

DEPARTMENT OF THE ARMY  
HEADQUARTERS, DAVISON U. S. ARMY AIRFIELD  
Fort Belvoir, Virginia 22060

DUSAA Suppl 1 to AR 95-1

27 August 1969

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AR 95-1, dtd 6 Mar 64, w/Ch 3 & 7, is supplemented as follows:

Page 5, paragraph 9, Passengers in Army Aircraft

a. (added) Passengers on Scheduled Missions. Units receiving missions from a competent scheduling authority will assure that all manifested passengers are authorized to be transported in military aircraft. Passenger manifests will be checked as passengers arrive for the scheduled flight. Civilian personnel not appearing on the manifest must possess official travel orders authorizing travel by military aircraft. Military personnel not appearing on the manifest, may travel upon displaying proper identification.

b. (added) Passengers on Non-Scheduled Missions.

(1) These flights will include training flights, maintenance flights, etc. No civilians will be transported unless they display official orders authorizing travel by military aircraft. Military personnel, in uniform, in the grade of E-6 or above may be transported without orders. Military personnel in uniform, of the grade E-5 and below may be transported if they possess travel authority in the form of PCS orders, TDY orders, Official Leave (DA Form 31 or valid orders) or DD Form 345 (Armed Forces Liberty Pass).

(2) ROTC and military cadets will not be transported aboard DUSAA aircraft without the express approval of Headquarters, MDW or the CO, DUSAA. Any request for aircraft involving the movement of ROTC or military cadets will be referred to the MDW Aviation Office or to the CO, DUSAA for approval.

Page 6, paragraph 13, Flight Rules, Restrictions, and Clearance Requirements Established by a Command

a. (added) Traffic Patterns and Special Traffic Procedures at DUSAA. In order to expedite the flow of traffic and to insure maximum safety and compliance with local policy, DUSAA control tower will control traffic according to the following patterns and procedures:

(1) VFR Traffic.

(a) Touch-and-go landings at DUSAA are not permitted from 0500 to 1200 local on Sundays.

(b) Fixed wing traffic pattern is a normal rectangular pattern flown at 1200 feet MSL on downwind southwest of the runway. A normal traffic downwind entry will be flown in the first third to one-half of the runway length at 45 degrees to the runway. Upon request and traffic permitting, DUSAA control tower may authorize other than

normal types of traffic pattern entries. Fixed wing departures on runways 32 and 14 will maintain runway heading until reaching 1000 feet MSL.

(c) Rotary Wing traffic pattern is a rectangular pattern flown 1000 feet MSL on downwind northeast of the runway. The pattern is depicted on chart as Fig. 1. Landings may be made at either the heliport or the runway from this traffic pattern.

1. For departures from Runway 14, climb to 600 feet before turning. Overflying DeWitt Army Hospital will be avoided. For departures from Runway 32 make initial climb on a heading of 330 and climb to 600 feet prior to turning.

2. Hovering areas are located on both sides of the approach end of Runway 14. Utility and cargo helicopters use the area northeast of the runway and observation helicopters use the area to the west. Aircraft using the hovering areas will maintain radio contact with DUSAA tower.

3. The traffic pattern for the west hovering area will be flown at 500 feet/MSL on downwind southwest of the runway and within the limits of the railroad to the north and the water tower to the south. Traffic in this pattern will remain well clear of the Runway.

