. Location of all ARNG aviation units within the State, to include authorized quantities and types of aircraft; crewmembers reflected by Commissioned Officer, Warrant Officer, and Enlisted personnel; and total FTS personnel authorizations. Aviation units will not be split to accommodate additional Facility or relocation requirements. A copy of the unit organizational authority requests concurrently submitted to ARNG Directorate Force Management Division (ARNG-FM), IAW NGR 10-1, must be included;

b. capabilities of population centers to support affected aviation units as evidenced by an appropriate demographics evaluation;

c. impact on aviation support capabilities to other assigned units;

d. travel time and distance between the current Unit armory and Aviation Facility, and between the proposed armory and Aviation Facility;

e. an acceptable environmental evaluation as required by AR 200-1;

f. an analysis of FTS personnel requirements that includes relocation costs and new positions and clearly demonstrates efficient use of existing FTM assets within the State Aviation program as applied to existing and proposed Aviation facilities;

g. an analysis of existing facilities and a clear statement regarding new requirements which are necessary due to force structure changes. The analysis must clearly indicate use of existing facility space and consider NGB construction criteria. A deficit in current space must be consistent with current criteria published by the ARNG Directorate Installations Division (ARNG-ILI);

h. in the case of relocation, the impact of any existing Federal-State agreements or facility/land lease or rental contracts;

i. equipment TDA requirements that are clearly identified, to include DA Forms 4610-R (Equipment Changes in MTOE/TDA [LRA]), where required;

j. resourcing requirements relative to the POM. Resource requirements to include manpower, equipment, operations and maintenance, and construction/lease costs must be identified beginning in the proposed construction/lease year; and

k. factors that would preclude expanding or relocating Aviation Units to existing Aviation Facilities.

3-26. (Add) Army Aviation Support Facility (AASF)

Each State will be authorized an AASF to support the aviation program, train ARNG personnel, maintain aircraft readiness, and provide field level maintenance (reference NGR 415-10, para. 4-2). This Facility, when approved by CNGB, is established for support as:

a. A minimum of one MTOE RW aviation unit or flying company equivalent (e.g., eight utility aircraft, or six CH-47 minimum). Support equipment will be furnished by a combination of aviation units having an organic aviation Field-level (formerly Aviation Unit Maintenance [AVUM], and Aviation Intermediate Maintenance [AVIM]) Maintenance capability, or by the available aviation unit having the greatest maintenance capability, supplemented by AASF TDA equipment intended to remain in place when supported units mobilize.

b. States authorized less than eight aircraft: The Facility will establish necessary procedures for centralized location, control, economy of operation, and overall execution of aviation program responsibilities of the AG.

3-27. (Add) Limited AASF (LAASF)/Army Aviation Flight Activity (AAFA)

Approval of an LAASF or AAFA may be considered when operational or training requirements exist for fewer aircraft than required for an AASF, and the logistical support requirements are limited. Justification for an LAASF or AAFA is otherwise the same as for an AASF. Support equipment provision will be similar to that of AASFs, but maintenance capability may be reduced due to fewer aircraft. Also reference NGR 415-10, para. 4-3.

3-28. (Add) Army Aviation Operating Facility (AAOF)

An AAOF may be authorized for a FW Unit when not co-located at an AASF, or for RW aircraft when sufficient operational and logistical requirements exist to support unique operational aviation missions in remote areas, with certain logistical support provided by the AASF. Also reference NGR 415-10, para. 4-4.

3-29. (Add) Tactical Unmanned Aircraft System Operating Facility (TUASOF)

A TUASOF may be authorized to meet training requirements for one or more TUAS platoons or units. The requirement to operate TUAS equipment in restricted airspace is a major stationing factor.

3-30. (Add) ARNG Aviation Training Site (AATS)

AATSs are consolidated national training centers established by NGB/ARNG to conduct DA/NGB/ARNG aviation courses and aviation safety training to support readiness and enhance safety and standardization of ARNG aviation. Each AATS is extension of the USAACE.

3-31. (Add) Theater Aviation Sustainment Maintenance Group/Aviation Classification and Repair Activity Depot (TASMG/AVCRAD)

The TASMGs/AVCRADs are established by NGB/ARNG and under the ARNG Aviation Logistical Program to support the TASMG missions, and ARNG aviation units within their supported regions, providing limited Field-level Maintenance and Sustainment-level (formerly Depot-level) Maintenance, to support readiness and mobilization on a regional basis.

3-32. (Add) Construction programming

The sequence of events for construction project planning and programming is described in NGR 415-5. Facility space authorizations for AASFs/LAASFs and TUASOFs are described in NG Pam 415-12, chapter 4. The space authorizations for other types of facilities are determined on a case-by-case basis.

Section VII

(Add) Aircraft Logistics

3-33. (Add) Assignment of Rotary-Wing (RW) aircraft

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

b. *Transfers.*

(1) *Between States.* RW aircraft will not be transferred between States after initial assignment, except at the direction of CNGB.

(2) *Within a State.* RW aircraft may be transferred between aviation Units/Facilities. All aircraft assignments must be as stipulated in MTOE/TDA authorization documents, such as Mission, Type, Design and Series (MTDS) and number of aircraft authorized. Transfer of aircraft will be approved by the SAAO and coordinated with ARNG-AV to ensure inventory accountability.

c. *Loan of aircraft.*

(1) Loan of aircraft between units *within* a State will be coordinated and approved by the SAAO.

(2) Requests for loan of aircraft *between* States will be coordinated between SAAOs and submitted to ARNG-AVL 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 ARNG-AVL.

(4) Maintenance services, and Petroleum, Oil and Lubricants (POL) are the responsibility of the borrowing agency or State unless other documented agreements, such as MOU/MOA, are established.

(5) Aircraft accountability is the responsibility of the lending State. Information required for DA Form 1352 (Army Aircraft Inventory, Status and Flying Time) and ALRM will be provided by the borrowing State 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.

Paragraph 3-34 and subsequent text continued on next page.

3-34. (Add) Ferry flights

a. Ferry Flight policy, standards, and OCONUS request 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 Supplement, ARNG personnel ferrying aircraft under the auspices of the U.S. Army Aviation and Missile Command (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/ARNG responsibility. Ferry flight requirements will be planned, risk-managed, budgeted, and programmed as part of the ARNG FHP.

(4) The principal duty of ferry flight personnel is to safely pilot or crew an aircraft from one place to another.

(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 consider the training opportunities ferry flights represent, and assign the aircrew accordingly.

(6) Ferry 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 will be IAW paragraph 2-10*h* above. Requests for authorization to conduct ferry flights OCONUS will be submitted to Chief, National Guard Bureau, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1382, or email to ARNG-AVS-SS@ng.army.mil.

b. Purpose of Ferry Flights. Flights of aircraft from one place to another are 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, Marine Corps, and USAF depots, civilian contractors, or manufacturer plants for Sustainment-level maintenance repairs, overhaul, or application of Modification Work Orders (MWOs);

(3) support reassignment of aircraft accountability between States;

(4) transfer aircraft between ARNG and Army; or remove aircraft from threatened areas IAW applicable directives; or

(5) move aircraft for operational or training requirements.

c. Ferrying of other than ARNG aircraft will require prior approval from CNGB, who will provide instructions and/or fund sites.

d. Ferry flight operations.

(1) *Operations.* The first return leg of a RW ferry flight mission will be conducted during daylight hours, and under Visual Meteorological Conditions (VMC), unless the following criteria are met by the gaining unit, prior to embarking on the ferry flight to home station:

(a) The aircraft successfully undergoes an acceptance General MTF; that MTF is completed by a Maintenance Test Pilot (MP) assigned to the gaining unit; and all systems are checked and evaluated satisfactorily; and

(b) an instrument approach is completed in Day VMC, and all systems checked are evaluated satisfactorily which are expected to be used for at least the ferry flight and potential alternates (if required).

(2) *Qualifications.* The PC must be qualified and current in the particular aircraft MTDS before departure on the ferry mission. Assistance in gaining currency for aircraft new to the State may be requested from:

(a) Other States having such aircraft;

(b) AC installations;

(c) the appropriate Readiness region;

(d) the aircraft issuing agency by prior arrangement;

(e) ARNG-AVO (RW); or

(f) OSAA (FW).

3-35. (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. Aviation fuel used for State emergency duty will not be reported as ARNG consumption, and will not affect ARNG allocations. Fuel consumed on State emergency duty must be replaced in kind as soon as practicable, but not later than (NLT) 30 days after use.

Chapter 4 and subsequent text continued on next page.

Chapter 4 Training

Section I Training Program and Literature

4-2. Aircrew Training Program (ATP) waivers and extensions

b. (Substitute) Individual waiver authority for ATP requirements is delegated to the SAAO and AATS/AVCRAD/TASMG Commanders. Waiver authority for SAAOs, AATS, and AVCRAD/TASMG Commanders will be no lower than the cognizant Deputy/Assistant AG. The individual waiver authority for personnel assigned to OSAA/OSACOM Headquarters and RFCs is the OSAA Commander. Waivers will only be approved for finite periods and as a consequence of circumstances beyond individual or unit control. To the greatest extent practicable, individual waivers will be tied to demonstrated proficiency by a hands-on performance evaluation either before or immediately after the individual waiver is granted. Individual waivers of ATP requirements, particularly flying hours and task iterations, shall not be waived without some sort of evaluation of the individual crewmember's proficiency. Therefore, it is NGB/ARNG policy to validate a crewmember's proficiency with a hands-on performance evaluation immediately preceding or immediately after issuing a waiver of ATP requirements. ATP requirements may be waived immediately following a crewmember's successful completion of all APART evaluations without further evaluation. In the case of not meeting first semiannual ATP requirements, a Proficiency Flight Evaluation (PFE) will be conducted during the crewmember's next flight following issuance of a waiver in order to verify (validate) the crewmember's proficiency and justification for the waiver.

4-5. Aircrew Training Program (ATP)

f. (Add) *Assignment of ARNG Crewmembers.*

(1) MTOE/TDA crewmembers will be assigned to Army aviation positions in Units/Facilities of the ARNG IAW current MTOE or TDA authorizations.

(2) Exceptions:

(a) Commissioned or Warrant Officers who are rated Army aviators may be assigned to aviator positions IAW NGR (AR) 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 (AR) 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.

g. (Add) *ARNG NCM Flight Instructors (FIs).*

(1) The UH-60 Aircraft Crewmember Standardization Instructor (ASCI) course for soldiers in MOS 15T (Utility Aircraft Repairer) and 68W (Health Care Specialist - Combat Medic) is located at the USAACE and the AATS(s). This four week and four day-long course is for soldiers who already possess H-60 NCM experience, and prepares them to serve as FIs or SIs in H-60A/L, H-60K/M and H-60M units. Upon successful completion of this ASCI course, soldiers in 15T and 68W are awarded the N1 Additional Skill Identifier (ASI).

(2) The CH-47 Aircraft Crewmember Standardization Instructor (ASCI) course for soldiers in MOS 15U (Cargo Helicopter Repairer) is located at the USAACE. This four week course is for soldiers who already possess H-47 NCM experience, and prepares them to serve as FIs or SIs in the H-47D/F and H-47E/G units. Upon successful completion of this ACSI course, soldiers in 15U are awarded the N1 ASI.

(3) The UH-72 FI course for soldiers in MOS 15T and 68W is located at the AATSS. This four week course is for soldiers that already possess UH-72 NCM experience and prepares them to serve as FIs or SIs in H-72A units. UH-72A NCMs possessing the MOS 15M/R/S/U/V and who have completed the Original Equipment Manufacturer (OEM) transition, and meet all other course prerequisites, may attend this course.

4-6. Aircraft qualification training

b. (Add) *OH-58A/C Aviator Qualification Training.* ARNG pilots qualified in the TH-67 during Initial-Entry Rotary Wing (IERW) training at Fort Rucker, AL, or during a documented U.S. Navy TH-57 Aircraft Qualification Course (AQC), may be transitioned to the OH-58A/C locally IAW the following requirements:

(1) The pilot will receive qualification training and demonstrate a working knowledge of the applicable topics in TC 1-228, para. 3-4b; and complete a 50-question Operator's Manual written examination.

(2) The pilot will receive training and demonstrate proficiency from either crew station in each base task and in the modes marked with an "X" in the "D", "Night", and "INSTR" column of TC 1-228, table 2-2. Flight training is proficiency-based; however, a minimum of one hour of night, and one hour of hooded flight instruction, will be conducted in the aircraft.

Note. The following are the only EPT tasks required for OH-58A/C series aircraft qualification:

- Task 1072 RESPOND TO ENGINE FAILURE AT A HOVER
- Task 1074 RESPOND TO ENGINE FAILURE AT CRUISE FLIGHT
- Task 1323 PERFORM HOVERING AUTOROTATION

(3) Training conducted at the unit level should use the appropriate USAACE or Western AATS (WAATS) OH-58A/C or TH-67 aircraft systems POI.

