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United States Army Europe
Wiesbaden, Germany

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Headquarters
United States Army Installation Management Command,
Europe Region
Sembach, Germany

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Aviation

Unmanned Aircraft System Flight Regulations

***This regulation supersedes AE Regulation 95-23, 3 September 2009.**

For the Commander:

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Summary. This regulation—

- Provides policy on unmanned aircraft system (UAS) operations, unmanned aircraft crewmember training and currency requirements, and flight rules.
- Provides information about Army UAS general provisions and training, standardization, and management of UAS resources.
- Must be used with AR 95-23.

Summary of Change. This revision—

- Updates office symbols, phone numbers, and other administrative information throughout.
- Revises and clarifies responsibilities ([para 1-4](#)).
- Prescribes the authorities who may approve persons to fly USAREUR UAS ([para 1-8](#)).
- Prescribes the medical requirements for UAS operators ([para 1-9](#)).
- Expands the prescribed flight records requirements for UAS operations ([para 1-15](#)).

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- Revises the mishap reporting procedures and prescribes [AE Form 95-23A](#), Notification of an Accident or Incident in Operation of a Foreign Military Aircraft ([para 3-2](#)).
- Provides an example of UAS crew-endurance standards ([table 4-1](#)).
- Provides an updated format for requesting an individual waiver ([fig 4-1](#)).
- Provides an updated format for requesting a flight evaluation ([fig 4-2](#)).
- Updates minimum UAS surface and clearance requirements ([para 2-4](#)).
- Prescribes requirements for small UAS training in USAREUR ([para 4-12](#)).

Applicability. This regulation applies to USAREUR major subordinate and specialized commands, HQ USAREUR, and IMCOM-Europe as well as to DOD civilians, DOD civilian contractors, and members of the U.S. Army, U.S. Army Reserve, and U.S. Army National Guard who conduct training on or are involved in the operation, standardization, and maintenance of Army UASs in the USEUCOM theater.

Records Management. Records created as a result of processes prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2. Record titles and descriptions are on the Army Records Information Management System website at <https://www.arims.army.mil>.

Supplementation. Organizations will not supplement this regulation without approval of the Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (USAREUR G3-AVN).

Forms. This regulation prescribes [AE Form 95-23A](#). AE and higher level forms are available through the Army in Europe Library & Publishing System (AEPUBS) at <https://aepubs.army.mil/>.

Suggested Improvements. The proponent of this regulation is the Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (AEOP-ODO-AV/mil 467-4529). Users may suggest improvements to this regulation by sending DA Form 2028 to the USAREUR G3-AVN (AEOP-ODO-AV), Unit 29351, Box 101, APO AE 09014-9351.

Distribution. This publication is available only electronically and is available in AEPUBS at <https://aepubs.army.mil/>.

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Glossary

CHAPTER 1 GENERAL

1-1. PURPOSE

This regulation—

a. Prescribes policy and procedures for Army unmanned aircraft system (UAS) aircrew training and standardization, as well as for operating UASs in USEUCOM areas that are under CG, USAREUR, control.

b. Is not intended to be used in place of AR 95-23. This regulation prescribes and provides additional guidance for UAS operations in the USAREUR area of responsibility (AOR). When differences between the policy or procedures in this regulation and AR 95-23 exist, units will comply with the more stringent policy or procedure.

c. Applies to all Army UASs operated by Army personnel (includes RQ-11 Raven, RQ-7 Shadow, MQ-5 Hunter, and non-standard U.S. Army systems). Personnel responsible for other military standard or nonstandard UASs will adhere to all Army UAS regulations and coordinate with the Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (USAREUR G3-AVN/AEOP-ODO-AV), before using these systems for flight operations in USAREUR.

1-2. REFERENCES

[Appendix A](#) lists references.

1-3. EXPLANATION OF ABBREVIATIONS AND TERMS

The [glossary](#) defines abbreviations and terms.

1-4. RESPONSIBILITIES

a. The USAREUR G3/5/7 is responsible for—

(1) All aspects of Army UAS operations (including policy, standardization, and training) in the USAREUR AOR.

(2) Determining and approving modifications to USAREUR UAS policy and procedures for use in deployed operations.

(3) Reviewing and approving UAS local flying rules ([para 1-13](#)) and changes to those rules for all organizations other than the Seventh Army Joint Multinational Training Command (JMTC) ([d below](#)).

b. USAREUR G3-AVN is the USAREUR G3/5/7 proponent for Army UAS strategy. This proponenty includes the responsibility for UAS airspace utilization, certificates of authorization, coordination with non-DOD and foreign agencies, fielding, frequency management, logistic support, readiness reporting, safety, standardization, stationing, and training.

c. The UAS Training and Standardization Center of Excellence, United States Army Europe Aviation Safety and Standardization Detachment (UASSD), USAREUR G3-AVN, is the primary agent for the USAREUR G3/5/7 to manage UAS fielding, readiness reporting, safety, standardization, and

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training. The UASSD is located at Storck Barracks, Illesheim, Germany, and the Oberdachstetten Training Area, Oberdachstetten, Germany. The UASSD—

(1) Advises the USAREUR G3/5/7 on the status of UAS flight-standardization activities.

(2) Is the executive agent for the USAREUR Aviation Leadership Committee.

(3) Informs UAS units on standardization policy and procedures and coordinates the resolution of standardization issues not resolved by unit, installation, and area standardization committees.

(4) Schedules and conducts aviation resource management surveys (ARMSs) of USAREUR units throughout the theater. The UASSD conducts evaluations of non-USAREUR units only according to established memorandums of understanding or with the written concurrence of the commander of the unit to be evaluated.

(5) Conducts staff-assistance visits (SAVs) on request.

d. The CG, JMTC, is the approval authority for UAS local flying rules ([para 1-13](#)) and changes to those rules for organizations subordinate to JMTC. If the CG, JMTC, is not available when a UAS local flying rule needs to be issued or changed, the USAREUR G3/5/7 may approve the rule or the change.

e. The Commander, Kosovo Force (KFOR), is responsible for aviation standardization oversight of UAS units during KFOR rotations. All Army units assigned to or operating as part of KFOR must comply with USAREUR UAS regulations and policies.

f. Commanders of brigade-level organizations that are not authorized a brigade aviation element (BAE) will designate a brigade commander's representative as the brigade proponent for UAS readiness, standardization oversight, and training.

g. The BAE of each brigade combat team (BCT) will provide aviation standardization oversight of UAS units in the BCT.

h. Unit commanders with UASs assigned to their unit or under their operational control will—

(1) Report deviations and violations as required ([para 1-6](#) and [1-7](#) respectively).

(2) Ensure their unit UAS operations are in compliance with AR 95-23 and this regulation.

i. The United States Army Aeronautical Services Detachment, Europe (USAASD-E), United States Army Aeronautical Services Agency (USAASA), is the HQDA regional representative for aviation matters throughout the USAFRICOM, USCENTCOM, and USEUCOM AORs. [Appendix B](#) provides additional information about USAASD-E responsibilities and requirements for USAREUR units to coordinate with the USAASD-E.

1-5. EXCEPTIONS AND WAIVERS

The CG, USAREUR, has the authority to approve exceptions and waivers to this regulation that are consistent with applicable laws and regulations. The CG, USAREUR, may delegate this authority in writing when appropriate.

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a. Requestors must send requests for waivers to the USAREUR G3-AVN (AEOP-ODO-AV), HQ USAREUR, Unit 29351 Box 101, APO AE 09014-9351.

b. For deployed operations, the USAREUR G3/5/7 may modify the policy in this regulation without an exception or waiver.

1-6. DEVIATIONS

During an emergency, personnel operating USAREUR UASs may deviate from the provisions of this regulation, but must adhere to the following:

a. Individuals who deviate from the provisions of International Civil Aviation Organization (ICAO) rules, host-nation (HN) laws and regulations, Federal Aviation Administration (FAA) regulations, AR 95-23, this regulation, or local training area (for example, the United States Army Joint Multinational Readiness Center (JMRC), local RQ-11 Raven training area) regulations will report the details of the deviation directly to their unit commander. The individual must report the deviation within 24 hours after the event.

b. Commanders will report deviations from HN laws, regulations, or procedures to all of the following agencies as soon as possible:

(1) The Army Flight Operations Detachment, Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (AFOD). The Commander, AFOD, will coordinate with U.S. and HN civil and military agencies as necessary. Contact information for the AFOD is as follows:

(a) Mailing Address: Army Flight Operations Detachment, USAREUR G3-Aviation (AEOP-ODO-AV), HQ USAREUR, Unit 29351, APO AE 09014-9351.

(b) Telephone: military 537-3888/3890 or civilian 0611-143-537-3888/3890.

(c) E-mail: *USARMY Baden-Wuerttemberg USAREUR Mailbox AFOD FDP*.

(2) The USAREUR G3-AVN. Contact information for USAREUR G3-AVN is as follows:

(a) Mailing Address: USAREUR G3-AVN, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (AEOP-ODO-AV), Unit 29351, APO AE 09014-9351.

(b) Telephone: military 537-3755/3756/3741 or civilian 0611-143-537-3755/3756/3741.

1-7. FLIGHT VIOLATIONS

a. Violations. Operators, pilots, or units will report any violations of ICAO rules, HN regulations, FAA regulations, AR 95-23, this regulation, or local training area regulations (for example, JMRC regulations), or other applicable aviation regulations as prescribed by AR 95-23.

(1) Units must send reports of violations occurring in the USAREUR AOR to the AFOD as soon as possible.