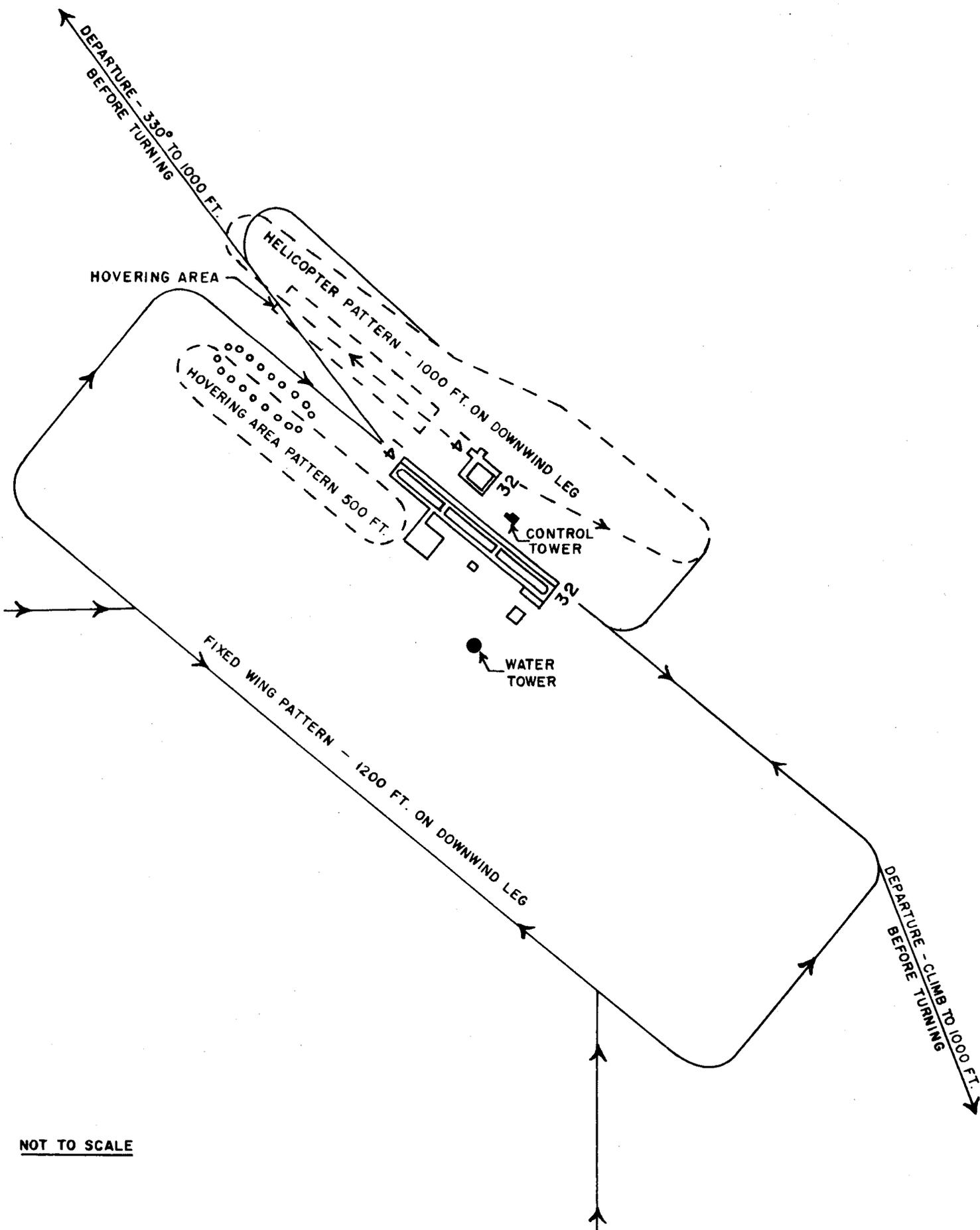
(d) Aircraft operating VFR without radio contact with the tower will enter downwind as outlined in appropriate traffic pattern diagram and observe the tower for light signals on downwind and base legs.

(2) IFR Traffic.

(a) Aircraft making an ILS or GCA approach to DUSAA under instrument weather conditions will receive radar vectors from Washington Approach Control to final approach course and to a point not less than seven miles from touchdown. Washington Approach Control will direct frequency change to contact DUSAA tower or GCA for completion of approach.

(b) Aircraft making ILS or GCA approaches under instrument conditions to Runway 32 and circling to land on Runway 14 shall level off at circling minimum altitude. If visual contact with the runway is established prior to reaching visibility minimums, the aircraft shall continue flight straight ahead until reaching the departure end of Runway 32. The aircraft will then break right making a low visibility approach to Runway 14. NOTE: Rotary wing aircraft may land straight in, wind conditions permitting.

