

# TDY Aircrew Scenario Job Aid

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**Office of Primary Responsibility:** Aircraft Operations Executive Director

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## INTRODUCTION.

This job aid is written to provide guidance on how to coordinate and work with supporting TDY aircrews and host nation personnel. DCMA-MAN 8210-2, Para 3.2.7., describes three ways in which Service units may support DCMA and contractor operations. This support may be extended to ‘host nation’ aircrews in some FMS situations. This job aid cannot cover all scenarios but will cover the most common with RECOMMENDED / SUGGESTED methods of coordination. Note that, except for Case 4, the below situations require a DD Form 3062 (or GFR-approved equivalent). As such, the sorties and flight hours for these flights are to be included in the monthly flight data reporting.

*“3.2.7. TDY Aircrew Support. Service units, including host nations, may provide support to DCMA in several circumstances: augment DCMA aircrews, conduct acceptance flights/test under contract, and/or ferry aircraft. When augmenting DCMA or otherwise conducting acceptance flights, the Service aircrew are flying under DCMA cognizance. See Section 4 for further guidance on flight requirements under DCMA. CMO Commanders must ensure these aircrews are adequately briefed on DCMA flight operations and local airfield issues. In this Manual, references to Service aircrew includes U.S. military service crews and host nation aircrews as appropriate. See definition in the glossary. Service aircrew that are only conducting ferry flights operate under Service Guidance but should be briefed on pertinent local airfield issues.*

**Case 1:** U.S. Service provides aircrews to augment DCMA aircrews. This situation may arise at locations where DCMA conducts acceptance flights, but one or more aircrew becomes unavailable for some period of time (injury, retirement, gap prior to replacement, etc.). This is usually a temporary arrangement.

**Example:** DCMA Kalamazoo pilot falls off a ladder at home and breaks several ribs and collar bone. He is now med down for the next eight weeks. A Navy squadron provides a replacement pilot on TDY orders to cover this 8-week gap.

**Coordination.** The CFO will verify qualifications, currency, and training with the crewmember’s parent unit Operations Department (per paragraph 10.9.4 of the 8210-1D). Once on site, the CFO will track currencies as if the crewmember was assigned to DCMA. Flight approval is normal process with the CFO and GFR signatures as appropriate. **Note: Sorties & Flight Hours count for monthly reporting.**

**Case 2:** U.S. Service provides aircrews to conduct acceptance flights. This situation is common at locations where the operational tempo will not support resident aircrews maintaining currency. Also, aircrews are not always from destination unit. **Note, there is no CFO or ASO assigned in this situation.**

**Example:** E-8 crews from the 339th at Robins (AFMC) execute the FCF for DCMA at Lake Charles. They are not the home station unit (GA ANG) but may deliver the aircraft as well.

**Coordination.** The GFR will verify qualifications, currency, and training with the crewmember’s parent unit Operations Department. Flight approval is normal process between the CRO and the GFR. DD Form 3062 (or GFR-approved equivalent) should have TDY aircrew names. However, since the contractor does not own the aircrew nor is responsible for

their currency, some contractors may simply state “Government crew provided” or something similar. In this situation, the GFR should annotate the aircrew on the form when approving.

**Note: Sorties & Flight Hours count for monthly reporting.**

**Case 3:** The host nation provides aircrews to conduct acceptance flights. This situation is relatively rare and restricted to OCONUS Foreign Military Sales (FMS) cases. There are two sub-cases that may arise in this scenario; the host nation is cooperative and provides currency information, or the host nation refuses to cooperate and withholds information. In both sub-cases, a waiver for Service Guidance may be required if the flights are following host nation flight rules. If on 8210-1D, a waiver would only be required for mixed aircrew flights. This case also applies to mixed aircrew flights (host nation and contractor crewmembers flying together). **Note: Sorties & Flight Hours count for monthly reporting.**

#### **Coordination.**

Case 3A. The GFR will verify qualifications, currency, and training with the crewmember’s parent host nation unit Operations Department.

Example: F-16 acceptance flights conducted by Greek pilot where the supporting squadron is willing to provide the GFR a statement that the pilot is current and qualified.

**CAUTION: If a waiver is in place to Service Guidance, this may be based on Greek standards. If no waiver, qualification and currency must meet Service Guidance standards.**

Case 3B. The CRO will insert a statement that “Aircrew are provided by host nation unit.” The GFR will insert a statement such as, “The Host Nation unit is responsible for ensuring crewmember qualifications and currency.”

Example: Royal Australian Navy does not believe they need to ask the USG (DCMA) for permission to fly their own aircraft. However, the GFRC is still active and the contractor and the GFR need to complete the flight request.

**CAUTION: In this case, a waiver is required, unless on 8210-1D or when host nation is 100% in compliance with Service Guidance (almost never).**

**Case 4:** U.S. Service or host nation provides aircrews to ferry aircraft to their unit, and the delivery sortie is not part of the contract. This situation is common with the assumption that this flight occurs after acceptance or has been completed under one of the other cases. Aircrew usually pick up their own aircraft, but they do not have to be from the gaining unit. As such, these flights are NOT flights under the GFRC. **Note: Sorties & Flight Hours DO NOT count for monthly reporting; however, the delivery counts.**

Example: Acceptance flight was completed, and the aircraft is parked awaiting delivery. The Service sends aircrew to your location to pick-up the aircraft and deliver to the gaining unit.

#### **Coordination.**

The CFO/GFR will help the ferry aircrew coordinate with the contractor for records/logbook reviews and maintenance release. However, the flight is no longer under contract so there is no flight approval request required. Flight is approved by the Service/Host Nation unit picking up

the aircraft.

**Case 5:** U.S. Service provides aircrews for mixed contractor/government acceptance or test flights. This may occur with integrated test teams (ITT) for new aircraft. In this case, the Service aircrews are not 'augmenting' DCMA as in Case 1, but rather are usually considered a self-contained unit. A team lead or officer-in-charge will usually be designated the responsibility for the Service aircrew. This can occur at locations with or without DCMA assigned aircrews.

**Example:** U.S. Service crewmembers are identified as initial cadre and assigned to the ITT TDY to the contractor location.

***Coordination.***

The GFR will coordinate with the ITT lead to confirm the ITT crewmembers are current and qualified. The flight approval is the normal process between the CRO and the GFR. DD Form 3062 should document these ITT crewmembers by name. ***Note: Sorties & Flight Hours count for monthly reporting.***