(2) The AFOD will send reports of violations to the USAREUR G3-AVN ([para 1-6b\(2\)](#) provides contact information) and to the USAASD-E as soon as possible after receipt.

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b. Reporting Investigation Results. Units will report the results of investigations of violations of flight regulations through command channels to HQ USAREUR (that is, USAREUR G3-AVN (AEOP-ODO-AV) and Safety Division, Office of the Chief of Staff, HQ USAREUR (AECS-S)).

c. Restricted Information. Investigators, units, and anyone receiving information about an actual or alleged violation will treat the names of crewmembers of military UASs involved as restricted information and will not release that information to the public or any agency outside DOD except by proper authority. Personnel who receive requests for the names of military UAS crewmembers should send these requests to the USAREUR G3-AVN ([para 1-6b\(2\)](#)).

1-8. PERSONS AUTHORIZED TO FLY USAREUR UAS

a. Flights of USAREUR UASs by other than U.S. military personnel are authorized only when conducted according to AR 95-23 and this regulation.

(1) The first commander who is a lieutenant colonel or higher will certify in writing that U.S. participants (in flights of USAREUR UASs by other than U.S. military personnel) meet the requirements of Chairman of the Joint Chiefs Instruction (CJCSI) 3255.01, AR 95-23, and this regulation.

(2) Training flights by non-U.S. Army crewmembers with a USAREUR instructor (that is, an instructor operator (IO), master trainer (MT), or standardization operator (SO)) are not authorized without USAREUR G3-AVN approval. Instructors conducting these flights will meet the requirements of CJCSI 3255.01, AR 95-23, and this regulation.

b. Flights of non-USAREUR (that is, foreign, other DOD, and non-USAREUR Army agencies) UASs that operate in the USEUCOM area of responsibility under USAREUR control or in USAREUR-controlled airspace are authorized only when conducting operations according to AR 95-23 and this regulation. U.S. participants in such flights must meet the same requirements stated in [subparagraphs a\(1\) and \(2\) above](#).

c. DOD contractor personnel whose duties include the operation of any UAS under any Government contract in the USAREUR AOR must meet the minimum qualification standards of AR 95-23 and this regulation, as verified by a USAREUR-designated government flight representative or ground government flight representative.

d. Soldiers will complete the Basic Unmanned Qualification Series 1 (BUQ1) before participating in initial qualification training (IQT). Trainees can find the BUQ1 series in the Joint Knowledge Online course catalog (select the “Courses” tab at <https://intelshare.intellink.gov/sites/jko/>). Trainees must provide completion certificates for all BUQ1 courses to their instructors and the unit before conducting flight operations.

e. Soldiers must have an active Small Unmanned Aircraft Systems Manager (SUASMAN) account before participation in IQT. SUASMAN is at <https://webapps.hurlburt.af.mil/suasmgr/default.aspx>.

1-9. UAS MEDICAL STANDARDS

a. Operators of UASs in USAREUR must meet the following visual acuity requirements:

(1) Distance vision that corrects to 20/20-1 or better in each eye separately, with habitual glasses or manifest refraction.

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(2) Near vision that corrects to 20/20-1 or better in each eye separately, with habitual glasses or manifest refraction.

(3) An ability to identify and distinguish vivid red and green.

(4) No visual field deficits (that is, visual fields full by confrontation).

(5) No reported history of diplopia (also known as, double vision).

b. Trainees must provide instructors and the unit commander (or designated representative) proof that they meet the visual-acuity requirements before conducting flight operations.

1-10. PARTICIPATION OF USAREUR UASs IN AERIAL DEMONSTRATIONS

The participation of USAREUR UASs in aerial demonstrations ([glossary](#)) is not authorized.

1-11. USE OF ARMY AIRFIELDS AND HELIPORTS

a. USAREUR UAS units will use airfields and heliports in the USAREUR AOR only according to DOD flight information publications (FLIPs), AR 95-1, AR 95-2, [AE Regulation 95-1](#), airfield standing operating procedures (SOPs), and airfield commander policy letters.

b. Before initiating UAS flight operations at U.S. Army airfields, UAS-unit commanders will request and receive a risk assessment from the airfield commander or manager. At least annually, airfield commanders or managers will revalidate and update previously completed risk assessments.

1-12. LOCAL FLYING AREAS

The following rules apply to local flying areas in the USAREUR AOR:

a. Local flying areas will not be outside of military restricted airspace (for example, German Restricted Areas EDR 116, EDR 136, and EDR 137) without written consent from the USAREUR G3-AVN and the USAASD-E.

b. Local flying areas will be depicted on a local range map (for example, the Grafenwöhr Training Area (GTA)-Hohenfels range-control map) and a 1:250,000-scale map. UAS operators and units will use these maps as references for pre-mission briefings and post the maps in the operating shelter or operations and flight planning areas.

c. Units must load overlays of local flying areas or the current AOR in the ground-control station before conducting flight operations.

1-13. USAREUR UAS LOCAL FLYING RULES

USAREUR G3-AVN (AEOP-ODO-AV) must review UAS local flying rules before an organization sends the rules to the CG, JMTC, or the USAREUR G3/5/7, as appropriate ([para 1-4a](#) and [d](#)), for approval.

a. [Appendix C](#) provides the format for UAS local flying rules that outlines the minimum subjects to be covered.

b. Any unit commander developing local flying rules (for example, airfield commanders or managers, UAS-unit commanders) must contact the USAASD-E before coordinating local flying rules

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with HN airspace-control agencies or requesting approval of previously coordinated local flying rules by HN airspace-control agencies. Units may contact the USAASD-E as follows:

- (1) Mailing Address: USAASD-E (ATAS-AD), Unit 29243, APO AE 09136-9243.
- (2) Telephone: military 496-8005/8002 or civilian 06302-67-8005/8002.
- (3) Fax: military 496-8006 or civilian 06302-67-8006.
- (4) E-mail: *USARMY Sembach HQDA Mailbox USAASD-E*.

c. The commander of the unit developing local flying rules ([b above](#)) will give consideration to noise abatement and safety when establishing flight altitude limitations.

d. Airfield commanders or managers must send traffic-pattern altitudes and noise-abatement procedures for each airfield to the USAASD-E for publication in DOD FLIPs.

1-14. SPECIAL USE OF AIRSPACE

a. UAS units will contact the AFOD for training events (for example, field training exercises) that require a notice to airmen (NOTAM) or flight information region notification.

b. UAS units that require the establishment of special-use airspace for mission or training events must contact the USAASD-E. Units sending a first-time request to conduct UAS operations in countries where no previous certificate of authorization (COA) or approval documents exist must include at least the following minimum information in their request:

- (1) The dates and times of the missions.
- (2) A detailed description (for example, altitudes, latitudes and longitudes, speeds) of the intended flight operation.
- (3) The classification (that is, C, D, E, F, or G) of the intended airspace and a 1:250,000-scale map showing the area of operations.
- (4) The physical characteristics and capabilities of the UAS, as shown in [table 1-1](#), with an explanation of how the aircraft launches and recovers.
- (5) A proof-of-airworthiness certificate. An airworthiness release from the Aviation Engineering Directorate, Aviation and Missile Research Development and Engineering Center, Research and Development and Engineering Command, is required.
- (6) The provisions that will ensure a level of safety equivalent to that according to the Code of Federal Regulations, Title 14, part 91.113 (14 CFR 91.113)), by giving the right of way to other airspace users (“see and avoid”). These provisions should include the qualifications of personnel and the procedures for chase planes, ground operations, and radar observers, as applicable.
- (7) The details of specific communications procedures required for the event (that is, observer to pilot-operator or air traffic control (ATC) to pilot-operator).

Table 1-1 UAS Characteristics and Capabilities	
CHARACTERISTICS	
Airspeed	
Altitude	
Climb rate	
Endurance	
Range	
Weight	
Wing span and rotor diameter	
CAPABILITIES	
Armed and unarmed	
Launch and recovery	
Primary payloads	
Transponder	

(8) The hazards involved with dropping objects or hazardous materials. If the intended use of the UAS includes carrying hazardous materials, dropping aircraft “stores” ([glossary](#)), or spraying aircraft stores, the request to conduct UAS operations must specifically address this hazard and provide enough information to substantiate the determination that risk of injury to persons on the ground is highly unlikely.

(9) Lost-link procedures. The UAS must have a means of automatic recovery in case of a lost link. The unit will land in the UAS predesignated return-home points (inside the restricted airspace of operations). The intent, in the case of a lost link, is to ensure predictable airborne operations and that the air vehicle (AV) remains in the training area (in case the unit is unable to regain a link causing the parachute to deploy) to reduce the possibility of damage to the aircraft when the AV hits the ground.

(10) A justification for accepting the risk involved with flight over congested or populated areas. If the applicant requests a flight over congested areas, heavily trafficked roads, or an open-air assembly of persons, the applicant must identify control measures and provide enough information to substantiate the determination that risk of injury to persons on the ground is highly unlikely.

(11) Additional technical and safety information as required by the HN. A test and flight-capabilities exercise for HN officials may be required.

1-15. INDIVIDUAL FLIGHT RECORDS FOLDERS

[Table 1-2](#) provides current information about DOD UAS groups and which Army UAS belongs to each group. DOD identifies UASs in Groups 1 and 2 (that is, those weighing 25 kg (55 lbs) or less) as small unmanned aircraft systems (SUASs) and UASs in Groups 3 through 5 as large UASs.

a. SUASs (that is, UAS Groups 1 and 2 (for example, RQ-11 Raven, RQ-20A Puma, Wireless Aerial Surveillance Platform (WASP))). According to ALARACT 020/2012 (Notification of Changes to Reporting Procedures for Small Unmanned Aircraft Systems (SUAS)), the SUASMAN program is the mandatory reporting tool and flight-record-folder tool for U.S. Army SUASs. If the U.S. Army designates and publishes a standard for logging SUAS flights, the Army standard will be used in place of the standard in this paragraph.

