

**National Guard Supplement 1 to  
Army Regulation 95-1**

**Aviation**

# **Flight Regulations**

**National Guard Bureau  
Arlington, VA 22202-3231  
30 November 2018**

**UNCLASSIFIED**

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# ***SUMMARY of CHANGE***

NG Supplement 1 to AR 95-1  
Flight Regulations

This comprehensive revision, dated 30 November 2018-

- o Incorporates the provisions of the following STMs throughout this publication:
  - STM 13-03 (2 Jan 13) State Aviation Scorecard Implementation
  - STM 13-04 (22 Apr 13) Policy Clarifications Regarding OH-58A and UH-72A Single-Pilot Operations
  - STM 13-05 (30 Apr 13) Policy Clarifications Regarding UH-72A Helicopter Operations, Aviation Resource Management Surveys (ARMS), and Counterdrug Aviation Missions
  - STM 15-03 (17 Mar 15) TUAS Oversight Policy
  - STM 15-04 (16 Jun 15) Mission Approval Process
  - STM 17-02 (1 Oct 16) Operational Support Airlift Activity Roles and Responsibilities
  - STM 17-03 (8 May 17) ARNG Aircraft Simulator Requirements
  - STM 17-04 (8 May 17) Additional Flight Training Periods
  - STM 17-06 (13 Sep 17) Mission Approval Process for Emergency Management Assistance Compact (EMAC)
  - STM 18-02 (2 Apr 18) State Army Aviation Officer Responsibilities
  - STM 18-03 (4 May 18) Mission Approval Process for Southwest Border Mission
  - STM 18-04 (4 May 18) Mission Approval Process for Multi-State Training Exercises
  - STM 18-05 (2 Jul 18) Rotor and Fixed Wing Ferry Flights Title 10 & 32 crewmember status
  - STM 18-06 (Not published)
  - STM 18-07 (16 Oct 18) SAAO - AATS Commanders Responsibilities
- o Incorporates provisions of AR 95-23 (Unmanned Aircraft Systems Flight Regulations) throughout this publication. AR 95-23 was integrated into AR 95-1. Those UAS policies that are unique to ARNG are listed in this publication.
- o Changes the abbreviation 'TUAS' to 'UAS' throughout this publication.
- o Removed numerous paragraphs from this supplement and are incorporated into AR 95-1.
- o Replaces paragraph 1-22 with 1-6 which clarifies the restriction of release of information to non-DoD agencies in the event of a suspected pilot deviation (Paragraph 1-6).
- o Updates paragraph 1-7 content for waivers and delegation of authority (paragraph 1-7).
- o Relocates the responsibilities of the Chief National Guard Bureau and delegates authority for the ARNG aviation program to the Director, Army National Guard under paragraph 1-13 (paragraph 1-13).

- o Relocates the responsibilities of the Chief, Aviation and Safety Division under paragraph 1-13.1 (paragraph 1-13.1).
- o Removes reference to ATP Failure report requirements.
- o Removes references to OSACOM and OSAA and changes it to OSA-A.
- o Reorganizes chapter 1 and adds paragraphs 1-13.1, 1-17.1 through 1-17.10 to outline responsibilities (paragraphs 1-13.1 and 1-17.1 through 1-17.10).
- o Provides 365 day suspension authority to SAAOs and adds authority to non-medically suspend a crewmember from flight duty who fails to meet physical readiness standards (paragraph 1-17.2t).
- o Requires Aviation Facility and Activity commanders who have FTS Technicians in a facility assigned aircraft, to design a CTL and ATP that will provide for the same level of proficiency that is commensurate with the duties of an equivalent military aviation position as their technician aviation position (paragraph 1-17.5c).
- o Requires Unit/Detachment commanders to initiate a non-medical suspension on a crewmember that fails to meet physical readiness standards (paragraph 1-17.7m).
- o Adds additional medical professionals that are part of the aviation medicine program (paragraph 1-17.8).
- o Removes 'OuterLink' as an authorized form of flight following.
- o Reorganizes chapter 2 and adds paragraph 2-18 'Aviation Scorecard'.
- o Provides additional clarification on personnel authorized to fly ARNG aircraft (Paragraph 2-1).
- o Adds additional clarification on ARNG personnel authorized to fly other U.S. services and foreign services aircraft (paragraph 2-1.1).
- o Provides additional guidance that military personnel are prohibited from flying while on military leave (paragraph 2-3f).
- o Removes all policy on Limited Cockpit Duty. Limited Cockpit Duty is now covered in AR 95-1.
- o Removes paragraph 2-6, Logging flying time.
- o Provides additional guidance regarding Flight violation investigations and routing (paragraph 2-13).
- o Updates and clarifies the ARNG FTS Mission Briefing and Final Mission Approval process (paragraph 2-14).
- o Moves seats out operations from paragraph 8-11 to paragraph 2-15. Changes authority for seats out operations for military personnel from the DARNG to the State TAG. States approval authority for Law Enforcement Officers (paragraph 2-15).

- o Adds certain restrictions to non-military personnel as passengers during external load operations (paragraph 3-8c).
- o Moves 'Aircrew Requirements' from paragraph 2-16 and places it under paragraph 4-18.1.
- o Removes all references to the OH-58 throughout this document.
- o Updates guidance regarding Special Mission Use with Orientation Flights (paragraph 3-4).
- o Changes paragraph 3-16. Removes 'Composite Risk Management' and adds 'Crew endurance'.
- o Changes chapter 3, Section VI, to Aircraft Logistics. Provides minor updates to ARNG Aviation Facilities Organization and moves it to Appendix C.
- o Updates Ferry Flight requirements (paragraph 3-23).
- o Removes the requirement for a hands-on performance evaluation either before or immediately after an individual ATP waiver was given.
- o Provides additional ATP guidance for Dual Status Military Technicians (FTS Technicians) (paragraph 4-5.1).
- o Removes paragraph 4-5g regarding ARNG NRCM Flight Instructor training.
- o Removes paragraph 4-8 regarding DA-approved training bases for Emergency Procedure Training.
- o Removes paragraph 4-9 requiring PC/IP/SP/IE/MP/ME/UT/FI/SI to complete a home station PFE upon completion of a COI or designation. The requirements for some of these additional skills are covered in AR 95-1 and TC 3-04.11. This paragraph also removes the previous requirement to document the authorization to use the simulator for an APART instrument evaluation.
- o Provides guidance when a FTS Technician Fails to meet ATP requirements (paragraph 4-10a (1) (d)).
- o Updates and adds Table 4-1 for ARNG specific annual simulator usage requirements based on the increase of requirements in the individual aircraft ATMs. Adds requirements for RW Battalions to use the AVCATT (paragraph 4-11).
- o Adds Electric Long Line use (paragraph 4-14.1).
- o Removes paragraph 4-15 requiring ARNG aircraft to be flown with operational ASE installed.
- o Updates guidance on Tactical Ingress/Egress operations and discusses standard METL tasks and additional METL tasks. Requires that units requesting to support non-DoD organizations must have ARNG-AV approval (paragraph 4-15.1).
- o Restricts authorization to conduct SPIES and FRIES to military and certain counterdrug personnel only. Civil Law Enforcement Agency and Rescue personnel are not authorized to conduct SPIES and FRIES from ARNG aircraft.

Also prohibits the use of the Billy Pue Rescue Net and Helibasket for all operations (paragraph 4-15.1).

- o Adds helicopter SAR technician training and certification (paragraph 4-15.2).
- o Adds helicopter wildland firefighting operations (paragraph 4-15.3).
- o Adds gunnery requirements for non-mobilized ARNG manned and unmanned units (paragraph 4-15.4).
- o Incorporates Single-pilot flight operations in the UH-72A (paragraph 4-18.1).
- o Removes paragraph 4-24, OH-58A/C Instructor Pilot local NVG qualification.
- o Removes paragraph 4-25, IE Standardization Course.
- o Removes paragraph 4-26, RW IP Standardization Course.
- o Updates and modifies guidance for Maintenance Test Pilot/functional check pilot qualification (paragraph 4-27).
- o Removes paragraph 4-33, Non-rated Crewmember Instructor (FI) equivalency evaluation.
- o Removes paragraph 4-35, Aviation standardization program.
- o Updates and modifies guidance for the Aviation Resource Management Survey (ARMS) policy and requires units to send the results of ARMS surveys to ARNG-AV and changes paragraph 4-36 to paragraph 4-41 (paragraph 4-41).
- o Adds a Standardization Instructor (SI) and UAS Standardization Operator (SO) to the membership to the ARNG aviation standardization committee and changes paragraph 4-38 to paragraph 4-43 (paragraph 4-43).
- o Adds membership description and provides minor updates to the ARNG Regional Standardization Advisory Committee and changes paragraph 4-41 to paragraph 4-43.1 (paragraph 4-43.1).
- o Changes the requirement for the State Standardization Committee to meet on an annual basis and changes paragraph 4-39 to paragraph 4-44.1 (paragraph 4-44.1).
- o Updates information regarding standardization and training messages and changes paragraph 4-42 to paragraph 4-46 (paragraph 4-46).
- o Updates multiple areas in the General section of Flight Procedures and Rules (Chapter 5).
- o Removes the requirement that the ASO, Commander, and Flight Surgeon visit the ALSE Shop on a quarterly basis and removes the requirement that mandates an ALSE Shop Visitor's Log. Aviation Safety Officers are still required to monitor all aviation activities per AR 95-1 (paragraph 8-1).
- o Provides additional clarification on specific ALSE to be worn by crewmembers and changes paragraph 8-9 to paragraph 8-8 (paragraph 8-8).

- o Removes paragraph 8-14, Training of ALSS maintenance personnel who were trained at the Professional Education Center (PEC), Little Rock, AR, or at USAALS Mobile Training Team (MTT) course, Fort McCoy, WI.
- o Adds additional personnel to Table 11-1 who may perform AFTPs. Provides additional guidance on the use of AFTPs and updates authorized simulation devices that can be used for AFTPs (paragraph 11-1 through 11-12).
- o Removes authorization to conduct no-pay AFTPs (paragraph 11-7i).
- o Removes Aviation Course Prerequisite Waiver forms from Appendix B.
- o Removes the Tactical Ingress/Egress Waiver Request form Appendix C.
- o Removes the Unit and Individual Waiver Request memorandum form and deletes Appendix D.
- o Removes AFTP Training Certification sample forms and deletes Appendix E.
- o Changes Appendix F to Appendix B regarding the Regional Standardization Advisory Committees and Regions (Appendix B).
- o Deletes Appendix G regarding ARNG Spouse Orientation Flight Program.
- o Changes the acronym used for a nonrated crewmember from 'NCM' to 'NRCM' and noncrewmember to 'NCM' based on changes to TC 3-04.11 (Commander's Aviation Training and Standardization Program) (Glossary).
- o Adds the acronym 'ACM' (Aviation Crewmember) to denote any individual, RCM, NRCM, NCM, UAC, or any other member of the crew onboard or controlling an Army aircraft. (Glossary)
- o Makes administrative changes (throughout).

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## Aviation

### Flight Regulations

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**By Order of the Secretary of the Army:**

**TIMOTHY J. KADAVY**  
*Lieutenant General, ARNG*  
*Director, Army National Guard*

**Official:**

**ROGER D. LYLES**  
*Colonel, GS*  
*G3, Army National Guard*

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**History.** This publication is a major revision of National Guard (NG) Supplement (Suppl) 1 to Army Regulation (AR) 95-1, dated 8 August 2011. This publication is a supplement to AR 95-1 (Flight Regulations). Because this publication has been revised extensively, the changed portions have not been highlighted. No differentiation (such as highlighting or strike-outs) is made between parent AR 95-1 text and implementing guidance provided by the Director, Army National Guard (DARNG). This document also delineates aviation proponent relationships between the Army National Guard Directorate Aviation and Safety Division (ARNG-AV) for all of Army National Guard (ARNG) aviation. And, it reflects over seven years of changes to public law, Department of Defense (DoD), and Department of the Army (DA)-level policies; Findings and Recommendations from ARNG accidents; those relevant accident lessons learned from other components, services, and agencies; and unincorporated All-States Letters, Standardization and Training Messages (STMs), and other policy letters and memorandums – since the last revision/publication of NG Supplement 1 to AR 95-1.

**Summary.** This supplement establishes policy and procedure for Army National Guard unique requirements not specifically addressed in AR 95-1 or requiring additional clarification/guidance. When a new AR 95-1 is published, this supplement will remain valid and in effect until revised. If a contradicting statement is found between this supplement and AR 95-1, AR 95-1 will take precedence. This supplement will be

updated as soon as practicable following the update and publishing of AR 95-1. STMs are regulatory. (STMs will be issued as an interim measure as needed.)

**Applicability.** This supplement applies to the Army National Guard/Army National Guard of the United States. Also, it applies to persons involved in the operation, aviation training, standardization, and maintenance of such aircraft and systems. This includes aircraft on loan, lease and bailment to the Army National Guard. Applicability includes the following personnel: Military Technician crewmembers serving under Section 709(b), Title 32, United States Code (32 USC 709(b)); ARNG crewmembers under authority of Section 12301(d), Title 10, USC (10 USC 12301(d)), in support of the ARNG Army Aviation Training Sites; ARNG crewmembers serving on State Active Duty (SAD) under applicable State laws; other component/service crewmembers assigned or attached to an ARNG Unit or Facility for flying purposes. This supplement does not apply to ARNG crewmembers assigned or attached to an Active Component (AC) command or mobilized under Title 10 USC. Those personnel must comply with that command's directives, supplements and regulations. Other DoD and DA publications, regulations, directives, etc., may have precedence unless otherwise noted in this supplement or other approved NG/ARNG publications.

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

**Supplementation.** Further supplementation of this publication, and establishment of command and local forms, is prohibited without prior approval from the Director, Army National Guard, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1373.

**Suggested Improvements.** Users are invited to send comments or suggested changes on DA Form 2028

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\*This supplement supersedes NG Supplement 1 to AR 95-1, dated 8 August 2011

(Recommended Changes to Publications and Blank Forms) to Director, Army National Guard, ATTN: ARNG-AVS-SS (NG Supplement 1 to AR 95-1), 111 South George Mason Drive, Arlington, VA 22204-1373, or email to: NG.NCR.ARNG.MBX.ARNG-AVS-SS@mail.mil

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

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

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AR 95-1 dated 22 March 2018 is supplemented as follows:

## **Chapter 1 Introduction**

### **Section I**

#### **General**

##### **1-1. Purpose**

(Add to paragraph) National Guard (NG) Supplement 1 to AR 95-1 establishes policy and procedure for Army National Guard (ARNG) aviation unique requirements not specifically addressed in AR 95-1 or requiring additional clarification/guidance.

##### **1-2. References**

(Add to paragraph) Required and related publications and prescribed and referenced forms stated in this supplement are listed in appendix A.

##### **1-3. Explanation of abbreviations and terms**

(Add to paragraph) Abbreviations and terms used in this supplement are listed in the glossary.

##### **1-6. Deviations**

*d.* (Add) If notified by FAA Air Traffic Control (ATC) of a possible pilot deviation, do not release any crewmember or unit information to any agency outside of the DoD. Refer to paragraph 2-13 of this supplement and AR 95-1.

##### **1-7. Waivers and delegation of authority**

*c.* (Add) All ARNG requests for waivers to this supplement will be forwarded through command channels, through the appropriate proponent, to the Chief, ARNG-AV (who serves as the delegate for DARNG).

*d.* (Add) Prior to ATRRS application submission, aviation course prerequisite waivers will be submitted through ARNG-AVO to the appropriate institution and approved prior to attending training. Course prerequisite waiver forms may be downloaded from the Army National Guard Operations and Training folder on the GKO home page at <https://gko.portal.ng.mil/arng/G3/D01/B04/SitePages/Home.aspx>

### **Section II**

#### **Responsibilities**

##### **1-13. Chief, National Guard Bureau**

On behalf of the CNGB, the DARNG will-

*d.* (Add) Develop policy, concepts, requirements, and organization for ARNG aviation elements to support, and effectively risk-manage their dual (Federal and State) missions, to include –

(1) Comply with Federal, Department of Defense (DoD) and Department of the Army (DA) regulatory requirements for the maintenance, standardization, training, operations and risk-management of ARNG aviation assets.

(2) Coordinate with Federal, State and local agencies for ARNG aviation support.

(3) Serve as the Army Command (ACOM) for managing the ARNG Aviation Program consistent with DA Aviation regulations and authorized exceptions to policy.

*e.* (Add) Exercise responsibility for travel under Title 32, U.S. Code to establish and implement procedures to properly control official travel within the Bureau and for State and Territorial Adjutants General. Refer to Army Directive (AD) 2017-05 for additional guidance.

