

Appendix_R_ G3 Aviation SOP

Aviation Responsibilities

Advisor on All Aviation Operations. Provide aviation technical expertise for realistic training in preparation for world wide deployment to full spectrum combat operations.

a. Develop and publish NTC Aviation Publications (NTC APG, NTC Supplement to AR 95-1, NTC Supplement to DA Pam 385-90). Current versions of these publications may be obtained from all personnel listed under G3 AVN contacts.

1. Aviation Safety. The Installation Aviation Safety Officer (IASO) will work in conjunction with NTC G3 Aviation in accordance with NTC Supplement to DA Pam 385-90 and will provide:

a. Aviation safety expertise to NTC Headquarters and training elements.

b. Liaison for aviation accident investigation teams.

c. Track and compile accident statistics IOT advice NTC Command on trends and develop techniques to reduce risk while maintaining realistic training at NTC. Units will provide information IAW NTC Supplement to DA Pam 385-90.

2. Army Representative to the FAA. The G3 Aviation branch will coordinate airspace within Restricted Area 2502 with FAA separating training events from general aviation.

a. During scheduled rotations, participating units will coordinate aviation activities with the Eagle Team.

b. Off rotation and during scheduled rotations, non-participating aviation activities will be coordinated through NTC G3 Aviation. Procedures are outlined in the current version of the NTC APG. A current copy of the APG may be obtained as stated above in paragraph 1. a.

c. For paratroop operations additional coordination is required with Tarantula Team.

d. G3 Aviation will compile airspace usage data and submit required reports to FAA.

3. R-2508 CCB/JPPB Executive Representative. G3 Aviation is the command representative to both CCB and JPPB.

a. All airspace procedural issues within R-2508 and subsequently R-2502 will be coordinated with CCB through scheduled meetings.

b. Results of these issues and solutions requiring Flag Officer decisions will be presented/coordinated through JPPB during semi-annual/annual meetings as scheduled.

4. Aviation Operations - BLAAF Commander/Manager, Aviation Command Inspections, Air Traffic Control / Desert Radio, Airspace Coordination, Aviation Standards, Open Skies Coordination).

a. Use of any land within the boundaries of BLAAF will be coordinated with BLAAF Commander and/or BLAAF Manager prior to occupation.

b. Prior to training, unit aircrews will coordinate with BLAAF Manager or BLAAF ASO to receive the NTC

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Aviation Safety Brief. The NTC IASO will be the third POC for this brief.

c. Prior to redeployment from NTC, aviation or any unit using land at BLAAF will coordinate a clearing inspection with BLAAF Commander or BLAAF Manager. Any damage or hazardous waste removal will be the responsibility of the training unit. The BLAAF Commander, BLAAF Manager and BLAAF ASO are the only personnel authorized to sign for units to clear BLAAF.

d. The BLAAF Commander/ISO will conduct Aviation Command inspections as requested and as part of the no notice program. The current FORSCOM ARMS checklist will be used for these inspections.

e. Air Traffic Control/flight following will be provided by Desert Radio. All aircraft will follow procedures and use frequencies as outlined in the current edition NTC APG when contacting Desert Radio when operating within R-2502.

f. PPR requests will be submitted by contacting BLAAF Flight Dispatch or NTC Aviation Management Specialist and providing the information listed in the current edition of the NTC APG. Individual aircraft required distinct PPR's, however flights that will be participating in a scheduled training event may submit the flight on one PPR (will be coordinated in conjunction with the Eagle Team).

g. Aviation standardization issues will be coordinated with the ISO. Issues may be directed to ISO or through the Eagle Team for resolution.

h. Open Skies Treaty over flight notification will be within 4 days of each flight. If the route is outside our sector there will be no impact to training. When a flight plan is filed affecting NTC, we will receive an additional notification 24 hours prior to the flight. NTC G3 AVN will notify the chain of Command. All live fire and Green Flag West activities will be suspended 30 minutes prior to and after the flight in our airspace.

5. OSA And VIP Travel.

a. OSA missions shall be initiated via requesting installation OSA Validator. All requests will be submitted on DD Form 2768

b. For fixed wing support they should submit request to JOSAC.

c. For rotor wing support in the vicinity of Fort Irwin, request direct with NTC Protocol or G3 AVN.

Point of Contact List (POC)

G3 AVN:

Commander/ Installation Standardization Officer

G-3/Aviation (AFZJ-PTA)

National Training Center

P.O. Box 5084

Fort Irwin, CA 92310-5084

DSN: 470-6156/5606

AVN Management Specialist/OSA Validator

National Training Center

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DSN: 470-5852

G3AVNATC@irwin.army.mil

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Installation Aviation Safety Officer
National Training Center
P.O. Box 5084
Fort Irwin, CA 92310-5084
DSN: 470-4072

BLAAF Manager
National Training Center
P.O. Box
Fort Irwin, CA 92310-5084
DSN: 470-4326

BLAAF ASO
National Training Center
P.O. Box
Fort Irwin, CA 92310-5084
DSN: 470-3902

BLAAF Flight Dispatch
DSN: 470-4320/6369
COM: 760-380-4320/6369
Desert Radio@irwin.army.mil

Department of the Army
Headquarters, National Training Center and Fort Irwin,
Fort Irwin, California 92310-5000
Date 14 June 2010

* NTC Regulation 95-1

AVIATION
NATIONAL TRAINING CENTER (NTC) AND FORT IRWIN
FLIGHT REGULATIONS

History: This is a revised publication in an electronic format.

Summary: The purpose of this regulation is to establish NTC installation aviation flight regulations and policies.

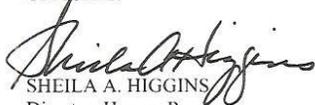
Applicability: This regulation is applicable to all tenant and units conducting training at NTC.

Supplementation. Supplementation of this regulation and the establishment of command and local forms are prohibited without prior approval from the G3 Aviation Office, Bldg 6212, Fort Irwin, CA 92310

Suggested improvements: The proponent of this regulation is installation aviation office DPTMSEC. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended changes to Publications and Blank Forms) to Commander, NTC and Fort Irwin, ATTN: AFZJ-PTA (AVN), Ft. Irwin, CA 92310-5000.

Distribution. This regulation is distributed solely through the NTC Homepage at <http://www.irwin.army.mil>.

FOR THE COMMANDER:

OFFICIAL:

SHEILA A. HIGGINS
Director, Human Resources


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COL., AR
Chief of Staff

*This regulation supersedes NTC Regulation 95-1, dated 5 November 1998.

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NTC Regulation 95-1, 1 June 2010

CHAPTER 1

General

1-1. Purpose This regulation establishes NTC procedures, policy, and responsibilities for:

- a. Aviation training and standardization.
- b. Aircrew Training Program (ATP).
- c. Command, control, operation, and use of Army aircraft in and around the NTC.
- d. Safety of Flight (SOF) and Aviation Safety Action Messages (ASAM).
- e. Aviation life support equipment (ALSE).
- f. NTC flying hour program (FHP).