Table 1-2 Current UAS Groups				
UAS Groups	Maximum Gross Takeoff Weight	Normal Operating Altitude (ft)	Airspeed	Current Army UAS in Operation
Group 1	< 20 lbs	<1,200 above ground level (AGL)	<100 Knots	RQ-11B Raven RQ-20A Puma WASP
Group 2	21-55 lbs	>3,500 AGL	<250 Knots	No current system.
Group 3	<1,320 lbs			RQ-7B Shadow
Group 4	>1,320 lbs	<18,000 mean seal level (MSL)	Any Airspeed	MQ-1C Gray Eagle, MQ-5B Hunter
Group 5		>18,000 MSL		No current system

(1) All operators of USAREUR SUASs will use SUASMAN as their personal-digital flight log and training record. The SUASMAN program (and training on use of the program) is available at <https://webapps.hurlburt.af.mil/suasmgr/default.aspx>.

(2) BAEs are responsible for oversight and management of SUASMAN reporting and will establish unit SUASMAN user procedures and user roles in a unit SOP.

(a) For semiannual proficiency and readiness test (S-APART) requirements, the unit SUASMAN custodian will upload (by 30 March for the 1 October through 30 March period and by 30 September for the 1 April through 30 September period) a digital copy of each operator's DA Form 7122 into SUASMAN.

(b) SUASMAN users will use the appropriate SUAS brevity code (or abbreviation) to record flight time according to the duty performed. UAS crewmembers who are instructing or evaluating from a non-crewmember station must use the symbol for the duty being performed, not the symbol for the location where the duty is performed. The possible SUAS brevity codes are defined as follows:

1. MO: mission operator (MO).

2. MP: mission preparation (MP).

3. MQ: mission qualified (MQ).

4. MT: master trainer (used only when conducting instruction of qualified operators performing MO and vehicle operator (VO) duties).

5. SMT: standardization master trainer (SMT) (used only when conducting instruction of IQT students performing MO and VO duty or instruction of MTs).

6. VO: vehicle operator.

b. UAS Groups 3 and 4 (for example, MQ-1C Gray Eagle, RQ-7 Shadow, RQ-5/MQ-5 Hunter).

(1) Commanders of USAREUR units with UASs in Groups 3 and 4 will keep individual flight record folders (IFRFs) at or near the command's geographic location for all assigned UAS operators.

(2) UAS units will maintain IFRFs according to FM 3-04.300.

(3) When an aviation operations specialist with military occupational specialty (MOS) 15P is not authorized on the unit modified table of organization and equipment (MTOE) and assigned to the unit, the unit commander will appoint (in writing) a custodian for IFRFs.

(a) The commander may select a custodian without regard to the MOS of the individual, but must ensure the custodian is trained in and fully capable of performing flight operation duties (including duties required to maintain a flight planning area).

(b) Commanders may request and coordinate training for their appointed or intended custodian from their organic BAE or the UASSD.

(4) Flight time for large UASs is recorded using the brevity codes listed in AR 95-23, paragraph 2-5a.

CHAPTER 2

OPERATION AND CONTROL OF USAREUR AIRFIELDS, HELIPORTS, AND HELIPADS

2-1. GENERAL

a. The senior mission commander ([AE Reg 95-1, para 2-1b](#)) at airfields, heliports, and helipads who [AE Regulation 95-1](#) designates as the “airfield, heliport, or helipad commander” will support tenant and visiting UAS units for flight and ground operations.

b. UAS units will conduct all flight and ground operations according to DOD FLIPs, AR 95-1, AR 95-2, [AE Regulation 95-1](#), airfield SOPs, and airfield commander policy letters. For flight operations not at a designated airfield, UAS units must coordinate with the U.S. Army garrison (USAG) commander or equivalent before the operations begin.

2-2. ATC COMMUNICATION AND SEPARATION PROCEDURES

a. ATC Separation and Phraseology.

(1) U.S. Army ATC facilities will apply the separation standards of the category A instrument flight rules to UAS operations according to Air Traffic Organization (ATO), FAA, ATO-wide Directive (JO) 7110.65.

(2) The restricted or segregated airspace-controlling agency or authority will establish separation criteria to ensure safe operations inside these areas.

(3) According to JO 7110.65, U.S. Army ATC facilities must always use standard phraseology (for example, taxi to, cleared for takeoff, cleared to land) for all communications between the ATC and UAS operators.

b. Ground and Radar Observers.

(1) Unit commanders will establish certification requirements for ground and radar observers in a unit SOP. Certification training must include the rules and responsibilities established in 14 CFR 91.111, 14 CFR 91.113, and AR 95-23.

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(2) Observers certified by the unit commander will send traffic information to the UAS operator using standard clock directions, distance, and direction of flight (for example, “Traffic one o’clock, 2 [nautical] miles, northbound”). The UAS operator is responsible for adjusting the AV flight route to avoid other traffic.

(3) Radar observers must be qualified ATC personnel. Radar observers should enable primary radar returns. Observers may use secondary radar either in addition to primary radar or if primary radar is not available.

(4) UAS operations must be in compliance with the approved COA or applicable HN regulations and restrictions regarding ground and radar observers.

c. Approaches. For Army UAS operations, the ATC facility must have a letter of agreement (LOA) that establishes a precoordinated missed-approach procedure. The procedure must be in accordance with an approved COA or other HN-approved document. The LOA procedure must identify the process for a lost link, a loss of visual contact, or both occurring simultaneously.

2-3. LANDING AND TAKEOFF CRITERIA

The launch and recovery criteria apply to all UAS operations at U.S. Army facilities or training locations in USAREUR unless otherwise specified in applicable technical manuals (TMs) or waived by the appropriate authority. [Paragraph 1-5](#) provides information about waiver authorities.

a. General Criteria.

(1) UAS and manned aircraft must not be mixed in the same traffic pattern (for example, both airframes in a north pattern).

(2) A manned chase aircraft may follow a UAS on final approach, but this procedure requires a comprehensive LOA between the unit commander, the airfield commander or manager, and the chief of the affected ATC facility.

b. Large UAS Criteria. The following criteria apply to all large UASs and do not apply to SUASs:

(1) The minimum pavement classification number must support the heaviest equipment and aircraft that will operate on the airfield or launch and recovery location.

(2) The minimum required climb rate for departure is 200 feet per nautical mile.

(3) A 3-degree glide slope is recommended for UAS launch and recovery operations.

(4) A clearance of 300 feet is required over obstacles and obstructions that could interfere with the departure and approach slope.

2-4. MINIMUM UAS SURFACE AND CLEARANCE REQUIREMENTS

When planning and designing runways and ancillary movement areas that support operations of U.S. Army wheeled UASs, designers will comply with the Unified Facilities Criteria (UFC) 3-260-1 (Airfield and Heliport Planning and Design), applicable U.S. Army Corps of Engineers engineer technical letters, and other applicable DOD and DA references.

CHAPTER 3 OPERATIONS AND SAFETY

SECTION I OPERATIONS

3-1. APPROVAL FOR AVIATION AIR AND GROUND SUPPORT OPERATIONS

Unit commanders or their designated representatives are the approval authorities for all air and ground aviation operations that require engine starts, whether for maintenance, training, or other operational reasons. This is in addition to the requirement for mission-briefing procedures in AR 95-23 and this regulation.

SECTION II SAFETY

3-2. MISHAP REPORTS

Units will conduct UAS mishap (that is, an accident or an incident) reporting and investigations according to AR 385-10, DA Pamphlet 385-40, and [AE Regulation 385-40](#). Unit commanders will—

a. Immediately report all UAS mishaps by telephone to the USAREUR Command Center (Watch Office), USAREUR G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (mil 537-3192/3186/3189, civ 0611-143-537-3192/3186/3189, e-mail: *USARMY Baden-Wuerttemberg USAREUR Mailbox G33 OPS Watch Officer*).

b. By 2 hours after the mishap, send a follow-on report of all mishaps using [AE Form 95-23A](#). Units may send the form by e-mail to the USAREUR Watch Officer ([a above](#)).

NOTE: [AE Form 95-23A](#) is the Army in Europe standard for reporting USAREUR UAS mishaps throughout the USEUCOM AOR. This form is also *Bundeswehr*-approved for use in place of the German form AMDT 10/12 (*Meldung eines Unfalls/Zwischenfalls beim Betrieb eines ausländischen militärischen Luftfahrzeuges*) that the *Bundeswehr* requires for reporting military UAS accidents and incidents that occur in Germany.

c. Immediately report all class A through D UAS accidents through the appropriate USAREUR command to the Safety Division, Office of the Chief of Staff, HQ USAREUR, as prescribed by [AE Regulation 385-40, paragraph 5a](#). Commanders will use DA Form 7305 to report mishaps.

d. Follow all applicable HN procedures for reporting accidents and incidents.

3-3. AVIATION SAFETY PERSONNEL

UAS units and leaders down to platoon level will complete all required safety training according to applicable DA and AE regulations.

