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A/S 30 NOV 76

AVIATION
MANAGEMENT OF ARMY AIRCRAFT

Effective 1 July 1974

This is a complete revision of AR-40, and changes are made throughout. Local limited supplementation of this regulation is permitted but is not required. If supplements are issued, Army Staff agencies and major Army commands will furnish one copy of each to HQDA (DAFD-AV), WASH DC 20310; other commands will furnish one copy of each to the next higher headquarters.

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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 and Reserve Army units and activities authorized to operate Army aircraft.

★ 3. Assignment classification of aircraft. For the purpose of preparing TOE and TDA unit authori-

zation documents, the following six major assignment groupings apply:

- A—Combat Aircraft
- B—Combat Support Aircraft
- C—Indirect Support Aircraft
- D—Training and Training Support Aircraft
- E—Test Aircraft
- G—Test Support Aircraft

Other assignment groupings shown in paragraph 5 are for asset and inventory management purposes.

Section II. AUTHORIZATION OF AIRCRAFT

4. General. Aircraft are authorized to Army units and activities by tables of organization and equipment (TOE), modification tables of organization and equipment (MTOE), tables of distribution and allowances (TDA), and modification tables of distribution and allowances (MTDA). Units and activities will not be assigned aircraft without HQDA authorization reflected in an appropriate authorization document.

a. Aircraft will be made organic (TOE) to Army units, as authorized by cellular TOE 1-500, only when—

- (1) An appreciable improvement in mission effectiveness can be achieved.
- (2) Nonorganic aviation support cannot be made immediately responsive to unit requirements or is not available elsewhere.

*This regulation supersedes AR 95-40, 14 October 1968, including all changes.

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(3) Aircraft are categorized and justified using the appropriate assignment codes.

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

(1) There is a continuing need which can be documented statistically.

(2) The aircraft are forecasted to meet or exceed the minimum annual utilization rates as prescribed by section II, AR 310-34.

(3) The aircraft are justified on an individual basis in accordance with AR 310-34, using appropriate assignment and functional codes.

(4) Command flying programs are developed based upon annual utilization rates meeting or exceeding minimum utilization rates prescribed in section II, AR 310-34.

★5. Assignment and functional codes. Aircraft will be justified and categorized on an individual basis in one of the following assignment and functional codes, using the criteria set forth in AR 310-34.

A—Combat Aircraft

- AGA—Combat Mission (Active Army)
- AGB—Direct Combat Training (Active Army)
- AGC—Combat Mission (Reserve Components)

B—Combat Support Aircraft

- BGC—Direct Combat Support (Active Army)
- BGG—Direct Combat Support (Reserve Components)
- BGJ—Direct Combat Support (ARADCOM)

C—Indirect Support Aircraft

- CID—Proficiency
- CIE—General Support
- CIF—Weather Service
- CIG—Photographic Survey
- CIH—Aeromedical
- CIJ—Intelligence and Classified Projects
- CIK—Attachés, MAAG's and Missions
- CIL—Special Missions

D—Training and Training Support

- D11A—Flight Training
- D21A—Technical Operations and Maintenance Training
- D31A—Training Support Aircraft
- D41A—Category A Maintenance Trainers
- D51A—Category B Maintenance Trainers
- D61A—Category C Maintenance Trainers

E—Test Aircraft

- EIE—Aircraft Assigned to Test and Evaluate the Aircraft or its Components

G—Test Support Aircraft

- GIE—Aircraft Support Test Programs

H—Bailment Aircraft

- HIN—Aircraft Assigned to a Contractor for Any Purpose

J—Loaned Aircraft

- JIO—Aircraft on Loan to Nonmilitary Activities

K—New Aircraft Awaiting Delivery

- KGO—New Aircraft Awaiting Delivery (Active Army)
- KGH—New Aircraft Awaiting Delivery (Reserve Components)
- KGK—New Aircraft Awaiting Delivery (ARADCOM)
- KIP—New Aircraft Awaiting Delivery (Indirect Support)

M—Maintenance Float

- MGD—Maintenance Float (Active Army)
- MGH—Maintenance Float (Reserve Components)
- MGK—Maintenance Float (ARADCOM)
- MIP—Maintenance Float (Indirect Support)

N—Aircraft Undergoing Maintenance at a Depot

- NGD—Aircraft Undergoing Maintenance at a Depot (Active Army)
- NGH—Aircraft Undergoing Maintenance at a Depot (Reserve Components)
- NGK—Aircraft Undergoing Maintenance at a Depot (ARADCOM)
- NIP—Aircraft Undergoing Maintenance at a Depot (Indirect Support)

S1—Serviceable Storage

- S1GD—Serviceable Storage (Active Army)
- S1GH—Serviceable Storage (Reserve Components)
- S1GK—Serviceable Storage (ARADCOM)
- S1GP—Serviceable Storage (Active Army)

