

DEPARTMENT OF THE ARMY  
HEADQUARTERS, UNITED STATES ARMY ALASKA  
Fort Richardson, Alaska 99505-5000

United States Army Alaska Regulation 95-1

21 April 2004

Aviation

Flight Regulations

**Summary.** This regulation covering aircraft operations, crew requirements, and flight rules within Alaska has been updated.

**Applicability.** This regulation applies to all aviation units and personnel assigned or attached to the United States Army Alaska (USARAK).

**Supplementation.** Supplementation of this regulation is prohibited without prior approval from the USARAK Aviation Office, Attention: APVR-WPTM-AV.

**Interim changes.** Interim changes to this regulation are not official unless the Director of Information Management authenticates them. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

**Suggested improvements.** The regulation's proponent agency is USARAK G3, Aviation Office. The USARAK Aviation Office invites users to send comments and suggested improvements on Department of the Army (DA) Form 2028 (Recommended Changes to Publications and Blank Forms) directly to APVR-WPTM-AV (Standards), Fort Wainwright, Alaska 99703-6360.

Contents

	Paragraph	Page
<b>Chapter I</b>		
<b>Introduction</b>		
Purpose .....	1-1	1-1
References .....	1-2	1-1
Explanation of abbreviations and terms .....	1-3	1-1
Aeronautical designation applications.....	1-4	1-1
<b>Chapter 2</b>		
<b>General Procedures</b>		
<i>Section I</i>		
<i>Operations</i>		
Local flying areas and procedures .....	2-1	2-1
Emergency, helicopter instrument, recovery procedures .....	2-2	2-1
Dangerous cargo.....	2-3	2-1
Range extension tanks.....	2-4	2-1
External load operations .....	2-5	2-1
Tactical refueling sites.....	2-6	2-2
Rapid refuel procedures.....	2-7	2-2

\*This regulation supersedes United States Army Alaska Regulation 95-1, date 15 July 2000.

## USARAK Regulation 95-1

	Paragraph	Page
Subzero fuel sample policy .....	2-8	2-2
Aircraft static displays .....	2-9	2-2
Seat and seat belt usage .....	2-10	2-2
Mishap reports and investigations .....	2-11	2-2
Air crew mission briefings .....	2-12	2-3
Aircraft mooring .....	2-13	2-3
Bird Aircraft Strike Hazard.....	2-14	2-3
 <i>Section II</i>		
<i>Flight Limits and Crew Endurance</i>		
Crew endurance policy.....	2-15	2-3
 <i>Section III</i>		
<i>Aviation Life Support Equipment</i>		
General.....	2-16	2-4
Protective clothing.....	2-17	2-4
Winter survival clothing .....	2-18	2-4
Summer survival clothing.....	2-19	2-5
Hot refuel.....	2-20	2-5
 <b>Chapter 3</b>		
<b>Training and Standardization</b>		
Synthetic Flight Training System usage.....	3-1	3-1
Seasonal orientations.....	3-2	3-1
Processing waivers .....	3-3	3-2
Request for orders .....	3-4	3-2
No-notice flight checks .....	3-5	3-2
Waiver authority .....	3-6	3-2
Night vision goggle currency.....	3-7	3-2
Mission training documentation .....	3-8	3-2
Readiness Level progression.....	3-9	3-2
Disposition of Individual Flight Records Folder for nonoperational aviators.....	3-10	3-2
 <b>Chapter 4</b>		
<b>Flight Procedures and Rules</b>		
Manifesting.....	4-1	4-1
Aircraft operations near sensitive borders .....	4-2	4-1
Flight following .....	4-3	4-1
Army aircraft misuse .....	4-4	4-1
Extreme cold temperature operations.....	4-5	4-1
Required equipment.....	4-6	4-1
Altitude restrictions .....	4-7	4-2
Terrain flight .....	4-8	4-2
Weather briefings .....	4-9	4-2
Range briefings .....	4-10	4-3

**Chapter 5**  
**Flying Hour Programming, Utilization, and Reporting**

General.....5-1 .....5-1  
Additional information.....5-2 .....5-1  
Reports.....5-3 .....5-1

**Chapter 6**  
**Unmanned Aerial Vehicle Support**

General.....6-1 .....6-1  
Aviation support of UAV operations .....6-2 .....6-1  
Night/NVG chase aircraft support of UAV operations.....6-3 .....6-1  
Risk Management .....6-4 .....6-1

**Appendixes**

**A. References** ..... A-1  
**B. Collateral Investigations** ..... B-1  
**C. Flights Near Sensitive Borders**..... C-1

**Glossary** .....Glossary 1

**Chapter 1  
Introduction**

**1-1. Purpose**

This regulation prescribes general flight regulations, requirements, and operating procedures governing the command, control, and operation of Army aircraft within USARAK.

**1-2. References**

Required and related publications are listed in appendix A. Referenced forms are also listed in appendix A.

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

The abbreviations and special terms used in this regulation are explained in the glossary.

**1-4. Aeronautical designation applications**

Guidance for application to senior and master aeronautical designations is contained in Army Regulation (AR) 600-105. Applications will be submitted through USARAK Aviation Office to the Commander, 203d Personnel Services Battalion, Fort Wainwright, Alaska 99703.

**Chapter 2  
General Procedures**

**Section I  
Operations**

**2-1. Local flying areas and procedures**

For information on local flying areas and procedures refer to—

- a. Wainwright Army Airfield SOP.
- b. Bryant Army Heliport SOP.
- c. Allen Army Airfield SOP.

**2-2. Emergency helicopter instrument recovery procedures**

a. Emergency helicopter instrument recovery procedures for primary training areas will be contained in the appropriate airfield SOP.

b. In all other training areas, commanders are responsible for ensuring that emergency helicopter instrument recovery procedures are established prior to commencing training.