(4) Systems academics will be conducted concurrently during qualification training and completion of academic training documented in the IATF prior to progressing to RL2 status.

(5) Aircraft NVG qualification is a separate training requirement, and will be conducted IAW TC 1-228, TC 3-04.11, and applicable NG Supplements.

c. (Add) *UH-72A NCM Qualification Training.*

(1) UH-72A 15M/R/S/U/V NCMs not possessing the 15T MOS, but who have completed the OEM transition course, may be designated RL3 and participate in unit-level initial aircraft qualification training IAW TC 1-272.

(2) This provision does not relieve soldiers who do not possess the 15T MOS from completing the 15T transition course IAW Army directives.

4-6.1. (Add) ARNG training bases

a. ARNG-AV provides operational oversight and mission support for the AATSSs. The AATSSs are fully-accredited by The Army School System (TASS) as "Learning Institutions of Excellence" charged to conduct NGB/ARNG-directed training as a member of the USAACE and U.S. Army Aviation Logistics School (USAALS) enterprise. ATRRS is the official source of information on COIs offered by/performed at the AATSSs.

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

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

a. *Initial Army FW category aviator qualification.*

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

(2) Attend a COI that has a USAACE- or NGB/ARNG-approved POI.

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

b. *FW aviator qualification training program.*

(1) Attend a COI that has a USAACE or NGB/ARNG-approved POI.

(2) Quotas may be obtained through 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. The FWAATS Commander is the waiver authority for recurrent training for FWAATS personnel.

(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 Supplement and AR 350-1.

(a) Prerequisites include an IP equivalency evaluation administered by an SP selected by HQDA DCS, G-3/5/7 (DAMO-AV), in the aircraft category in which IP duties are to be performed. Commanders will coordinate with ARNG-AVS and Commander, OSAA prior to beginning training for IP equivalency evaluation. Submit requests for equivalency evaluation *through* Commander, OSACOM, ATTN: ARNG-OSA-Z; *through* CNGB, ATTN: ARNG-AVS-SS; and *through* CG, USAACE, ATTN: ATZO-ES; *to* HQDA, ATTN: DAMO-AV.

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

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

e. FW IE qualification program.

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

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

(3) The individual must attend the qualification course at USAACE, 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 training program for C-23 aircraft.

(1) Meet the prerequisites of the applicable ATM.

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

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

(4) Attend qualification course conducted by the FWAATS.

4-8. Emergency Procedures Training (EPT)

b. (1)(a) (Add to end of current paragraph) For the purpose of conducting touchdown EPT, the following sites qualify as DA-approved training bases: AATSS, AASFs, AAFAs, LAASFs, AAOFs and AVCRADs/TASMGs. Locations outside of these Facilities must be designated by the cognizant FC or SAAO.

c. (2) (Add to the end of the current sentence) For the purpose of conducting touchdown EPT, the following sites qualify as DA-approved training bases: AATSS, AASFs, AAFAs, LAASFs, AAOFs and AVCRADs/TASMGs. Locations outside of these Facilities must be designated by the cognizant FC or SAAO.

4-9. Hands-on performance test

a. (Add) Prospective ARNG PCs/UTs/IPs/SPs/IEs/MPs/MEs/FIs/SIs will receive a PFE prior to performing the new flight duties for which nominated/designated.

b. (2) (Add to end of current paragraph) Such authorization will be documented in the remarks section of the DA Form 7122-R (Crewmember Training Record).

4-10. Failure to meet ATP requirements

a. (Substitute) When ATP requirements are not met, the ATP commander will investigate. The purpose of the investigation is to determine why the crewmember failed to meet ATP requirements and take appropriate action. In the case of crewmembers in two ATPs (Facility and Unit ATP), 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 should temporarily suspend the crewmember from flying until the investigation is complete, and appropriate action recorded on DA Form 7122-R. The commander may suspend crewmembers from flight duty for up to 30 days in order to complete the investigation. The commander will complete the investigation within 30 days of notification of the failure. After investigation, the ATP 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. Commanders are not authorized to grant themselves extensions;

(b) request a waiver of requirements per AR 95-1, para. 4-2, and this Supplement; or

(c) place the crewmember before an FEB per AR 600-105 or remove from flight status per AR 600-106.

(2) Enter restrictions imposed and/or extensions and waivers granted in the crewmember's IATF.

(3) Enter extensions and waivers granted to the crewmember on their DA Form 759 (Individual Flight Record and Flight Certificate – Army).

(4) Restrict aviators from performing PC duties in the primary, additional, or alternate aircraft in which ATP requirements were not met – and if applicable, briefing officer duties – until all ATP requirements are completed or waived.

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

(1) Forward a request for waiver IAW AR 95-1, para. 4-2, and this Supplement, to the SAAO or AATS/AVCRAD/TASMG Commanders as applicable.

(2) If a waiver is not requested, or the waiver is not approved, request an additional 365-day temporary suspension from the cognizant Commander (with notification to ARNG-AVS-SP) pending placing the aviator before a FEB (reference AR 600-105, table 5-1).

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

f. (Add) *ATP Failure Report*. Each State will provide ARNG-AVS-SS 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 were met for a particular month, provide one negative report from that State.

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

(4) The ATP Failure Report can be accessed on the ARNG-AVS-SS homepage on Guard Knowledge Online (GKO) at https://gkportal.ngb.army.mil/sites/G3_AVS/Safety/avs-ss/default.aspx. Only SAAOs, AATS, and/or AVCRAD/TASMG Commanders – and individuals authorized by them who have a GKO account – are able to see their State report link on the ARNG-AVS home-page.

(5) The SAAO may use this report link at the Facility-, Unit-, and/or State-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 States.

4-11. Synthetic Flight Training System (SFTS) requirements

a. (Substitute) AC and Reserve Component (RC) RW aviators must use the SFTS for their primary aircraft, if a qualified and compatible device exists. When designated for OH-58A/C aviators, and aviators who are not yet qualified in their primary aircraft, simulator requirements will be completed in an SFTS device determined by the Unit 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) RW aviators regardless of RL status who have a compatible SFTS.

(a) 0-200 sm – 12 hours (AH-64D aviators will comply with Longbow Crew Trainer (LCT) requirements of TC 1-251).

(b) 201 sm and over – 6 hours.

(2) All Flight Activity Category (FAC) 3 aviators will fly 10 hours semi-annually in their compatible SFTS.

4-12. Civilian flight time for Reserve Component (RC) aviators

d. (Add) Crediting the use of civilian flying time toward semiannual minimums for ARNG aviators is applicable to FTS Federal Technicians, and to M-day personnel with at least an FAA Commercial Pilot rating.

e. (Add) The flight time and commercial pilot rating must be verified by the Unit/Facility commander or their designated representative.

f. (Add) Except for FTS Federal Technicians participating in a dual ATP, no more than 50 percent of the semiannual minimums may be accomplished by the application of civilian flight time.

4-15. Aircraft Survivability Equipment (ASE) and Electronic Warfare (EW) training

d. (Add) Commanders will state in writing ASE and Identification, Friend or Foe (IFF) configurations in the Unit/Facility SOP. At a minimum, ASE and IFF configurations will include installed equipment when there are provisions for the equipment, switch settings, and programmable codes. Based upon these ASE and IFF configurations, fully-operational ASE and IFF with applicable codes loaded are required on all aircraft flights, with the exception of missions where the aircraft is not configured or equipped for ASE or IFF (e.g., OH-58A/C, UH-72A), MTFs, when the equipment is not installed for maintenance purposes, or when this requirement would preclude the accomplishment of training or operational support. When otherwise required, exceptions will be documented on the mission briefing as stated in subparagraph 4-15d(3) below.

(1) At a minimum, units will conduct ASE and IFF checks before or during the first flight of the day.

(2) This policy does not specifically require a mission abort based upon the failure of either an ASE or IFF component in flight. Commanders will establish ASE and IFF in-flight mission abort criteria.

(3) The FMAA will annotate in the remarks block of DA Form 5484 (Mission Schedule/Brief) “*Exception to ASE/IFF policy authorized*” each time an aircraft must fly without an installed, operational, or properly-loaded component of ASE and/or IFF.

4-15.1 (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) item for the supported ground unit and as a supporting task on the aviation unit's METL. Tactical Ingress/Egress operations will only be performed from ARNG aircraft by military or civil law enforcement/emergency response personnel who are qualified or undergoing training IAW the appropriate task training standards.

(2) Tactical Ingress/Egress tasks include:

- (a) Rappelling;
- (b) rescue hoist;
- (c) Special Patrol Infiltration/Exfiltration System (SPIES);
- (d) Fast Rope Insertion and Extraction System (FRIES);
- (e) Helicopter Cast and Recovery (HELOCAST);
- (f) parachute operations (Paradrop); and
- (g) Combat Rubber Raiding Craft (CRRC) (also known as *K-Duck* operations).

(3) The following requirements must be fulfilled prior to performing Tactical Ingress/Egress tasks:

(a) Commanders will designate specific crewmembers to train and maintain proficiency in Tactical Ingress/Egress tasks by identifying each task and annual task iteration requirements on each crewmember's CTL.

(b) Primary consideration for identifying Tactical Ingress/Egress task proficiency should be to FAC 1 aviators.

(c) For each Tactical Ingress/Egress task to be performed, a comprehensive SOP must be developed prescribing the Tactics, Techniques, and Procedures (TTPs) required to accomplish the task in addition to the qualification, sustainment training, and currency requirements for crewmembers. SOPs must also include procedures and/or checklists which will be utilized when coordinating with supported units. Supported units/agencies must also have SOPs for each Tactical Ingress/Egress task they perform.

(4) All military participants in any Tactical Ingress/Egress operation must be in an official duty status, such as AGR, Technician, Active Duty Operational Service (ADOS), Active Duty for Training (ADT), IDT, Full-Time National Guard Duty – Counter Drug (FTNGD-CD), State Activity Duty (SAD), or AFTP.

(5) Tactical Ingress/Egress operations will be conducted IAW the ATM and, if applicable, U.S. Army Special Operations Command (USSOCOM) Manual 350-6. They will *not* be conducted for adventure training purposes.

b. Additional requirements exist when performing Tactical Ingress/Egress tasks as part of an aerial demonstration in the public domain. Refer to AR 360-1, DODD 5410.18, DoDI 5410.19, and NG Pam 95-5.

c. 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 civil Law Enforcement Agencies (LEAs) and Emergency Responders will not be supported in the performance of Tactical Ingress/Egress tasks without prior approval from Chief, ARNG-AV on behalf of CNGB. Only exceptional cases that require the engagement of Tactical Ingress/Egress techniques due to geographic inaccessibility or structural configurations in support of special security events, natural disasters, or other emergency situations will be considered for approval. The approval process will be conducted on a case-by-case basis after the following has been received by ARNG-AVS-SS:

- (a) A written request per appendix B;
- (b) Concept of Operations (CONOPS) plan;
- (c) DA Form 7566, or equivalent, completed IAW FM 5-19; and
- (d) a copy of the specific SOP developed for each type of operation (e.g., Hoist, SPIES, FRIES). See subparagraph 4-15.1d below.

(2) In cases of imminent threat to life, limb, or sight, civil law enforcement and rescue personnel who are qualified and current in the appropriate tasks are authorized to perform these tasks without pre-approved authorization from Chief, ARNG-AV. In this case, notification will be submitted to ARNG-AV as soon as practicable.

d. Standing Operating Procedures (SOPs).

(1) Commanders must develop 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:

- (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 will be incorporated into the Unit/Facility SOP 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 Standardization Officer;
- (b) State Aviation Safety Officer (SASO); and
- (c) for RW, final approval by the SAAO; or
- (d) For FW, final approval by Commander, OSAA.

e. Rappelling operations must be a mission-essential task for each of the supported and supporting units. Rappelling operations require ARNG-AV approval when supporting other than NG units.

(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(s).

(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.

f. Rescue hoist operations must be a mission-essential task for the supporting unit (e.g., Air Ambulance Detachments/Companies), or designated by the SAAO, in order to support domestic response (e.g., Utility Companies). Rescue hoist operations require ARNG-AV approval when supporting other than NG units.

g. SPIES must be a mission-essential task for each of the supported and supporting units. SPIES tasks require ARNG-AV approval when supporting other than NG units.

h. FRIES must be a mission-essential task for each of the supported and supporting units. FRIES tasks require ARNG-AV approval when supporting other than NG units.

i. HELOCAST must be a mission-essential task for each of the supported and supporting units. 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 each of the supported and supporting units. HELOCAST requires ARNG-AV approval when supporting other than NG units.

j. Paratroop must be a mission-essential task for each of the supported and supporting units. Paratroop requires ARNG-AV approval when supporting other than NG units.

k. STABO operations are not authorized from ARNG aircraft.

l. CRRC (*K-Duck*) must be a mission-essential task for each of the supported and supporting units. CRRC (*K-Duck*) operations will be conducted IAW USSOCOM Manual 350-6, FM 3-05.60, FM 3-05.210, FM 3-05.212, the Unit/Facility SOP, and current DA policy. CRRC (*K-Duck*) operations require ARNG-AV approval when supporting other than NG units.

m. Heli-Basket™ operations will be used to conduct external air transport of cargo only. Carrying of live loads is prohibited.

