

Department of the Army
Headquarters, United States Army Forces Command
1777 Hardee Avenue, SW
Fort McPherson, Georgia 30330-1062
24 July 2003

*FORSCOM Supplement 1 to AR 95-1

Aviation
FLIGHT REGULATIONS

History. This supplement supersedes FORSCOM Supplement 1 to AR 95-1, dated 5 Jul 98, and changes 1 and 2.

Summary. This revision consolidates FORSCOM Supplement 1 to AR 95-1, 5 Jul 98, change 1, dated 30 Oct 99 and change 2, dated 1 May 00 into one publication. The changed portions have not been highlighted.

Applicability. This supplement is applicable to FORSCOM Active Component (AC) and United States Army Reserve (USAR) units. This supplement is only applicable to Army National Guard units and personnel when they are in a Federal (ARNGUS) rather than State (ARNG) status. This supplement prescribes the basic procedures and policy guidance in establishing responsibility for managing and maintaining aviation assets assigned or attached to FORSCOM. The ARNG organizations must also refer to appropriate National Guard regulations when not in federal status.

Supplementation. Supplementation is prohibited without prior approval of CDR, FORSCOM, Deputy Chief of Staff (DCS), G-3/5/7 (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062.

Change statement. Changes to this supplement are not official unless authenticated by CDR, FORSCOM, DCS, G-6, 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062.

Suggested improvements. The proponent of this supplement is the FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to CDR FORSCOM (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062.

Restrictions. Approved for public release; distribution unlimited.

FOR THE COMMANDER:

OFFICIAL:

JULIAN H. BURNS, JR.
Major General, USA
Chief of Staff

SIGNED

WILLIAM T. LASHER
Colonel, GS
Deputy Chief of Staff, G-6

Distribution: This publication is available in electronic media only. Distribution is intended for command levels A, B, C, D, and E.

Copies furnished: Commander, Fort McPherson (AFZK-IT-AS-E) (record set)

Army Regulation 95-1, dated 1 September 1997 is supplemented as follows:

Page 2, paragraph 1-7. Add subparagraph 1-7c:

c. All requests for waivers to AR 95-1 and this supplement, not otherwise delegated, will be forwarded through command channels to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062, so as to arrive at least 20 working days in advance of the planned event.

Page 2, paragraph 2-1a(2)(b). Add the following:

***This supplement supersedes FORSCOM Supplement 1 to AR 95-1, dated 5 Jul 98, with change 1, dated 30 Oct 99, and change 2, dated 1 May 00.**

FORSCOM Supplement 1 to AR 95-1

Commander, United States Army Reserve Command (USARC) for United States Army Reserve (USAR) units.

Page 2, paragraph 2-1a(3) c. Add the following:

This authority is delegated to the first three star general in the chain of command, the Chief, Army National Guard (ARNG) Bureau, and the Commander, USARC.

Page 2, paragraph 2-1a(4). Add subparagraph (d):

(d) All requests will be forwarded through command channels to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062.

Page 3, paragraph 2-4. Add subparagraph d and e:

d. Officers on limited cockpit duty will not receive operational flying duty credit or aviation career incentive pay unless otherwise entitled by the Aviation Career Incentive Act, Public Law 93-294 (Department of Defense (DoD) 7730.57, Aviation Career Incentive Act of 1974 and Required Annual Report).

e. Limited cockpit duty aviators will be reported on the Unit Status Report (USR), Training Comment, by the supporting unit. Requests for limited cockpit duty will be forwarded to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062.

Page 3, paragraph 2-8c(2). Add the following:

FORSCOM installation commanders will designate an aviation unit to maintain flight records and aviation training records for aviation personnel assigned to non-operational aviation positions or those otherwise restricted from flying duty. If there is no aviation unit in residence at the installation, these records will be maintained with the individual personnel records.

Page 4, paragraph 2-9b. Add subparagraphs (1) and (2):

(1) A documented safety survey of the proposed landing area, by a qualified aviation safety officer/aviation safety noncommissioned officer (ASO/ASNCO), will be accomplished to ensure that safe flight operations can be conducted.

(2) Commanders will staff through supporting Staff Judge Advocate office all written land use agreements for tactical flight training areas and aviation unit field training sites. Environmental effects of repetitive training programs will be coordinated with the installation Environmental Specialist.

Page 5, paragraph 2-13. Add subparagraph e:

e. An information copy of all reports of alleged flight violations will be forwarded to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062 within seven days of the incident. Where violations are significant or high visibility, make a telephonic notification to FORSCOM Emergency Operations Center (EOC) first; followed up with a report as stated above. The FORSCOM EOC telephone number is DSN 367-5222.

Page 5, paragraph 2-14. Add subparagraphs d through i:

d. Within FORSCOM, the following duty definitions are established:

(1) Mission Approval Authorities (MAAs). The MAAs are commanders who are responsible for accepting risk and approving all aviation operations (ground and air) within their commands. The MAAs approve missions for a specific risk level, after reviewing as many mission parameters as possible at the time of mission approval (including, but not limited to: crew experience, recency of flight, and complexity of mission). The MAAs may only approve those missions whose assessed risk level is commensurate with their command level:

Low Risk:	Company Grade/Detachment Commander
Medium Risk:	Field Grade Commander

High Risk: COL Brigade-level Commander
Extremely High Risk: First General Officer in The Chain of Command

(2) Mission Briefers (MBs). The MBs are normally members of the chain of command, but can be supplemented by experienced, rated Army Aviators who are designated by name, in writing, by the O-5 unit commander. They will be assigned a risk level commensurate with their experience. Mission briefers complete the mission planning and risk management process by validating the risk level initially accepted by the MAA. These officers are responsible for briefing aviation missions upon review of all available mission parameters (including, but not limited to: weather, notices to airmen (NOTAMs), crew duty day, and aircraft maintenance). Missions that increase from their original risk level following a thorough risk assessment of current parameters must be re-approved by the appropriate MAA and re-briefed at the appropriate level.

