



DEPARTMENT OF THE NAVY
CHIEF OF NAVAL AIR TRAINING
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CNATRAINST 3710.2V
N33
8 May 15

CNATRA INSTRUCTION 3710.2V

Subj: CNATRA CROSS-COUNTRY AND AVIATION SUPPORT OPERATIONS

Ref: (a) SECNAVINST 5720.44C
(b) OPNAVINST 3710.7U
(c) CNAFINST 3300.53A
(d) COMNAVAIRFOR MSG 251230ZFEB10
(e) CNO MSG 061305ZFEB15

Encl: (1) OCONUS Airfield Security Assessment Worksheet
(2) Sample TRAWING Aviation Support Request Letter

1. Purpose. To publish the policy of the Chief of Naval Air Training (CNATRA) governing cross-country flight and aviation support operations (flyovers, static exhibits, missing man formations, and orientation flights) using Naval Air Training Command (NATRACOM) assets.
2. Cancellation. CNATRAINST 3710.2U
3. Scope. This instruction is applicable to all NATRACOM activities concerned with the operation of training aircraft. This instruction does not apply to the Navy Flight Demonstration Squadron (The Blue Angels).
4. Background. Reference (a) governs the participation of naval aircraft at public events. Reference (b) prescribes general flight and operating instructions applicable to the operation of all naval aircraft and related activities. The CNATRA Cross Country and Aviation Support Operations instruction amplifies reference (b) with specific guidance to meet the special needs and circumstances of cross-country and aviation support flight operations conducted using NATRACOM assets. Cognizant officers interpreting this instruction and reference (b) are cautioned to do so in the strictest sense in order to enhance safe operating practices and eliminate conditions contributing to aircraft mishaps, unauthorized flights, or other incidents. Reference (c) is the Commander, Naval Air Forces (CNAF) Aviation Force Protection Matrix.

Reference (d) is the message returning approval authority for flights with civilian personnel and orientation flights to CNATRA. Reference (e) is the Chief of Naval Operations (CNO) message outlining the Navy's 2015 Community Outreach Plan.

5. Discussion

a. Aviation support operations for the purpose of this instruction are defined as operations which serve to introduce or showcase NATRACOM aviation to the general public, to public figures or to others not normally involved in the training of Naval Aviators, or operations in support of CHINFO sanctioned civil events to showcase the Navy. These operations include static exhibits, flyovers (including missing man flyovers), orientation flights, and flight demonstrations. Flight demonstrations are flights that include aerobatics or other maneuvers that would require a waiver of Federal Aviation Regulations (FARs). Flight demonstrations are specifically prohibited unless approved in writing by CNATRA. The other types of aviation support operations are authorized per the provisions herein.

b. As per reference (b), cross country flights are flights that either do not remain in the local flying area or remain in the local flying area and terminate at a facility other than an active military facility.

6. Policy

a. Cross country flights that fall in to one of the following categories are authorized.

(1) Official Business and Logistic Flights in Direct Support of the NATRACOM Mission. Flights of this nature are those that are in the direct interest of the U.S. government and may be authorized to remain away from home base overnight. Examples of this category of flight are ferrying aircraft to detachment sites, transporting parts or maintenance personnel to repair downed aircraft away from home base, or transporting personnel in the conduct of official business. Limitations pertaining specifically to this category of flight are as follows:

(a) Flights of this category shall be minimized and authorized only when a more economical mode of transportation could not be substituted.

(b) Flights of this category shall be conducted in conjunction with curriculum or individual training flights whenever practical.

(2) Minimum Instrument Time (MIT) and Annual Flying Requirement (AFR). The purpose of this type of training flight is to maintain the currency requirements set forth in reference (b) and the applicable Naval Air Training and Operating Procedures Standardization (NATOPS) for designated aviators and flight officers. This category of flight is considered in the direct interest of the U.S. Government. Aircraft utilized for this purpose may be absent from home base overnight.