### **1-13.1. (Add) Chief, Aviation and Safety Division**

Chief, Aviation and Safety Division (ARNG-AV), will –

- a. Oversee aviation programs to ensure compliance with Federal, DoD, and DA regulatory requirements for the standardization, maintenance, training, operations and effective risk-management of all ARNG manned and unmanned aviation.
- b. Coordinate with Federal, State and local agencies for ARNG aviation support.
- c. Publish and implement ARNG aviation and safety regulatory guidance.
- d. Oversee, mission and provide annual training guidance to the ARNG Aviation Training Site (AATS).
- e. Oversee and provide logistics mission guidance to the Theater Aviation Sustainment Maintenance Group (TASMG).
- f. Retransmit Safety of Flight messages and Aviation Safety Action Messages (ASAM) and related regulations and authorized exceptions to policy.
- g. Coordinate ARNG aviation requirements in relation to Program Objective Memorandum (POM), Structure Manning Decision Review (SMDR) and other Planning, Programming, Budgeting and Execution System (PPBES) functions.
- h. Coordinate all aviation related matters with other commands associated with force structure, modernization, standardization training and evaluations.
- i. Oversee and implement Safety and Occupational Health (SOH) and Readiness programs through the Aviation Safety and Standardization Branch (ARNG-AVS), Aviation Logistics Branch (ARNG-AVL), Aviation Maintenance Branch (ARNG-AVM), Programs and Services Branch (ARNG-AVP), Operations and Training Branch (ARNG-AVO), and the Safety Support Center, Ft. Rucker (ARNG-SSC).
- j. Serve as the proponent for ARNG Aviation Facility requirements and infrastructure.
- k. Serve as Chair of the ARNG Aviation Standardization Committee.

**1-14 g.** (Add to sentence) and appendix D of AR 95-1.

### **1-17.1. (Add) State Adjutants General**

State Adjutants General (TAG) – including Territories and Districts for which the AG position is, in fact, a Commanding General (CG) will –

- a. Control, and effectively risk-manage all ARNG manned and unmanned aviation.
- b. Command and control the State ARNG Aviation Program.
- c. Be the appointing authority for an FEB and hold 365 day suspension authority. FEB appointing authority may be delegated to the State Army Aviation Officer (SAAO) (O-5 and above).

### **1-17.2. (Add) State Army Aviation Officer**

The SAAO is the principal aviation staff officer and advisor to their respective TAG in all matters concerning ARNG aviation. They are the principal authority for coordinating with ARNG-AV. The SAAO is also responsible for –

- a. Oversight and supervision of the State ARNG Aviation Program (manned and unmanned), including Aviation Safety, Maintenance, Standardization, Operations and Training as well as Counterdrug Aviation Operations (CDAOPS). CDAOPS must be in compliance with applicable National Guard Regulations and Instructions. Oversight for UAS is by being formally attached to an aviation unit under the supervision of the SAAO or through a Memorandum of Agreement with a Brigade Combat Team (BCT) Commander or the Special Forces Group (SFG) Commander.
- b. Policy and written procedures for implementing the State ARNG Aviation Program.
- c. Exercising brigade level command authority (IAW TC 3-04.11) for the Aircrew Training Program (ATP) for all aviation units within the state: when an aviation brigade headquarters does not exist within their state.
- d. Oversight of the Full-Time Support (FTS) Technician Program to include FTS Technician's ATP.
- e. Provide resourcing for ATP requirements and aviation-related training for UAS units. UAS information is located at <https://gko.portal.ng.mil/arng/G3/D01/B02/S01/T01/SitePages/Home.aspx>.
- f. Cooperation with aviation unit commanders to determine the ATP commander for all organic and attached Brigade and/or Battalion staff within their State.
- g. Advising the TAG, Joint Staff and subordinate organizations on the proper use of aircraft and the primary advisor for aviation related Emergency Management Assistance Compact (EMAC).
- h. Management of State aviation budgets through prudent stewardship of all aviation resources and specialized aviation training programs. In addition to equipment, this encompasses –

(1) Development of budgets and defending those budgets through the budget process, to include Levels II and III of the Program Budget Advisory Committee (PBAC).

(2) Allocating funds to the units –

(a) PRSA (1L1162/1L3162): Synthetic Flight Training, RL Progression, AV Ferry Flights, AV Aircrew Training Exercise and unit readiness related training

(b) PRID (1B1122/1B3122): Additional Flight Training Period [AFTP] in accordance with DODI 1215.6

(c) VFHP (116/121): Fuel and CLIX

(d) VCNA (116): Counter Drug OPTEMPO

(3) Daily oversight of all funds to ensure appropriate resources.

(4) Establishing policy for the utilization of dual AFTPs.

(5) Management of subordinate program managers.

(6) Commitment, obligation and liquidation of these funds.

(7) Oversight of aviation/safety/occupational health related Government Purchase Cards (GPC).

(8) Oversight of aviation/safety/occupational health related General Fund Enterprise Business System (GFEBS) processes.

*i.* Providing input on aviation matters to aviation commanders, ground commanders, major unit commanders and other members of the TAG's staff.

*j.* Coordinating use of ARNG aviation assets with other Military, Federal, State and local organizations/agencies.

*k.* Seeking reimbursement or an Exception to Policy (ETP) waiver for the use of ARNG aviation assets IAW NG Pam 95-5.

*l.* Providing staff assistance to aviation commanders and the State Counterdrug Coordinator (CDC) in the development of the annual Flying Hour Program (FHP) (manned and unmanned) to include RW Operational Support Airlift (OSA) policies.

*m.* Reporting all OSA missions executed in RW aircraft IAW AR 95-1.

*n.* Reviewing and consolidating DA Form 1352 and 7752 reports. Certifies all data within the reports are reviewed and validated for accuracy.

*o.* Allocating resources commensurate with the organization's mission and priorities as established by the TAG.

*p.* Coordinating and approving aviation school allocations and priorities.

*q.* Reviewing, verifying prerequisites, and approving applications for formal aviation training courses and schools.

*r.* Submitting institutional training waiver requests.

*s.* Ensuring the prompt reporting and investigation of all aircraft accidents/incidents and alleged flight violations.

*t.* Exercising 365 day suspension authority. This includes administering temporary non-medical suspensions for crewmembers who fail to meet the physical readiness standards in Field Manual (FM) 7-22 (IAW AR 350-1).

*u.* Performing the duties of the FEB appointing authority when delegated.

*v.* Convening other boards as required.

*w.* Supervising Army Aviation Support Facility (AASF), Unmanned Regional Flight Center (URFC), Limited AASF (LAASF), Tactical Unmanned Aircraft System Operating Facility (TUASOF), Army Aviation Operating Facility (AAOF) and Army Aviation Flight Activity (AAFA) within the State.

*x.* Oversight and coordinating the Flying Duty Medical Examination (FDME) process.

*y.* Developing and publishing policies and procedures for processing mission requests within their State.

*z.* Managing Aviation Scorecard reporting.

*aa.* Appointing a Senior Aviation Standardization Officer to represent the State at the regional/national level. This is typically the State Aviation Standardization Officer but may be any Senior Aviation Standardization Officer. The name of the appointed officer will be forwarded to the Regional Aviation Standardization Officer and the ARNG Aviation Standardization Officer.

### **1-17.3. (Add) TASMG Commanders**

These commanders are responsible for –

*a.* Supervising FTS personnel and ensuring compliance with regulatory requirements.

*b.* Coordinating matters concerning the operations, training, and use of ARNG aircraft, including Safety, Aircraft Maintenance, Flight Operations, Standardization, and FHP relating to the ATP.

*c.* Exercising brigade level command authority (IAW TC 3-04.11) for the ATP for all aviation units within their respective organization when an aviation brigade headquarters does not exist within their state.

*d.* Supporting ACMs so they may attain and maintain readiness, proficiency and currency IAW TC 3-04.11, applicable NG Supplements, and the appropriate Aircrew Training Manual (ATM).

*e.* Administration and implementation of the AFTP program.

*f.* Supervising individual crewmember training and ensure effectiveness of all training through the standardization program. Integrate individual crewmember training with aviation support missions. Advising and assisting commanders concerning the use of Army aircraft and their responsibilities for aviation personnel, equipment, standardization, safety, training and accident prevention programs. Oversight of Unit/Facility Crew Endurance programs and policy and ensure this readiness and risk management factor is available to the Operations Officer, Final Mission Approval Authority (FMAA), Mission Briefing Officer (MBO), Pilot-in-Command (PC) and/or Air Mission Commander (AMC) as required.

*g.* Allocating and scheduling aviation assets so that each crewmember may meet minimum flight requirements in support of the Unit ATP.

*h.* Ensuring AFTP performance certificates/logs/documentation is/are completed when performing duty in a pay or non-pay status.

*i.* Ensuring each crewmember has valid NGB aviation service orders/flying status orders before performing crewmember duties. Aviation unit commanders will submit requests for orders as applicable to ARNG-AVS.

*j.* Ensuring appropriate FTS personnel are present at the aviation facility to conduct and monitor flight operations and for flight following during normal hours of operation. When flight following is not otherwise provided remotely by electronic means (e.g., Blue Force Tracker [BFT], High-Frequency Tracker [HFT]), the Federal Aviation Administration (FAA) may be used to provide flight following during non-duty hours while conducting administrative and non-tactical training.

*k.* Developing, executing, and maintaining the Facility Standing Operating Procedures (SOPs) for garrison aviation operations.

*l.* Providing assistance in preparing and executing budgets and programs for aviation requirements.

*m.* Maintaining ATP records for crewmembers operating from their Facilities.

*n.* Ensuring all FTS personnel have a current Commander's Task List (CTL) IAW TC 3-04.11.

#### **1-17.4. (Add) Eastern, Western, High-Altitude and Fixed-Wing AATS Commanders**

These commanders will –

*a.* Supervise, develop and conduct USAACE approved Programs of Instruction (POIs) for ARNG-AV directed courses.

*b.* Manage and operate simulation devices in support of formal Courses of Instruction and other training requirements as directed by ARNG-AV.

*c.* Have oversight of the Full-Time Support (FTS) Technician Program to include FTS Technician's ATP.

*d.* Conduct individual Aviator and Enlisted crewmember training.

*e.* Provide medical services and coordinate crash rescue in support of the AATS mission.

*f.* Maintain a Standard Operating Procedure (SOP) that complies with all applicable Army regulations, to include The Army School System (TASS) and Training and Doctrine Command (TRADOC) requirements.

*g.* Maintain readiness to augment the (U.S. Army) TRADOC aviation training base as an activity under the command and control of the U.S. Army Aviation Center of Excellence (USAACE) upon mobilization.

*h.* Review and verify prerequisites for training applications at AATS courses.

*i.* Have prerequisite waiver authority for flight courses.

*j.* Supervise, administer and implement the AFTP program to maximize the accomplishment of individual crewmember and support personnel training.

*k.* Supervise FTS personnel and ensure compliance with regulatory requirements.

*l.* Manage the operations, training, and use of ARNG aircraft, including Safety, Aircraft Maintenance, Flight Operations, Standardization and the FHP.

*m.* Support ACMs, so they may attain and maintain readiness, proficiency and currency IAW TC 3-04.11, applicable NG Supplements, and the appropriate Aircrew Training Manual (ATM).

*n.* Supervise individual crewmember training and ensure effectiveness of all training through the standardization program.

*o.* Have oversight of AATS Crew Endurance programs and policy and ensure this readiness and risk management factor is available to the Operations Officer, FMAA, MBO, PC and/or AMC as required.

*p.* Allocate and schedule aviation assets so that each crewmember may meet minimum flight requirements in support of the ATP.

*q.* Ensure AFTP performance certificates/logs/documentation is/are completed when performing duty in a pay or non-pay status.

*r.* Ensure each crewmember has current and valid NGB aviation service orders/flying status orders before performing crewmember duties.

s. Ensure appropriate FTS personnel are present at the aviation facility to conduct and monitor flight operations and for flight following during normal hours of operation. When flight following is not otherwise provided remotely by electronic means (e.g., Blue Force Tracker [BFT], High-Frequency Tracker [HFT]), the Federal Aviation Administration (FAA) may be used to provide flight following during non-duty hours while conducting administrative and non-tactical training.

t. Develop, execute, and maintain the Facility Standing Operating Procedures (SOPs) for garrison aviation operations.

u. Provide assistance in preparing and executing budgets and programs for aviation requirements within the State.

v. Have overall responsibility for the preparation of the DA Form 1352 report.

#### **1-17.5. (Add) Aviation Facility and Activity Commanders**

These commanders/supervisors are responsible for –

a. Supervising FTS personnel and ensuring compliance with regulatory requirements.

b. Coordinating matters concerning the operations, training and use of ARNG aircraft, including Safety, Aircraft Maintenance, Flight Operations, Standardization, FHP, and AFTP portions of the ATP with the unit commanders.

c. Serving as the ATP Commander for crewmembers with a facility assigned aircraft in their respective Facility. And, ensure that the Commander's Task List (CTL) of these crewmembers provides for a level of proficiency commensurate with the duties of an equivalent military aviation position.

d. Coordinating support for training requirements with commanders of aviation units and elements with aircraft assigned to the Aviation Facility.

e. Supporting ACMs so they may attain and maintain readiness, proficiency and currency IAW TC 3-04.11, applicable NG Supplements, and the appropriate Aircrew Training Manual (ATM).

f. Administration and implementation of the AFTP program in coordination with the unit commander.

g. Supervising individual crewmember training and ensure effectiveness of all training through the standardization program. Integrate individual crewmember training with aviation support missions.

h. Advising and assisting commanders concerning the use of Army aircraft and their responsibilities for aviation personnel, equipment, standardization, safety, training and accident prevention programs.

i. Oversight of Unit/Facility Crew Endurance programs and policy and ensure this readiness and risk management factor is available to the Operations Officer, FMAA, MBO, PC and/or AMC as required.

j. Supervising aviation specialized training conducted at the AASFs IAW the provisions of the unit schools program.

k. Allocating and scheduling aviation assets so that each crewmember may meet minimum flight requirements in support of the Unit ATP.

l. Ensuring AFTP performance certificates/logs/documentation is/are completed when performing duty in a pay or non-pay status.

m. Advising and assisting unit commanders concerning the use of the aviation training aids and Computer Based Aviation Survival Equipment Training (CBAT) equipment.

n. Signing the DA Form 759 (Individual Flight Record and Flight Certificate-Army), DA Form 7120 (Commander's Task List), DA Form 7122 (Crewmember Training Record) and DD Form 2992 (Medical Recommendation for Flying or Special Operational Duty) for the crewmember's ATP commander only when delegated signature authority and authorized in writing IAW AR 25-50 (Preparing and Managing Correspondence), paragraph 6-1. A copy of the DD Form 2992 will be furnished to the individual, medical section, unit commander and Flight Operations.

o. Advising the unit commander when a crewmember has failed to successfully complete any component of the ATP or the annual flight physical.

p. Ensuring each crewmember has valid NGB aviation service orders/flying status orders before performing crewmember duties. Aviation unit commanders will submit requests for orders as applicable to ARNG-AVS.

q. Ensuring appropriate FTS personnel are present at the aviation facility to conduct and monitor flight operations and for flight following during normal hours of operation for both manned and unmanned operations. Aviation unit/element commanders using an aviation facility during unit training/operational periods will provide personnel for this purpose. When flight following is not otherwise provided remotely by electronic means (e.g., Blue Force Tracker [BFT], High-Frequency Tracker [HFT]), the Federal Aviation Administration (FAA) may be used to provide flight following during non-duty hours while conducting administrative and non-tactical training.

r. Developing, executing, and maintaining the Facility Standing Operating Procedures (SOPs) for garrison aviation operations.

s. Providing assistance in preparing and executing budgets and programs for aviation requirements within the State.

- t. Coordinating the management of the FHP with the unit commanders.
- u. Maintaining ATP records for crewmembers operating from their Facilities.
- v. Overall responsibility for the preparation of DA Form 1352 and 7752 report.
- w. Ensuring all FTS personnel have a current Commander's Task List (CTL) IAW TC 3-04.11.
- x. Ensuring, if facility manning allows, each supported unit has a FTS Instructor Pilot (IP) and Instructor Operator (IO) assigned to a Modified Table of Organization and Equipment (MTOE) or Table of Distribution and Allowances (TDA) position.

#### **1-17.6. (Add) Aviation Brigade or Equivalent Commanders**

These commanders will –

- a. Exercise command and control of all organic and attached units. Provide direct communication, management and approval for subordinate unit's ATP. Coordinate resource allocation matters, school requests and policies with the SAAO, ensuring unity of purpose and guidance. The SAAO and Commander will coordinate the RW FHP and VCNA distribution and utilization, ensuring use of VCNA is in compliance with NGR 500-2/ANGI 10-801.
- b. Develop and implement management procedures that emphasize safe operations.
- c. Develop policies, procedures, and operational parameters for all units, in compliance with directives and guidance from the state TAG.
- d. Exercise 365 day suspension authority. This includes administering temporary non-medical suspensions for crewmembers who fail to meet the physical readiness standards in FM 7-22 (IAW AR 350-1).