e. The O-6 Commanders will develop training programs for MAAs and MBs, with emphasis on the risk management process, local mission peculiarities, and local hazards.

f. The O-6 Commanders will approve unit risk assessment sheets, which will be constructed using the concepts outlined in FM 3-100.12 (Risk Management for Multiservices Tactics, Techniques, and Procedures) and FM 100-14, (Risk Management.). It is especially important that individual hazards are assessed using the standard Risk Assessment Matrix as outlined in Annex D of that document.

g. Some commanders may elect to restrict MBs to just the chain of command. In effect, this means that commanders perform both MAA and MB duties, and perform the entire mission briefing and risk management process from start to finish without extra help. There is nothing wrong with this restriction, as long as commanders are fully qualified to do so.

h. Aviation operations (air and ground) are defined as any operation with intent to start the aircraft main engines.

i. Exceptions to these requirements may be approved by the first General Officer in the Chain of Command and must be documented in unit policies.

Page 5, Paragraph 2-15. Add subparagraph d:

d. Unit commanders will ensure that locally required noise abatement procedures and noise sensitive areas are published and disseminated.

Page 6, paragraph 3-6e(1). Add the following:

Aviation units will report helicopter operational support airlift (OSA) missions on the FORSCOM Form 1067-R (FORSCOM Helicopter OSA Post Mission Report) (**Figure 3-1**). Reports will be submitted monthly to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062 in conjunction with FORSCOM Form 503-R (Aircraft Programming and Utilization Flying Hour Report).

Page 6, paragraph 3-6e(2). Add the following:

Validators are required to coordinate with and attend the Operational Support Airlift Command (OSACOM) validators course prior to assuming their duties. All validators will be appointed in writing.

Page 6, paragraph 3-6e(3). Add the following:

Installation operational support airlift (OSA) validators will ensure all rotary wing OSA support complies with Department of Defense (DoD) directives including the requirement to maintain OSA mission sheets on file for a period of two years. Approval for all OSA flight requests must be obtained. Approval authority will be within the chain of command and will be the rater/supervisor of the highest-ranking traveler but no lower than the company commander.

Page 6, paragraph 3-6e Add subparagraph (4)

The OSA mission compliance and validation is a special interest area during all FORSCOM Aviation Resource Management Surveys (ARMS).

FORSCOM Supplement 1 to AR 95-1

Page 7, paragraph 3-10. Add the following to the first paragraph.

The major command (MACOM) authority to approve these special missions, as cited in this paragraph, is delegated to the level of the Corps Commander, or Acting Corps Commander, but not lower than Major General. (MG). For United States Army Reserve (USAR) units, the approval authority is the actual or acting USARC commander, but not lower than MG.

Page 9, paragraph 3-15 Add subparagraph e:

e. Class A, B and C aviation accidents will be reported telephonically to the FORSCOM Operations Center (FOC - Defense Switched Network (DSN) 367-5222) as specified in FORSCOM Regulation 385-1, Forces Command Safety Program.

Page 9, paragraph 3-16. Add subparagraph d, e and f:

d. Units will establish written procedures that ensure the commanders are aware of, and approve, all aviation ground and air operations.

e. Extremely High Risk Missions will be approved by the first General Officer in the chain of command.

f. Mission approval documentation will be maintained with the flight plans IAW FM 1-300, Flight Operations Procedures.

Page 10, paragraph 3-20. Add paragraph e:

e. When required by the Statement of Work, contractor personnel will comply with AR 95-20, Contractor's Flight and Ground Operations. Army Regulation 95-1, paragraph 3-20b applies to contractors when included in the Statement of Work.

Page 11, paragraph 4-2. Add sub-paragraphs d, e and f:

d. The Aircraft Training Program (ATP) requirements are waived for aviators assigned to units, commands, or installations with no aviation assets available. Aviators will maintain a current flying duty medical examination in accordance with AR 40-501 (Standards of Medical Fitness) and AR 600-105 (Aviation Service of Rated Army Officers).

e. Unit commanders will submit requests for FORSCOM unit waivers to ATP requirements through the chain of command to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062.

f. Units deployed outside continental United States (OCONUS) in support of contingency/humanitarian operations in excess of 120 days may waive the ATP requirements listed in (1) thru (5) below. This waiver authority applies to those individuals deployed or those whose aircraft are unavailable due to deployment. Aviation unit commanders will ensure completion of Aircrew Training Program (ATP) requirements as outlined in Training Circular (TC) 1-210 (Aircrew Training Program Commander's Guide to Individual and Crew Standardization) within their Mission, Enemy, Terrain, Troops and Time Available (METT-T) capabilities and within the capabilities of the infrastructure of the Area of Operations when deployed. Task Force Commanders and/or brigade-level commanders will initiate this prerogative by signing a memorandum for record that cites the specifically waived requirements and this reference and paragraph. Unit operations officers (S3) and unit standardization offices will maintain documentation of this memorandum and an attached list of aircrew members affected by this waiver in the unit historical files. The memorandum will specify the appropriate deployment order, the effective start date of the waiver, and its end date. The individual's DA Form 759 (Individual Flight Record and Flight Certificate – Army) closeout will cite this paragraph as authority for the waiver. An entry will be made in the crewmembers DA Form 7122-R (Crew Member Training Record) that sites this reference. The unit commander will sign the entry. Individuals waived under this paragraph will complete all waived Annual Proficiency and Readiness Test (APART) and night vision goggles/night vision devices (NVG/NVD) evaluations within 120 days after returning to their home station, excluding Days lost to temporary duty (TDY), leave, or aircraft/medical groundings:

(1) The APART and annual NVG/NVD evaluations.