(3) Instructor Under Training (IUT) Flights Contained in CNATRA-Approved Curricula. The purpose and duration of IUT training flights are set forth in the governing curricula. Flight time should not be in excess of that specified in the applicable curriculum unless required to meet annual minimums specified in reference (b)

(4) Student Training Flights Contained in CNATRA Curricula. The purpose and duration of student training flights are set forth in the applicable Multi-Service Pilot Training System (MPTS).

b. The following procedures and limitations must be observed in the planning and conduct of cross country flights:

(1) Flights should not deviate from the planned itinerary without permission from the Instructor Pilot's (IP) Commanding Officer or his designated representative.

(2) The scheduling of cross-country flights shall provide adequate crew rest per reference (b) except where the CNATRA curriculum for the particular phase of training is more restrictive regarding sortie rates, crew duty day, or other scheduling constraints.

(3) Military installations shall be used for Remain Over Night (RON) and fueling to the maximum extent practicable. Flights shall not be planned to require the purchase of fuel or oil from other than military sources or government contract sources, and government contract sources should be used only when military sources are not available at the destination or at intermediate stops. A dual use civil/military field is considered a military field for the purpose of this instruction.

(4) Fuel requirements shall be per reference (b), except that all fixed wing flights and any helicopter with a Student naval aviator in a crew position shall have sufficient fuel to proceed to a suitable alternate regardless of destination weather.

(5) Cross country flights shall be approved per reference (b) and be conducted under Instrument Flight Rules (IFR) except when otherwise required by a CNATRA-Approved curriculum. Additionally Commanding Officers may authorize visual flight rules (VFR) flight when:

(a) Aircraft are not configured with instrumentation, communications or navigation equipment required for IFR operation.

(b) Failure of equipment required for IFR flight away from home base would cause excessive delay in return.

(c) Adherence to IFR procedures would endanger the aircraft; e.g., thunderstorms, icing conditions.

(6) Pilots in command of CNATRA aircraft shall obtain final checks just prior to takeoff whenever qualified personnel are available to perform them.

(7) All Aircraft Communication, Navigation and Interrogation (CNI) equipment required for flight under IFR must be functioning prior to departure from home base.

(8) Per reference (b), flights shall not be filed into areas covered by Aviation Severe Weather Watch Bulletins (WW), CNATRA Aviation Weather Warnings (CAWW), or Convective SIGMETs unless the exempting conditions of reference (b) exist.

(9) Flights shall not be filed into airfields with present or forecast snow or ice covered runways.

(10) Ground operations on snow or ice covered surfaces are prohibited.

(11) Per diem is authorized for the categories of flights per paragraphs 6A(1), 6A(3) and 6A(4) but not for flights defined by paragraph 6A(2) MIT and Annual Flying Requirement (AFR) flights. Flights shall be scheduled to bases having suitable quarters available to the maximum extent possible. Designated high cost areas or facilities/fixed based operators that charge for overnight ramp use/ramp fees are to be avoided. Per diem shall be funded by the applicable TRAWING.

c. The following aviation support operations are authorized and may be conducted either in conjunction with a cross country flight, as a stand-alone event at home field, or in conjunction with a scheduled out and in.

(1) Static Exhibits. Aircraft static exhibits are defined as the stationary ground display of any aircraft and related equipment. Whenever the general public is given close access to military aircraft, extraordinary care and preparation must be taken to ensure the safety of all concerned. Participants in static exhibits shall strictly observe physical security and safety guidelines applicable to aircraft type and specified in individual TRAWING governing directives. Specific TRAWING guidance covering security, danger areas, and aircraft preparation (i.e. taping emergency jettison handles, lowering arresting gear hook, installation of intake and exhaust covers, etc.) must be published to minimize risk to people and equipment. In addition, the following restrictions apply:

(a) Use of NATRACOM aircraft as static exhibits outside of a military installation, on board reserve and national guard installations which share facilities with a non-DoD entity, or in any location (military or civilian) where the public is granted access, must be in conjunction with a syllabus event.

(b) The public shall be restricted from access to the interior of NATRACOM ejection seat aircraft or aircraft with other installed pyrotechnic devices which could cause injury.

(c) In cases where the public is allowed access to non-ejection seat equipped aircraft a qualified aircrew member must be present to control access to the aircraft and to assist the public.