4-17. Similar Aircraft

(Add to the end of the sentence) The OH-58A/C and the TH-67/TH-57 are considered aircraft with similar operating characteristics and are grouped together for currency purposes. Currency in any one series aircraft will satisfy the currency requirement for the other aircraft within the series or group. However, qualification in one aircraft within the series or group does not constitute qualification in the other aircraft within the series or group.

Section II Flight Crewmembers

4-18. Flight crews

a. (Add) The FTS SAAO will approve all flight designations within their respective State. This may be delegated to the AASF, LAASF, AAOF, AAFA, AATS or AVCRAD/TASMG Commander. OSACOM RFC Commanders are the approval authority for crew designations for their respective units. A copy of the written designation will be posted in the Unit, AASF, LAASF, AAOF, AAFA, AATS and AVCRAD/TASMG Flight Operations. The SAAO (or if/as delegated to FTS Commander) approval may be a separate memorandum, tracking sheet, or signature/initials on DA Form 7120-R-series forms. The record of flight crew designations must be readily accessible for Flight Operations personnel to verify flight crew qualifications prior to assigning, briefing, and/or approving each mission.

b. (Add) AASF, LAASF, AAFA, AAOF, AATS and AVCRAD/TASMG commanders are considered Aviation Unit commanders for the purpose of ensuring compliance with regulatory requirements by FTS personnel in their respective Facilities.

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/TASMG, 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 elevated risk involved due to the complexity of the aircraft and mission tasking and effectively manage each of these risks. UT/IP/SP/MP/ME duties may be designated in no more than two aircraft series groups.

4-24. Instructor Pilot (IP)

c. (Add) OH-58A/C IPs who were not NVG qualified during their initial formal IP COI, may receive NVG IP qualification training locally when authorized by their commander. This training may be conducted locally by an OH-58A/C NVG SP when performed IAW the USAACE NVG Exportable Training Package (ETP). The NVG ETP may be obtained by writing to the Commander, U.S. Army Aviation Center of Excellence, ATTN: ATZQ-TDS-O, Fort Rucker, Al 36362-5000. The final NVG IP evaluation will be administered by a Directorate of Evaluation and Standardization (DES)-designated OH-58A/C NVG SP, or as directed by ARNG-AV. Submit requests for equivalency evaluation *through* the SAAO; *through* CNGB, ATTN: ARNG-AVS-SS; and *through* CG USAACE, ATTN: ATZO-ES; *to* HQDA, ATTN: DAMO-AV for approval.

4-25. Instrument Flight Examiner (IE)

e. (Add) IEs 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 IESC per year are exempt from attending. FW IEs may attend the FWAATS academic portion of the FW IE course.

4-26. Standardization Instructor Pilot (SP)

d. (Add) RW SPs should complete the RW IP Standardization Course (RWIPSC) within 48 months of initial SP designation, or their last Instructor Pilot Standardization Course (IPSC). AATS 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.

4-27. Maintenance Test Pilot (MP)/functional check pilot

b. (2) (Substitute) *An equivalency evaluation administered by an ME selected by DES.* Commanders will coordinate with ARNG-AVS-SS prior to beginning training for MP equivalency evaluation. To obtain the current DES Memorandum of Instruction (MOI) for MP equivalency evaluation, go to the ARNG-AVS-SS homepage on GKO at https://gkoportal.ngb.army.mil/sites/G3_AVS/Safety/avs-ss/default.aspx or contact the ARNG Aviation Standardization Officer at ARNG-AVS-SS@ng.army.mil. Submit requests for equivalency evaluation *through* the cognizant SAAO; *through* CNGB, ATTN: ARNG-AVS-SS; and *through* CG USAACE, ATTN: ATZO-ES; *to* HQDA, ATTN: DAMO-AV for approval. The MP-candidate must demonstrate successful completion of the Maintenance Manager's portion of Maintenance Manager/Maintenance Test Pilot Course (MM/MTPC); or

b. (3) (Substitute) Waivers may be granted on a case-by-case basis *through* ARNG-AV 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 a 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 MTDS being flown. ARNG, OSAA, OSACOM 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 Supplement, underpinning AR 95-1, and the appropriate ATM.

h. (Add) Personnel hired or transferred into either of these FTS positions who are not MP-qualified IAW this Supplement and underpinning 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 4-27h above must be submitted *through* the cognizant SAAO, to ARNG-AVS-SS.

j. (Add) Subparagraphs 4-27f through 4-27i above do not apply to ARNG FW personnel.

4-28. Maintenance Test Pilot Evaluator (ME)

e. (Add) *An equivalency evaluation administered by an ME selected by DES.* Commanders will coordinate with ARNG-AVS-SS prior to beginning training for ME equivalency evaluation. Obtain the current MOI for ME equivalency evaluations on the ARNG-AV homepage at https://gkoportal.ngb.army.mil/sites/G3_AVS/Safety/avs-ss/default.aspx or contact the ARNG Aviation Standardization Officer at ARNG-AVS-SS@ng.army.mil. Submit requests for equivalency evaluation *through* the cognizant SAAO; *through* CNGB, ATTN: ARNG-AVS-SS; and *through* CG USAACE, ATTN: ATZO-ES; to HQDA, ATTN: DAMO-AV for approval.

(Add) *Note.* This does not apply to FW Units/Facilities. FW SPs perform the standardization function of/for FW MPs.

4-33. Non-rated Crewmember Instructor (FI)

b. (3) (Add) Contact ARNG-AVS or OSAA-ST to obtain the current DES MOI for FI qualification or equivalency evaluation. Submit requests for equivalency evaluation *through* the cognizant SAAO; *through* CNGB, ATTN: ARNG-AVS-SS; and *through* CG USAACE, ATTN: ATZO-ES; to HQDA, ATTN: DAMO-AV for approval.

Section III Standardization

4-35. Aviation standardization program

b. (3) (Substitute) Designate evaluators, instructors, examiners and trainers in support of installation/State/Facility/Unit ATP.

4-36. (Substitute) Aviation Resource Management Survey (ARMS) and other surveys

f. (Add) U.S. Army Forces Command (FORSCOM) is chartered to conduct the ARMS. ARNG compliance with the FORSCOM ARMS process is mandatory for all ARNG Units/Facilities and personnel (manned and unmanned), regardless of whether in a 32 USC or 10 USC status. The ARMS schedule should be synchronized to coincide both conventional and unmanned aircraft Units with that of their supporting AASF/Facility. Advance notification of FY scheduling as to which Units/Facilities are scheduled, and at what time, is an integral part of this process. For ARNG Units/Facilities in Hawaii and Alaska, U.S. Army, Pacific (USARPAC) typically conducts the ARMS utilizing the FORSCOM ARMS Guide. ARNG Units/Facilities desiring to change or cancel a scheduled ARMS visit will send a request through the cognizant SAAO to ARNG-AVS-SS stating justification for change or cancellation. Direct contact from Units/Facilities with FORSCOM to change or cancel a scheduled ARMS visit is not authorized. ARNG-AVS-SS will coordinate all actions with FORSCOM and complete one of two actions: Disapprove request, or send FORSCOM a concurrence of requested change or cancellation.

g. (Add) The Aviation Support Activity Accident Prevention Survey (ASAAPS) shall be conducted utilizing the FORSCOM ARMS Guide, and administered IAW NGR 385-5.

4-37. U.S. Army Aviation Senior Leaders Conference

e. (Add) ARNG aviation senior leaders will meet in formal session at least annually at the call of the Chief, ARNG-AV. Approved conference minutes will be forwarded to members for further distribution to subordinate aviation Units/Facilities.

4-38. Army Command (ACOM), Army Service Component Command (ASCC), Direct Reporting Unit (DRU), and NGB/ARNG Aviation Standardization Committees

a. (Add to the end of the sentence) The DARNG monitors the implementation of the ARNG Standardization Program through the ARNG Aviation and Safety Division (ARNG-AV), which provides the DARNG with a continuing assessment of the program.

b. (2) (Substitute) Coordinate requests for support from subordinate aviation Units/Facilities.

b. (6) (Substitute) Meet at the call of the Chair, but not less than annually.

c. (1) (Add to the end of the sentence) Chair of the ARNG Aviation Standardization Committee is the Chief, ARNG-AV, or their designated representative. The Secretary will typically be the ARNG Standardization Officer (ARNG-AVS-SS).

c. (3) (Add to the end of the sentence) Membership on the ARNG Aviation Standardization Committee will also include the ARNG Regional Standardization Officers, the AATS Standardization Officers, representatives of appropriate ACOMs/ASCCs/DRU (FORSCOM, TRADOC, etc.), representatives of appropriate FOAs (OSAA/OSACOM), a representative from the SAAO Advisory Council, a UAS representative, and other subject matter specialists as determined by the Chair.

d. (Add to the end of the sentence) Standardization and training issues that require action by ARNG-AV or other agencies will be addressed through the appropriate ARNG Regional Standardization Advisory Council to the Army National Guard Readiness Center (ARNGRC), ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1382, or contact the ARNG Aviation Standardization Officer at ARNG-AVS-SS@ng.army.mil, for resolution or forwarding to the appropriate agency.

4-39. (Substitute) Installation, Theater, Combat Aviation Brigade, State, and Area Aviation Standardization Committees

a. *Mission.* SAAOs, along with Unit/Facility Commanders, supervise and coordinate the command implementation of the U.S. Army Aviation Standardization Program.

(1) State Aviation Standardization Committees meet at the call of the Chair, but not less than semi-annually.

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

b. *Functions.* Standardization committees will be organized to:

(1) Enhance Unit/Facility safety;

(2) monitor the proficiency of all assigned or attached crewmembers and non-crewmembers performing flying duty and participating in the ATP;

(3) coordinate requests for aviation standardization support from assigned, attached, or OPCON'd aviation Units/Facilities; and

(4) prepare and review recommended changes to aviation standardization literature and forward to proponents.

c. *Composition.* Members will be designated in writing by the Chair, as follows:

(1) A Chair (the FTS SAAO);

(2) a Secretary/Recorder (typically the Aviation Standardization Officer);

(3) Commander, or commander-designated representative(s), of each subordinate aviation Unit and Facility;

and

(4) an Aviation Safety Officer (ASO), Aviation Maintenance Officer (AMO), Flight Surgeon, FW SP (as applicable) and SI/FI (as applicable), RW SP, IE, ME, SI/FI, Tactical Operations (TACOPS) Officer, Master Gunner, UAS Instructor Operator (IO)/Standardization Instructor Operator (SO)/Master Trainer (MT) (as applicable), and an Air Traffic Services (ATS) representative (as applicable).

d. *Correspondence.* Forward minutes of meetings through the appropriate ARNG Regional Standardization Officer to ARNGRC, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1382; or to the ARNG Aviation Standardization Officer at ARNG-AVS-SS@ng.army.mil.

4-41. (Add) ARNG Regional Standardization Advisory Councils

a. ARNG Regional Standardization Advisory Councils are designated to assist the ARNG Aviation Standardization Officer (ARNG-AVS-SS) and other key members of the ARNG staff in promoting standardization of aviation operations and training within their designated regions. The four ARNG Standardization Regions are designated as *Northeast, Midwest, Southern, and Western* (see appendix F of this Supplement).

b. Regional Standardization Officers will be appointed by the Chief, ARNG-AV, with the advice and consent of their respective SAAO and the ARNG Aviation Standardization Officer. Functions:

- (1) Review standardization requests, provide guidance, and assist States within their regions on resolution of standardization issues;
- (2) forward unresolved standardization issues to ARNG-AVS for resolution;
- (3) forward standardization guidance and information sent from ARNG-AVS to the State Standardization Officers and other key personnel in their designated region;
- (4) participate as a member of the ARNG Aviation Standardization Committee; and
- (5) meet at the call of the Regional Standardization Officer or ARNG-AV, but not less than annually.

