

Paragraph 5-2, Preflight. Add subparagraph j as follows:

j. FW Runway Requirements.

(1) The FW minimum runway-type requirement is hard surface. The FW minimum runway-width requirement is 50 feet (16 meters).

(2) When runway-length computations are less than the accelerate/stop field length for C-12 aircraft or the take-off field length for UC-35 aircraft, the mission will be assessed as a high-risk mission.

(a) UC-35 crews will comply with the contaminated-runway data published in the Federal Aviation Administration (FAA) approved Airplane Flight Manual. Thrust-reverse charts will not be used to shorten runway requirements unless a mission is briefed and approved as a high-risk mission.

(b) C-12 crews will comply with contaminated-runway requirements published in the appropriate operator's manual, flight-information handbook, or runway-condition-reading criteria.

Paragraph 5-3a, Departure procedures. Add subparagraphs (1) and (2) as follows:

(1) Fixed-wing aircraft departing instrument meteorological conditions (IMC) must be able to meet the required climb gradient for the departure procedure with one engine inoperative (OEI) unless an approved contingency procedure or obstacle-avoidance plan is available. The high-risk mission approval authority may approve OEI contingency procedures. If the OEI climb criteria cannot be met and an approved contingency procedure is unavailable, aircrews will assess the mission as being high-risk at the least.

(2) Units should coordinate unit-developed OEI contingency procedures with the appropriate airfield manager, ATC authority, and any tenant FW units at that airfield.

Paragraph 5-3, Departure procedures. Add subparagraph f as follows:

f. Additional Flight-Planning Requirements.

(1) Units will consult AR 95-1, DOD Flight Information Publication (FLIP) Area Planning 2 (AP/2), and other DOD FLIPs to determine HN weather minimums for instrument flight rules (IFR) and visual flight rules (VFR) as well as special visual flight rules (SVFR) requirements.

(2) Weather minimums applied to VFR flights will be in accordance with AR 95-1, table 5-1, or HN-established VFR weather minimums (for example, in AP/2, Standardised European Rules of the Air), whichever is more restrictive. Unless granted an SVFR clearance, aircraft that are to be flown when the forecast or actual weather is at or below standard VFR weather minimums will be equipped for IMC flight in accordance with AR 95-1, table 5-2, and HN regulations.

(3) U.S. Army aviators conducting flights under VFR will not operate Army aircraft when the weather is below the VFR weather minimums in AR 95-1, table 5-1. HN VFR weather minimums take precedence only if they are more restrictive. Aircrews may be required to convert flight visibility statute miles in AR 95-1, table 5-1, to meters since many ATC and weather-reporting stations outside the United States provide flight visibility in meters. Section C of the DOD Flight Information Handbook provides conversion information.

(4) SVFR is authorized only in certain controlled, terminal airspace and only when authorized by the HN aeronautical authority and cleared by ATC. Aircraft granted an SVFR clearance will abide by HN SVFR restrictions and regulations.

(5) Operations under VFR are not authorized when the weather is below VFR weather minimums for the airspace class in which the aircraft will operate, unless an SVFR clearance is granted by ATC.

(6) Aircrews operating aircraft under VFR in weather conditions below the applicable VFR weather minimums will immediately consider themselves in inadvertent instrument meteorological conditions (IIMC). Aircrews will request an SVFR clearance, if available. If an SVFR is unavailable or not granted, aircrews will do either of the following:

- (a) Obtain an IFR clearance and continue under IFR.
- (b) Land immediately, conditions permitting.
- (c) Execute inadvertent IMC recovery procedures.

(7) International Civil Aviation Organization (ICAO) nations do not always recognize IIMC as an in-flight emergency.

Chapter 5, Flight Procedures and Rules. Add paragraph 5-7 as follows:

5-7. Operating Times in Germany

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

b. Units will submit waiver requests to conduct flight operations, including ground maintenance checks, during times other than those referred to in DOD FLIP AP/2, chapter 3, as follows:

(1) Requests to conduct flights under VFR (other than for USAREUR-directed exercises) will be sent to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351. Requests will be prepared as shown in [figure 5-1](#) and should be received by the Chief, G3/3 AVN, at least 15 workdays before the intended flight date. Exercises at brigade level and below are not USAREUR-directed and require appropriate requests.

(2) Units should contact the G3/3 AVN to obtain HN guidance when information is not published in area planning documents.

(3) Units will limit flight operations between 240001(L) December and 012400(L) January to mission-essential flights. Flights for training purposes and to meet ATP minimum requirements are not authorized. Requests for exceptions must be sent through the chain of command to Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, at least 15 workdays before the proposed flight.

(4) Requests for ground maintenance checks will be sent to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351 (mil 314-537-3714/3730), as soon as possible before the intended operation.

c. Units will submit requests for operating-time waivers to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, using the memorandum format in [figure 5-1](#).

LETTERHEAD

OFFICE SYMBOL

DATE

MEMORANDUM FOR USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351

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

1. Code word of activity.
2. Type (description) of activity.
3. Dates and times (Zulu time).
4. Lateral and vertical extension of required exercise airspace (not necessarily identical with associated ground exercises).
 - a. Coordinates (geographical—system, planning document).
 - b. Vertical extension in feet above ground level (AGL)/mean sea level (MSL):
 - (1) Upper limit.
 - (2) Lower limit.
 - c. Flight-information region or upper flight-information region affected.
 - d. Routing of exercise air traffic to and from the exercise area, as applicable.
5. Airspace use.
 - a. Number of planned sorties:
 - (1) Total.
 - (2) Maximum daily.
 - (3) Maximum weekend.
 - b. Profile of operation.
 - c. Number and types of aircraft.
6. The POC is [grade] [last name], military xxx-xxxx, civilian [country prefix, if required]-[city prefix]-xxx-xxx-xxxx, or e-mail: *first.mi.lastname.mil@mail.mil*.

Signature block

Figure 5-1. Format for a Memorandum Requesting a Waiver of Operating Times

Chapter 5, Flight Procedures and Rules. Add paragraph 5-8 as follows:

5-8. Authorized Landing Areas

a. Established airfields, heliports, helipads, and approved helicopter flight coordination area (HFCA) landing areas are the only landing sites authorized for U.S. Army aircraft.

(1) Landing at other locations is prohibited unless the mission is to meet specific, nonroutine mission requirements and the unit complies with all requirements of AR 95-1, AR 95-2, DA Pamphlet 385-90, HN requirements, and this supplement.

(2) In the event of an in-flight emergency, aircrews may land wherever necessary.

(3) When a landing area is within a USAG or a U.S. Army installation, the garrison or installation commander must approve the landing area before it may be used.

(a) The using unit's ASO will conduct a hazard survey of the intended landing area before it is used.

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

(c) A written description and a sketch that includes all site hazards and preferred landing and takeoff directions will be provided to aircrews using the landing area.

(d) The using unit will notify military police.

b. The restrictions in [subparagraph a](#) above do not apply to established tactical training or maneuver areas in the Hohenfels and Grafenwöhr Training Areas or other HN training areas.

Paragraph 6-1, General. Add subparagraphs d and e as follows:

d. The Aviation Section, Material Readiness Branch (MRB), Support Office (SPO), 21st Theater Sustainment Command (21st TSC), is the proponent for disseminating aviation safety action (ASA), safety of flight (SOF), and safety of use (SOU) messages among USAREUR aviation units and will ensure unit compliance. The Sustainment Operations Division, ODCS, G4, HQ USAREUR, is responsible for establishing USAREUR policy and procedures governing the dissemination of ASA, SOF, and SOU messages and the supervision of unit compliance.

e. USAREUR aviation units will—

(1) Establish and maintain POCs that are responsible for supervising the dissemination of ASA, SOF, and SOU messages, and reviewing compliance of units and support activities with the requirements of those messages, including reporting requirements. Units will provide the name, office symbol, telephone number, and e-mail address for each POC to the 21st TSC Aviation Section (AETS-LOD-MR) and update information when changes occur.

(2) Establish internal controls and reporting and operating procedures to ensure strict compliance with ASA, SOF, and SOU messages.

(3) Maintain reporting status and accounting records for all aircraft, aircraft components, and repair parts identified in ASA, SOF, and SOU messages.

(4) Acknowledge receipt of each ASA, SOF, and SOU messages by return priority message, identifying aircraft under their jurisdiction by serial number in accordance with the reporting requirements of the message.

(5) Monitor and track ASA, SOF, and SOU message compliance.

(6) Solve ASA, SOF, and SOU message compliance problems.

Paragraph 6-3, Exceptions to provisions of safety message. Add the following to subparagraph b:

U.S. Army aviation units assigned, attached, or OPCON to USAREUR will send requests for exception from safety- or maintenance-message requirements through command channels to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, for approval.

Paragraph 8-1. Aviation Life Support System, general. Add the following to subparagraph f:

Unit commanders will provide overall staff supervision of aviation life-support system (ALSS) activities.

Paragraph 8-1j, Aviation Life Support System, general. Add subparagraph (7) as follows:

(7) Unit aviation life-support equipment (ALSE) technicians will—

(a) Help the aviation life-support officer develop the annual budget and educational and promotional programs.

(b) Maintain property inventory control of ALSE including explosives, pyrotechnics, and flares.

Paragraph 8-9, Protective clothing and equipment. Add the following to subparagraph b:

In USAREUR, approval authority is delegated to the SC, but no lower than the first GO in the chain of command.

Paragraph 8-9c, Protective clothing and equipment. Add the following to subparagraph (2):

FW crewmembers of U.S. Army aviation units assigned, attached, or OPCON to USAREUR are authorized to utilize headsets unless otherwise prohibited.

Paragraph 8-9c, Protective clothing and equipment. Add the following to subparagraph (4):

FW crewmembers of U.S. Army aviation units assigned, attached, or OPCON to USAREUR are exempt from wearing flight gloves unless exemption is otherwise prohibited.

