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AR 95-40
*C1

CHANGE }
No. 1 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 26 April 1971

AVIATION

MANAGEMENT OF ARMY AIRCRAFT

Effective 10 March 1971 in accordance with DA message ACSFOR AV 101919Z Mar 71

AR 95-40, 14 October 1968, is changed as follows:

✓ Page 3, paragraph 14. Change "quarterly" in line 7 to read: semiannual.

✓ Page 7. Paragraph B-3b is superseded as follows:

b. *Reporting period.* Each semiannual period ending with June and December. Reporting period begins at 0001 hours on the first day of the semiannual period and ends at 2400 hours on the last day of the period.

The proponent agency of this regulation is the Office of the Assistant Chief of Staff for Force Development. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications) direct to the Assistant Chief of Staff for Force Development, ATTN: FOR AV _____, Department of the Army, Washington, DC 20310.

By Order of the Secretary of the Army:

W. C. WESTMORELAND,
General, United States Army,
Chief of Staff.

Official:

VERNE L. BOWERS
Major General, United States Army,
The Adjutant General.

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5/5 29 Apr 74

ARMY REGULATION
No. 95-40

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HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 14 October 1968

AVIATION
MANAGEMENT OF ARMY AIRCRAFT

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Section I. GENERAL

1. Purpose. This regulation establishes an effective, integrated system for the management of all Army aircraft and prescribes procedures for control and management of aircraft authorizations, assignments, and utilization.

2. Scope. The procedures and policies established herein are applicable to all Active Army and Army Reserve units/activities authorized to operate Army aircraft. Reports required by this regulation pertaining to the Army National Guard will be submitted in accordance with instructions issued by the Chief, National Guard Bureau.

3. Functional classification of aircraft. For management purposes, Army aircraft are divided into two major functional groupings—General Purpose and Indirect Support. General Purpose aircraft are those aircraft assigned to TOE units and to those TDA units accomplishing military operational flights for Combat, Combat Support, and Combat Service Support Missions. Indirect Support Aircraft are those assigned to TDA units to accomplish military administrative and other type support flights in accordance with AR 95-1.

Section II. AUTHORIZATION OF AIRCRAFT

4. General. Aircraft are authorized to Army units/activities by Tables of Organization and Equipment (TOE), Modified Tables of Organization and Equipment (MTOE), Tables of Distribution and Allowances (TDA), and Modified Tables of Distribution and Allowances (MTDA). Units/activities will not be assigned aircraft without

Headquarters, Department of the Army authorization reflected in an appropriate authorization document.

a. Aircraft will be made organic (TOE) to Army units only when—

(1) An appreciable improvement in mission effectiveness can be achieved.

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(2) The aircraft can survive and be supported in the unit's operational environment.

(3) Nonorganic aviation support cannot be made immediately responsive to unit requirements or is not in existence elsewhere.

b. Aircraft will be authorized TDA units/activities only when—

(1) Sufficient personnel are, or will be authorized, to operate and maintain the requested aircraft.

(2) There is a continuing need which can be demonstrated statistically by reflecting a flying hour expectation normally equal to the current DA Program and Budget Guidance flying hour data, except prototype aircraft in an aircraft development program which will be governed by the flying hour requirement outlined in AR 310-34.

(3) Justified, on an individual basis, in one of the following functional categories using the criteria set forth in AR 310-34.

TDA GENERAL PURPOSE

Category 1—Combat, Combat Support, Combat Service Support.

TDA INDIRECT SUPPORT

Category 2—Training and Training Support.

Category 3—Executive and Staff Transport.

Category 4—Proficiency Flying.

Category 5—Research, Development, Test and Evaluation.

Category 6—Photographic and Mapping.

Category 7—Aeromedical Evacuation/Crash Rescue.

Category 8—Intelligence and Classified Projects.

Category 9—Attaches, Missions, and MAAGs.

Category 10—Special Missions.

