ARMY REGULATION
No. 95–2

HEADQUARTERS
DEPARTMENT OF THE ARMY
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AVIATION

FLIGHT REGULATIONS FOR ARMY AIRCRAFT

*This regulation supersedes AR 95–2, 6 March 1964, including C 4; and DA message 807227, 24 March 1967.

CHAPTER 1
GENERAL

1-1. Purpose and scope. This regulation prescribes general flight regulations and requirements, air traffic rules, and visual and instrument flight rules governing the operation of Army aircraft.

a. This regulation is applicable to the operation of all Army aircraft; however, nothing published herein will be interpreted as restricting or impeding the operation of Army aircraft within a combat zone.

b. Recommended changes to this regulation will be submitted through channels to the U.S. Army Aeronautical Services Office (USAASO), Cameron Station, Alexandria, Va. 22314.

c. Commanders of major oversea commands are authorized to implement and amend, within limits of current policies, Department of the Army flight regulations where necessary for adaptation to local conditions or host government rules and systems.

d. Flight rules published by the Federal Aviation Administration (FAA) will be complied with while in territory under the jurisdiction of the FAA except as modified herein (see chapter 4 for nonapplication of this regulation).

1-2. Explanation of terms. See DOD FLIP, AR 95-series regulations, and appropriate technical manuals for explanation of additional terms.

a. Accredited weather forecaster. Any person approved as such by the U.S.A.F. Air Weather Service (AWS), the Naval Weather Service, or the U.S. Weather Bureau (USWB).

b. Accredited weather observer. Any person approved as such by the agencies named in *a* above.

c. Actual tactical environment. An active theater or area of combat operations.

d. Airspace reservation. Airspace in which the flight of aircraft is prohibited, restricted, or in which flight may be hazardous.

(1) *Prohibited area.* Airspace of defined dimensions identified by an area on the surface of the earth within which flight is prohibited.

(2) *Restricted area.* Airspace of defined dimensions identified by an area on the surface of the earth within which the flight of aircraft is not wholly prohibited, but is subject to restrictions.

(3) *Warning area.* International airspace in which there may exist activities or operations hazardous to nonparticipating aircraft.

(4) *Caution area.* An area of defined dimensions within which the military training activities conducted, though not hazardous, are of interest to nonparticipating pilots.

(5) *Danger area.* A specified area within or over which there may exist activities constituting a potential danger to aircraft.

e. Air traffic. Aircraft in operation anywhere in the airspace and on the surface preparing for takeoff or subsequent to landing.

f. Air traffic control. A service operated to promote the safe, orderly, and expeditious flow of air traffic.

g. Air traffic clearance. Air Traffic Control (ATC) authorization for an aircraft to proceed under specified traffic conditions within a control zone or control area.

h. Alternate airfield. An airfield specified in an IFR flight plan to which a flight may proceed when a landing at the point of first intended landing becomes inadvisable.

i. Ceiling. The height above the ground or water of the lowest layer of clouds or obscuring phenomenon that is reported as "broken," obscuration," or "overcast," and not classified as "thin" or "partial."

j. Composite flight plan. A flight plan which includes provisions for both VFR and IFR flight over a planned route.

k. Cruising altitude. A constant altimeter indication, in relation to sea level, maintained during a flight or portion thereof.

l. Decision Height (DH). (Applies only to Precision Approaches, i.e., approaches with glideslope.) The height at which a decision must be made during precision approach either to continue the approach or to execute a missed approach.

m. Formation flight. Two or more aircraft flying in proximity to each other under the direction of a designated flight leader.

n. Flight visibility. The average horizontal distance that prominent objects may be seen from the cockpit when in flight.

o. Ground visibility. The average horizontal distance that prominent objects may be seen by an accredited weather observer on the ground.

p. Interpolated weather. An estimate of ceilings, visibilities, and wind conditions, en route and at destination, based on evaluation of available weather and topographic data.

q. Instrument flight. Flight in which the flight path and attitude of the aircraft are controlled solely by reference to instruments.

r. Instrument Flight Conditions (IFC). Weather conditions below the minimum prescribed for flights under visual flight rules.

s. Instrument Flight Rules (IFR). Rules governing instrument flights.