(2) Synthetic Flight Training Systems (SFTS) hours and iterations.

- (3) Hood/instrument requirements.
- (4) Aircraft Survivability Equipment Trainer-Aircrew Training (ASET-AT) requirements.
- (5) Annual nuclear, biological, and chemical (NBC) task and iterations.
- (6) Flight hours and iterations.

Page 11, paragraph 4-6. Add subparagraph c:

c. Programs of Instruction (POI) for local transition training will be submitted through United States Army Aviation Center (USAAVNC), Fort Rucker, AL, to CDR, FORSCOM, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062 for review and approval prior to the start of training.

Page 12, paragraph 4-8b. Add subparagraph (6):

(6) Flight surgeons or aero medical physician's assistants are considered minimum essential crewmembers during emergency procedures training (EPT) when there is a requirement for in-flight medical observation or evaluation. Flight Surgeons and aero medical physician's assistants will not occupy a crew position with access to the flight controls.

Page 12, paragraph 4-9c(6). Add subparagraph (a) and (b):

(a) Commanders will ensure that the numbers of no-notice proficiency evaluations administered are sufficient to measure the effectiveness of individual, crew, and collective training.

(b) The minimum number of no notice evaluations administered annually will be no less than 30 percent for rated crewmembers and 30 percent for Non-rated crewmembers.

Page 13, paragraph 4-10. Add subparagraph d:

d. All Flight Evaluation Boards (FEB) resulting in negative personnel actions will be forwarded through command channels to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062 for information or action IAW AR 600-105 (Aviation Service of Rated Army Officers).

Page 13, paragraph 4-11a. Add the following:

The OH-58A/C and OH-58D aviators have no simulator requirements.

Page 13, paragraph 4-11. Add subparagraphs h, i, and j:

h. Aviators serving in a fixed wing assignment will complete aircraft specific recurrence training in a simulator, compatible with the series being flown, within 12 to 18 months from date of initial aircraft qualification and biennially thereafter. An aviator returning to an operational flying position, who has not met the biennial requirements, will complete this training within one year of being integrated into the Aircrew Training Program (ATP). Exclusion periods will be IAW TC 1-210, Aircrew Training Program Commander's Guide to Individual and Crew Standardization.

i. Aviators attending an instructor or instrument examiner course that includes time in a compatible simulator will receive credit for this requirement.

j. Aviators failing to meet this ATP requirement will be restricted from performing pilot in command duties until processed IAW AR 95-1, paragraph 4-10.

Page 13, paragraph 4-12b. Add the following:

"If the time and tasks are executed in the same class and category aircraft as defined in the current Federal Aviation Regulation (FAR)."

Page 13, paragraph 4-16. Add subparagraph c:

FORSCOM Supplement 1 to AR 95-1

c. Requests for Deck Landing Qualifications (DLQ) training will be forwarded through CDR, FORSCOM, DCS, G-3/5/7 Training Division (AFOP-TR), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062 to Commander, Naval Surface Force, US Atlantic Fleet (COMNAVSURFLANT), N42, 1430 Mitscher Avenue, Norfolk VA 23551-2494. All requests for training will be submitted NLT 60 days in advance of the desired training dates.

Page 13, paragraph 4-17a. Add the following in the first sentence after "established in tactical":

"and Modified Table of Organization and Equipment/Table of Distribution and Allowances (MTOE/TDA)"

Page 13, paragraph 4-17 Add subparagraph c thru i:

c. Battalion and separate companies will establish accounts with the Army Reprogramming and Analysis Team (ARAT) at Eglin AFB, FL. Commanders will ensure adequate support hardware is on hand to facilitate training and operations through the ARAT system.

d. A fully operational transponder with Identification, Friend or Foe (IFF)/Mode 4 is required on all fixed and rotary wing aircraft sorties, with the exception of missions where this requirement would preclude the accomplishment of operational training.

(1) Units will conduct operational Mode 4 checks before or during flight, resources permitting.

(2) Inoperable Mode 4 equipment will abort the mission and require a return to base (RTB) except as noted above. Commanders may define mission abort criteria based on mission requirements.

(3) Units will submit Mode 4 operations report to CDR, FORSCOM, DCS, G-4, ATTN: AFLG-LER-HT, 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062 quarterly. Reports are due by the end of the first full week of the next quarter. Reports will be consolidated at the highest aviation organization on the installation. Reports will include the number of Mode 4 capable aircraft by mission series, the percentage of Mode 4 capable aircraft, and the percentage of functional Mode 4 checks completed.

e. Flight Activity Category (FAC) 1 and 2 rated crewmembers will complete annually, as a minimum, both the unclassified and classified ASET-AT training for each installed ASE system on their primary aircraft. Units with a tactical mission will incorporate the Army Threat/Electronic Warfare (EW) compact diskette into a Threat ID training program.

f. Current High Intensity Radio Transmission Area (HIRTA) guidance for a unit's specific airframe will be maintained at unit level. All rated crewmembers will be briefed on HIRTA messages initially upon assignment to the unit and annually thereafter.

g. Tactical Operations (TACOPS) Officers at all levels will comply with the applicable provisions of Joint Publication 3-56.1 (Command and Control for Joint Air Operations), Joint Publication 3-50.2 (Doctrine for Joint Combat Search and Rescue), AR 525-90 (Combat Search and Rescue Procedures), and local 525 series publications.

h. All units with a tactical mission will establish and maintain an active Isolated Personnel Report library (DD Form 1833) and ensure every crewmember updates the form annually in garrison, and monthly in tactical deployment operations.

i. The TACOPS Officers at all levels will ensure that all aviation flight operations are in compliance with the local area daily Air Tasking Order Special Instructions (SPINS).