Paragraph 8-9d, Protective clothing and equipment. Add subparagraphs (1) through (3) as follows:

(1) In USAREUR, commanders will determine appropriate military or civilian clothing variations (for example, leather boots, flight suit, flight gloves) based on mission requirements.

(2) The CG, USAREUR, must approve any variations to clothing requirements. Any approved variations must be recorded on DA Form 5484 for each mission to which variations are applied.

(3) All requests for a waiver or an adjustment of specific clothing requirements requiring approval will be sent through command channels to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351 APO AE 09014-9351.

Paragraph 8-11f(1), Seat belts and restraints. Add subparagraphs (a) through (c) as follows:

(a) The CG, USAREUR, delegates exception approval authority described in subparagraph f to the DCG, USAREUR, provided the DCG is a GO in the grade of major general (O8) or above, and to any commanding generals in the grade of O-8 or above operating under USAREUR command authority.

(b) Exception approvals apply only to units under the command authority of the CG, USAREUR. Other units (for example, U.S. Naval Forces Europe/U.S. Naval Forces Africa/U.S. Sixth Fleet, United States Special Operations Command–Europe, allied units) must seek approval from their chain of command.

(c) The exception approval process includes the following requirements:

1. The commander of the passengers riding without seats or seatbelts, or both, will—

a. Develop a standing operating procedure (SOP) for seats- and seatbelts-out operations.

b. Submit a waiver-request memorandum including a risk assessment, an air-mission request (AMR), and a concept of operation to the Training and Exercise Directorate, ODCS, G3/5/7, HQ USAREUR, at USAREUR G3/5/7 (AEOP-TD), Unit 29351, APO AE 09014-9351. The request should be submitted at least 30 calendar days before mission execution.

c. Provide a copy of the approved waiver and associated risk assessment to the aviation unit before mission execution. The aviation unit will attach these documents to the aviation-mission-briefing sheet.

2. The delegated waiver authority must review and approve in writing each training event on a case-by-case basis. No blanket approvals are authorized. Units may combine multiple scheduled training events in a single request memorandum, but the request must include mission specifics (who, what, where, when, why) for each event.

Paragraph 8-11, Seat belts and restraints. Add subparagraph g as follows:

g. JMTC observer/controllers are permitted to be transported in rotational-unit aircraft that are rigged for seats-out operations supporting air assault and mobile tactical operations if the rotational unit is executing operations under an approved waiver.

Paragraph 8-12, Survival equipment. Add the following to subparagraph c:

USAREUR units with aircraft that do not have Army standardized survival kits will develop survival kits that meet operational requirements for the geographical area in which the aircraft are flown.

Paragraph 8-12, Survival equipment. USAREUR units will replace the word “should” with the word “will” in subparagraph f(3).

Paragraph 8-12f, Survival equipment. Add subparagraph (5) as follows:

(5) Helicopter operations conducted by USAREUR units over water where flight is beyond the gliding distance of land and for which flight planning indicates the aircraft cannot maintain single-engine capability will be considered high-risk missions and must be approved by the first O6 in the aviation unit’s chain of command.

Paragraph 9-1, Nonstandard aircraft acquisition and use, general. Add subparagraph c as follows:

c. All actions on nonstandard aircraft in USAREUR will be coordinated with the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351.

Paragraph 9-5, Technical publications. Add subparagraph c as follows:

c. USAREUR aviation units will send new or revised technical literature through command channels and through the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351 APO AE 09014-9351, to the address in b above for review.

Paragraph 9-6, Training and standardization publications. Add subparagraph c as follows:

c. USAREUR aviation units will send proposed programs of instruction (POIs), flight training guides (FTGs), and aircrew training manuals (ATMs) through command channels and through the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, to the address in subparagraph b above for review.

Paragraph 9-7, Qualification training. Add the following:

USAREUR aviation units will send proposed POIs and FTGs through command channels and through the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, to the address above for approval.

Paragraph 9-9, Qualification requirements for instructor pilots. Add the following to subparagraph a:

USAREUR aviation units will send proposed POIs and FTGs through command channels and through the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, to the address above for approval.

Paragraph 10-3a, Flying hour program management. Add subparagraphs (1) through (3) as follows:

(1) The USAREUR enclosure to the HQDA G-3/5/7 Flying Hour Program (FHP) guidance outlines command annual flying-hour-submission requirements and augments this supplement. Units will use AE Form 95-1C to submit FHP requirements. Units will submit flying-hour requirements to the USAREUR FHP Manager no later than the last day of March of the preceding year (for example, FY 17 requirements must be submitted by 31 March 2016).

(2) Units will send USAREUR FHP reports to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, and to the USAREUR FHP Manager at USAREUR G3/5/7 (AEOP-RDD), Unit 29351, APO AE 09014-9351.

(3) Program element (PE) codes will be used for managing and reporting FHP execution. PE codes will be assigned each FY when the FHP is disseminated.

Paragraph 10-3, Flying hour program management. Add the following to subparagraph b:

The USAREUR FHP manager requires written notification through command channels of any conversion, adjustment, or cross-leveling of hours between similar-series aircraft. Units requiring a conversion, adjustment, or cross-leveling of hours between nonsimilar-series aircraft will submit a request to the USAREUR FHP manager for approval.

Paragraph 10-3, Flying hour program management. Add the following to subparagraph e:

USAREUR units will submit monthly home-station training (HST) flying-hour-execution and dollar-obligation reports no later than the 25th of each month. Projections for HST flying-hour execution and dollar obligations are due for each FY quarter no later than the 25th of the month preceding the quarter (that is, 25 September, 25 December, 25 March, and 25 June). For example, projections for the second FY quarter (that is, January through March) are due by 25 December. Annual HST flying-hour-execution and dollar-obligation reports stating the projected monthly flying hours are due no later than 30 September for the following FY. Units may obtain the current per-hour operational tempo dollar rate by aircraft type from the Requirements Definition Division (RDD), ODCS, G3/5/7, HQ USAREUR. Units will send monthly, quarterly, and annual reports to the USAREUR FHP Manager at USAREUR G3/5/7 (AEOP-RDD), Unit 29351, APO AE 09014-9351.

Paragraph 10-3f, Flying hour program management. Add subparagraphs (1) and (2) as follows:

(1) Units will send USAREUR FHP management forms to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, and to the USAREUR FHP Manager at USAREUR G3/5/7 (AEOP-RDD), Unit 29351, APO AE 09014-9351.

(2) USAREUR units will submit monthly FHP execution reports on USAREUR flying hours and simulations (app K). Monthly reports must be sent to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, and to the USAREUR FHP Manager at USAREUR G3/5/7 (AEOP-RDD), Unit 29351, APO AE 09014-9351, to be received no later than the last day of the month reported.

Appendix A, Section I, Required Publications. Add the following:

DOD 5030.61, DOD Airworthiness Policy

Memorandum, Office of the Undersecretary of Defense for Acquisition, Technology, and Logistics, 17 October 2014, subject: Implementation Guidance for Flight in Foreign Owned Aircraft

DOD FLIP AP/2, Area Planning, Europe–Africa–Middle East

DOD Flight Information Handbook

AR 70-62, Airworthiness Qualification of Aircraft Systems

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

DA Pamphlet 385-90, Army Aviation Accident Prevention Program

ALARACT Message 088-2010, VCSA Guidance / Soldiers Transported by or Performing Crew Duties in Partner Nation MI-8/MI-17 Aircraft

ALARACT Message 046-2011, Revision 1 to VCSA Guidance / Soldiers Transported by or Performing Crew Duties in Partner Nation MI-8/MI-17 Aircraft

United States Army Aviation and Missile Command Memorandum 070-002, subject: Delegation of Airworthiness Approval and Qualification Authority

[AE Regulation 350-1](#), Training and Leader Development in Europe

[AE Regulation 385-10](#), Army in Europe Safety Program Management

Standardised European Rules of the Air (SERA)

(available at <http://www.eurocontrol.int/articles/standardised-european-rules-air-sera-mandate-part>)

German Military Aeronautical Information Publications (MilAIP)

(available through <https://www.milais.org/start/starter.php?c2V0bGFuZz1kZSZmcm1pZD0w>)

Appendix A, Section II, Related Publications. Add the following:

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

(available at http://www.nato.int/cps/en/natolive/official_texts_17265.htm
and <http://www.state.gov/documents/organization/111624.pdf>)

Joint Travel Regulations, Uniformed Service Members and DOD Civilian Employees

(available through <http://www.defensetravel.dod.mil/site/travelreg.cfm>)

DOD Instruction 1000.15, Procedures and Support for Non-Federal Entities Authorized to Operate on DOD Installations

DOD 5500.07-R, Joint Ethics Regulation

DOD 6055.06-M, DOD Fire and Emergency Services Certification Program

DOD FLIP AP/4, Area Planning and Special Use Airspace, Eastern Europe and Asia

DOD FLIP General Planning

DOD Foreign Clearance Guide

(available at <https://www.fcg.pentagon.mil/fcg.cfm>)

DOD Unified Facilities Criteria (UFC) 3-260-01, Airfield and Heliport Planning and Design

(available at http://www.wbdg.org/ccb/DOD/UFC/ufc_3_260_01.pdf)

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

(available at http://www.wbdg.org/ccb/DOD/UFC/ufc_3_600_01.pdf)

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

AR 200-1, Environmental Protection and Enhancement

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

AR 360-1, The Army Public Affairs Program

AR 405-45, Real Property Inventory Management

DA Pamphlet 385-40, Army Accident Investigations and Reporting

FM 3-04.203, Fundamentals of Flight

TM 4-43.31, Petroleum Laboratory Testing and Operations

TM 4-48.09, Multiservice Helicopter Sling Load: Basic Operations and Equipment

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

TC 3-04.11, Commander's Aircrew Training Program for Individual, Crew, and Collective Training

TC 3-04.81, Air Traffic Control Facility Operations, Training, Maintenance, and Standardization

