DEPARTMENT OF THE ARMY
HEADQUARTERS, U.S. ARMY EUROPE AND SEVENTH ARMY
OFFICE OF THE DEPUTY CHIEF OF STAFF, OPERATIONS
UNIT 29351
APO AE 09014

REPLY TO ATTENTION OF:

DEC 9 2004

AEAGC-AV

MEMORANDUM FOR USAREUR/7A Aviation Units, Aviators and Flight Planning Personnel

SUBJECT: DD Form 1801 Flight Plan Status (STS/) Indicator Approval and Usage

1. REFERENCES.

a. ATFM_MAN, Edition 9, Section 8, EuroControl Basic CFMU Handbook, ATFM Users Manual, 14 Apr 03

b. ATFM_MAN, Edition 9, Section 9, EuroControl Basic CFMU Handbook, ATFM Users Manual, 14 Apr 03

c. IFPS_MAN, Edition 8, Section 3, EuroControl Basic CFMU Handbook, IFPS Users Manual, 18 Mar 02

d. AIC A 6/2002, Aviation Information Publication Italia, 18 Apr 02

e. AIC IFR 18, Aviation Information Circular Federal Republic of Germany, 13 Jun 02

f. AIP Germany, Section ENR 1.10-8, AMDT 3, Aeronautical Information Publication Germany, 30 Apr 02

g. GP, Page 4-19 and 4-25, DOD Flight Information Publication General Planning, 2 Sep 2004

h. AP/2, Page 1-2 and 3-74, DOD Flight Information Publication Area Planning Europe-Africa-Middle East, 8 Jul 2004

2. BACKGROUND. The air traffic system in Europe has become increasingly difficult with the introduction of EUROCONTROL Central Flow Management Unit (CFMU) and the advent of "Slot Times". CFMU made possible for flights to obtain exemptions from Air Traffic Flow Management (ATFM) measures for certain flights through the use of STS/ indicators. The STS/ indicator is used to designate that the flight may require "special handling". It is essential that utilization of the exemptions are controlled in order to ensure that actual priority flights operate without ATFM delay. Willful misuse of STS/ indicators to avoid flow restrictions is a serious breach of flight procedures.

3. STS INDICATOR APPROVAL. HQ USAREUR/7A, G3 Aviation Division, AFOD Commander is the approval authority for STS/ indicators as indicated below. All STS/ indicators will be listed in Block 18 of DD Form 1801 flight plans filed through AFOD. STS/ indicator requests will be approved or denied based on the criteria established in this memorandum. Once approved, flight plans are processed through AFOD.

4. STS INDICATORS. STS/ indicators are filed on DD Form 1801 Flight Plans to relay to Air Traffic Service (ATS) personnal that the flight may require special handling. Based on the indicator used, ATS personnel modify their handling of the flight.

a. STS/ATFMEXEMPTAPPROVED

(1) Purpose. A flight authorized by the National Authority/Body that has been authorized to grant that exemption. This indicator exempts the aircraft from ATFM measures, regardless of any other STS/ indicator used (if any).

(2) ATFM Applicability. Automatic exemption.

(3) Approval Authority. Army Flight Operations Detachment (AFOD) Commander.

NOTE: For flights departing from an aerodrome within Italy, approval must be requested a minimum of 6 hours in advance of EOBT.

b. STS/EMER

(1) Purpose. A flight in a state of emergency or flights engaged in emergency missions.

(2) ATFM Applicability. Automatic exemption.

(3) Approval Authority. Pilot-in-Command for a flight plan that is being air filed.

c. STS/HEAD

(1) Purpose. A flight transporting a "Head of State".

(2) ATFM Applicability. Automatic exemption.

(3) Approval Authority. AFOD Commander when the flight is carrying a head of state.

d. STS/SAR

(1) Purpose. A flight engaged in Search and Rescue missions.

(2) ATFM Applicability. Automatic exemption.

(3) Approval Authority. AFOD Commander when participating in a search and rescue mission.

e. STS/HUM

(1) Purpose. A flight operating for humanitarian reasons, or flight in direct support of humanitarian operations.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. AFOD Commander when on a humanitarian mission.

f. STS/PROTECTED

(1) Purpose. A flight whose data will only be available to a restricted audience (EUROCONTROL, Military, Destination Aerodromes), e.g. a security sensitive flight.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. AFOD Commander.