(d) Placards with the appropriate performance and mission data should be provided for display with the aircraft if feasible.

(e) Squadron commanding officers shall assess the threat and ensure basic force protection standards outlined in table 1 of reference (d) can be met before requesting permission to participate in a static exhibit. Call the NCIS Multi Threat Alert Center (MTAC) at (800) 278-9914 for an up-to-date threat assessment for each event. Completion of enclosure (1) is required for CNATRA approval of OCONUS events but its use is encouraged to assist in assessing the security posture for any event.

(f) All static displays shall be in conjunction with training events.

(2) Flyovers. All flyover requests shall be Operational Risk Management mitigated, planed, and subsequently reviewed by CNATRA TRAWING commodores prior to submittal. A flyover is defined as a flight of one or more aircraft over a fixed point at a specific time and not involving aerobatics or demonstrations. Four aircraft is the maximum allowed, though usually only a single section of two will be authorized. CNATRA may approve requests for flyovers and other events sanctioned by CHINFO. Flyovers are normally held in conjunction with events commemorating one of the five nationally recognized patriotic holidays: Armed Forces Day, Memorial Day, Independence Day, POW-MIA Recognition Day, and Veterans Day. Flyovers may also be held to accent ceremonial events of exceptional importance or large public events that assist with recruiting and/or public awareness. Flyovers will not be approved for NATRACOM unit change of command ceremonies.

(a) Approval for flyovers or community outreach events not specifically sanctioned by CHINFO may still be considered for approval by CNATRA. For example, a flyover conducted as part of a military ceremony held aboard a military installation does not require CHINFO sanction, only CNATRA approval. In accordance with ref (e) these will be considered on a case-by-case basis and should generally involve events costing less than \$5,000 to execute and be within 150 miles of the main CNATRA training wing.

(b) Flyovers shall be limited to no more than a single four aircraft division making a single-pass under visual flight rules over a point and a full stop landing. During the actual flyover all aircraft must be flown by instructor pilots at the controls.

(c) Deviations from applicable Federal Air Regulations (FARs), specifically with respect to airspeed and altitude requirements, are not authorized. Additionally, any flight which includes aerobatics or other maneuvers or that would require a waiver of FARs is classified as a flight demonstration and is not authorized.

(3) Missing Man Formation(MMF). A MMF is a flyover (of one or more aircraft) reserved for memorial or funeral services for dignitaries of the armed forces, the federal government, and active duty aviation rated/designated personnel. Examples of individuals eligible for funeral flyover consideration include: any active duty or retired four star admiral, retired naval aviation war hero (recipient) of the Silver Star or higher award, dignitaries of the armed Service or federal government, etc. MMFs may also be approved in conjunction with solemn ceremonies of high regional or national importance held in conjunction with Memorial Day, POW-MIA Recognition Day, or Veterans Day events. A MMF is similar to a flyover only to the extent that it passes over a specific ground reference point. Because it requires maneuvering flight, FAA approval may be required as well as a practice flight(s) prior to the actual event. MMF approval will be highly scrutinized and requests require enough time for approval and practice prior to the MMF.

(4) Orientation Flights. Reference (b) delineates eligibility, survival training requirements, limitations, and approval authority for orientation flights. Orientation flights for news media or other U.S. citizens, who, because of position or contacts can contribute to public understanding of the roles and missions of the naval service, are designated public affairs orientation flights. Requests for these flights should be submitted to CNATRA N33 in the same manner as other orientation flight requests submitted for CNATRA approval but additional time must be allowed for routing through CNATRA Public Affairs for review and coordination with CHINFO. Additionally, if the individual nominated for an orientation is a member of Congress or a senior government official, CNATRA will coordinate with the Office of Legislative Affairs (OLA) prior to granting approval.

(a) All orientation approval request packages submitted to CNATRA shall explain in detail what is being requested; who the candidate is; whether or not he/she has a flying background; justification for orientation flight; when the flight will take place (including a window of time as appropriate); where the flight will occur; and under what conditions.