#### **1-17.7. (Add) Unit/Detachment Commanders**

Each commander of a unit or detachment to which Army aviation is organic or attached is responsible for –

- a. Training of all aviation personnel under their control. To assist in this responsibility, commanders will coordinate training with the Facility Commander (FC)/Supervisor/Manager before starting the unit's training year.
- b. Ensuring that each of their assigned or attached crewmembers have current NGB aviation service orders (*Rated Crewmembers [RCM]*) or State issued flight duty orders (*Nonrated Crewmembers [NRCM], Noncrewmembers [NCM], and Shadow and Gray Eagle Operators*) before performing aircrew duties in ARNG aircraft.
- c. Ensuring that requests for ARNG-AVS to authorize the State to issue flight duty orders for NRCMs, NCMs, and Shadow and Gray Eagle Operators per AR 600-106 paragraphs 2-4 and 2-5, go through the SAAO, AATS or TASMG commander for approval as required.
- d. Ensuring each assigned crewmember, and selected NCM IAW AR 600-106, has a current CTL for each unit-designated aircraft.
- e. Conducting aircrew training IAW the ATP.
- f. Emphasizing collective training tasks IAW appropriate Army training programs and Soldier's Manual during Inactive Duty for Training (IDT) and Annual Training (AT).
- g. Coordinating with the FC in developing and executing the annual FHP (including VCNA funded flying hours, except FW units).
- h. Ensuring qualified unit Flight Operations personnel are present at the aviation Facility during all unit training/operational periods. For arrivals/departures (for support missions) at other than normal hours of operation, or operating away from the facility, the FAA may be used to provide flight following when flight following is not otherwise electronically conducted and monitored via BFT or HFT.
- i. Implementing and executing Aviation and Ground Safety Programs.
- j. Timely investigation and determination as to the suspension, extension, or request for a waiver for a crewmember's failure to meet ATP requirements.
- k. Initiating a medical suspension on an Aviation Crewmember (ACM) and notifying the local FS/APA/AMNP IAW AR 40-8 and AR 40-501.
- l. Temporary non-medical suspensions up to 60 days for other than an ATP failure.
- m. Initiating a temporary non-medical suspension (for rated) or remove from flight status (nonrated) for failure to meet physical readiness standards in FM 7-22 (IAW AR 350-1). The suspension request will be forwarded to the commander/SAAO who has 365 day suspension authority. Not applicable to UAS crewmembers.
- n. Requesting FEB action on an individual aviator IAW AR 600-105. The FEB respondent must be temporarily suspended IAW AR 600-105.
- o. Appointing officers for all aviation related functional areas such as Safety, Aviation Life Support Equipment (ALSE), etc.
- p. Execution of AFTPs to accomplish individual, crew and collective unit type training. Coordination with the FC/Supervisor for aviation facilities and resources.

q. Establishing, in writing, formal flight crew qualification, selection and training programs as described in TC 3-04.11, this supplement and AR 95-1. This includes a selection and training program for PC's, Flight Leads and AMCs, as required.

r. Developing Tactical SOPs which support the MTOE or TDA organization's mission when mobilized or otherwise operating outside the command and control of the supporting flight Facility.

**1-17.8. (Add) Flight Surgeon, Aeromedical Physician's Assistant, Aviation Medicine Nurse Practitioner, and other Medical Professionals Authorized by Regulation**

Flight Surgeon (FS) / Aeromedical Physician's Assistant (APA) / Aviation Medicine Nurse Practitioner (AMNP) and other Medical Professionals authorized by regulation are crewmembers with duties and responsibilities related to their medical position and their CTL. They are considered 'Mission Essential Crew' and responsible (as applicable) for –

- a. Having current NGB aviation service orders.
- b. Assessing the health of a crewmember by means of a Flying Duty Medical Examination (FDME) when:
  - (1) On an annual basis during the crewmember's Annual Proficiency and Readiness Test (APART) period.
  - (2) Notified by a crewmember that they have participated in activities, received treatment or have had a change in health for which flying restrictions may be appropriate.
  - (3) Upon determination or notification from the crewmember's commander of a medical limitation.
- c. Completing a DD Form 2992 and provide a copy to the crewmember and their commander when:
  - (1) On completion of the annual FDME.
  - (2) Required for a temporary medical suspension or return to duty after a temporary medical suspension.
  - (3) In other circumstances as stated in AR 40-501.
- d. Monitoring the fitting and use of ALSE by aircrew personnel.
- e. Periodic review of medical items used in the ALSE program.

**1-17.9. (Add) Instructor Pilot (IP), Standardization Instructor Pilot (SP), Instructor Operator (IO), Standardization Operator (SO), Instrument Flight Examiner (IE), Maintenance Examiner (ME), Unit Trainer (UT), Nonrated Crewmember Instructor (FI), Nonrated Crewmember Standardization Instructor (SI), and Master Trainer (MT)**

These trainers are responsible for –

- a. Administering and executing the commander's ATP, including maintenance of Individual Aircrew Training Folders (IATFs).
- b. Supervising and monitoring crewmember's academic and flight proficiency by means of:
  - (1) Conducting Readiness Level (RL) progression training.
  - (2) Conducting academic and flight evaluations during progression training, APART and the commander's no-notice program.
  - (3) Monitoring crewmember compliance with APART and ATP requirements.
- c. Notifying the crewmember's ATP commander or Facility Commander as soon as possible of a crewmember's failure to meet ATP requirements.

**1-17.10. (Add) Crewmembers and Noncrewmembers**

This subparagraph applies to ARNG crewmembers, ARNG NCMs, and military technicians with ATP requirements or requirements to participate in regular and frequent aerial flight as stated in their technician position description.

These aircrew are responsible for –

- a. Having current NGB aviation service orders for *RCMs* before performing aircrew duties.
- b. Having State issued flight duty orders for *NRCMs*, *NCMs*, *Shadow and Gray Eagle Operators* before performing aircrew duties.

## Chapter 2 Aviation Management

### 2-1. Personnel authorized to fly Army aircraft

a. (2) (b) (Add to subparagraph) Delegated approval authority for DARNG is Chief, ARNG-AV.

e. (Add) The following personnel who meet the requirements in AR 95-1, paragraph 2-1 may fly ARNG aircraft:

(1) Rated ARNG aviators with current NGB aviation service orders, or Shadow and Gray Eagle Operators with current State issued flight duty orders. This includes mobilized ARNG aviators serving in a Title 10 or Title 32 status, or placed on State Active Duty status. Refer to TC 3-04.11.

(2) U.S. Army Active Component (AC) and U.S. Army Reserve (USAR) IPs, SPs, IOs, SOs, MEs, IEs performing training or evaluation missions to ARNG crewmembers in ARNG aircraft.

(3) Department of the Army Civilian (DAC) appropriately qualified aviators.

(4) Aviators of the AC/USAR are authorized to fly ARNG aircraft with the written consent of the SAAO.

Sufficient control must be exercised to ensure such use will not interfere with the unit mission, and that the aviator presents evidence of current aviation service orders and FDME. ARNG aviation units are authorized to support AC personnel assigned to the ARNG without reimbursement.

(5) Dual status military technicians employed under Title 32, United States Code 709 (32 U.S.C. § 709), assigned to an operational aviation position or a position that meets compatibility requirements as defined in Technician Personnel Regulation (TPR) 303 and are required by their technician position description to perform regular and frequent aerial flights.

f. (Add) Personnel authorized to fly ARNG FW aircraft are limited to the following:

(1) Those personnel assigned on orders and filling MTOE/TDA operational flying positions in OSA-A Headquarters, OSA-A State Flight Detachments (SFDs), OSA-A Operational Flight Detachment (OFD).

(2) The FTS SAAOs from each State.

(3) Specific augmentees, with an approved waiver from the OSA-A Commander.

(4) DA/USAR/OSA-A (IPs/SPs/IEs) performing official duties during flight evaluation.

#### 2-1.1. (Add) ARNG personnel authorized to fly other U.S. Services or Foreign Services aircraft

a. ARNG ACMs may fly aircraft of other U.S. services or Foreign Services when –

(1) They have complied with qualification, training, evaluation, and currency requirements of this regulation (see chap 4), for the aircraft to be flown or, are performing pilot duties in accordance with paragraph 3-4b. of this supplement and AR 95-1;

(2) They have written authorization from Chief, ARNG-AV; and

(3) They have written authorization from the other service Major Command.

b. ARNG aviators who are not qualified or current to operate the aircraft to be flown must be directly supervised by an instructor pilot (IP), a standardization instructor pilot (SP), or Instrument Flight Examiner (IE) of the supporting service who is qualified and current in the aircraft being flown and is at one set of flight controls.

c. ARNG aviators may not be aircraft commander of other service aircraft unless specifically authorized by the other service Major Command.

#### 2-1.2. (Add) Assignment of ARNG Crewmembers

a. MTOE/TDA crewmembers will be assigned to Army aviation positions in Units/Facilities of the ARNG IAW current MTOE or TDA authorizations with the following exceptions:

(1) Officers or Warrant Officers who are rated Army aviators may be assigned to aviator positions IAW NGR (AR) 600-100 or NGR 600-101.

(2) A non-rated Officer or Warrant Officer may be assigned to an aviator position if application is made and attendance is scheduled for IERW within 24 months from the effective date of their assignment. Assignment is limited to personnel meeting the prerequisites for flight training as prescribed in NGR 611-110. If the individual is not scheduled to attend flight training within the prescribed period, they will be processed IAW NGR (AR) 600-100 or NGR 600-101.

### 2-3. Personnel prohibited from performing Army aircrew duties

f. (Add) Crewmembers in an authorized Title 10 or Title 32 military leave status. This does not apply to FTS Technicians on any type of Technician leave to perform military duties.

## **2-8. Individual flight records**

- b.* (Add to subparagraph) This includes FTS Technicians with facility assigned aircraft.
- f.* (Add) ARNG Aviators assigned to the National Capital Region (NCR), in nonoperational flying positions, will have their flight records managed by ARNG-AV.

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

*g.* (Add) IAW DODI 1322.28 (Realistic Military Training off Federal Real Property) SAAOs may authorize the establishment or use of temporary landing areas off military installations or Government-leased training areas when:

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

(2) A safety survey and DD Form 2958, or equivalent of the proposed landing area has been prepared to ensure safe flight operations can be conducted.

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

(4) SAAOs and State Frequency Managers must also ensure the U.S. Army Frequency Management Office (AFMO) has issued appropriate frequency assignments IAW the type of UAS flown and geographic Area of Operation (AO).

## **2-10. Local flying rules**

*a.* (Add to subparagraph) Aviation FCs, AATS and TASMG Commanders will ensure deviations from the standard Visual Flight Rules (VFR) traffic pattern and nonstandard entry and exit procedures are published and conspicuously displayed in Flight Operations.

*b.* (Add to subparagraph) Local flying rules will be established and published by the Aviation FCs, AATS and TASMG Commanders and approved by the SAAO. SAAOs will coordinate the establishment of local flying rules with appropriate Army, Navy, Air Force, Marine Corps, Coast Guard, or FAA officials when operating from facilities/activities under the jurisdiction of those agencies.

*d.* (Add) The SAAO will ensure compliance with current DoD/FAA policy(ies) and MOU/MOA for flight of Unmanned Aircraft Systems (UASs).

## **2-13. Flight violations**

*c.* (5) (Add after first sentence of subparagraph) For ARNG, investigations will be reported through the Unit/Facility chain of command, through the SAAO, through ARNG-AV (through OSA-A for ARNG FW), to Commander, USAASA, Fort Belvoir, VA 22060-5582.

*Note:* Also see Deviations in paragraph 1-6 of this supplement and AR 95-1.

## **2-14. Mission approval process**

(Add to paragraph) Under circumstances where the State Army Aviation Officer (SAAO) is below the grade of O-5, the SAAO is authorized to develop the mission approval process.

*a.* (3) (Add to subparagraph) The SAAO (O-5 and above) is the MTOE FMAA for high-risk missions in States where no aviation brigade command exists.

*c.* (Add) *ARNG FTS Mission Approval Process.* The following is the mission approval process for full time support facilities. Aviation FCs, AATS and TASMG Commanders, or the SAAO will designate FMAAs and the level of mission risk (low, moderate, high, or extremely high) they are authorized to approve. Individuals designated and performing duty as the Aviation Facility Supervisory Instructor Pilot, Aviation Facility Standardization Officer, Supervisory Maintenance Test Pilot (Aviation Logistics Management Officer), Aviation Facility Safety Officer, and Officers appointed to supervise flight training while performing the duties of the AFTP Supervisor, may be designated as the FMAA for low-risk missions. Aviation FCs are the FMAA for moderate-risk missions. SAAOs, AATS and TASMG Commanders in the rank of O-5 and above are the FMAA for high-risk missions, and the first General Officer (GO) in the chain of command is the FMAA for extremely-high-risk missions. When FTS personnel, serving in the positions listed above are also FMAA for MTOE or TDA units, they may only approve missions at the level authorized by their Aviation Facility FTS duty position. During a bonafide absence, FCs may authorize their Aviation

Facility Supervisory Instructor Pilot, and/or their Aviation Logistics Management Officer (O-4/W-4 and above) the authority to approve moderate-risk missions; provided they are properly trained and designated.

*d. (Add) ARNG Aeromedical Evacuation (MEDEVAC) Mission Approval Process.* SAAOs/brigade commanders will establish and enforce procedures IAW AR 95-1 that authorize pre-briefed and pre-approved MEDEVAC missions to launch immediately upon request, without re-briefing and re-approval. This requires decentralized medical and aviation processes that place the execution decision at the lowest practical level. In accordance with AR 40-3, for urgent and urgent surgical aeromedical evacuation missions SAAOs/brigade commanders are authorized to delegate high-risk FMAA to FCs and Battalion Commanders in the grade of O-5 with MEDEVAC assets, and moderate-risk approval authority to field grade MEDEVAC Company Commanders. SAAOs/brigade commanders will implement the policies outlined in AR 40-3 and AR 95-1 when developing their urgent and urgent surgical aeromedical evacuation mission approval procedures. This delegation of authority is reasonable, appropriate, and necessary to provide maximum flexibility to SAAOs/brigade commanders, and respond rapidly to lifesaving missions and emergencies. This authority may not be further delegated.

*e. (Add) FTNG Counterdrug Mission Approval Process.* The mission approval process for State counterdrug programs established by and operating IAW current NGB-J32-CD aviation policies, as well as for aviation missions directly supervised by the State Counterdrug Coordinator (CDC) IAW the authorizing Governor's Plan. This process pertains to the Aviation Mission Approval Process for units while they are supporting CD missions.

(1) The SAAO, in coordination with the CDC, will develop and publish a mission approval process for CD Aviation operations under their direct supervision. The State CDC or their authorized designee must validate CD support missions. The CD Aviation Mission Approval Process will be IAW (2) and (3) below.

(2) The SAAO or FC will select CD Aviation mission briefing officers. Selected officers must be a graduate of the Title 32 Counterdrug Aviation Policy Course or the RAID BMQ.

(3) The SAAO or FC will designate CD FMAAs and their level of mission risk approval (low, moderate, high, or extremely high). FTNGCD Aviators performing duties within the aviation chain of command may be the FMAA for low-risk missions. The Aviation FC is the FMAA for moderate-risk missions. During a bonafide absence, FCs may authorize their Aviation Facility Supervisory Instructor Pilot, and/or their Aviation Facility Maintenance Officer (O-4/W-4 and above) the authority to approve moderate-risk missions; provided they are properly trained, certified and designated. SAAOs in the rank of O-5 and above are the FMAA for high-risk missions, and the first GO in the chain of command is the FMAA for extremely-high-risk missions.

*f. (Add) Emergency Management Assistance Compact (EMAC), Title 32 or Federal Response.* ARNG aircrews tasked to another State or Area of Operation in support of an EMAC will be briefed and approved IAW their parent organization's mission approval process for the flights to and from the EMAC operation. Upon arrival, aircrews and associated support personnel, shall complete the Reception, Staging and Onward Integration (RSOI) process, local area orientation, and required briefings, IAW TC 3-04.11. While providing mission support to the requesting State, missions will be briefed and approved IAW the supported State's aviation mission approval process. Supported State will brief all Aircrews on the use of Aviation SOP's and special instructions prior to the supporting State conducting Aviation operations.

*g. (Add) Multi-state Training Exercises.* Units participating in multi-state training exercises (CONUS) will use a single source mission approval process for the duration of the training exercise.

(1) ARNG aircrews will be briefed and approved IAW their parent organization's mission approval process for the flights to and from the state hosting the training exercise.

(2) Upon arrival, the hosted state(s) aircrews and associated support personnel will be briefed on the use of aviation SOP's, the hosting states' mission approval process, special instructions, and if required, a local area orientation prior to conducting joint aviation operations.

(3) The use of mission briefing officers from the hosted state(s) is highly encouraged provided they are on mission briefing orders in their state.

*h. (Add) Designated CONUS Border Mission Support.* Units participating in a designated Border Mission (i.e., Southwest Border) will use a single source mission approval process for the duration of the required support for that mission.

(1) ARNG aircrews (supporting) assigned to another state or Area of Operation (AO) in support of a designated Border Mission will be briefed and approved IAW their parent organization's mission approval process for the flights to and from the supported state or AO.

(2) Upon arrival, aircrews and associated support personnel shall complete the Reception, Staging and Onward Integration (RSOI) process, local area orientation, and required briefings, IAW TC 3-04.11, applicable policies and Instructions.

(3) While providing mission support, missions will be briefed and approved IAW the supported state's or AO mission approval process. The supported state will brief all aircrews on the use of aviation SOP's, the supported states' mission approval process, and special instructions prior to conducting aviation operations.

*i. (Add) OCONUS Mission Approval Process.* All military personnel conducting OCONUS operations will be in a Title 10 status. The Final Mission Approval will be through OSA-A Title 10 approval process. Personnel destined for Alaska, the Commonwealth of Puerto Rico or other U.S. territories should be in a Title 10 status in case an aircraft has to divert to a location that is not within the U.S. or one of its territories. This process does not apply when elements are task organized under another Title 10 Commander (e.g., a combatant or service component command during the redeployment of a mobilized element to home station). The unit/element will follow the mission briefing process of the supported Title 10 Commander.

*j. (Add) ARNG Unmanned Aircraft Systems (UAS) Mission Approval Process.* The SAAO, in coordination with the UAS commanders will develop and publish a mission approval process for UAS operations outside of aviation commands. SAAO or FC will assist non-aviation commanders in the selection and training of UAS mission briefers and FMAA.

*k. (Add) Additional Risk Assessment and Approval Requirements.*

(1) Hoist operations with personnel on the hoist will be assessed as a Moderate risk at a minimum.