NOTE: This indicator will not appear in either the Operational Reply Message (ORMs) or the distributed flight plan. It will however be retained by the CFMU internal systems, in order to ensure protection of the archiving and log files.

g. STS/HOSP

(1) Purpose. A medical flight specifically declared by medical authorities, or flight on a classified MEDEVAC mission.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. Pilot-in-Command when carrying a National Advisory Committee for Aeronautics (NACA) category V or NACA VI patient or DOD medical evacuation precedence Priority 1 or 1A patient.

h. STS/STATE

(1) Purpose. Military aircraft or a civil registered aircraft used in military, customs and police services.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. Pilot-in-Command.

i. STS/EXM833

(1) Purpose. Military aircraft non-compliant with 8.33 kHz capable radios.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. Pilot-in-Command.

j. STS/NONRNAV

(1) Purpose. Military aircraft non-compliant with certified RNAV capable navigation equipment.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. Pilot-in-Command.

k. STS/RNAVINOP

(1) Purpose. Aircraft whose RNAV equipment inoperable or no longer complies with the minimum European RNAV equipment requirements.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. Pilot-in-Command.

l. STS/NONRVSM

(1) Purpose. Military aircraft non-compliant with EUR RVSM airspace.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. Pilot-in-Command.

m. STS/PLAIN TEXT

(1) Purpose. Used to transmit to ATC with reason for special handling.

(2) ATFM Applicability. Special handling.

(3) Approval Authority. Pilot-in-Command.

n. STS/NIL

(1) Purpose. Replaces all other STS/entries. Used when reporting flight plan changes.

(2) ATFM Applicability. Update flight plan.

(3) Approval Authority. ATS personnel.

5. ATFMEXEMPTAPPROVED. STS/ indicator automatically exempts the flight from all ATFM measures regardless of another STS/ indicator. Approval for use of ATFMEXEMPTAPPROVED is allowed only under the following circumstances:

a. Life and death. This means that if the flight does not operate with all possible Air traffic Service (ATS) delays eliminated, a life or lives may be lost.

b. Flight conducting official state business. This means that if the flight does not operate without delays that mission success is jeopardized.

c. Medical evacuation flights categorized as NACA V (acute critical condition) or NACA VI (resuscitation), additionally DOD medical evacuation precedence Priority 1 (urgent) or 1A (urgent-surgical) patient. May also be approved for a flight positioning to collect a category NACA V/VI patient with an immediate turn around.

6. FILIGHT PLANS. Enter the STS/ indicator prior to the RMK/ field which ensures that Integrated Initial Flight Plan Processing System (IFPS) "sees" the status. If more than one indicator is used, each entry must be inserted into separate STS/ fields.

7. EXAMPLES.

a. A flight which is "state" and which is specifically authorized to be exempt from ATFM measure
- STS/STATE STS/ATFMEXEMPTAPPROVED

b. A flight with a "head of state", security sensitive and which also requires a free text entry
- STS/HEAD STS/PROTECTED STS/NO DEVIATION FROM FPL ROUTE PERMITTED

c. A flight which is "medical" and which is specifically authorized to be exempt from ATFM measures
- STS/HOSP STS/ATFMEXEMPTAPPROVED

d. A flight which is in a state of "emergency" with one engine inoperative
- STS/EMER STS/ONE ENG INOP

8. AFOD POC CW5 Seale, 373-6201, Email noel.seale@hq.hqusareur.army.mil.

Encl
STS Matrix

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COL, GS
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STS USAGE AND APPROVAL MATRIX

STS INDICATOR	PURPOSE	ATFM APPLICABILITY	APPROVAL
ATFMEXEMPTAPPROVED	For a flight specifically authorized by the national Body established for that purpose to be exempted from AFTM measures, regardless of any other STS/ indicator used (if any)	Automatic exemption	AFOD COMMANDER
EMER	For a flight in a state of emergency or flights engaged in emergency missions	Automatic exemption	PILOT-IN-COMMAND (AIR FILED)
HEAD	For a flight with "Head of State" status, head of state on board	Automatic exemption	AFOD COMMANDER
SAR	For a flight engaged in Search and Rescue missions	Automatic exemption	AFOD COMMANDER
HUM	For a flight operating for humanitarian reasons, flight in direct support of humanitarian operations	Special handling	AFOD COMMANDER
PROTECTED	For a flight that should only be available to a restricted audience e.g. a security sensitive flight	Special handling	AFOD PERSONNEL
HOSP	For a medical flight specifically declared by the medical authorities, flight on an appropriately classified MEDEVAC mission	Special handling	PILOT-IN-COMMAND
STATE	For military registered aircraft or civil registered aircraft used in military, customs and police services	Special handling	PILOT-IN-COMMAND
EXM833	For state aircraft non-compliant with 8.33 kHz capable radios	Special handling	PILOT-IN-COMMAND
NONRNAV	For state aircraft non-compliant with certified RNAV capable navigation equipment	Special handling	PILOT-IN-COMMAND
RNAVINOP	For aircraft, the RNAV equipment of which is inoperable at short notice or no longer complies with the minimum conditions	Special handling	PILOT-IN-COMMAND
NONRVSM	For state aircraft non-compliant with EUR RVSM airspace	Special handling	PILOT-IN-COMMAND
PLAIN TEXT	Used to transmit to ATC the reason for special handling	Special handling	PILOT-IN-COMMAND
NIL	Replaces all other STS/entries. Only to be used when reporting flight plan changes	Flight Plan Update	ATS PERSONNEL