**2-3. Dangerous cargo**

Fuel may be carried in approved containers aboard USARAK aircraft with or without passengers, provided the container is secured by proper tie downs, the lid is sufficiently tight to prevent leakage and the can is no more than 3/4 full at loading time. Factory-sealed full containers may be carried full. Fuel samples and other dangerous cargo may be carried on C-12 aircraft per AR 55-203, AR 95-27 and Technical Manual (TM) 38-250. Certification of hazardous materials will be IAW TM 38-250, Attachment 17.

**2-4. Range extension tanks**

UH60 Extended Range Fuel System operations will be conducted in accordance with Safety of Flight message UH-60-98-01 and UH-60-01-04 until revised or rescinded. UH60 ESSS/ERFS/AFMS qualification and training will be in accordance with TSP 2C-011-0001-A dated May 2001 and TC 1-212 until revised or rescinded. Any units conducting UH60 fueled ERFS operations will implement appropriate briefing authority and risk management procedures into the unit standard operating procedures.

**2-5. External load operations**

a. Supported units are responsible for ensuring that proper rigging and inspection has been conducted per Field Manual (FM) 4-20.197.

b. Approval authority for nonstandard load transport will be delegated no lower than the Battalion Commander (lieutenant colonel). Nonstandard loads are those loads not specified in FM 4-20.197. A certified inspector will inspect all sling loads per message 151435 NOV 96, SUBJECT: Army Sling Load Inspector Certification Course. Exceptions to this requirement are authorized for certified training sling load blocks.

## **USARAK Regulation 95-1**

### **2-6. Tactical refueling sites**

Before use, unit Aviation Safety Officer or another individual designated by the commander will survey tactical refuel sites and certify that the sites are in compliance with FM 10-67-1. The petroleum, oils, and lubricants (POL) officer or POL noncommissioned officer in charge will not conduct this inspection.

### **2-7. Rapid refuel procedures**

- a. No open-port, hot refuel operations are authorized during peacetime.
- b. Refer to the appropriate airfield appendix or tactical SOP for rapid fueling procedures.

### **2-8. Subzero fuel sample policy**

Fuel samples will be taken at all times when the ambient air temperature is 0 degrees Centigrade/ 32 degrees Fahrenheit or warmer. When the temperature is below 0 degrees Centigrade, unit commanders will determine when fuel samples are required. Unit SOPs will outline procedures for taking fuel samples and address, at a minimum, the following items:

- a. Equipment requirements.
- b. Other restrictions.
- c. Safety precautions.
- d. Training requirements.
- e. Spill response.
- f. Temperature cutoff.

### **2-9. Aircraft static displays**

Each unit SOP will include guidance on aircraft static displays. At a minimum, it will include—

- a. Crew member responsibilities.
- b. Deactivation of any explosive/activation devices.
- c. Ground survey responsibilities at other than permanent-type airfields.
- d. Disabling battery/auxiliary power.

### **2-10. Seat and seat belt usage**

Seat and seat belt usage will be per AR 95-1.

### **2-11. Mishap reports and Investigations**

- a. Investigating and reporting aircraft mishap procedures are prescribed in DA Pamphlet 385-40, AR 385-40, and United States Army Pacific Command Regulation 385-1.
- b. Collateral investigation procedures are prescribed in DA Pamphlet 385-40, paragraph 2-6 and in appendix B of this regulation.

**2-12. Aircrew mission briefings**

Scheduled, aircrew mission briefings will be used per AR 95-1.

**2-13. Aircraft mooring**

Aircraft at Wainwright Army Airfield will be moored using the existing mooring points after flights from 1 May through 31 August. Aircraft remaining overnight on the ramp at Bryant Army Heliport and Allen Army Airfield will be moored throughout the year.

**2-14. Bird Aircraft Strike Hazard**

Each airfield SOP will include Bird Aircraft Strike Hazard (BASH) programs specific for their location. Each program will, at a minimum, address—

- a. Informing new personnel of local hazards.
- b. Citing local conditions that attract birds to the airfield and measures used to reduce the attractiveness.
- c. Outlining bird dispersal procedures.
- d. Defining bird watch codes, implementation procedures, authorization for declaring codes, and flight operations under specified bird watch codes.
- e. The Bird Hazard Working Group, which meets semiannually, will be composed of, at least, personnel from the following:
  - (1) Post Commander's Office.
  - (2) WAAF ASO.
  - (3) WAAF Air Traffic Control (ATC) (as applicable).
  - (4) Directorate of Public Works.
  - (5) Standardization Officer.
  - (6) Public Affairs Office (as applicable).
  - (7) Military police company.
  - (8) An environmental/wildlife biologist.

**Section II  
Flight Limits and Crew Endurance**

**2-15. Crew endurance policy**

Each unit within USARAK will develop a firm but realistic crew endurance policy. Deviations from the guide in AR 95-1 must be justified.

## **USARAK Regulation 95-1**

### **Section III Aviation Life Support Equipment**

#### **2-16. General**

a. An aviation-life-support equipment (ALSE) noncommissioned officer will be designated, in writing, and scheduled to attend a recognized, ALSE course. They will be responsible for each unit ALSE program, including training on the utilization, acquisition, inspection, and maintenance of all ALSE within that unit. Unit ALSE personnel will be thoroughly familiar with all ALSE, per applicable regulations and publications.

b. ALSE inspections will be conducted per pertinent publications and messages. Assistance visits will be scheduled by the Aviation Logistics Office, Attention: APVR-RDL-MA, Fort Richardson, Alaska 99505-5700.

c. Each unit SOP will include an ALSE program and will contain, at a minimum, the following:

- (1) A list of all required ALSE.
- (2) Procedures for ALSE issue and the location of the keys to gain access to ALSE rooms.
- (3) Inspection criteria and records.
- (4) Replacement items, i.e., medical, food, and other items.
- (5) Controlled or sensitive item security.