(c) IFR departures will be in accordance with ATC clearance issued by Washington ARTC and relayed thru DUSAA tower.



NOT TO SCALE

FIGURE 1  
DUSAA TRAFFIC PATTERNS

(d) IFR inbound traffic will be controlled by DUSAA control tower after the hand-off from Washington Approach Control has been completed.

b. (added) Air Traffic Control in DUSAA Controlled Airspace.

(1) Air traffic operating within the Davison Army Airfield control zone and all traffic on or about the landing area and the taxiways shall be controlled by DUSAA tower.

(2) Air traffic control at DUSAA shall be conducted in accordance with existing procedures manuals, letters of agreement with Washington Approach Control and/or instructions from Washington Air Route Traffic Control Center.

c. (added) Prohibited and Restricted Areas in DUSAA.

(1) In addition to the prohibited, restricted, and caution areas depicted on the flight information charts for this area, certain other areas are designated by local authority as RESTRICTED (see map of local area posted in DUSAA Operations).

(a) WASHINGTON METROPOLITAN AREA - The area which is circumvented by the Capitol Beltway is considered as a densely populated area and is to be avoided, except those aircraft on official missions or those having an air traffic clearance.

(b) MOUNT VERNON, VIRGINIA - Aircraft are restricted from flying within one mile of Mount Vernon (Washington Mansion) at an altitude lower than 2,000 feet.

(c) GREAT FALLS, VIRGINIA - Aircraft are restricted from flying within five miles of Great Falls, Virginia at an altitude lower than 1,000 feet except those on official missions.

(d) INDIANHEAD, MARYLAND - Aircraft are restricted from over-flying the Indianhead, Maryland peninsula at an altitude lower than 1,500 feet.

(e) LORTON PRISON FARM - Located approximately five miles southwest of Davison Airfield. Aircraft are restricted from flying within one mile of Lorton Prison Farm at an altitude of less than 1,500 feet.

(f) ATOMIC REACTOR, FORT BELVOIR, VIRGINIA - Located on the southern boundary of the Fort Belvoir military reservation. For the protection of both aircraft and crew, aircraft are restricted from flying within one mile of the reactor at an altitude lower than 1,000 feet.

(g) ARLINGTON NATIONAL CEMETERY, ARLINGTON, VIRGINIA - Arlington National Cemetery will be considered at all times as a restricted area. Helicopters landing at Fort Myer will plan flights to conform with routes in existing current regulations prescribed by DUSAA Operations and Fort Myer Regulations 59-1.

(h) NAVAL LABORATORY - The Naval Laboratory located approximately ten miles due north of Falls Church, Virginia on the Potomac River is, for security reasons, restricted. Aircraft are restricted from flying within one-half mile of the Naval Laboratory at an altitude lower than 1000 feet.

(i) POULTRY FARM, HYATTSTOWN, MARYLAND - Located .25 nautical miles southwest of Hyattstown, Maryland. Helicopters will not fly within a five nautical mile radius of these points and will maintain an altitude of at least 1,500 feet indicated, weather permitting, while circumnavigating this area.

(j) PROTECTIVE STRUCTURES AREA, FORT BELVOIR, VIRGINIA - Located 2.3 nautical miles northeast of Davison Airfield. This area is designated on the traffic diagram map in DUSAA Operations and Rotary Wing Operations as the D-2 Training Area, Fort Belvoir. Radiation tests conducted in this area are potentially hazardous to personnel. Aircraft will not overfly this area at an altitude lower than 2,000 feet.

(k) WOODBIDGE AIRPORT - Woodbridge Airport is closed to military aircraft.

(1) SPRINGFIELD RADIO BEACON - Aircraft practicing instrument flight will not hold on the Springfield Beacon below 2,000 feet.

(2) Aviators are responsible for checking NOTAMS for additional short term restricted areas prior to flight.

d. (added) Local Flight Restrictions.

(1) Hooded flight will not be performed while on an official mission with passengers of Code 7 or higher rank on board.

(2) Pilot and co-pilot requirements for flights conducted under actual instrument conditions will be governed by provisions of AR 95-2.