ATP 3-04.94, Army Techniques Publication for Forward Arming and Refueling Points

ATP 4-43, Petroleum Supply Operations

United States Army Forces Command (FORSCOM) Regulation 350-1, Training

[AE Regulation 1-3](#), International and Other Agreements

[AE Regulation 1-7](#), Support Agreements

[AE Regulation 1-10](#), Staff Procedures

[AE Regulation 95-40](#), U.S. Army Flight Services Procedures, Europe

[AE Regulation 350-22](#), Off-Installation Maneuver and Field Training Exercise Coordination in Germany

[AE Regulation 525-13](#), Antiterrorism

[AE Regulation 550-175](#), U.S. Forces Customs Controls in Germany

DOD Unified Facilities Criteria (UFC) 3-260-01, Airfield and Heliport Planning and Design
(available at http://www.wbdg.org/ccb/DOD/UFC/ufc_3_260_01.pdf)

DOD UFC 3-600-01, Fire Protection Engineering for Facilities
(available at http://www.wbdg.org/ccb/DOD/UFC/ufc_3_600_01.pdf)

Appendix A, Section III, Prescribed Forms. Add the following:

[AE Form 95-1B](#), Request for USAREUR Aviation Operations Branch Staff-Assistance Visit

[AE Form 95-1C](#), Annual Flying-Hour Requirements

Appendix A, References. Add the following after Section IV:

Section V

Referenced Forms

DD Form 175, Flight Plan, Military

DD Form 175-1, Flight Weather Briefing

DD Form 1801, International Flight Plan, DOD

DD Form 2768, Military Air Passenger/Cargo Request

DA Form 7305, Worksheet for Telephonic Notification of Aviation Accident/Incident

[AE Form 1-10](#), Staff Action Summary

[AE Form 95-23A](#), Notification of an Accident or Incident in Operation of a Foreign Military Aircraft

APPENDIX E

SPOUSE ORIENTATION FLIGHT PROGRAM

E-1. PURPOSE

This appendix provides USAREUR organizations guidance on the Spouse Orientation Flight Program (SOFP) and is applicable to all USAREUR aviation units. The SOFP is designed to provide USAREUR aviation units an opportunity to enhance military spouses' understanding of Army aviation. With an effective program, USAREUR is demonstrating its recognition of spouses' crucial role in influencing Soldiers' career decisions. The combination of USAREUR concern and spouse involvement is expected to increase morale and retention of Army aviation personnel.

E-2. AUTHORITY

In USAREUR, authority to approve SOFP missions (AR 95-1, para 3-4f(4)(h)), is delegated to the first general officer (GO) in the chain of command.

E-3. PROGRAM PREREQUISITES

a. The CG, USAREUR, must approve formal unit SOFPs.

b. Aviation units desiring to conduct SOFP flights will request approval on a case-by-case basis from the first GO in the chain of command and the high-risk mission approval authority. Units will send copies of approved requests to the Chief, Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (G3/3 AVN), at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, at least 10 calendar days before the date of the event.

c. Aviation units will comply with all requirements and restrictions in AR 95-1, paragraph 3-4f(4), and this supplement.

d. Units must execute SOFP flights in accordance with their flying-hour program and at no additional cost to the Government.

e. Units will conduct orientation flights within their local flying area and terminate at the departure airfield with no intervening stops.

f. Flights should not exceed 1 hour.

g. Commanders will provide all spouses in an approved target group the opportunity to participate in the SOFP. Approved target groups consist only of spouses of aviators, nonrated crewmembers, and non-crewmembers who are fully integrated in a unit's aircrew training program.

h. Spouse participation is limited to once annually with first-time participants having highest priority.

E-4. SOFP APPROVAL REQUESTS

Units will send requests for SOFP approval through command channels to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351. Requests must include the following information:

a. The name of the unit conducting the SOFP.

- b. The target group and a justification for the flight.
- c. Participant selection criteria.
- d. The projected number of spouses participating.
- e. The projected number of aircraft and flying hours.
- f. The dates on which flights are scheduled to be conducted.
- g. The training status of aircrews supporting the orientation mission.
- h. A 1:50,000-scale map depicting the takeoff and landing area, the flight route with proposed altitudes, and control measures.
- i. A detailed hazard analysis and risk assessment with control measures.
- j. Name and telephone number of the unit POC.

E-5. SAFETY REQUIREMENTS

a. Units may conduct orientation flights using rotary-wing or fixed-wing multi-engine cargo or utility aircraft. Flights are restricted to visual meteorological conditions using only visual flight rules. Flights conducted under conditions requiring the application of special visual flight rules are not authorized for spouse orientation flights.

b. Qualified aircrew members who are current in the mission and the type, design, and series of aircraft used for the mission will occupy the pilot and copilot positions. Commanders will brief aircrew members on cockpit discipline.

c. Commanders will select flight routes that ensure maximum safety and provide suitable forced-landing areas that are accessible to crash rescue and emergency medical personnel and equipment.

d. Flight altitudes below 500 feet above ground level are prohibited, except during takeoff and landing.

e. In addition to the restrictions imposed by AR 95-1, spouse orientation flights are subject to the following rules and restrictions:

- (1) Simulated emergency flight procedures are prohibited.
- (2) Unusual altitudes are prohibited.
- (3) Terrain flights and terrain-flight techniques are prohibited.
- (4) Touch-and-go landings are prohibited.
- (5) Formation flights are prohibited.

(6) Flights into known or forecast instrument meteorological conditions are prohibited.

(7) Soldiers will not be in the same aircraft as their spouses.

(8) Crash-rescue and emergency medical personnel and equipment must be on call and thoroughly briefed about the mission.

(9) Commanders will ensure that spouses wear clothing that will reduce the risk of injury and not hamper their exiting the aircraft in case of a mishap. Use of the NOMEX flight suit is recommended when available.

(10) All passengers will comply with the requirements in AR 95-1, paragraph 8-11, and must be physically able to exit the aircraft without assistance.

(11) Pregnant women must have medical approval to participate.

(12) All passengers will wear hearing protection according to AR 95-1, paragraph 8-9e. Use of a flight helmet is recommended. If helmets are available, a qualified aviation life-support equipment technician will fit the helmets.

(13) Passenger and safety briefings will be conducted in accordance with applicable aircraft operators manuals.

E-6. MONITORING

The SOFP is highly visible. Consequently, it requires constant review and evaluation for regulatory compliance and overall effectiveness. Accordingly, senior aviation officers must monitor the planning and execution of the program at their installations.

E-7. ADMINISTRATION

a. Units will prepare an after-action report (AAR) after each spouse orientation flight. The AAR must include the following:

(1) The number of flights by aircraft system.

(2) The number of hours by aircraft system.

(3) The total number of spouses carried.

(4) A narrative summary of the program. In support of the summary, each spouse should complete a post-orientation-flight survey similar to the format in [figure E-1](#). Units may adjust the format to their needs and locally produce copies of the survey.

b. The AAR will be retained at the unit in accordance with AR 25-400-2.

c. Units will send a copy of the AAR through command channels to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351.

Spouse Orientation Flight Program Survey	
1. Which of the following best describes the understanding you had of the unit's and aircraft's mission before the orientation flight?	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Limited <input type="checkbox"/> None
2. Which of the following best describes the contribution this flight has made to your understanding of the aircraft's mission?	<input type="checkbox"/> Very informative <input type="checkbox"/> Informative <input type="checkbox"/> Not informative
3. What effect did the Spouse Orientation Flight Program have on your impression of the importance of the Army's mission?	<input type="checkbox"/> Greater appreciation <input type="checkbox"/> Unchanged <input type="checkbox"/> Less impressed
4. Which of the following best describes your overall opinion of the Spouse Orientation Flight Program?	<input type="checkbox"/> Very worthwhile <input type="checkbox"/> Worthwhile <input type="checkbox"/> Little value <input type="checkbox"/> No value
5. In your opinion, what can we do to improve the value of the Spouse Orientation Flight Program?	
Name: _____	

Figure E-1. Sample Format for a Spouse Orientation Flight Program Survey

APPENDIX F USAREUR AIRCREW PROCEDURES GUIDES

F-1. PURPOSE

This appendix prescribes USAREUR-specific requirements and approval authorities for unit-produced aircrew procedures guides (APGs).

F-2. APPLICABILITY

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

F-3. RESPONSIBILITIES

a. The Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (G3/3 AVN), will review all APGs before they are implemented and annually thereafter to ensure currency and adherence to regulatory and host-nation requirements.

b. USAREUR aviation brigade or element commanders in the grade of colonel (O6) will—

(1) Help subordinate battalions and task forces develop APGs for areas of operation (AOs) where current APGs do not exist.

(2) On request, help rotational battalions and task forces update APGs as required, but at least annually for any active AO.

(3) Ensure APGs show the most current operational information.

(4) Review and approve all APGs before implementation.

(5) Maintain a library of APGs and provide appropriate documents to units before they rotate to any USAREUR AO.

c. Aviation unit and task force commanders in the grade of major (O4) and above, including commanders of units in deployed status, will—

(1) Establish and maintain an APG for their AO.

(2) Obtain approval from USAREUR aviation brigade or element commanders ([b above](#)) or the first O6 in the chain of command before implementing any APG.

F-4. APG REQUIREMENTS

APGs will include at least the following:

a. A description of the local flying area, including the operational area where frequent and routine flights are made, along with appropriate flying rules.

b. Flight-planning requirements.

c. Information about the use of operations logs, local flight plans, DD Form 1801, DD Form 175, and civil flight plans.

d. Flight-weather briefing and notice to airmen (NOTAM) requirements at locations where military weather and NOTAM services are not available (DOD Flight Information Handbook, paragraph C-2).

e. Flight-operations procedures.

f. Weather minimums for visual flight rules (DOD Flight Information Publication (FLIP) Area Planning 2 and AR 95-1).

g. Inadvertent instrument meteorological conditions recovery procedures applicable to the operational area.

h. Single ship routes including checkpoints.

i. Mission request procedures.

j. A nine-line casualty-evacuation request form.

k. Maintenance test-flight areas and procedures.

l. Unit and task-force fighter management policy.

m. Airport and internal frequencies.

n. Allied-nation airspace and special-use airspace.

o. Downed-aircrew procedures.

p. Border-flight procedures:

(1) Units will restate the border-flight procedures from the appropriate DOD FLIP area planning guide and the DOD Foreign Clearance Guide.