S2—Theater Reserve

- S2GD—Theater Reserve (Active Army)
- S2GH—Theater Reserve (Reserve Components)
- S2GK—Theater Reserve (ARADCOM)
- S2GP—Theater Reserve (Indirect Support)

S3—Intransit

- S3GD—Intransit (Active Army)
- S3GH—Intransit (Reserve Components)
- S3GK—Intransit (ARADCOM)
- S3GP—Intransit (Indirect Support)

S5—Awaiting Disposition

- S5GD—Awaiting Disposition (Active Army)
- S5GH—Awaiting Disposition (Reserve Components)

S5GK—Awaiting Disposition (ARADCOM)

S5GP—Awaiting Disposition (Indirect Support)

6. Changes to TDA aircraft authorizations. *a.* Proposed changes to aircraft authorizations will be submitted in accordance with AR 310-49 and AR 310-34, through channels to HQDA (DAFD-DO), WASH DC 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 assignment and functional code in which each aircraft will be operated and will include complete

justification in accordance with the criteria established in AR 310-40 for the category of aircraft requested.

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

d. Installations and activities not authorized TDA aircraft 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.

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.

(2) Instructions which assign aircraft to perform indirect support functions will specify

the functional code in which the aircraft will be operated. The number and type of aircraft assigned to indirect support functional categories will not exceed those authorized and approved by MTDA action.

8. Reporting. Aircraft will be reported and coded in accordance with AR 95-33. 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 AR 95 series and other appropriate directives. Specifically, AR 95-1 establishes the authority to approve flights and defines personnel authorized to pilot Army aircraft. DOD 4515.13-R 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.

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 for other military reasons.

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

(4) To be accomplished incident to combat readiness training.

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 paragraph 4-1, *FM 101-20, US Army Aviation Planning Manual. (Acquisition cost of aircraft and crew costs are "sunk costs" and will not be

considered). Current cost data will be obtained from the installation comptroller.

(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 (app B).

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 and 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. 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 HQDA annually. Aircraft found to be excess to an installation or 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. 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 Historical Data Collection Format (fig. A-1) provides a uniform presentation of statistical data collected on the operation of Army Indirect Support Aircraft.

A-2. Application. Statistical data will be recorded for all military administrative flights, as defined in paragraph 1-6d, 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 or activity's administrative requirements but this information will not be reported by TOE units on the quarterly report. Representative data will be recorded for bona fide missions requested which could not be accomplished with available assets. This would include verbal or telephone requests for which negative response is necessary.

A-3. 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:

Column	Instructions																		
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:																		
<table border="0" style="width: 100%;"> <tr> <td style="text-align: center; vertical-align: top;"><i>Transport of—</i></td> <td style="text-align: center; vertical-align: top;"><i>For—</i></td> </tr> <tr> <td>A. Commander</td> <td>1. Command Visit.</td> </tr> <tr> <td>B. Subordinate Commander</td> <td>2. Inspection.</td> </tr> <tr> <td>C. Staff Member</td> <td>3. Liaison Visit.</td> </tr> <tr> <td>D. Other Military</td> <td>4. Attend Conference.</td> </tr> <tr> <td>E. Other Civilian</td> <td>5. Coordination Visit.</td> </tr> <tr> <td>F. Supplies</td> <td>6. Courier Service.</td> </tr> <tr> <td>G. Materiel</td> <td>7. To Support Operational Mission.</td> </tr> <tr> <td></td> <td>8. Priority Logistical Support.</td> </tr> </table>	<i>Transport of—</i>	<i>For—</i>	A. Commander	1. Command Visit.	B. Subordinate Commander	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.	
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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.																		
5.-----	Enter flight hours (one way) to nearest 1/10 hour. For missions requested, but not flown, enter the estimated flight hours (one way).																		
6.-----	Enter station identifier for point of origin, if other than the reporting station.																		
7.-----	Enter station identifier for destination. If destination is home station, as in the case of a return flight, leave blank.																		
8.-----	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.																		
9.-----	Enter weight of cargo to the nearest 10 pounds.																		