4-42. (Add) Aviation Standardization and Training Messages (STMs)

a. Clarification of Army and ACOM/ASCC or ARNG aviation safety, operations, standardization and/or training policies that apply to the ARNG may be conveyed by ARNG-AV via STMs.

b. Changes to NGRs, NG Pams, NG CIRs, and those other published NGB/ARNG 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 the Chief, ARNG-AV.

d. ARNG STMs will be placed on the Aviation Standardization site on Guard Knowledge Online (GKO), and copies will be provided to Deputy Chief of Staff (DCS), G-3/5/7 (DAMO-AV); FORSCOM, ATTN: AFOP-AV; and CG, USAACE, ATTN: ATZO-ES.

e. All current STMs will be maintained by the AASF/LAASF/AAFA/AVCRAD/TASMG/OSACOM RFC/AAOF/AATS for supported MTOE/TDA units. STMs will be numbered sequentially from the beginning of the FY, such as *STM 12-01, 12-02, 12-03*. The first STM of each FY will be a recapitulation of current STMs.

f. STMs issued by ARNG-AV 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/ARNG aviation standardization, safety, operations, training, or maintenance policies that apply to all OSAA/OSACOM elements IAW DAGO (1995)-11.

(2) Information copies of OSTMs will be provided to ARNG-AV and other affected agencies.

(3) Current OSTMs will be maintained by all OSAA elements, AASFs, AAOFs, and AVCRADs/TASMGs for supported FW MTOE/TDA units. OSTMs will be numbered sequentially from the beginning of the FY, such as *OSTM 12-01, 12-02, 12-03*. A recapitulation of current OSTMs will be published at the beginning of each FY.

h. State STMs and other instruments of policy, if implemented, shall be transmitted or retransmitted under authority of the cognizant FTS SAAO, and must be signed by that SAAO.

Chapter 5

Flight Procedures and Rules

5-1. General

a. (8) (Add) ARNG/OSAA/OSACOM FW aviators and Units/Facilities must comply with the OSAA SOP for all FW aviation operations. FWAATS will maintain an SOP that complies with all applicable Army regulations, to include Total Army School System (TASS) and TRADOC requirements.

c. (Substitute): Smoking, open flames, or operation of spark-generating devices (other than those equipped with spark-arrestors), is prohibited in, on, 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 at the end of the sentence) Since lightning has the potential to ignite POL, refueling/defueling and loading/unloading of armament systems shall cease when lightning is detected within ten statute miles (sm).

5-2. Preflight

c. (2.1) (Add) ARNG aircraft will not be intentionally flown into forecast severe turbulence, unless the requirements of AR 95-1, para. 5-2c(2) are briefed and have been met. Flight into forecast severe turbulence will automatically be considered Extremely High Risk (EHR) and approved by the appropriate FMAA.

(a) Aircrews should get a detailed forecast for the intended route of flight verses using an area forecast depicting severe turbulence.

(d) If severe turbulence is encountered aircraft will:

(1) Immediately depart the turbulence; and

(2) if after encountering severe turbulence, structural damage to the aircraft is suspected or aircraft limitations are exceeded, the aircraft will be landed as soon as practicable and grounded at the first stop following the encounter until all special inspection requirements or maintenance procedures are completed, as required. Also see paragraph 1-4ad(5) of this Supplement regarding responsibilities in the event of a mishap.

g. Minimum equipment required for flight is shown in table 5-2.

Table 5-2
Required equipment

Required equipment	Day	Night	IMC	NVD
(Add) 25. International Civil Aviation Organization (ICAO)-Compliant Emergency Locator Transmitter (ELT)	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 GO (grade O-7 or higher) 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 EHR, 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 take-off and departure emergencies. The recovery airfield weather must meet the alternate planning requirements IAW AR 95-1, para. 5-2f.

(ii) In addition to the requirements of AR 95-1, para. 5-3c: When departing from a runway with applicable non-standard takeoff minimums, compliance with published non-standard 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 Part 91.119, Title 14, Code of Federal Regulations (CFR) (14 CFR 91.119), or Part 91.177, Title 14 CFR (14 CFR 91.177), as applicable.

(2) 14 CFR 91.119, paragraphs b and c, will apply to ARNG RW operations. In addition, all ARNG aircraft will maintain a minimum 500 feet AGL.

Note. 14 CFR is more commonly referred to as Federal Aviation Regulations (FARs).

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

(a) Taking off or landing;

- (b) required during emergency operations, and risk-managed during the Search and Rescue (SAR) mode of SAR missions;
- (c) directed by Air Traffic Control (ATC), or when necessary to comply with VFR/Special Visual Flight Rules (SVFR) visibility and cloud clearance requirements;
- (d) required during an instructional period conducted and risk-managed by a UT/IP/SP/IE;
- (e) in an SAAO-approved tactical terrain flight training area; or
- (f) for operational missions specifically authorized in writing, or briefed, by the SAAO.

Chapter 8 Aviation Life Support

Section I Aviation Life Support System (ALSS)

8-1. Aviation Life Support System (ALSS) – General

- e.* (Add at end of the sentence) The SAAO will have overall staff supervision of ALSS activities and coordination with staff sections, commanders, and the State U.S. Property and Fiscal Office(r) (USPFO) on matters pertaining to ALSE training and budgeting.
 - i.* (10) (Add) Ensure the ASO, 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 Non-Commissioned Officer (NCO)/Technician to support and execute the ALSE program.
 - j.* (7) (Add) Assist the Aviation Life Support Officer (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.

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) *All RW:*
 - (a) Boots approved for aviation use IAW Common Table of Allowances (CTA) 50-900 and current DA and NGB/ARNG message guidance;
 - (b) approved flight helmet;
 - (c) flight suit approved for aviation use in CTA 50-900 and/or AR 670-1;
 - (d) flight gloves;
 - (e) under-layer clothing made of cotton, wool, Nomex[®] or materials approved for aviation use IAW CTA 50-900; and
 - (f) identification tags worn around the neck, IAW AR 670-1.
 - (2) *All FW:*
 - (a) Boots approved for aviation use IAW CTA 50-900 and current DA or NGB/ARNG message guidance;
 - (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; and
 - (f) identification tags worn around the neck, IAW AR 670-1.
 - (3) The use of thermoplastic synthetics to include polyester, nylon, (except Nomex[®]), acrylic, and polypropylene, either as 100 percent 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 Program (FCP) or approved by ARNG-AV (RW) or OSAA (FW).
- f.* (Add) All occupants in helicopters will wear a flight helmet when occupying a pilot or copilot station when main engines are operating, or when performing crew duties. See CTA 50-900 for additional helmet authorization.

Paragraph 8-11 and subsequent text continued on next page.

8-11. Seat belts and restraints

d. (Add to the end of the sentence) A complete list of tactical insertion/extraction mission tasks which do not require a seats-out waiver from NGB/ARNG are identified in para. 4-15.1a(2) above.

e. (2) (Add to the end of the sentence) The CNGB (for purposes of this Supplement and underpinning regulation, the NGB Commander) has delegated the waiver approval authority to the DARNG for ARNG units and to the Director, Air National Guard (DANG) for ANG units. The ARNG supported unit's chain of command will submit their re-quest for waiver from the requirements in subparagraph 8-11a above, including the corresponding DA Forms 7566, or equivalent, *through* the cognizant AG, *to* DARNG, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Ar-lington, VA 22204-1382. ANG supported units chain of command requesting ARNG aviation support, will submit their request for waiver from the requirements in subparagraph 8-11a above, and their risk assessments *through* the cognizant AG, *to* DANG, ATTN: ANG/A3O, 3500 Fetchet Avenue, Andrews AFB, MD 20762-5157. A copy of the waiver approval will be provided to the supporting ARNG aviation unit chain of command. Supporting ARNG aviation units must have a seats-out SOP in order to provide seats-out support, and must concur with the request which will be assessed by the supporting aviation chain of command as (at least a) High risk and approved by the aviation High-risk FMAA. The supporting aviation unit chain of command/SAAO will notify ARNG-AVS-SS of the pending High-risk seats-out mission.

8-12. Survival equipment

b. (Add to end of the paragraph) If available, at least one survival radio will be a AN/PRQ-7 Combat Survivor/ Evader Locator (CSEL). The AN/PRC-90 and AN/PRC-112 survival radios will be used to supplement shortage of the AN/PRQ-7 CSEL radio. Upon receiving the AN/PRQ-7 CSEL radio, units will centralize all AN/PRQ-7 CSEL radios and distribute them to crewmembers prior to flight. Flights with less than one AN/PRQ-7 radio per crew-member are only allowed when the anticipated mission load will exceed the unit's available AN/PRQ-7 radios. In this case, the other crewmembers will be issued an AN/PRC-90 or AN/PRC-112 survival radio. Commanders will consider the potential impact to crew survivability on flights with less than one AN/PRQ-7 radio per crewmember. Flights with less than one AN/PRQ-7 radio per crewmember will not be performed as a matter of convenience.

e. (3) (Add to end of subparagraph) Qualification of all ARNG crewmembers in Shallow Water Egress Trainer (SWET), Modular Egress Training Simulator (METS), and Emergency Breathing System (EBS) is strongly encouraged. Qualification and sustainment training 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. SWET, METS, and EBS training will be scheduled and funded by individual States.

Section III

Personnel and Training Requirements

8-13. ALSE maintenance personnel (substitute): Commanders having operational control of Army aircraft will provide personnel to perform required maintenance on ALSE IAW TOE or TDA documents (see TC 3-04.72, para. 2-12).

a. One FTS ALSE Maintainer should be adequate to maintain equipment for each 50 supported air crewmembers, as well as those passengers and other mission personnel reasonably expected to be flown on/by the aircraft operated by the Unit/Facility.

b. For each AVCRAD/TASMG, one additional (to subparagraph *a* above) FTS ALSE Maintainer should be adequate to maintain the aircraft-centric ALSE (including ELTs and those other items of ALSE work-ordered to the AVCRAD/TASMG by the supported Units/Facilities). Commanders using ALSE Maintainers in a part-time capacity must adjust the number of personnel as needed to ensure all required inspections and maintenance is performed.

8-14. Training of ALSS maintenance personnel

b. (1) (Add) ARNG ALSS maintenance personnel who were trained at the Professional Education Center (PEC), Little Rock, AR, or at USAALS Mobile Training Team (MTT) course, Fort McCoy, WI, prior to implementation of U.S. Army course number 860-ASIQZ conducted by USAALS satisfy this qualification requirement.

b. (2) (Add) On-the-job training (OJT) is no longer authorized for ALSS maintenance personnel qualification.

Chapter 11 and subsequent text continued on next page.

Chapter 11

(Add) Additional Flight Training Period (AFTP) Program

11-1. Purpose of the training

AFTPs are required for maintaining proficiency, and enhancing the flight safety, of and for MTOE/TDA air crewmembers and increasing operational readiness of aviation personnel. Entitlement to pay and allowances for AFTPs is authorized as IDT as prescribed by DoDI 1215.06, para. 6.1.2.6.3.2, and DoD 7000.14-R, Volume 7a, chapter 58, para. 580101A. 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 and managed by the FTS SAAO, and coordinated with the supported Unit commanders. References to SAAO in this chapter imply the FTS SAAO, unless otherwise noted.

11-2. Scope

- a. This chapter provides authorization to perform AFTPs for pay in the following categories:
 - (1) *Aircraft (manned and unmanned) systems*. Duty involving actual aircraft flight.
 - (2) *Simulation Devices (manned and unmanned)*. 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 Supplement and underpinning regulation, the term *simulation devices* includes:
 - (a) Synthetic Flight Training System (SFTS), to include the Transportable Blackhawk Operations Simulator (TBOS), and Transportable Flight Proficiency Simulator (TPFS);
 - (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) and its subsets;
 - (g) UAS simulators as listed in AR 95-23, table 4-1; and the RQ-7 Shadow Crew Trainer (SCT);
 - (h) other simulation devices specifically approved by ARNG-AV; and
 - (i) the use of other simulation devices, as authorized by the SAAO, as follows:
 - (i) Target Acquisition and Designation System (TADS) Selected Task Trainer (TSTT); and/or
 - (ii) Computer Based ASE Training (CBAT), and Recognition of Combat Vehicles (ROC-V).
 - (3) *Support*.
 - (a) Aviation medicine support.
 - (b) ATP-required tasks not involving actual aircraft flight or simulator hours (e.g., mission planning).
 - (c) ATC-related training, maintenance support, or supervision.
 - (d) Aviation maintenance, airfield services, Flight Operations, ALSE, aerial gunnery support, or supervision of these support functions.
 - (e) Underwater Egress Training (UET) utilizing the SWET, METS, or EBS.
 - (4) *Academic*.
 - (a) Training conducted by a certified/authorized instructor via individual instruction or classroom presentations, briefings, or lectures.
 - (b) Certified successful completion of supervised or unsupervised aviation academic training using electronic-based media or Distance Learning (DL) methodologies IAW DoD 7000.14-R, Volume 7A, chapter 58, para. 580101A.
- b. AFTPs in a non-pay status may be performed without regard to authorized limits. Members of the RC in an Active status may participate in training voluntarily – without pay – but must be on a “Retirement Points Only” order.
- c. AFTPs are authorized based upon an individual’s military duty position. Technicians not occupying an aviation MTOE/TDA position, and LCD aviators, are not authorized to receive AFTPs.