1-2. References

Required and related publications are listed in Appendix A.

1-3. Responsibilities

The G3, NTC has staff responsibility for Army aviation at NTC. Additional responsibilities will be outlined throughout this regulation.

1-4. Deviations

Individuals may deviate from the provisions of this regulation during emergencies. Deviations will be reported to the unit commander in accordance with (IAW) unit mishap reporting procedures. Unit commanders will report deviations as soon as possible to the NTC's Emergency Operations Center (EOC).

1-5. Waivers

Requests for waivers to this regulation will be forwarded to Commanding General, NTC (ATTN: G3 Aviation Office, AFZJ-PTA).

Chapter 2

Aviation Management

2-1. Individual flight records (IFRF)

- a. Commanders of aviation units will maintain and safeguard IFRFs for non-operational aviators, regardless of an aviator's unit of assignment. During in processing, Operations Group or 916th S1's will designate an aviation unit to non-operational aviators to maintain their IFRFs.
- b. Commanders maintaining non-operational aviator flight records will complete an annual close out. The close out will only indicate the completion date of the annual flight physical and non-operational status.
- c. Operational aviators not assigned to an aviation unit, will receive attachment orders for flight duty with a specific aviation unit, depending on unit assignment to Operations Group or 916th SBE.

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

- a. Except as noted in the NTC Aviation Procedure Guide (APG) and NTC range regulations, the entire NTC installation may be used for landing areas based on the pilot-in-command's (PC) judgment of site suitability.
- b. For off installation flight operations, commanders must obtain approval, in writing, from the landowner or the approving authority for landing area requirements (other than airports/heliports). Both the NTC legal and environmental offices, prior to the conduct of operations, will review the agreement and a safety survey prepared by an aviation safety officer (ASO). Appendix I covers requirements for site surveys. Actual

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MEDEVAC missions and other emergencies are exempt from this provision.

c. Unit commanders will update annually any approval authority for repetitive use of authorized temporary landing areas. A listing of authorized areas will be submitted to G3, Aviation Office annually, during the month of October, for distribution.

2-3. Lights out Operations.

Lights out flights procedures are outlined in the current NTC APG. Outside of R2502N/E/A lights out operations must be IAW the NTC lights out FAA Waiver. Other lights out flights shall be coordinated through the G3 Aviation Office.

2-4. Local flying rules

The NTC local flying rules are established in the NTC APG.

2-5. Flight violations

Alleged violations involving NTC aircraft or aircrews of significant or high visibility value will be reported immediately to the NTC EOC. All alleged flight violation reports will be submitted to G3, Aviation Office within five calendar days.

2-6. Noise abatement

- a. The NTC is committed to a policy that will ensure minimal aircraft noise effect on the surrounding environment and populace.
- b. Aviation commanders will ensure that aircrews are briefed on noise sensitive areas in the civilian community. Noise sensitive areas will be posted on appropriate maps in unit flight planning areas. Noise sensitive areas and associated altitude restrictions are listed in the current NTC APG.
- c. Noise complaints will be directed to the Fort Irwin Public Affairs Officer. Address written inquiries to Commander, NTC and Fort Irwin, Attention: AFZJ-PAO, P.O. Box 105067, Fort Irwin, California 92310-5067. The PAO and G3, Installation Aviation Office will conduct an investigation to resolve each noise complaint.

2-7. Unmanned Aerial Vehicles (UAV)

1. No UAV shall fly within R2502N/E/A active airspace outside of rotational training without prior permission from the G3, Aviation Office; during rotations all flights will be coordinated with AC2. Desert Radio will be notified prior to all launches and recoveries.
2. All UAV flights will be in Visual Meteorological Conditions.
3. UAV shall include Remotely Piloted Vehicles (RPV), Remotely Operated Aircraft (ROA), and any other vehicle in controlled flight without human control onboard.

Chapter 3

Operations and Safety

3-1. General

Army aircraft will be used for official use only. Determination of official use is a command decision. All air travel, including helicopter, must be the most economical mode of transportation consistent with mission accomplishment, and the aircraft to be utilized must be the least costly one capable of satisfying the transportation requirement.

3-2. Operational Mission and Operational Support Airlift (OSA) Mission Request procedures

Mission request procedures are established in NTC Regulation 350-12, appendix h. G3 Aviation will accomplish tasking for aviation missions. NTC mission request forms are available in the back of this publication.

3-3. OSA Management

- a. The G3, Aviation Office will maintain a qualified OSA validator and OSA fixed wing scheduling capability.
- b. FORSCOM (LTG or above) is the designated OSA authorizing official for NTC's Commanding

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General. The Commanding General, NTC, is the authorizing official for personnel who are assigned to Ft. Irwin CA.

c. Aviation units performing OSA missions will submit FORSCOM Form 1067-R, OSA POST MISSION REPORT, to the G3, Aviation Office within three working days after mission execution or cancellation.

3-4. Passenger policy

a. The G3, Aviation Office will maintain individuals on command appointment orders as installation aviation travel authority.

b. All DOD civilians authorized by AR 95-1 and/or DOD 4515.13R are required to have in their possession proper identification (CAC Card) to be a passenger aboard NTC aircraft.

c. All NTC agencies having contract civilian personnel who require travel on military aircraft, in the performance of their duties; will submit an annual request, in memorandum format, for flight orders not later than 1 September each FY to the G3 Aviation Office. Request will include Contract Number, name of personnel, and position. Memorandum must be signed by a government representative who verifies flight on military aircraft is stipulated in the contract. Contract personnel must have identification and a copy of their flight order in their possession to board NTC aircraft. The AFZJ Form 380-R will be the official flight manifest.

3-5. Mishap reports, Investigations, and release of Information

Reference the Fort Irwin Reg 385-95 for reporting procedures.

3-6. Risk management

NTC aviation mission approval authorities and mission briefer designations and responsibilities will comply with AR 95-1 para 2-14, 3-16 and Appendix D. Units will maintain a list of Briefing Officers and Mission Approval Authorities (MAA).

3-7. Maintenance operational checks

Commanders will add a 3000 series task in their commander's task list to document training and evaluation for non-rated crewmembers (NCM) to operate aircraft auxiliary power units (APU).

3-8. NTC Crash Rescue Map

Each installation aircraft will have a Ft. Irwin Tactical Aviation Map with the current hazards. This map may be obtained at ITAM or individually drawn. The Ft. Irwin Tactical Aviation Map will be used as the NTC Crash/Rescue map for common reference.

Chapter 4

Training

4-1. Unit Waivers

Requests for unit waivers will be forwarded to Commanding General, NTC (ATTN: G3 Aviation Office, AFZJ-PTA).