(3) The pilot-in-command must have in his possession a flight order for scheduled missions and for flights outside the local flying area. The flight order will be issued and authenticated by the Flight Scheduling Officer during duty hours or by the AOD during non-duty hours.

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(4) Weight and Balance Forms (DD 365F) will be utilized for all Type II Category aircraft. Current DD Form 365F will be on file in DUSAA Base Operations.

(a) It is the responsibility of the pilot-in-command to ascertain that the gross weight and center of gravity limitations are not exceeded at any time.

(b) When it is determined that a load exceeds that which is authorized, adjustment will be made by de-fueling or adjustment of load so as to bring the aircraft within design weight limitations.

(5) Except during emergency operations at night, no aircraft assigned to DUSAA will be operated from unlighted landing areas.

(6) Aircraft will not land on civilian property other than approved airports without proper authorization unless necessitated by an emergency.

(7) The pilot-in-command having a forced or precautionary landing will make a verbal report to the DUSAA Safety Officer as soon as possible by the most expeditious means available. In-flight engine malfunction requires completion of Engine Check List, DUSAA Form 117, dated 26 January 1968. The DUSAA Comptroller, as Claims Officer, must also be notified in the event a forced or precautionary landing is made on civilian property.

(8) Prior to operating aircraft at DUSAA, attached aviators will complete the requirements outlined in paragraph h (added), CRF Flight Requirements, page 6.

e. (added) Maintenance Support Flights. The Chief of Aircraft Maintenance is the coordinator for all maintenance support flights and is responsible for providing the pilots and crews when available. Maintenance support flights will be requested through the S-3 Office.

f. (added) Priority Air Transport Division (PAT) Flights.

(1) On fixed wing PAT flights, the Aircraft Commander will:

(a) Be qualified and current in the type, model and series of aircraft assigned to the mission.

(b) Have a current airplane instrument qualification.

(c) Have undergone a quarterly proficiency checkride (administered by an assigned, all-phases, instructor pilot).

(d) Be designated as the Aircraft Commander by proper authority.

(2) On fixed wing PAT flights the co-pilot will:

(a) Be qualified and current in the type, model and series of aircraft assigned to the mission.

(b) Have a current airplane instrument qualification.

(c) Have undergone a quarterly proficiency checkride (administered by an assigned, all-phases, instructor pilot).

(3) Crewing of PAT mission aircraft by attached aviators.

(a) Upon request, attached aviators may be scheduled only as co-pilot provided the following requirements are met:

1. Qualified and current in type, model and series of aircraft assigned to the mission.

2. Must have completed a proficiency/standardization flight administered by an IP assigned to DUSAA Flight Training Division.

3. Have a current airplane instrument qualification.

(b) Aviators desiring to participate as co-pilots must be present to perform appropriate duties NLT 60 minutes prior to scheduled take-off time.

(c) When a mixed crew (i. e. , one PAT and one CRF) is scheduled, the PAT pilot will always be designated as Aircraft Commander.

(d) UH-1D and VH-34 flights will have a DUSAA assigned aircraft commander on all flights.

g. (added) PAT Scheduling. PAT flights required by units and elements assigned to DUSAA must be approved by S-3, Commanding Officer or Deputy Commander of Davison U. S. Army Airfield and scheduled through the S-3. .

h. (added) Combat Readiness Flying (CRF).

(1) DUSAA is responsible for providing the aircraft and personnel support related to maintenance of CRF proficiency for all aviators attached to DUSAA. Attached aviators will not be scheduled for flights unless their flight records include either a current flight physical or an interim medical clearance from the Flight Surgeon assigned to the medical facility which supports them.

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(2) CRF aircraft (T-41B) may be scheduled by attached aviators for periods up to 36 consecutive hours away from DUSAA within a radius of 400 NM. No priority will be extended to requests of this nature.

(3) T-41B aircraft are scheduled by contacting the Flight Scheduling Branch, DUSAA, phone code 192, extension 42325 or 43731.