(2) ARNG-AVS will be notified of any mission that requires approval at the High or Extremely-High risk level. This is notification only and not mission approval. Mission approval follows the process stated above. Notification should be a minimum of 24-48 hours prior to mission execution. However, some missions may require expedited risk assessment, approval and execution before notification can be sent to ARNG-AVS. If that is the case, notification will be sent to ARNG-AVS within 48 hours after initial mission execution. Notifications can be made telephonically but are required to be followed up with an electronic notification sent to: NG.NCR.ARNG.MBX.ARNG-AVS-SS@mail.mil. All notifications will be acknowledged by ARNG-AVS but acknowledgement is not required for mission execution.

*l. (Add) Briefing Officers and FMAAs.*

(1) The Briefing Officer and FMAA Appointment Memorandums will list individuals by name, along with the mission profiles and risk levels they are authorized to brief and/or approve.

(2) SAAOs in coordination with FCs will establish criteria and policy outlining what constitutes bonafide absence.

(3) Briefing Officers and FMAAs may give verbal or electronic approval, if necessary. Annotate verbal approvals accordingly on the DA Form 5484.

(4) Circumstances may require the Briefing Officer and FMAA to be the same person but it is not recommended. The individual must then have the qualifications of both the Briefing Officer and FMAA.

(5) Briefing officers may self-brief, (i.e., brief the mission and then fly that mission), only when circumstances will not allow another briefing officer to brief. The Commander must determine under what conditions to allow self-briefing, and specify these circumstances in the SOP or in the special instructions of the Briefing Officer Appointment MEMO.

(6) FMAAs may self-approve when circumstances require them to do so (e.g., when the unit/facility commander/SAAO is required to fly, and the mission risk level is within their authority to approve the mission). SAAOs must determine under what conditions to allow self-approval for themselves and facility commanders. These circumstances will be in the SOP and in the special instructions of the FMAA Appointment MEMO.

(7) Self-Briefing and Self-Approval of the same mission is not authorized.

## **2-15. Seats out operations on Army aircraft (Manned)**

*c. (4) (e) (Add)* When supporting LEAs or other authorized non-military individuals requesting to operate without troop seats, seat belts, restraints or litter support systems, the approval authority is the incident commander/senior official responsible for personnel in the supported agency. In some cases, this has already been accomplished via a MOU between the DoD and the supported agency (e.g., classified MOU between DoD and the FBI regarding Render-Safe operations, exercises, and training events). Contact ARNG-AVS-SS for information related to such agreements.

## **2-18. (Add) Aviation scorecard**

For ARNG aviation, each State will complete the Aviation Scorecard quarterly, in accordance with issued instructions.

*a.* The State Aviation Scorecard is an assessment tool designed to help SAAOs and Aviation Unit Commanders better monitor the readiness of their subordinate aviation units, and help the DARNG better track the efficient and effective use of ARNG-distributed resources. Additionally, it helps ARNG-AV identify force-wide readiness trends, and facilitates the sharing of best business practices. The Scorecard is a semi-automated, semi-integrated interim step

toward a fully automated and integrated assessment tool. Conceptually, SAAOs or their designees will input raw readiness and performance data via GKO on the behalf of unit, detachment, and facility commanders. ARNG-AV will add programmatic and resource utilization data. Raw data is collected, normalized against the Sustainable Readiness Model (SRM), weighted, and summed into an aggregate score for each State/Brigade. The DARNG and his selected staff have the ability to view results at the national level, drill down into each or any individual State, and finally, drill down into each or any individual unit. The SAAO/Brigade Commander has the ability to view results at the State/Brigade level and drill down into each or any individual unit within their State/Brigade. SAAOs/Brigade Commanders will determine how to further distribute Scorecard results.

*b.* All Scorecard reports and information are UNCLASSIFIED/FOR OFFICIAL USE ONLY.

*c.* SAAOs, State Aviation Scorecard Managers, and other authorized users assigned by the SAAO may access the Scorecard data input page via the GKO website found at [https://gko.portal.ng.mil/arng/G3/D01/B02/AVN\\_SC](https://gko.portal.ng.mil/arng/G3/D01/B02/AVN_SC). All authorized users should review the updated instructions posted on this website and be prepared to submit/review data in accordance with the quarterly instructions.

## **Chapter 3 Operations and Safety**

### **Section I**

#### **Use of Army Aircraft**

##### **3-1. Use of Army aircraft, general**

(Add to paragraph) ARNG aircraft will be used IAW DoD guidance, AR 95-1, this supplement and NG Pam 95-5 regardless of personnel status.

##### **3-3. Operational use**

*q.* (Add) Incident Awareness and Assessment (IAA), including IAA conducted by the National Guard for State purposes in support of an incident or disaster response.

##### **3-4. Special mission use**

*b.* (1) (Add to subparagraph) This includes SAAOs, AATS, and/or TASMG commanders in the grade of O-5 or above.

(2) *(e)* (Add to subparagraph) Approval authority for ARNG orientation flights under this paragraph is delegated to the Deputy Director, ARNG. Routing for such requests will be from the SAAO through the Chief, Aviation and Safety Division, Army National Guard Readiness Center, Attn: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1373, to Deputy Director, ARNG, Army National Guard Readiness Center, Attn: ARNG-ZB, 111 South George Mason Drive, Arlington, VA 22204-1373.

*f.* (10) (Add) By the authority provided in DODI 4515.13: section 12, CNGB delegates authority to the Adjutants General (not below the two-star level) of the States and Territories, and the Commanding General of the District of Columbia, to approve the transport of Foreign Nationals on Army National Guard aircraft. Further delegation of this authority is not authorized. CNGB retains this authority in cases where the state is without a two-star Adjutant General. Refer to DODI 4515.13, AD 2017-05, and NG Pam 95-5 for procedures and routing of requests.

##### **3-8. Passenger restrictions**

*a.* (3) (Add to subparagraph) ARNG personnel will also use NG Pam 95-5.

*c.* (Add) During wildland firefighting support, Helicopter Managers and HLCOs (Helicopter Coordinators) are authorized on ARNG aircraft as essential personnel. During all other External Load missions and training, only uniformed military personnel are authorized as passengers.

### **Section II**

#### **Operational Support Airlift**

##### **3-9. Operational support airlift missions**

(Add to paragraph) For States that perform OSA missions, the TAG will ensure the State OSA Program is conducted IAW DODI 4500.43, DODI 4515.13, DODD 4500.56, AR 95-1, NG Pam 95-5, OSA-A SOP, and this supplement.

## Section III

### Safety

#### 3-14. Safety functions, mishap reports, investigations, and release of information

a. (Add to subparagraph) ARNG personnel will also use NG Supplement 1 to AR 385-10.

#### 3-16. Crew endurance

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

## Section IV

### Aircraft Maintenance

#### 3-18. Maintenance test flights and functional ground and flight checks

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

#### 3-19.1. (Add) Airframe and Powerplant personnel requirements

Units assigned UH-72 aircraft must maintain an adequate level of Airframe and Powerplant (A&P) qualified personnel to meet aircraft FAA-ARNG Field Maintenance requirements (1.5 A&Ps per aircraft is recommended).

## Section VI (Add)

### Aircraft Logistics

#### 3-22. Assignment of ARNG aircraft

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

b. Transfers:

(1) *Between States.* ARNG RW aircraft will not be transferred between States after initial assignment, except at the direction of DARNG through ARNG-AV. ARNG FW aircraft transfers are controlled by OSA-A.

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

c. Loan of aircraft:

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

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

(3) Requests from another agency for loan of ARNG aircraft specifically authorized by regulation, but requiring higher level approval, should be forwarded through command channels to ARNG-AVM.

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

(5) Aircraft accountability is the responsibility of the lending State. Information required for DA Form 1352 (Army Aircraft Inventory, Status and Flying Time) will be provided by the borrowing State or agency to the lending State NLT the 15th of each month.

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

#### 3-23. Ferry flights

a. *Ferry Flight policy, standards, and OCONUS request procedures.*

(1) This section prescribes policy, standards, and procedures for the conduct of aircraft ferry flights by ARNG personnel. Only passengers eligible under applicable DoD rules shall participate in ferry flights.

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

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

(4) Operations conducted in Title 32 status within and between Alaska, Hawaii, Guam, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and U.S. territorial waters, or in international waters between possessions and CONUS, are not restricted. NG members can fly to or between Alaska, Hawaii, Guam, the Commonwealth of Puerto Rico, or the U.S. Virgin Islands in Title 32 status, so long as they do not land at any point on foreign territory. Ferry flights of ARNG aircraft originating within, and extending to, any land outside the limits of CONUS, Alaska, Hawaii, Guam, the Commonwealth of Puerto Rico, and the U.S. Virgin Islands territorial waters will be in Title 10 status IAW Title 10 USC, DODI 1215.06, and CNGBI 1002.01. Ferry flights conducted under this paragraph (3-23a.(4)) require authorization from OSA-A for both RW and FW aircraft. Courtesy copies of authorization documents will be provided to ARNG-ODO-CI for issuing Title 10 orders and for coordination purposes.

*b. Purpose of Ferry Flights.* Flights of aircraft from one place to another are authorized to:

(1) Deliver aircraft to or from aviation activities for maintenance services not available or authorized at home station.

(2) Deliver aircraft to or from Army, Navy, Marine Corps, and USAF depots, civilian contractors, or manufacturer plants for Sustainment-level maintenance repairs, overhaul, or application of Modification Work Orders (MWOs).

(3) Support reassignment of aircraft accountability between States.

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

(5) Move aircraft for operational or training requirements.

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

## **Chapter 4 Training**

### **Section I**

#### **Training Program and Literature**

##### **4-2. Aircrew training program waivers and extensions**

*a.* (2) (Add to subparagraph) Delegated approval authority for DARNG is Chief, ARNG-AV.

*b.* (Add to subparagraph) For both manned and unmanned aircraft ACMs.

*f.* (Add) Waiver and/or extension authority for Brigade, AATS, TASMGM commanders or SAAOs, will be no lower than the Deputy/Assistant TAG.

*g.* (Add) The individual waiver authority for personnel assigned to OSA-A Headquarters and the OFDs is The Army Aviation Brigade (TAAB) Commander. Waivers will only be approved for finite periods and as a consequence of circumstances beyond individual or unit control.

##### **4-5.1. (Add) Aircrew training program – FTS Technicians**

*a. FTS Technician (Dual Status Military Technician).* IAW Title 10 U.S.C. §10216 and 32 U.S.C. §709, FTS Technicians are required to maintain active membership in the National Guard. Requirements for the assignment and tracking of an ATP are the same for their technician (facility) assigned aircraft as military (unit) assigned aircraft. All rules and regulations that apply to a military crewmember apply to a FTS Technician. There are a few exceptions that apply to FTS Technicians:

(1) If the FTS Technician is assigned an aircraft other than their military unit assigned aircraft, the ATP commander/hiring authority will design an ATP that meets the need of the facility and the units it supports. The ATP will be based on a proficiency level that is commensurate with the duties of an equivalent military aviation position. These requirements will be stated in a facility assigned CTL. These requirements should also be stated in the FTS Technician's Performance Appraisal Program IAW TPR 430.

(2) FTS Technicians will complete the minimum flying hour, task, and iteration requirements as determined by the commander/hiring authority. The task standards and descriptions will be in accordance with the applicable aircraft ATM.

(3) FTS Technicians that Fail to Meet an ATP requirement, in a facility designated aircraft as a condition of their technician employment, are not subject to the FEB process. They will be processed IAW TPR 752 and TPR 430.

*b. Assignment of aircraft.* For FTS Technicians that are assigned a military unit aircraft and a different (facility) aircraft for their technician duties, the unit aircraft will be designated as Primary and a facility aircraft will be designated as Additional or Alternate.

*c. Assignment of ARNG Crewmembers.* FTS Technicians – Refer to paragraph 2-1e.(5) of this supplement for compatibility.

#### **4-6.1. (Add) Fixed Wing aircraft qualification and training guidance**

*a. Initial Army FW category aviator qualification.*

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

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

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

*b. FW aviator qualification training program.*

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

(2) Quotas may be obtained through ATRRS and must be coordinated with the OSA-A S-3.

*c. FW recurrent training program.*

(1) Recurrent training will be conducted IAW the appropriate ATM. Waiver authority for recurrent training is the OSA-A Commander. The FWAATS Commander is the waiver authority for recurrent training for FWAATS personnel.

(2) Quotas will be centrally-managed through the OSA-A S-3.

*d. FW IP qualification program.*

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

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

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

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

*e. FW IE qualification program.*

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

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

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

#### **4-6.2. (Add) ARNG training bases**

*a.* ARNG-AV provides operational oversight and mission support for the AATSS. The AATSS are fully-accredited by TRADOC and charged to conduct ARNG/USAACE directed training.

#### **4-10. Failure to meet aircrew training program requirements**

*a. (1) (d) (Add)* For a FTS Technician ATP failure in a facility assigned aircraft, the ATP commander/hiring authority will coordinate with the appropriate civilian personnel agency to determine disposition and process according to TPR 752 and TPR 430.

*b. (1) (a) (Add to subparagraph)* ARNG personnel will also follow paragraph 4-2 of this supplement.

*e. (Add to subparagraph)* Results of ARNG FEBs will be submitted through the reviewing authority (State TAG if FEB appointing authority was delegated) to Chief, National Guard Bureau, ATTN: ARNG-AVS, 111 South George Mason Drive, Arlington, VA 22204-1373 for approval IAW AR 600-105.

**4-11. Synthetic flight training system requirements**

d. (Add to subparagraph) ARNG annual and semiannual RW SFTS training requirements are stated in Table 4-1.

<b>Aircraft</b>	<b>H-60, CH-47</b>		<b>AH-64</b>	<b>UH-72</b>
SM	<200	>200	N/A	N/A
FAC 1	18	12	15*	12
FAC 2	12	12	9*	8
FAC 3	10*	10*	24*	24
FAC 4	No Requirements			

SM = Statute Miles from the Facility to the simulator.  
 \* Semiannual Requirement

h. (Add) All ARNG RW Battalions will use the Aviation Combined Arms Tactical Trainer (AVCATT) a minimum of once per year. To support this requirement, Battalion commanders will establish AVCATT flying hour requirements and/or utilization policies for organic and attached aviators within their command. All aviators at the Company level are encouraged to use their assigned aircraft module at least six hours during the battalion’s annual use period.

**4-14.1. (Add) Electric Long Line operations**

The Electric Long Line (ELL) is authorized for use on ARNG RW aircraft with the following conditions:

- a. Installation, operation and maintenance must be IAW the appropriate Airworthiness Release (AWR).
- b. Training, currency and operational use must be stated in the unit/facility SOP.
- c. Loads must meet the classifications authorized IAW TM 4-48.10 or TM 4-48.11 and appropriately risk managed.
- d. The ELL will not be used with non-standard loads such as a Bambi Bucket.
- e. The ELL will not be used for live loads.

**4.14.2. (Add) External Loads**

For all external loads that are considered Unique or Nonstandard, the load will be inspected IAW TM 4-48.10 or 4-48.11 by appropriately trained personnel in the rank of E-4 and above and will be briefed at High risk.

**4-15.1. (Add) Tactical Ingress/Egress and parachute operations**

a. *Task Assignment and integration.* Aviation units down to company level have Standardized Mission Essential Task Lists (SMETLs) for like-type units with a Table of Organization and Equipment (TOE) and Table of Distribution and Allowances (TDA) designation. SMETLs are available on the Army Training Network (ATN) at <https://atn.army.mil>. For aviation units assigned missions incorporating tactical ingress/egress tasks, commanders will determine Supporting Collective Tasks (SCTs) that support the METL and are essential to mission accomplishment. If the SMETL does not support accomplishment of the assigned mission, commanders must develop additional Mission Essential Tasks (METs) for approval by the next higher commander. Tactical ingress/egress tasks are considered crew/individual level tasks and should support collective METs. For example, Tactical Ingress/Egress and parachute operations can support a unit's air movement MET requirement. As with all training, commanders must assess these training requirements and establish a training plan in order to achieve proficiency in these tasks.

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

c. *Training Requirements.*

(1) Tactical Ingress/Egress and parachute operations are performed by aviation units in support of ground units for tactical or rescue purposes. Tactical Ingress/Egress and parachute operations will not be conducted unless the task is identified on the aviation unit’s Mission Essential Task List (METL) or assigned as a task to specific units by the SAAO to prepare for domestic emergency response. Requests submitted IAW NG PAM 95-5 will include task linkages with MTOE/TDA METs and training plans. Tactical Ingress/Egress operations will only be performed from ARNG aircraft by military or civil law enforcement/emergency response personnel. Aviation commanders will ensure that supported ground units, both military and civil LEAs/emergency response personnel are qualified or undergoing

training IAW the appropriate task training standards. Aircrews will be qualified IAW the unit ATP, ATM and appropriate references.

*Note:* Parachute operations will only be conducted by operational airborne units designated by their appropriate ACOM.

*Note:* SPIES and FRIES will only be conducted with military units and by exception for counterdrug organizations.

(2) The following requirements must be fulfilled prior to performing Tactical Ingress/Egress and parachute operations:

(a) Commanders will designate specific crewmembers to train and maintain proficiency in these tasks by identifying each task, annual task iteration requirements, currency, and evaluation requirements on each crewmember's CTL.

(b) Primary consideration for identifying Tactical Ingress/Egress task proficiency should be to FAC 1 rated crewmembers and those nonrated crewmembers required to support the unit's mission.