11-3. Applicability

This chapter applies to:

- a. *Primary Aircrew Members*:
 - (1) Rated personnel on NGB/ARNG aviation service orders MOS 15-, 67J, 152-, 153-, 154-, and 155-series.
 - (2) Non-rated personnel on crewmember flying status orders in authorized The Army Authorization Documents System (TAADS) positions MOS 15 series and 68W. This also applies to NCMs assigned to Door Gunner positions IAW AR 600-106 (as modified by ALARACT 280/2008, Update Message to AR 600-106, para. 2-3c).
 - (3) Additional Enlisted Career Management Field (CMF) 15-series personnel authorized in writing by the

SAAO (such as Technical Inspectors [TIs] in TAADS F-coded flying positions).

- b. *Aviation Support Personnel occupying an MTOE/TDA duty position of:*
 - (1) Aviation Physician Assistant (APA) MOS 65DM3;
 - (2) ATC Technician MOS 150A;
 - (3) Aviation Maintenance Technician MOS 151A;
 - (4) Armament Officer MOS 913A;
 - (5) Ammunition Specialist MOS 89B;
 - (6) ATC Equipment Repairer MOS 35D;
 - (7) ATC Operators MOS 15Q/93C;
 - (8) Aviation (Flight) Operations Specialist MOS 15P;
 - (9) Firefighter MOS 21M; or
 - (10) Supply/Petroleum Specialist MOS 92A/92Y/92F.
- c. *UAS Personnel:*
 - (1) UAS Operators MOS 15W (in addition to legacy MOSs 35K and 96U);
 - (2) UAS Repairers MOS 15E (in addition to legacy MOSs 15JU2/15XU2/15YU2/35TU2/33WU2/52DU); or
 - (3) TUAS Operations Technician Warrant Officers/Platoon Leaders MOS 150U.

11-4. Responsibilities

a. The DARNG is authorized to allocate resources for the AFTP program IAW DoDI 1215.06, para. 6.1.2.6.3.2, and DoD 7000.14-R, Volume 7a, chapter 58.

b. State AGs will exercise overall supervision of this program IAW published criteria.

c. SAAOs/AASF/AATS/AVCRAD/TASMG Commanders will establish a supervised and risk-managed AFTP program that will not exceed NGB/ARNG/State funding resources. This program will be developed in concert with supported Unit commanders (Detachment through Brigade/Group [or equivalent], with the focus on MTOE/TDA units at squadron/battalion and below), for the specific purpose of supporting the ATP and METL of each unit. The SAAO will exercise oversight authority and ensure 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. AFTP programs, at a minimum, shall ensure:

- (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 training year;
- (4) concentrated 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; and
- (7) ATC personnel present unique challenges for SAAOs/AASF/AATS Commanders and supported Unit Commanders. ATC Commanders, in conjunction with the AASF Commanders, 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 supporting AASF Commanders.

11-5. AFTP Funding

a. AFTP funding will be allocated each FY to the States prior to the beginning of the FY. AFTPs are allocated as dollar amounts for maximum flexibility for each State. Table 11-1 indicates the maximum AFTPs authorized. States/AATSS are not funded for 100 percent execution as a Managed Level of Resourcing (MLR).

b. The SAAOs, within State funding limitations, may redistribute/authorize AFTPs within their programs (see table 11-1). The maximum number of AFTPs authorized for pay for any individual in an FY is IAW DoDI 1215.06, para. 6.1.2.6.3.2. SAAOs will manage the number of non-flying AFTPs for air crewmembers with the consideration of the impact on the FHP and individual flight proficiency.

c. States and AATSS will ensure accurate reporting of the AFTP program.

Table 11-1 and subsequent text continued on next page.

**Table 11-1
AFTP Authorization Table**

Code	Duty Position/Function	Annual AFTPs*
A	Attack Helicopter Pilot (All H-64 Series and OH-58D)	72
B	Security & Support Helicopter Pilot (OH-58A/C, UH-72A)	72
C	Utility Helicopter Pilot (All H-60 Series)	72
D	Cargo Helicopter Pilot (All H-47 Series)	72
E	Airplane Pilot (All FW MTDS)	72
F	Flight Surgeon	48
G	Aviation (Flight) Operations Specialist	48
H	Helicopter/Airplane Flight Engineer FE/FI/SI	72
I	Door Gunner (DG)	72
J	Helicopter Crew Chief CE/FI/SI	72
K	Aeromed Flight Medic MO/FI/SI	72
L	Attack/Utility/Cargo Repairer in a Company, Troop, Battalion, or Squadron	48
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	48
R	FW/RW First Sergeant/Platoon Sergeant, Armament/Maint Supervisor or Technician	48
S	Technical Inspector	48
T	ALSE NCO/ALSO	48
U	Physicians Assistant (other than Flight Surgeon)	48
V	ATC Operator, Equipment Repairer, or Technician	48
W	UAS Operator, Repairer, and 150U Warrant Officer	72

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

11-6. Requirements for all AFTPs

- a. All AFTPs, regardless of category, must:
 - (1) Include at least four hours of duty/training time; and
 - (2) be scheduled and directed or authorized 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 Unit Training Assembly ([UTA] or Additional Training Period), may be scheduled during any one calendar day, so long as the aggregate total duty time is at least eight hours.
 - (b) Dual AFTPs may be authorized in support of at least one of the following:
 - (i) Extended mission and mission support requirements.
 - (ii) Individual/collective aircrew training to include aircraft and simulators.
 - (iii) Non-flying (i.e., Support) AFTPs in support of flight operations and training.
 - (iv) Non-flying (i.e., Academic) AFTPs to accommodate extended academic training requirements.
 - (v) Any combination of paragraphs 11-7 through 11-10 below.
 - (c) An AFTP is not authorized on a day when the member has performed one Readiness Management Period (RMP); two UTAs, or Equivalent Training (ET) for two UTAs; two Substitute UTAs (SUTAs); or are on State orders in a SAD status (this does not include State employees who are traditional Guardsmen [M-Day] performing AFTPs before or after normal work periods, or in a authorized civilian leave status).
 - (d) 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.
 - (e) 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 the point of departure.
- b. AFTPs will not be considered as any type of UTA or ET; and, air crewmembers are prohibited from using an AFTP as a pay status for the purpose of receiving a FDME.
- c. 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).
- d. Federal employees (Military Technicians). Federal civilian employees are not authorized AFTPs during their

normal duty hours, except when in an authorized leave status. Also see paragraph 2-3d.

e. AFTPs will be performed IAW with DoDI 1215.06, para. 6.1.2.6.3.2, and DoD 7000.14-R. AASF/AATS Commanders must ensure the number of personnel approved for any AFTP does not exceed the number necessary to accomplish the mission or training objective.

f. AFTPs will be documented IAW paragraph 11-11.

g. AFTP documentation will be verified (certified) by individuals authorized in writing by the SAAO, AASF/AATS/AVCRAD/TASMG or Unit Commander(s). Individuals selected to authorize an AFTP for pay will be determined by the SAAO; this authority may not be delegated below AASF/AATS/AVCRAD/TASMG Commanders.

11-7. Aircraft AFTPs

a. Aircraft AFTPs will be flown/executed in/on U.S. Army (manned or unmanned) aircraft only.

b. Flight time must be accomplished during each aircraft AFTP. Flying time for each aircraft AFTP must average not less than 1.5 hours over the course of the FY. Excess aircraft AFTP flight time may be applied to other flying (aircraft) AFTPs within the same FY. During MTFs, authorized crewmembers performing maintenance functions have no minimum flight time requirement.

c. Aviators and UAS Operators must be designated IAW the ATP (primary, additional, or alternate) to perform crew duties in the aircraft in/for which they perform an AFTP. An aviator performing duty as a Battle Captain/Air Mission Commander (AMC) from the crew or passenger seat of a cargo/utility/observation aircraft during collective unit training is authorized AFTPs without being designated for that aircraft.

d. NCMs and non-crewmembers shall accomplish flight AFTPs in aircraft compatible with their respective MOS. The number of crewmembers for any one flight cannot exceed the number required for mission accomplishment.

e. UTs/IPs/SPs/IEs/MEs/IOs/SOs may perform AFTPs from either flight control or non-flight control stations while performing training or instructor/evaluator duties.

f. Aircraft AFTPs (requiring flight duties) are not authorized during any period of suspension or investigation for having failed to complete ATP requirements.

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 over the course of the FY. Excess simulator AFTP flight time may be applied to other simulator AFTPs within the same FY.

b. Only simulator performance creditable IAW this Supplement 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.

c. Except as provided below, simulator AFTPs are not authorized during any period of suspension or investigation for having failed to complete ATP requirements. Simulator AFTPs may be performed during temporary medical suspension if the aviator's DA Form 4186 allows simulator duties to be performed.

11-9. Support AFTPs

a. Crewmembers, non-crewmembers, and aviation support personnel may perform non-flying AFTPs to support flying activities and flight related functions related to their MOS. This includes direct support such as ATC and aircraft refueling operations, mission planning, aircraft preparation, aircraft and ALSE maintenance.

b. Support AFTPs are also authorized for such aviation unique training, such as UET, SWET, METS, and EBS.

11-10. Academic AFTPs

a. ARNG personnel are authorized to conduct certain electronic-based academic training at their duty station and away from the Unit or flight Facility, and receive an AFTP for that training when it meets the requirements of this Supplement and local command guidance (AFTP program requirements are exempt from Army Directive [AD] 2010-06).

b. SAAOs will establish an AFTP management policy for their State that addresses the performance of academic AFTPs and certifying successful completion of aviation academic training using electronic-based distributed learning methodologies such as the Online ARNG Aviation Training Site (OAATS) or equivalent programs developed at the State or Unit level (see glossary, section III).

c. To ensure adequate controls are enacted to authorize AFTPs for electronic-based distributed learning training, the SAAO's AFTP policy will include the following elements:

(1) Required academics classes/courses must be designated in writing. Only those academic subjects identified by the SAAO and/or Unit/Facility Commander at the beginning of the FY, or officially added throughout the year, and those academic subjects clearly identified in the ATM, are authorized for AFTPs.

(2) Academic subjects identified by the SAAO and/or Unit/Facility Commander must support the ATP or aviation mission (e.g., a crewmember may receive an academic AFTP for completing a computer class at a location other than their duty station on *Mountain Operations* if it is identified and authorized by the Commander because it supports the ATP, but may not receive an AFTP for taking a computer class on *Operations Security* since it does not directly support the ATP or the Unit's aviation related mission. *Operations Security* is a requirement for all Soldiers within a unit, but not unique to crewmembers or aviation support personnel).

(3) The SAAO's AFTP policy must specify the maximum number of academic AFTPs authorized during the training year.

(4) The policy must identify certification of academic training accomplished by unsupervised or instructor-led electronic-based distributed learning methodologies. "*Certified successful completion*" means the individual must provide reasonable proof the training was conducted and performed during at least a four-hour cumulative period as required by paragraph 11-6a(1). Proof of Training, along with a signed copy of the locally-produced Author-ization for Individual Inactive Duty Training (AIIDT) form (figures E-1 or E-2), must be presented to the certifying officer authorized in writing by the SAAO (e.g., AASF Operations Officer). The Proof of Training may be in the form of a computer-generated class completion certificate, Learning Management System (LMS) certification, electronic file transfer, or a printed computer screen that clearly indicates completion of the required training along with the date the training was accomplished. Reasonable proof of training, along with an AIIDT form, must be provided to the certifying officer – via email, fax, or hand-delivered – within 30 days of completing the training (but not beyond the last day of the FY) to ensure proper processing for pay. The certifying officer will verify and validate the training was accomplished IAW this paragraph and any other related command guidance. The Proof of Training document will be attached to the AIIDT form or filed and retained until the AIIDT form is signed by the certifying officer (e.g., Operations Officer) and authorizing official (AASF Commander). The original copies of the Proof of Training documents need not be retained beyond local requirements once the training has been certified and attendance documented IAW local command directives.

d. Priority of AFTP utilization for academic AFTPs is:

(1) DA-mandated training requirements such as CBAT (reference TC 3-04.11, paragraphs 4-71 and 4-72) and Fratricide Prevention Training (reference TC 3-04.11, para. 4-73; and FM 3-04.140, para. 6-25).

(2) ATP academic subjects identified in the applicable ATM such as Engine Systems, Hydraulic Systems, etc.

(3) Academic subjects identified by the command that directly support the ATP and Unit's aviation missions.