(4) Currency rides and/or flights requiring an instructor pilot are scheduled by contacting the Flight Training Division, DUSAA, phone code 192, extension 42232 or 42394.

(5) Instrument refresher training is scheduled by contacting the Flight Simulator Branch, DUSAA, code 192, extension 44418.

(6) Twin-engine aircraft for staff visits are scheduled through the Military District of Washington Aviation Officer, phone code 11, extension 57187.

(7) Any agency scheduling a multi-engine mission through MDW channels may furnish a complete crew provided both pilot and co-pilot are qualified and current in the type, model, series of aircraft assigned to the mission and have a current airplane instrument qualification. A proficiency/standardization check flight must have been administered by an IP assigned to the DUSAA Flight Training Division. Under these conditions, the crew is responsible for the execution of the mission to the satisfaction of the senior passenger involved. Attached aviators will not use PAT call signs. Flights crewed by attached aviators will use normal Army aircraft call signs.

(8) Deviations from destinations recorded in the flight order will not be made except when required by exigencies of service, weather, or maintenance.

i. (added) Procedures for CRF Aviator Attachment to DUSAA.

(1) Prior to scheduling any missions in DUSAA assigned aircraft, aviators must provide DUSAA Flight Records Branch a copy of DA orders attaching them to DUSAA for flying.

(2) Requests for publication of orders attaching pilots to DUSAA for flying is the responsibility of the individual aviator. Requests for orders must be forwarded through the aviator's staff agency to the Adjutant General, Department of the Army. AR 95-25 is the authority for attachment.

(3) Aviators assigned or attached to a unit at USAEC&FB must request orders be forwarded through their headquarters to the Adjutant General, Department of the Army.

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(4) Aviators on duty as students at USAEC&FB must request orders through the Officer's Assignment Division, AC of S, G-1, Fort Belvoir, Room 100, Building 216, Fort Belvoir, Virginia.

(5) Individual flight records of those aviators attached to DUSAA for flying will be maintained by the DUSAA Flight Records Branch in accordance with AR 95-25 and AR 95-64.

(6) Newly attached aviators will provide DUSAA Flight Records Branch one copy of their current assignment orders. These orders must specify the category and MOS in which the aviator is currently assigned.

(7) Aviators will hand-carry Individual Flight Record (DA Form 759) to Flight Records Branch, DUSAA, upon arrival in the MDW area.

(8) Aviators are required to give Flight Records Branch, DUSAA three day notification for closing Individual Flight Record file. Flight records must be picked up and signed for by individual aviator at the Flight Records Branch. The following information is required prior to closing flight record: copy of PCS orders, date of last flight and date for pick up of flight record.

j. (Added) Standardization of Attached Aviators. Prior to operation of any model and series aircraft in the DUSAA inventory, aviators qualified in the aircraft will accomplish the following:

(1) Local area orientation flight with an instructor pilot from the Flight Training Division or the Rotary Wing Division.

(2) Proficiency and standardization flight in the model and series aircraft in which qualified, with an instructor pilot from the Flight Training Division or the Rotary Wing Division.

k. (Added) Administrative Responsibilities.

(1) Instrument qualifications, physical examinations, flight status orders, rating orders and annual minimums are the responsibility of the individual aviator.

(2) Procedures and policies for the renewal of instrument qualification are contained in MDW Reg 95-63.

1. (added) Transition Training.

(1) If an individual is U-8D qualified and desires U-8F transition training, he must contact the Flight Training Division, DUSAA, extension 42232 or 42393 and have his name placed on the U-8F transition list. When instructor pilot and aircraft availability permits, the first man on the list will be transitioned.

(2) Individuals occupying a position which requires twin-engine qualification (U8F/U9B, D) will submit an application for training in accordance with MDW Reg 95-2. The program of instruction will consist of a minimum of 24 hours dual instruction and one hour supervised solo. For individuals qualified in twin-engine aircraft, the program of instruction will consist of a minimum of 14 hours dual instruction and one hour supervised solo. The training periods will be from 0730 to 1630 hours Monday through Friday for a period of three consecutive weeks or as required. All training will be conducted in accordance with TC 1-34.

m. (added) Instructor Pilot Orders and Duties. Instructor pilot qualification orders and duties will be in accordance with AR 95-4. In addition, the following policy is prescribed with reference to instructor pilots:

(1) Only DUSAA assigned aviators will be appointed on MDW orders as instructor for all phases of flight instruction.