(2) Units will outline crew actions when receiving a “Brass Monkey” alert (DOD FLIP General Planning).

APPENDIX G

AIR TRANSPORT OF OTHER THAN USAREUR MILITARY PERSONNEL ON USAREUR-OWNED AIRCRAFT

SECTION I GENERAL

G-1. PURPOSE

This appendix prescribes USAREUR-specific procedures and approval authorities for transporting other than USAREUR military personnel on USAREUR-owned or -controlled aircraft. The Joint Travel Regulations (JTR), DOD Directive (DODD) 4500.56, DOD 4515.13-R, Army Directive (AD) 2007-01, AR 95-1, AR 215-1, and AR 360-1 define criteria for authorizing air travel.

G-2. APPLICABILITY

This appendix applies to U.S. Army units and aircraft assigned or attached to or under the operational control (OPCON) of USAREUR. Procedures for DOD officials requesting travel are described in DODD 4500.56 and DOD 4515.13-R.

G-3. SUBMITTING REQUESTS FOR AIR TRAVEL TO HQ USAREUR

a. Units will submit requests for air travel by other than USAREUR military personnel on USAREUR aircraft that require HQ USAREUR approval (that is, approval by the USAREUR G3/5/7; the Chief of Staff, HQ USAREUR; or the DCG or CG, USAREUR) or processing through the Task Management Tool (TMT) to the Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff (ODCS), G3/5/7, HQ USAREUR (G3/3 AVN). Requests must include the following:

- (1) A memorandum signed by a colonel (O6) or above.
- (2) AE Form 1-10 completed in accordance with [AE Regulation 1-10](#).
- (3) All request-related references including a legal opinion from the unit's staff judge advocate, if required.
- (4) A completed air-mission request (AMR).
- (5) A completed concept of operation (CONOP) for tactical and tactical training flights.

b. Requests must be received by the G3/3 AVN no later than 10 workdays before the date of the requested flight.

G-4. PASSENGERS AUTHORIZED ON USAREUR AIRCRAFT

DOD 4515.13-R, chapters 2 and 10, list passengers authorized to fly on U.S. DOD-owned or -controlled aircraft and appropriate, DOD-directed approval authorities. Flight-approval authority and reimbursement requirements will be in accordance with DOD 4515.13-R or as delegated in this supplement. Requesting organizations are responsible for determining the appropriate approval authority based on the JTR, DODDs, DOD policy, ARs, ADs, and this supplement.

SECTION II TRAVEL OF NON-USAREUR DEPARTMENT OF THE ARMY PERSONNEL AND PERSONNEL OF OTHER U.S. GOVERNMENT AGENCIES ON USAREUR AIRCRAFT

G-5. AUTHORITY

Air transport of non-USAREUR Department of the Army (DA) personnel and personnel of other U.S. Government agencies on USAREUR aircraft will be in accordance with the JTR, DODD 4515.12, DODD 4500.43, DODD 4500.56, DOD Instruction (DODI) 4500.43, DOD 4515.13-R (chapters 2 and 10), and AD 2007-01.

G-6. APPROVAL AUTHORITY

a. The CG, USAREUR, is the approval authority for requests for operational support airlift from senior officials (brigadier general (O7) and above or an equivalent civilian grade) in USAREUR. This authority is delegated to the DCG, USAREUR, provided the DCG is a general officer (GO) in the grade of major general (O8) or above.

b. Military aircraft (MILAIR) travel requests for personnel in the grade of O6 and below, or an equivalent civilian grade, must be processed for approval as outlined in AR 95-1, chapter 3, and DODD 4500.43.

c. The Secretary of the Army or the Administrative Assistant to the Secretary of the Army is the approval authority for employees of other U.S. Government agencies. Approval authority is also delegated to combatant and component commanders when invited to travel by the combatant or component commander and when the commander determines that such travel within his area of responsibility is primarily in the interest of the DOD.

G-7. PASSENGER ELIGIBILITY

DOD 4515.13-R, paragraph C2.2, provides information about passenger eligibility.

SECTION III TRAVEL OF FOREIGN-NATIONAL MILITARY PERSONNEL PARTICIPATING IN TACTICAL MISSIONS ON USAREUR AIRCRAFT

G-8. APPROVAL AUTHORITY

a. The authority to approve foreign-national (FN) military personnel travel aboard U.S. DOD-owned or -controlled aircraft will not be delegated except as authorized in DOD 4515.13-R and this supplement.

b. Participation of FN military personnel, regardless of grade, in military training or operations aboard USAREUR-operated or -controlled aircraft during exercises or operations is subject to the following rules and approval authorities:

(1) The senior U.S. Army tactical commander (lieutenant colonel (O5) or above) is the approval authority for missions involving FN military personnel in military training or operations aboard USAREUR aircraft during exercises or operations sponsored or directed by the Chairman of the Joint Chiefs of Staff; the Commander, USEUCOM; or the CG, USAREUR, provided the training or operations include combined operations of U.S. and foreign forces. This authority does not include transportation to or from the exercise area or supporting flights used only for logistical purposes.

(2) Exercises or operations approved in writing by the USAREUR G3/5/7 that include combined operations with FN military personnel, including United States Army Joint Multinational Readiness Center (JMRC) rotations, are considered sponsored or directed by the CG, USAREUR.

(3) Exercise approval may be provided in the format of a USAREUR operation order, execution order (EXORD), tasking order, fragmentary order, CONOP, memorandum, or other official format and must state that FN participation is authorized.

(4) DOD 4515.13-R, chapter 2, provides additional information.

SECTION IV

NONTACTICAL TRAVEL OF FOREIGN-NATIONAL AND NON-USAREUR U.S. PERSONNEL ON USAREUR AIRCRAFT

G-9. APPROVAL AUTHORITY

a. The first GO in the chain of command (for example, the CG, 21st Theater Sustainment Command; the CG, Seventh Army Joint Multinational Training Command (JMTC); the DCG, USAREUR) is the approval authority for FN military and other personnel participating in missions under his or her command authority on USAREUR aircraft, provided—

(1) The personnel to be transported are—

(a) FNs in a military or civilian grade equivalent to an O6 or below, flights will occur on DOD-owned or -controlled aircraft when in the commander's overseas area of accreditation or responsibility, and the approving official has determined that such travel is in the primary interest of the DOD.

(b) U.S. or FN personnel who are bona-fide representatives of the media or support public-affairs (PA) or community-relations purposes including orientation flights (DODD 5122.05 and 5122.08).

(c) U.S. civilians approved for nontactical travel per DOD 4515.13-R, unless another approval authority is stated.

(2) The flight is an orientation flight for members of the Reserve Officers' Training Corps, Junior Reserve Officers' Training Corps (JROTC), or Explorer Scouts, or a flight supporting other congressionally sanctioned and DOD-approved youth programs conducted in accordance with DOD 4515.13-R, chapter 4.

NOTE: DOD 4515.13R, chapter 10, provides more information on the approval authority in [subparagraph a](#) above.

b. Except for the missions listed in [paragraph G-8b\(1\)](#), the CG, USAREUR, is the approval authority for FNs in a military or civilian grade equivalent to an O7 or above traveling on DOD-owned or -controlled aircraft within the USAREUR area of accreditation or responsibility when the CG, USAREUR, has determined that such travel is in the primary interest of the DOD and within the limitations imposed by joint regulations (DOD 4515.13-R, para 10.7).

c. The USAREUR G3/5/7 is the approval authority for requests for FN Soldiers and officials in a military or civilian grade equivalent to an O6 or below who are required to travel on USAREUR aircraft when those requests are made by HQ USAREUR staff offices or by organizations that do not have a GO in the chain of command and report directly to the CG, USAREUR. The USAREUR G3/5/7 must ensure that the travel is primarily in the interest of the DOD.

d. Paragraph C2.2.8 and chapters 9 and 10 of DOD 4515.13-R provide additional rules on transporting FN personnel (other than media representatives) on U.S. DOD-owned or -controlled aircraft.

e. Requirements for PA-supporting travel and travel by bona-fide representatives of the news media are outlined in DODI 5410.15, chapter 3; DOD 4515.13-R, paragraph C2.2.16.1; and AR 360-1, chapter 10. DODD 5410.18 provides information about obtaining approval for participation in PA events. Units will notify the Office of the Chief, Public Affairs, HQ USAREUR, and the G3/3 AVN of all PA- and community-relations-supporting travel requests.

f. In all cases of FNs flying on USAREUR aircraft, the USAREUR aviation unit supporting the flight will conduct a normal mission risk analysis in accordance with unit procedures, but will note FN military personnel participation on the mission risk-assessment form. The final aviation-mission approval authority for flights with non-U.S. DOD personnel on board will be no lower than the aviation battalion or task force commander (O5 or above) of the aviation unit providing the aircraft for the flight.

SECTION V USAREUR SPACE-A POLICY

G-10. REFERENCE HQDA EXORD 110-14.