#### **2-17. Protective clothing**

The requirement to wear leather boots, as stated in AR 95-1, has been waived by the USARPAC Commander (Memorandum dated 26 Jan 95). The Arctic Mukluk is the only authorized replacement for wear by crewmembers performing crew duties during the winter months.

#### **2-18. Winter survival clothing**

Winter survival clothing will be worn or carried by all personnel aboard USARAK aircraft operating in Alaska from 1 October through 30 April. During tactical troop insertions/extractions, supported unit commanders will be responsible for ensuring that troops have appropriate seasonal clothing.

a. On all aircraft, except multi-engine, fixed wing, the following items are required for winter flights:

(1) Bag, sleeping, arctic and mountain with cover; or bag, sleeping, type II, extreme cold weather; or bag, sleeping, compressed.

- (2) Boots, vapor barrier or Arctic Mukluk with -100°F liner.
- (3) Cap, insulating, helmet liner or equivalent headgear.
- (4) Drawers and undershirt, long (wool, thermal, or Nomex®).
- (5) Mitten set, arctic with liner.
- (6) Parka, cold weather, with liner and hood or parka (jacket), flying N3B or N2B.
- (7) Shirt, field, wool, olive green or sweater, wool.

(8) Socks, heavy wool, two pair.

(9) Trousers, shell field with liner or trousers, flying, extreme cold weather.

(10) Civilian personnel will wear or carry equivalent civilian clothing and a sleeping bag. This requirement may be deleted during multi-ship operations or when very-important-person kits are carried on board with appropriate survival equipment for all nonflight personnel.

b. Passengers on multi-engine, fixed-wing aircraft are required to wear the following items during winter operations:

(1) Appropriate winter footgear.

(2) Cap, insulating, helmet liner or equivalent headgear.

(3) Mitten set, arctic with liner or other appropriate gloves.

(4) Parka, cold weather, with liner and hood or parka (jacket), flying N3B or N2B.

(5) Civilian personnel will wear equivalent civilian clothing.

(6) One compressed, survival-type sleeping bag per person will be included in the on-board, cold-climate, survival package carried aboard multi-engine, fixed-wing aircraft.

Note: MEDEVAC/MAST MISSIONS MAY ADJUST THESE REQUIREMENTS AS NECESSARY. ANY CHANGES TO THE ITEM LIST WILL BE ADDRESSED IN UNIT SOP.

c. Unit commanders may waive the requirement for individual survival gear while in the immediate traffic pattern or during multi-aircraft, assault missions. Aircraft survival gear will be on board.

## **2-19. Summer survival clothing**

The following clothing items will be worn or carried by all personnel aboard USARAK aircraft operating in Alaska during the period from 1 May through 30 September. These items are not required on multi-engine, fixed-wing aircraft. During tactical troop insertions/extractions, supported unit commanders will be responsible for ensuring that troops have appropriate seasonal clothing.

a. Bag, sleeping.

b. Mosquito head net.

c. Rubber overshoes.

d. Two bottles of insect repellent.

e. Rain suit/poncho.

## **2-20. HOT Refuel**

No hot refueling will be done when surface temperature is colder than 0°F (-18°C) as reported by Air Force weather. If Air Force weather is not available, use aircraft free air temperature gauge.

## Chapter 3 Training and Standardization

### 3-1. Synthetic Flight Training System usage

a. Aviator's experiencing physiological anomalies after flying the visual flight simulator will not participate in aerial flight until all symptoms of such anomalies have dissipated.

b. Briefing officers will annotate on the mission schedule/brief any visual flight simulator period that was completed within 6 hours of aerial flight.

c. Aviators may conduct ground maintenance operational checks after flight in the visual flight simulator if no residual effects are experienced.

d. Aviators scheduled for the Synthetic-Flight-Training-System periods will arrive 1 hour before the flight for mission planning and/or instruction.

e. If any aviator is unable to make a scheduled Synthetic-Flight-Training-System periods it is their responsibility to coordinate with the chain of command and appropriate standards office to find a suitable replacement.

### 3-2. Seasonal orientations

Seasonal orientations are training flights or academic-training periods designed to orient and upgrade aviator proficiency in the drastically changing Alaskan environment. Seasonal periods are normally conducted as "summer" being May through September and "winter" being October through April.

a. Each newly assigned aviator will receive initial flight and academic, seasonal orientations as appropriate for the season. An instructor pilot (IP) will conduct the orientations. Subsequent seasonal training will include, as a minimum, the appropriate academic subjects.

b. Seasonal orientations will be done as soon as practical after the beginning of a new season, i.e., when first snows permit blowing snow conditions.

(1) Summer orientation will include:

(a) Muskeg (wet) and tundra (dry) operations (helicopters only).

(b) Glacier and snow-basin operations for selected aircrews as deemed necessary by the unit commander (helicopters only).

(2) Winter orientation will include:

(a) Snow operations.

(b) Confined-area operations.

(c) Night operations.

(d) Go-around procedures.

### 3-3. Processing waivers

Requests for waivers for failure to accomplish minimum Aircrew-Training-Program requirements will be submitted to the USARAK Aviation Officer for approval/disapproval.

## **USARAK Regulation 95-1**

### **3-4. Request for orders**

USARAK orders are not required. If it becomes necessary for an individual to perform duties outside of his/her command then approval will be coordinated through each ATP commander.

### **3-5. No-notice flight checks**

a. Each crewmember should receive a no-notice proficiency flight evaluation annually. The unit commander will manage and determine the specific scope of the no-notice program and post the requirements in the unit SOP.

b. Upon request, unit commanders will send a list of those individuals who have received no-notice evaluations to the USARAK Aviation Officer thru the USARAK Standardization Officer, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360. The following information will be provided:

- (1) Name.
- (2) Rank.
- (3) Evaluation type.
- (4) Overall grades.
- (5) Evaluation date.