CHAPTER 4 TRAINING AND STANDARDIZATION

SECTION I AIRCREW TRAINING PROGRAMS

4-1. UNIT AIRCREW TRAINING PROGRAMS (ATPs)

a. UAS-Unit Commander Responsibilities for ATPs. Commanders of UAS units will—

- (1) Develop and implement unit ATPs according to applicable training regulations and manuals.
- (2) Implement policy that ensures individual crewmembers attend or make up training.
- (3) Maintain electronic or paper documentation of training and attendance rosters in unit files for 3 years.
- (4) Conduct all flight training only in coordinated and approved areas and in compliance with DOD FLIP AP/2 and any HN restrictions.
- (5) Ensure that the minimum UAS-operator synthetic-flight-training-system requirements prescribed by unit ATPs are in compliance with AR 95-23, the applicable aircrew training manual (ATM), and this regulation.

b. Waivers of Failure to Meet ATP Requirements. For personnel who fail to meet ATP requirements, USAREUR UAS units must process any waiver requests according to AR 95-23.

4-2. INDIVIDUAL CREWMEMBER TRAINING

a. General. Units will establish individual crewmember training standards in unit ATPs according to Training Circular 1-600 (TC 1-600), TC 3-04.62, applicable ATMs, and the unit mission-essential task list.

b. Orientation Training.

(1) Before conducting any flight operations, USAREUR UAS operators assigned to flying positions must complete local-area orientations as prescribed by TC 1-600 and TC 3-04.62.

(2) Before progressing to readiness level (RL) 1 (that is, mission-qualified), USAREUR UAS operators will complete academic training in the following topics and receive a visual flight rules (VFR) orientation flight in the local flight area conducted by an IO, RQ-11 Raven MT, SO, or unit trainer (UT) as appropriate:

- (a) The policy and procedures in this regulation and other Army in Europe directives.
- (b) Airspace structure.
- (c) DOD FLIPs.
- (d) Flight-violation reporting procedures.

- (e) Inadvertent instrument-meteorological conditions (IMC) flight procedures.
- (f) Lost-link flight procedures.
- (g) Risk assessment.
- (h) VFR requirements.

(3) Unit commanders will ensure that the unit records custodian documents crewmember accomplishment of the training requirements in (2) above in individual aircrew training folders (IATFs).

4-3. SPECIAL TRAINING

a. Unit Certification. Recertification is required if 12 months or more have elapsed since the unit last conducted flight operations in USAREUR. If certification is required, UAS units will conduct certification programs before conducting normal flight operations in USAREUR.

(1) At the discretion of the UAS unit commander, units may request recertification before 12 months have elapsed.

(2) Certification programs will have at least two gates, beyond which the unit may not proceed until approved by the certifying officer. These gates are also prerequisites to collective training exercises in preparation for deployment. [Appendix D](#) provides requirements for each mandatory gate. These gates are defined as:

- (a) Gate 1 (Safe to Conduct Flight Operation).
- (b) Gate 2 (Development of Proficiency in UAS Operations).

b. Petroleum, Oils, and Lubricants (POL) Training. Commanders of UAS units will—

(1) Ensure personnel performing duties as fuel handlers receive training in POL procedures every 6 months. This training will include safe-handling procedures for aviation fuel and include at least the following subject areas:

- (a) Fire-emergency procedures.
- (b) Inspecting POL facilities and equipment.
- (c) Maintaining POL package products.
- (d) POL dispensing.
- (e) POL storage.
- (f) Quality-assurance requirements and procedures.
- (g) Spill prevention and cleanup.

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NOTE: In Europe, the *Accord Européen relatif au Transport International des Marchandises Dangereuses par Route (ADR)* (European Agreement Concerning the International Carriage of Dangerous Goods by Road) certificate (commonly referred to as, the “orange card”) is the only legal proof of successful training for transporting hazardous cargo.

(2) Ensure UAS operators and UAS maintenance personnel receive annual training in POL procedures that they may be reasonably expected to perform as part of their normal duties (including visual and preflight sampling procedures).

(3) Issue appropriate certificates of qualification (for example, *ADR*, military drivers license) for fuel handling to personnel who are properly trained and may be required to do either of the following:

- (a) Operate a fuel-dispensing vehicle.
- (b) Refuel aircraft.

c. Environmental Training. Commanders of UAS units will—

(1) Establish an environmental training program for all assigned UAS personnel. The program will include a requirement for annual instruction in weather conditions for assigned operators that includes at least the following subject areas:

- (a) Climatology.
- (b) Cloud formations.
- (c) Fog.
- (d) Frontal systems.
- (e) Icing.
- (f) Procedures for completing and interpreting DD Form 175-1.
- (g) Thunderstorms.

(2) Ensure that records custodians and trainers annotate the appropriate training records to show the date an individual successfully completed required training.

(3) Before the start of the season, ensure UAS operators and UAS maintenance personnel receive seasonal safety training on operators manual requirements, procedures, and restrictions while operating in adverse winter environmental conditions and any other seasonal environmental conditions, as appropriate. Winter-seasonal training will include proper techniques and precautions to be used when taking off from, landing on, and operating near snow- or ice-covered terrain.

4-4. REQUESTS FOR WAIVERS TO UAS ATP REQUIREMENTS

[Figure 4-1](#) provides the format for requesting individual waivers to UAS operator or ATP requirements.

SECTION II STANDARDIZATION

4-5. STANDARDIZATION AUTHORITIES FOR USAREUR

a. **UASSD.** The UASSD is the proponent for the USAREUR Aviation Standardization Program. [Paragraph 1-4c](#) prescribes specific standardization responsibilities for the UASSD.

b. **Air Traffic Services Standardization Detachment.** The Air Traffic Services Standardization Detachment (AEOP-ODO-AV/ATS), Aviation Operations Branch, G3/3 Current Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR, is the USAREUR proponent for ensuring air-traffic services safety and standardization functions are in accordance with AR 95-2.

4-6. USAREUR AVIATION LEADERSHIP COMMITTEE

The USAREUR Aviation Leadership Committee ([AE Reg 95-1, para 4-6](#)) monitors and implements U.S. Army aviation standardization in Europe. The committee normally convenes in conjunction with the annual USAREUR Aviation Conference.

4-7. INSTALLATION AVIATION STANDARDIZATION COMMITTEES

USAG commanders will include UAS units as members of installation standardization committees (that is, treat a UAS unit as an “aviation unit or activity” according to AR 95-1, para 4-39b).

4-8. UAS-UNIT COMMAND TRAINING RESPONSIBILITIES

Commanders of UAS units will—

- a. Comply with [AE Regulation 350-1](#).
- b. Ensure UAS interoperability ([glossary](#)) with NATO units and that UAS operations are in compliance with appropriate standardization agreements.
- c. Complete unit certification programs before participating in collective training exercises.
- d. Evaluate unit UAS training programs ([para 4-10](#)) and ensure evaluators administer the appropriate external evaluations (EXEVALs) according to [AE Regulation 350-1](#).
- e. Establish, if applicable, and maintain UAS academic and flight training programs. These programs will ensure operator safety training and proficiency levels are in compliance with adverse weather condition restrictions, HN regulations, and major-exercise coordination altitudes.
- f. Establish and publish a crew-endurance policy for all flight and ground crewmembers according to AR 95-23. [Table 4-1](#) provides a sample of standards that any such policy should provide.
- g. Establish and maintain unit SOPs according to DOD FLIP AP/2, AR 95-23, DA Pamphlet 385-90, TC 1-600, TC 3-04.62, and this regulation.

LETTERHEAD

Office Symbol

Date

MEMORANDUM THRU *Unit Commander*

FOR *First Lieutenant Colonel or Higher in the Chain of Command*

SUBJECT: Request for Individual Waiver—*Rank Name*

1. **Reference.** AR 95-1, Flight Regulations (para 4-7). *[Cite the specific paragraph of the applicable regulation or aircrew training manual for the type of waiver requested.]*
2. **Justification.** *[The justification must be thorough and include procedures to prohibit recurrence].*
3. **Personal Information.** *[Provide the following information about the individual for whom the waiver is being requested.]*
 - a. *Name, Social Security number (last 4 digits), rank, unit and duty assignment, birth date, and date eligible for return from overseas (DEROS).*
 - b. *Total time in the type, model, and series of aircraft is XXX hours.*
 - c. *Total flight time is XXX hours.*
 - d. *Date the operator was suspended is XXX [if applicable].*
4. **Qualifications.** *[State relevant qualifications of the person for whom the waiver is being requested.]*
 - a. *A copy of Rank Last-Name's most recent DA Form 759 is enclosed (encl 1).*
 - b. *A copy of Rank Last-Name's current worksheet is enclosed (encl 2).*
5. **History.** *A copy of the suspending document is enclosed (encl 3) [if applicable]. There is no applicable suspending document [if applicable]. [Include the history of previous waivers, suspensions, and flight evaluation boards, if applicable.]*
6. **POC.** *The POC is Rank Last-Name, military 314-XXX-XXXX, civilian 0611-143-XXX-XXXX, e-mail: first.last.mil@mail.mil.*

3 Encls

1. DA Form 759

2. Worksheet

3. Suspending Document *[if applicable]*

Operator's signature block

Figure 4-1. Format for Requesting an Individual Waiver

Table 4-1 Sample Standards for a UAS Crew-Endurance Policy			
Time Period	Max Duty Period	Max Flight Time	Remarks
24 hours	12 hours	10 flight hours	8 combined ¹
7 days	84 hours	48 flight hours	
14 days	168 hours	96 flight hours	
30 days	360 hours	130 flight hours	
Environmental Factors			
Environment	Time Factor	Examples	
Day ²	1.0	8 day x 1.0 = 8 (< 10)	
Night ^{1,2}	1.4	6 day x 1.0 + 2 night x 1.4 = 8.8 (> 8)	
MOPP4 ³	3.1	3 hours x 3.1 = 9.3 hours (< 10)	
NOTES:			
1. The combined day and night maximum flight time for UAS operations is 8 hours.			
2. Night considerations do not apply to UAS operations conducted inside a control shelter because the conditions are unaffected by the time of day.			
3. Mission-oriented protective posture level 4 (MOPP4) (that is, personnel must wear the full individual protective equipment for nuclear, biological, and chemical defense).			