Page 14, paragraph 4-20. Add the following:

Duty designation may be accomplished by using the DA Form 7120 (Commander's Task List).

Page 14, paragraph 4-20. Add the Following paragraph:

b. An aviator may be designated to perform flight crewmember duties in a maximum of two aircraft series groups (AR 95-1). The instrument pilot/standardization instructor pilot/maintenance test pilot/maintenance test flight evaluator (IP/SP/MP/ ME) duties may be designated in no more than two aircraft series groups for rotary wing aviators and no more than three aircraft series groups for fixed wing.

Page 14, paragraph 4-23. Add subparagraph d and e:

d. The Major Army Command (MACOM) authority as specified in Paragraph 4-23c(4) and (e) is delegated to the level of the Corps Commander, or Acting Corps Commander, but no lower than MG.

e. The Office of the Chief of Staff, Army retains approval Authority for foreign officers and foreign dignitaries. All requests for foreign officers and dignitaries will be forwarded through command channels thru CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062, for Chief of Staff, US Army (DACS-DMC-A), 200 Army Pentagon, Washington, DC 20310. Requests must arrive at FORSCOM no later than 20 working days in advance of the planned flight.

Page 16, paragraph 4-36d. Add the following to the first sentence after "be Addressed" and in the second sentence after "be sent"

“Thru CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062.”

Page 16, paragraph 4-37a. Add the following:

Commander FORSCOM monitors the implementation of the US Army Aviation Standardization Program in subordinate AC units, USAR units and, by agreement with the Army National Guard Bureau, in Continental United States (CONUS) based ARNG units.

Page 16, paragraph 4-37. Add subparagraph e, f, and g:

e. Forces Command will conduct an Aviation Safety and Standardization conference. This conference will include major subordinate commands. Conferences will address Aviation Resource Management Surveys (ARMS). Subtopic workshops may be included, as well as, the FORSCOM Standardization Committee meeting. The conference will be held at the call of the FORSCOM DCS, G-3/5/7.

(1) The USARC, numbered Armies and Corps will hold biannual aviation conferences in addition to the annual standardization committee meeting.

(2) Semiannual standardization meetings will be organized, as a minimum, at Battalion level. Membership will be IAW AR 95-1 (Flight Regulations) and will include representation from subordinate units.

(3) Standardization meeting and conference issues that require FORSCOM action will be forwarded for review within 14 working days to: CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062.

f. The FORSCOM Standardization Committee will meet annually in the third quarter of the Fiscal Year (FY) or at the call of the president. This meeting may be held by Video Teleconference (VTC). Members are:

Assistant DCS (ADCS), G-3/5/7, FORSCOM, President.

DCS G-3/5/7, FORSCOM, Aviation Division Chief, Secretary.

DCS G-3/5/7, FORSCOM Senior ARMS Team Chief, Recorder.

DCS G-4, FORSCOM Aviation Maintenance Division Chief, Member.

DCS G-3/5/7, FORSCOM Aviation Safety Officer, Member.

DCS G-3/5/7, FORSCOM Standardization Officer, Member.

DCS, G-3/5/7, FORSCOM Air Traffic Controller (ATC) Officer, Member.

DCS, G-1, FORSCOM Flight Surgeon, Member.

ARNG, Aviation Division Chief, Member.

US Army Reserve Command (USARC), Aviation Officer, Member.

Corps Division Chiefs, Members.

DCS, G-3/5/7, FORSCOM Aviation Division senior subject matter expert (SME) Flight Operations Specialist, Member

g. Issues for the FORSCOM Aviation Standardization Committee will be submitted NLT the end of the second quarter of the FY to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062. The following format will be used:

Originating unit.

Issue Title (be concise).

Discussion (through information of the problem area).

FORSCOM Supplement 1 to AR 95-1

Proposed solution (be specific).

Point of contact (name/phone/email).

Page 16, Add Heading 4-40: FORSCOM Aviation Resource Management Surveys (ARMS). Add subparagraphs a thru i:

a. The ARMS is designed to assist the aviation commander in assessing their organization's ability to accomplish wartime missions. The ARMS evaluates the management of unit aviation programs, provides staff assistance, and identifies internal and systemic issues for resolution.

b. The ARMS will include at a minimum all applicable functional areas found in the FORSCOM ARMS Commander's Guide. Special emphasis will be placed on functional areas directed by the FORSCOM Commander and as addressed by DA and USAAVNC.

c. The ARMS findings will be provided to the inspected unit at the conclusion of the inspection. An Executive Summary of the inspection results will be forwarded to the unit through command channels. Each inspectable functional area stands alone and will be surveyed accordingly.

d. An ARMS will be conducted for all FORSCOM, AC and USAR components every 18 to 24 months. Some units (CONUS and OCONUS) may be inspected annually.

e. The FORSCOM ARMS teams are composed of SMEs from AC, USAR, ARNG, and Department of the Army civilian ranks. Fielded teams are augmented as required by SME from subordinate units.

f. Although ARMS are normally scheduled simultaneously with the DA/USAAVNC Directorate of Evaluation and Standardization (DES) inspection, scheduling and manpower constraints may preclude simultaneous execution.

g. The USARC and each Corps will conduct an active evaluation and assistance process. Teams should consist of assigned or attached aviation subject matter experts. Assistance inspections should be conducted in the opposite years as the FORSCOM ARMS inspection in order to insure that subordinate units maintain a high standard of aviation resource management, and that previously known ARMS deficiencies are corrected. Within 45 days from the end of the inspection, the results will be forwarded to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Ave., SW, Fort McPherson, GA 30330-1062. A copy of the inspection results will be maintained on file at the inspected unit for a period of two years.

h. The chain of command will be present at the FORSCOM ARMS in/out brief and be available during the inspection process. The primary SMEs for those areas surveyed will be exempted from other additional duties and present for the inspection.

i. The ARMS process will take precedence over the unit's daily training schedule. Inspected soldiers will be available during the entire inspection day, normally 0800 – 1600 hours local.