(2) The number of aviators assigned to instructor pilot duties for all phases of flight will be kept to a minimum to insure standardization and the highest standards of training and safety. Aviators designated as instructor pilots for all phases of flight instruction will demonstrate instructor pilot proficiency to a DUSAA standardization instructor pilot.

(3) Aviators assigned or attached who are instrument qualified may log instructor pilot time (for hooded and instrument flights) in aircraft in which they are qualified and current.

(4) Currency and proficiency standardization flights will be administered by aviators who are instructor pilots for all phases of flight in the particular type aircraft that is utilized for the flight. A minimum of three landings will be accomplished during each flight.

(5) Request for instructor pilot orders will be processed through the S-3, DUSAA.

n. (added) Logging of Flight Time. Logging of flight time in DUSAA assigned aircraft will be in accordance with AR 95-4 and MDW Reg 95-2.

(1) Instructor pilot time will be logged only while actually performing as a flight instructor or safety pilot/co-pilot on hooded flights.

(2) Aircraft commanders will be designated on unit orders for UH-1 and VH-34 helicopters.

o. (added) Parking on VIP Parking Area. Aircraft arriving or departing DUSAA on a service mission with a Code 7 or higher rank on board will be parked in one of the four VIP parking spaces. Other aircraft will park in the tiedown area unless directed otherwise. Training aircraft will be parked on VIP spots for General Officers.

Page 6, paragraph 14, Local Flying Areas and Rules

g. (added) Davison Local Flying Area. The Davison U. S. Army Airfield local flying area is established as follows: From Fort Monroe, a direct line north-east to Kiptopeke, Maryland; follow the Atlantic coast line north to Cape Henlopen and then north-northeast to Wilmington, Delaware; then west through Pleasant Grove, Pennsylvania to the north bank of the Susquehanna River; northwest to include Olmstead State and Harrisburg-York State Airport, along the Pennsylvania Turnpike west from Harrisburg, Pennsylvania to Bedford, Pennsylvania and then south along the railroad through Cumberland and Green Spring, Maryland to Moorefield, West Virginia; continue south in a straight line to Harrisonburg, Virginia; then along the railroad to Staunton, Virginia; a straight line southeast to Buckingham, Virginia and then along the main highway to the city of Farmville through Burkeville to include Blackstone Army Airfield; east along the highway to Petersburg, Virginia; southeast along the double-track railroad to Waverly, Virginia; then east to the city of Newport News and around the shoreline to Fort Monroe.

h. (added) Local Airport Information. Traffic patterns, announced policies and procedures, and letters of agreement for airfields located in the local flying area are filed at DUSAA Operations. Aviators are urged to utilize these airfields on training flights to minimize traffic in or near densely populated areas adjacent to Washington, D. C.

Page 9, paragraph 26, Flight Plans

h. (added) Flight Planning and Procedures.

(1) The filing of DD Form 175 for cross-country minimums is permissible within the boundary of the local flying area.

(2) The filing of DD Form 1080 is authorized for fixed and rotary wing aircraft when flying to any airfield within the local flying area except Washington National

Airport and U. S. Air Force Bases, provided a letter of agreement exists between DUSAA and airfield of intended landing. Letters of agreement are posted in DUSAA Operations.

(3) If necessary, while on a local flight filed on DD Form 1080, time enroute may be extended by the pilot using one of the following facilities, at no expense to the government:

- (a) Radio contact with DUSAA tower.
- (b) Commercial telephone or AUTOVON circuits.
- (c) Federal Aviation Agency facility for relay to DUSAA Operations.

(4) When extending or closing a Local Flight Plan (DD Form 1080), it is mandatory that the pilot state that he is on a Local Flight Plan and not a Cross-Country Flight Plan (DD Form 175).