### **3-6. Waiver authority**

Individual waiver authority is delegated to the USARAK Aviation Officer or first Colonel in the chain of command. Requests for waivers will be addressed to USARAK Aviation Officer, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360.

### **3-7. Night vision goggle currency**

A permanent unit waiver to night and night vision goggle readiness level progression from 1 May through 31 August and annual night vision goggle continuation aircrew training program requirements for USARAK aviation units is approved. Refer to USARPAC memorandum date 1 July 2003 for detailed instructions.

### **3-8. Mission training documentation**

When NVG mission training and crew-coordination training have been completed for an aircrew member, the date will be entered on DA Form 759, in the Remarks Section.

### **3-9. Readiness Level progression**

Before performing aircrew member duties on bona fide missions, aircrew members will, as a minimum, have progressed to Readiness Level 2.

### **3-10. Disposition of Individual Flight Records Folder for nonoperational aviators**

The Individual Flight Records Folder of aviation personnel assigned to nonoperational aviation positions or those otherwise restricted from flying duty will be turned in to the USARAK Aviation Office, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360. The USARAK Aviation Officer will make a determination as to what unit/agency will be responsible for these records.

## **USARAK Regulation 95-1**

### **Chapter 4 Flight Procedures and Rules**

#### **4-1. Manifesting**

During tactical operations, the supported commander is responsible for manifesting passengers and equipment. During nontactical operations, use the procedures outlined in AR 95-1.

#### **4-2. Aircraft operations near sensitive borders**

Refer to appendix C for information on aircraft operations near sensitive borders.

#### **4-3. Flight following**

Aviators will continuously monitor appropriate frequencies and make position reports at least once hourly. When using a flight service station, aviators will make radio contact as soon as possible after takeoff to ensure a flight plan is activated and/or position reporting is initiated. Flight following and/or position reports may be coordinated through any air traffic control facility, flight service station, range control, base operations, unit operations, or other aircraft.

#### **4-4. Army aircraft misuse**

ARs specifically prohibit the use of Army aircraft for recreational purposes. Use of Army aircraft for hunting, fishing, or personal reconnaissance is a direct violation of regulations. USARAK aircraft will not be used to transport moose, caribou, deer antlers, sheep horns, or parts of any wildlife. The transportation of aircraft wreckage, abandoned campsite refuse, or any other items that may be collected for personal use in Army aircraft is also prohibited. Army aircraft will not be used to chase, stalk, or track animals of any type. Any action that disturbs wildlife is considered harassment by Federal and Alaska State law. Harassment includes such things as pursuit with vehicles or aircraft, feeding, and shooting of wildlife. Individuals who harass wildlife are subject to prosecution. Use of Army aircraft will be strictly limited to fulfilling bona fide military requirements.

#### **4-5. Extreme cold temperature operations**

a. During periods when outside Temperatures are  $-40^{\circ}$ Fahrenheit or less the USARAK Aviation Officer will be the decision authority for all aircraft missions.

b. Missions at or below  $-50^{\circ}$ Fahrenheit will be extremely limited and normally only MEDEVAC missions will occur.

c. Aviation units will develop policies integrating risk management principles for operation below  $-20^{\circ}$ Fahrenheit.

#### **4-6. Required equipment**

a. Heater. No aircraft with an inoperative heater will be flown at temperatures below  $41^{\circ}$  Fahrenheit ( $5^{\circ}$  Centigrade).

b. Emergency locator transmitter.

(1) The emergency-locator transmitter will be tested before the first flight of each day by use of the aircraft radio, survival radio or by contacting ground control or the tower and coordinating a test.

## **USARAK Regulation 95-1**

(2) Aircraft without an operable emergency-locator transmitter will not be operated outside the local traffic pattern(s) unless conducting multi-aircraft operations.

c. Skis. Aircraft without skis will not be flown out of local traffic pattern(s) except under the following conditions:

(1) A request is made to, and granted by the USARAK Aviation Officer (Colonel) or in his/her absence the Aviation Regiment/Battalion Commander, (Lieutenant Colonel). This cannot be further delegated below the Lieutenant Colonel level.

(2) The aircraft is mission essential.

(3) The request for exception and the authorization is indicated on the aircraft mission briefing sheet.

### **4-7. Altitude restrictions**

a. Army aircraft will avoid noise-sensitive areas. A map depicting such areas will be posted in each aviation operations flight planning area. Noise-sensitive areas will be included in the SOPs for each Army airfield/heliport.

b. Army aircraft will avoid the overflight of populated areas, livestock, dwellings, and other noise-sensitive areas as addressed in aviation SOPs and publications.

c. Minimum altitude for flights off the military reservation is 500 feet above the highest obstacle (weather permitting) unless a daytime aerial reconnaissance flight has been completed for the intended route. The aerial reconnaissance flight will note any airstrips, populated areas, livestock, dwellings and other noise sensitive areas or hazards that are to be avoided.

### **4-8. Terrain flight**

a. Low-level, contour, and nap-of-the-earth flights may be conducted on the Fort Wainwright, Fort Greely and Fort Richardson military reservations and at other military designated terrain flight areas.

b. Aircraft will be operated per the applicable operator's manual and ATM.

c. Aircrews operating within 5 kilometers of established nap-of-the-earth routes will contact the controlling/flight-following agency to avoid contact with using aircraft.

d. Maps depicting current hazards within the designated terrain flight areas will be posted in the unit's operations area and copies will be aboard aircraft conducting terrain flights.

e. Aircrews will reference the appropriate airfield SOP before conducting terrain flight operations.