(b) CNATRA will not normally waive any portion of Naval Aviation Survival Training Program (NASTP) training for any flight that requires CNATRA approval. Ensure those offered orientation flights are NASTP current (or equivalent other-service training for military aviators) or that they receive appropriate non-aircrew NASTP training (physiology and survival training for all others) for the appropriate class of aircraft prior to flight. Non-aircrew training may be scheduled by contacting any Aviation Survival Training Center (ASTC). Invitational travel orders will likely be required.

(c) If a candidate for an orientation flight has any prior NASTP training, their current NASTP training letter shall be an enclosure as part of their orientation request to CNATRA.

d. Approval Authorities. In accordance with ref (b) and (e), approval authority for cross country flights and for aviation support operations including orientation flights is vested in the following:

(1) CNATRA approval is required for the following:

(a) Any Flights OCONUS. The number of student/IUT training Xs expected to be accomplished and point of customs clearance must be included in the request. A completed enclosure (1) must be included with the request.

(b) Static exhibits OCONUS. Same requirements as paragraph 6D(1)(a) above. Additionally, CHINFO sanction is required before submission of the request.

(c) All flyovers performed at any location for any purpose.

(d) Missing Man Formations.

(e) Any T-45 orientation flights that involve shipboard landing or catapult launch.

NOTE: Requests must be submitted to CNATRA N33 for processing at least two weeks prior to the requested date except for public affairs orientation flights described in paragraphs 6C(4) above OCONUS operations in paragraphs 6D(1)(a) and (b) below which must be submitted three weeks in advance of the requested date. Please see enclosure (2).

(2) TRAWING Commanders may approve the following:

(a) All CONUS RON flights listed in paragraph 6A above. Cross country flights that do not fall into a category listed in paragraph 6A must be submitted to CNATRA N33 for processing two weeks prior to the requested flight date for CNATRA approval. Completion of enclosure (1) is required only for CNATRA approval of OCONUS flight requests but TRAWING Commanders or Squadron Commanding Officers are encouraged to utilize it in their approval process.

(b) Static exhibits in CONUS. Approval authority may be delegated to a Squadron Commanding Officer at the discretion of the TRAWING Commander. All static displays shall be in conjunction with training events. Completion of enclosure (1) is required only for CNATRA approval of OCONUS static exhibits. While CNATRA approval is not required for CONUS static displays, TRAWINGS shall inform the CNATRA Public Affairs Officer of any CNATRA aircraft participation in these events.

(c) In accordance with ref (d), TRAWING commanders may authorize orientation flights in ejection seat and/or personal oxygen system equipped aircraft for active duty personnel in recognition of superior performance as long as they do not involve shipboard catapult launch and/or arrested landings (see para 6D(1)(e) above). NOTE: CNATRA remains waiver approval authority for NASTP requirements.

(d) In accordance with ref (d), TRAWING commanders may authorize flights for active duty military personnel as passengers in aircraft not equipped with ejection seats and/or personal oxygen systems (excluding emergency oxygen systems).

(e) In accordance with ref (d), TRAWING commanders may authorize flights for federal employees, government officials, or civilian contractors for the purposes of familiarization of a base complex or operating area in aircraft not equipped with ejection seats and/or personal oxygen systems (excluding emergency oxygen systems).

(3) CHINFO's role in approval process. Coordination with CHINFO is required prior to CNATRA approval of any public affairs orientation flight. Requests for these flights should be submitted to CNATRA N33 in the same manner as other orientation flight requests submitted for CNATRA approval but additional time must be allowed for routing through CNATRA Public Affairs for review and coordination with CHINFO and OLA prior to obtaining CNATRA approval. Submit these requests to CNATRA N33 at least three weeks prior to the desired date for the orientation flight.

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7. Forms. DD Form 2535, "Request for Military Aerial Support,"
can be found at:

<http://www.dtic.mil/whs/directives/forms/dd/ddforms2500-2999.htm>

D. M. EDGECOMB
Chief of Staff

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OCONUS AIRFIELD SECURITY ASSESSMENT WORKSHEET

From: TRAWING _____

1. Event name, location, date:

2. CNINFO approval number: _____

3. What is the current Threat Level/Force Protection Posture for event location? Contact NCIS Multi Threat Alert Center at (800) 278-9914. The threat must be "low" or "moderate" in order to participate.

