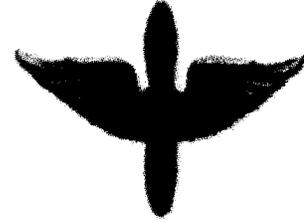


DEPARTMENT OF THE ARMY
HEADQUARTERS, EIGHTH U.S. ARMY
APO AP 96205-5236



Eighth Army Standardization Message

EA STAM 04-1

18 March 2004

MPRC Corridor - Eighth Army corridor thru P-518 Airspace to the Multi-Purpose Range Complex (MPRC)

1. Eighth Army aviation units may utilize the newly established MPRC Corridor to transition thru the P-518 airspace for gunnery operations at the MPRC. This corridor allows aviators that do not meet the training requirements of UNC/CFC/USFK Regulation 95-3, to conduct flight thru the P-518 airspace to/from MPRC.

a. MPRC Corridor has defined horizontal and vertical limits that will not be exceeded unless the aviators are P-518 trained IAW UNC/CFC/USFK Regulation 95-3. Deviations are authorized for an aircraft emergency. Pilots-in-command that deviate from this EA STAM must report the incident directly to their unit commander within 24 hours.

b. Aviators that are not P-518 trained IAW UNC/CFC/USFK Regulation 95-3 must comply with the requirements outlined in EA STAM 04-1.

2. Requirements for aviators that are not P-518 qualified:

a. MPRC Corridor flight altitude will not exceed 600 feet AGL. Minimum flight altitude will comply with Eighth Army Regulation 95-1.

b. MPRC Corridor flight will not exceed 500 meters either side of centerline utilizing the following GPS points:

- (1) 52S CG 43900 83500
- (2) 52S CG 48600 90150
- (3) 52S CH 46300 03600
- (4) 52S CH 46150 08300
- (5) 52S CH 43750 08750

c. Operations in and around the MPRC Range Complex will not exceed a 4 kilometer radius from 52S CH 44500 11000 except in an in-flight emergency. Primary emergency airfield will be G-228.

d. Minimum weather for flight in MPRC Corridor is 1500 feet AGL ceiling and 3 miles visibility.

e. For multi-ship flights, the mission risk assessment will be no lower than medium risk. Although risk mitigation factors must always be applied to the mission; risk mitigation will not

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reduce the risk level below medium risk. This risk assessment only applies to flight in the MPRC Corridor and not to operations in and around the MPRC Range Complex.

f. For single ship flights or night/NVD operations, the mission risk assessment will be no lower than high risk. Although risk mitigation factors must always be applied to the mission; risk mitigation will not reduce the risk level below high risk. This risk assessment only applies to flight in the MPRC Corridor and not to operations in and around the MPRC Range Complex.

g. The Mission Briefing Officer (MBO) must be P-518 qualified and current; meet MBO requirements outlined in Eighth Army Regulation 95-1.

h. Flight must be for the specific purpose of going to and from the MPRC Range Complex for gunnery operations.

i. A P-518 validator must conduct P-518 academics within 30 days of MPRC Corridor flight. Academics will include at a minimum all the aircrew briefing requirements per UNC/CFC/USFK Regulation 95-3, paragraph 1-9. Academic training is an event that will be annotated on the DA Form 7122-R in the Individual Aircrew Training Folder.

j. Aircraft equipment requirements will be IAW UNC/CFC/USFK Regulation 95-3.

k. Flight plan requirements will be IAW UNC/CFC/USFK Regulation 95-3.

l. Flight following requirements will be IAW UNC/CFC/USFK Regulation 95-3 and UNC/CFC/USFK Regulation 95-14.

m. An AIRAD must be published stating that the MPRC Corridor is active and in use by aircrews that are not trained IAW UNC/CFC/USFK Regulation 95-3 for the duration of the gunnery operations.

3. A copy of this EA STAM will be placed in unit Aircrew Information Reading File until rescinded or revoked.

4. Point of Contact is Eighth United States Army G3 Aviation Standardization, DSN: 723-3512/3508.



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LTC, AV

Eighth Army G3 Aviation Officer