4-2. Aircraft qualification/refresher training

a. Local aircraft qualification training will use a current DA recognized program of instruction (POI) and must comply with AR 95-1, TC 1-210, and that applicable ATM.

b. Aviators that have not flown an aircraft within the mission type and design series group, as indicated in AR 95-1, in the past 180 days will receive refresher training IAW the appropriate Aircrew Training Manual (ATM).

4-3. Emergency procedures training

Instructor pilots (IPs) will maintain positive radio communication during the conduct of any emergency procedure training maneuvers (EPTM) (any EPTM maneuver which requires an IP at the controls). IPs will notify the radio facility before the conduct of EPTMs and at the completion of the EPTM training.

a. Non-Touchdown EPTMs will only be conducted in commander designated, obstacle free areas.

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b. Touchdown EPTMs will only be conducted in locations with a responding crash/rescue team.

c. In-flight engine shutdown (engine stoppage) in rotary wing aircraft is prohibited while performing aircrew training.

4-4. Environmental Training

Commanders will ensure newly assigned crewmembers, from off post, receive environmental training IAW their training program prior to progression to readiness level 1. This training is required regardless of a crewmembers previous assignment history.

4-5. Academic Training Requirements

Unit commanders will establish minimum crewmember academic training requirements within their unit SOPs. Commanders may attempt to consolidate, installation wide, academic schedules for Aeromedical, Weather, and other classes, to preclude instructors from conducting the same class at three different times and locations,

4-6. NTC Installation Aviation Safety and Standardization Committee

a. Mission. The NTC committee monitors and implements the U.S. Army's Aviation Safety and Standardization Programs for the NTC.

b. The committee will meet at the call of the chairperson.

c. Composition. The committee consists of the following members (all aviation personnel are encouraged to participate):

- (1) Chairperson: Commanding General
- (2) Executive Secretary: Installation Aviation Safety Officer
- (3) Commander, CSB
- (4) Senior Aviation Trainer, Operations Group
- (5) Commander, GSAB
- (6) Commander, NTC Aviation Company (AVCO)
- (7) Commander, US Army Air Ambulance Detachment (USAAAD)
- (8) Commander, Eagle Flight Detachment (Flt Det)
- (9) Installation Standardization Officer
- (10) Installation Staff Weather Officer
- (11) Installation Flight Surgeon
- (12) Installation ATC Chief
- (13) Government Flight Representative to NTC Aviation Maintenance Contract
- (14) Instrument Flight Examiner (IE) - Eagle Flt Det
- (15) Standardization Instructor Pilot (SP) – NTC Av Co
- (16) Aviation Safety Officer (ASO) – NTC Av Co
- (17) Standardization Instructor NCM (SI) – USAAAD
- (18) Aviation Safety Officer (ASO) – USAAAD
- (19) Standardization Instructor Pilot (SP) – Eagles
- (20) Aviation Safety Officer (ASO) – Eagles
- (21) Maintenance Test Flight Evaluator (ME) - NTC Av Co
- (22) Aviation Life Support (ALSE) - GSAB

d. Issues will be submitted in the following format:

ORIGINATING UNIT:

ISSUE: (be concise)

DISCUSSION: (thorough information)

PROPOSED SOLUTION: (specificity, include suspense date)

POINT OF CONTACT/ACTION OFFICER: (name/phone/email)

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e. Committee minutes are regulatory in nature and remain valid for one year after signature or until incorporated into the appropriate NTC documents. Historical minutes will be maintained for two years or in accordance with the current FORSCOM directives.

f. Committee minutes will be forwarded to the FORSCOM, DCSOPS, Aviation Office, to include submitted issues unresolved at installation level.

g. NTC tenant aviation units will forward a copy of unit Aviation Safety and Standardization Committee minutes to the NTC G3, Aviation Office.

4-7. Initial SP, IE, ME, and SI Certifications

Unit standardization officers will coordinate initial evaluations for SP, IE, ME, and SI with the Installation Aviation Standardization Officer. Additionally, unit standardization officers will submit a bi-annual report of the unit's status of specialty-trained personnel on hand to the G3, Aviation Standardization Office.

4-8. Performing Duties in Another Unit

Any NTC crewmember in one unit may perform duties in another unit when both commanders agree. Mission brief forms will suffice for documentation of this approval. Commanders will ensure the flight mission does not include mission/additional tasks that are not on the crewmembers task list. The Installation Aviation Standardization Officer and the Installation Aviation Safety Officer are authorized to perform those duties, for which qualified, in any NTC organization.

4-9. Terrain Flight

All terrain flights will be in accordance with current NTC APG and unit SOPs.

Chapter 5

Flight Procedures and Rules

5-1. Flight Planning

a. Notice to Airmen (NOTAM and Local NOTAMS (L-NOTAM) will be maintained by BLAAF operations. BLAAF operations will forward L-NOTAMs to tenant aviation units, the NTC EOC, and the Division Tactical Operations Center (DTOC) building 988. L-NOTAMs items include, but are not limited to closed Standard Army Flight Routes (SAAFRs), active Restricted Operating Zones (ROZ's), and other information which the timely knowledge of is essential to personnel concerned with flight operations. During rotations, aviators will additionally check the Airspace Coordination Order (ACO) published by the DTOC. Contact the G3 Aviation Office for procedures for issuing a L-NOTAM.

b. Flight into turbulence. Unit commanders may approve flights into forecast severe turbulence when known or observed local turbulence is within specific aircraft turbulence capability. Only unit Commanders may brief flights into forecast severe turbulence after all requirements of AR 95-1 are satisfied.

c. Weather briefing. ADD Form 175-1 (Flight Weather Briefing) is required for all Instrument Flight Rules (IFR) flight plans and all Visual Flight Rules (VFR) cross-country flights beyond 65 nautical miles of BLAAF.

d. Flight Plans

(1) NTC aviation commanders may establish an operations log for use as a local flight plan in lieu of submitting a DD Form 175 (Flight Plan).

(2) Tenant aviation units will provide to BLAAF operations, flight plans or commander's operations logs for each flight, prior to departure. Flight plans may be filed telephonically or FAXED to BLAAF operations. Flight plans requiring dissemination within the National Airspace System (NAS), VFR or IFR require a minimum of 30 minutes processing time to forward to a Flight Service Station (FSS). These DD Form 175 Flight Plans may be filed telephonically or FAXED to BLAAF operations. BLAAF operations will open or close flight plans filed within the NAS upon pilot request. Changes to flight plans in flight are authorized.

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5-2. Communications

All aviators will maintain radio communication with the NTC flight following agency "Desert Radio" with operating within R2502N/E. Although providing a flight following service and not a full ATC service (non-radar separation), aviators will comply with Desert Radio instructions within R2502N/E airspace.

Chapter 6

Safety of Flight (SOF) and Aviation Safety Action , Messages (ASAM)

The G3, Installation Aviation Safety Officer (IASO) is NTC's staff agency responsible for overall distribution, prompt compliance, and resolve of compliance problems association, with SOF/ASAM messages. The IASO will be the NTC's point of contact (POC) to FORSCOM for compliance of FORSCOM Supplement 1 to AR 95-1 regarding SOF/ASAM messages.