Note. ARNG-AV highly encourages each SAAO's academic training policy and implementing instructions to authorize crewmembers and support personnel to use the OAATS at <https://oaats.ellc.learn.army.mil> for accomplishing academic continuation or sustainment training. Each AASF should furnish the OAATS Team Chief with a point of contact and two Subject Matter Experts (SMEs), one RCM and one NCM, for virtual course control. These SMEs will be designated as Course-Level Managers with administrative privileges for personnel enrolled in the OAATS. They may also be assigned a maximum of two courses each on the OAATS in which they will be assigned responsibilities – such as revision control for training material and exams, based on reference material updates or viable concerns from the field regarding accuracy and training viability.

11-11 Record of AFTP Performance

The individual performing an AFTP will fill out a locally-produced individual AFTP certification form/card or log as their first task when reporting for duty in an AFTP status. AFTP certification forms are used for verification and auditability of all AFTPs. Appointed AFTP certification personnel will ensure the duty has been performed and the AFTP certification form is correct. AFTP certification forms will be processed by authorized personnel IAW Defense Finance and Accounting Service (DFAS)-Indianapolis Center Manual 37-100. 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 [FOS] receiving the AFTP card). The FOS will regularly provide all personnel performing AFTPs a status of the number of AFTPs performed/remaining (see appendix E).

Appendix A and subsequent text continued on next page.

Appendix A References

Section I Required Publications

Unless otherwise noted, ARs are available at <http://www.apd.army.mil/>.

AR 95-1

Flight Regulations (Cited in paragraphs *History*, *Summary*, *Suggested Improvements*, *Army Process Improvement Criteria [APIC]*, *Contents*, 1-3, 1-4z(15), 2-1d, 2-10g(8), 2-14c, 2-14d, 3-9, 3-13c, 4-10a(1)(b), 4-10b(1), 4-27g, 5-2c, 5-3c(1)(b)(i), 5-3c(1)(b)(ii), and G-4d.)

Section II Related Publications

A related publication is a source of additional information. The user does not have to read a related reference to understand this publication. Unless otherwise noted, DoD and Army-level administrative publications are available at <http://www.apd.army.mil/>; and NGB/ARNG-issued administrative publications are available at <http://www.ngbpd.c.ngb.army.mil/>.

AD 2010-06

Compensation of Reserve Component Personnel for Army Electronic-Based Distributed Learning

AR 5-1

Total Army Quality Management

AR 5-4

Department of the Army Productivity Improvement Program

AR 15-6

Procedures for Investigating Officers and Boards of Officers

AR 25-400-2

Army Records Information Management System (ARIMS)

AR 40-3

Medical, Dental, and Veterinary Care

AR 40-501

Standards of Medical Fitness

AR 71-32

Force Development and Documentation – Consolidated Policies

AR 95-23

Unmanned Aircraft System Flight Regulations

AR 200-1

Environmental Protection and Enhancement

AR 350-1

Army Training and Leader Development

AR 360-1

The Army Public Affairs Program

AR 570-4

Manpower Management

AR 600-105

Aviation Service of Rated Army Officers

AR 600-106

Flying Status for Nonrated Army Aviation Personnel

AR 670-1

Wear and Appearance of Army Uniforms and Insignia

AR 710-2

Supply Policy Below the National Level

CTA 50-900

Clothing and Individual Equipment

DAGO (1995)-11

Organization of the Operational Support Airlift Command (OSACOM)

DA Pam 611-21

Military Occupational Classification and Structure

DA Pam 710-2-1

Using Unit Supply System (Manual Procedures)

DFAS-IN Manual 37-100

(No Title) Available at <http://www.dfas.mil/more/accounting/dfas-in37-100manual.html>.

Note: DoD publications – to include DoD Manuals, Instructions, Regulations and Directives – are available at <http://www.dtic.mil/whs/directives/>.

DoD 4515.13-R

Department of Defense Air Transportation Eligibility Regulation

DoD 7000.14-R

DoD Financial Management Regulation

DODD 3025.18

Defense Support of Civil Authorities (DSCA)

DODD 4500.43

Operational Support Airlift (OSA)

DODD 4500.54E

DoD Foreign Clearance Program (FCP)

DODD 4500.56

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

DODD 5410.18

Public Affairs Community Relations Policy

DODD 7730.57

Aviation Incentive Pays and Continuation Bonus Program

DoDI 1215.06

Uniform Reserve, Training, and Retirement Categories

DoDI 5410.19

Public Affairs Community Relations Policy Implementation

FM 3-04.140

Helicopter Gunnery

FM 3-04.300

Flight Operations Procedures

FM 3-05.60

Army Special Operations Forces Aviation Operations

FM 3-05.210

Special Forces Air Operations

FM 3-05.212

Special Forces Waterborne Operations

FM 5-19

Composite Risk Management

NG Pam 95-5

Use of Army National Guard Aircraft

NG Pam 415-12

Army National Guard Facilities Allowances

NG Pam 750-2

Army National Guard Aviation Logistical Program

NGR 10-1

Organization and Federal Recognition of Army National Guard Units

NGR 385-5

Aviation Support Activity Accident Prevention Survey (ASAAPS) Program

NGR 415-5

Army National Guard Military Construction Program Development and Execution

NGR 415-10

Army National Guard Facilities Construction

NGR 500-2/ANGI 10-801

National Guard Counterdrug Support

NGR (AR) 600-100

Commissioned Officers – Federal Recognition and Related Personnel Actions

NGR 600-110

Selection and Training of Army Aviation Officers

Note. OMB Bulletins are available at http://www.whitehouse.gov/omb/bulletins_default.

OMB Bulletin 93-11

Fiscal Responsibility and Reducing Perquisites

TC 1-228

Aircrew Training Manual, OH-58A Kiowa Helicopter

TC 1-251

Aircrew Training Manual, Attack Helicopter AH-64D

TC 1-272

Aircrew Training Manual, Light Utility Helicopter UH-72A

TC 3-04.11

Commander's Aircrew Training Program for Individual, Crew, and Collective Training

TC 3-04.72

Aviation Life Support System Management Program

TC 21-21

Water Survival Training

Note. USC abstracts are available at <http://www.access.gpo.gov/uscode/>.

5 USC 5533

Dual Pay from More than One Position; Limitations; Exceptions

10 USC

Armed Forces

10 USC 10501

National Guard Bureau

Section III**Prescribed Forms**

Unless otherwise noted, DoD and Army-level administrative forms are available at <http://www.apd.army.mil/>; and NGB/ARNG-issued administrative forms are available at <http://www.ngbpdc.ngb.army.mil>. Course prerequisite-related forms are available on ATRRS or Guard Knowledge Online (GKO).

Eastern AATS (EAATS) Form 49

Course Prerequisite Waiver Form (Prescribed in paragraph 1-7d, and figure B-2.)

(No form number prescribed)

Authorization for Individual Inactive Duty Training (Prescribed in paragraph 1-7d, and figure E-1.)

WAATS Form 31

Course Prerequisite Waiver Form (Prescribed in paragraph 1-7d, and figure B-3.)

(No form number prescribed)

FWAATS Prerequisite Waiver Request (Prescribed in paragraph 1-7d, and figure B-4.)

Section IV**Referenced Forms**

Except where otherwise indicated below, the following forms are available on the AKO, AHP, and APD Web sites. Unless otherwise noted, DoD and Army-level administrative forms are available at <http://www.apd.army.mil/>; and NGB/ARNG-issued administrative forms are available at <http://www.ngbpd.ngb.army.mil/publications.htm>. Course prerequisite-related forms are available on ATRRS or Army Knowledge Online (AKO).

DA Form 759

Individual Flight Record and Flight Certificate – Army

DA Form 2408-12

Army Aviator's Flight Record

DA Form 1352

Army Aircraft Inventory, Status, and Flying Time

DA Form 4186

Medical Recommendation for Flying Duty

DA Form 2028

Recommended Changes to Publications and Blank Forms

DA Form 4610-R

Equipment Changes in MTOE/TDA (LRA)

10 USC 12301(d)

Reserve components generally

Note. CFR abstracts are available at http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title14/14tab_02.tpl.

14 CFR 91.119

Minimum Safe Altitudes: General

14 CFR 91.177

Minimum Altitudes for IFR Operations

32 USC 709

Technicians: Employment, Use, Status

Note: The following two publications are available at https://gkoportal.ngb.army.mil/sites/G3_AVS/Safety/av-ss/default.aspx

USSOCOM Manual 350-6

Special Operations Infiltration/Exfiltration Operation

(No Publication Number)

OSAA SOP

DA Form 5484
Mission Schedule/Brief

DA Form 7120-R
Individual Flight Record and Flight Certificate

DA Form 7122-R
Crewmember Training Record

DA Form 7566
Composite Risk Management Worksheet

USAACE Form 31
Course Prerequisite Waiver Form

Supplement text continued on next page.

Appendix B Course Prerequisite Waiver Request Forms

Course Prerequisite Waiver Form										
Rank, Last Name, First Name, MI		SSN			Fit Line POC; Ph # & email:					
		Aircraft and Course								
		Class #								
Complete Sections I & II. <u>Fill in all blocks.</u> Any incomplete or illegible information will cause a delay in processing. Refer questions to 110th Avn Bde Standards, DSN 558-3910, Commercial (334) 255-3910.										
Section I										
Answer <u>YES</u> or <u>NO</u> in each unshaded box in the column for the course you are attending. If flight time requirements have not been met, <u>ENTER FLIGHT TIME</u> instead of <u>NO</u> .						FWMEQC	IPC / MOI	MTPC	RWIFEC	
500 hours of pilot time in aircraft category.										
250 hours in course aircraft type / design.										
50 hours as PC in course aircraft type / design.										
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 AI 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						Justification:				
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:				
Section III										
110th Avn Bde Standards Recommendation:										
APPROVAL / DISAPPROVAL										
Distribution: 1-Fit Line POC 1-NGB Deputy Assistant Commandant (disapproval only) 1-G-3 USAAWC ATTN: Academic Records (disapproval only) 1-110th Avn Bde SMO (diapproval only) 1-CDR, C Co., 1-13th Avn (disapproval only)						APPROVED		DISAPPROVED		
						Colonel, Aviation Commanding				
110th Avn Bde Waiver #										

Figure B-1. USAACE 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								
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.					AQC	IPC / MOI	MTPC	IFE
Letter of recommendation from unit commander. (not w aiverable for IPC/MOI)								
500 hours of pilot time in aircraft category. (not w aiverable 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 w ith course aircraft.								
Current class II flight physical that w ill not expire during course.								
1,000 hours of pilot time, or 500 hours pilot time and 50 hours w eather time.								
Qualified instructor pilot w ith current instrument certification.								
Section II Flight Time								
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:								
Section III EAATS Staff Recommendations								
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	
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).									
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.		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.									
Section II Flight Time									
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:									
Section III WAATS Staff Recommendations									
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

FWAATS Prerequisite Waiver Request

Student Rank & Name:	Student SSN:	OSAA-OP 6970 Britten Drive, Suite 201 Fort Belvoir, VA 22060	
Course Name/Course Number/Class Number:	Start Date:	End Date:	
Reason for Course Prerequisite Waiver (The applicant does not meet the following Course Prerequisites):			

<p><i>Note to Requesting Unit: Complete Header Information and Section I, attach any supporting documents, then forward to OSAA-OP for processing.</i></p>	<p>OSAA-OP FAX: DSN 656-7115 cml (703) 806-7115 OSAA-OP Voice: DSN 656-7203 cml (703) 806-7203 FWAATS Voice: DSN 366-6593 cml (304) 842-8870</p>
--	--

SECTION I FLIGHT TIME	LAST			TOTAL TIME	Date of Last Stan Eval:	Student Unit, Location, Duty Position, MTOE/TDA Paragraph and Line Number:
	60 DAYS	6 MONTHS	YEAR			
TOTAL						
RW					Date of Last Inst Eval:	Requesting Unit Phone:
FW						
PC						
COURSE AIRCRAFT					Justification (Include impact if approved or disapproved):	
IP FW/RW						
IE FW/RW						
Unit CDR/POC Name and Rank:						
Unit CDR/POC Signature:						
SAAO Name and Rank:						
SAAO Signature:						

Note to Requesting Unit: Fill in all appropriate blocks. Any incomplete information will result in a delay. Refer any questions to the FWAATS Operations Officer, DSN 366-6593, commercial (304) 842-8870.