G-11. POLICY

a. The DOD requires that Army commands implement a policy to screen space-available (Space-A) passengers through the Transportation Security Administration (TSA) secure or e-secure flight process. The intent of this policy is to ensure all crews and passengers on USAREUR aircraft are afforded the utmost aviation security safeguards by screening in accordance with the TSA Secure Flight Program.

b. USAREUR will not process Space-A passengers at USAREUR Army airfields (AAFs) or heliports (AHPs) or transport them on USAREUR aircraft.

c. The CG or DCG, USAREUR, may, on a case-by-case basis, grant USAREUR units the authority to process individual Space-A passengers. USAREUR units will transport Space-A passengers on USAREUR aircraft only after the passengers have—

- (1) Been screened in accordance with the TSA Secure Flight Program.
- (2) Received USAREUR G3/5/7 approval to fly.

d. USAREUR AAF commanders and managers are not authorized to process or support Space-A travel, and commanders of USAREUR aviation units are not authorized to transport Space-A passengers on USAREUR aircraft, unless authority has been granted and conditions have been met as described in [subparagraph c](#) above.

e. To obtain USAREUR CG or DCG approval to screen and transport Space-A passengers, units will contact the G3/3 AVN at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351. Requests for Space-A passenger screening will include the following information:

(1) Aircraft data:

- (a) Identification and call sign.
- (b) Departure and arrival airports.
- (c) Departure and arrival dates and times (zulu).

(2) Passenger data:

- (a) Full name.
- (b) Date of birth.
- (c) Gender.
- (d) Type of number of the travel document (for example, ID card, passport).
- (e) Expiration date of the travel document.
- (f) Country of issuance of the travel document.

f. This section is applicable only to Space-A travel; it does not apply to space-required travel. Space-required travel is considered “mission-essential travel,” as identified by the DOD, and is authorized on USAREUR aircraft. Members of the U.S. Armed Forces on active duty and DOD employees who are on official orders for permanent change of station, TDY, temporary additional duty, emergency leave, or funded environmental morale leave are eligible for space-required travel. Space-required passengers must be in possession of a travel order or authorization and a DOD-issued ID card.

SECTION VI PARTICIPATION IN AIR SHOWS AND TRADE SHOWS

G-12. PARTICIPATION IN AIR SHOWS AND AERIAL DEMONSTRATIONS

a. Leases and demonstrations of military aircraft and equipment to promote the sale of DOD articles are not considered community-relations activities (DODD 5410.18, DODD 7230.8, and 10 USC 113).

b. The Office of the Secretary of Defense (OSD) may publish an annual list of pre-approved air shows and trade exhibitions. Participation of USAREUR organizations in air shows and trade exhibitions on the approved OSD list requires the approval of the Commander, USEUCOM.

c. Authorized air shows must meet the criteria in subparagraphs 4.2.4.1.1 through 4.2.4.1.7 of DODD 5410.18 and paragraph 3-211 of DOD 5500.07-R (Joint Ethics Regulation).

d. Except as indicated in paragraph 5.1 of DODD 5410.18, the Commander, USEUCOM, has the same approval authority for aerial demonstrations in the USEUCOM area by command resources that are otherwise reserved for the Assistant Secretary of Defense for Public Affairs (DOD Directive 5410.18, para 5.2.5).

e. The Secretary of the Army is the approval authority for authorized aerial support including demonstrations, flyovers, and static displays (DODI 5410.19, encl 2, and DODI 5410.19, encl 3). In accordance with DODI 5410.19, enclosure 3, paragraph E3.3.3, the Commander, USEUCOM, has the same approval authority for aerial demonstrations by command resources in the USEUCOM area that are otherwise reserved to the Secretary of the Army.

f. DODI 5410.19, enclosure 2, defines aerial events such as flyovers and static displays, as well as other aerial demonstration or activity terms. DODI 5410.19, enclosure 3, provides guidance on aerial demonstrations.

g. Units should refer to applicable DODDs, DODIs, and sections of the United States Code.

SECTION VII

USAREUR PERSONNEL AS PASSENGERS ON FOREIGN MILITARY AIRCRAFT

G-13. REFERENCES (APP A)

a. DOD 5030.61.

b. Memorandum, Office of the Under Secretary of Defense for Acquisition, Technology, and Logistics, 17 October 2014, subject: Implementation Guidance for Flight in Foreign Owned Aircraft.

c. AR 70-62.

d. U.S. Army Aviation and Missile Command Delegation Memorandum 070-002.

e. ALARACT 088-2010.

f. ALARACT 046-2011.

G-14. USAREUR RULES FOR PERSONNEL TRAVELING ON FOREIGN MILITARY AIRCRAFT

a. Using Foreign Military Aircraft in Emergency Situations. Lifesaving medical-evacuation and emergency combat-extraction missions are not subject to any higher-level risk-acceptance and -approval requirements when the on-scene commander (OSC) is unable to obtain timely approval under “in extremis” (emergency) situations. The OSC may authorize the use of foreign military aircraft that have not been certified or assessed for airworthiness by a military department airworthiness authority for these in-extremis missions when use of those aircraft is necessary to prevent imminent loss of life or limb or the capture of DOD personnel by hostile forces.

b. Using Foreign Military Aircraft With Airworthiness Certification. The commander of the troops being transported (O6 or above) is the approval authority for Soldiers flying as passengers in foreign military aircraft when the military airworthiness authority (MAA) of the nation to which the military aircraft belong is accepted as the basis for DOD certification. A nation’s MAA is accepted if that nation’s certification process has been approved by the U.S. National Airworthiness Council or one of the U.S. Service MAAs (Army, Navy, or Air Force).

c. **Using Foreign Military Aircraft Without Airworthiness Certification.** If the foreign MAA is not recognized by the U.S. National Airworthiness Council or one of the U.S. Service MAAs, the following procedure applies (fig G-1):

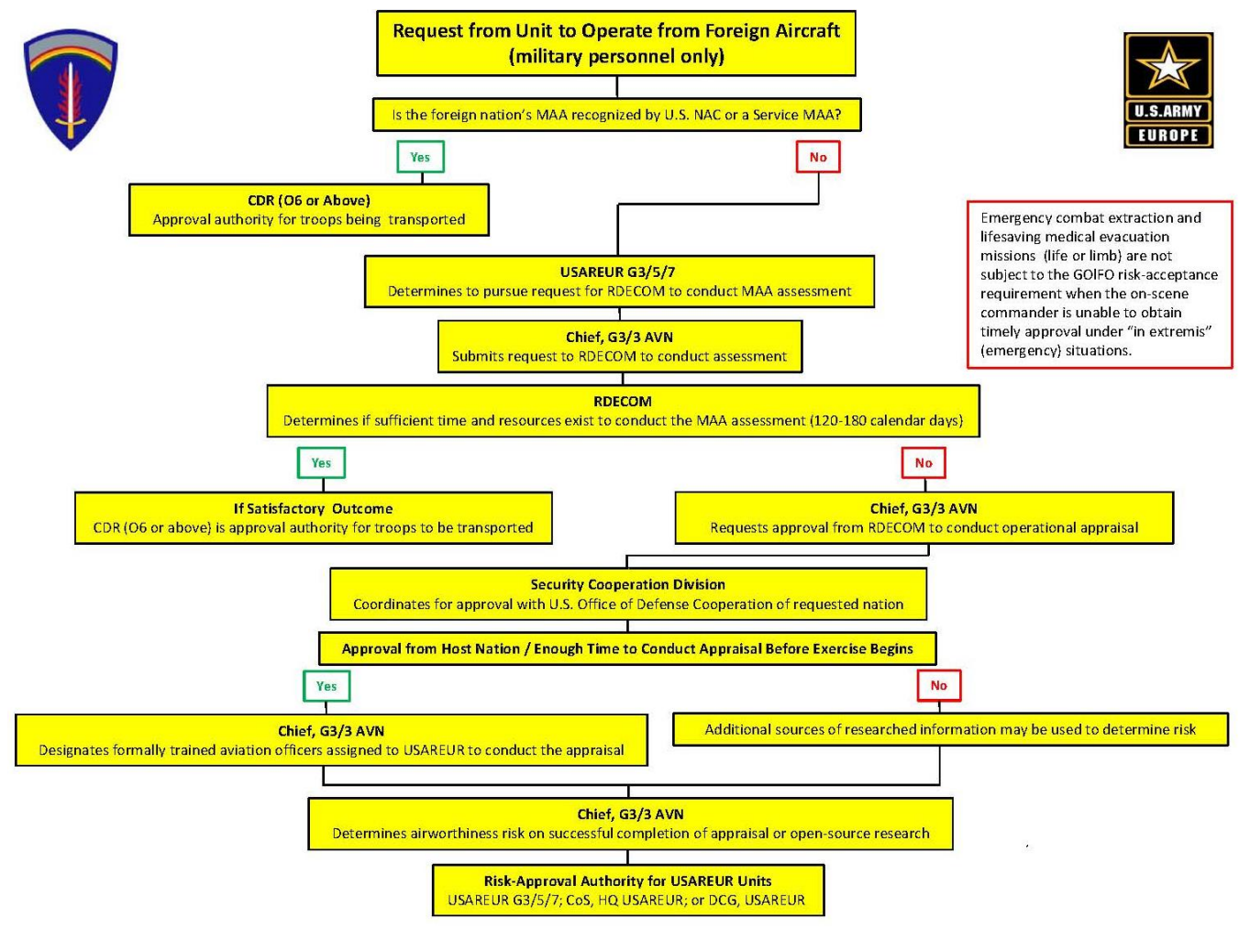


Figure G-1. Foreign Military Airworthiness Risk-Analysis Process (Request for Military Personnel Only)

(1) Units requesting authorization for USAREUR personnel (including uniformed Servicemembers, Department of the Army civilians (DACs), and contractors performing under a U.S. DOD contract) to fly as passengers or aircrew in foreign-owned military aircraft will submit a request for an assessment of the foreign nation's MAA airworthiness system through their chain of command to the Director, G3/7 Training and Exercise Directorate, ODCS, G3/5/7, HQ USAREUR.

(2) The USAREUR G3/5/7 will determine if USAREUR will pursue the request. If so, the USAREUR G3/5/7 will task the Chief, G3/3 AVN, to process the request.