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

(4) Tactical Ingress/Egress operations will be conducted IAW the appropriate ATM, FM, TC and, if applicable, U.S. Special Operations Command (USSOCOM) Manual 350-6 (Special Operations Infiltration/Exfiltration Operations).

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

*e. Military Support to Civil Authorities (MSCA).*

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

(a) Written request IAW NG Pam 95-5.

(b) Concept of Operations (CONOPS) plan.

(c) DD Form 2977, or equivalent, completed IAW DA PAM 385-30 and ATP 5-19.

(d) Supporting and supported unit SOP/training program as it relates to the specific task that will be performed.

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

*f. Tactical Ingress/Egress and Parachute Operations*

(1) Rescue hoist operations must be a mission-essential task for the supporting unit (e.g., MEDEVAC-Air Ambulance Detachments/Companies), or designated for specific units (e.g., Assault, General Support or S&S Helicopter units) by the SAAO in order to support domestic response during emergencies. Rescue hoist operations require ARNG-AV approval when supporting non-DoD organizations.

(a) Commanders may use rescue hoists for insertion and extraction of personnel and equipment for other than rescue or personnel recovery purposes under the following conditions:

i. Rescue hoists are operated IAW an appropriate AWR.

ii. Rescue hoists may not be used to lower or lift equipment or cargo not certified by an AWR.

iii. Rescue hoists will be utilized in a manner consistent with their design for vertical insertion/extraction of authorized loads and may not be used for short-haul purposes.

(b) SAAOs must weigh how these types of operations and increased utilization of rescue hoists might impact hoist maintenance and life-cycle availability for bonafide rescue/personnel recovery operations.

(2) Rappelling operations must be a mission-essential task for each of the supported and supporting units. Rappelling operations require ARNG-AV approval when supporting non-DoD organizations. Rappel training will be based upon, and consistent with, the appropriate military training manuals and established training programs.

(3) The following tactical ingress/egress tasks may be conducted by Army Assault and General Support Helicopter units only in support of DoD Special Operations Forces (SOF), Long-Range Surveillance Detachment (LRSD), Combat Observation Laser Teams (COLTs), Reconnaissance Scouts or Retransmission Elements, Forward Observers, Combat Engineer Demolition Teams, and Pathfinders Teams. Requests to support non-DoD organizations must be approved by ARNG-AV:

(a) HELOCAST.

(b) CRRC operations and all variations of this task.

(c) Ladder operations (Caving, Jacobs, etc.)

(4) The following tactical ingress/egress tasks may only be performed by these specific units/organizations:

(a) SPIES – non-SOF unit personnel must have general/flag officer authorization to conduct SPIES training if not enrolled in a SOF training program or school.

(b) FRIES – is not approved for Army wide use. SOF, LRSD, and Department of the Army (DA) schools with a USASOC approved program of instruction (POI) are the only approved Army units. All other Army supported units must receive approval through, Commander, U.S. Army Special Operations Command (USASOC), Attn: AOOP-TID, Fort Bragg, North Carolina 28310-5200, prior to conducting any FRIES training/operations. Approval for FRIES operation is only required for ground forces and should be verified by the aviation supporting unit. The aviation unit will review U.S. Special Operations Command (USSOCOM) regulation 350-6 prior to conducting FRIES operations.

(5) Parachute (Airborne) operations must be a mission-essential task for each of the supported and supporting units. Parachute operations require ARNG-AV approval when supporting non-DoD organizations. All drop zones (DZs) will be surveyed or tactically assessed by qualified STT/DZSTL/Jumpmaster/Pathfinder personnel prior to use. Procedures can be found in FM 3-21.38 and AFI 13-217. All information concerning the DZ is placed on MAC Form 339, Drop Zone Survey or AF Form 3823, Drop Zone Survey. The tactical assessment is an additional approved means to certify a DZ for airdrop on both fixed-wing and rotary-wing aircraft. DZ information will be made available to the AMC, Flight Lead and PIC during planning/rehearsals and crew briefing. Procedures will be conducted IAW with the appropriate ATM.

(6) ARNG Special Operations Forces (SOF) units fall under USASOC for training and evaluation. Training policies are contained in USASOC Reg 350-1. Procedures for tactical ingress/egress and parachute operations are contained in USASOC Reg 350-6 and 350-2.

*g. Operations not authorized from ARNG aircraft*

(1) Stabilized Body System (STABO)

(2) Billy Pugh Rescue Net

(3) Helibasket

#### **4-15.2. (Add) Helicopter search & rescue technician authorization, training, and certification**

Aviation units having rescue hoist equipment for domestic operations, but not assigned a 68W flight medic or hoist qualified crewchief/flight engineer, may supplement their flight crews to perform domestic Search and Rescue operations.

*a.* The following personnel are authorized to supplement ARNG aviation units:

(1) Air National Guard (ANG) Pararescue Jumpers (PJs) with Air Force Specialty Code (AFSC) 1T2X1 may be used as a rescue technician. PJs are trained specifically as Search and Rescue medical technicians and when approved by the State Adjutant General, they may train with ARNG aviation units and respond during domestic emergencies.

(2) Federal, State, and Local government rescue personnel may be used as a rescue technician. DODD 5525.5, paragraph 4; AR 95-1, paragraph 3-4d; NGR 500-1, paragraph 4-2d; and NG Pam 95-5, paragraph 7-9 authorize support to civil Law Enforcement Agencies (LEAs) and Emergency Responders for domestic response. When approved by ARNG-AV, ARNG units may train with municipal, county, State, District of Columbia, or other organized and certified government emergency response personnel, e.g., Type 1 and Type II Incident Management Teams such as the FEMA Urban Search & Rescue Task Forces.

(3) Nationally certified volunteer rescue personnel may also be used as rescue technicians. AR 95-1, paragraph 3-4d; NG Supplement 1 to AR 95-1, paragraph 4-15.1; and NG Pam 95-5, paragraphs 7-9b and 7-11c(4) provide guidance with regard to the transport of volunteers with specialized equipment or services when engaged in search and rescue operations, and have no other means of transportation. As set forth in NGR 500-5, CNGB Instruction 3100.01A, and the National SAR Plan, when approved by ARNG-AV, ARNG units may train with State, local, independent, or non-profit volunteer groups organized and certified to conduct specialized technical rescue operations, e.g., mountain high angle rescue, swift water rescue, etc.

*b.* A local training and certification program must be established by the unit and approved by ARNG-AV. ARNG-AV recommends regular and frequent training with these agencies to ensure safety and standardization.

c. Military 68W personnel that are not assigned to an MTOE/TDA SQI "F" position are not authorized to perform these duties on the aircraft without a waiver from the Deputy Chief of Staff, G-3/5/7.

#### **4-15.3. (Add) Helicopter wildland firefighting**

The use of National Guard aviation units for firefighting purposes within their State must be outlined in national, regional, State or local agreements and Memorandums of Understanding (MOUs) between federal and State agencies and the specific National Guard units. The National Interagency Fire Center (NIFC) Military Use Handbook and the Interagency Helicopter Operations Guide (IHOG) may assist units in developing policies and procedures in support of these agencies. These documents are available on GKO at <https://gko.portal.ng.mil/arnng/G3/D01/B04/SitePages/Home.aspx> or <http://www.nifc.gov/nicc/logistics/references.htm> and <http://www.nwccg.gov/sites/default/files/publications/pms510.pdf>.

#### **4-15.4. (Add) Combat aviation gunnery (Non-mobilized)**

ARNG attack, reconnaissance, cargo, utility RW aviation units, and UAS will comply with RC gunnery training IAW TC 3-04.3. Gunnery qualification will be completed annually.

## **Section II**

### **Flight Crew Members**

#### **4-18. Flight crews**

a. (Add) The SAAO will approve all flight designations within their respective State other than the OFD. This may be delegated to the AASF, LAASF, AAOF, AAFA, AATS or TASMCG Commander and a copy of the written designation will be posted in Flight Operations. The record of flight crew designations must be readily accessible for Flight Operations personnel to verify flight crew qualifications prior to assigning, briefing, and/or approving each mission. The OFD Commander is the approval authority for crew designations for their unit.

b. (Add) In MTOE units, flight crews will be selected by the aviation unit chain of command before each flight or series of flights. In TDA units, AASF, LAASF, AAOF, AAFA, TASMCG, and AATS crew selections will be approved by the Commander or Operations Officer before each flight or series of flights. Selections will be based on proficiency, mission complexity, crew capability, and other factors bearing on the flight.

c. (Add) ARNG aviators may be designated to perform flight crewmember duties in a maximum of two aircraft series groups. Due to personnel resourcing limitations, a third aircraft series group may be designated for FTS personnel. However, the chain of command must consider the elevated risk involved due to the complexity of the aircraft and mission tasking and effectively manage each of these risks. UT/IP/SP/MP/ME duties may be designated in no more than two aircraft series groups. Requests for additional designation other than stated, require approval from Chief, ARNG-AV.

#### **4-18.1. (Add) Aircrew requirements**

a. Single-pilot operational and training flights, to include Counterdrug Mission Support, will be assessed as MODERATE risk at a minimum and approved by the SAAO as the final mission approval authority.

b. Test flights and functional check flights may be briefed and approved as a LOW risk by the unit/facility commander and conducted single-pilot when executed IAW the applicable Operator's Manual, Maintenance Test Flight Manual, and/or approved Rotorcraft Flight Manual.

c. The Electro-Optical Infrared (EOIR) or the High Powered Illumination System (HPIS) in the UH-72A must be operated by a qualified operator who is not the pilot on the controls when single-pilot operations are being conducted.

d. ARNG aircraft require two current and qualified pilots or pilots undergoing instruction with an IP/SP during NVG operations and flight into Instrument Meteorological Conditions.

#### **4-27. Maintenance test pilot and/or functional check pilot (MTP/FCP) (Manned)**

f. (Add) Equivalency evaluation requests will be submitted through ARNG-AV to DCS, G-3/5/7 (DAMO-AV).

g. (Add) ARNG/OSA-A non-standard FW aircraft that require in-flight checks, as part of their published maintenance procedures, will have those procedures accomplished as Functional Check Flights (FCFs). Aviators performing FCF checks must be a current PC in the aircraft in which they are performing FCF duties. Aviators performing FCFs are not required to be graduates of any Army Maintenance Logistics Command (AMLC)/ Army Maintenance Managers Course (AMMC)/Maintenance Test Pilot Course (MTPC). Task iteration and flying hour requirements are in the applicable ATM. The PC conducting a FCF that requires any engine to be shut down (actual

or simulated), or the aircraft to be flown to a full stall, must be an IP, qualified and current in the aircraft MTDS being flown. ARNG, OSA-A, OFD commanders are authorized to designate individuals as MPs. MP-candidates should be selected from those best qualified, and qualification as an IP in aircraft MTDS is highly desirable. The AMLC/AMMC/MTPC is not required.

#### **4-28. Maintenance test pilot evaluator**

e. (Add) Initial Maintenance test pilot evaluator (ME) evaluation requests will be submitted through ARNG-AV to DES. Contact the ARNG-AVS at NG.NCR.ARNG.MBX.ARNG-AVS-SS@mail.mil to obtain the current MOI for ME equivalency evaluations. Submit requests for equivalency evaluation through the SAAO; through ARNG-AV, ATTN: ARNG-AVS; and through CG USAACE, ATTN: ATZO-ES; to HQDA, ATTN: DAMO-AV for approval.

### **Section III**

#### **Standardization**

#### **4-41. Aviation resource management survey**

f. (Add) ARNG-AV monitors trends in ARNG aviation through the Aviation Resource Management Survey (ARMS) process.

g. (Add) The ARNG Aviation and Safety Division is responsible for managing the ARMS process for ARNG aviation manned and unmanned units. OSA-A is responsible for the ARMS process for ARNG FW units in coordination with FORSCOM and ARNG-AVS.

(1) ARNG compliance with the ARMS process is mandatory for all ARNG Units/Facilities and personnel (manned, unmanned, tactical ATS, and fixed base Air Traffic Control), regardless of whether in a 32 USC or 10 USC status to include OSA-A FW units. Fixed base ATC facilities will fall under the Quality Assurance program IAW AR 95-2. ARMS team evaluators will have access to all equipment and files related to applicable functional areas to be surveyed except for counterdrug program files that are classified as Law Enforcement Agency Sensitive.

(2) The ARMS schedule should be synchronized to coincide both manned and unmanned aviation Units with that of their supporting AASF/Facility. Advance notification of FY scheduling as to which Units/Facilities are scheduled, and at what time, is an integral part of this process. ARNG Units/Facilities desiring to change or cancel a scheduled ARMS visit will send a request through the SAAO, to Chief, Aviation and Safety Division, Attn: ARNG-AVS, 111 South George Mason Drive, Arlington, VA 22204-1373 stating justification for the change or cancellation.

(3) ARNG organizations that receive unsatisfactory RED rated functional areas are required to Reply By Endorsement (RBE) through their Adjutant General, to Chief, National Guard Bureau, ATTN: ARNG-AVS, 111 South George Mason Drive, Arlington, VA 22204-1373, with an info copy furnished to the inspecting agency.

#### **4-43. Army command, Army service component command, direct reporting unit, and Army National Guard aviation standardization committees**

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

b. (2) (Add to subparagraph) Coordinate requests for support from subordinate aviation Units/Facilities.

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

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

c. (3) (Add to subparagraph) Membership on the ARNG Aviation Standardization Committee will also include the ARNG Regional Standardization Officers, Standardization Instructor (SI) and UAS Standardization Operator (SO), the AATS Standardization Officers, OSA-A Standardization Officers, representatives of appropriate ACOMs/ASCCs/DRU, a SAAO representative and other subject matter specialists as determined by the Chair.

#### **4-43.1 (Add) Army National Guard regional standardization advisory committees**

ARNG Regional Standardization Advisory Committees are designated to assist the ARNG Aviation Standardization Officer (ARNG-AVS-SS) and other key members of the ARNG staff in promoting standardization of aviation operations and training within their designated regions. There are four ARNG Standardization Regions and are designated as *Northeast*, *Midwest*, *Southern*, and *Western* (see appendix B of this supplement). Appointed in each region is a Standardization Officer (SP), Standardization Instructor (SI) and UAS Standardization Operator (SO). These appointments should be SMEs within their specialty and can be individuals from any unit within their region.

*a. Appointments.*

Regional SPs/SIs will be appointed by the Chief, ARNG-AV, with the advice and consent of their respective SAAO and the ARNG Aviation Standardization Officer. Regional SOs will be appointed by the Chief, ARNG-AV, with the advice and consent of their respective SAAO and the ARNG Senior UAS Operations Technician. Functions:

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

*b. Membership will include:*

- (1) Regional Standardization Officer (Recorder).
- (2) Regional Standardization Instructor.
- (3) Regional Standardization Operator
- (4) State Aviation Standardization Officer.
- (5) Subject Matter Experts (SMEs) as required.

*c. Discussion topics will be forwarded to ARNGRC, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1373; or to the ARNG Aviation Standardization Officer at NG.NCR.ARNG.MBX.ARNG-AVS-SS@mail.mil.*

**4-44.1. (Add) State standardization committees**

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

- (2) State Aviation Standardization Committees meet at the call of the Chair, but not less than annually.
- (3) Funds for travel, per diem, and overtime, if required, will be provided by the member's parent organization.

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

- (1) Enhance Unit/Facility safety.
- (2) Monitor the proficiency of all assigned or attached ACMs performing flying duty and participating in the ATP.
- (3) Coordinate requests for aviation standardization support from assigned, attached, or OPCON aviation

Units/Facilities.

- (4) Prepare and review recommended changes to aviation standardization literature and forward to proponents.
- (5) Monitor ARMS trends.
- (6) Prepare installation, area, or local aviation regulations and policies, as required.
- (7) Standardization and training issues that require action by ARNG-AV or other agencies will be addressed through the appropriate ARNG Regional Standardization Advisory Committee to the Army National Guard Readiness Center (ARNGRC), ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1373, or contact the ARNG Aviation Standardization Officer at NG.NCR.ARNG.MBX.ARNG-AVS-SS@mail.mil, for resolution or forwarding to the appropriate agency.

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

- (1) A Chair (the SAAO).
- (2) A Secretary/Recorder (typically the Aviation Standardization Officer).
- (3) Commander, or commander-designated representative(s), of each subordinate aviation Unit and Facility.
- (4) Aviation Safety Officer (ASO), Aviation Maintenance Officer (AMO), Flight Surgeon, FW SP (as applicable) and SI/FI (as applicable), RW SP, IE, ME, SI/FI, Aviation Mission Survivability Officers (AMSO), Master Gunner, UAS Instructor Operator (IO)/Standardization Instructor Operator (SO)/Master Trainer (MT) (as applicable), and an Air Traffic Services (ATS) representative (as applicable).

*d. Correspondence.* Minutes of meetings shall be forwarded through the appropriate ARNG Regional Standardization Officer to ARNGRC, ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, VA 22204-1373; or to the ARNG Aviation Standardization Officer at NG.NCR.ARNG.MBX.ARNG-AVS-SS@mail.mil.

#### **4-46. (Add) Aviation standardization and training messages**

a. Clarification of Army and ACOM/ASCC or ARNG aviation safety, operations, standardization and/or training policies that apply to the ARNG will be conveyed by ARNG-AV via Standardization and Training Messages (STMs) or OSA-A STMs (OSTM).

b. Changes to NGRs, NG Pams, NG CIRs, and those other published NGB/ARNG Command Media – beyond the scope of either clarifications or retransmissions – will be conveyed using STMs.

c. STMs shall be issued under authority of the Chief, ARNG-AV.