4-9. UNIT EVALUATIONS

a. EXEVALs. USAREUR units will evaluate the ability of UAS units to execute their combat missions using an EXEVAL in accordance with [AE Regulation 350-1](#) (normally, within 180 days before a scheduled deployment). A unit at an echelon above the evaluated unit must control the EXEVAL.

b. ARMS. The UASSD will routinely schedule an ARMS for every UAS unit in USAREUR so that each UAS unit is evaluated around every 18 to 24 months.

(1) UAS unit commanders will not schedule any training event for the planned ARMS dates that would prevent the inspected unit from participating exclusively in the scheduled evaluation.

(2) The UASSD ARMS checklist provides guidelines to help UAS units comply with published policy and training guidance. Use of this checklist will improve safety and standardization of UAS flight procedures, operations, and maintenance, and enhance combat readiness. Checklists can be found at <https://www.us.army.mil/suite/page/648146> (by selecting the “ARMS/SAV Checklists” link under the “Section Pages” heading).

(3) [Appendix E](#) provides procedures for conducting UASSD-administered ARMSs.

c. UASSD SAVs. In support of unit evaluations, the UASSD will inform UAS units of flight standardization policy and procedural changes, coordinate resolutions to standardization issues, and provide UAS units with an SAV for a courtesy evaluation if requested by the unit and the UASSD mission schedule permits.

SECTION III ADMINISTRATIVE PROCEDURES

4-10. UAS CREWMEMBER SELECTION AND EVALUATION REQUIREMENTS

a. General Evaluation Requirements. Before units conduct initial evaluations for evaluators or trainers, all operators and evaluators must—

- (1) Meet the orientation requirements in [paragraph 4-2b](#) of this regulation.
- (2) Be in compliance with unit SOP and ATP requirements for operator selection, qualification, and evaluation.
- (3) Demonstrate proficiency to an IO or SO in the airframe in which they expect to train, evaluate, or both. An SO will evaluate IOs and SOs.

b. Initial Evaluations.

- (1) The UASSD will conduct or approve (in writing) initial SO evaluations. [Figure 4-2](#) shows the format.
- (2) Any USAREUR SO may conduct an initial IO evaluation.

c. Annual Evaluations.

- (1) The UASSD will conduct or approve (in writing) all annual SO evaluations. [Figure 4-2](#) shows the format.
- (2) Any USAREUR SO may conduct annual evaluations for IOs.
- (3) Any USAREUR IO or SO may conduct annual evaluations for AV operators.
- (4) When the UASSD does not have an evaluator qualified or available to perform the evaluation, the UASSD will designate specific unit SOs to conduct annual evaluations.

d. Performing Duties in Another Unit. If both unit commanders agree, any USAREUR UAS crewmember in one unit may perform duties in another unit. Both commanders must document their approval on the mission briefing forms.

4-11. REQUESTS FOR SO EVALUATIONS

Unit commanders must sign all requests for a UASSD SO evaluation. [Figure 4-2](#) provides the format for requesting SO evaluations.

a. Unit SOs will do the following:

- (1) Call the appropriate UASSD evaluator to coordinate a tentative mission date before sending the request.

LETTERHEAD

Office Symbol

Date

MEMORANDUM FOR UASSD (AEOP-ODO-AV/SSD), CMR 416, Box D, APO AE 09140

SUBJECT: Request for Standardization Operator Flight Evaluator and Standardization Operator Flight Evaluation

1. Request. *Unit Name* requests to administer the following standardization operator (SO) evaluation:

- a. Individual: *Name, rank, social security number, birth month, military occupational specialty, unit, APO number, branch, date eligible for return from overseas (DEROS), and telephone number.*
- b. Aircraft: *Type, model, and series of aircraft [for example, RQ-7].*
- c. The primary and alternate dates for the evaluation are: Primary *_XXX_* and Alternate *_XXX_*.
- d. Total SO time in *type, model, and series of aircraft* is: *_XXX_*.
- e. Documentation of SO qualification is enclosed (encl) *[for example, DA Form 759].*

2. Evaluator. *Rank Name* is the alternate evaluator or designee. *Rank Name* provided authorization (encl) for the evaluation to be administered by other than the UASSD on *date*. *[for example, SFC Greg Smith is the designee. SFC Peter Jones provided authorization (encl) for the evaluation to be administered by other than the UASSD on 20 July 2013.]*

3. Additional Tasks. The commander has selected the following base, special, or additional tasks for evaluation in addition to the base tasks identified with an X in the aircrew training manual:

- a. *XXX.*
- b. *XXX.*

4. POC. The POC is *Rank Last-name*, military 314-xxx-xxxx, civilian 0xxx-xxxx, e-mail: *first.mi.last.mil@mail.mil*.

2 Encls

Commander's signature block

Figure 4-2. Format for Requesting a Flight Evaluation

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(2) Send evaluation requests by fax or e-mail to the appropriate UASSD standardization officer at least 3 weeks before the—

(a) Desired mission date for initial evaluations.

(b) Beginning of the annual proficiency and readiness test (APART) period for annual evaluations.

(3) Ensure updated IFRFs and IATFs are available for the evaluation.

b. After successfully completing the flight evaluation, units must send a copy of the completed DA Form 7122-R (pages 1 and 2) to the UAS Evaluator, UASSD (AEOP-ODO-AV/SSD), CMR 416, Box D, APO AE 09140.

4-12. SUAS IQT

Only graduates of the Fort Benning 3-week Master Trainer Course may complete and certify IQT for SUAS. (Fort Benning no longer offers an IQT course.)

a. Each SUAS-operating organization will maintain at least two qualified MTs (that is, MTs who graduated from the Fort Benning 3-week long MT course) assigned in order to conduct IQT.

b. Units may use UTs to facilitate IQT, but they may not use UTs to evaluate the individuals attending IQT. If the UT is participating in or recently completed MT training, the UT may not evaluate individuals attending IQT until the UT is approved as an MT and appropriate entries are made on the individual's DA Form 7122-R and in SUASMAN.

c. For IQT, the instructor-to-student ratio will not be more than four students per one instructor. This ratio provides sufficient time for each student to complete all flight requirements and the instructors to equitably distribute their time with all students.

d. Soldiers may not attend IQT unless they meet the medical and vision requirements established in Department of Defense Instruction (DODI) 6130.03, paragraph 1-9.

e. Before conducting SUAS flights, including IQT, in the USAREUR AOR, units must ensure to coordinate range control procedures, NOTAMs, frequencies, and all other appropriate coordination.

f. Units conducting SUAS operations throughout the USEUCOM AOR must always adhere to local and HN regulatory processes, rules, and SOPs established by the HN and local range control, which may not be the same as the procedures in this regulation.

CHAPTER 5 FLIGHT PROCEDURES AND RULES

5-1. GENERAL

This chapter provides specific flight rules and procedures for operating Army UASs in the USAREUR AOR. The DOD FLIPs provide ICAO and foreign-government rules that apply to military users. Users should send questions about ICAO or foreign-government procedural issues or additions, deletions, and corrections to DOD FLIPs through the USAASD-E ([paras 1-13b](#) and [B-4](#)).

5-2. FLIGHT PLANNING

a. Mission Briefing. Commanders will designate only the most experienced current and qualified UAS operators as briefers. Commanders may also designate commissioned and warrant officers who are trained and familiar with aviation briefing procedures as briefing officers.

b. NOTAM. NOTAMs must be available, controlled, and managed according to [AE Regulation 95-40](#).

c. Flight Weather Planning.

(1) Flights Into Icing Conditions or Turbulence. Flights into icing conditions or turbulence will not be approved unless the requirements of AR 95-23 (para 5-2c) and the operators manual are met.

(2) VFR Weather Minimums. AR 95-23 and local regulations (for example, GTA SOP #4) prescribe VFR weather minimums for flights in USAREUR restricted airspace.

5-3. VFR WEATHER MINIMUMS

a. Conducting UAS Operations Under VFR. USAREUR units will conduct all UAS operations under VFR only during “visual meteorological conditions” (VMC) ([glossary](#)). UAS units will adhere to the local controlling-agency requirements and, as a minimum, stay clear of clouds. The weather forecast must predict the weather to remain in VMC for the entire route of the flight and until 1 hour after the estimated time of arrival.

b. Flight Weather Briefing. Operators will obtain all of the following:

(1) A flight weather briefing for the entire route of flight. Operators may obtain flight weather briefings from one of the following agencies, which are listed in the order of preference:

(a) The USAFE/AFAFRICA weather forecaster at the airfield of departure.

(b) The HN forecaster at the airfield of departure.

(c) The USAFE/AFAFRICA Operational Weather Squadron.

NOTE: For operations during field training exercises in an exercise area, unit operations personnel may obtain forecasts from one of the sources in [\(1\) above](#) and provide this forecast to all unit UAS operators.