(3) The Chief, G3/3 AVN, will send the request to the U.S. Army Research, Development, and Engineering Command (RDECOM) at U.S. Army Research, Development, and Engineering Command (RDMAE), 5400 Fowler Road, Redstone Arsenal, AL 35898.

(4) The RDECOM will determine if sufficient time and resources are available to conduct an MAA assessment. The recognition process requires the cooperation of the foreign MAA whose airworthiness system is to be assessed. Completion of the assessment will require at least 120 calendar days.

(a) If the RDECOM determines that sufficient time and resources are available and completes the assessment before the mission for which it is required with satisfactory results, the commander of the troops to be transported will be the approval authority for personnel traveling on the foreign military aircraft for which the assessment was conducted (b above).

(b) If the RDECOM determines that time or resources are insufficient to complete an MAA assessment before the mission for which it is required, the following process applies:

1. The Chief, G3/3 AVN, will request approval from the RDECOM to complete an operational appraisal of the specific foreign military aircraft required by the exercise or operation.

2. If the RDECOM authorizes completion of an operational appraisal, the Security Cooperation Division, ODCS, G3/5/7, HQ USAREUR, will coordinate with the appropriate U.S. Office of Defense Cooperation (ODC) to obtain the foreign nation's approval and clearance for the USAREUR airworthiness appraisal team to travel to that country to conduct an on-site airworthiness appraisal. The goal of the on-site appraisal is to obtain sufficient information to allow the appraisal team to complete the operational appraisal checklist provided by the RDECOM. The USAREUR airworthiness appraisal team will use this checklist, which was approved by the U.S. National Airworthiness Council, to conduct the appraisal. The checklist is intended to identify outward manifestations of an aviation operation that may indicate the presence or lack of an airworthiness oversight program. Completion of the checklist is intended to inform the risk-accepting official of airworthiness-related risks for the mission.

a. If approved by the foreign nation, the USAREUR airworthiness appraisal team, which consists of USAREUR-assigned, formally trained aviation officers, designated by the Chief, G3/3 AVN, who are familiar with aviation operations and maintenance practices, will travel to the requested nation and conduct an on-site appraisal. The team will visit the foreign nation's unit that operates the specific aircraft requested at its home base of operations. Base clearance may be required.

b. If the foreign nation does not allow the USAREUR team to complete an on-site appraisal or insufficient time or resources prevent the team from doing so, additional sources of information may be considered when making the airworthiness risk assessment. Sources include, but are not limited to, other organizations' airworthiness appraisals of the same nation's aircraft and open-source information. Missions to be performed based on such sources require the first GO or higher in the chain of command for military personnel, the supervisory chain for DAC personnel, and the organization with operational oversight for U.S. DOD contractors to make the mission-approval decision.

3. Once the on-site appraisal or research of other sources has been completed, the Chief, G3/3 AVN, will determine the airworthiness risk of the appraised foreign-nation aircraft.

4. For military personnel, the first GO or higher in the chain of command; for DACs, the supervisory chain; and for U.S. DOD contractors, the organization with operational oversight, will—

a. Approve all missions for which an on-site USAREUR airworthiness appraisal with a completed operational appraisal checklist (c(4)(b)2 above) is available.

b. Be the risk-acceptance and mission-approval authorities for missions involving flights on foreign aircraft when the MAA of the nation to which the aircraft belongs is not recognized by the U.S. National Airworthiness Council and the USAREUR airworthiness appraisal team is unable to complete an on-site airworthiness appraisal of the requested aircraft before mission execution. In those instances, every effort should be made to obtain as much aviation safety information as possible in relation to the mission requested in order to inform the risk-acceptance authority of the risks involved.

(5) The use of a USAREUR-completed airworthiness appraisal as the primary means for determining airworthiness risk must not exceed 365 calendar days.

(6) The Chief, G3/3 AVN, is responsible for maintaining an airworthiness status list of national MAAs in the USAREUR AOR. The list must include appropriate mission risk-acceptance authorities.

APPENDIX H LOCAL FLYING RULES

H-1. PURPOSE

This appendix establishes the minimum requirements for unit-developed local flying rules.

H-2. REQUIREMENTS

Unit-developed local flying rules must include information on at least the following topics:

a. General.

- (1) References.
- (2) Purpose.
- (3) Applicability.

b. Local Flying Rules.

- (1) Military and host-nation (HN) flight regulations.
- (2) HN coastal and Baltic areas deconfliction-line procedures (if applicable).
- (3) Control zones.
- (4) Air-traffic control.
- (5) Flight following.
- (6) Traffic patterns.
- (7) Flight planning.
- (8) Use of operations logs, local flight plans, DD Form 1801, DD Form 175, and civil flight plans.
- (9) Notice to airmen.
- (10) Weather minimums.
- (11) Weather briefing and DD Form 175-1 requirements (see also DOD Flight Information Handbook)
- (12) Airfield duty officer.
- (13) Passenger rules.
- (14) Ground-handling safety.
- (15) Engine start and shutdown procedures.
- (16) Crosswind operations and limitations.
- (17) Test-flight procedures.

- (18) Operating hours.
- (19) Noise abatement.
- (20) Search-and-rescue procedures.
- (21) Transient aircraft and personnel.
- (22) Flight violations.
- (23) Inadvertent instrument meteorological conditions recovery procedures.

c. Local Flying Area.

- (1) Description.
- (2) Danger and restricted areas.
- (3) Tactical and terrain-flight areas and procedures.
- (4) Test-flight areas.

d. Miscellaneous.

e. Appendixes.

- (1) Pre-accident plan.
- (2) Severe-weather plan.
- (3) Designated landing sites.
- (4) Airfield night-vision goggle operations, as applicable.

H-3. APPROVAL AUTHORITIES

Units will submit requests for approval of unit-developed local flying rules through their chain of command to the appropriate approval authority in [subparagraphs a through c](#) below. Units will send a copy of all approved local flying rules to the Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR, at USAREUR (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351.

a. Aviation brigade and element commanders in the grade of colonel (O6) are the approval authorities for local flying rules for all units under their authority.

b. The Commanding General, Seventh Army Joint Multinational Training Command (JMTC), is the approval authority for JMTC local flying rules. This authority may be delegated to the Commander, United States Army Joint Multinational Readiness Center (JMRC), for units under JMRC authority.

c. For rotational aviation units that are not under the command authority of an O6 aviation brigade or element commander, the first O6 in the unit's chain of command is the approval authority for local flying rules.

APPENDIX I AIRCRAFT NOISE-ABATEMENT COMMISSIONS

I-1. PURPOSE

This appendix establishes the requirements for aircraft noise-abatement commissions (NACs).

I-2. GENERAL

a. Installation and garrison commanders will establish aircraft NACs for the following Army airfields (AAFs) and Army heliports (AHPs):

- (1) Ansbach AHP.
- (2) Grafenwöhr AAF.
- (3) Hohenfels AAF.
- (4) Illesheim AHP.
- (5) Wiesbaden AAF.

b. Each NAC will—

- (1) Provide a mutual exchange of information between the military and the municipal administration and contribute to ensuring communication and understanding.
- (2) Protect the operational capability of the installation.
- (3) Integrate noise management into routine operations.
- (4) Designate a POC who can answer questions about local issues and help resolve them.
- (5) Foster a better understanding of the community's local customs and ordinances.
- (6) Help participants develop an appreciation for the laws, policies, and procedures required by both the local community and the military aviation community.
- (7) Provide the community with information that explains how aviation operations and training are conducted.
- (8) Make the aviation unit aware of special local events.

I-3. COMPOSITION

a. NACs will include—

- (1) A commission chairperson. This position will be held by the installation or garrison commander at each location.

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

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

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

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

- (1) The *Bundesvereinigung gegen Fluglärm e. V.* (German Federal Association Against Aircraft Noise).
- (2) Locally organized citizens groups.

I-4. MEETINGS

a. The commission chairperson will convene the commission and its members in consultation with the authority nominated by the *Land*. The meeting will be postponed if the chairperson is not available. Meetings may be canceled by mutual agreement of the chairperson and the authority nominated by the *Land*. If postponed or canceled, the chairperson will sign a memorandum of record to indicate this.

b. Meetings will normally be convened at least twice a year (in April and October), primarily to discuss the summer night-flying program. Additional meetings may be convened when necessary. Meeting dates will be suggested by the chairperson and fixed in consultation with members of the commission.

I-5. COOPERATION AND INFORMATION

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

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

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

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

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

(1) Voice their wishes and suggestions.

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

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

I-6. NAC RESPONSIBILITIES

NACs—

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

b. May recommend adjustments to local flight operations.

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

d. Have no authority over military flight operations.

e. Will not interfere with the military chain of command.

f. Will not change existing formal USAREUR agreements.

NOTE: All requests to change existing formal USAREUR agreements must be directed through proper command channels to the Chief, Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (G3/3 AVN).

g. Will address only noise-issue topics.

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

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

j. Will ensure that German political representatives will not serve as commission chairs.

I-7. MEDIA RELEASES

a. The PAO representative will prepare news releases with the assistance of the OSJA representative.

b. The chairperson will review and approve or disapprove all news releases. He or she will also provide information to the local news media, when necessary.

I-8. REPORTING PROCEDURES

Commission chairpersons will submit two reports for each meeting, one before the meeting and one after the meeting. The reports will be sent through command channels to the Chief, G3/3 AVN. Commissions will—

a. Provide the meeting agenda no later than 1 week before the scheduled meeting. The agenda will be submitted as a memorandum for record (MFR).

b. Submit the meeting minutes no later than 1 week after a meeting has convened. The minutes will be presented as an MFR.