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

e. All current STMs will be maintained by the AASF/LAASF/AAFA/TASMG/AAOF/AATS for supported MTOE/TDA units. STMs will be numbered sequentially from the beginning of the FY, such as *STM 18-01, 18-02, 18-03*. The first STM of each FY will be a recapitulation of current STMs.

f. STMs issued by ARNG-AV are applicable to all ARNG aviation operations.

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

h. OSTMs.

(1) OSA-A publishes supplements to, minor clarifications of, or retransmissions of, DA or NGB/ARNG aviation standardization, safety, operations, training, or maintenance policies that apply to all OSA-A elements IAW DAGO (1995)-11.

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

(3) Current OSTMs will be maintained by all OSA-A elements, AASFs, AAOFs, and AVCRADs/TASMGs for supported FW MTOE/TDA units. OSTMs will be numbered sequentially from the beginning of the FY, such as *OSTM 18-01, 18-02, 18-03*. A recapitulation of current OSTMs will be published at the beginning of each FY.

#### **4-47. (Add) Other aviation related messages**

Stan Grams – ARNG-AVS will produce Stan Grams that may be applicable to your organization. They are an informal source of information related to aviation safety and standardization. Stan Grams are maintained by ARNG-AVS-SS on GKO at <https://gko.portal.ng.mil/arng/G3/D01/B04/SitePages/Home.aspx>.

## **Chapter 5**

### **Flight Procedures and Rules**

#### **5-1. General**

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

c. (Add to subparagraph) The use of tobacco products or electronic cigarettes are not authorized on ARNG aircraft IAW AR 600-63 chapter 7.

#### **5-2. Preflight**

g. (5) (Add) An International Civil Aviation Organization (ICAO)-compliant Emergency Locator Transmitter (ELT) is required on ARNG aircraft.

#### **5-3.1. (Add) Departure procedures ARNG FW aircraft**

The maximum takeoff weight for ARNG FW aircraft must not exceed the aircraft weight required to meet the accelerate-stop distance, or balanced field length, for the takeoff distance available. Waiver authority is the first General Officer (grade O-7 or higher) in the chain of command. This requirement may be waived only on a mission-by-mission basis (no blanket waivers), and only for Priority 1 missions (see DODI 4500.43, Enclosure 3 para 3, regarding priority and urgency codes). Waiver of these requirements automatically elevates the mission to Extremely-High-risk, and this waiver authority may not be delegated.

#### **5-4. En route procedures**

*f.* (Add) *Minimum Safe Altitudes.*

- (1) All ARNG RW aircraft will conform to Part 91.119, Title 14, Code of Federal Regulations (CFR) (14 CFR §91.119), paragraphs b and c.
- (2) In addition, all ARNG aircraft will maintain a minimum 500 feet AGL with the following exceptions:
  - (a) Takeoff or landing.
  - (b) PC directive due to an inflight emergency.
  - (c) When required and risk-managed during approved Domestic Operations (DOMOPS) missions.
  - (d) Directed by Air Traffic Control (ATC), or when necessary to comply with VFR/Special Visual Flight Rules (SVFR) visibility and cloud clearance requirements.
  - (e) Required during an instructional period conducted and risk-managed by a UT/IP/SP/IE.
  - (f) In a SAAO-approved tactical terrain flight training area.
  - (g) For operational missions specifically authorized in writing, or briefed, by the SAAO.

*Note:* Also see AR 95-1 paragraph 2-16 for Noise Abatement altitude requirements.

### **Chapter 6 Safety of Use**

### **Chapter 7 Weight and Balance**

### **Chapter 8 Aviation Life Support**

#### **Section I**

#### **Aviation Life Support System**

##### **8-1. Aviation Life Support System, general**

*f.* (Add to subparagraph) The SAAO will have overall staff supervision of Aviation Life Support System (ALSS) activities and coordination with staff sections, commanders, and the State U.S. Property and Fiscal Office(r) (USPFO) on matters pertaining to ALSE training and budgeting.

*j.* (7) (Add) Assist the Aviation Life Support Officer (ALSO) in developing the annual budget, educational and promotional programs.

#### **Section II**

#### **Aviation Life Support Equipment**

##### **8-8. Protective clothing and equipment (Manned)**

*b.* (5) (Add to subparagraph) Optional for FW aircraft.

(6) (Add to subparagraph) Optional for FW aircraft.

*d.* (Add to subparagraph) See Terms in this supplement for "Tactical Helicopter Flight".

*e.* (Add) Deviations from the clothing and equipment requirements are authorized IAW the Foreign Clearance Program (FCP) or approved by ARNG-AV or OSA-A.

### **Chapter 9 Nonstandard Aircraft**

## Chapter 10 The Army Flying Hour Program

## Chapter 11 (Add) Additional Flight Training Period Program

### 11-1. Purpose of the training

AFTPs are required for maintaining proficiency, and enhancing the flight safety of aircrew members and increasing operational readiness of aviation personnel. Entitlement to pay and allowances for AFTPs is authorized as IDT as prescribed by DODI 1215.06 Enclosure 3, and DOD 7000.14-R Volume 7A, chapter 58. Execution of the AFTP program (as a key component of the larger FHP) will be directed toward readiness of individual skills, collective tasks, and support of aviation missions. The AFTP process and management is established and managed by the SAAO, and coordinated with the supported Unit commanders.

### 11-2. Scope

a. This chapter provides authorization to perform AFTPs for pay in the following categories:

(1) *Aircraft (manned and unmanned) systems.* Duty involving actual aircraft flight.

(2) *Simulation Devices (manned and unmanned).* Performing aircrew duty in a device in which the crewmember is authorized to log flight time creditable toward ATP flying hour requirements as defined in the appropriate ATM. For purposes of this supplement, the term *simulation devices* includes:

(a) Synthetic Flight Training System (SFTS), to include the, UH60A/L SFTS, UH 60M Transportable Blackhawk Operations Simulator (TBOS), the CH-47F Transportable Flight Proficiency Simulator (TFPS), AH-64D Longbow Crew Trainer (LCT) and UH-72A SFTS.

(b) UH-72A Flight Training Device (FTD).

(c) UH-60M/V Blackhawk Aircrew Trainer (BAT).

(d) Aviation Combined Arms Tactical Trainer (AVCATT) and its subsets.

(e) UAS simulators as listed in the appropriate ATM, RQ-7 Shadow Crew Trainer (SCT) and the Universal Mission Simulator (UMS).

(f) Other simulation devices specifically approved by ARNG-AV.

(g) When authorized by the SAAO, Target Acquisition and Designation System Selected Task Trainer (TSTT).

(3) *Support.*

(a) Aviation medicine program.

(b) Flight physical (Maximum of 2 AFTPs per year).

(c) ATP-required tasks not involving actual aircraft flight or simulator hours (e.g. Mission Planning).

(d) ATC-related training, maintenance or supervision.

(e) Aviation maintenance, airfield services, Flight Operations, ALSE, aerial gunnery, door gunnery or supervision of these support functions.

(f) Underwater Egress Training (UET) utilizing the SWET, METS, or EBS (Maximum of 2 AFTPs per year).

(4) *Academic.*

(a) Training conducted by a certified/authorized instructor via individual instruction or classroom presentations, briefings, or lectures. Training must be related to unit/mission readiness.

(b) Computer Based ASE Training (CBAT-O and CBAT-C), Recognition of Combat Vehicles (ROC-V) and those other academic requirements for completion of a crewmembers ATP.

(c) Certified successful completion of supervised or unsupervised aviation academic training using electronic-based media or Distance Learning (DL) methodologies IAW DOD 7000.14-R, Volume 7A, chapter 58.

b. AFTPs are authorized based upon an individual's military duty position and when performing duties related to that position in a military status. FTS Technicians while in technician status and LCD aviators are not authorized to receive AFTPs.

### **11-3. Applicability**

#### *a. ACMs:*

- (1) Rated personnel on NGB aviation service orders MOS 15-, 67J, 152-, 153-, 154-, and 155-series.
- (2) Non-rated personnel on crewmember flying status orders in authorized The Army Authorization Documents System (TAADS) positions MOS 15 series and 68W. This also applies to NRCMs assigned to Door Gunner positions IAW AR 600-106.
- (3) Flight Surgeons MOS 61N on aviation service orders and who meet the requirements of AR 600-105, paragraph 3-6.
- (4) Aeromedical Physician's Assistant and Aviation Medicine Nurse Practitioner on aviation service orders and who meet the requirements of AR 600-106, paragraph 2-4g.
- (5) Additional (Non-Medical) Non-rated personnel as defined in AR 600-106, paragraph 2-4 and 2-5 who have been approved by ARNG-AV to receive Hazardous Duty Incentive Pay (HDIP) orders.

#### *b. UAS Personnel:*

- (1) UAS Operators MOS 15W and 15C.
- (2) UAS Repairers MOS 15E and 15M.
- (3) UAS Operations Technician Warrant Officers MOS 150U.
- (4) UAS Platoon Leader (MOS Varies).

#### *c. SUAS Personnel: Raven Operator (RQ-11)*

#### *d. Aviation Support Personnel occupying an MTOE/TDA duty position of:*

- (1) ATC Technician MOS 150A.
- (2) Aviation Maintenance Technician MOS 151A.
- (3) Armament Officer MOS 913A.
- (4) Ammunition Specialist MOS 89B.
- (5) ATC Equipment Repairer MOS 94D.
- (6) ATC Operators MOS 15Q.
- (7) Aviation (Flight) Operations Specialist MOS 15P.
- (8) Aircraft/ATC Maintenance and Support Personnel MOS 15 series.
- (9) Firefighter MOS 12M.
- (10) Supply/Petroleum Specialist MOS 92A/92Y/92F.
- (11) Radio and Communications Security Repairer MOS 94E.
- (12) Signal Support Systems Specialist MOS 25U.
- (13) Electronic Maintenance Chief MOS 94W.
- (14) Electronics Maintenance Warrant Officer MOS 948-series.
- (15) Additional Enlisted Career Management Field (CMF) 15-series personnel authorized in writing by the SAAO providing they remain qualified for the military duty position for which they are performing AFTPs.

*Note:* Medical Officers in other positions not qualifying under AR 600-105 paragraph 3–6, but who have been awarded AOC 61N, are authorized to practice aviation medicine on an occasional or short term substitute basis without being on orders (reference AR 600-105, paragraph 3-8b). Those medical officers serving as a substitute for the regular flight surgeon during bonafide absences may receive an AFTP when performing aviation medical duties.

*Note:* Medical Officers listed in subparagraphs 11-3a (3) – (5) above are not required to occupy an aviation MTOE/TDA position to qualify for AFTPs. They must be qualified and engaged in the aviation medicine program.

### **11-4. Use of AFTPs in facility assigned aircraft**

*a.* AFTP use is authorized in a facility assigned aircraft. SAAOs may modify or restrict the use based on funding, FHP and unit requirements. Funding for AFTPs is based on MTOE/TDA units and assigned military crewmembers. No additional AFTPs are authorized regardless of single or multiple aircraft assignment.

*b.* FTS Technicians are not authorized AFTPs during their scheduled duty hours while in technician status. They may perform AFTPs when on approved leave from their technician employment or during the period of time before or after their scheduled duty hours and are considered “off-the-clock” as a technician.

### **11-5. Responsibilities**

*a.* The DARNG is authorized to allocate resources for the AFTP program IAW DODI 1215.06 Enclosure 3, and DOD 7000.14-R Volume 7A, chapter 58.

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

c. SAAOs/TASMG/AATS/AASF/LAASF/AAFA/AAOF/TUASOF commanders will establish a supervised and risk-managed AFTP program that will not exceed NGB/ARNG/State funding resources. This program will be developed in concert with supported Unit commanders (Detachment through Brigade/Group [or equivalent], with the focus on MTOE/TDA units at squadron/battalion and below), for the specific purpose of supporting the ATP and METL of each unit. The SAAO will exercise oversight authority and ensure the AFTP program developed by the commanders remains within resources. The primary purpose of the AFTP program is to increase unit and individual readiness. The AFTP program should, at every opportunity, incorporate collective training in conjunction with individual training. AFTP programs, at a minimum, will ensure:

- (1) Specific training objectives are programmed.
- (2) Aviation crewmembers are assigned specific ATM tasks and iterations to perform.
- (3) Flight training is maximized and risk-managed throughout the training year.
- (4) Concentrated training requirements, such as collective training, instrument, terrain flight, aerial gunnery, door gunnery and NVD training are supported.
- (5) A schedule of AFTP periods is published 60 days in advance. Additional AFTP periods may be added, or deleted, at any time, as required to support the ATP and unit mission requirements.
- (6) A procedure is developed to document training performed or support provided during an AFTP.
- (7) ATC personnel present unique challenges for SAAOs/AASF/AATS Commanders and supported Unit Commanders. ATC Commanders, in conjunction with the AASF Commanders, will at every opportunity integrate these positions into the overall AFTP program. This includes developing a managed program that provides viable ATC support for the AFTP program.

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

#### 11-6. AFTP Funding

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

b. The SAAOs, within State funding limitations, may redistribute/authorize AFTPs within their programs (not to exceed the limits in table 11-1). The maximum number of AFTPs authorized for pay for any individual in an FY is IAW DODI 1215.06 Enclosure 3. SAAOs will manage the number of non-flying AFTPs for aircrew members with the consideration of the impact on the FHP and individual flight proficiency.

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

**Table 11-1  
AFTP Authorization Table**

Code	Duty Position	Annual AFTPs*
A	Attack Helicopter Pilot (All H-64 Series)	72
B	Security & Support Helicopter Pilot (UH-72A)	72
C	Utility Helicopter Pilot (All H-60 Series)	72
D	Cargo Helicopter Pilot (All H-47 Series)	72
E	Airplane Pilot (All FW MTDS)	72
F	Flight Surgeon	48
G	Aviation (Flight) Operations Specialist	48
H	Helicopter/Airplane Flight Engineer	72
I	Door Gunner	72
J	Helicopter Crewchief	72
K	Aeromed Flight Medic	72
L	Attack, Utility, Cargo Repairer	48
M	Avionics Specialist, Radio Repair, Signal Support	48
N	Ammunition Specialist	48
O	Supply/Petroleum Specialist	48
P	Airfield Firefighter	48
Q	Aircraft Weapon System/Fire Control Repairer/Aircraft Electrician	48
R	Armament/Maint Supervisor or Technician	48

S	Technical Inspector	48
T	ALSE NCO/ALSO	48
U	Medical Professionals authorized by ARNG-AV (other than a Flight Surgeon)	48
V	ATC Operator, Equipment Repairer or Equipment Technician	48
W	UAS Operator, Repairer, 150U Warrant Officer	48
X	RQ-11 Operator (To maintain currency only) (Must be approved by a 150U)	6

Note: \*Personnel performing duties using multiple AFTP codes, the aggregate number of AFTPs performed may not exceed their annual total.

### 11-7. Requirements for all AFTPs

- a. All AFTPs, regardless of category, must:
- (1) Include at least four hours of military duty/training time.
  - (2) Be scheduled and directed or authorized in advance, and may be performed at any time, subject to the following:
    - (a) Normally, one AFTP per individual is authorized during any one calendar day. A maximum of two AFTPs, or a combination of an AFTP and a Unit Training Assembly (UTA), may be scheduled during any one calendar day, so long as the aggregate total duty time is at least eight hours.
    - (b) Dual AFTPs are authorized IAW SAAO policy.
    - (c) An AFTP is not authorized on a day when the member has performed one Readiness Management Period (RMP); one Additional Training Period (ATP); two UTAs, or Equivalent Training (ET) for two UTAs; two Substitute UTAs (SUTAs); or are on State orders in a SAD status (this does not include State employees who are traditional Guardsmen [M-Day] performing AFTPs before or after normal work periods, or in a authorized civilian leave status).
    - (d) An AFTP that begins on one calendar day and ends the following day will constitute a single AFTP and will be credited as performed on the day it began, except for academic training conducted incrementally over the course of several days. In this case the AFTP is considered to be conducted on the completion date identified on the training certificate.
    - (e) When a flight originates and terminates at locations within different time zones, the AFTP beginning and ending duty time entries will be recorded using the local time at the beginning of the AFTP.
- b. AFTPs will not be considered as any type of UTA or ET.
- c. Individuals must have actual or constructive attendance or authorized absence from the Commander for all UTAs scheduled during the previous pay period (reference DOD 7000.14-R Volume 7A, chapter 58).
- d. Federal employees (Military Technicians). Federal civilian employees are not authorized AFTPs during their scheduled duty hours, except when in an authorized leave status. Also see paragraph 11-4b.
- e. AFTPs will be performed IAW with DODI 1215.06 Enclosure 3 and DOD 7000.14-R.
- f. AFTPs are not authorized during any period of a non-medical suspension or ATP related investigation.
- g. AFTPs are not authorized for aviators that are in a Limited Cockpit Duty (LCD) status.
- h. AFTPs will be documented IAW paragraph 11-12.
- i. AFTPs can only be conducted in a pay status. No-pay AFTPs are not authorized under any circumstance. See Table 11-1 for annual maximum AFTPs.