Section III. ALLOCATION, ASSIGNMENT, AND REPORTING

7. Allocation and assignment. *a.* Army aircraft will be allocated to major commands in accordance with established authorizations and current priorities.

b. Major commanders will assign aircraft to subordinate elements so as to gain the best use of allocated aircraft within the following rules:

(1) Aircraft will be assigned only to fill DA-approved authorizations.

5. Documentation. *a. TOE units.* Aircraft allowances for TOE units are established in appropriate TOE. Changes in basic aircraft authorizations will be documented through MTOE action.

b. TDA units. Aircraft allowances for TDA units will be published in CTA 1-4, TDA Aircraft Basis of Issue Guide. These tables will specify the maximum number and type aircraft, by functional category, that each installation/activity may reflect in individual authorization documents.

6. Changes to TDA aircraft authorizations.

a. Proposed changes to aircraft allowances contained within CTA 1-4 will be submitted through channels to the Assistant Chief of Staff for Force Development, ATTN: FOR AV, Department of the Army, Washington, D.C. 20310. Recommended changes will be forwarded in the form of a proposed MTDA reflecting the equipment and personnel associated with the proposal.

b. Requests for increased aircraft authorizations, or changes to existing type aircraft, will specify the functional category in which each aircraft will be operated, and include complete justification in accordance with the criteria established in AR 310-34 for the category of aircraft requested.

c. Requests for decreases in aircraft authorizations will indicate the functional category of aircraft being deleted.

d. Installations/activities not provided TDA aircraft allowances by CTA 1-4 may submit a request for initial authorizations in accordance with the procedures outlined in *a* and *b* above. To permit the development of utilization data required for justification of request, major commands may, from within available resources, place aircraft at requesting activities on a temporary loan basis.

(2) Instructions which assign aircraft to perform indirect support functions will specify the functional category in which the aircraft will be operated. The number and type of aircraft assigned to indirect support functional categories will not exceed those authorized by CTA 1-4.

8. Reporting. Aircraft will be coded in accordance with paragraph 4b(3), AR 710-12.

a. TOE and TDA General Purpose Aircraft will be reported in the appropriate assignment/functional code established for aircraft authorized to the type unit to which they are assigned.

b. TDA Indirect Support Aircraft will be reported in the appropriate assignment/functional

code established for the functional category to which they are assigned.

c. Care will be exercised in reporting aircraft since the Army Inventory and Reporting System must reflect accurately the number of aircraft, by type, operating in each functional category.

Section IV. UTILIZATION

9. General. Army policies governing the operation of aircraft are outlined in the 95-series regulations and other appropriate directives. Specifically, AR 95-1 establishes the authority to approve flights and defines personnel authorized to pilot Army aircraft. AR 96-20 establishes policies governing passengers that may be carried in Army aircraft. This regulation sets forth additional procedures to insure the economical use of aircraft in support of valid military requirements.

10. Review of mission requests. Personnel delegated the authority to approve requests for military administrative flights, not in connection with tactical operations (including field exercises), will insure that—

a. The purpose of the proposed flight is in accordance with the provisions of AR 95-1.

b. The mission could not be performed within acceptable time limits by commercial carriers, or that commercial carriers could not be used due to military requirements of the mission in accordance with paragraph 102002, AR 55-355.

11. Flight cost analysis. a. An analysis will be made prior to approval of any administrative support flight except those which are—

(1) Flown in support of tactical operations.

(2) Scheduled due to security or other military peculiar reasons.

(3) Scheduled because common carrier schedules will not meet essential itinerary and timing requirements.

b. The analysis will compare the cost between performing the mission by Army aircraft and that of using available commercial or other means of transportation.

c. Flights will not be approved when the cost of operating military aircraft exceeds that of commercial or other means unless it can be shown conclusively that commercial travel will impair mission effectiveness.

d. Costs used in conducting the analysis will be based on—

(1) Aircraft operating costs as published in FM 101-20, United States Army Aviation Planning Manual; Landing Fees; related costs (acquisition cost of aircraft, and crew costs are "sunk costs" and will not be considered).

(2) Cost of travel by commercial and other means based on local rates.

(3) Per diem and other costs authorized the traveller and aircrew.