Page 17, paragraph 5-2a. Add the subparagraphs (1) thru (3):

(1) The minimum runway type and width requirement for FORSCOM fixed wing aircraft is hard surface and 75 feet wide. Blanket waivers to this requirement are not authorized.

(2) Fixed wing aircraft will not operate from an airfield unless the following takeoff performance planning criteria are met:

(a) Missions where runway length computations are less than accelerate/stop (C12) or take-off field length data (UC-35) will be approved only as a high-risk mission.

(b) UC-35 crews will comply with the contaminated runway data as published in the appropriate operator's manual. Thrust reverse charts will not be used to shorten runway requirements unless approved as a high-risk mission.

(c) The C-12/RC-12 crews will comply with contaminated runway requirements as published in DoD Flight Information Publications (FLIP), Flight Information Handbook, Runway Condition Reading (RCR) criteria, Air Worthiness Releases (AWRs), or the appropriate operator's manual.

(d) For flight into any instrument meteorological conditions (IMC) conditions, single engine climb gradient departure performance for all fixed wing aircraft will be at least 200 feet-per-nautical-mile or published alternate departure minimums for the runway being used whichever is greater. For flight into visual meteorological condition (VMC) conditions, unless all obstacles along the departure route can be visually identified and avoided during day or night operations, single engine climb gradient departure performance for all fixed wing aircraft will be at least 200 feet-per-nautical-mile or published alternate departure minimums for the runway being used. Flights that do not comply with single climb criteria will be briefed as a high-risk mission.

Page 17, paragraph 5-2c(2). Add the following:

Aircraft will not be intentionally flown into forecast severe turbulence unless the mission is specifically approved by the unit or Aviation Support Facility (ASF) commander/supervisor (Major/GS-11 or higher) for AC and USAR; or briefed by a designated aircrew mission briefer (ARNG) IAW State or OSACOM developed standard operating procedures (SOPs) with established clearance procedures.

Page 21, paragraph 6-2.c (1)(a). Add the following:

Headquarters, FORSCOM, DCS, G-4 (AFLG-LER-HT), is the proponent for dissemination and compliance of Safety of Flight (SOF) messages among FORSCOM AC and USAR aviation units. It is responsible for MACOM policy and procedures for supervision of SOF message compliance, dissemination and reporting.

Page 21, paragraph 6-2d. Add Subparagraph (4)

FORSCOM aviation units will:

- (1) Establish and maintain SOF Points of Contact (POCs) who are responsible for supervision of the dissemination, compliance and reporting requirements of SOF messages for assigned units and support activities.
- (2) Establish internal controls, reporting and operating procedures for strict compliance with SOF messages.
- (3) Maintain reporting status and accounting records for all aircraft, components, and repair parts identified by the SOF message.
- (4) Acknowledge receipt of each SOF message by return priority message, identifying those aircraft by serial number under your jurisdiction per the reporting section of the SOF message.
- (5) Monitor and track SOF message compliance.
- (6) Resolve SOF message compliance problems.
- (7) Provide POC names, office symbol, phone and email information to FORSCOM and update information when changes take place.

Page 22, paragraph 6-6a. Add the following:

Installations/units requesting exceptions or waivers to the provisions of SOF will send all requests through CDR, FORSCOM, DCS, G-4 (AFLG-LER-HT), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062 to CDR, US Army Aviation and Missile Command (AMCOM), Redstone Arsenal, AL 35898-5000. The AMCOM is the approving authority for exceptions to SOF provisions on all SOF messages other than fleet wide grounding. The AMCOM will return all requests that are not processed through Headquarters, FORSCOM.

Page 22, paragraph 6-10c(1)(a). Add the following:

Headquarters, FORSCOM, DCS, G-4, AFLG-LER-HT, is the proponent for dissemination and compliance of Aviation Safety Action Message (ASAM) among FORSCOM AC and USAR aviation units. It is responsible for MACOM level policy and procedures for supervision of SOF and ASAM message compliance and dissemination.

Page 22, paragraph 6-10d. Add Subparagraph (4)

FORSCOM aviation units will:

- (1) Establish and maintain ASAM POCs that are responsible for supervision of the dissemination, compliance and reporting requirements of ASAM messages for assigned units and support activities.
- (2) Establish internal controls, reporting and operating procedures for strict compliance with ASAM messages.
- (3) Maintain reporting status and accounting records for all aircraft, components, and repair parts identified by the SOF message.
- (4) Acknowledge receipt of each ASAM message by return priority message, identifying those aircraft by serial number under your jurisdiction per the reporting section of the ASAM message.
- (5) Monitor and track ASAM message compliance.
- (6) Resolve ASAM message compliance problems.

FORSCOM Supplement 1 to AR 95-1

(7) Provide POC names, office symbol, phone and email information to FORSCOM and update information when changes take place.

Page 23, paragraph 6-14b. Add the following:

Installations/units requesting exceptions or waivers to the provisions of ASAM will send all requests through CDR, FORSCOM, DCS, G-4 (AFLG-LER-HT), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062 to AMCOM. The AMCOM is the approving authority for exceptions to ASAM provisions on all ASAM messages. The AMCOM will return all requests that are not processed through Headquarters FORSCOM.