t. Minimum Descent Altitude (MDA). (Applies only to nonprecision approaches, i.e., without glideslope.) The lowest altitude, in feet above mean sea level, to which descent is authorized on final approach or during circling maneuvers.

u. Prevailing visibility. The horizontal distance in miles and fractions of miles at which targets of known distance are visible over at least half of the horizon.

v. Radio navigational aid. An electronic facility established for the purpose of providing navigational guidance to aircraft.

w. Reporting point. A specified geographical location in relation to which the position of an aircraft may be reported.

x. Runway environment. The visual approach aids, runway threshold, or runway markings associated with that runway.

y. Runway visibility. Visibility determined by a transmissometer associated with the instrument runway(s) or by an observer stationed at the approach end of the runway(s).

z. Runway Visual Range (RVR). An instrumentally derived value (reported in feet) that represents the horizontal distance a pilot will see down the runway from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets, whichever yields the greater visual range.

aa. Simulated tactical environment. An operational area established for training purposes in which tactical conditions are simulated.

ab. Traffic pattern. The flow of aircraft operating in the vicinity of or upon an airfield as established by appropriate authority.

ac. Visual flight. Flight in which the flight path and attitude of the aircraft are controlled by visual reference to the surface and in accordance with Visual Flight Rules (VFR).

ad. Visual Flight Conditions (VFC). Weather conditions equal to or above the minimum prescribed for flights under visual flight rules.

ae. Visual Flight Rules (VFR). Rules governing visual flights.

CHAPTER 2

GENERAL FLIGHT REGULATIONS AND REQUIREMENTS

2-1. Command of aircraft. *a.* The aviator assigned as pilot, or as instructor pilot of the aircraft, will command the aircraft except when the unit commander responsible for the aircraft specifically designates the aviator who shall command. The aviator in command of the aircraft will be directly responsible for its technical operation and will have final authority as to technical operation of the aircraft. The aircraft commander is held responsible for the adherence of passengers to regulations governing conduct in and around aircraft. In such matters, passengers, regardless of rank, seniority, or service, are subject to the orders of the aircraft commander. In cases where an authorized flight instructor is performing the duties of instructor pilot, the flight instructor is in command. No aviator will be designated to command an aircraft who is not proficient in that aircraft category, type, model, and series.

b. When more than one aircraft are operating in a flight or as a unit, the senior aircraft commander will be in command of all aircraft, except when the unit commander responsible for the aircraft specifically designates another aviator to be in command.

2-2. Action prior to flight. Before beginning a flight, the pilot in command of the aircraft will familiarize himself with all available information appropriate to the intended operation. Preflight action for all flights will include a careful evaluation of the following:

a. NOTAMS

b. DOD and other pertinent flight information data.

c. Appropriate charts and maps.

d. Weather reports and forecasts.

e. Alternate course of action if the flight cannot be completed as planned.

f. Fuel requirements.

g. Physical and physiological limitations.

h. Reported and anticipated traffic delays.

i. Routes, obstructions, hazards and equipment requirements.

2-3. Careless or reckless operation. No aviator will operate an aircraft in a careless or reckless manner which endangers the lives or property of others.

2-4. Airspace reservation areas. Airspace reservation areas are established by competent authority in order to conduct certain essential activities. Areas are depicted or listed in authorized flight information publications along with operational limitations.

a. Pilots will observe all restrictions imposed within such areas.

b. Commanders may authorize flights into restricted areas for which they exercise jurisdiction, provided adequate coordination between all users is accomplished.

2-5. Formation flight. *a.* Formation flights may be authorized by unit commanders having aircraft assigned or attached to their units. In each case, a pilot in command of the formation will be designated.

b. Before takeoff, the pilot in command of the formation will—

(1) Assure that each aircraft is manned by a pilot in command who is qualified and proficient in formation flight techniques.

(2) Brief each crew on the weather, flight plan, and other pertinent information.

(3) Assure that each aircraft has necessary maps and charts.

(4) Assure that each pilot possesses a current instrument certificate if any portion of the flight is to be conducted under IFR.

(5) Assure that each pilot is familiar with ATC procedures for controlling and for separating formations under IFR.

(6) Certify in the Remarks section of the flight plan form that "All requirements for formation flight have been met."

