

USMA POLICY MEMORANDUM NUMBER 4-96

SUBJECT: Helicopter Use at the United States Military Academy

1. **PURPOSE.** This policy identifies guidelines for use of military helicopters assigned to USMA's 2d Aviation Detachment.

2. **APPLICABILITY.** This policy applies to all USMA assigned personnel.

3. **BACKGROUND.**

a. 2d Aviation is a USMA asset assigned to the 1st Battalion, 1st Infantry.

b. DOPS is the flight validator for all aviation missions.

c. 2d Aviation has three UH-1H helicopters which are used in a variety of roles: passenger and cargo transport, photo and parajump platforms, flight laboratories, environmental monitoring, firefighting, static displays, drug enforcement, and search and rescue. In addition, in support of USCC, 2d Aviation will maintain the capability to serve as a command and control platform during cadet air assault operations. If flight hours permit, they will also perform air assault and rappel operations. 2d Aviation does not conduct Stability Operations (STABO) or Night Vision Goggles (NVG) operations.

d. Aviation guidelines and passenger eligibility will be in accordance with DOD 4515.13R, AR 95-1, AR 95-3, and USMA Reg 95-1.

4. **POLICY.**

a. Helicopter support will be requested using a completed USMA FL 559H, Dec 94, Helicopter Mission Request (Available through DOPS, ext 2517/4204). The form will be submitted through the user's Major Activity Director to DOPS/USAF Liaison Officer for validation. Final approval is through 1st Battalion, 1st Infantry. Requests will be submitted as early as possible but no later than five working days prior to the event. This allows sufficient time to coordinate landing zones/PMO/Fire Dept, deconflict other missions, schedule crews, and schedule the use of lights during hours of darkness.

b. All units must be sensitive to operating costs (approximately \$500 per flight hour) and be prudent in their requests. Missions will be reviewed on an individual basis. Consideration and approval/disapproval will be based on cost effectiveness, scheduling constraints, crew and aircraft availability, the best interests of the academy, and other factors. Helicopter transport is not to be used merely for your convenience when ground transportation is readily available and more cost effective. There should be documented reasons, on the USMA FL 559H, for requesting the helicopter support.

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c. Escort officers will **not** be picked up by helicopter at West Point to meet a VIP group at Stewart without specific approval of the Chief of Staff. Furthermore, at the completion of the mission, the escort will not be returned to West Point by air without similar approval. Ground transportation must be arranged by the requesting unit.

d. Landing zones (LZ) at West Point will be coordinated by DOPS/USAF Liaison Officer, with the major activity responsible for scheduling and usage of the area, 2d Aviation Helicopter Detachment, and approved by the Secretary of the General Staff. Primary LZ is Buffalo Soldier Field. Alternate LZ is North Athletic Field. Level of the Plain (Clinton Field, Daly Field, Patton Statue, Eisenhower Statue, and Quarters 100) is reserved for general officer/civilian equivalent and above. Do **not** request a landing on the Plain unless you are transporting a VIP and have coordinated through Protocol.

e. DOPS/USAF Liaison Officer, or his representative, will notify the Fire Department and PMO of all helicopter operations at West Point. If changes in timing or LZ occur on the day of the mission, 2d Aviation operations will be responsible for notifying the Fire Department, PMO and DOPS.

f. PMO will provide LZ/PZ crowd control for all landings on the Plain. Coverage at other LZ's will be based on safety. The Fire Department will provide coverage for all landings if a unit is available.

5. **EXPIRATION.** This policy memorandum supersedes policy memorandum 4-95, dated 18 December 1995, and expires 30 September 1999.

FOR THE SUPERINTENDENT:

/original signed/
STEPHEN A. WINSOR
Colonel, GS
Chief of Staff

DISTRIBUTION:
A-F (Div & Br)