(4) Overtime authorized civilians incidental to travel during nonduty hours.

e. Analysis required by this paragraph will be maintained on file and made available during audits of installation aviation activities.

f. Information concerning transportation policy, commercial carriers schedules, costs, and other data required for cost analysis may be obtained from the installation transportation officer.

12. Consolidated aviation support. Commanders of posts, camps, or stations having more than one activity authorized proficiency and/or executive and staff transport aircraft, when feasible, will consolidate the operation of these aircraft at installation level.

13. Historical data base. Installations/activities operating Indirect Support Aircraft will maintain historical aircraft utilization records in accordance with the instructions outlined in appendix A. The information collected will form a historical data base which will be used to justify authorization and assignment of aircraft.

14. Indirect Support Aircraft Utilization Report, RCS CSFOR-114. Users of Army Indirect Support Aircraft will prepare and forward through channels to the Assistant Chief of Staff for Force Development, ATTN: FOR AV, Department of the Army, Washington, D.C. 20310, a quarterly summary of the data collected under the SEMIANNUAL

provisions of paragraph 13. For reporting format, see appendix B.

15. Command review of aircraft utilization. Commanders will periodically review Indirect Support Aircraft flying hours and historical data based upon utilization criteria established in AR 310-34. Reviews will be conducted by installation or activity commanders monthly, intermediate

commanders quarterly, major commanders semi-annually, and Headquarters, Department of the Army annually. Aircraft found to be excess to an installation/activity's justifiable requirements will be reassigned by major commanders if unfilled authorizations exist within the command, or reported to the Assistant Chief of Staff for Force Development, Department of the Army, for disposition instructions.

Appendix A. INSTRUCTIONS FOR PREPARATION OF HISTORICAL DATA COLLECTION FORMAT

A-1. Purpose. To provide a uniform presentation of statistical data collected on the operation of Army Indirect Support Aircraft.

A-2. General. The elements of data required to complete the attached historical data collection form represent that information needed to evaluate and justify Indirect Support Aircraft requirements. The complete formats will be retained on file by the preparing agency for use in preparation of the Indirect Support Aircraft Utilization Report, RCS CSFOR-114, and—

a. Substantiating current aircraft authorizations, when required.

b. Developing justification to support requests for increased aircraft authorizations.

c. Providing input data to aircraft requirements studies directed by Headquarters, Department of the Army.

A-3. Application. Statistical data will be recorded for all military administrative flights, as defined in paragraph 2*j* AR 95-1, performed by Army Indirect Support Aircraft. Additionally, data will be collected for those missions flown by Army general purpose aircraft in support of an installation/activity's administrative requirements but this information will not be reported by TOE units on the quarterly report. Representative data will be recorded for bonafide missions requested which could not be accomplished with available assets. This would include verbal or telephone requests for which negative response is necessary.

A-4. Special instructions. *a.* Statistical data will be recorded for administrative flights accomplished in specially configured (RDTE, etc) aircraft as an additional function.

b. Statistical data will not be recorded for proficiency flights unless such flights are scheduled to meet administrative support requirements.

c. Specific instructions for completing format (fig. A-1) are as follows:

<i>Column:</i>	<i>Instructions</i>
1.....	Enter the day/month/year for each mission requested.
2.....	Enter type and model aircraft performing mission. For missions not performed due to lack of capability enter the most appropriate type and model aircraft available at the station.
3.....	Enter the purpose for which the mission was scheduled using one of the following letters and codes:
	<i>Transport of—</i>
	<i>For—</i>
	A. Commander. 1. Command Visit.
	B. Subordinate Com- mander. 2. Inspection.
	C. Staff Member. 3. Liaison Visit.
	D. Other Military. 4. Attend Conference.
	E. Other Civilian. 5. Coordination Visit.
	F. Supplies..... 6. Courier Service.
	G. Materiel..... 7. To Support Operational Mission.
	8. Priority Logistical Support.
4.....	For each mission requested enter the mission distance (one way) in nautical miles.
	Treat the return to home station as a separate mission. If there are multiple stops between the origin and destination enter total distance.