Column	Instructions
10.....	Enter only the number of Combat Readiness Flying (CRF) hours credited toward annual minimums for aviators assigned to nonflying duties. Do not include hours if aviator has met minimum annual flying requirements.
11.....	Enter the number of hours flown under actual instrument conditions.
12.....	<p>Enter the factors that dictate special requirements for Army aircraft, using the following abbreviations and codes:</p> <p>Time Urgent: TU</p> <ol style="list-style-type: none"> 1. Military Operations. 2. Military Administration. 3. Military Emergency. 4. Civil Emergency. 5. Medical Emergency. <p>Security Considerations: SE</p> <ol style="list-style-type: none"> 1. Classified Documents. 2. Classified Equipment. 3. Classified Supplies/Material. 4. Nuclear Accident/Incident Control Plan. <p>Nonavailability of Other Transportation: NC</p> <ol style="list-style-type: none"> 1. Inaccessible destination (Field Locations). 2. Destination not served by Commercial Carrier or other Military Air Transport. 3. Destination served by Commercial Carrier or other Military Air Transport, however, scheduling did not permit use (must also be recorded as TU). <p>Safety Considerations: SA</p> <ol style="list-style-type: none"> 1. Explosives. 2. Ammunition. 3. Hazardous Materials. <p>Other Considerations: OC</p> <ol style="list-style-type: none"> 1. Weather. 2. Geographical. 3. Economic. 4. Special equipment installed that is peculiar to the requirements of the operational mission.
13.....	<p>Enter "A" for missions accomplished.</p> <p>For missions not accomplished enter "NA" followed by one of the following codes:</p> <ol style="list-style-type: none"> 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 non-availability of pilot (crew).

INDIRECT SUPPORT AIRCRAFT
HISTORICAL DATA COLLECTION FORMAT

Installation/Activity			TDA Number									
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
DATE	TYPE AND MODEL AIRCRAFT	MISSION PURPOSE	MISSION DISTANCE (ONE WAY)	FLIGHT HOURS (ONE WAY)	ORIGIN	DESTI-NATION	PASSENGERS	CARGO (LBS)	CRF HOURS ACCOMPLISHED	HOURS FLOWN ACTUAL INSTRUMENT	SPECIAL RQR FOR ACFT	ACCOMPLISHMENT
<u>SAMPLE ENTRIES DO NOT USE</u>												
1 Jul 73	UH-1H	D4	116	1.3		FAP	3(05)1	210	2.6	.8	TU2,SEL	A
1 Jul 73	UH-1H	D4	116	1.1	FAP		2(05)		2.2	.6	TU2,SEL	A
2 Jul 73	U-21A	C3	162	.9		NEL	3(06)		.9		TU	A
2 Jul 73	U-21A	C3	162	1.1	NEL		4(06)1	320	1.1	1.1		A
2 Jul 73	U-21A	E2	348	2.3		LEX	2(04)	50				NAS

Figure A-1

Appendix B

★ASSIGNMENT AND FUNCTIONAL CODES

- A—Combat Aircraft**
- AGA— Combat mission (Active Army).** All TOE aircraft assigned to Active Army divisions; armored cavalry regiments; separate infantry, airborne, mechanized, armored, and artillery (except ARADCOM) brigades, groups, battalions, and companies; separate aerial surveillance and airmobile aviation companies.
- AGB— Direct combat training (Active Army).** All aircraft assigned or attached to Active Army units used primarily for the training of combat crews.
- AGC— Combat mission (Reserve Components).** All TOE aircraft assigned to National Guard and Reserve divisions; armored cavalry regiments; separate infantry, airborne, mechanized, armored, and artillery brigades, groups, battalions, and companies; separate aerial surveillance and airmobile aviation companies.
- B—Combat Support Aircraft**
- BGC— Direct combat support (Active Army).** All aircraft assigned to Active Army operational organizations and units responsible for support of combat or tactical missions. This includes all TOE aircraft not classified as combat missions or direct combat training aircraft and all aircraft currently assigned TDA units which in wartime would have missions of photo-mapping, air rescue, command control, and logistical support.
- BGG— Direct combat support (Reserve Components).** All aircraft assigned to Army Reserve and National Guard operational organizations and units responsible for support of combat or tactical missions. This includes all TOE aircraft not classified as combat mission or direct combat training and all aircraft currently assigned TDA units which in wartime would have missions of photo-mapping, air rescue, command control, and logistical support.
- BGJ— Direct combat support (ARADCOM).** All aircraft assigned to ARADCOM operational organizations or units responsible for support of ARADCOM operations.
- C—Indirect Support Aircraft**
- CID— Proficiency.** All TDA aircraft assigned primarily for providing flight time for pilots assigned to noncockpit duties.
- CIE— General support.** Aircraft designated for the multiple purposes of Combat Readiness Flying (CRF) and service missions as defined by AR 95-1.
- CIF— Weather service.** Aircraft assigned to TDA units for the purpose of supporting air-weather service activities and air-sampling.
- CIG— Photographic survey.** Aircraft assigned to TDA units for the purpose of supporting photographic and survey activities.
- CIH— Aeromedical.** Aircraft other than those assigned to TOE medical evacuation and air ambulance units assigned for the purpose of supporting air-medical activities.
- CIJ— Intelligence and classified projects.** Aircraft assigned to TDA units for the purpose of supporting intelligence and classified projects.
- CIK— Attachés, Missions, and MAAGs.** TDA aircraft assigned for the purpose of supporting attaché, mission, and MAAG activities.
- CIL— Special missions.** Aircraft assigned for the purpose of supporting special purpose missions which are not covered in other functional categories. The "Remarks" section of DA Form 1352 will reflect the specific descriptive title of the mission for which the aircraft is assigned.
- D—Training and Training Support**
- D1IA— Flight training.** Aircraft used in formal training courses. Includes

aircraft used for rescue and direct administrative support of student training and methods of instruction courses for instructor pilots engaged in flight training. Also includes unit level aviator transition training when specifically authorized or directed by the Department of the Army to meet worldwide requirements.

