



DEPARTMENT OF THE ARMY
UNITED STATES ARMY EUROPE
UNIT 29351
APO AE 09014

AEOP-ODA

05 May 2014

MEMORANDUM FOR USAREUR/7A Aviation Units, Aviators and Flight Planning Personnel

SUBJECT: DD Form 1801 Flight Plan Status (STS/) Indicator Approval and Usage

1. REFERENCES.

- a. Eurocontrol CFMU ATFCM Users Manual Edition 18.0 Section 10, 12Mar14
- b. Eurocontrol CFMU ATFCM Users Manual Edition 18.0 Section 13, 12Mar14
- c. Eurocontrol CFMU IFPS Users Manual Edition 18 Section 52-65, 18Mar14
- d. AIP Germany Section ENR 1.10-9/10, 15Nov12
- e. DOD FLIP General Planning, page 4-27, effective 14Nov13

2. BACKGROUND. The air traffic system in Europe has become increasingly difficult with the introduction of EUROCONTROL Central Flow Management Unit (CFMU) and the advent of "Slot Times". CFMU made possible for flights to obtain exemptions from Air Traffic Flow Management (ATFM) measures for certain flights through the use of STS/ indicators. The STS/ indicator is used to designate that the flight may require "special handling". It is essential that utilization of the exemptions are controlled in order to ensure that actual priority flights operate without ATFM delay. Willful misuse of STS/ indicators to avoid flow restrictions is a serious breach of flight procedures.

3. STS INDICATOR APPROVAL. HQ USAREUR/7A, G3 Aviation Division, AFOD Commander is the approval authority for STS/ indicators as indicated below. All STS/ indicators will be listed in Block 18 of DD Form 1801 flight plans filed through AFOD. STS/ indicator requests will be approved or denied based on the criteria established in this memorandum. Once approved, flight plans are processed through AFOD.

4. STS INDICATORS. STS/ indicators are filed on DD Form 1801 Flight Plans to relay to Air Traffic Service (ATS) personnel that the flight may require special handling. Based on the indicator used, ATS personnel modify their handling of the flight.

a. STS/ATFMX

(1) Purpose. A flight authorized by the National Authority/Body that has been authorized to grant that exemption. This indicator exempts the aircraft from ATFM measures, regardless of any other STS/ indicator used (if any).

(2) ATFM Applicability. Automatic exemption.

(3) Approval Authority. Army Flight Operations Detachment (AFOD) Commander.

b. STS/HEAD

(1) Purpose. A flight transporting a "Head of State".

(2) ATFM Applicability. Automatic exemption.

(3) Approval Authority. AFOD Commander when the flight is carrying a head of state.

c. STS/SAR

(1) Purpose. A flight engaged in Search and Rescue missions.

(2) ATFM Applicability. Automatic exemption.

(3) Approval Authority. AFOD Commander when participating in a search and rescue mission.

d. STS/HUM

(1) Purpose. A flight operating for humanitarian reasons, or flight in direct support of humanitarian operations.

(2) ATFM Applicability. NONE

(3) Approval Authority. AFOD Commander when on a humanitarian mission.

e. EUR/PROTECTED

(1) Purpose. A flight whose data will only be available to a restricted audience (EUROCONTROL, Military, Destination Aerodromes), e.g. a security sensitive flight.

(2) ATFM Applicability. NONE.

(3) Approval Authority. AFOD Commander.

NOTE: This indicator will not appear in either the Operational Reply Message (ORMs) or the distributed flight plan. It will however be retained by the CFMU internal systems, in order to ensure protection of the archiving and log files.

f. STS/HOSP

(1) Purpose. A medical flight specifically declared by medical authorities.

(2) ATFM Applicability. NONE.

(3) Approval Authority. Pilot-in-Command when carrying a National Advisory Committee for Aeronautics (NACA) category V or NACA VI patient or DOD medical evacuation precedence Priority 1 or 1A patient.

g. STS/STATE

(1) Purpose. Military aircraft or a civil registered aircraft used in military, customs and police services.

(2) ATFM Applicability. NONE.

(3) Approval Authority. Pilot-in-Command.

h. STS/NONRVSM

(1) Purpose. Military aircraft non-compliant with EUR RVSM airspace.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. Pilot-in-Command.

i. STS/FFR

(1) Purpose. Flights engaged in fire fighting shall indicate such by inserting the indicator STS/FFR.

(2) ATFM Applicability. Automatic Exemption.

(3) Approval Authority. Pilot-in-Command.

j. STS/FLTCK

(1) Purpose. The Item 18 sub-field STS/FLTCK shall be used for those flights performing flight check for calibration of nav aids where special handling by ATC may be required.

(2) ATFM Applicability. Those flights using STS/FLTCK don't automatically qualify for exemption from any relevant flow regulations.

(3) Approval Authority. Pilot-in-Command.

k. STS/HAZMAT

(1) Purpose. The sub-field STS/HAZMAT shall be used for those flights carrying hazardous material.