Chapter 7

Aviation Life Support System (ALSS)

- a. The overall staff supervision of NTC's ALSS is provided by the G3, Installation Aviation Safety Officer. The IASO will provide unit ALSS monitoring/ support to tenant aviation organizations, as required, to ensure an adequate installation ALSS program.
- b. Tenant aviation unit SOPs will include guidance for carrying supplemental water and equipment. All aircraft assigned or attached to NTC will carry supplemental potable water in addition to individual/aircraft carried aviation life support equipment (ALSE) items.

Chapter 8

The Army Flying Hour Program

- a. The G3, Aviation Office has overall staff responsibility for the installation flying hour and execution program.
- b. Aviation Commanders will submit their next fiscal year (FY) projected flying hour requirements (FORSCOM FORM 116-R) to the G3 Aviation Office not later than (NLT) 10 Jan of each year (i.e., FY 12 requirements submitted 10 Jan 11). FORSCOM Supplement 1 to AR 95-1 provides the instructions to complete the FORSCOM FORM 116-R
- c. Aviation Commanders will submit their quarterly flying hour execution estimates (FORSCOM FORM 503-R) to the G3 Aviation Office NLT 10 Oct of each FY of execution.
- d. Aviation Commanders will submit a monthly execution report (FORSCOM FORM 503-R) to the G3 Aviation Office NLT the 20th of each month.
- e. Aviation Commanders will submit a quarterly execution report (FORSCOM FORM 503-R) to the G3 Aviation Office along with their monthly report. Quarterly reports are due NLT the 20th of the last month for that quarter. Any deviation of plus or minus three percent of quarterly projections, must be justified in the remarks section of the FORSCOM FORM 503-R.
- f. Aviation Commanders will request through the G3 Aviation Office for flying hour cross leveling or conversions.
- g. Aviation Commanders may request a program adjustment, through the G3 Aviation Office, to receive additional hours or to return excess hours. Submit the request in conjunction with the monthly flying hour report with complete justification.

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Appendix A

References

Section I

Referenced Publications

DOD Directive 4300.43

Operational Support Airlift

DOD 4515.13-R

Air Transportation Eligibility

DOD Flight Information Publications (FLIP)

AR 95-1

Flight Regulations

AR 95-2

Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids

AR 95-2

Operational Procedures for Aircraft Carrying Hazardous materials

AR 360-6-1

Community Relations

AR 385-95

Army Aviation Accident Prevention

FM 1-303

Air Traffic Control Facilities, Operations and Training

FM 1-300

Airfield Operations

FORSCOM Supplement I to AR 95-1

Flight Regulations (Change 1)

TC 1-210

Aircrew training program commander's guide to individual and aircrew standardization

NTC Aviation Procedures Guide (APG)

R-2508 User's Guide

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Section II

Referenced Forms

AFZJ-SB FORM 380-R

Rotary Wing Operational Mission Request

DD FORM 2768

Military Air Passenger/Cargo Request

FORSCOM FORM 116-R

Annual Flying Hour Requirements

FORSCOM FORM 503-R

Aircraft Programming and Utilization Flying hour Report

FORSCOM FORM 1067-R

Forscom Helicopter OSA Post Mission Report

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Appendix B

Glossary

Section I

Abbreviations

ALSE

Aviation Life Support Equipment

ASAM

Aviation Safety Action Message

ASO

Aviation Safety Instructor

ATC

Air Traffic Control

ATM

Aircrew Training Manual

AVCO

Aviation Company

CSB

Combat Support Battalion

EPTM

Emergency Procedures Training Maneuvers

GSAB

General Support Aviation Battalion

IAW

In Accordance With

IE

Instrument Flight Examiner

IFRF

Individual Flight Record

IPs

Instructor Pilots

IASO

Installation Aviation Safety Office

ME

Maintenance Test Flight Evaluator

OSA

Operational Support Airlift

POI

Program of Instruction

SI

Standardization Instructor

SOF

Safety of Flight

SOPs

Standard Operating Procedures

SP

Standardization Instructor Pilot

UAV

Unmanned Aerial Vehicle

USAAAD

US Army Air Ambulance Detachment

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Section II

Terms

Appendix C

PRECAUTIONARY AND EMERGENCY LANDING INFORMATION

1. Purpose

To provide information to clarify what responses or actions occur in the National Training Center (NTC) and Fort Irwin area when an aviator declares a precautionary or emergency landing.

2. Background

a. It is important to understand the term "precautionary landing" is a military term only. The FAA and civil aviation community do not use and seldom recognize the term "precautionary landing". This fact has resulted in a misunderstanding and misuse of the terms by aviators at most Army installations.

b. When communicating with a civil aviation agency and you declare a precautionary landing, you can normally expect them to sound confused and ask if you are declaring an emergency or exactly what assistance you are requiring. Military airfields normally cover these procedures and responses through SOPs and Letters of Agreements (LOAs) between ATC, Safety and the appropriate response agencies. Although most military airfields' SOPs are similar, they are not all exactly the same. Following are the local NTC, Fort Irwin and Bike Lake Army Airfield (BLAAF) procedures.

3. Definitions

a. Emergency. An event for which an individual perceives a response is essential to prevent or reduce injury or property damage according to AR 385-10, (Accident Reporting and Records). This is a condition or situation one level short of the "Mayday" call when a crash landing, damage or destruction to the aircraft, and injury or death to personnel is imminent.

b. Precautionary landing (PL). A landing resulting from an unplanned event that makes continued flight inadvisable per AR 385-10. This compares to the International Civil Aviation Organization (ICAO)/FAA call of "Pan-Pan".

4. What to Declare

a. Emergencies are declared when the individual perceives the current situation has the potential of causing or developing into a situation that may cause damage to the aircraft or injury to person(s).

b. Precautionary landings are declared when the individual perceives the current situation is unlikely to cause damage to the aircraft or injury to person(s), nor is it likely the situation will lead to damage or injury; however, further flight is inadvisable.

c. It is imperative that aviators declaring a PL make every attempt to either report "down and safe" or "landing assured" to ATC. If the call cannot be made prior to loss of radio contact with ATC, the crew should attempt to notify ATC of their status by aircraft relay, guard frequencies, telephone or using their survival radio as soon as possible. This will allow ATC to terminate the response, saving resources and manpower. If, in your judgment, you need assistance, do not hesitate to declare an emergency or a precautionary landing. When the situation is under control and assistance is no longer needed, please ensure you let ATC know.