(5) The remarks section of the Local Flight Plan will contain the following information before being accepted by DUSAA Operations:

- (a) Time enroute and ground time of each intended stop.
- (b) General geographic area of flight when no stops are intended and/or intended flight route.

(6) DD Form 175 will be filed for all DUSAA aircraft when requesting an IFR clearance and for all flights departing the local flying area.

Page 10, paragraph 29, Safety Procedures

e. (added) Safety Restrictions Applied to DUSAA.

(1) The following will be strictly adhered to:

- (a) No aircraft will be flown into reported or forecast heavy icing conditions.
- (b) No aircraft will be flown in areas of reported or forecast conditions of severe turbulence.
- (c) The protective helmet will be worn by all crew members while flying the T-41 and all helicopters assigned to DUSAA.
- (d) If installed, shoulder harnesses will be worn in the aircraft.

(2) Rotary wing taxi instructions:

(a) When landing to pick up passengers or park at DUSAA, rotary wing aircraft will have one man visible to the pilot to act as a ground guide.

(b) Aircraft will be hovered when the aircraft commander deems it necessary. A crew chief or guide will be used at all times when hovering in confined areas.

(c) The standard arm and hand signals prescribed in AR 95-13 will be used.

f. (added) Autorotations, Rotary Wing.

(1) Practice touchdown autorotations will be conducted only at military airfields when crash equipment is available. A designated instructor pilot must be seated in one of the pilot seats of the aircraft during all practice touchdown autorotations. No touchdown autorotations for skid-mounted helicopters will be made to the paved portion of DUSAA Runway 32 or 14 except in the case of an emergency. Practice touchdown autorotations will be conducted in accordance with MDW Regulation 95-3 and in conjunction with formal transition training or standardization flights for the purpose of maintaining instructor pilot and pilot proficiency.

(2) Touchdown autorotations for observation helicopters will be made to the northwest hovering area in the lane outlined by white tires. Touchdown autorotations for the UH-1 will be made to the overrun of Runway 32 in the lane marked by white tires. Touchdown autorotations for the VH-34 without floats will be made to DUSAA Runway 32 - 14. VH-34's equipped with floats will not be autorotated to a touchdown.

(3) Power recovery autorotations may be performed away from airfields or during enroute flight whenever descent to 500 feet absolute altitude is not otherwise prohibited. Recovery must be completed prior to reaching 500 feet absolute altitude, unless the autorotation is performed at an airfield authorized for touchdown autorotations.

(4) The following policy will govern training and maintenance test touchdown autorotations:

(a) The VH-1D helicopters and VH-34C helicopters with floats installed will not be autorotated to a touchdown.

(b) The VH-34s without floats may be autorotated to a touchdown during the transition and standardization training and then only to the extent necessary to insure continued pilot proficiency.

(c) DUSAA control tower will be notified and clearance will be obtained prior to

beginning a practice autorotation period and notified when the period is completed.

(d) No transient helicopter will be authorized to practice autorotations at DUSAA without first receiving authority from the Commander, DUSAA and an orientation on procedures by a DUSAA assigned Rotary Wing IP.

(e) A thorough ground reconnaissance of the autorotation area to be used will be made by the IP prior to commencing a practice period. Discrepancies will be reported to the Control Tower for dissemination to other users and to the DUSAA Operations Officer for corrective action.

(f) The Control Tower will alert crash rescue personnel when autorotations are to be conducted.

(g) A radio equipped crash vehicle will be stationed near the overrun of Runway 32 during the autorotation periods. Vehicle and crash crew will be in a ready state through the period.

g. (added) Wind Component Restrictions.

(1) The following operational restrictions apply to DUSAA based aircraft.

(a) For T-41 aircraft, flying is prohibited when the wind exceeds 35 knots on runway headings, a gust spread of 15 knots or when the crosswind component exceeds 15 knots. Exception to this regulation is made when the DUSAA Flight Training Officer may waive gust spread or crosswind component restrictions during the conduct of T-41 transition training only when an instructor pilot is on board.

(b) For VH-34 type aircraft, rotor engagement is prohibited when the wind exceeds 45 knots.