I-9. SUMMER NIGHT-FLYING PROGRAM REPORT

a. In accordance with the German Military Aeronautical Information Publication and DOD Flight Information Publication Area Planning 2, units are authorized to conduct low-level training after 2400 local time during the months of May through August. As soon as possible after 31 August, airfield and heliport commanders and managers will submit a report documenting the use of the summer night-flying program at their AAF or AHP. The report will be transmitted to the USAREUR Airfield and Air-Traffic Services Officer who will, in turn, send a consolidated report for the theater to the German Military Aviation Authority (GMAA). Airfield and heliport commanders and managers will not send reports directly to the GMAA. If possible, the report should be transmitted in digital format to allow cutting and pasting of data into a consolidated report for the theater. [Figure I-1](#) shows an example of a report of flights and compensation days. If no low-level flights were conducted after 2400 (local) at an AAF or AHP, the report must say so.

b. If the required prior notice to the local community was completed by some means other than the NAC meeting that is normally conducted in April before the start of that year's summer night-flying program, documentation of that notification must be transmitted with the report.

Date of Flights	No./Type Aircraft	Downtime (Local)	Compensation Date
23 MAY	1/UH-60	0115	22 MAY
30 MAY	2/UH-60	0105	24 MAY

Figure I-1. Sample Format for a Summer Night-Flying Program Report

APPENDIX J

AVIATOR ORIENTATION COURSE MINIMUM ACADEMIC REQUIREMENTS

J-1. PURPOSE

This appendix establishes the minimum academic requirements for the USAREUR Aviator Orientation Course (AOC).

J-2. MINIMUM REQUIREMENTS

a. The aviation-unit commander (lieutenant colonel (O5) or above) is responsible for ensuring that all AOC training is prepared and provided to all aircrew members under his or her authority.

b. Units may request AOC preparation and training assistance from the Chief, Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351.

c. All new aviators assigned or attached to USAREUR in authorized flying positions will complete at least the AOC requirements in the following subjects before conducting normal flight operations in the USAREUR area of responsibility:

- (1) Area Planning 2.
- (2) International Civil Aviation Organization (ICAO)/European airspace.
- (3) AE Supplement 1 to AR 95-1.
- (4) Notices to airmen.
- (5) Weather.
- (6) ICAO flight planning and the U.S. Army Flight Operations Detachment.
- (7) German deconfliction line/coastal area/Baltic area procedures.
- (8) Rotary-wing low-flying rules and procedures.
- (9) Low-level flights outside Germany.
- (10) U.S. Army Aeronautical Services Detachment–Europe.
- (11) DOD flight information publications.
- (12) DOD and non-Government agencies.
- (13) Jeppesen products.
- (14) Airspace structure.
- (15) Visual-flight-rule flight maps.

- (16) Plans and operations.
- (17) Instrument approach procedures.
- (18) USAREUR standardization standing operating procedure (SOP).
- (19) USAREUR aviation policies.
- (20) Unit tactical SOPs.
- (21) Ansbach Army Heliport and Illesheim Army Airfield flying procedures.
- (22) Flight line.
- (23) Inadvertent instrument meteorological conditions.
- (24) High-intensity radio-transmission area brief.
- (25) Reading-file familiarization.
- (26) Aircrew Training Program annual required academics.
- (27) Flight-Hour and duty-day logs.
- (28) Pilot night-vision academics.
- (29) Day-system (bag) academics (AH-64 only).
- (30) Local-area orientation (LAO) – map orientation.
- (31) Grafenwöhr and Hohenfels red-line brief.
- (32) LAO flights.

APPENDIX K

THE USAREUR FLYING-HOUR PROGRAM

K-1. PURPOSE

This appendix establishes policy and procedures for executing the USAREUR flying-hour program (FHP) and defines reporting requirements in support of the program.

K-2. GENERAL

a. The FHP provides both flying hours and funds to achieve and maintain an operational tempo (OPTEMPO) that increases aviator proficiency, improves aviation safety, enhances aviation unit readiness, and strengthens combined-arms team training. USAREUR will coordinate with the Department of the Army (DA) before DA approves the FY strategy and funded hours and publishes hourly rates to ensure DA has included all modification table of organization and equipment (MTOE) and table of distribution and allowances (TDA) aviation units and that aircraft distribution correctly reflects the number of assigned and on-hand aircraft.

b. USAREUR-unique rates for each mission, design, and series of MTOE- and TDA-authorized helicopters, less operational readiness float, provide direct-cost funds for the procurement of aviation petroleum, oil, and lubricants; consumable parts; and stock-funded, depot-level repairable items. USAREUR major subordinate commands (MSCs) must use the resources allocated to the FHP in the most economical manner and ensure that the resources enable units to achieve the maximum training benefit. Proper management of these resources should sustain aircrew training, mission and installation support, aviation-unit readiness, Ready Reaction Force and Aviation Package training, and combined-arms team proficiency.

c. To ensure efficient and effective management of these resources, USAREUR aviation resource-management surveys specifically assess data reported on DA Form 1352, the Unit Level Logistics System–Aviation, and the USAREUR FHP Execution Report.

d. MSCs will submit reports by e-mail or through the Military Postal System to the Chief, Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff (ODCS), G3/5/7, HQ USAREUR, and the USAREUR FHP Manager. [Appendix L](#) provides contact information.

K-3. FLYING-HOUR ADJUSTMENTS

a. Units will notify the USAREUR FHP Manager in writing through command channels when a conversion, adjustment, or cross-leveling of hours between similar-series aircraft is desired and funds need to be reallocated.

b. USAREUR units requiring a conversion, adjustment, or cross-leveling of hours between non-similar-series aircraft will submit a written request to the USAREUR FHP Manager for approval.

c. Requests must include a detailed justification and an impact assessment. If additional funds are required, the MSC, USAREUR, or DA must provide those funds. An unfunded requirement will not be favorably considered.

K-4. MIGRATION OF RESOURCES

a. Starting on the beginning of the mid-year (that is, on 1 April), USAREUR units may send requests for migration of FHP funds not included in paragraph K-3 through the USAREUR FHP Manager to HQDA for approval.

b. Requests to change the flying hours allocated for an FY or to reprogram funds must include a detailed justification and an impact assessment. Funds are restricted by HQDA, and reprogramming requires Vice Chief of Staff of the Army approval.

K-5. ANNUAL FLYING-HOUR REQUIREMENTS

Annually by 30 September, USAREUR units must submit annual flying-hour requirements for the upcoming FY to the USAREUR FHP Manager using AE Form 95-1C.

K-6. MONTHLY FLYING-HOUR PROJECTIONS AND FUNDING OBLIGATIONS

a. Annually by 30 September, USAREUR units must submit a report for the upcoming FY stating the projected monthly flying hours and funding obligations to the USAREUR FHP Manager. The USAREUR FHP Manager will consolidate unit projections and report USAREUR total flying-hour projections to HQDA no later than 10 October. For example, unit projections for FY 16 must be received by the USAREUR FHP Manager by 30 September 2015 and are due at HQDA by 10 October 2015.

b. Units may request and receive the current per-hour OPTEMPO dollar rate by aircraft type from the Requirements Definition Division (RDD), ODCS, G3/5/7, HQ USAREUR.

c. The execution-strategy report must project flying hours and funding obligations for the total funded FHP by unit, aircraft type, and calendar month. Fund-obligation projections are calculated by multiplying the projected flying hours by the applicable per-hour rate by type aircraft.

d. Unfunded hours will not be included in projections.

K-7. MONTHLY FLYING-HOUR EXECUTION REPORTS

a. USAREUR units, including units that are deployed or otherwise attached to another Army command, Army service component command, or direct-reporting unit, will submit monthly flying-hour execution reports to the USAREUR FHP Manager no later than the last day of each month. (For example, reports for September 2015 are due no later than 30 September 2015.)

b. These reports will take into account MTOE- and TDA-authorized and -assigned aircraft and pilots, aircrews, and aircraft types. They will also include executed hours by day (D), night unaided (N), night-vision goggle (NG), or night system (NS), if applicable, that equate to the total hours executed for the month.

c. Executed hours will be rounded to the nearest whole number. Total executed hours should equal the hours reported on the monthly DA Form 1352, except for aircraft transfers. Executed hours will be reported as home-station training or contingency operations.

d. Additional reportable data includes, but is not limited to, hours flown in support of user testing, research and development testing, hours lost as a result of safety-of-flight groundings or not-mission-capable situations, pilots deployed as individual replacements without assigned aircraft, units proposed for exclusion due to deployment, units proposed for exclusion due to force-structure-equipment or organizational changes.

e. If the number of hours executed or the funds spent (by unit and type aircraft) are more than 5 percent above or below the projected hours or funds, the unit submitting the report must provide a detailed narrative explanation.

K-8. QUARTERLY FLYING-HOUR EXECUTION REPORTS

a. USAREUR MSCs will submit quarterly FHP execution reports showing the same type of data as the monthly execution reports to the USAREUR FHP Manager no later than the last day of the month in which a FY quarter ends (Dec, Mar, Jun, and Sep). For example, the report for the second quarter of FY 16 (Jan–Mar) will be due by 31 March 2016.

b. Errors found in quarterly execution reports will be corrected only by accounting for the error in the next quarterly report and ensuring the cumulative data is correct.

c. The USAREUR FHP Manager will send the quarterly data to HQDA by the 10th of the month following the end of the reported quarter. For example, data reported for the second quarter of FY 16 must be received by HQDA no later than 10 April 2016.

K-9. COMPARISON OF MONTHLY AND QUARTERLY EXECUTION REPORTS

USAREUR MSC flying-hour managers will ensure that monthly and quarterly execution-report data matches the monthly execution data reported to the Logistics Support Activity.

K-10. ANNUAL FLIGHT-OPERATIONS REPORTING REQUIREMENTS OF THE FEDERAL REPUBLIC OF GERMANY

a. The German Military Aviation Authority (GMAA) requires national commands who conduct flight operations in Germany to submit an annual report of flight operations conducted in German airspace. This requirement can be found in the German Military Aeronautical Information Publication, chapter ENR 1.15-1, number 1.1.6.

b. No later than 10 January of each year, units will send an annual report of flight operations conducted in Germany by e-mail through their chain of command to the USAREUR Airfield and Air-Traffic Services (ATS) Officer. The report will include the following information broken down into the different types of aircraft (that is, rotary-wing, fixed-wing, and unmanned aircraft system (UAS)):

(1) The total number of flights and flight time above German territory.