2-6. Acrobatic flight. *a.* No aviator will engage in acrobatic flight—

(1) Over congested areas of cities, towns, settlements, or an open air assembly of persons,

(2) Within any Federal or Military airway or control zone,

(3) When the flight visibility is less than three miles,

(4) Below an absolute altitude of 1,500 feet,

(5) When prohibited by the appropriate aircraft operator's manual.

b. Exceptions to the above may be granted by major commanders for the purpose of conducting demonstrations provided necessary safety precautions are observed and coordination has been accomplished with all interested agencies. This authority will not be delegated below installation command level.

2–7. Air traffic control instructions. No aviator will operate an aircraft contrary to air traffic control instructions in areas where air traffic control is exercised.

2–8. Adherence to air traffic clearances. No deviation from an air traffic control clearance is permitted until an amended clearance is obtained unless emergency conditions are experienced. When emergency authority is used to deviate from the provisions of a clearance, an appropriate traffic control facility will be notified as soon as practicable and an amended clearance obtained. See paragraph 3–14*c* for IFR cancellation.

2–9. International, visual distress, and urgency signals. International and other visual distress and urgency signals are contained in the DOD FLIP and the FAA Airman's Information Manual (AIM).

CHAPTER 3

FLIGHT RULES

Section I. VISUAL FLIGHT RULES

3–1. General. The rules set forth in this section and visual flight rules promulgated by the FAA will govern the operation of aircraft under visual flight conditions (see chapter 4 for exceptions).

3–2. Fuel reserve. When an aircraft (except turbo-prop airplanes) is cleared VFR, sufficient fuel must be carried to reach the destination with a minimum remaining fuel reserve of 30 minutes at normal cruising speed. For turbo-prop airplanes, the remaining fuel reserve will be 20 minutes at normal cruising speed.

3–3. Over-the-top flights. Aircraft will not be operated above a cloud or fog layer or overcast under VFR rules for more than 30 minutes unless the aircraft is equipped for instrument flight and all instrument flight rules and requirements can be met for the entire planned operation.

3–4. Weather requirements. *a. Weather forecasts.* VFR flights may be cleared when the weather is forecast to permit VFR flight en route. Destination weather must be forecast to be VFR at least one hour before through one hour after the ETA. The prevailing en route and destination weather conditions may be used to clear flights VFR when intermittent or occasional below VFR conditions are forecast.

b. Helicopter operations. The following minima will apply for VFR helicopter operations:

(1) Daylight operations over flat terrain—300 feet and one-half mile visibility.

(2) Night operations over flat terrain—500 feet and one mile visibility.

(3) Daylight operations over mountainous terrain—300 feet above the highest obstacle along the planned flight route and one-half mile visibility.

(4) Night operations over mountainous terrain—1,000 feet above the highest obstacle along the planned flight route and one mile visibility.

c. Weather changes. When weather conditions encountered in flight prohibit compliance with visual flight rules, the aviator will—

(1) Alter the flight to continue in accordance with VFR, or

(2) If instrument qualified, maintain visual flight conditions and initiate a request for change of flight plan to conduct the flight under IFR, or

(3) Land at the nearest suitable airfield, military or civil.

3–5. Communications. When the aircraft is equipped with suitable communications equipment, aviators will maintain a continuous listening watch on appropriate civil or military frequencies and will make position reports whenever and wherever required. Routine reports will be made once each hour whenever practicable.

Section II. INSTRUMENT FLIGHT RULES

3–6. General. The rules set forth in this section together with instrument flight rules promulgated by the FAA will govern the operation of Army aircraft under instrument flight conditions (see chapter 4 for exceptions). When the aircraft cannot be flown in accordance with visual flight rules, or when in the opinion of the clearing authority the flight cannot be safely completed under VFR, those pilots who hold a current instrument qualification may be cleared for flight under instrument flight rules. Those personnel holding only Rotary Wing Tactical Instrument qualification are not authorized to operate Army helicopters under IFC within the national controlled airspace system.

3–7. IFR flight plan. A flight plan must be filed with the appropriate authority(s) prior to conducting flight under IFR. Clearance will not be requested or exercised unless all requirements for IFR operation can be met.