Page 30, paragraph 8-1f. Add the following:

Commanders and installation aviation officers will:

- (1) Provide overall staff supervision of aviation life support system (ALSS) activities.
- (2) Coordinate with staff sections and commanders on matters pertaining to aviation life support equipment (ALSE), ALSS training, and budgeting.
- (3) Ensure that an appropriate ALSE budget is developed annually.
- (4) Establish an ALSE message distribution methodology.

Page 31, paragraph 8-1j. Add subparagraph (7) and (8):

- (7) Assist the ALSE officer in developing the annual budget and educational and promotional programs.
- (8) Maintain property inventory control of ALSE.

Page 31, paragraph 8-5. Add the following:

Cockpit Voice Recorder (CVR) installed on a selected aircraft should be operational for all flights; however, a non-operational CVR will not result in mission cancellation.

Page 32, paragraph 8-7b. Add subparagraph (4):

(4) At flight levels above 350, if one pilot leaves the controls of the aircraft, the other pilot will put on and use an oxygen mask until the other pilot has returned to that crewmember's flight station.

Page 32, paragraph 8-11. Add subparagraph f and g:

f. The seats out waiver authority is delegated to USARC and to the level of the Corps Commander, or Acting Corps Commander, but no lower than MG for air assault and air mobile operations in the UH-60 aircraft under the following conditions:

- (1) The delegated waiver authority must review and approve or disapprove in writing each seats out training event on a case-by-case basis due to the high-risk nature of the event. No blanket approvals authorized.
- (2) No further delegation of this authority is authorized below the two star levels.
- (3) Unit commanders will develop an SOP for seats out operations.
- (4) Each seats out waiver request will include a thorough written risk assessment from the supported ground unit commander.

(5) A copy of the waiver and the risk assessment will be attached to the aviation unit mission-briefing sheet.

g. Combined Training Center (CTC) Observer/ Controllers (O/C's) are permitted to be transported in rotational unit aircraft that are rigged for seats out operations supporting air assault/mobile tactical operations provided the rotational unit has an approved seats out waiver.

Page 32, paragraph 8-12a. Add the following:

The survival vest, flight glove and flight helmet requirement for fixed wing, multi-engine aircraft is waived.

Page 32, paragraph 8-12b. Add the following:

The pilot in command will ensure that at least one fully operational survival radio is on board the aircraft. Each aircraft crewmember will be equipped with survival radios when assets are available.

Page 32, paragraph 8-12c. Add the following:

For aircraft that do not have Army standardized survival kits, units will develop survival kits that meet minimum operational requirements for the geographical area being flown.

Page 33, paragraph 8-12 e(1). Add the Subparagraph (C)

(c) Single engine helicopter over water flight beyond the gliding distance of land will be considered an Extremely High Risk mission and will be approved by the first General Officer in the chain of command.

Page 33, paragraph 8-12 e(2)(b). Replace subparagraph (b) with the following:

(b) For all helicopter over water operations beyond the gliding distance of land, a continuous wear anti-exposure suit will be worn by all air crewmembers when the ambient water temperature is reported to be at or below 60 degrees Fahrenheit. When the water temperature is between 61 and 70 degrees the commander will determine the need for anti-exposure suits based on the response time of available Search and Rescue (SAR) assets. Aviation unit commanders will develop an SOP for operating in an over water environment when those operations are part of the unit's mission. As a minimum, this SOP will include guidance on:

- (1) Type and minimum number of aircraft being flown
- (2) Altitudes and airspeeds to be flown
- (3) Formation flight
- (4) Weather criteria
- (5) Navigation
- (6) Hazards to flight
- (7) Crew coordination
- (8) Search and Rescue requirements
- (9) Types of anti-exposure suits (constant wear or quick don)

Page 33, paragraph 8-12 e(2)(d). Add the following:

(1) For all helicopter over water operations beyond the gliding distance of land, all air crewmembers will be trained in the use of and equipped with a current Government Services Administration (GSA) approved Survival Escape Air bottle (Helicopter emergency egress device (HEEDS)) and wear an approved personal floatation device.

(2) Underwater Egress Training (UET) is required for all air crewmembers who perform an over water mission that is part of the unit's contingency plans, humanitarian mission, or when participating in a shipboard operation.

FORSCOM Supplement 1 to AR 95-1

Page 33, paragraph 8-14a. Add the following:

Only qualified, trained personnel, either military or civilian, will perform maintenance and inspections of ALSE. Unqualified personnel may assist qualified ALSE maintenance personnel.

Page 33, paragraph 9-1. Add subparagraph c:

All actions on nonstandard aircraft in FORSCOM will be coordinated with CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062.

Page 35, paragraph 10-1a. Add the following:

Forces Command AC flying hour program (FHP) management forms can be submitted to CDR, FORSCOM via the Army mail system or electronically (e-mail).

Mailing Address

Commander
Forces Command
DCS, G-3/5/7 (AFOP-AV)
1777 Hardee Avenue, SW
Fort McPherson, GA 30330-1062

Electronic Address: fhf@forscom.army.mil

Page 35, paragraph 10-5b. Add the following:

Program Element Codes (PE) will be utilized for the management and reporting of FHP execution. The PE assigned is by Unit type:

<u>PE</u>	<u>UNIT TYPE</u>
111011	Heavy Division
111012	Airborne Division
111013	Air Assault Division
111014	Light Division
112015	Separate Combat Units
112001	CORPS/Non-Div Combat
113008	MEDEVAC Units
113034	Intel Units
121014	Force Training Units
135197	Other Additional Activities
114001	Theater Aviation

Page 36, paragraph 10-5f. Add the following:

Hours executed in support of counter drug, Training Support Battalion (TSB), Federal Emergency Management Agency (FEMA), Army Test and Evaluation Command (ATEC), and Reserve Officer Training Corps (ROTC) will be reported as part of the unit's overall hour execution. The hours will also be identified separately in the remarks section of the FORSCOM Form 503-R (Aircraft Programming and Utilization Flying Hour Report) (figure 3-1). The remark entry will identify aircraft type and number of hours flown by day, night and night vision systems for these missions.