(2) The total number of low-level flights (that is, below 2,000 feet above ground level (AGL)) and low-level flight time above German territory.

(3) The total flight time worldwide including the flight time above German territory.

NOTE: The report will not include small UASs (for example, Raven, Puma).

c. No later than the last workday in January, the USAREUR Airfield & ATS Officer will send the USAREUR consolidated report for the previous calendar year by e-mail to the GMAA at *lufabw31@bundeswehr.org* and *fli2@bundeswehr.org*.

Total number of flights and flight time above Germany.

AIRFRAME	SORTIES	FLIGHT TIME
FIXED-WING	XXXX	XXXX
UAS	XXXX	XXXX
ROTARY-WING	XXXX	XXXX

Total number of low-level (below 2,000 feet above ground level (AGL)) flights and low-level flight time above Germany.

AIRFRAME	SORTIES BELOW 2,000' AGL	TIME BELOW 2,000' AGL
FIXED-WING	XXXX	XXXX
UAS	XXXX	XXXX
ROTARY-WING	XXXX	XXXX

Figure K-1. Sample Format for an Annual Flying-Hour Report to the German Military Aviation Authority

APPENDIX L
USAREUR AVIATION CONTACT INFORMATION

<p style="text-align: center;">Army Flight Operations Detachment (AFOD)</p> <p>Mailing address: Army Flight Operations Detachment, Unit 29362, APO AE 09014-9362 Mil: 314-537-3360 Civ: (0049)-(0)611-143-537-3360 E-mail: <i>usarmy.badenwur.usareur.mbx.afod-fdp--@mail.mil</i></p>
<p style="text-align: center;">Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR</p> <p>Mailing address: USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351 Mil: 314-537-3714/3730/3741/3742/3748/3749/3756/3282 Civ: (0049)-(0)611-143-537-3714/3730/3741/3742/3748/3749/3756/3282 E-mail: <i>usarmy.wiesbaden.usareur.mbx.g33-avn@mail.mil</i></p>
<p style="text-align: center;">U.S. Army Aeronautical Services Detachment, Europe (USAASD-E)</p> <p>Mailing address: USAASD-E (ATAS-AD), Unit 29243, APO AE 09136-9243 Mil: 314-496-8005/8002 Civ: (0049)-(0)6302-67-8005/8002 Fax Mil: 314-496-8006 Fax Civ: (0049)-(0)6302-67-8006 E-mail: <i>usarmy.sembach.hqda.mbx.usaasd-e@mail.mil</i></p>
<p style="text-align: center;">USAREUR Centralized Aviation Scheduling Office (CASO)</p> <p>Mil: 314-537-3737 Civ: (0049)-(0)611-143-537-3737 E-mail: <i>usarmy.badenwur.usareur.mbx.caso-centralized-avn-scheduling@mail.mil</i></p>
<p style="text-align: center;">USAREUR Watch Officer</p> <p>Mil: 314-537-3189 Civ: (0049)-(0)611-143-537-3189 E-mail: <i>usarmy.badenwur.usareur.mbx.g33-ops-watch-officer@mail.mil</i></p>
<p style="text-align: center;">USAREUR Flying-Hour Program Manager</p> <p>Mailing address: USAREUR G3/5/7 (AEOP-RDD), Unit 29351, APO AE 09014-9351 Mil: 314-537-3318/3105 Civ: (0049)-(0)611-143-537-3318/3501/3295/3629 E-mail: <i>usarmy.wiesbaden.usareur.mbx.g33-avn@mail.mil</i></p>
<p style="text-align: center;">USAREUR Airfield & ATS Officer</p> <p>Mailing address: USAREUR G3/5/7 (AEOP-ODO-AV/Airfield & ATS Officer), Unit 29231, APO AE 09140-9231 Mil: 314-467-4529 Civ: (0049)-(0)9841-83-4529</p>
<p style="text-align: center;">USAREUR Safety Office</p> <p>Mailing address: HQ USAREUR (AECS-S), Unit 29351, APO AE 09014-9351 Mil: 314-537-0399/0472/0391/0392/0393/0394/0395/0396/0397/0398/0389 Civ: (0049)-(0)611-143-537-0399/0472/0391/0392/0393/0394/0395/0396/0397/0398/0389 Website: https://intranet.eur.army.mil/hq/safety/SitePages/Home.aspx</p>

APPENDIX M

USAREUR HELICOPTER FLIGHT COORDINATION AREAS

M-1. PURPOSE

This appendix establishes standard procedures for U.S. Army-controlled helicopter flight coordination areas (HFCAs) in Germany. Units should submit recommended changes to the Chief, Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (G3/3 AVN), at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351.

M-2. GENERAL

The procedures in this appendix supplement the HFCA operating procedures specified in DOD Flight Information Publication Area Planning 2 and German Military Aeronautical Information Publication (MIL AIP) ENR 5.2, paragraph 3.

M-3. RESPONSIBILITIES

a. The Chief, G3/3 AVN, will—

- (1) Maintain U.S. Army HFCA oversight.
- (2) Designate a controlling unit for each USAREUR HFCA.
- (3) Maintain a current HFCA POC list for USAREUR-controlled HFCAs.

b. The controlling unit for each HFCA will—

- (1) Establish an HFCA standing operating procedure (SOP). The SOP will include the following:
 - (a) HFCA boundaries.
 - (b) One Master HFCA Hazards Map (1:50,000) that graphically depicts restricted and no-fly areas, air-defense sites, and aircrew avoidance of those areas by 500 feet horizontally and vertically. The map may be digitally produced and distributed.
 - (c) Processes that ensure accuracy, currency, and accessibility of the HFCA Master Hazards Map.
 - (d) Requirements for all crews operating in the HFCA to review the Master HFCA Hazards Map and update their navigation maps, as appropriate, before conducting flight operations in the HFCA.
 - (e) Master Hazards Map update procedures.
 - (f) Noise-abatement procedures.
 - (g) Communications procedures including—
 1. Lost-communications procedures.
 2. Normal communications and reporting requirements.

(h) Approved landing areas and procedures.

(i) Operating procedures for day and night as well as night-vision device operations including authorized training times, coordination requirements, training-area saturation, safety, and control.

(j) A single POC to schedule and coordinate the use of the HFCA and maintain an HFCA master traffic log.

(2) Request maneuver and landing rights for HFCA helicopter landing sites in accordance with [AE Regulation 350-22](#).

(3) Respond to noise complaints and ensure claims for alleged maneuver damages are responded to and processed by the appropriate agency.

(4) Submit requests for HFCA notice-to-airmen summaries through the Army Flight Operations Detachment.

(5) Send a copy of the HFCA scheduling and coordination POC appointment orders, with contact information, to the Chief, G3/3 AVN, at USAREUR G3/5/7 (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351.

c. Aircrews will comply with—

(1) HFCA procedures in the German MIL AIP.

(2) The controlling unit's HFCA SOP.

Glossary, section I, Abbreviations. Add the following:

21st TSC	21st Theater Sustainment Command
AAF	Army airfield
AAR	after-action report
AD	army directive
AE	Army in Europe
AEPUBS	Army in Europe Library & Publishing System
AHP	Army heliport
ALARACT	all Army activities
AMR	air-mission request
AO	area of operation
AOC	Aviator Orientation Course
AP/2	[Department of Defense Flight Information Publication] Air Planning 2
APA	aeromedical physician assistant
APG	aircrew procedures guide
ASA	aviation safety action
ASO	aviation safety officer
AT&A	air traffic and airspace
ATS	air-traffic services
ATSCOM	Air Traffic Services Command
C2	command and control
CG	commanding general
CG, USAREUR	Commanding General, United States Army Europe
DAC	Department of the Army civilian
DCG, USAREUR	Deputy Commanding General, United States Army Europe
DES	Directorate of Evaluations and Standardization
FORSCOM	United States Army Forces Command
G3/3 AVN	Aviation Operations Branch, G3/3 Operations Division, Office of the Deputy Chief of Staff, G3/5/7, Headquarters, United States Army Europe
G4	deputy chief of staff, G4 [logistics]
GMAA	German Military Aviation Authority
GO	general officer
HFCA	helicopter flight coordination area
HN	host nation
HQ USAREUR	Headquarters, United States Army Europe
JMRC	United States Army Joint Multinational Readiness Center
JMTC	Seventh Army Joint Multinational Training Command
LAO	local-area orientation
MAA	military airworthiness authority
MFR	memorandum for record
MIL AIP	[German] military aeronautical information publication
MSC	major subordinate command
MSL	mean sea level
NAC	noise-abatement commission
O4	major
O5	lieutenant colonel
O6	colonel
O7	brigadier general

O8	major general
ODC	United States Office of Defense Cooperation
ODCS	office of the deputy chief of staff
OEI	one engine inoperative
OPCON	operational control
OSACOM	Operational Support Airlift Command
OSC	on-scene commander
OSD	Office of the Secretary of Defense
OSJA	office of the staff judge advocate
PAO	public affairs office
POC	point of contact
RDD	Requirements Definition Division, Office of the Deputy Chief of Staff, G3/5/7, Headquarters, United States Army Europe
RDECOM	United States Army Research, Development, and Engineering Command
SC	senior commander
SME	subject-matter expert
SOFP	spouse orientation flight program
SOP	standing operating procedure
TC	training circular
UAS	unmanned aircraft system
UFC	[Department of Defense] unified facilities criteria
USAASD-E	United States Army Aeronautical Services Detachment, Europe
USAG	United States Army garrison
USAREUR	United States Army Europe
USEUCOM	United States European Command
WO	warrant officer