(c) Restrictions on operation, downwind hovering, and starting procedures for turbine helicopters, as outlined in appropriate technical manuals, will be enforced.

(2) For the purpose of assisting transient pilots who have their own clearing authority, the DUSAA Operations Officer or his representative will brief these pilots on the wind component restrictions imposed for DUSAA aircraft, plus the possible consequences of exceeding the aircraft limitations specified in the applicable publications.

h. (added) Flights Within the Washington High Density Area.

(1) Flights will be made in accordance with the prescribed routes and procedures published in AR 59-70.

(a) Instructions issued by Air Traffic Control will take precedence over any instructions contained in this regulation.

(b) Prior to any intended flight, pilots not familiar with the routes and procedures in the Washington high density area will obtain a briefing from the DUSAA Operations Officer or his representative for fixed wing flights or the Operations Officer, Rotary Wing Division, or his representative for rotary wing flights.

(2) Rotary Wing:

(a) Helicopters will not enter the Washington control zone until two-way radio communications has been established with Washington National Airport control tower. While flying in the Washington control zone, all traffic will be controlled by Washington National tower.

(b) Flights to landing sites in the Washington Metropolitan area will be on official business only. Exceptions will be made by CO, DUSAA or higher authority.

(c) Within the Washington, Andrews, and Dulles Airport traffic control zones, rotary wing aircraft will utilize the altitudes, routes and reporting points in accordance with the procedures listed in the current Washington Tower/Andrews Tower/Dulles Tower Operations Letter of Agreement.

i. (added) Weather Minimums.

(1) Basic VFR: 1000 feet ceiling and three miles visibility.

(2) Special VFR Operations:

(a) Fixed Wing: 700 feet ceiling and one mile visibility.

(b) Rotary Wing:

1. The following helicopter minimums will apply in the DUSAA control zone.

a. A special VFR clearance will be required when the ceiling is reported to be less than 1000 feet and/or the visibility is less than three miles.

b. An IFR clearance will be required when the ceiling is reported to be less than 700 feet and/or the visibility is less than one mile.

c. Ceiling and visibility restrictions do not apply to the Rotary Wing Division aircraft assigned to OPAL missions while entering or departing the control zone.

2. During operations within the Washington National/Dulles/Andrews airport traffic control zones, when the weather is reported to be less than 1000 feet ceiling and/or three miles visibility, rotary wing aircraft will be operated in accordance with the procedures outlined in the appropriate letter of agreement.

3. Helicopters operating out of the DUSAA control zone will operate in accordance with minimums established by the control facility for the area being traversed.

j. (added) Test Flights.

(1) Test flights will be performed under VFR conditions during daylight hours only.

(2) Passengers are prohibited on test flights.

(3) Test flights will not be performed in conjunction with any other mission.

(4) Test pilots will be selected and designated on orders in accordance with TB AVN 23-16.

(5) Clearance for test flights conducted by pilots assigned unit test pilot code numbers will be granted by Davison tower for flights within a 15 mile radius for not more than one hour duration. Radio contact must be maintained with the tower. The S-4 will assign and maintain a record of current test pilot code numbers.

(6) For test flights within the local flying area which do not meet the distance, time, or communications requirements stated above the local flight plan (DD Form 1080) will be filed at DUSAA Operations.

k. (added) Flight Time Limits.

(1) AR 95-17 will be the guide for crew member flying time limits.

(2) Pilots who have flying as their primary duty assignment may exceed the 80 hour limit in a 30 day period if caution is exercised to insure sufficient crew rest between flights. However, the 80 hour limit will be complied with, when possible. The CO, DUSAA will be informed when it is necessary for an individual to exceed 80 hours per month.

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(ANDS3)

FOR THE COMMANDER:

  
GLEN E. MICHAEL  
Major, AGC  
Adjutant

DISTRIBUTION:

A  
S-Attached/Assigned Aviators  
3-ACSFOR-Avn  
3-MDW-Avn  
3 ATOPS-Avn  
3 DCSOPS, Ft Belvoir  
300-Tng Div