SECTION 2: OSAA RECOMMENDATIONS/FINAL DISPOSITION				
Division Chief, Plans and Ops	APPROVAL	DISAPPROVAL	Name/Rank:	Date:
Division Chief, Standards	APPROVAL	DISAPPROVAL	Name/Rank:	Date:
Commander, OSACOM	APPROVAL	DISAPPROVAL	Name/Rank:	Date:
REMARKS:				
Distribution: 1-Individual 1-Commander, FWAATS 1-SAAO (Disapproval Only) 1-OSAA-OP			APPROVED DISAPPROVED	Commander, FWAATS

Figure B-4. FWAATS Prerequisite Wavier Request

Appendix C Request for Waiver Format – Tactical Ingress/Egress Operations

STATE LETTERHEAD	
OFFICE SYMBOL	Date
MEMORANDUM THRU The Adjutant General, ____ (State)	
FOR Chief, National Guard Bureau, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1382	
SUBJECT: Request for Waiver to ARNG Aviation External Rope Operations Policy	
1. Reference. NG Suppl 1 to AR 95-1, Flight Regulations, _____ (date), para. 4-15.1.	
2. Per reference 1 above, request waiver of the ARNG Aviation External Rope Operations Policy.	
3. The nature of the mission is (<i>state the nature of the mission</i>).	
a. Activities requiring waiver are (<i>state the activities requiring waiver</i>).	
b. Environmental Considerations (<i>state the terrain or structures that justify the waiver</i>).	
c. The anticipated value of the mission is (<i>state the anticipated value of the mission such as plants eradicated, controlled substance or facilities destroyed, perpetrators captured, property recovered</i>).	
d. Impact statement if waiver is not approved. (<i>state the negative impact on the mission or operation of the waiver is not granted</i>).	
4. Inclusive dates of the mission are (<i>from</i>) (<i>to</i>).	
5. Risk mitigating actions are (<i>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</i>)	
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 (<i>annual or pre-execution assistance visit</i>).	
j. Mission communication and coordination plan.	
k. Emergency medical support plan.	
6. POC for this operation and request is <i>Rank and Name, Title, Organization, DSN ____-____, Commercial (____) ____-____ or email;_____.</i>	
Encl (3).	(Signature Block)
1. Concept of Operations Plan	SAAO
2. Copy of Completed DA Form 7566 (<i>reference FM 5-19, appendix A</i>)	
3. Unit SOP for Tactical Insertion/Extraction Operation	

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

Appendix D
Unit and Individual Waiver Request memorandum formats

<i>STATE LETTERHEAD</i>	
<i>OFFICE SYMBOL</i>	<i>Date</i>
MEMORANDUM THRU The Adjutant General, ____ (State)	
FOR Chief, National Guard Bureau, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1382	
SUBJECT: Request for Unit Waiver	
1. Reference. NG Suppl 1 to AR 95-1, Flight Regulations, _____ (date), para. 4-2a.	
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: <i>(Explain all circumstances relating to the inability of a unit to perform ATP requirements.)</i>	
4. The waiver(s) issued/granted would apply to the following unit(s) at <i>(location)</i> :	
5. POC for this request is <i>Rank and Name, Title, Organization</i> , DSN ____ -____, Commercial (____) ____-____ or email;_____.	
	(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), ATTN: SAAO, ____ (rank and name)

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

1. Reference. NG Suppl 1 to AR 95-1, Flight Regulations, _____ (date), para. 4-2b.

2. Per Reference 1 above, request the following ATP requirements be waived for individual aviator(s) as listed in 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 F
Regional Standardization Advisory Committees**

<u>Western Region</u>	<u>Southern Region</u>	<u>Midwest Region</u>	<u>Northeast Region</u>
AK, AZ, CA, CO, GU, HI, ID, NM, NV, MT, OR, UT, WA, WY	AL, AR, FL, GA, LA, MS, NC, OK, PR, SC, TN, TX, VI	IA, IL, IN, SD, KS, KY, MI, MN, MO, ND, NE, OH, WI	CT, DC, DE, MA, MD, ME, NH, NJ, NY, PA, RI, VA, VT, WV

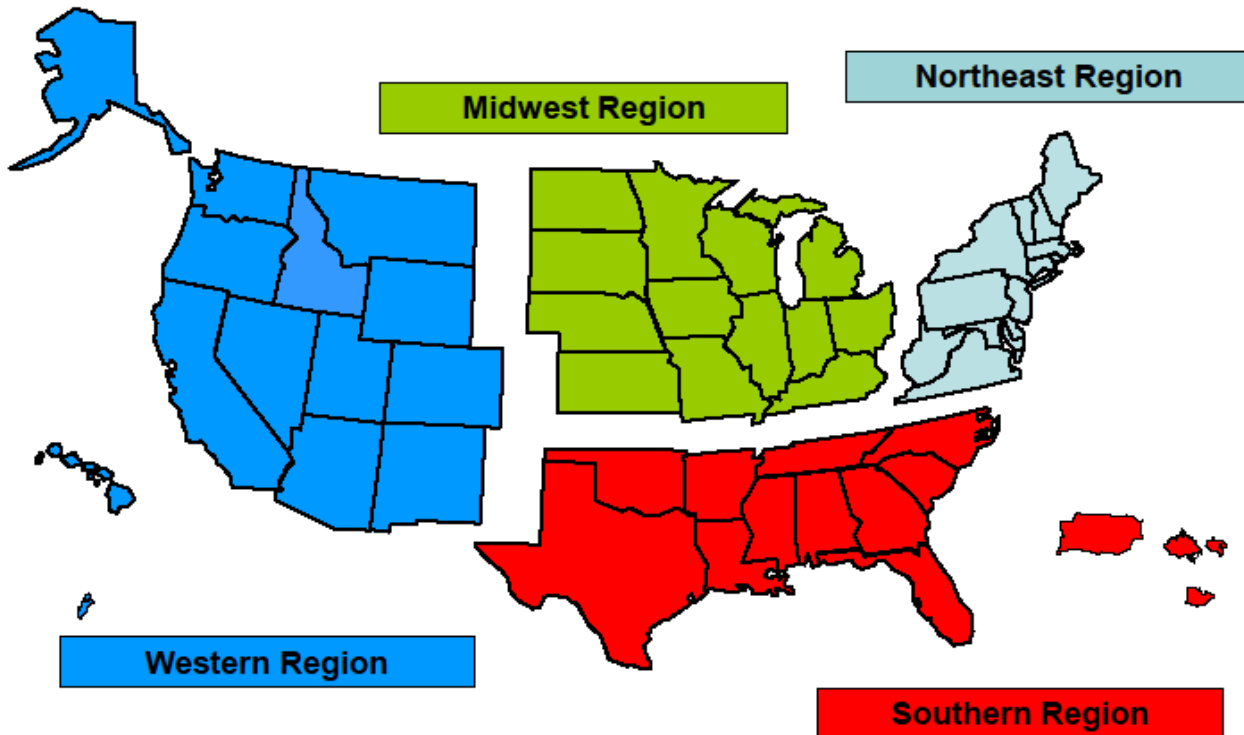


Figure F-1. Regional Standardization Advisory Areas

**Appendix G
ARNG Spouse Orientation Flight Program**

G-1. General Information

The ARNG Military Spouse Orientation Flight Program is designed to enhance Recruiting and Retention of aviation unit personnel, and to provide each spouse with an understanding of the National Guard’s aviation mission and demonstrates its concern for the Spouse and their critical role in balancing the career decisions and goals of their family.

G-2. Program prerequisites

- a. The program is a formal program executed by the States and monitored by the State AG through the SAAO.
- b. The program target group is limited to spouses of Soldiers assigned on flight status or holding a primary aviation 15-series MOS.

- c. The orientation flights must be accommodated within the State's approved FHP and at no additional cost to the Government.
- d. The orientation flights must be conducted in the LFA with no intervening stops, and should not be of more than 30 minutes in duration.
- e. Spouse participation is limited to once annually with first time participants having priority.
- f. Spouse orientation programs must have written ARNG-AV approval before implementation and for each occasion.

G-3. Requests for spouse orientation flight

Requests for spouse orientation flights will be routed from the unit commander through the SAAO to Chief, National Guard Bureau, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1382, and email to ARNG-AVS-SS@ng.army.mil for approval. For use of FW assets send requests to OSAA. Requests must include as a minimum the following information:

- a. Target group and rationale;
- b. participant selection criteria;
- c. projected number of participants to receive orientation flights;
- d. type of aircraft supporting the spouse orientation flight program;
- e. projected number of aircraft and flying hours to be used;
- f. date when flights are scheduled to be flown;
- g. status of aircrews actually flying the missions (IDT, AFTP, AT, or TECH/AGR);
- h. copy of unit Spouse Orientation Flight Program SOP; and
- i. DA Form 7566 or equivalent.

G-4. Safety requirements

- a. Spouse orientation flights may be conducted only in a utility/cargo helicopter or any Army FW aircraft during day, VFR conditions.
- b. The pilot and copilot stations will be occupied during the entire flight by qualified air crewmembers, who are current in the mission, design, and series. Air crewmembers will be specifically briefed on cockpit discipline with regard to this restriction.
- c. No more than eight spouses may be aboard an aircraft at any given time.
- d. In addition to restrictions imposed by AR 95-1, orientation flights will *not* include:
 - (1) Simulated emergency flight procedures;
 - (2) unusual attitudes;
 - (3) terrain flight techniques;
 - (4) touch-and-go landings;
 - (5) flight into known or forecast IMC; or
 - (6) formation flights.
- e. Flights will maintain straight and level flight at least 1,000 feet AGL, except for takeoff and landing.
- f. Normal passenger safety considerations, to include briefings and hearing conservation, apply.
- g. Soldiers will not be on the same aircraft as their spouses.
- h. Cargo doors will remain closed from engine start through engine shut down.

G-5. Monitoring

The spouse orientation flight program is a highly visible program. Consequently, it requires constant review and evaluation for regulatory compliance and overall effectiveness. Accordingly, the respective SAAO must monitor the planning and execution of the program within their respective State.

G-6. Administering spouse orientation programs

States administering spouse orientation programs will prepare an After Action Report (AAR), which will include, as a minimum, the following:

- a. Number of sorties by aircraft system;
- b. number of hours by aircraft system;
- c. total number of spouses carried; and
- d. a narrative summary of the effect of the program on the objectives shown in G-1 above. A post-orientation flight survey should be completed by each spouse to provide data for the AAR.
- e. Reports will be consolidated and retained by the SAAO office for a period of three years IAW AR 25-400-2.

Glossary

Section I Abbreviations

A&P

Airframe and Powerplant

AAFA

Army Aviation Flight Activity

AAO

Army Addresses and Office Symbols Online

AAOF

Army Aviation Operating Facility

AAR

After-Action Report

AASF

Army Aviation Support Facility

AATS

Army Aviation Training Site

AC

Active Component

ACIP

Aviation Career Incentive Pay

ACOM

Army Command

AD

Army Directive

ADOS

Active Duty Operational Service

ADT

Additional Duty for Training

AFB

Air Force Base

AFMO

U.S. Army Frequency Management Office

AFTP

Additional Flight Training Period

AG

Adjutant General

AGL

Above Ground Level

AGR

Active Guard/Reserve

AIIDT

Authorization for Individual Inactive Duty Training

AIR

Aviation Into-Plan Reimbursement

AKO

Army Knowledge Online

ALRM

Aviation Logistics Readiness Module

ALSE

Aviation Life Support Equipment

ALSO

Aviation Life Support Officer

ALSS

Aviation Life Support System

AMC

Air Mission Commander

AMCOM

(U.S. Army) Aviation and Missile Command

AMLC

Army Maintenance Logistics Command

AMMC

Army Maintenance Managers Course

AMO

Aviation Maintenance Officer

ANGI

Air National Guard Instruction

AO

Area of Operation

APA

Aviation Physician's Assistant

APART

Annual Proficiency and Readiness Test

APIC

Army Performance Improvement Criteria

APU
Auxiliary Power Unit

AQC
Aircraft Qualification Course

AR
Army Regulation

ARIMS
Army Records Information Management System

ARMS
Aviation Resource Management Survey

ARNG
Army National Guard

ARNG-AV
Army National Guard (Directorate) Aviation and Safety Division

ARNG-AVL
ARNG Aviation and Safety Division, Aviation Systems (Logistics) Branch

ARNG-AVM
ARNG Aviation and Safety Division, ARNG Multi-Media Branch

ARNG-AVO
ARNG Aviation and Safety Division, Aviation Operations and Training Branch

ARNG-AVP
ARNG Aviation and Safety Division, Aviation Programs Integration Branch

ARNG-AVS
ARNG Aviation and Safety Division, Safety and Standardization Branch

ARNG-AVS-SP
ARNG Aviation and Safety Division, Safety and Standardization Branch, Personnel Section

ARNG-AVS-SS
ARNG Aviation and Safety Division, Safety and Standardization Branch, Standardization Section

ARNG-OSA
Operational Support Airlift Agency (OSAA)