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Appendix D NTC AVIATION PRE-ACCIDENT PLAN

Fort Irwin Aviation Pre-Accident and Crash Rescue Plan

1-1 *General:*

a. This appendix prescribes procedures and establishes responsibilities for a quick, systematic rescue effort at the installation level when an aircraft emergency or accident occurs on or off the Fort Irwin Reservation. This appendix does not describe unit level procedures nor does it preclude the regulatory requirement for a unit level pre-accident plan or post-accident notification process.

b. Rotational Units. It is the responsibility of the Rotation Unit Commanders and Aviation Safety Officers to be aware of the requirements of this plan. Rotation Aviation Unit Commanders will integrate this plan into their rotational Tactical Pre-Accident Plan.

c. The G3 Aviation Division will ensure one copy of this plan is provided to installation activities providing support in the event of an aviation accident.

1-1-1 *Evaluation:*

The Installation Aviation Safety Officer (IASO) will conduct periodic (quarterly) evaluations of this plan during actual or simulated emergencies. During simulated emergency evaluations only primary stations will respond. A telephonic check of the Secondary Crash Alarm System will be conducted on a semiannual basis.

1-1-2 *Who To Call:*

Any person observing or receiving a report of an aircraft emergency or accident will notify:

(PRIMARY CRASH ALARM SYSTEM)

- Desert Radio (760) 380-7559/6816, VHF 126.2, UHF 231.3, FM 41.25 or RCS 445.
- Range Control (760) 380-3878, FM 38.90 or RCS 295.
- Emergency Operations Center (760) 380-3750.
- 911.
- During Rotations the DTOC is also available (760) 380-4122 or x-4666.

1-1-3 *What to Report:*

Any person observing or receiving a report of an aircraft emergency or accident will report:

- Location.
- Aircraft type and identification, if known.
- Description of damage, if fire is involved and severity of injuries.
- Accessibility to aircraft's location by ground vehicle.
- Name, rank, organization, location, and telephone number, or aircraft call sign of the individual reporting the accident.
- Other known agencies notified or heading to the site.
- If possible, submit 9-Line MEDEVAC information.

1-1-4 *Security:*

Aircraft wreckage may contain hazardous materials or ammunition on board that could present a hazard to personnel.

- Personnel not engaged in crash rescue operations will remain clear of the crash area.
- Anyone desiring entry into the crash area must receive a clearance from the accident investigation board by coordinating with the Installation Aviation Safety Office.
- Do not move or disturb wreckage except to facilitate the removal of injured personnel or wreckage to alleviate another emergency.
- The aircraft accident investigation board president is the releasing authority for movement of the wreckage.

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1-1-5 **Release of Information:**

No one will release any information or notify the next of kin without prior coordination with the Fort Irwin Adjutant General and the Public Affairs Office.

1-2 **Primary Crash Alarm System (PCAS)**

General: Units listed in this plan will ensure that personnel are familiar with their responsibilities and properly trained on all aspects of crash rescue operations including the health hazards associated with a crash site and the proper PPE required to enter the site.

- Post this plan and any necessary local area maps near the designated station telephone.
- The PCAS consists of stations or units involved in life saving and minimizing injury or property damage.
- The first agency notified will activate the PCAS when a pilot declares an emergency or an aircraft accident is observed or reported and provide full details of the emergency or accident and assistance needed.

• If one of the agencies cannot be reached by closed circuit, the notifying agency will call by telephone.

- Bike Lake Army Airfield (BLAAF) will test the system daily.
- Personnel making notification will be instructed to:

- a. Keep others away for their own safety due to pyrotechnic and composite material hazards
- b. Render first aid, if possible
- c. Secure and control the accident site to the best of your ability
- d. Advise them help is on the way
- e. Do not answer media questions; politely refer all questions to the Public Affairs Officer
- f. Remain at the accident site until properly relieved.

1-2-1 **Responsibilities**

BLAAF Operations / Desert Radio will:

- Receive initial crash reports via telephone, RCS or any available radio frequency.
- Initiate the PCAS for any aircraft emergency or accident and relay information to primary stations.
- Coordinate with Range Control to initiate an **IMMEDIATE CEASE FIRE OF ACTIVE RANGES** as required and clear radios of all transmissions not related to the emergency.
- Plot reported coordinates to determine if the aircraft is in the IMPACT AREA. If so:

- a. IMMEDIATELY contact EOD by telephone:

Duty Hours: 4-4092/4093/4094; **Non-Duty Hours:** 4-4092 and ask for the Duty Officer.

- b. Inform EOD of the situation and request immediate response. Note: Coordinate getting the EOD Technician aboard MEDEVAC or first available aircraft. Initial MEDEVAC request response will not be delayed.

- c. Ground personnel will not be allowed to enter an IMPACT AREA without EOD escort.

- d. Access to the crash site by ALL PERSONNEL after initial rescue/firefighting efforts will be by approval of the IASO. If the IASO is not available, the Range Control Officer must approve access.

- e. Use of Crash fire equipment/personnel in the IMPACT AREAS will be by command decision only.

- f. Advise aircraft to maintain one kilometer from or 3,000 feet mean sea level above the accident site, except for accident site support aircraft.

- Be the point of contact for the collection and dissemination of data.

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- Initiate Secondary Crash Alarm System through the Fort Irwin Emergency Operations Center and notify the Installation Aviation Safety Officer.
- Alert traffic to the emergency and grant traffic priority to rescue aircraft and/or vehicles.
- Ensure the runway or airfield is closed, as appropriate, until the emergency terminates, the aircraft is removed and foreign object damage check is complete.
- Secure the flight following voice and data onto DVD.
- Provide a transcription to the accident investigation board president (if requested).

Range Control (760) 380-3878 will:

- Activate PCAS if they receive initial accident notification.
- Coordinate for HOT ranges to be placed in a COLD status if required due to severity of injury. Only those injuries that deal with loss of life, limb or eyesight and are in the most direct route to/from the point of injury (POI) will be put into a COLD status for the duration of the MEDEVAC mission.

Aircraft Fire and Crash Rescue (760) 380-3495/3496 will:

- Respond immediately to the alarm for accidents within their response area as directed by the installation fire chief.
- Assume command of the incident site until terminated or released to the appropriate ASO.
- Request additional firefighting equipment when deemed necessary due to crash location or nature.
- Train personnel for rescue and firefighting efforts for all helicopter types used at Fort Irwin, to include rotational helicopters.
- Maintain a current crash rescue map in each vehicle and ensure all personnel are aware of its location.
- Conduct periodic training, with Range Control assistance, on the best routes to use for various areas on the installation.

Emergency Room (760) 380-3777/3114 will:

- Dispatch medical personnel to the crash scene via ambulance or MEDEVAC helicopter, whichever permits earliest arrival and earliest removal of injured personnel.
- Conduct periodic training of all medical corpsmen that may be assigned crash rescue duties.
- Orient ambulance crews to the best routes to reach the general shown on the crash map.
- Request assistance from the Post Medical Officer to obtain off-post ambulance and/or medical assistance when necessary due to crash location or nature.
- Supervise the removal and transportation of injured personnel.
- Notify the on-call Flight Surgeon.