### **4-9. Weather briefings**

Defense Department (DD) Form 175-1 (Flight Weather Briefing) is required for the following flights:

a. All flights beyond 100nm from departure point.

b. Anytime a stopover DD Form 175 (Military Flight Plan) is filed.

c. As required by unit SOP.

## **USARAK Regulation 95-1**

### **4-10. Range briefings**

For flights within restricted areas or controlled-firing areas, the Pilot-in-Command or the Air Mission Commander, for multi-ship missions, should telephonically call Fort Wainwright Range Control at 353-1266, Fort Greely Range Control at 873-4714, or Fort Richardson Range Control at 384-6230/6011, to obtain current firing point, strafing, and bombing information. Before entry into the airspace controlled by range control agencies at Fort Greely, Fort Wainwright /Eielson Air Force Base, and Fort Richardson, aircraft must check into the range control net and obtain an update on hot firing points or training areas. Contact will be on frequency modulation (FM) 38.30, very high frequency (VHF) 125.3, or ultra high frequency (UHF) 229.4. A complete range update may require radio calls to both Air Force and Army range control agencies. All aviators will be familiar with the contents of USARAK Regulation 350-2, chapter 10.

**Chapter 5**  
**Flying Hour Programming, Utilization, and Reporting**

**5-1. General**

This chapter prescribes procedures and responsibilities for developing and reporting flying hour programs within USARAK.

**5-2. Additional information**

A source of further information about programming, utilization, and flying-hour reporting hours is in yearly memorandum, SUBJECT: Flying Hour Program Reports, prepared by the United States Army Pacific Command, Attention: APOP-TR-AV, Fort Shafter, Hawaii 96858-5100.

**5-3. Reports**

Reports will be addressed to USARAK Aviation Office, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360, and as outlined in the reference in paragraph 5-2.

## **USARAK Regulation 95-1**

### **Chapter 6 Unmanned Aerial Vehicle Support**

#### **6-1. General**

The procedures described in this chapter will govern the aviation support of UAV operations. Aviation units tasked to provide support for UAV operations should also familiarize themselves with USARAK Regulation 95-23, FAA Form 7711-1 Certificate of Waiver or Authorization (COA) for UAV operations dated February 11, 2004, or the most current COA, and local SOP for UAV operations and support.

#### **6-2. Aviation support of UAV operations**

a. General aviation support. Units tasked to provide general aviation support to a UAV platoon will ensure de-confliction has been coordinated and crewmembers have been briefed on the UAV Tactical Automated Landing System (TALS), takeoff/landing profiles, launch/recovery site avoid areas, takeoff/landing times, communication frequencies, and the UAV corridor locations specified in the current UAV COA.

b. Chase aircraft support. Periodically, chase aircraft support for the RQ-7A *Shadow 200* UAV may be necessary when operating in certain corridors. The purpose of the chase aircraft is to increase see-and-avoid safety criteria. The RQ-7A *Shadow 200* is a small UAV with a wingspan of less than 13 feet and therefore may be difficult to see by other aircraft operators. The goal of the pilot flying the chase aircraft is to remain within a reasonable distance of the UAV. By doing so, other aircraft operators will automatically avoid the UAV, which they may not see, as they steer clear of the chase aircraft, which they will see. Prior to conducting chase aircraft support for UAV operations, the supporting aviation unit will develop a 3000-series task that will incorporate the following:

- (1) Chase aircraft and UAV separation criteria.
- (2) Chase aircraft and UAV "Break-off" procedures
- (3) Inadvertent IMC procedures.
- (4) Lost communication procedures.
- (5) Actions to be taken in the event visual contact is lost with the UAV.
- (6) Current FAA Form 7711-1 Certificate of Waiver or Authorization (COA) for UAV operations

#### **6-3. Night/NVG chase aircraft support for UAV operations**

Night unaided and NVG chase aircraft support for UAV operations is not authorized.

#### **6-4. Risk management**

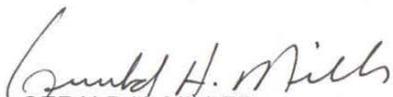
Commanders will integrate risk management as part of the UAV chase ship mission planning process. This may be accomplished by incorporating UAV chase ship operations into the unit's risk assessment matrix.

FOR THE COMMANDER

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**Appendix A  
References**

**Section I  
Required Publications**

AR 95-1 ..... (Flight Regulations) is cited in paragraph 2-10 and paragraphs 2-12, 2-15, 2-17, and 4-1.

AR 95-2 ..... (Air Traffic Control, Airspace, Airfields, Flight Activities and Navigation Aids).

AR 95-10 ..... (DOD Notice to Airmen (NOTAM) System).

AR 95-27 ..... (Operational Procedures for Aircraft Carrying Hazardous Materials) is cited in paragraph 2-3.

AR 385-40 ..... (Accident Reporting and Records) is cited in paragraph 2-11a.

AR 385-95 ..... (Army Aviation Accident Prevention).

AR 600-105 ..... (Aviation Service of Rated Army Officers) is cited in paragraph 1-4.

DA Pamphlet 385-40 ..... (Army Accident Investigation and Reporting) is cited in paragraphs 2-11 and B-1b.

Department of Defense (DOD) Flight Information Publication (FLIP) General Planning Guide..... Cited in paragraph C-4.

DOD FLIP Enroute Supplement (Alaska) ..... Cited in paragraphs C-4, C-5f(3), and C-6a.

Federal Aviation Administration (FAA) Handbook 7110.65..... (Air Traffic Control).

FAR ..... Cited in paragraphs 4-6a, C-3, and C-5c.

North American Air Defense (NORAD) Regulation 55-68..... (Identification, Friend or Foe Selective Identification Feature) is cited in paragraph C-4.

TM 5-803-7..... (Airfield and Heliport Planning and Design).

TM 38-250..... (Preparing of Hazardous Materials for Military Air Shipments) is cited in paragraph 2-3.