D2IA— Technical operations and maintenance training. Aircraft used in the formal conduct of MOS-producing programs of instruction on aviation operations and aircraft maintenance, to include avionics and ancillary equipment.

D3IA— Training support aircraft used in support of service school programs of instruction in nonaviation MOS-producing courses and in officer functional career courses.

D4IA— Category A maintenance trainers. Aircraft authorized for ground instruction technical training, which are, or can be, economically returned to flyable status through minimum maintenance and modification.

D5IA— Category B maintenance trainers. Aircraft authorized for ground instruction technical training which are permanently grounded but which are capable of ground operation with all systems functioning.

Note. Operational data, column 10d through 10m, DA Form 1352, will not be included.

D6IA— Category C maintenance trainers. Aircraft authorized for ground instruction technical training which are permanently grounded and not capable of ground operation of aircraft systems.

Note. Operational data, column 10d through 10m, DA Form 1352, will not be included.

E—Test Aircraft

EIE— Aircraft assigned to test and evaluate the aircraft or its components.

G—Test Support Aircraft

GIE— Aircraft assigned for the purpose of supporting test programs by actual

participation. Includes pace, chase, targets, range calibration and clearance, geophysics research, cloud sampling, capsule receive, and for the purpose of research, development; and test of equipment requiring airborne platforms.

H—Bailment Aircraft

HIN— Aircraft assigned to a contractor for any purpose.

Note. Operational date, column 10d through 10j, DA Form 1352, will not be included.

J—Loaned Aircraft

JIO— Aircraft on loan to nonmilitary activities for the accomplishment of nonmilitary tests, missions, or other projects. Included in this category will be aircraft on loan or leased to commercial airlines or on loan to other Government agencies.

Note. Operational data, column 10d through 10j, DA Form 1352, will not be included.

K—New Aircraft Awaiting Delivery

KGD— New aircraft awaiting delivery (Active Army).

KGH— New aircraft awaiting delivery (Reserve Components).

KGK— New aircraft awaiting delivery (ARADCOM).

KIP— New aircraft awaiting delivery (Indirect Support).

M—Maintenance Float

MGD— Maintenance float (Active Army).

MGH— Maintenance float (Reserve Components).

MGK— Maintenance float (ARADCOM).

MIP— Maintenance float (Indirect Support).

N—Aircraft Undergoing Maintenance at a Depot
This assignment code is restricted to use by depots for reporting aircraft on the depot account.

NGD— Aircraft undergoing maintenance at a depot (Active Army).

NGH— Aircraft undergoing maintenance at a depot (Reserve Components).

NGK— Aircraft undergoing maintenance at a depot (ARADCOM).

NIP— Aircraft undergoing maintenance at a depot (Indirect Support).

S1 Serviceable Storage

Aircraft which are serviceable other than (K) or (M), and awaiting delivery or pickup.

S1GD— Serviceable storage (Active Army).

S1GH— Serviceable storage (Reserve Components).

S1GK— Serviceable storage (ARADCOM).

S1GP— Serviceable storage (Indirect Support).

S2—Theater Reserve

S2GD— Theater reserve (Active Army).

S2GH— Theater reserve (Reserve Components).

S2GK— Theater reserve (ARADCOM).

S2GP— Theater reserve (Indirect Support).

S3—Intransit

This assignment code is restricted to use by depots and AVSCOM for reporting aircraft being transferred to or from overseas areas. Exception will be that organizational aircraft

being deployed with a unit or separately as part of the deployment will be reported by the owning activity as intransit.

S3GD— Intransit (Active Army).

S3GH— Intransit (Reserve Components).

S3GK— Intransit (ARADCOM).

S3GP— Intransit (Indirect Support).

S5—Awaiting Disposition

Aircraft which have crashed or are otherwise un-serviceable and awaiting inspection and disposition instructions, including aircraft below depot maintenance level.

S5GD— Awaiting disposition (Active Army).

S5GH— Awaiting disposition (Reserve Components).

S5GK— Awaiting disposition (ARADCOM).

S5GP— Awaiting disposition (Indirect Support).

S6—Awaiting Disposal (Salvage)

No functional code (last two digits) is required for S6 aircraft.

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 HQDA (DAFD-AVO) WASH DC 20310.

By Order of the Secretary of the Army:

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