Column:	Instructions	Column:	Instructions
5.....	Enter flight hours (one way) to nearest $\frac{1}{10}$ hour. For missions requested, but not flown, enter the estimated flight hours (one way).		Security Considerations: SE
6.....	Enter station identifier for point of origin, if other than the reporting station.		1. Classified Documents.
7.....	Enter station identifier for destination. If destination is home station, as in the case of a return flight, leave blank.		2. Classified Equipment.
8.....	Enter instrument approach facility available to Army aircraft at destination using following abbreviations and order of preference: ILS, VOR, ADF, GCA. (Enter only one—do not consider instrument capability of the aircraft actually performing mission.)		3. Classified Supplies/ Material.
9.....	Enter total number of passengers (do not include crewmembers) with rank of senior passenger shown in parentheses. If total number of passengers include "space available" passengers, indicate the number of space-available passengers following the grade of senior passenger.		4. Nuclear Accident/ Incident Control Plan.
10.....	Enter weight of cargo to the nearest 10 pounds.		Nonavailability of Other Transportation: NC
11.....	Enter only the number of Combat Readiness Flying (CRF) hours credited toward annual minimums for <i>aviators assigned to nonflying duties</i> . Do not include hours if aviator has met minimum annual flying requirements.		1. Inaccessible destination (Field Locations).
12.....	Enter the number of hours flown under Actual Instrument Conditions.		2. Destination not served by Commercial Carrier or other Military Air Transport.
13.....	Enter the factors that dictate special requirements for Army aircraft using the following abbreviations and codes: Time Urgent: TU		3. Destination served by Commercial Carrier or other Military Air Trans- port, however, scheduling did not permit use (must also be recorded as TU).
	1. Military Operations.		Safety Considerations: SA
	2. Military Administration.		1. Explosives.
	3. Military Emergency.		2. Ammunition.
	4. Civil Emergency.		3. Hazardous Materials.
	5. Medical Emergency.		Other Considerations: OC
			1. Weather.
			2. Geographical.
			3. Economic.
			4. Special equipment in- stalled that is peculiar to the requirements of the operational mission.
		14.....	Enter "A" for missions accom- plished. For missions not ac- complished enter "NA" followed by one of the follow- ing codes:
			1. Mission aborted due to weather.
			2. Mission aborted due to maintenance.
			3. Mission aborted due to higher priority requirement for aircraft.
			4. Mission not scheduled due to nonavailability of aircraft.
			5. Mission not scheduled or canceled due to nonavail- ability of pilot (crew).

INDIRECT SUPPORT AIRCRAFT
HISTORICAL DATA COLLECTION FORMAT

Installation/Activity			TDA Number		(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
(1)	(2)	(3)	(4)	(5)	ORIGIN	DESTINATION	INSTRUMENT APPROACH FACILITIES	PASSENGERS	CARGO SUPPLIES/ MATERIEL	CRF HOURS ACCOMPLISHED	HOURS FLOWN ACTUAL INSTRUMENT	SPECIAL REQUIREMENTS FOR AIRCRAFT	ACCOMPLISHMENT
DATE	TYPE AND MODEL AIRCRAFT	MISSION PURPOSE	MISSION DISTANCE (one way)	FLIGHT HOURS (ONE WAY)									
<u>SAMPLE ENTRIES DO NOT USE</u>													
1 Jul 68	U-6A	D4	116	1.3		FAF	ADF	3(05)1	210(S)	2.6	.8	TU2,SE1	A
1 Jul 68	U-6A	D4	116	1.1	FAP		ILS	2(05)		2.2	.6	TU2,SE1	A
2 Jul 68	U-8F	C3	162	.9		NEL	ILS	3(06)		.9		TU	A
2 Jul 68	U-8F	C3	162	1.1	NEL		ILS	4(06)1	320(M)	1.1	1.1		A
2 Jul 68	U-8F	E2	348	2.3		LEX	ILS	2(04)	50(M)				NA5

Figure A-1

**Appendix B. INSTRUCTIONS FOR PREPARATION OF INDIRECT SUPPORT AIRCRAFT
UTILIZATION REPORT, RCS CSFOR-114**

B-1. Purpose. To provide instructions and reporting format for the quarterly report required by paragraph 14 of this regulation.