### 11-8. Aircraft AFTPs

- a. Aircraft AFTPs will be flown/executed in/on U.S. Army (manned or unmanned) aircraft only.
- b. Flight time must be accomplished during each aircraft AFTP. Flying time for each aircraft AFTP must average not less than 1.5 hours over the course of the FY. Excess AFTP flight time flown in one type of aircraft may be applied to other flying (aircraft) AFTPs within the same FY. SAAOs may increase the minimum flight hour requirements for an aircraft AFTP to better manage budgets and the FHP. During MTFs/FCFs, crewmembers performing maintenance functions have no minimum flight time requirement.
- c. Any authorized flight duty symbol may be used for an aircraft AFTP as long as crewmember duties were being performed.
- d. Aviators and UAS Operators must be designated IAW the ATP (primary, additional, or alternate) to perform crew duties in the aircraft in/for which they perform an AFTP. An aviator performing duty as a Battle Captain/AMC or IE from the crew or passenger seat of a cargo/utility/observation aircraft during collective unit training or individual crewmember evaluation, is authorized AFTPs without being designated for that aircraft.
- e. NRCMs and NCMs shall accomplish flight AFTPs in aircraft compatible with their respective MOS. The number of crewmembers for any one flight cannot exceed the number required for mission accomplishment.

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

### 11-9. Simulator AFTPs

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

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

c. Simulator AFTPs may be performed during temporary medical suspension if the aviator's DD Form 2992 allows simulator duties to be performed.

### 11-10. Support AFTPs

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

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

c. Support AFTPs are authorized to be performed regardless of aircraft AFTPs being performed.

### 11-11. Academic AFTPs

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

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

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

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

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

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

c. Priority of AFTP utilization for academic AFTPs is:

(1) DA-mandated training requirements such as CBAT-O and CBAT-C (reference TC 3-04.11 and TC 3-04.9) and Fratricide Prevention Training (reference TC 3-04.11 and TC 3-04.3).

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

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

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

#### **11-12. Record of AFTP Performance**

*a.* Individuals performing an AFTP will fill out a locally-produced individual AFTP certification form/card when performing duty in an AFTP status. AFTP certification forms are used for verification and auditability of all AFTPs.

*b.* Aviation Facility, Activity, AATS and TASMG commanders/supervisors will appoint individuals in writing to verify (certify) the performance of AFTPs. The personnel authorized shall be FTS personnel within the facility for which the AFTP is being performed. Appointed AFTP certification personnel will ensure the duty has been performed and the AFTP certification form is correct.

*c.* Aviation Facility, Activity, AATS and TASMG commanders/supervisors may appoint senior officers/enlisted soldiers in writing to authorize the AFTP certification form. The commander or a designated senior officer/enlisted soldier will provide final authorization for the AFTP certification form.

*d.* AFTP certification forms will be processed by authorized personnel IAW Defense Finance and Accounting Service (DFAS)-Indianapolis Center Manual 37-100 and NGR 680-1.

*e.* A copy of the form will be maintained by the custodian of the member's flight records for the period corresponding to the retention period of the pay document it substantiates. The custodian of the member's pay records will be notified of each AFTP claimed (typically by the Flight Operations Section [FOS] receiving the AFTP certification form). The FOS will regularly provide all personnel performing AFTPs a status of the number of AFTPs performed/remaining.

*Supplement text continued on next page.*

## **Appendix A**

### **References**

#### **Section I**

##### **Required Publications**

Unless otherwise noted, ARs are available on the Army Publishing Directorate at <http://www.apd.army.mil/>.

##### **AR 95-1**

Aviation Flight Regulations

#### **Section II**

##### **Related Publications**

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

##### **AFI 13-217**

Drop Zone and Landing Zone Operations

##### **AR 5-1**

Management of Army Business Operations

##### **AR 15-6**

Procedures for Investigating Officers and Boards of Officers

##### **AR 25-400-2**

Army Records Information Management System (ARIMS)

##### **AR 40-3**

Medical, Dental, and Veterinary Care

##### **AR 40-501**

Standards of Medical Fitness

##### **AR 71-32**

Force Development and Documentation – Consolidated Policies

##### **AR 95-20**

Contractor's Flight and Ground Operations

##### **AR 200-1**

Environmental Protection and Enhancement

##### **AR 350-1**

Army Training and Leader Development

##### **AR 360-1**

The Army Public Affairs Program

##### **AR 570-4**

Manpower Management

**AR 600-63**

Army Health Promotion

**AR 600-105**

Aviation Service of Rated Army Officers

**AR 600-106**

Flying Status for Nonrated Army Aviation Personnel

**AR 611-110**

Selection and Training of Army Aviation Officers

**AR 670-1**

Wear and Appearance of Army Uniforms and Insignia

**AR 710-2**

Supply Policy Below the National Level

**ATM**

The following Aircrew Training Modules can be found on the DOTD Portal (AKO)

UH-72A; H-60 series; CH-47D/F; AH-64D; C-12; RC-12 series; UAS

**ATP 3-76**

Special Operations Aviation

**ATP 5-19**

Risk Management

**CNGBI 1002.01**

Guidance Concerning National Guard Personnel Traveling Outside the Continental United States, Territories, and Possessions

**CTA 50-900**

Clothing and Individual Equipment

**DA Pam 611-21**

Military Occupational Classification and Structure

*Note:* DA Pam 611-21 is available at <https://www.milsuite.mil/book/groups/smartbookdapam611-21>.

**DA Pam 670-1**

Guide to the Wear and Appearance of Army Uniforms and Insignia

**DA Pam 710-2-1**

Using Unit Supply System (Manual Procedures)

**DFAS-IN Manual 37-100**

*(No Title)* Available at <https://www.asafm.army.mil/offices/documents.aspx?category=411>.

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

**DODI 4515.13**

Department of Defense Instruction, Air Transportation Eligibility

**DOD 7000.14-R**

DOD Financial Management Regulation

**DODD 3025.18**

Defense Support of Civil Authorities (DSCA)

**DODD 4500.54E**

DOD Foreign Clearance Program (FCP)

**DODD 4500.56**

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

**DODD 5410.18**

Public Affairs Community Relations Policy

**DODI 1215.06**

Uniform Reserve, Training, and Retirement Categories for the Reserve Components

**DODI 4500.43**

Operational Support Airlift (OSA)

**DODI 5410.19**

Public Affairs Community Relations Policy Implementation

**DODI 7730.57**

Aviation Incentive Pays and Continuation Bonus Program

**DODI 7730.67**

Aviation Incentive Pays and Bonus Program

**FM 3-05.210**

Special Forces Air Operations

**FM 3-05.212**

Special Forces Waterborne Operations

**FM 3-21.38**

Pathfinder Operations

**NG Pam 95-5**

Use of Army National Guard Aircraft

**NG Pam 415-12**

Army National Guard Facilities Allowances

**NG Pam 750-2**

Army National Guard Aviation Logistical Program

**NGR 10-1**

Organization and Federal Recognition of Army National Guard Units

**NGR 385-5**

Aviation Support Activity Accident Prevention Survey (ASAAPS) Program

**NGR 415-5**

Army National Guard Military Construction Program Development and Execution

**NGR 415-10**

Army National Guard Facilities Construction

**NGR 500-5**

National Guard Domestic Law Enforcement Support and Mission Assurance Operations

**NGR (AR) 600-100**

Commissioned Officers – Federal Recognition and Related Personnel Actions

**NGR 600-101**

Warrant Officers – Federal Recognition and Related Personnel Actions

**NGR (AR) 611-110**

Selection and Training of Army Aviation Officers

**NSTC 3-04.C26 (Formally TC 1-227)**

Utility/Cargo Airplane, C-26

**TC 3-04.3 (Formally TC 3-04.45)**

Combat Aviation Gunnery

**TC 3-04.8**

Individual Flight Records Folder Management

**TC 3-04.9**

Commander's Aviation Mission Survivability Program

**TC 3-04.11**

Commander's Aviation Training and Standardization Program

**TC 3-04.12**

Aviation Mission Planning Forms

**TC 3-04.16**

Airfield Operations

**TC 3-04.62**

Small Unmanned Aircraft System Aircrew Training Manual

**TC 3-04.72**

Aviation Life Support System Management Program

**TC 3-21.220**

Static Line Parachute Techniques and Training

**TC 21-21**

Water Survival Training

**TC 21-24**

Rappelling

**TPR 303**

Military Technician Compatibility

**TPR 430**

Performance Appraisal Program

**TPR 752**

Discipline and Adverse Action, Conduct Management

*Note:* USC abstracts are available at <http://uscode.house.gov/browse.xhtml>

**10 USC**

Armed Forces

**10 USC 10501**

National Guard Bureau

**10 USC 12301(d)**

Reserve components generally

*Note:* CFR abstracts are available at [https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title14/14tab\\_02.tpl](https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title14/14tab_02.tpl)

**14 CFR 91.119**

Minimum Safe Altitudes: General

**14 CFR 91.177**

Minimum Altitudes for IFR Operations

**32 USC 709**

Technicians: Employment, Use, Status

*Note:* The following publication is available at <https://gko.portal.ng.mil/arng/G3/D01/B04/SitePages/Home.aspx>

**USSOCOM Manual 350-6**

Special Operations Infiltration/Exfiltration Operation

**Section III****Policies and Directives**

A Policy or Directive (other than DoDD) is a source of additional information. The user does not have to read a related policy or directive to understand this publication. Policies and directives will provide additional clarifying information related to the area in which it is referenced. Unless otherwise noted, policies and directives are available at <https://gko.portal.ng.mil/arng/G3/D01/B04/SitePages/Home.aspx>.

**AD 2010-06**

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

**AD 2017-05**

Secretary of the Army Policy for Travel by Department of the Army Senior Officials

**ARNG-TRI (Policy Memorandum dated 18 April, 2013)**

Compensation for Successful Completion of Electronic Based-Distributed Learning (EBDL)

**DAGO 2015-04**

Redesignation of the Operational Support Airlift Activity and its subordinate command

**Section IV****Prescribed Forms**

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

## **Section V**

### **Referenced Forms**

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

#### **AF IMT 3823**

Drop Zone Survey

#### **DA Form 759**

Individual Flight Record and Flight Certificate – Army

#### **DA Form 1352**

Army Aircraft Inventory, Status, and Flying Time

#### **DA Form 2028**

Recommended Changes to Publications and Blank Forms

#### **DA Form 2408-12**

Army Aviator's Flight Record

#### **DD Form 2992**

Medical Recommendation for Flying or Special Operational Duty

#### **DA Form 4610-R**

Equipment Changes in MTOE/TDA (LRA)

#### **DA Form 5484**

Mission Schedule/Brief

#### **DA Form 7120-R**

Individual Flight Record and Flight Certificate

#### **DA Form 7122-R**

Crewmember Training Record

#### **DA Form 7566**

Composite Risk Management Worksheet

## Appendix B

### Regional Standardization Advisory Committees

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#### Western Region

AK, AZ, CA, CO, GU,  
HI, ID, NM, NV, MT,  
OR, UT, WA, WY

#### Southern Region

AL, AR, FL, GA, LA,  
MS, NC, OK, PR, SC,  
TN, TX, VI

#### Midwest Region

IA, IL, IN, SD, KS, KY,  
MI, MN, MO, ND, NE,  
OH, WI

#### Northeast Region

CT, DC, DE, MA, MD,  
ME, NH, NJ, NY, PA,  
RI, VA, VT, WV

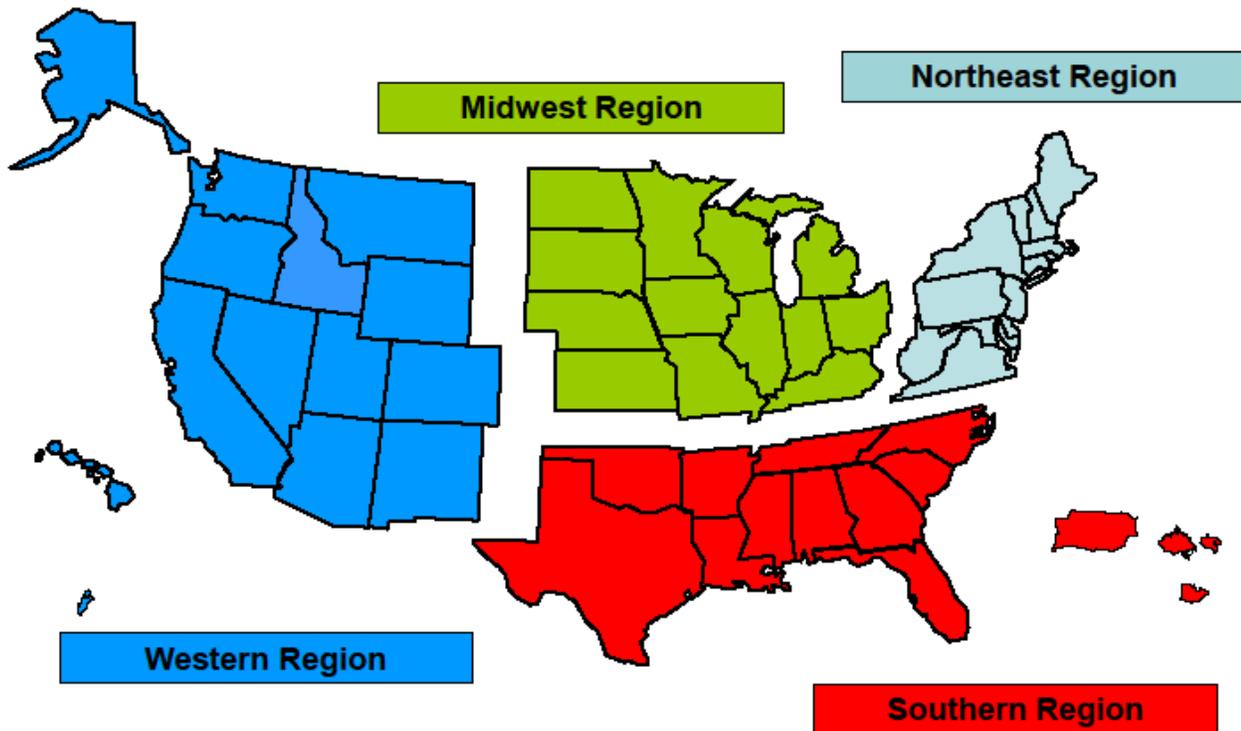


Figure B-1. Regional Standardization Advisory Regions

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## Appendix C

### ARNG Aviation Facilities Organization

#### Concept

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

#### Aviation facilities

Authorization by DARNG is required before establishing or relocating an aviation facility. Aviation facility types include TASMGs, AATSSs, AASFs, TUASOFs, LAASFs, AAOFs, AAFAs; and for the purposes of this paragraph, UH-60 and CH-47 simulators, AH-64 Combat Mission Simulators (CMSs), and Universal Mission Simulator (UMS). DARNG authorization is required before conducting sustained operations at such new or relocated facilities, or before submitting requests for leases, licenses, and construction of such facilities.

#### Requests to establish or relocate facilities

*a.* Requests for authority to establish or relocate ARNG aviation Facilities must be submitted to ARNG-AV for staff coordination prior to action by DARNG. Requests and supporting justification must be submitted in the form of a Concept Plan as described in AR 71-32. Aviation units will not be split to accommodate additional Facility or relocation requirements. A copy of the unit organizational authority requests concurrently submitted to ARNG Directorate Force Management Division (ARNG-FM), IAW NGR 10-1, must be included. Request for relocation of FW maintenance bed-down sites will be sent to ARNG-AV.

*b.* The following additional data must be included in the text of the Plan:

- i.* Location of all ARNG aviation units within the State, to include authorized quantities and types of aircraft
- ii.* Crewmembers reflected by Commissioned Officer, Warrant Officer, and Enlisted personnel.
- iii.* Total FTS personnel authorizations.
- iv.* Capabilities of population centers to support affected aviation units as evidenced by an appropriate demographics evaluation.
- v.* Impact on aviation support capabilities to other assigned units.
- vi.* Travel time and distance between the current Unit Readiness Center and Aviation Facility, and between the proposed Unit Readiness Center and Aviation Facility.
- vii.* An acceptable environmental evaluation as required by AR 200-1.
- viii.* An analysis of FTS personnel requirements that includes relocation costs and new positions and clearly demonstrates efficient use of existing full-time manning assets within the State Aviation program as applied to existing and proposed Aviation facilities.
- ix.* An analysis of existing facilities and a clear statement regarding new requirements which are necessary due to force structure changes. The analysis must clearly indicate use of existing facility space and consider NGB construction criteria. A deficit in current space must be consistent with current criteria contained in NGB PAM 415-12, Chapter 4, published by the ARNG Directorate Installations Division (ARNG-ILI).
- x.* In the case of relocation, the impact of any existing Federal-State agreements or facility/land lease or rental contracts.
- xi.* Equipment TDA requirements that are clearly identified, to include DA Forms 4610-R (Equipment Changes in MTOE/TDA [LRA]), where required.
- xii.* Resourcing requirements relative to the POM. Resource requirements to include manpower, equipment, operations and maintenance, and construction/lease costs must be identified beginning in the proposed construction/lease year.
- xiii.* Factors that would preclude expanding or relocating Aviation Units to existing Aviation Facilities.