3–8. Terminal procedures. *a. Instrument approach.* When an instrument approach is necessary, an approved procedure will be flown. Approved procedures are those established by the FAA and the military services and include those instructions which may be issued orally by an air

traffic control agency for a particular approach pattern. Deviation from procedural flight tracks and altitudes requires ATC approval. Missed approach will be conducted in accordance with published procedures or ATC instructions.

(1) The Department of Defense Flight Information Publication (DOD FLIP) is the official Army IFR flight support publication and will be used to the maximum extent possible.

(2) The DOD FLIP may not provide established procedure charts for all IFR airfields. Required procedure charts may be added to the DOD FLIP by direct contact with USAASO or the appropriate oversea flight information detachment. When time does not permit requirements to be satisfied in this manner, installation commanders may authorize local procurement and use of appropriate U.S. Coast and Geodetic Survey or Jeppeson & Co. instrument procedure charts as a supplement to the DOD FLIP.

b. Instrument departure.

(1) Prior to commencing flight, pilots will evaluate aircraft performance, approach and departure data, obstruction information, and published civil takeoff minima.

(2) Pilots are encouraged to use Standard Instrument Departures (SID), when available, for IFR departures. The decision to accept or reject an SID clearance rests with the pilot in command.

(3) Deviation from procedural flight tracks and altitudes requires ATC approval.

3–9. Weather minima requirements. *a.* Instrument operations will not be conducted unless the pilot has available all necessary flight information publications, the weather is forecast or reported suitable for the entire operation, and all other IFR requirements can be met.

b. Approach minima are published in authorized publications. Selection and application of minima is explained therein. Helicopters are authorized to use the lowest approach category minima and may reduce the published visibility or RVR by as much as 50% but never to less than one-quarter mile or RVR 1600′.

c. Runway Visibility Range (RVR).

(1) RVR may never be used in conjunction with a circling approach.

(2) RVR is the controlling visibility factor when published and reported for a given runway.

(3) When RVR is published as a minimum, but not reported, the required RVR may be converted to equivalent visibility in accordance with the table below and substituted as the applicable visibility minima.

RVR/Visibility (s.m.)—Relationship:

1600′=¼	4000′=¾
2000′=⅜	4500′=⅞
2400′=½	5000′=1 s.m.
3200′=⅝	6000′=1¼

d. Increased minimum visibility requirements need not be applied under conditions of runway approach lighting outages. Published visibility minima will continue to apply.

e. IFR clearance will not be requested unless the weather for the destination airfield is forecast to be upon arrival—

(1) Ceiling—At or above the lowest appropriate Decision Height (DH) or Minimum Descent Altitude (MDA) for the anticipated approach procedure.

(2) Visibility—At or greater than the appropriate authorized minimum visibility or RVR equivalent (*c*(3) above).

f. Takeoff minima for those aviators possessing the appropriate Army instrument qualification when operating aircraft in which they are qualified are—

(1) Standard Airplane Certificate—Ceiling 200′, visibility, one-half mile or RVR 2400′, for operation of fixed wing aircraft.

(2) Standard Helicopter Certificates—Ceiling 100′, visibility, one-quarter mile or RVR 1600′, for operation of rotary wing aircraft.

(3) Special Airplane or Helicopter Certificate—No minima apply. The nature and urgency of the mission along with the inherent risk should be considered when exercising this flight clearance authority.

g. Approach at the destination airfield may be initiated subject to the following conditions:

(1) A straight-in approach may be initiated if the visibility or RVR is reported to be at or greater than than published. Subsequent reported ceiling and visibility changes may be ignored, however, descent below the appropriate MDA or DH is not authorized until the pilot establishes visual contact with the runway environment and can reasonably expect to maintain visual contact throughout the landing.

(2) A circling approach may be initiated if the ceiling and visibility are reported equal to or higher than the MDA and the minimum visibility authorized under circling landing minima for that airfield. Descent below the MDA is not authorized until the pilot is in a position to make a normal visual approach to the designated runway.

(3) If upon arrival at the destination airfield, the required minima do not exist, a pilot may not commence approach. He may request ATC instructions to hold if the forecast is favorable and all alternate airfield requirements can continue to be met.

3-10. Alternate airfield. *a.* An alternate airfield is required if the weather conditions at the destination airfield of an instrument flight plan is forecast to be less than the following during the period from one hour before until one hour after the ETA:

(1) *Airplanes.*

(*a*) Ceiling—3,000 feet above the appropriate landing minimum.