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MEDEVAC (760) 380-3441/6613 will:

- Maintain helicopter ambulance for immediate departure to locate crash or suspected crash site. Provide onsite medical support and evacuation to designated medical facility.
- Transport Rapid Response Fire Team and Flight Surgeon if required.
- Radio preliminary report of crash scene to Desert Radio or Range Control.
- Release authority for 1st response aircraft from crash site medical support is the senior on-site medical personnel.

The Provost Marshal (760) 380-4444 or 911 will:

- Dispatch guards as needed to provide adequate security/order at the crash site and prevent pilferage of wreckage.
- Train Military Police personnel on specific duties at aircraft mishap scene, including restraint of spectators, CRASH PASS requirements, handling of wreckage, security and safeguarding of governmental property.
- Escort crash convoys to mishap scene.
- Ensure all military police patrols know the best routes to all general areas within the Fort Irwin boundaries.
- Determine off-post police departments closest to each area of Fort Irwin and their telephone numbers.
- Supervise all non-military guards if used to guard the crash scene.
- Establish positive radio communication with the crash site.
- Take charge of all classified materials found in the wreckage. Either remove or cover the material as directed by the IASO or president of the accident investigation board.
- Maintain a current crash rescue map in each vehicle and ensure all personnel know the location of the map within the vehicle.
- Prepare and transmit a report of fatalities if applicable.
- Assist with witness identification by initiating and maintaining a witness list.
- Coordinate with civil law enforcement agencies to obtain assistance for guarding off-post aircraft accident sites.

Emergency Operations Center (760) 380-3750 will:

- Activate the Secondary Crash Alarm notification system.
- Alert the Post Commander of accident details.
- Maintain a current NTC map.
- Contact the Post Chaplain when a death is involved.
- Contact the Post Claims Officer as needed.

1-3 *Secondary Crash Alarm System (SCAS)*

General: The SCAS is composed of units that require notification and may be involved in performing support missions during and after the aircraft emergency or accident.

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1-3-1 **Responsibilities** The Installation Operations Center will sequentially notify:

- Installation Aviation Safety Officer
- The owning unit Commander
- Garrison Commander
- Fort Irwin Command Group
- Fort Irwin Casualty Assistance
- Public Affairs Officer
- Training Aid Support
- Post Signal Officer
- Installation Transportation Officer
- Facility Engineering (DPW)

The Installation Aviation Safety Officer (760) 380-4072 or cell (760) 490-8409 will:

- Notify the United States Army Combat Readiness/Safety Center and FORSCOM according to AR 385-10 and FORSCOM Regulation 385-1.
- Ensure the DA Form 7305 is correct and sent to the USACR/Safety Center.
- Act as an advisor to the board and assist as necessary.
- Review all NTC aviation mishap reports for the Commander before they are forwarded to the USACR/Safety Center.
- Proceed to the accident scene, collect information necessary to notify secondary crash alarm units, assist and advise the site commander.
- Notify or request Emergency Operations Center to notify selected secondary crash alarm units.
- Establish the aircraft accident investigation board according to AR 385-10.
- If required, notify the FAA according to AR 95-30 (Participation in a Military or Civil Aircraft Accident Safety Investigation).

The owning unit Commander or Aviation Safety Officer will:

- Provide the Installation Aviation Safety Officer with information from the Telephonic Notification of Aviation Accident/Incident (DA FORM 7305) immediately. All information is desired, but will not delay notification).
- Assume command of the accident site after the fire chief and Installation Aviation Safety Officer releases it.
- Provide guards to secure the site and preserve evidence and control access.
- Secure all aircraft records and crewmember flight records and equipment.
- Recover the aircraft after its release by the accident investigation board.
- Be prepared to brief the Installation Commander, within 48 hours, on all Class A accidents.
- Provide resources and assistance to the accident board as necessary.

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The Fort Irwin Flight Surgeon (760) 380-2636 will:

- Serve as the point of contact for medical information regarding injured or deceased personnel, and will provide information to the aircraft accident board.

The Casualty Assistance Office (760) 380-4036 will:

- Initiate notification of next-of-kin and other related actions in accordance with AR 600-8-1 (Army Casualty Operation, Assistance, Insurance).
- Provide a copy of reports to the accident investigation board.

The Public Affairs Office (760) 380-3073/4511 will:

- Proceed to the accident site, if applicable, to coordinate with and escort news media representatives to the aircraft accident site.

The Photographic Laboratory (760) 380-2261 will:

- Provide a photographer to proceed to the aircraft accident site.
- Provide photo CD ROM and photo prints to the accident investigation board president within one duty day of the accident.
- The photographer will document the accident site as directed by the ASO in charge.

The Directorate of Public Works (760) 380-3655/3433 will:

- Coordinate engineer support, which may include construction of access roads to the accident site, clearing, earth-moving, digging, and environmental evaluations.

The Staff Judge Advocate Claims (760) 380-3614 Office will:

- Dispatch a claims officer to the aircraft accident scene to obtain information on damage to civilian property.
- Provide the aircraft accident investigation board with property damage cost for completing aircraft accident report.

The Logistics Assistance Office (760) 380-3755 will:

- Provide technical assistance to the aircraft accident investigation board, as required.

The Fort Irwin Corps of Engineers (760) 380-4957 will:

- Provide supervision for topographic products and survey support.
- Get maps and charts for use in navigation and crash site location.
- Direct tasking of engineer units that possess survey teams and Global Positioning System receivers, and nuclear densometers, conventional survey equipment, and heavy cranes or required recovery equipment.

The Fort Irwin Industrial Hygiene section (760) 380-3195 or cell (760) 401-6696 will:

- Respond to accidents that involve aircraft containing advanced composite materials or hazardous waste clean-up to determine if individual protective equipment is required.
- Recommend suitable protection equipment for the operation.
- Conduct sampling operations as dictated by the aircraft recovery operations.

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The Installation Radiation Protection Officer (760) 380-5053/5074 or cell (760) 490-8410 will:

- Survey the accident site for radioactive aircraft components and parts.
- Provide or arrange for cleanup of all radioactive waste at the accident site.

Appendix E

NTC AND FORT IRWIN HELICOPTER LANDING SITE GROUND SAFETY SURVEY

1. Purpose

To establish standard criteria for conducting ground safety surveys for landing of aircraft at other than approved helipads for static displays or other non-tactical purpose, on or off the Fort Irwin installation.

2. Procedures

Conduct a ground safety survey of the landing area using the, Limited-Use helipad, obstacle free clear zone criteria as defined in UFC 3-260-01 (Airfield and Heliport Planning and Design) Diagram the area depicting all obstacles, hazards to flight, touch-down point, approach and departure headings and parking areas.