#### Theater Aviation Sustainment Maintenance Group

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

### **ARNG Aviation Training Site**

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

### **Army Aviation Support Facility**

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

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

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

### **Limited Army Aviation Support Facility / Army Aviation Flight Activity**

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

### **Army Aviation Operating Facility**

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

### **Tactical Unmanned Aircraft System Operating Facility**

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

### **Construction programming**

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

## **Glossary**

### **Section I**

#### **Abbreviations**

##### **A&P**

Airframe and Powerplant

##### **AAFA**

Army Aviation Flight Activity

##### **AAOF**

Army Aviation Operating Facility

##### **AAR**

After Action Report

##### **AASF**

Army Aviation Support Facility

##### **AATS**

Army Aviation Training Site

##### **AC**

Active Component

##### **ACIP**

Aviation Career Incentive Pay

##### **ACM**

Aviation Crewmember

##### **ACOM**

Army Command

##### **AD**

Army Directive

##### **ADOS**

Active Duty Operational Service

##### **ADT**

Additional Duty for Training

##### **AFMO**

U.S. Army Frequency Management Office

##### **AFSOC**

Air Force Special Operations Command

##### **AFTP**

Additional Flight Training Period

##### **AGL**

Above Ground Level

##### **AGR**

Active Guard/Reserve

##### **AIIDT**

Authorization for Individual Inactive Duty Training

##### **AIR**

Aviation Into-Plan Reimbursement

##### **AKO**

Army Knowledge Online

##### **ALRM**

Aviation Logistics Readiness Module

##### **ALSE**

Aviation Life Support Equipment

##### **ALSO**

Aviation Life Support Officer

##### **ALSS**

Aviation Life Support System

##### **AMC**

Air Mission Commander

##### **AMCOM**

(U.S. Army) Aviation and Missile Command

##### **AMNP**

Aviation Medicine Nurse Practitioner

##### **AMO**

Aviation Maintenance Officer

##### **AMSO**

Aviation Mission Survivability Officer

##### **ANGI**

Air National Guard Instruction

##### **AO**

Area of Operation

##### **APA**

Aeromedical Physician's Assistant

##### **APART**

Annual Proficiency and Readiness Test

##### **AR**

Army Regulation

##### **ARIMS**

Army Records Information Management System

**ARMS**  
Aviation Resource Management Survey

**ARNG**  
Army National Guard (Also used to define a State role or mission)

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

**ARNG-AVL**  
ARNG Aviation and Safety Division, Aviation Logistics Branch

**ARNG-AVM**  
ARNG Aviation and Safety Division, Aviation Maintenance Branch

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

**ARNG-AVP**  
ARNG Aviation and Safety Division, Aviation Programs and Services Branch

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

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

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

**ARNGRC**  
Army National Guard Readiness Center

**ARNG-SSC**  
ARNG Aviation and Safety Division, Service Support Center (Formerly – Multi-Media Branch)

**ARNGUS**  
Army National Guard of the United States (Used to define federal roles and missions)

**ASAAPS**  
Aviation Support Activity Accident Prevention Survey

**ASAM**  
Aviation Safety Action Message

**ASCC**  
Army Service Component Command

**ASE**  
Aircraft Survivability Equipment

**ASO**  
Aviation Safety Officer

**AT**  
Annual Training

**ATC**  
Air Traffic Control

**ATM**  
Aircrew Training Module

**ATP**  
Aircrew Training Program

**ATRRS**  
Army Training Requirements and Resources System

**ATS**  
Air Traffic Services

**AVCATT**  
Aviation Combined Arms Tactical Trainer

**AWR**  
Airworthiness Release

**BFT**  
Blue Force Tracker

**CAFRS**  
Centralized Aviation Flight Records System

**CASEVAC**  
Casualty Evacuation

**CBAT**  
Computer-Based Aviation Survival Equipment (ASE) Training

**CBAT-C**  
Computer-Based Aviation Survival Equipment (ASE) Training – Classified

**CBAT-O**  
Computer-Based Aviation Survival Equipment (ASE) Training - Operator (Unclassified Training)

**CDAOPS**  
Counterdrug Aviation Operations

<b>CDC</b> Counterdrug Coordinator	<b>DAC</b> Department of the Army Civilian
<b>CE</b> Crewchief	<b>DAGO</b> Department of the Army General Order
<b>CFR</b> Code of Federal Regulations	<b>DARNG</b> Director, Army National Guard
<b>CG</b> Commanding General	<b>DFAS-IN</b> Defense Finance and Accounting Service – Indianapolis Center
<b>CJA</b> Command Judge Advocate	<b>DL</b> Distance Learning
<b>CMF</b> Career Management Field	<b>DoD</b> Department of Defense
<b>CMS</b> Combat Mission Simulator	<b>DODD</b> Department of Defense Directive
<b>CNGB</b> Chief, National Guard Bureau	<b>DODI</b> Department of Defense Instruction
<b>CONOPS</b> Concept of Operations	<b>DOMOPS</b> Domestic Operations
<b>CONUS</b> Continental United States	<b>DPE</b> Designated Pilot Examiner
<b>CP</b> Copilot	<b>DRU</b> Direct-Reporting Unit
<b>CPT</b> Cockpit Procedural Trainer	<b>DSCA</b> Defense Support of Civil Authorities
<b>CRRC</b> Combat Rubber Raiding Craft (Also referred as: <i>K-DUC</i> )	<b>DZSTL</b> Drop Zone Support Team Leader
<b>CSEL</b> Combat Survivor/Evader Locator	<b>EAATS</b> Eastern ARNG Aviation Training Site
<b>CTA</b> Common Table of Allowances	<b>EBS</b> Egress Breathing System
<b>CTL</b> Commander’s Task List	<b>e.g.</b> (Latin – <i>exempla gratia</i> ) example given
<b>CWEPT</b> Cockpit, Weapons, and Emergency Procedures Trainer	<b>ELT</b> Emergency Locator Transmitter
<b>DA</b> Department of the Army	<b>EMAC</b> Emergency Management Assistance Compact

<b>ET</b> Equivalent Training	<b>FS</b> Flight Surgeon
<b>FAA</b> Federal Aviation Administration	<b>FTNGD-CD</b> Full-Time National Guard – Counterdrug
<b>FAC</b> Flight Activity Category	<b>FTS</b> Full-Time Support
<b>FAR</b> Federal Aviation Regulation	<b>FTUS</b> Full-Time Unit Support
<b>FC</b> Facility Commander	<b>FW</b> Fixed-Wing
<b>FCF</b> Functional Check Flight	<b>FWAATS</b> Fixed-Wing ARNG Aviation Training Site
<b>FCP</b> Foreign Clearance Program	<b>FY</b> Fiscal Year
<b>FCP</b> Functional Check Pilot	<b>GO</b> General Officer
<b>FDME</b> Flying Duty Medical Examination	<b>GKO</b> Guard Knowledge Online
<b>FE</b> Fight Engineer	<b>HELOCAST</b> Helicopter Cast and Recovery
<b>FEB</b> Flying Evaluation Board	<b>HFT</b> High-Frequency Tracker
<b>FHP</b> Flying Hour Program	<b>HPIS</b> High-Power Illumination System
<b>FI</b> Nonrated Crewmember Instructor	<b>HQDA</b> Headquarters, Department of the Army
<b>FLIP</b> Flight Information Publication	<b>IATF</b> Individual Aircrew Training Folder
<b>FM</b> Field Manual	<b>IAW</b> in accordance with
<b>FMAA</b> Final Mission Approval Authority	<b>ICAO</b> International Civil Aviation Organization
<b>FORSCOM</b> (U.S. Army) Forces Command	<b>IDT</b> Inactive Duty Training
<b>FOS</b> Flight Operations Section	<b>i.e.</b> id est (Latin – <i>that is</i> )
<b>FRIES</b> Fast Rope Insertion and Extraction System	<b>IE</b> Instrument Flight Examiner

**IERW**  
Initial Entry Rotary-Wing

**IFF**  
Identify Friend or Foe (Identification, Friend or Foe)

**IFR**  
Instrument Flight Rules

**IMC**  
Instrument Meteorological Conditions

**IO**  
Instructor Operator

**IP**  
Instructor Pilot

**IR**  
Infra-Red

**JFHQ**  
Joint Force Headquarters

**JOC**  
Joint Operations Center

**JoCC**  
(NGB) Joint Operations Coordination Center

**LAASF**  
Limited Army Aviation Support Facility

**LCD**  
Limited Cockpit Duty

**LCT**  
Longbow Crew Trainer

**LEA**  
Law Enforcement Agency

**LFA**  
Local Flying Area

**LMS**  
Learning Management System

**LOA**  
Letter of Agreement

**MBO**  
Mission Briefing Officer

**ME**  
Maintenance Test Pilot Evaluator

**MEDEVAC**  
Medical Evacuation

**METL**  
Mission Essential Task List

**METS**  
Modular Egress Training Simulator

**MO** (As used on DA Form 2408-12)  
Flight Medic, FS, APA, AMNP

**MOA**  
Memorandum of Agreement

**MOC**  
Maintenance Operational Check

**MOI**  
Memorandum of Instruction

**MOS**  
Military Occupational Specialty

**MOU**  
Memorandum of Understanding

**MP**  
Maintenance Test Pilot

**MSCA**  
Military Support to Civil Authorities

**MT**  
Master Trainer

**MTF**  
Maintenance Test Flight

**MTDS**  
Mission, Type, Design, and Series

**MTOE**  
Modified Table of Organizational and Equipment

**MTT**  
Mobile Training Team

**MUTA**  
Multiple Unit Training Assembly

**MWO**  
Modification Work Order

**NAS**  
National Airspace System

<b>NCM</b> Noncrewmember	<b>PD</b> Position Description
<b>NRCM</b> Nonrated Crewmember	<b>PEC</b> (National Guard) Professional Education Center ( <i>Little Rock, AR</i> )
<b>NCO</b> Non-Commissioned Officer	<b>PFE</b> Proficiency Flight Evaluation
<b>NCR</b> National Capital Region	<b>PI</b> Pilot
<b>NG</b> National Guard	<b>POI</b> Program of Instruction
<b>NGB</b> National Guard Bureau	<b>POL</b> Petroleum, Oils and Lubricants
<b>NG Pam</b> National Guard Pamphlet	<b>POM</b> Program Objective Memorandum
<b>NGR</b> National Guard Regulation	<b>PPBES</b> Planning, Programming, Budgeting, and Execution System
<b>NLT</b> Not Later Than	<b>RC</b> Reserve Component
<b>NVD</b> Night Vision Devices	<b>RCM</b> Rated Crewmember
<b>NVG</b> Night Vision Goggles	<b>RFC</b> Regional Flight Center
<b>OAATS</b> Online ARNG Aviation Training Site	<b>RL</b> Readiness Level
<b>OCONUS</b> Outside (of the) Continental United States	<b>RMP</b> Readiness Management Period
<b>OPCON</b> Operational Control	<b>ROC-V</b> Recognition of Combat Vehicles
<b>OSA</b> Operational Support Airlift	<b>RSAC</b> Regional Standardization Advisory Committee
<b>OSA-A</b> Operational Support Airlift Activity	<b>RSOI</b> Reception, Staging, and Onward Integration
<b>OSTM</b> OSA-A Standardization and Training Message	<b>RW</b> Rotary-Wing
<b>PBAC</b> Program Budget Advisory Committee	<b>S-3</b> (Army) Operations Office(r)
<b>PC</b> Pilot-in-Command	

**SAAO**  
State Army Aviation Officer

**SAD**  
State Active Duty

**SAR**  
Search and Rescue

**SASO**  
State Aviation Safety Officer

**SCT**  
Shadow Crew Trainer

**SFD**  
State Flight Detachment

**SFTS**  
Synthetic Flight Training System

**SI**  
Nonrated Crewmember Standardization Instructor

**SJA**  
Staff Judge Advocate

**SM**  
statute mile(s)

**SMDR**  
Structure Manning Decision Review

**SME**  
Subject-Matter Expert

**SO**  
Standardization Instructor Operator

**SOF**  
Special Operations Forces

**SOH**  
Safety and Occupational Health

**SOP**  
Standing Operating Procedure

**SOW**  
Statement of Work

**SP**  
Standardization Instructor Pilot

**SPIES**  
Special Purpose Insertion Extraction System

**STABO**  
Stabilized Body System

**STM**  
Standardization and Training Message

**STT**  
Special Tactics Team (AFSOC)

**SUAS**  
Small Unmanned Aircraft Systems

**Suppl**  
Supplement

**SUTA**  
Substitute Unit Training Assembly

**SVFR**  
Special Visual Flight Rules

**SWET**  
Shallow Water Egress Trainer

**TAAB**  
The Army Aviation Brigade

**TAADS**  
The Army Authorization Documents System

**TADS**  
Target Acquisition and Designation System

**TAG**  
The Adjutant General

**TASMG**  
Theater Aviation Sustainment Maintenance Group

**TASS**  
Total Army School System

**TBOS**  
Transportable Black Hawk Operations Simulator

**TC**  
Training Circular

**TDA**  
Table of Distribution and Allowances

**TFPS**  
Transportable Flight Proficiency Simulator

**TFS**  
Terrain Flight Simulator

**TI**  
Technical Inspector

**UAC**  
Unmanned Aircraft Crewmember

**TM**  
Technical Manual

**UAS**  
Unmanned Aircraft System

**TUAS**  
Tactical Unmanned Aircraft System

**UMS**  
Universal Mission Simulator

**VCNA**  
Counterdrug Funding Appropriation

## **Section II**

### **Terms**

#### **Aviation Crewmember (ACM)**

Any RCM, NRCM, NCM, UAC or other member of the crew on board or controlling an Army aircraft.

#### **Additional Training Periods (ATPs)/Additional Flight Training Periods (AFTPs)/Readiness Management Periods (RMA) relating to Distributed Learning**

ATPs for distributed learning are at least four hours long as attributed by the proponent for the distributed learning course. Each four hours of qualifying electronic-based distributed learning coursework (EBDL) a Soldier successfully completes may earn the Soldier credit for completion of one Additional Training Period, whether paid or unpaid, and one Reserve retirement point (Paid training only). Qualifying EBDL courses are listed on the approved EBDL course list which can be found on the ATRRS website main page. The commander responsible for the type of additional inactive duty being performed, sets the requirements for what constitutes adequate completion of electronic-based distributed learning coursework. The minimum is four hours of qualifying credit but the commander may mandate a greater amount. Retirement points are categorized as inactive duty training points in the retirement points accounting system. AFTPs will not be used to perform or compensate instruction completed through electronic-based distributed learning that is not specifically related to a crewmembers Aircrew Training Program. An Additional Training Period is limited to 1 in any single day. RMAs are not authorized for use in electronic-based distributed learning. See DODI 1215-06 and ARNG-TRI policy memorandum (located at <https://gko.portal.ng.mil/arng/G3/D01/B04/SitePages/Home.aspx>) dated 18 April, 2013 for additional guidance.

#### **ARNG/ARNGUS**

The NG maintains a unique *dual status* – with both State and Federal roles and missions. This dual status is rooted in Section 8, Article 1 of the U.S. Constitution. These constitutionally-based dual roles and missions result in each Guardsman holding memberships in both the ARNG of their State – for their State role and missions; and also in the Army National Guard of the United States (ARNGUS) – for their federal role and missions.

#### **Briefing officer (Mission Briefer)**

Rated Army aviator who is a PC current and qualified in the mission profile who interacts with the mission crew or AMC to ensure the mission is understood, and to identify, assess, and mitigate risk for the specific mission. Mission Briefers are authorized to brief regardless of the risk level.

#### **CASEVAC (CASUALTY EVACUATION)**

CASEVAC is the use of standard mission aircraft to move the wounded when there are not enough MEDEVAC assets. CASEVAC aircraft and crews—

Do not include medical personnel or equipment.

Are not able to provide en route medical care.

Are not protected under the Geneva Convention.

**Final Mission Approval Authority (FMAA)**

A member of the chain of command who is responsible for accepting risk and approving all aviation operations (ground and air) within the chain of command. They approve missions for a specific risk level. FMAAs may only approve those missions in which the residual risk level is commensurate with their command level.

**Governor**

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

**Initial Mission Approval Authority (IMAA).**

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

**Military Technician**

A dual status civil service employee who holds appropriate qualifications, and who must comply with this supplement, underpinning regulation, Technician Personnel Regulations and other DA/NG/ARNG aviation-related regulations.

**Operational Aviation Position**

Operational or Nonoperational aviation positions refer to MTOE or military TDA units. It does not apply to a facility TDA position.

**Rescue Technician**

A Rescue Technician is a person who is typically not the 68W flight medic but who is trained and qualified to assist in or be the lead in the rescue of distressed individuals on the ground and where the infiltration and/or extraction of the rescue technician is expected to be performed by an aircraft. The rescue technician may be trained to be the sole occupant on the hoist and to perform the duties of the flight medic with respect to hoist operations when used as the belayman for SKED and Basket rescues. A qualification, training and currency program must be developed by the ARNG aviation unit for the designation as a rescue technician.

**State**

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

**Tactical Helicopter Flight**

Tactical Helicopter Flight is flight at or below 200 feet AGL in a designated tactical training area.

**Section III****Special Abbreviations and Terms****Directed training**

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

**Electronic-based distributed learning (EBDL)**

A training medium for use collectively or individually, with or without the control of an instructor or leader. Soldiers in an IDT status directed or authorized to take electric-based distributed learning coursework outside of duty or training periods are not required to be present at a government facility, to be in a duty or training status, to report time or attendance or to wear a uniform. Distributed learning is authorized by AR 350-1, chapter 7. Additional Training

Periods may be used to accomplish electronic-based distributed learning. RMPs and AFTPs will not be used to perform or compensate instruction completed through electronic-based distributed learning. Electronic-based distributed learning does not include traditional correspondence courses or those computer based training programs that are required as part of a crewmembers ATP (-10 Exam, ROC-V, CBAT).

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**UNCLASSIFIED**