(2) ATFM Applicability. Those flights using STS/HAZMAT shall not automatically qualify for exemption from any relevant flow regulations.

(3) Approval Authority. Pilot-in-Command.

1. STS/MARSA

(1) Purpose. The sub-field STS/MARSA shall be used for those flights for which a military entity assumes responsibility for separation of military aircraft.

(2) ATFM Applicability. Those flights using STS/MARSA shall not automatically qualify for exemption from any relevant flow regulations.

(3) Approval Authority. Pilot-in-Command.

m. STS/MEDEVAC

(1) Purpose. Flights operating a life critical medical emergency evacuation shall indicate such by inserting the indicator STS/MEDEVAC.

(2) ATFM Applicability. By using this STS/MEDEVAC indicator the flight shall automatically be exempted from any relevant flow regulations.

(3) Approval Authority. Pilot-in-Command when carrying a National Advisory Committee for Aeronautics (NACA) category V or NACA VI patient or DOD medical evacuation precedence Priority 1 or 1A patient.

n. STS/ALTRV

(1) Purpose. The sub-field STS/ALTRV shall be used for those flights operated in accordance with an altitude reservation.

(2) ATFM Applicability. Those flights using STS/ALTRV shall not automatically qualify for exemption from any relevant flow regulations.

(3) Approval Authority. Pilot-in-Command.

5. ATFMX. STS/ indicator automatically exempts the flight from all ATFM measures regardless of another STS/ indicator. Approval for use of ATFMX is allowed only under the following circumstances:

a. Life and death. This means that if the flight does not operate with all possible Air Traffic Service (ATS) delays eliminated, a life or lives may be lost.

b. Flight conducting official state business. This means that if the flight does not operate without delays that mission success is jeopardized.

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c. Medical evacuation flights categorized as NACA V (acute critical condition) or NACA VI (resuscitation), additionally DOD medical evacuation precedence Priority 1 (urgent) or 1A (urgent-surgical) patient. May also be approved for a flight positioning to collect a category NACA V/VI patient with an immediate turn around.

6. FLIGHT PLANS. Enter the STS/ indicator prior to the RMK/ field which ensures that Integrated Initial Flight Plan Processing System (IFPS) "sees" the status. Where more than one STS indicator is applicable for a flight, each descriptor shall be separated from each other by a space. Note: Free text entries are not allowed when using the STS/ indicator. Any special handling required which is not covered by one of the indicators has to be entered using the RMK/ sub-item.

7. EXAMPLES.

a. A flight which is "state" and which is specifically authorized to be exempt from ATFM measure:

- STS/STATE ATFMX

b. A flight with a "head of state", security sensitive and which also requires a free text entry:

- STS/HEAD EUR/PROTECTED RMK/NO DEVIATION FROM FPL ROUTE PERMITTED

c. A flight which is "medical" and which is specifically authorized to be exempt from ATFM measures:

- STS/HOSP ATFMX

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Encl
STS Matrix


JAMES P. PHILLIPS
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STS Usage and Approval Matrix

STS Indicator	Purpose	ATFM Applicability	Approval
SAR	For a flight engaged in Search and Rescue missions.	Automatic exemption	AFOD COMMANDER
HEAD	For a flight with 'Head of State' status.	Automatic exemption	AFOD COMMANDER
ATFMX	For a flight specially authorized by the National Body established for the purpose to be exempted from flow regulations, regardless of any other STS/indicator (if any).	Automatic exemption	AFOD COMMANDER
HOSP	For a medical flight specifically declared by the medical authorities.	NONE	PILOT-IN-COMMAND
HUM	For flights operating for humanitarian reasons.	NONE	AFOD COMMANDER
STATE	For military registered aircraft or civil registered aircraft used in military and/or customs and/or police services.	NONE	PILOT-IN-COMMAND
NONRVSM	For a non-RVSM flight intending to operate in RVSM airspace.	NONE	PILOT-IN-COMMAND
MEDEVAC	For a life critical medical emergency evacuation.	Automatic exemption	PILOT-IN-COMMAND
HAZMAT	For a flight carrying hazardous material.	NONE	PILOT-IN-COMMAND
FFR	For a flight engaged in fire-fighting.	Automatic exemption	PILOT-IN-COMMAND
ALTRV	For a flight operated in accordance with an altitude reservation	NONE	PILOT-IN-COMMAND
FLTCK	For a flight performing calibration of nav aids.	NONE	PILOT-IN-COMMAND
MARSA	For a flight for which military entity assumes responsibility for separation of military aircraft.	NONE	PILOT-IN-COMMAND
PROTECTED	A flight whose data will only be available to a restricted audience (EUROCONTROL, Military), e.g. a security sensitive flight. Note: Needs to be entered as EUR/PROTECTED.	NONE	AFOD COMMANDER