- Any obstacle inside the obstacle free clear zone is a hazard to flight.
- The touch-down point and the parking areas should be located at least 75 feet from any fixed or movable object.
- The approach glide slope is established on an 8-to-1 slope ratio from the touch-down point outward.
- Obstacles may exist on the approach axis outside of the obstacle free clear zone:
- Not to exceed 50 feet in height at the outer limit of the clear zone.
- Should not penetrate the 8-to-1 glide slope of the approach axis.
- Complete the survey and conduct risk management procedures to reduce identified risks to the lowest possible level.
- After these procedures are complete and obstacles still remain in the obstacle-free clear zone, the appropriate level of command must assess and approve the mission.
- Submit a landing area survey including dates, times, location, quantity and type aircraft, to the Installation Aviation Safety Office.

Table 1-1. Emergency Agency Action and Responsibilities

Agency Condition Action

Crewmember Emergency

Precautionary

To the extent collateral and/or visible damage to the aircraft(s) has occurred, all crewmembers involved in the mishap are to recover onboard the MEDEVAC aircraft or ambulance at the scene. Continued flight is not authorized until the appropriate authority releases the aircraft. Recognize the condition or situation under which further flight is no longer advisable (i.e. deteriorating weather, questionable reliability of the aircraft, chip-light, etc.) Flight may continue as authorized by the commander. Desert Radio (DR) Emergency Precautionary Acknowledge the emergency, get appropriate information, activate the Primary Crash Alarm System (PCAS), known as the Crash Phone, and dispatch appropriate emergency vehicles/aircraft. Acknowledge the precautionary, get appropriate information, and request the aircraft call "down and safe" or "landing assured, no damage, no injury, no further assistance required". Activate the PCAS Crash Phone with "All stations, BLAAF has a precautionary in progress". Once the aircraft is down and safe, DR will terminate the response. If the aircraft cannot be confirmed down and safe, DR will dispatch all emergency vehicles/aircraft. Crash Rescue, EMS, MEDDAC and USAAAD

Emergency Precautionary

Acknowledge the emergency, get appropriate information and dispatch appropriate emergency aircraft and/or vehicles. Be prepared to receive injury victims. Acknowledge the precautionary, get appropriate information, and place appropriate emergency response personnel in a high state of readiness.

Legend:

EMS – Emergency Medical Service

MEDDAC – Medical Department Activity

MEDEVAC – Medical Evacuation

PCAS – Primary Crash Alarm System

USAAAD – United States Army Air Ambulance Detachment

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Note: As seen in the above textual descriptions, the major difference in response between an emergency or precautionary is dispatching all appropriate vehicles/aircraft versus placing the appropriate personnel in a high state of readiness.

Figure 1-1. Sample Landing Site Safety Survey

NTC STANDARD FOR OTHER THAN ESTABLISHED HELICOPTER LANDING SITES

- Mark the position and height of any obstacle in the “obstacle free” area on this diagram and include it in your survey. These obstacles must be addressed in the mission risk assessment. If NO obstacles exist in the Obstacle Free area, then the risk may be considered LOW for obstacles. Consider slopes, debris, dust, and other hazards to aircraft and personnel. Also consider obstacles in the near vicinity of the area.
- For simplification of depiction, only one Approach/Departure corridor is shown. Depict all intended routes in risk assessment.

150' 400'

150'

150'

O B S T A C L E F R E E A R E A

Approach/Departure Corridor



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
HEADQUARTERS, NATIONAL TRAINING CENTER & FORT IRWIN
FORT IRWIN, CA 92310-5000

AFZJ-CSDC

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: NTC Policy Letter 13, Command Guidance Pertaining to Flight in Turbulence

1. PURPOSE: To outline the Fort Irwin policy for flight in turbulence.
2. APPLICABILITY: This policy letter applies to all aviation units stationed on Ft. Irwin
3. REFERENCES:
 - a. HQDA ALARACT dated 01 JUN 10
 - b. AR 95-1 dated 12 NOV 08
 - c. TN 78492 dated 01 APR 10
4. Operation of the UH-72A in Turbulence Category II (CAT II) has been approved by Headquarters Department of the Army in HQDA ALARACT dated 01 JUN 10. The OH-58C and the UH-1H remain Category I (CAT I) turbulence penetrating airframes, and will be considered such when requesting weather briefings from the appropriate Air Force weather briefing facility.
5. Policy: Leaders will adhere to the following guidance for all aircraft assigned to the National Training Center and Fort Irwin (OH-58C, UH-1H, and UH-72A).
 - a. In accordance with AR 95-1, no aircraft will be intentionally flown into known or forecast extreme turbulence or into known severe turbulence.
 - b. The NTC Air Ambulance Detachment and NTC Aviation Company may be required to fly the UH-72A into forecasted CAT II Severe Turbulence in order to conduct life saving Aeromedical Evacuation, Casualty Evacuation, or Search and Rescue Operations.
 - c. IAW AR 95-1, if severe turbulence is encountered the flight will be terminated or the aircraft will depart the severe turbulence condition. I expect the Pilot-in-Command (PIC) to use his best judgment to either land or exit the severe turbulence condition. If transporting a patient, the PIC will select the closest appropriate medical facility outside of the severe turbulence condition or the PIC will select a location where ground ambulance is available.
 - d. All UH-72A aircrews will be familiar with TN 78492. The General Support Aviation Battalion will develop an aircrew training POI for operations of the UH-72A in CAT II, moderate and severe turbulence.
 - e. Immediately, all aircrews will receive appropriate academic instruction to prepare them for operations in moderate and severe turbulence conditions. Once available, UH-72A

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AFZJ-CSDC

SUBJECT: NTC Policy Letter 13, Command Guidance Pertaining to Flight in Turbulence

aviators will conduct flight simulator training under these same conditions. Mandatory academic turbulence training will be included in Readiness Level progression training and evaluated during No-Notice and Annual Proficiency and Readiness Test (APART) evaluations.

f. Aviation Commanders will continue to use due diligence, considering flight training proficiency, aviation experience, and mature decision making ability, when selecting aircrews for missions when severe weather may be encountered.

g. The NTC Risk Assessment Worksheet (RAW) will be used to assess and approve all flight operations. The appropriate Final Mission Approval Authority (FMAA) will be IAW Block 14. Mission Risk. If at any time the FMAA feels that the aircrew is not prepared to operate under the briefed turbulence conditions, he will not permit the flight to occur. If conditions change the PIC will be re-briefed by the appropriate FMAA before continuing the mission.

h. All flights conducted in forecasted severe turbulence (CAT I and CAT II) are considered extremely high risk missions. IAW AR 95-1, I retain the Final Mission Approval Authority for all extremely high risk missions.

6. SUPERSESSION: This policy letter supersedes all previous NTC policy letters subject as above. The policy remains in effect until rescinded, superseded, or a permanent change is made by the Commanding General that significantly changes the procedure.

7. POC this memo is CW4 Curtis E. Choat, Installation Aviation Standardization Officer at (760)380-6156 or via email at curtis.choat@us.army.mil.