(2) Weather updates every 4 hours or between flights. If necessary, the ATC or flight operations may relay the weather updates to the UAS operator.

c. VFR Flights in Local Areas. In the event a UAS departs one restricted airspace training area en route to another training area (for example, the GTA to Hohenfels Training Area) through a corridor designated for that transit flight, the UAS operator will conform to the VFR rules for that corridor’s classification of airspace (for example, class E airspace). Operators of VFR flights in local areas do not require a written DD Form 175-1, but must receive a local weather briefing before the flight.

5-4. INADVERTENT IMC FLIGHT PROCEDURES (FOR EMERGENCY USE ONLY)

a. The ICAO and HNs do not always recognize inadvertent IMC flight procedures as a valid recovery procedure. Aircrews are strongly encouraged when flying in unforecasted poor weather to land before committing to inadvertent IMC flight procedures. This warning does not limit operators from executing an inadvertent IMC recovery procedure if the situation requires.

b. AVs that are unable to land will follow the inadvertent IMC flight and recovery procedures specified by the appropriate ATM and HN procedures as provided in local regulations (for example, GTA SOP #4).

5-5. OPERATING TIMES

Operating times for day and night operations will be according to guidance published in local training area regulations (for example, GTA SOP #4) and DOD FLIP AP/2.

CHAPTER 6 MAINTENANCE PROCEDURES

6-1. MAINTENANCE TRAINING

a. Individuals identified at UAS organizations to perform duties as technical inspectors must be trained in and familiar with the appropriate publications governing aviation maintenance, specifically AR 95-1, DA Pamphlet 738-751, FM 3-04.500, and the TM 1-1500-204-23-series.

b. UAS unit commanders should include at least the following topics in maintenance training programs:

- (1) Contracting officer's representative and quality-assurance representative duties as required.
- (2) Designated representatives.
- (3) Historical records.
- (4) Maintenance Standard Army Management Information Systems processes.
- (5) Procedures for managing technical inspector stamps.
- (6) Quality-control office management.
- (7) Quality deficiency reports.
- (8) Shop safety inspections.
- (9) Weight and balance.

6-2. MAINTENANCE MESSAGES

All USAREUR UAS maintenance messages must be written and distributed in compliance with AR 95-1 and AR 95-23.

APPENDIX A REFERENCES

SECTION I PUBLICATIONS

NATO Status of Forces Agreement and Supplementary Agreements

Code of Federal Regulations (CFR), Title 14, part 91.111, Operating Near Other Aircraft

CFR, Title 14, part 91.113, Right-of-Way Rules: Except Water Operations

Special Federal Aviation Regulations (SFAR)

NOTE: Aviation-applicable portions of the CFR and SFAR Final Rule amendments to the CFR are available at http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgWebcomponents.nsf/ (Select “Code of Federal Regulations” or “CFR Final Rule” links on right side of page.)

CJCS Instruction 3255.01, Joint Unmanned Aircraft Systems Minimum Training Standards

DOD Directive 4500.54E, DOD Foreign Clearance Program

DOD 4500.54-G/M, Department of Defense Foreign Clearance Guide and Manual (available at: <https://www.fcg.pentagon.mil> [NIPRNET] and <http://www.fcg.pentagon.smil.mil/> [SIPRNET])

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

AR 95-1, Flight Regulations

AR 95-2, Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control, and Navigational Aids

AR 95-23, Unmanned Aircraft System Flight Regulations

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

AR 385-10, The Army Safety Program

DA Pamphlet 385-40, Army Accident Investigations and Reporting

DA Pamphlet 385-90, Army Aviation Accident Prevention Program

DA Pamphlet 738-751, Functional Users Manual for The Army Maintenance Management System—Aviation (TAMMS-A)

ATTP 3.04.15, Multiservice Tactics, Techniques, and Procedures for Unmanned Aircraft Systems

FM 3-04.300, Airfield and Flight Operations Procedures

FM 10-67-1, Concepts and Equipment of Petroleum Operations

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Technical Manual (TM) 1-1500-204-23-1, General Aviation Maintenance (General Maintenance and Practices), volume 1

TM 1-1500-204-23-2 through -11, Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) Manual for General Aircraft Maintenance (various subtitles, vols 2 thru 11)

Training Circular (TC) 1-400, Brigade Aviation Element Handbook

TC 1-600, Unmanned Aircraft Systems Commander's Guide and Aircrew Training Manual

TC 3-04.62, Small Unmanned Aircraft System Training Program

[AE Regulation 95-1](#), General Provisions and Flight Regulations for Army Aviation

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

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

[AE Regulation 385-40](#), Accident Reporting and Records

DOD Flight Information Publication (FLIP) AP/2, Area Planning, Europe-Africa-Middle East

DOD FLIP AP/2A, Special Use Airspace, Europe-Africa-Middle East

DOD FLIP AP/4, Area Planning, Eastern Europe-Asia

DOD FLIP AP/4A, Special Use Airspace, Eastern Europe-Asia

Grafenwoehr Training Area (GTA) Range Operations Standing Operating Procedure #4 (GTA Aviation)
https://west.esps.disa.mil/Army/CMDS/JMTC_G3/GTA%20SOPs/Forms/Allitems.aspx

Air Traffic Organization (ATO), Federal Aviation Administration, ATO-wide Directive (JO) 7110.65, Air Traffic Control
<http://www.faa.gov/documentlibrary/media/order/atc.pdf>

Military Aeronautical Information Publication Germany ENR 1.14-5 and 1.14-6
<http://www.milais.org/pages/publications.php> (at "Publication:" drop-down menu, select "MIL_AID Complete Edition")

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

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

Message, HQDA, DAMO, date-time-group: 262059Z Jan 12, subject: ALARACT 020/2012, Notification of Changes to Reporting Procedures for Small Unmanned Aircraft Systems (SUAS) (corrected copy)

**SECTION II
FORMS**

DD Form 175-1, Flight Weather Briefing

DA Form 759, Individual Flight Record and Flight Certificate—Army

DA Form 2028, Recommended Changes to Publications and Blank Forms

DA Form 7122-R, Crew Member Training Record

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

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

APPENDIX B

UNITED STATES ARMY AERONAUTICAL SERVICES DETACHMENT, EUROPE AREA OF RESPONSIBILITY

B-1. PURPOSE

This appendix—

a. Provides USAREUR guidance on the United States Army Aeronautical Services Detachment, Europe (USAASD-E), United States Army Aeronautical Services Agency (USAASA), mission for the USAASD-E area of responsibility (AOR). The USAASD-E AOR includes the USAFRICOM, USCENCOM, and USEUCOM AORs.

b. Explains responsibilities for matters requiring coordination with the USAASD-E.

B-2. MISSION

As a forward-deployed detachment of the USAASA (AR 95-2), the USAASD-E—

a. Is the HQDA regional representative for aviation matters throughout the USAASD-E AOR.

b. Is the HQDA agent for U.S. Army flight procedure policy in the USAASD-E AOR. In this capacity, the USAASD-E is authorized direct contact with other U.S. Army elements, Army commands and installations, other military departments, other Government agencies, host-nation (HN) civil agencies, and international agencies.

c. Has tasking and monitoring authority from the Federal Aviation Administration and HNs in the USAASD-E AOR for negotiating and processing airspace requirements and matters pertaining to visual and instrument flight procedures.

d. Is the U.S. Army POC for acquiring, distributing, and updating aeronautical information products in the USAASD-E AOR.

e. Is the designating authority for control-tower-operator certification.

f. Is the HQDA-designated authority for establishing noise-abatement and fly-neighborly programs.

g. Is the HQDA monitor for “notice to airmen” and aviation weather support to U.S. Army aviation elements throughout the USAASD-E AOR.

B-3. SPECIAL USE AIRSPACE

The USAASD-E is the POC for establishing special-use airspace. Activities requiring airspace that may be hazardous to nonparticipants require coordination with HN agencies. This does not include airspace controlled by the U.S. Army (for example, U.S. Army control zones, U.S. Army restricted areas). Units should send assistance requests through the Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (USAREUR G3-AVN/AEOP-ODO-AV), Unit 29351, APO AE 09014-9351, to the USAASD-E (ATAS-AD), Unit 29243, APO AE 09136-9243.

B-4. AERONAUTICAL INFORMATION PUBLICATIONS

Aeronautical information publications include DOD flight information publications (FLIPs). The USAASD-E is the DOD FLIP account manager for U.S. Army units in the USAASD-E AOR. Units

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must send requests for FLIP support to the USAASD-E (ATAS-AD), Unit 29243, APO AE 09102-9243. The USAASD-E will send these requests to the appropriate agencies.

a. Requests for Defense Logistics Agency support from CONUS are normally filled in 56 days. The Defense Logistics Agency-Europe and Africa (DLA-E/A) has a limited stock of FLIP products. Usually, DLA-E/A can fill these requests (only emergency-issue) in 14 days or less if the product is in stock. Based on these lead times, commanders should identify FLIP requirements at the earliest possible stage of an operation.

b. The USAASD-E does not stock maps. To request map support, units should call or send a request to USAASD-E ([para 1-13b](#)).

B-5. AIRFIELD ENGINEERING SURVEYS

The USAASD-E will—

a. Process waivers for airfield construction requirements (AR 95-2, para 6-4f). Commanders will send requests for waivers through the USAREUR G3-AVN (AEOP-ODO-AV), HQ USAREUR, Unit 29351 Box 101, APO AE 09014-9351, to the USAASD-E, Unit 29243, APO AE 09102-9243.

b. Coordinate obstacle evaluations and their effect on UAS operations at U.S. Army airfields and heliports.

APPENDIX C FORMAT FOR LOCAL FLYING RULES

Figure C-1 provides the format for local flying rules.

1. General.

- a. References.
- b. Purpose.
- c. Applicability.