ARNGRC
Army National Guard Readiness Center

ARTEP
Army Training and Evaluation Program

ASAAPS
Aviation Support Activity Accident Prevention Survey

ASAM
Aviation Safety Action Message

ASCC
Army Service Component Command

ASCI
Aircraft Crewmember Standardization Instructor

ASE
Aircraft Survivability Equipment

ASI
Additional Skill Identifier

ASO
Aviation Safety Officer

AT
Annual Training

ATC
Air Traffic Control

ATM
Aircrew Training Manual

ATP
Aircrew Training Program

ATRRS
Army Training Resources Requirements System

ATS
Air Traffic Services

AVCATT
Aviation Combined Arms Tactical Trainer

AVCRAD
Aviation Classification and Repair Activity Depot

AVUM
Aviation Unit Maintenance

AWR
Airworthiness Release

BFT
Blue Force Tracker

CBAT
Computer-Based Aviation Survival Equipment Training

CDAOPS
Counter-Drug Aviation Operations

CDC
Counterdrug Coordinator

CE
Crewchief

CFR
Code of Federal Regulations

cg
center of gravity

CG
Commanding General

CJA
Command Judge Advocate

CMF
Career Management Field

CMS
Combat Mission Simulator

CNGB
Chief, National Guard Bureau

COB
Close of Business

COI
Course of Instruction

CONOPS
Concept of Operations

CONUS
Continental United States

CP
Copilot

CRRC
Combat Rubber Raiding Craft

CSEL
Combat Survivor/Evader Locator

CTA
Common Table of Allowances

CTL
Commander's Task List

CWEPT
Cockpit, Weapons, and Emergency Procedures Trainer

DA
Department of the Army

DAC
Department of the Army Civilian

DAGO
Department of the Army General Order

DANG
Director, Air National Guard

DARNG
Director, Army National Guard

DES
Directorate of Evaluation and Standardization

DFAS-IN
Defense Finance and Accounting Service – Indianapolis Center

DL
Distance Learning

DoD
Department of Defense

DODD
Department of Defense Directive

DoDI
Department of Defense Instruction

DPE
Designated Pilot Examiner

DRU
Direct-Reporting Unit

DSCA
Defense Support of Civil Authorities

EAATS
Eastern ARNG Aviation Training Site

EBS
Egress Breathing System

e.g.
(Latin – *exempla gratia*) example given

EHR
Extremely High Risk

EIR
Equipment Improvement Report

ELT
Emergency Locator Transmitter

EMAC
Emergency Management Assistance Compact

EO
Electro-Optical

EPT
Emergency Procedures Training

ET
Equivalent Training

ETP
Exportable Training Package

EW
Electronic Warfare

FAA
Federal Aviation Administration

FAC
Flight Activity Category

FAR
Federal Aviation Regulation

FC
Facility Commander

FCF
Functional Check Flight

FCP
Foreign Clearance Program

FDME
Flight Duty Medical Examination

FE
Fight Engineer

FEB
Flying Evaluation Board

FHP
Flying Hour Program

FI
Nonrated Crewmember Instructor

FL
Flight Lead

FLIP
Flight Information Publication

FM
Field Manual

FMAA
Final Mission Approval Authority

FOA
Field Operation Agency

FORSCOM
(U.S. Army) Forces Command

FOS
Flight Operations Section

FRH
Flameless Ration Heater

FRIES
Fast Rope Insertion and Extraction System

FS
Flight Surgeon

FTNGD-CD
Full-Time National Guard – Counter-Drug

FTS
Full-Time Support

FTUS
Full-Time Unit Support

FW
Fixed-Wing

FWAATS
Fixed-Wing ARNG Aviation Training Site

FY Fiscal Year	IP Instructor Pilot
GO General Officer	IPSC Instructor Pilot Standardization Course
GKO Guard Knowledge Online	IR Infra-Red
HELOCAST Helicopter Cast and Recovery	JAG Judge Advocate General
HFT High-Frequency Tracker	JFHQ Joint Force Headquarters
HPIS High-Power Illumination System	JOC Joint Operations Center
HQDA Headquarters, Department of the Army	JoCC (NGB) Joint Operations Coordination Center
IATF Individual Aircrew Training Folder	LAASF Limited Army Aviation Support Facility
IAW in accordance with	LCT Longbow Crew Trainer
ICAO International Civil Aviation Organization	LEA Law Enforcement Agency
IDT Inactive Duty Training	LFA Local Flying Area
i.e. id est (Latin – <i>that is</i>)	LMS Learning Management System
IE Instrument Flight Examiner	LOA Letter of Agreement
IERW Initial Entry Rotary-Wing	M Manual
IESC Instrument Examiner Standardization Course	ME Maintenance Test Flight Evaluator
IFF Identify Friend or Foe	MEDEVAC Aeromedical Evacuation
IFR Instrument Flight Rules	METL Mission Essential Task List
IMC Instrument Meteorological Conditions	METS Modular Egress Training Simulator
IO Instructor Operator	MLR Managed Level of Resourcing

MM/MTPC
Maintenance Manager/Maintenance Test Pilot Course

MOA
Memorandum of Agreement

MOC
Maintenance Operational Check

MOI
Memorandum of Instruction

MOS
Military Occupational Specialty

MOU
Memorandum of Understanding

MP
Maintenance Test Pilot

MRE
Meal, Ready-to-Eat

MSA
Minimum Safe Altitude

MSCA
Military Support to Civil Authorities

MSL
Mean Sea Level

MT
Master Trainer

MTF
Maintenance Test Flight

MTDS
Mission, Type, Design, and Series

MTOE
Modified Table of Organizational and Equipment

MTPC
Maintenance Test Pilot Course

MTT
Mobile Training Team

MUTA
Multiple Unit Training Assembly(ies)

MWO
Modification Work Order

NAS
National Airspace System

NCM
Non-rated Crewmember

NCO
Non-Commissioned Officer

NCR
National Capital Region

NG
National Guard

NGB
National Guard Bureau

NG Pam
National Guard Pamphlet

NGR
National Guard Regulation

NLT
Not Later Than

NVD
Night Vision Devices

NVG
Night Vision Goggles

OAATS
Online ARNG Aviation Training Site

OCONUS
Outside (of the) Continental United States

OJT
On-the-Job Training

OMB
Office of Management and Budget

OPCON
Operational Control

OSA
Operational Support Airlift

OSAA
Operational Support Airlift Agency

OSACOM
Operational Support Airlift Command

OSTM
OSAA Standardization and Training Message

PBAC
Program Budget Advisory Committee

PC
Pilot-in-Command

PD
Position Description

PEC
(National Guard) Professional Education Center
(*Little Rock, AR*)

PFE
Proficiency Flight Evaluation

PI
Pilot

POI
Program of Instruction

POL
Petroleum, Oils and Lubricants

POM
Program Objective Memorandum

PPBES
Planning, Programming, Budgeting, and Execution
System

RC
Reserve Component

RCM
Rated Crewmember

RFC
Regional Flight Center

RL
Readiness Level

RMP
Readiness Management Period

ROC-V
Recognition of Combat Vehicles

RSAC
Regional Standardization Advisory Council

RSOI
Reception, Staging, and Onward Integration

RW
Rotary-Wing

RWISPC
Rotary-Wing Instructor Pilot Standardization Course

S-3
(Army) Operations Office(r)

SAAO
State Army Aviation Officer

SAD
State Active Duty

SAR
Search and Rescue

SASO
State Aviation Safety Officer

SCT
Shadow Crew Trainer

SFD
State Flight Detachment

SFTS
Synthetic Flight Training System

SI
Non-rated Crewmember Standardization Instructor

sm
statute mile(s)

SMDR
Structure Manning Decision Review

SME
Subject-Matter Expert

SO
Standardization Instructor Operator

SOF
Safety of Flight

SoF
Supervisor of Flying

SOH
Safety and Occupational Health

SOP
Standing Operating Procedure

SOW
Statement of Work

SP
Standardization Instructor Pilot

SPIES
Special Purpose Insertion Extraction System

STABO
Short Tactical Airborne Operation

STM
Standardization Training Message

Suppl
Supplement

SUTA
Substitute Unit Training Assembly

SVFR
Special Visual Flight Rules

SWET
Shallow Water Egress Trainer

TAADS
The Army Authorization Documents System

TAC
Tactical Airlift Company

TACOPS
Tactical Operations

TADS
Target Acquisition and Designation System

TAG
The Adjutant General

TASMG
Theater Aviation Sustainment Maintenance Group

TASS
Total Army School System

TBOS
Transportable Black Hawk Operations Simulator

TC
Training Circular

TDA
Table of Distribution and Allowances

TFS
Terrain Flight Simulator

TI
Technical Inspector

TM
Technical Manual

TPFS
Transportable Flight Proficiency Simulator

TRADOC
(U.S. Army) Training and Doctrine Command

TSTT
Target Acquisition and Designation System Selected Task Trainer

TTPs
Tactics, Techniques, and Procedures

TUAS
Tactical Unmanned Aircraft System

TUASOF
Tactical Unmanned Aircraft System Operating Facility

UAS
Unmanned Aircraft System

UAV
Unmanned Aerial Vehicle

UET
Underwater Egress Training

USA
United States Army

USAACE
U.S. Army Aviation Center of Excellence

USAALS
U.S. Army Aviation Logistics School

USAASA
U.S. Army Aeronautical Services Agency

USAR
U.S. Army Reserve

USARPAC
U.S. Army, Pacific

USC
United States Code

USP&FO
United States Property and Fiscal Office

USSOCOM
U.S. Army Special Operations Command

UT
Unit Trainer

UTA
Unit Training Assembly

VCNA
Accounting code only – not an abbreviation

VFR
Visual Flight Rules

VMC
Visual Meteorological Conditions

WAATS
Western ARNG Aviation Training Site

Section II **Terms**

Additional Training Periods (ATPs)/Additional Flight Training Periods (AFTPs) for Distributed Learning

ATPs and AFTPs for distributed learning are each at least four hours long as attributed by the proponent for the distributed learning course. Each four hours of qualifying electronic-based distributed learning coursework a Soldier successfully completes will earn the Soldier credit for completion of one Additional Training Period or AFTP, whether paid or unpaid, and one Reserve retirement point. These points are categorized as inactive duty training points in the retirement points accounting system. Readiness Management Periods (RMPs) will not be used to perform or compensate instruction completed through electronic-based distributed learning.

Briefing officer (Mission Briefer)

Rated Army aviator who is a PC current and qualified in the mission profile who interacts with the mission crew or AMC to ensure 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 Authority (FMAA)

A member of the chain of command who is 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. FMAAs may only approve those missions in which the residual risk level is commensurate with their command level.

Governor

For the purposes of this Supplement, and unless otherwise noted, the term *Governor* includes the governors of the several States, the U.S. Virgin Islands, Guam, the Commonwealth of Puerto Rico; and, in the case of the District of Columbia National Guard, the President or his/her designee.

Initial Mission Approval Authority (IMAA).

Commanders, or their designated representatives (Operations Officer, S-3, etc.), who 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 Supplement, underpinning regulation and other DA/NG/ARNG aviation-related regulations.

State

For the purposes of this Supplement, and unless otherwise noted, the term *State* includes the several States, the U.S. Virgin Islands, Guam, Puerto Rico, and the District of Columbia.

Section III Special Abbreviations and Terms

Authorized training

Individual coursework that members of the Selected Reserve may be allowed, upon their request, to complete through electronic-based distributed learning outside of a military environment and military control without regard to time or location and without Reserve compensation. Upon successful completion, the members are awarded constructive credit for one or more inactive duty training periods as ATPs for distributed learning without pay and allowances and are awarded Reserve retirement points for inactive duty training.

Directed training

Individual coursework that members of the Selected Reserve may be directed to complete through electronic-based distributed learning outside of a military environment and military control without regard to time or location. Upon successful completion, the members are awarded constructive credit for one or more inactive duty training periods as an Additional Training Period for distributed learning and paid Reserve compensation. The electronic-based distributed learning courses may be a series of subjects or individual subjects. Reserve compensation is paid at the rate of 1/30th of the basic pay authorized for the member's grade (often referred to as *the 1/30th rule*), as provided in DoD 7000.14-R, Volume 7A, chapter 58, paragraph 580101.A.6.

Electronic-based distributed learning

A training medium for use collectively or individually, with or without the control of an instructor or leader. Soldiers in an IDT status directed or authorized to take electric-based distributed learning coursework outside of duty or training periods are not required to be present at a government facility, to be in a duty or training status, to report time or attendance or to wear a uniform. Distributed learning is authorized by AR 350-1, chapter 7. Additional Training Periods and AFTPs may be used to accomplish electronic-based distributed learning; however, RMPs will not be used to perform or compensate instruction completed through electronic-based distributed learning. Electronic-based distributed learning does not include traditional correspondence courses.

Supervisor of Flying (SoF)

A rated Army Aviator who is qualified as a PC and performing duty as the FOS shift supervisor IAW FM 3-04.300. The SoF oversees and supervises all ongoing and scheduled flight and ground operations (for that Facility), typically when the designated Operations Officer or Supervisory IP is not available. When performing this duty, the SoF manages the FOS personnel, reviews proposed flight plans, approves or rejects these flight plans, and performs the duties of mission briefing officer or final mission approval authority (see paragraph 2-14) when/as designated to do so in writing.

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