(*b*) Visibility—3 miles or 1 mile more than the appropriate landing minimum, whichever is greater.

(2) *Helicopters.*

(*a*) Ceiling—1,000 feet above the appropriate landing minimum.

(*b*) Visibility—2 miles or published minimum, whichever is greater.

b. An airfield will not be listed as an alternate unless current weather forecasts indicate that the ceiling and visibility at the alternate airfield will be at or greater than the following during the period from one hour before until one hour after ETA.

(1) Airfields for which an instrument procedure or radar minima is provided in authorized publications.

(*a*) Airplanes—Ceiling and visibility at or greater than standard alternate minima specified in authorized publications.

(*b*) Helicopters—Same as (*a*) above except that visibility may be reduced by 50%.

(2) Instrument procedures not published in the DOD FLIP or for which alternate minima are not specified:

(*a*) Airplanes—Ceiling 400 feet above the appropriate approach minima; and visibility 1½ miles above the appropriate published minima.

(*b*) Helicopters—Same as (*a*) above except that the derived visibility may be reduced by 50%.

(3) Airfields without an instrument approach.

(*a*) Airplanes—Conditions which permit VFR descent, approach and landing, with visibility of not less than 3 miles.

(*b*) Helicopters—Same as (*a*) above except that visibility may be reduced by 50%.

3-11. Composite flight plan. Composite flight plans which involve both IFR and VFR segments are permitted.

a. VFR segment. All visual flight rules and requirements are applicable to this segment.

b. IFR segment. The IFR segment must be planned to terminate at one of the following locations.

(1) A published en route radio fix.

(*a*) The fix shall be suitable for executing a change of altitude that will permit a change from IFR or VFR on top to VFR. The weather during the period from one hour before to one hour after the ETA at the fix must be forecast to be at least—ceiling 3,000 feet above the arrival MEA, visibility 3 miles.

(*b*) All other instrument flight rules and requirements with the exception of alternate airfield requirements are applicable to this segment.

(2) Terminal facility serving the destination airfield. All instrument flight rules and requirements are applicable to this segment.

(3) Terminal facility serving as an intermediate IFR to VFR change-over point.

(*a*) The facility must have an appropriate instrument approach serving an airfield.

(*b*) The weather during the period from one hour before to one hour after the ETA must be forecast to allow VFR departure from the area.

(*c*) All instrument flight rules and requirements, to include alternate airfield requirements, are applicable to this segment.

3-12. Copilot requirements. A copilot is required into known or forecast instrument conditions.

a. Helicopter flight. The copilot must be helicopter instrument rated and qualified in the aircraft being flown.

b. Airplane flight. Commanders will consider pilot proficiency, mission requirements, and area of operation in determining qualifications required for fixed wing copilots. The use of an instrument rated copilot is encouraged for flights originating

or terminating in areas of high density air traffic. In this connection, special consideration will be given to major terminals included in the DOD FLIP area charts coverage.

c. Flights by fixed or rotary wing instrument flight trainees undergoing a formal course of instrument flight instruction and accompanied by a qualified fixed or rotary wing instrument flight instructor are considered to meet the requirements of this regulation.

3–13. Fuel reserve. *a.* When an aircraft (except turbo-prop airplane) is cleared in accordance with instrument flight rules under conditions where no alternate airport is required, sufficient fuel must be carried to reach the destination with a minimum remaining fuel reserve of 45 minutes at normal cruising speed. For turbo-prop airplanes, the remaining fuel reserve will be 20 minutes at normal cruising speed.

b. When an aircraft (except turbo-prop airplane) is cleared in accordance with instrument flight rules under conditions where an alternate airfield is required, sufficient fuel must be carried to reach the destination, fly to the alternate and arrive with a minimum remaining fuel reserve of 45 minutes at normal cruising speed. For turbo-prop airplanes, the remaining fuel reserve will be 20 minutes at normal cruising speed.