B-2. Format. See letter of transmittal (fig. B-1) and sample copy (fig. B-2).

B-3. Instructions. *a. Submitting agencies.* All installations and activities authorized Army Indirect Support Aircraft to perform military administrative flights as defined by paragraph 2j AR 95-1.

b. Reporting period. Each fiscal quarter commencing with the first quarter subsequent to the publication date of this regulation. Reporting period begins at 0001 hours on the first day of the quarter and ends at 2400 hours on the last day of period.

c. Due date. Reports will be dispatched in duplicate to the Assistant Chief of Staff for Force Development, ATTN: FOR AV, Department of the Army, Washington, D.C. 20310, not later than the 10th day of the second month following the close of the reporting period.

d. Consolidation of reports. Major commanders will—

(1) Review installation/activity reports to insure conformity with this regulation.

(2) Assemble and forward, under one cover, the reports of individual installations/activities under their command.

e. Format.

(1) *Column 1.* Enter the aircraft assigned by type.

(2) *Column 2.*

(a) Enter the total number of missions requested.

(b) Indicate the number accomplished.

(3) *Column 3.*

(a) Enter the total hours flown.

(b) Indicate the total hours credited to CRF for aviators assigned to nonflying duties.

(c) List the hours flown under actual instrument conditions.

(4) *Column 4.* Enter the total number of passengers transported.

(5) *Column 5.* Enter the total weight (in pounds) of cargo transported.

(6) *Summarization.* Summarize each column by category (total fixed wing and total rotary wing).

(7) *Total.* Enter the grand total for each column.

(REPORT FORMAT)

Reports Control Symbol
CSFOR-114

HEADING

DATE _____

SUBJECT: Indirect Support Aircraft Utilization Report

THRU: (Channels)

TO: Assistant Chief of Staff for Force Development
ATTN: FOR AV
Department of the Army
Washington, D. C. 20310

1. Transmitted as inclosures hereto is subject report covering the period _____ to _____.

2. This activity was assigned the following number of aircraft by functional category at the close of the reporting period.

<u>Type Aircraft</u>	<u>Functional Category</u>	<u>Number</u>
-	-	-
-	-	-

3. Additionally, combat readiness flying time, was provided for _____ aviators not assigned to aircrew positions. Included within this number are _____ aviators qualified only in rotary wing aircraft.

4. (Any additional remarks deemed appropriate by activity commander)

1 Incl
as

Signature Block

Figure B-1

SAMPLE COPY DO NOT USEReports Control Symbol
CSFOR-114

INDIRECT SUPPORT AIRCRAFT UTILIZATION REPORT

Activity	TDA No.		Hours Flown			Passengers	Cargo (lbs)
1	2	3	4	5			
Type Aircraft	Missions Requested	Missions Accomplished	Total	CRF	AI		
T-41B	40	35	100	75	0	60	500
U-6A	60	50	160	100	20	110	1,500
U-8F	90	60	400	250	75	150	1,500
Total F/W	190	145	660	425	95	320	3,500
OH-6	30	25	50	40	0	25	200
UH-1B	50	50	100	80	5	150	6,000
UH-1D	60	55	120	80	10	200	10,000
Total R/W	140	130	270	200	15	375	16,200
Grand Total	330	275	930	625	110	695	19,700

SAMPLE COPY DO NOT USE

Figure B-2

The proponent agency of this regulation is the Office of the Assistant Chief of Staff for Force Development. Users are invited to send comments and suggested improvements to Assistant Chief of Staff for Force Development, ATTN: FOR AV, Department of the Army, Washington, D.C. 20310.

By Order of the Secretary of the Army:

W. C. WESTMORELAND,
*General, United States Army,
Chief of Staff.*

Official:

KENNETH G. WICKHAM,
*Major General, United States Army,
The Adjutant General.*

Distribution:

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