Low Moderate Other_____

4. Airfield or Airshow POC: _____

Phone: _____ Work: _____ FAX: _____

E-Mail: _____

5. Is the airfield Military, Joint Military/Civilian or Civilian? (Circle one)

a. Military: Is there a motorized patrol of the installation consisting of at least two personnel capable of responding to the aircraft within five minutes?

YES NO (must be "Yes" to participate)

b. Joint Military/Civilian or Civilian: Is there a motorized patrol of the aircraft display area consisting of at least two personnel capable of responding to the aircraft within five minutes?

YES NO (must be "Yes" to participate)

6. Are there additional security measures being imposed by host country/event coordinator? Additional security measures are desirable but are not necessarily required for participation.

YES NO

a. Will armed military personnel, with communications be present during this event? If so, are they responsible for aircraft security?

YES NO

b. Are armed airport security patrols with communications available for the immediate response to the aircraft display area on a 24 hour basis?

YES NO

c. Will the general public be allowed in the aircraft display area during non-duty hours?

YES NO

d. Will there be civilian Law Enforcement agencies supporting this event?

YES NO

If "Yes", specify the agencies:

e. Are the aircraft parked within a Restricted Area (RA)?

YES NO

If "Yes", does the area have the following measures?

Entry Control Point (ECP) YES NO How Many? 1, 2, 3

ECP manned 24 hours? YES NO

f. During the airshow, will the aircraft be roped off to create a sanitized area?

YES NO

g. Are "Ice Coolers, Large Bags, or Backpacks" admitted into the event site?

YES NO

Enclosure (1)

If "Yes", are they searched prior to entry by security personnel?

YES NO

h. Are public motor vehicles allowed within 250 feet of the event site?

YES NO

If "Yes", are vehicles searched by Law Enforcement/Security patrols?

YES NO

i. Are there additional planned security measures not mentioned above?

If "Yes", list them:

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SAMPLE TRAWING AVIATION SUPPORT REQUEST LETTER

3710
Ser N33/

From: Commander, Training Air Wing XXX
To: Chief of Naval Air Training

Subj: INDEPENDENCE DAY FLOVER
or T-XX ORIENTATION FLIGHT AUTHORIZATION
or OUTCONUS STATIC DISPLAY REQUEST FOR TRAWING XX

Ref: (a) OPNAVINST 3710.7U
(b) CNATRAINST 3710.2V

1. Per references (a) and (b), request authorization for a two aircraft (T-XX) flyover in support of Independence Day Celebrations in DeKalb, Mississippi on XX July 20XX. The flyover is CHINFO approved (X-XXX). The flyover will consist of two T-XX aircraft making one pass at xxx feet and 250 knots at XXXX (time). The aircraft will be flown by instructor pilots and XXXX hours of overhead will be used per aircraft. Operation Risk Management worksheets will be completed for these flights and each instructor is fully aware of the applicable instructions and messages regarding flyover guidance.

Or: 1. Per reference (a), request authorization to provide a one time orientation flight in a T-XX for COL/Mr./MIDN XX. The flight will take place on XX February 20XX. COL/Mr./MIDN XX is a current and qualified X aviator and has X NATSP training (NASTP letter enclosed). Flying an orientation flight with COL/Mr./MIDN XX will benefit the Navy because of XYZ.

2. Appropriate NASTP Physiology and Swim training will be completed and documented prior to flight. Prior to this flight, he/she will be given an equipment lecture, seat brief and cockpit indoctrination.

Enclosure (2)

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Or: 1. Per references (a) and (b), request enclosure (1) for static display cross country flights be approved. The Halifax Airshow is CHINFO approved (X-XXX). Operational Risk Management worksheets have been completed for these flights and each instructor is fully aware of the applicable instructions and messages regarding cross-country flights and airshow static display guidance. They have my full support.

A. W. COMMODORE

Enclosure (2)