Page 36, paragraph 10-5k. Add the following:

Review of DA Form 1352 (Army Aircraft Inventory, Status and Flying Time), Unit Level Logistics System-Aviation (ULLS-A) and FORSCOM Form 503-R (Aircraft Programming and Utilization Flying Hour Report) (**Figure 3-2**) will be an item of interest during the FORSCOM Aviation Resource Management Survey (ARMS).

Page 36, paragraph 10-8a. Add the following:

Units will submit their flying hour requirements to the FORSCOM FHP manager NLT the last day of January of the preceding year. (Example: Requirements for FY99 will be due to FORSCOM January 1998) FORSCOM Form 116-R (Annual Flying Hour Requirements) will be utilized for submitting FHP requirements.

Page 36, paragraph 10-9a. Add the following:

Units will submit their quarterly flying hour execution estimates to the FORSCOM FHP Manager NLT 15 October of the year of execution. The FORSCOM Form 503-R (Aircraft Programming and Utilization Flying Hour Report) will be utilized.

Page 36, paragraph 10-10a. Add the following:

FORSCOM units are required to submit a monthly FHP execution report on FORSCOM Form 503-R. Monthly reports are due to FORSCOM NLT the last day of each month.

Page 36, paragraph 10-11a. Add the following:

FORSCOM FHP manager require written notification through command channels of any flying hour conversion.

Page 43, Add Appendices D and E .

APPENDIX D

Spouse Orientation Flight Program

D-1. General Information

The Spouse Orientation Flight Program is designed to provide an opportunity for FORSCOM aviation units to enhance a spouse's understanding of Army Aviation. With an effective program, FORSCOM is demonstrating its concern toward the spouses' crucial role in influencing soldier's career decisions. The combination of FORSCOM concern and spouse involvement is expected to increase morale and retention of Army aviation personnel.

D-2. Program Prerequisites

- a. The program will be a formal program executed by the units through Major Subordinate Commands (MSCs).
- b. The orientation flights must be accommodated within the units approved flying hour program and at no additional cost to the Government.
- c. The orientation flights must be conducted in the local flying area with no intervening stops, and should not be of more than one hour in duration.
- d. Program supervisors will provide an opportunity for all spouses in an approved target group to take part in the flight orientation program. An approved target group consists of only the spouses of FORSCOM aviators, non-rated crewmembers, and non-crewmembers.
- e. Spouse participation is limited to once annually with first time participants having priority.
- f. Spouse orientation programs must have written FORSCOM approval before implementation and for each occasion.

D-3. Spouse Orientation Programs

Requests for spouse orientation flight programs will be sent to CDR, FORSCOM, DCS, G-3/5/7, Aviation Division (AFOP-AV), 1777 Hardee Avenue, SW, Fort McPherson, GA 30330-1062 for approval. 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. Projected number of flying hours to be used.
- e. Date flights are scheduled to be flown.
- f. Training status of aircrews actually flying the missions.

D-4. Safety Requirements

- a. Orientation flights may be conducted only in multi-engine cargo and utility aircraft during day visual flight rules (VFR) conditions.
- b. Qualified aircrew members who are current in the mission, type, design, and series will occupy the pilot and copilot stations during the entire flight. Aircrew members will be specifically briefed on cockpit discipline about this restriction.
- c. 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 instrument meteorological conditions.
 - (6) Formation flights.
- d. Normal passenger safety considerations to include briefings and hearing conservation apply.

D-5. Monitoring

The Spouse Orientation Flight Program is highly visible. Consequently, it requires constant review and evaluation for regulatory compliance and overall effectiveness. Accordingly, the senior aviation officer must monitor the planning and execution of the program at the installation.

D-6. Administering Spouse Orientation Programs

Units administering spouse orientation programs will prepare after action reports, which will include as a minimum the following:

- a. Number of flights by aircraft system.
- b. Number of hours by aircraft system.
- c. Total number of spouses carried.
- d. A narrative summary of the effect of the program on the objectives stated in D-1 above. It is suggested that each spouse complete a post orientation flight survey.
- e. Records will be retained IAW AR 25-400-2, Army Records Information Management System (ARIMS).

APPENDIX D

Sample Spouse Orientation Flight Program Survey

1. Which of the following best describes your understanding of the unit and aircraft's mission before the orientation flight?

- Excellent** **Good** **Fair** **Limited** **None**

2. Which of the following best describes the contribution this flight has made on your Understanding of the aircraft's mission?

- Very Informative** **Informative** **Not Very Informative**

3. What, if any, has been the effect of the spouse orientation flight program on your impression of the importance of the Army's mission?

- Greater Appreciation** **Unchanged** **Less Impressed**

4. Which of the following best describes your overall opinion of the spouse orientation program?

- Very Worthwhile** **Worthwhile** **Some Value** **Little Value** **No Value**

5. In your opinion, what could we do to improve the value of the Spouse Orientation Flight Program?

Name: _____

NOTE: When used, this survey questionnaire will be formatted and reproduced locally as required.