2 Encls



ROBERT B. ABRAMS
BG, U.S. Army
Commanding

DISTRIBUTION: A

Appendix R_ G3 Aviation SOP

Subject: ALARACT: HQDA RECLASSIFICATION OF THE LUH-72 AS A CATEGORY II
TURBULENCE PENETRATION AIRFRAME (FOUO)

***** UNCLASSIFIED // FOR OFFICIAL USE ONLY *****

Subject: ALARACT: HQDA RECLASSIFICATION OF THE LUH-72 AS A CATEGORY II
TURBULENCE PENETRATION AIRFRAME (FOUO)

Originator: /C=US/O=U.S.

GOVERNMENT/OU=DOD/OU=ARMY/OU=ORGANIZATIONS/L=CONUS/L=WASHINGTON DC/OU=DA ARMY
STAFF(UC)/OU=DCS G4(UC)/OU=DCS G430R(UC)

DTG: 011955Z Jun 10

Precedence: PRIORITY

DAC: General

To: /C=US/O=U.S.

GOVERNMENT/OU=DOD/OU=ARMY/OU=ORGANIZATIONS/L=CONUS/L=WASHINGTON DC/OU=DA
PENTAGON TELECOMMUNICATIONS(UC)/OU=ALARACT RELEASE AUTHORITY(UC)

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THIS ALARACT MESSAGE HAS BEEN SENT BY PENTAGON TELECOMMUNICATION CENTER ON
BEHALF OF DA, WASHINGTON, DC//DALO-ORS//FOR THE HQDA G-4.

REF:

- A. AR 70-62, ARMY AIRWORTHINESS QUALIFICATION OF AIRCRAFT SYSTEMS.
- B. AR 95-1, AVIATION FLIGHT REGULATIONS
- C. DA PAM 738-751, TAMMS-AVIATION
- D. AMRDEC AED MEMORANDUM (TN78492) DATED 1 APR 10.

1. (U) THE PURPOSE OF THIS MESSAGE IS TO INFORM THE FIELD OF THE HEADQUARTERS
DEPARTMENT OF THE ARMY APPROVED CLASSIFICATION OF THE LUH-72 LAKOTA AS A
CATEGORY II AIRFRAME FOR TURBULENCE PENETRATION. THIS MESSAGE AUTHORIZES
FLIGHT INTO KNOWN SEVERE TURBULENCE AS DEFINED BY REFERENCE B.

2. (U) LUH-72 AIRCREW TRAINING PROGRAM COMMANDERS WILL DOWNLOAD REFERENCE D
FROM HELOTRAC, ENSURE COMPLETE DISEMINATION TO AIRCREWS AND FLIGHT
OPERATIONS, AND IMPLEMENT IMMEDIATE TRAINING PROCEDURES TO UTILIZE THE LUH-72
AS A CAT II TURBULENCE PENETRATION AIRFRAME.

3. (U) POINTS OF CONTACT (POC):

3.A. HQDA G4 POC FOR THIS MESSAGE IS CW5 Bobby McQuaid, HQDA

G-43-DALO-ORR-ER, AT 703-614-0747, DSN 222-0747, E-MAIL:

BOBBY.MCQUAID@CONUS.ARMY.MIL , SIPR: ROBERT.MCQUAID@HQDA-S.ARMY.SMIL.MIL.

3.B. THE AED POC FOR THIS MESSAGE IS TODD YOUNGBLOOD, (256) 313-5285, OR
EMAIL: TODD.YOUNGBLOOD@US.ARMY.MIL.

4. (U) THIS MESSAGE WILL EXPIRE JAN 2012.

Classification: UNCLASSIFIED

Caveats: NONE

Classification: UNCLASSIFIED

Caveats: NONE

RDMR-AEU

01 Apr 2010

MEMORANDUM FOR SFAE-AV-UH-LUH (Dennis Sparks)

SUBJECT: UH-72A Aircraft Turbulence Sensitivity Category II Classification (TN 78492)

1. References:

a. EADS North America Memorandum, Subject: Answers to PM LUH Questions on Turbulence Relative to the UH-72A (EC145), 12 Feb 2010.

b. Eurocopter Deutschland (ECD) GmbH D-86607 Donauwörth Memorandum, ETCM-10072, Subject: EC-145 (BK117C-2) Influence of MIL-Gusts on Limit Loads, 9 Mar 2010.

c. EADS North America Memorandum/White Paper, Subject: LUH-72A Turbulence, Purpose: The Purpose of the memo is to provide answers to the AED request for clarification in an email dated March 17, 2010.

d. Air Force Weather Agency/DNT, AFWA TN-98/002, Meteorological Techniques, 15 Jul 1998.

2. The Aviation Engineering Directorate (AED) has reviewed references 1.a – 1.c from an engineering and airworthiness perspective, and approves the proposed Category II classification of the UH-72A with regard to aircraft turbulence sensitivity in the next revision of reference 1.d.

3. All future UH-72A modifications and configuration changes shall be evaluated with regard to their impact to cumulative drag area and resulting impact to Mast Bending Moment (MMO). References 1.b and 1.c indicate that the UH-72A maximum design limit for the MMO is 31,061 Nm. These references also indicate that if all optional external modifications were applied to the UH-72A simultaneously - with a total drag area equal to 1.126m² - and the aircraft flown into a MIL-S-8698-required 50ft/s gust at V_h, the resulting MMO would equal 32,400 Nm, exceeding the aircraft design limit. However, at this time, the worst case/most conservative fielded or planned UH-72A configuration includes external equipment with a cumulative drag area equal to 0.88m², resulting in a MMO of 30,200 Nm, less than the maximum design limit.

4. Reference 1.a provides confirmation that “The EC145 is certified to fly into known ‘Severe Turbulence’ per FAA definition [FAA Advisory Circular AC 00-45F, CHG 2, TABLE 3-8, PAGE 3-39]) without specific procedures for all operations other than low speed flight and landing,” for which procedures are defined in the aircraft Rotorcraft Flight Manual (RFM) Volume I, Sections 4.10.1 and 4.13.4. While these sections have been written for “heavy turbulence”, reference 1.a confirms that the “heavy turbulence” as mentioned...equates to the FAA definition of ‘severe turbulence’”. Furthermore, reference 1.a states that “Comparing the FAA requirement to the US military turbulence requirements, it is clear the LUH-72A is qualified for safe operation in the US military’s definition of severe turbulence as defined in the

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RDMR-AEU

SUBJECT: UH-72A Aircraft Turbulence Sensitivity Category II Classification (TN 78492)

AFWA TN-98/002 [reference 1.d].” However, it should also be noted that AR 95-1 has stringent controls for flight into known forecasted severe turbulence.

5. The point of contact for this action is Todd Youngblood, (256) 313-5285, or email todd_youngblood@us.army.mil. Alternate POC is Bill Silvey, (Support Contractor, Camber) (256) 313-3147, or email bill.silvey@us.army.mil.



JAY P. MERKEL
Chief, Utility Division
Aviation Engineering Directorate

CF: RDMR-AE (Mr. David Cripps)