3–14. Changes to flight plans. Format and information required for changes to flight plans are contained in DOD FLIP En Route Supplements.

a. Change of VFR flight plan. Aviators desiring a change in point of first intended landing, or a change of route, will contact an FAA or military communications facilities giving the information required for change of flight plan and any other pertinent information requested

b. En route change of IFR flight plan or change of flight plan from VFR to IFR. Aviators requiring such a change in flight plan en route will obtain an air traffic clearance from air traffic control, through either military or FAA communications facilities.

c. Change flight plan, IFR to VFR. An aviator operating with an IFR traffic clearance may cancel such clearance and proceed under VFR provided he is operating in VFC when such action is taken. The appropriate ATC agency shall be advised as soon as possible.

3–15. Closing flight plans. *a. At locations with established military base operations.* The aviator will personally close his flight plan with base operations upon landing.

b. At locations with an established FAA communications facility. The aviator will personally file an arrival report with the FAA communications facility.

Note. **A flight plan need not be closed at an intermediate airfield whenever that airfield is listed as a fuel or passenger stop in the flight plan.**

c. At all other locations. Each aviator will personally file an arrival report with FAA flight service by one of the following means (except as authorized in AR 95–1 or when the flight leader of a flight of aircraft closes the flight plan):

(1) By radio to the nearest FAA or military air navigation facility or control tower, provided the aircraft is within 3 miles of intended point of landing at the time the flight plan is closed.

(2) By telephone, or other expeditious means, to the nearest FAA communications facility or military base operations.

(3) By telephone, Government collect, to the appropriate FAA flight service facility when (1) or (2) above are impracticable.

CHAPTER 4

NONAPPLICATION

4-1. Emergency actions. This regulation and FAA flight rules may be deviated from when an emergency or other special circumstance exists. In the event of noncompliance, the following action will be taken:

a. The aviator will report in writing, by mail, message, or by other means, the full details of the incident direct to his unit commander within 24 hours after the incident occurs and furnish a copy to his immediate superior.

b. The unit commander of the aviator will place any pertinent remarks thereon and forward the report, through command channels, to the Assistant Chief of Staff for Force Development, ATTN: FOR-AV, Department of the Army, Washington, D.C. 20310.

c. Noncompliance with Federal Aviation Regulations will be treated in accordance with FAR 91.75. Written reports required by this FAR will be forwarded directly to the civil authority concerned and an information copy of the report will be submitted to the aviator's immediate superior.

4-2. Other directives. *a.* Army aviators are not required to comply with certain parts of this regulation during the conduct of tactical training, maneuvers, or combat operation provided such deviations are authorized by appropriate Army directives. Field directives may be issued by the responsible commanders after proper coordination has been accomplished with the FAA regional office(s) and other activities within the area involved.

b. Training within U.S. Army Aviation School activities will be in accordance with directives approved by the commandant concerned. Deviations from this regulation will be coordinated with the FAA regional office(s) and other activities within the area(s) involved.

4-3. Tactical environment operations. When operations involve IFR flight, the following rules apply in addition to the guidance provided in Department of the Army Training Circular 1-29:

a. Aviators holding Rotary Wing Tactical Instrument cards are authorized to operate Army helicopters under IFR conditions in an actual or simualted tactical environment only. All instrument flights within the national controlled airspace system will be conducted in accordance with Federal Aviation and Army regulations governing instrument flight and a standard or special helicopter instrument ticket is required.

b. Clearance will not be granted or clearance authority exercised unless the destination and alternate weather is forecast or interpolated to be upon arrival at or above minimums established by competent authority.

c. Minimum ceiling and visibility requirements will be established by appropriate authority, however, they will not be established lower than:

(1) For takeoff. Ceiling—100′; visibility—¼ mile.

(2) For approach.

(*a*) Ceiling—200 feet above the highest obstruction within the required 2,000 by 4,000 meter rectangular safety buffer area.

(*b*) Visibility—one-half mile for locations equipped for tactical ADF or ASR approach; one-fourth mile for locations equipped for tactical PAR approach.

(3) Alternate airfield within the tactical area. As established by appropriate authority but never lower than a ceiling of 400′ above the highest obstruction in the safety buffer area, and a visibility of ½ mile.

4-4. Student VFR cross-country flight plan. A student aviator assigned to an Army flight training activity, may, when under proper operational orders and on a scheduled cross-country training flight, file a flight plan using established procedures for VFR flights by Army aviators without an instrument certificate.

By Order of the Secretary of the Army:

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The Adjutant General.

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