APPENDIX E

Monthly/Quarterly FHP Execution Preparation Instructions. (FORSCOM Form 503-R, Aircraft Programming and Utilization Flying Hour Report)

E-1. Heading

Thru and To: Enter Addresses of higher headquarters as required. Only consolidated installation reports will be forwarded to HQ FORSCOM.

POC: Enter name of unit/installation POC.

DSN: Enter POC DSN telephone number.

COM: Enter commercial telephone number.

Unit: Enter unit designation.

Fiscal Year: Enter appropriate fiscal year.

Month/Quarter: Enter the month being reported. For quarterly reports, enter a roll-up for the three-month period.

Submission Date: Enter the date report was sent forward.

E-2. Section I

Block (a) - Aircraft Type: Enter each standard Army aircraft for which FHP execution figures were reported in Section I. Do not report non-standard aircraft.

Block (b) - Number of Aircraft: Enter the average number of aircraft on hand for that system during the reporting period.

Block (c) - Number of Pilots: Enter the average number of pilots, primary aircraft only, on hand during reporting period.

Block (d) - Program Element (PE): Enter the PE for the type unit the aircraft is assigned to. (i.e. 111011 for heavy divisions)

Block (e) - Day Hours: Enter the number of day hours executed during the reporting period.

Block (f) - Night Hours: Enter the number of unaided night hours executed during the reporting period.

Block (g) - Night Vision Goggle Hours: Report the number of night vision goggle hours executed during the reporting period.

Block (h) - Night Vision System Hours: Report the number of night vision system hours executed during the reporting period.

Block (i) - Total Hours Executed During Qtr: Total column (e) through (h). Enter total number of aircraft hours executed during the month/quarter. Quarterly execution totals should match the quarterly execution forecast provided to FORSCOM on 15 October in year of execution.

Block (j) - SFTS: Enter the number of hours flown in Synthetic Flight Training System (SFTS), or other simulators, credited toward individual proficiency requirements.

E-3. Section II

Block (k) - Aircraft Type: Enter each standard Army aircraft system assigned. If additional lines are needed, use additional FORSCOM Form 503-R (Aircraft Programming and Utilization Flying Hour Report) as a continuation sheet.

Blocks (l) thru (p) - Monthly/Quarterly Execution: For monthly reports enter the number of hours executed for that system during the reporting period (from the 16th of the month through the 15th of the next month). For quarterly reports enter current quarter and previous quarter's execution for that system. For example, if the report were for the first quarter, actual execution would be entered in the first quarter column with the balance of the annual allocation projected for execution in the second, third and fourth quarter columns. Projected execution for the remainder of the FY is adjusted each quarter so that the sum executed quarters and projected quarter's column l thru o equals the annual allocation provided by FORSCOM. Enter sum of columns i thru o in column p. The second quarter report would reflect actual execution in the first and second quarter columns and projected execution in the third and fourth quarter columns. If errors are discovered in previously reported quarterly execution, adjust the current quarter execution to correctly reflect year-to-date execution. Do not change previously reported execution data. Round all hours to the nearest whole hour for this report. Do not report tenths of hours.

E-4. Section III

a. **REMARKS BLOCK.** Enter other remarks as appropriate. For example to explain differences between forecast and actual execution levels (if variance exceeds three percent).

b. **SPECIAL MISSION USE BLOCK.** Enter by type aircraft; mission number, hours by day, unaided night, night vision goggle/system and total.

FORSCOM HELICOPTER OSA POST MISSION REPORT (FORSCOM Suppl 1 to AR 95-1)				
1. AIRCRAFT TYPE/TAIL NUMBER			2. MISSION DATE	
3. CREW DATA				
PILOT IN COMMAND		PILOT		CREW ENGINEER
4. PURPOSE OF FLIGHT				
5. ROUTE OF FLIGHT BY LEG				
6. NUMBER OF HOURS FLOWN			7. PUJC CODE	
8. PASSENGER DATA <i>(NOTE: For Status, indicate (O) for Official Business or (S) for Space Available)</i>				
NAME	STATUS*	RANK	FLIGHT LEG	NUMBER POUNDS CARGO
NAME OF AUTHORIZATION OFFICIAL			TELEPHONE	
NAME OF VALIDATOR			TELEPHONE	
NAME OF UNIT POC		SIGNATURE		TELEPHONE

FORSCOM FORM 1067-R, 1 JUL 98

8-1/2x11

Figure 3-1 – FORSCOM Form 1067-R

AIRCRAFT PROGRAMMING AND UTILIZATION FLYING HOUR REPORT <small>(FORSCOM Suppl 1 to AR95-1)</small>							<small>Requirements Control Symbol AFOP-111(R5)</small>		
THRU				TO COMMANDER, U.S. ARMY TRAINING DOCTRINE COMMAND ATTN: ATTC-IA FORT MONROE, VA 22651-5029					
UNIT		POC			SUBMISSION DATE		FY	QUARTER	
		DSN			COMMERCIAL TEL NUMBER				
SECTION I									
AIRCRAFT TYPE <small>(a)</small>	NUMBER OF AIRCRAFT <small>(b)</small>	NUMBER OF PILOTS <small>(c)</small>	PROGRAM ELEMENT <small>(d)</small>	DAY HOURS <small>(e)</small>	NIGHT HOURS <small>(f)</small>	NIGHT VISION GOGGLE HOURS <small>(g)</small>	NIGHT SYSTEM HOURS <small>(h)</small>	TOTAL HOURS EXECUTED DURING OTR <small>(i)</small>	SETS <small>(j)</small>
TOTAL									

FORSCOM FORM 503-R, 1 JUL 98

EDITION OF 1 JUL 97 IS OBSOLETE

11x8-1/2

Figure 3-2 – FORSCOM Form 503-R