2. Local Flying Rules.

- a. Military and host-nation flight regulations.
 - b. German coastal and Baltic areas, identification zone, and deconfliction line procedures.
 - c. Control zones.
 - d. Air traffic control.
 - e. Flight following.
 - f. Traffic patterns.
 - g. Flight planning.
 - h. Notice to airmen (NOTAM).
 - i. Weather minimums.
 - j. Airspace duty officer.
 - k. Lost-link procedures.
 - l. Ground-handling safety.
 - m. Engine start and shutdown procedures.
 - n. Crosswind operations and limitations.
 - o. Test-flight procedures.
-

Figure C-1. Format for Local Flying Rules

- p. Operating hours.
- q. Noise abatement.
- r. Search-and-recovery procedures.
- s. Violations.
- t. Inadvertent instrument meteorological conditions flight and recovery procedures.

3. Local Flying Area.

- a. Description.
- b. Danger and restricted areas.
- c. Tactical and terrain-flight areas.
- d. Test-flight areas.
- e. Emergency-procedure training areas.

4. Miscellaneous. *[Provide other administrative or procedural information as necessary.]*

5. POC. The POC is *Rank Last-Name*, military 314-XXX-XXXX, civilian 0611-143-XXX-XXXX, e-mail: *first.last.mil@mail.mil*.

Enclosures

- 1. Appendix A, Pre-accident Plan
- 2. Appendix B, Severe-Weather Plan
- 3. Appendix C, Designated Landing Sites
- 4. Appendix D, Airfield Night Vision Goggle Operations *[if applicable]*

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Figure C-1. Format for Local Flying Rules—Continued

APPENDIX D UNIT CERTIFICATION REQUIREMENTS

D-1. GENERAL

- a. Units will use external subject-matter experts during the training and assessment of flight-related tasks. This assistance and assessment team may come from the brigade aviation element or the United States Army Europe Aviation Safety and Standardization Detachment (UASSD), Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR.
- b. Certifying officers (that is, the first colonel in the unmanned aircraft system (UAS) unit chain of command) will ensure that leaders are decisively involved throughout the certification process.
- c. Units will use the most experienced current operators who are available during the certification.
- d. Units with small UASs (for example, RQ-11 Raven) will develop a tailored certification requirement encompassing applicable steps from Gates 1 and 2.

D-2. GATE 1 (SAFE TO CONDUCT FLIGHT OPERATIONS) REQUIREMENTS

In order to be certified as passing Gate 1 (Safe to Conduct Flight Operations) of the unit certification requirements, UAS units must—

- a. Conduct an internal aviation resource management survey (ARMS) using UASSD UAS ARMS checklists. Units will annotate all deficiencies in an electronic unit hazard-abatement log.
- b. Complete an internal review of unit standing operating procedures (SOPs).
- c. Conduct an academic review of the following areas:
 - (1) Aerodynamics.
 - (2) Aeromedical factors.
 - (3) Aircraft publications, forms, and records.
 - (4) Aircrew coordination training.
 - (5) Aircrew training program (ATP) requirements.
 - (6) Appropriate range-control requirements and procedures.
 - (7) AR 95-1 and [AE Regulation 95-1](#) requirements.
 - (8) AR 95-23 and [AE Regulation 95-23](#) requirements.
 - (9) Composite risk management.
 - (10) Fratricide prevention.
 - (11) Local area orientation academics.

- (12) Mission briefing and risk-approval authority procedures.
- (13) Newcomer's safety orientation and briefing.
- (14) Night mission operations and deployment considerations.
- (15) Night vision, visual illusions, and spatial disorientation.
- (16) Operating limits and restrictions.
- (17) Oral evaluations (group level).
- (18) Safety directives and messages from the Vice Chief of Staff of the Army and USAREUR.
- (19) UAS base, mission, and special tasks.
- (20) UAS checklist warnings, cautions, and notes.
- (21) UAS maintenance procedures and tasks.
- (22) UAS tactical and special mission tasks.
- (23) UAS unit SOP requirements.
- (24) Weather-condition-based requirements.
- (25) Weight and balance requirements.

d. Review the unit SOP to ensure the SOP addresses all applicable requirements of AR 385-10 and DA Pamphlet 385-90.

e. Conduct and document a pre-accident plan (PAP) rehearsal and crash drill according to a published PAP, the unit PAP, or both using all primary crash alarm system assets and review all secondary crash alarm system actions in the event of a mishap.

f. Complete one daytime mission rehearsal from the pre-mission planning phase up to, but not including, engine-start procedures.

g. Conduct a detailed after-action review.

D-3. GATE 1 (SAFE TO CONDUCT FLIGHT OPERATIONS) PROCEDURES

a. The first commander who is a colonel or higher in the SUAS-unit chain of command must designate (in writing) SUAS master trainers.

b. The first commander who is a lieutenant colonel or higher in the large-UAS-unit chain of command must designate (in writing) instructor operators (IOs), standardization operators (SOs), and unit trainers (UTs).

c. The UAS-unit battalion commander must designate (in writing) the mission-approval authorities, mission briefing officers, and risk-approval authorities according to HQDA ALARACT messages, safety directives, and guidance, as well as USAREUR messages and tasking orders.

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d. IOs and SOs will complete day-and-night system local-area orientations and proficiency-flight evaluations in the simulator and evaluate all 1000- and 2000-series tasks according to the applicable aircrew training manual (ATM).

e. The chain of command will approve progressions in the appropriate readiness level (RL) status on all applicable individual aircrew training folders (IATFs).

f. Standardization personnel will review IATFs to ensure all operators are correctly integrated into the ATP and have received and documented all requirements for the applicable RLs according to the applicable ATM.

g. The ground crewmember UT and the unit IO and SO will conduct and document all required day and night training requirements for a minimum of three ground crewmembers per platoon-level unit.

h. The first commander who is a colonel or higher in the UAS-unit chain of command must approve Gate-1 completion before the unit conducts its first flight.

D-4. GATE 2 (DEVELOPMENT OF PROFICIENCY IN UAS OPERATIONS) REQUIREMENTS

a. The first day of flight will include an RL 1 SO as a crewmember and trained ground crewmembers. The SO and ground crewmembers will be the most experienced and fully trained. The IO and SO will evaluate all operators and ground crewmembers in all 1000- and 2000-series tasks during this and subsequent flights.

b. The UAS commander will conduct night-operations training only after all operators demonstrate proficiency during daytime operations. The unit will conduct at least two “dry runs,” including engine start, before the first night flight.

c. The unit will conduct additional RL progression training. All subsequent UAS operators and ground crewmembers will complete applicable iterations and training in the same sequence as “first-flight” operators.

d. IOs and SOs will train individuals on all 3000-series tasks and on intelligence-gathering and reporting requirements.

e. Final UAS certification should conclude with a platoon- or company-level exercise in direct support of a maneuver unit when possible.

D-5. GATE 2 (DEVELOPMENT OF PROFICIENCY IN UAS OPERATIONS) PROCEDURES

a. Before starting Gate 2, IOs, SOs, and the designated flight records clerk will rescreen IATF records of “first-flight” operators to ensure all are at RL 1.

b. After completing Gate 2, the UAS unit will send copies of the unit-certification completion memorandum signed by the first commander who is a colonel or higher in the chain of command to the Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (USAREUR G3-AVN (AEOP-ODO-AV)), and the UAS Division, UASSD, USAREUR G3-AVN.

APPENDIX E

AVIATION RESOURCE MANAGEMENT SURVEYS

E-1. APPLICABILITY

This appendix applies to aviation resource management surveys (ARMSs) conducted by the United States Army Europe Aviation Safety and Standardization Detachment (UASSD), Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR.

E-2. POLICY

a. The UASSD will schedule and conduct an ARMS for each USAREUR unmanned aircraft system (UAS) unit. The USAREUR goal is to schedule and conduct an ARMS for every UAS unit on an 18- to 24-month cycle.

b. On request, the UASSD will conduct staff-assistance visits (SAVs) for units that have aviation assets. Units may schedule SAVs directly through the UASSD if the SAV will not occur within the 3-month period before a scheduled ARMS for the unit. Aviation SAV teams will—

(1) Respond directly to units requesting assistance.

(2) Send the results of SAV evaluations only to the unit commander (if not otherwise requested), the unit and next higher-level commanders, or others if specifically requested.

c. At the discretion of the USAREUR G3/5/7, the UASSD may conduct a “no-notice” ARMS.

E-3. EVALUATION AREAS

a. The UASSD will use the most current UASSD UAS ARMS checklist to evaluate units. This checklist provides guidelines to help UAS units meet policy and training guidance, improve standardized aviation procedures and operations, and enhance combat readiness.

b. The primary areas of interest during an ARMS evaluation include the following:

(1) Airfield operations.

(2) Aviation maintenance.

(3) Aviation safety.

(4) Flight operations.

(5) Petroleum, oils, and lubricants (POL) operations.

(6) Standardization and aircrew training program (ATP).

c. The ARMS will also assess whether or not unit personnel who belong to the following duty categories are in compliance with their respective flight standards and proficiency requirements:

(1) Instructor operators (IOs).

- (2) Operators.
- (3) SUAS master trainers (MTs).
- (4) Standardization operators (SOs).
- (5) Unit trainers (UTs).

E-4. NOTIFICATION OF ARMS

a. The UASSD will notify UAS units of projected ARMS dates in writing by 90 days before the planned ARMS date.

b. UAS unit commanders will—

(1) Send the UASSD written confirmation of ARMS dates or contact the Operations Division, UASSD (mil 314-467-4325 or civ 0049-(0)9841-83-4325), as soon as possible if conflicts in the unit's schedule require a change.