FM 4-20.197 ..... (Multiservice Helicopter Sling Load: Basic Operations and Equipment) is cited in paragraph 2-5.

USARPAC Regulation 385-1 ..... (United States Army Pacific Command Safety Program) is cited in paragraph 2-11a.

## **USARAK Regulation 95-1**

USARAK Regulation 95-23.....(Unmanned Aerial Vehicle Flight Regulations) cited in paragraph 6-1.

USARAK Regulation 115-1.....(United States Army Alaska Weather Support).

USARAK Regulation 350-2.....(United States Army Alaska Range Regulation) is cited in paragraph 4-10.

## **Section II Related Publications**

A related publication is merely a source of additional information. The user does not have to read it to understand this regulation.

Air Force Manual 15-111.....(Surface Weather Observations).

AR 95-23.....(Unmanned Aerial Vehicle Flight Regulations)

AR 420-90.....(Fire and Emergency Services).

FM 3-04.111.....(Aviation Brigades).

FM 3-04.300.....(Flight Operations Procedures).

FM 1-303.....(Air Traffic Control Facility Operations and Training).

FM 4-20.12.....(Concepts and Equipment of Petroleum Operations).

Training Circular 1-201.....(Tactical Flight Procedures).

## **Section III Referenced Forms**

DA Form 759.....(Individual Flight Record and Flight Certificate) is cited in paragraph 3-8.

DA Form 2028.....(Recommended Changes to Publications and Blank Forms) is cited in the suggested improvement statement.

DD Form 175.....(Military Flight Plan) is cited in paragraph 4-9b.

DD Form 175-1.....(Flight Weather Operations) is cited in paragraph 4-9.

## **Appendix B Collateral Investigations**

### **B-1. General**

a. The appendix's purpose is to enhance uniformity of disposition and to encourage command emphasis on flight safety within USARAK.

b. The criteria for determining when a collateral investigation must be conducted are contained in DA Pamphlet 385-40, paragraph 2-6 and appendix A. Additionally, this regulation must be adhered to while conducting the collateral investigation.

### **B-2. Appointing authority**

The appointing authority for all Class A and B collateral investigations within USARAK is the Chief of Staff. The commander who has special court martial authority for the unit that had the mishap will appoint all other collaterals. The aircraft operator's commander or supervisor will be responsible for contacting the USARAK Aviation Officer (APVR-WPTM-AV) to request a collateral investigation.

a. Commanders must ensure that when a collateral officer is appointed, his/her primary duty will be to conduct an investigation. This is necessary to ensure that the report is completed in a timely manner.

b. Once the investigating officer receives appointing orders, he/she will be certain to receive a briefing from the Staff Judge Advocate Office before beginning the investigation.

### **B-3. Report disposition**

Before final action by the appointing authority, the investigating officer will ensure that the report is staffed through the Staff Judge Advocate Office for legal review.

a. Collateral investigation reports will be completed and forwarded to: Commander, USARAK Aviation Office, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360, not later than 60 workdays from the date of the aircraft mishap.

b. If the investigating officer experiences a delay that prevents the report from being submitted within the 60-workday period, he/she will telephonically inform the Aviation Office (353-7095/7/8) of the delay and will follow with written justification, explaining in full, the reason for the delay. Additionally, the investigating officer must contact the Aviation Office telephonically 30 workdays from the date of the aircraft mishap to provide a progress report on the investigation. This will allow the command to identify any problem areas that might result in the delay of the investigation.

c. The original report and one copy must be sent through the chain of command to the address in paragraph a above. The Aviation Office will send one copy to: Commander, United States Army Pacific Command, Attention: APOP-TR-AV, Fort Shatter, Hawaii 96859-5100. One copy will remain at the USARAK Aviation Office headquarters.

## **Appendix C Flights Near Sensitive Borders**

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

This appendix prescribes policies and procedures to be followed while operating Army aircraft near sensitive borders.

### **C-2. Applicability**

This appendix applies to all Army aviators conducting flights near sensitive borders.

### **C-3. Terms and their sources**

a. "ADIZ" stands for air defense identification zones, which are areas of airspace over land or water in which the ready identification, location, and control of (civil) aircraft is required in the interest of national security. (See FAR, part 99.11.)

b. The Alaskan "DEWIZ" is the Distance Early Warning Identification Zone. (See FAR, part 99.43.)

c. Alaskan Domestic ADIZ. (See FAR, part 99.43.)

d. A 'buffer zone' is an area in which flying operations by United States military aircraft are restricted and for which special approval, clearance, and operating procedures are directed. (See Alaska North American Air Defense Region (ANR)/Alaska Air Command (AAC) Reg 60-1.)

e. A "nonfree flying area " is an area normally delineated by an international boundary or the adjacent territorial water, wherein penetration by United States military aircraft is likely to result in the aircraft being fired upon with warning.

f. The Alaskan Buffer Zone, the Alaska Nonfree Flying Area, Pass to Air Defense Radar, Buffer Zone Traffic, and Top Cover 5 are described in the ATC Procedures, Alaska Supplement.

### **C-4. Planning requirements**

a. Flights that are planned to operate in the Alaskan Buffer Zone (e.g., Little Diomedes, Saint Lawrence Island, Tin City) require approval from USARAK Command Operations Center. A minimum of 24 hours notice is required.

b. Crew members being briefed will have a security clearance commensurate with the briefing. At a minimum, both the pilot and the copilot must have a confidential clearance. The PC will be issued the confidential codes for Mode 3, required by NORAD Regulation 55-68.

c. Aircraft being utilized for the flight will be equipped with an operable two-way radio; identification, friend or foe-selective identification feature (IFF-SIF) transponder; fully operational instruments, and navigational radios and equipment.

d. Both the pilot and copilot will have a current instrument qualification and be qualified in the aircraft being operated.

e. The flight plan will be either IFR (preferred) or defense visual flight rule (DVFR). Under NO CIRCUMSTANCES will a VFR flight plan be filed for any portion of the flight within the buffer zone or the ADIZ. Pilots filing flight plans to a destination within the buffer zone will include an alternate airport that is outside the buffer zone. DVFR flight plans will be filed per the DOD FLIP General Planning Guide and the DOD FLIP Enroute Supplement (Alaska), i.e., no intermediate stops are authorized. If an intermediate

## **USARAK Regulation 95-1**

stop is made, the DVFR flight plan will be canceled by the pilot and will be refiled before departure. The Aerospace Defense Command advises that an "air-filed" flight plan makes the aircraft subject to interception for positive identification. Pilots are therefore strongly urged, for security control, to file DVFR flight plans either in-person or by telephone before takeoff. The Remarks Section of the flight plan will contain "Pass to Air Defense Radar - Buffer Zone Flight" to ensure that the flight plan is passed on to the Air Force. "Top Cover 5" will also be added to the remarks section to provide adequate radar assistance. The aviators will be familiar with ATC Procedures, Alaska Supplement.

f. The following maps, charts, and related documents are considered to be the minimum for flights within the purview of this appendix:

(1) Maps (aeronautical charts).

(a) Bethel—1:500,000.

(b) Nome—1:500,000.

(c) Cape Lisburne—1:500,000.

(2) Charts. Enroute Low Altitude, Alaska L-3 and L-4.

(3) Documents.

(a) Current chart from NORAD Regulation 55-68.

(b) Listing the IFF-SIF codes.

(c) Appropriate DOD FLIP General Planning Guide and DOD FLIP Enroute Supplement (Alaska).

g. The maps, charts, and documents listed above will be reviewed and updated as necessary. Commanders will establish procedures that will ensure full utilization and cross check of every available navigational aid, including radar facilities of the Alaska NORAD Region sites, by all aircraft operating in the area north of 62 degrees north latitude and west of 162 degrees west longitude.

### **C-5. Conduct of the flight**

a. Unless otherwise specified by ATC or Air Force radar sites, the modes and codes provided during the briefing will be used. If there is a conflict of modes and codes between those received from ATC and Air Force radar sites, those from ATC will prevail.

b. The use of codes obtained from the briefing is determined by the aircraft ground track. A 5-degree overlap is provided to minimize changing of codes and provide for minor errors caused by changing winds.

c. Position reports are normal except for maintaining radio contact with aircraft control and warning stations while operating within the zones, except to make position reports to the FAA Air Route Traffic Control Center, or for landing, takeoffs, or operating within an airport control zone (ANR/AAC Reg 60-1). Before penetration, the pilot will report the time, position, and altitude at which the aircraft passed the last RP before penetration and the estimated time of arrival over the next appropriate RP along the flight route (FAR, part 99). (For responsibilities and procedures of the flight using aircraft control and warning radar assistance, refer to Alaska North American Air Defense Region/AAC Reg 60-1.)

d. Flights to Little Diomedede Island will use the Tin City nondirectional radio beacon as the primary means of radio navigation. Radio contact will be maintained with Tin City radio unless otherwise directed. Flights will be aborted whenever ceiling or visibility prohibits visual contact with the island after departure

from the mainland. UNDER NO CIRCUMSTANCES will the flight path extend beyond the western edge of the traffic pattern established for Little Diomed Island. Prior notification of the National Guard unit at Little Diomed is required to ensure that a suitable runway is marked. The runway will be marked with 55-gallon drums.

e. All flights to and from Saint Lawrence Island will use appropriate tactical air navigation/VOR channels as the primary means of navigation. Flights terminating west of Northeast Cape may proceed to destination, but no further west than the traffic pattern at Gambell Field, providing that voice contact is maintained with Northeast Cape radio, unless otherwise directed, and the flight can proceed under VFR. Departure from Saint Lawrence Island will be made only after an IFR or DVFR flight plan has been filed, approved, and accepted. Every effort will be made to file the required flight plan before takeoff from Saint Lawrence Island.

f. Unreliable features of navigational equipment.

(1) Automatic direction finder signals. Pilots will be on constant guard for navigational emissions from an unfriendly source. The "to/from" indicator of the VOR, in conjunction with the course needle, is the best indication. A stronger signal on the automatic direction finder and a steady course identification from an originally erratic course indication should be accepted with caution. The best method of combating the above is the use of the Air Force radar sites to aid in navigation along the western edge of Alaska and flights to the islands. Always compute time/distances as a backup and follow flight progress visually with an appropriate map whenever possible.

(2) Magnetic compass deviations. Extreme variations in compass deviations may be experienced due to magnetic storms in a zone bounded on the north by a line from Point Barrow to Whitehorse, Yukon Territory and on the south by a line from Kodiak Island to Saint Lawrence Island.

(3) Navigational aid disturbances. Radio beacons and low frequency ranges are subject to disturbances that result in false and displaced or multiple courses, automatic direction finder needle deviations, signal fades, and interference from distant stations, particularly during night operations. Pilots are cautioned to be alert for these conditions, particularly in mountainous terrain and when operating in the North Slope area of Alaska where numerous nondirectional radio beacons are operating with minimum frequency service volume protection. On some VORs, minor course needle fluctuations and brief flag signals may be observed. (Some receivers are more subject to these irregularities than others are.) Certain propeller revolutions-per-minute settings can cause VOR course deviation fluctuations as much as 6 degrees. Slight changes to the revolutions-per-minute settings will normally smooth out the roughness. Helicopter rotor speeds may also cause VOR disturbances. Pilots are urged to check for these phenomena before reporting VOR malfunction. Pilots flying over unfamiliar routes are cautioned, in particular, to use the "to-from" indicator to determine positive stations passage (see DOD FLIP Enroute Supplement (Alaska)).