(2) Not schedule any training event that would prevent the inspected unit from participating exclusively in the scheduled evaluation for the planned ARMS dates.

(3) Send the following information by e-mail to the UASSD POC identified in the notification memorandum:

(a) Mission statement that relates specifically to the mission-essential task list of the unit and each assigned subordinate element.

(b) Number of individual flight records by detachment, platoon, and company or troop that the unit is required to maintain.

(c) Number of IOs, SOs, UTs, or MTs assigned by detachment, platoon, and company or troop.

(d) Number and type of aircraft assigned by detachment, platoon, and company or troop.

(e) A statement indicating whether or not the unit is responsible for airfield operations or advisory service.

(f) The type and number of refueling systems by detachment, platoon, and company or troop.

E-5. CONDUCTING EVALUATIONS

a. If required, select UASSD evaluators may arrive before the rest of the ARMS evaluation team to begin standardization evaluations or technical inspections. Evaluators may conduct events (including synthetic flight training systems) as soon as 30 days before a scheduled visit and will apply the results to the ARMS.

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b. At least half of all assigned UAS personnel and UAS operators, by type of air vehicle, must be available for a scheduled ARMS. If this is not possible, the ARMS team will note the inability of the unit to meet this requirement and arrange to complete the standardization evaluation later.

c. The unit will ensure the following personnel or their representatives are available for an ARMS:

- (1) Unit commander.
- (2) UAS operations technician and noncommissioned officer in charge (NCOIC).
- (3) Training officer and NCOIC.
- (4) SO.
- (5) Unit IO and UT.
- (6) Aviation maintenance officer, NCOIC, or both.
- (7) POL NCOIC.
- (8) Aviation safety officer, NCOIC, or both.

d. The unit must ensure that an adequate number, by type of aircraft, are available for flight evaluations or notify the ARMS evaluation team before the evaluation begins.

e. A goal of the ARMS is for at least 70 percent of crewmembers (that is, aircrew and groundcrew) who are rated at readiness level 1 to receive oral, written, or flight evaluations or a combination of evaluation types.

f. Operator testing will be mission-related and conducted according to applicable aircrew training manuals. Operators will be given oral, written, or flight evaluations on the following:

- (1) Aircraft operating limitations.
- (2) Aviation regulations, DOD flight information publications (FLIPs), and unit standing operating procedures.
- (3) Emergency procedures.
- (4) Knowledge of aviation skills.
- (5) Map reading.
- (6) Safety.
- (7) Unit command directives.
- (8) Unit-selected or -designated operating systems.

(9) Other areas selected for current emphasis (for example, noise abatement, skill qualification tasks).

g. The Chief, ARMS Evaluation Team, UASSD, will—

(1) Schedule and provide an outbriefing to the UAS-unit commander.

(2) Provide an informal briefing to the senior unit commander or representative.

(3) Provide each evaluated UAS-unit commander a consolidated packet of ARMS comment worksheets during the formal outbriefing.

E-6. ARMS EVALUATION RATINGS

a. The ARMS evaluation team will color-code (that is, green, amber, red, or black) all areas of primary and special interest to indicate the areas that require the commander's attention.

b. The ARMS evaluation team will not assess or provide an overall unit rating. Instead, unit commanders will use the ARMS evaluation findings to assess overall unit readiness and to help determine training requirements.

c. The Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, HQ USAREUR (USAREUR G3-AVN (AEOP-ODO-AV)), will direct unit reevaluations if necessary.

E-7. ARMS REPORTS

a. USAREUR G3-AVN (AEOP-ODO-AV) will send a memorandum reporting the results of the ARMS to the commander of the evaluated unit.

b. On receipt of the memorandum, the commander of the evaluated unit will—

(1) Take immediate action to correct deficiencies.

(2) Identify deficiencies outside the commander's control.

(3) Send a response to USAREUR G3-AVN (AEOP-ODO-AV) and UASSD by 60 days after the date of the memorandum in [subparagraph a above](#). The response must describe the actions the unit has taken to correct deficiencies and identify any deficiencies that are outside the commander's control.

GLOSSARY

SECTION I ABBREVIATIONS

ADR	<i>Accord Européen relatif au Transport International des Marchandises Dangereuses par Route</i> (European Agreement Concerning the International Carriage of Dangerous Goods by Road) [certificate]
AE	Army in Europe
AEPUBS	Army in Europe Library & Publishing System
AFOD	Army Flight Operations Detachment
AGL	above ground level
ALARACT	all army activities [message]
AOR	area of responsibility
APART	annual proficiency and readiness test
APO	Army post office
AR	Army regulation
ARIMS	Army Records Information Management System
ARMS	aviation resource management survey
ATC	air traffic control
ATM	aircrew training manual
ATO	Air Traffic Organization, Federal Aviation Administration
ATP	aircrew training program
AV	air vehicle
AVIM	aviation intermediate maintenance
AVUM	aviation unit maintenance
BAE	brigade aviation element
BCT	brigade combat team
BUQ1	Basic Unmanned Qualification Series 1
CFR	Code of Federal Regulations
CG, USAREUR	Commanding General, United States Army Europe
civ	civilian
CJCSI	Chairman of the Joint Chiefs of Staff instruction
COA	certificate of authorization
CONUS	continental United States
DA	Department of the Army
DEROS	date eligible for return from overseas
DLA-E/A	Defense Logistics Agency Europe and Africa
DOD	Department of Defense
DODI	Department of Defense instruction
EDR	restricted area [for flight operations]
EXEVAL	external evaluation
FAA	Federal Aviation Administration
FLIP	flight information publication
FM	field manual
ft	feet
G3/5/7	Deputy Chief of Staff, G3/5/7, United States Army Europe
GTA	Grafenwöhr Training Area
HN	host nation
HQ USAREUR	Headquarters, United States Army Europe

HQDA	Headquarters, Department of the Army
IATF	individual aircrew training folder
ICAO	International Civil Aviation Organization
IFRF	individual flight records folder
IMC	instrument meteorological conditions
IO	instructor operator
IQT	initial qualification training
JMRC	United States Army Joint Multinational Readiness Center
JMTC	Seventh Army Joint Multinational Training Command
JO	Air Traffic Organization wide directive (<i>code</i>)
KFOR	Kosovo Force
LOA	letter of agreement
MESZ	<i>Mitteleuropäische Sommerzeit</i> (German) [central European summer time]
MEZ	<i>Mitteleuropäische Zeit</i> (German) [middle European time]
mil	military
MO	mission operator
MOPP4	mission-oriented protective posture level 4
MOS	military occupational specialty
MP	mission preparation
MQ	mission qualified
MSL	mean sea-level
MT	master trainer
MTOE	modification table of organization and equipment
NATO	North Atlantic Treaty Organization
NCOIC	noncommissioned officer in charge
NIPRNET	Unclassified but Sensitive Internet Protocol Router Network
NOTAM	notice to airmen
PAP	pre-accident plan
PCAS	primary crash alarm system
POC	point of contact
POL	petroleum, oils, and lubricants
RL	readiness level
S-APART	semiannual proficiency and readiness test
SAV	staff assistance visit
SCAS	secondary crash alarm system
SFAR	Special Federal Aviation Regulations
SIPRNET	Secret Internet Protocol Router Network
SMT	standardization master trainer
SO	standardization operator
SOP	standing operating procedure
SUAS	small unmanned aircraft system
SUASMAN	Small Unmanned Aircraft System MAN
TC	training circular
TM	technical manual
UASSD	United States Army Europe Aviation Safety and Standardization Detachment
UAS	unmanned aircraft system
UFC	Unified Facilities Criteria
U.S.	United States
USAASA	United States Army Aeronautical Services Agency
USAASD-E	United States Army Aeronautical Services Detachment, Europe

USAFE/AFAFRICA	United States Air Forces in Europe/United States Air Forces Africa
USAFRICOM	United States Africa Command
USAG	United States Army garrison
USAREUR	United States Army Europe
USAREUR G3/5/7	Deputy Chief of Staff, G3/5/7, United States Army Europe
USAREUR G3-AVN	Aviation Operations Branch, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, Headquarters, United States Army Europe
USCENTCOM	United States Central Command
USEUCOM	United States European Command
UT	unit trainer
UTC	coordinated universal time
VFR	visual flight rules
VMC	visual meteorological conditions
VO	vehicle operator
WASP	Wireless Aerial Surveillance Platform

SECTION II

TERMS

aerial demonstration

The use or display of Army aircraft and personnel in any aerial event (for example, aircraft demonstration, flyover, parachute demonstration, static display)

aircraft demonstration

An aerial activity to exhibit performance techniques by one or several aircraft and personnel

flyover

A straight and level flight of by not more than four military aircraft from a single military service over a predetermined point on the ground at a specified time and not involving aerobatics or demonstrations

parachute demonstration

An aerial exhibition of free-fall or static-line parachuting techniques

static display

A ground exhibit of aircraft and equipment that does not involve flying, taxiing, or starting the engine

interoperability

The capability of different functional areas in a service, military services, or multiple national militaries to conduct operations or training with seamless interaction and support (for example, airmobile, air assault, and airborne training; joint military training exercises; liaison duties)

stores

A payload on an aircraft, normally externally mounted, but also possibly internally carried, that is intended to be consumed by the aircraft, fired by the aircraft, or dispensed by the aircraft

visual meteorological conditions

A weather state in which pilots have sufficient visibility to fly the aircraft while maintaining visual separation from terrain and other aircraft