## **C-6. Emergency procedures**

a. If the loss of the two-way radio occurs before entering the buffer zone, pilots will comply with the two-way radio procedures in the DOD FLIP Enroute Supplement (Alaska), except that the route will be via flight-planned route to 187 degrees west longitude then direct to the destination, if it is outside the buffer zone, or the filed alternate airfield. Pilots will not enter the buffer zone without an operational two-way radio. If two-way radios fail while aircraft are operating within the buffer zone, pilots will comply with two-way radio failure procedures in the DOD FLIP Enroute Supplement (Alaska), except that they will immediately proceed directly to their destination, if it is outside the buffer zone, or the filed alternate airfield. The only exception to this restriction is that aircraft destined for Saint Lawrence Island may continue the mission after radio contact with aircraft control and warning is lost, provided visual contact with the island has been established and can be maintained until landing. (See ANR/AAC Reg 60-1.)

## **USARAK Regulation 95-1**

b. Pilots will NOT enter the buffer zone when the IFF-SIF is inoperative. If an IFF-SIF malfunction occurs when they are already in the buffer zone, they will depart the zone on an easterly heading, unless aircraft control and warning stations are able to maintain positive radar contact. (See ANR/AAC Reg 60-1.)

c. If disorientation occurs, the PC will immediately turn to the magnetic heading of 090 degrees until the aircraft position is positively established, unless otherwise directed by the FAA or ANR. Flight track to avoid weather may be established between 045 and 135 degrees magnetic.

d. If an emergency occurs that requires immediate decision and action for the safety of the flight, the PC of an aircraft may deviate from the rules to the extent required by that emergency.

### **C-7. Reports**

Any deviation from the procedures prescribed will be reported as soon as possible by radio or telephone to the appropriate agency and to the USARAK Aviation Office. This notification will provide the essential facts of what, where, when, who, and why. This notification will be followed by a written report to this headquarters, Attention: APVR-WPTM-AV, within 72 hours.

**Glossary**

**Section I  
Abbreviations**

AAC .....	Alaskan Air Command
AAAF .....	Allen Army Airfield
ADIZ .....	air defense identification zones
AGL .....	above ground level
AIRAD .....	Airman Advisory
ALSE .....	aviation life support equipment
ANR .....	Alaska North American Air Defense Region
AR .....	Army Regulation
ASO .....	aviation safety officer
ATC .....	Air Traffic Control
BANGHP .....	Bryant Army National Guard Heliport
BASH.....	Bird Aircraft Strike Hazard
CTAF .....	common traffic advisory frequency
DA .....	Department of the Army
DD .....	Defense Department
DEWIZ.....	Distance Early Warning Identification Zone
DOD .....	Department of Defense
DVFR.....	defense visual flight rule
ELT.....	emergency-locator transmitter
ERFS.....	Extended Range Fuel System
FAA .....	Federal Aviation Administration
FAR .....	Federal Aviation Regulation
fig.....	figure
FLIP.....	Flight Information Publication
FM .....	Field Manual/frequency modulation

**USARAK Regulation 95-1**

- FOD.....foreign object damage
- IE.....instrument examiner
- IFF-SIF.....identification, friend or foe selective identification feature
- IFR.....instrument flight rule
- IP.....instructor pilot/Initial Point
- MAST.....military assistance to safety and traffic
- ME.....maintenance test flight evaluator
- MEDEVAC.....medical evacuation
- MP.....maintenance test pilot
- MSL.....mean sea level
- NM.....nautical mile
- NORAD.....North American Air Defense
- NOTAM.....Notice to Airmen
- NVG.....night vision goggle
- para.....paragraph
- PC.....pilot in command
- POC.....point of contact
- POL.....petroleum, oils and lubricants
- Reg.....Regulation
- RP.....Reporting Point
- SI.....standardization instructor nonrated
- SM.....statute mile
- SOP.....standard operating procedure
- SP.....standardization instructor pilot
- SVFR.....special visual flight rule
- TM.....Technical Manual
- UAV.....unmanned Aerial Vehicle

UHF .....ultra high frequency  
USARAK..... United States Army, Alaska  
VFR .....visual flight rule  
VHF .....very high frequency  
VOR.....very high frequency omnidirectional range  
WAAF .....Wainwright Army Airfield

**Section II  
Terms**

**Buffer zone**

An area in which flying operations of United States military aircraft are restricted and for which special approval, clearance and operating procedures are directed.

**Crew day**

A specified period of time, not to exceed 14 hours, that an individual may be expected to perform as a crew member. A crew day begins at the same time the duty period begins and ends when released from crew duty.

**Crew rest**

Uninterrupted, specified period between duty periods/crew days wherein a crew member will not normally be required to perform duty. Crew members should be afforded a minimum of 10 hours crew rest before to commencing a crew day.

**Crew member**

An individual logging flight time under an authorized crew member duty symbol.

**Duty period**

A time period that begins 30 minutes before report time and ends when released from duty, including the first day of emergency deployment readiness exercise/field exercises. Once in a field environment, it is that period when called for duty until released from duty.

**Environmental relative factors**

Factors assigned to a mode of flight that represents an increase in fatigue over a standard flight-hour (i.e., 1 hour of NVG flight equals 1.6 day-flight hours).

**Flight time limit**

The maximum number of flying hours that may be flown during a specified period, military, civilian, or a combination of both.

**Maintenance personnel**

Personnel performing aviation maintenance, servicing, and/or production work associated with the readiness of aircraft for training or combat missions.

**Minimum fuel**

As close to empty as practicable.

**Nonfree flying area**

An area, normally delineated by an international boundary or the adjacent territorial water, wherein penetration by United States military aircraft is likely to result in the aircraft being fired upon with warning.