

## APPENDIX

### 1. THE LEGAL CONTEXT

*The legal context for the regulation of operations involving foreign, especially US, military personnel in Italy as part of the NATO presence, and the concession of bases and infrastructures to US forces in Italy*

North Atlantic Treaty, signed in Washington in 1949 and ratified by the Italian Parliament with Law 465 of 1 August 1949. Provides for the creation of a mutual military defense organization.

Statute of Forces Agreement (SOFA), signed in London in 1951 and ratified by Italy in 1955 (NATO SOFA Treaty). Establishes general rules regarding the presence of personnel from one or more NATO states in the territory of another NATO state.

Italy-US technical arrangement for air forces of 30 June 1954. Sets out the limits for the operational, training, logistical and support activities that American aircraft may carry out in Italian territory.

Basic Infrastructure Agreement (BIA), a bilateral accord between Italy and the United States signed on 20 October 1954. Regulates the use of bases made available to US forces in Italian territory and is generally known as the « umbrella agreement ». Pursuant to the terms of the BIA, a number of technical and local memorandums of agreement were signed over the years to regulate various aspects connected with the use of individual bases. As regards the Aviano base in particular, a memorandum of use was signed in 1956 and again on 30 November 1993, and a associated technical arrangement on 11 April 1994.

With the aim of proceeding with the revision of the technical arrangements, a memorandum of understanding (MOU) known as the « Shell Agreement » was approved on 2 February 1995 to implement the BIA of 1954 governing the installations and infrastructures available to US forces in Italy. The MOU provides for the drafting and revision of each technical arrangement each base used.

Memorandum of understanding dated 15 December 1995. This is an agreement stipulated between the Italian Ministry of Defense and the Supreme Headquarters Allied Powers Europe (SHAPE), regarding the supply of logistical support to foreign forces in transit through or temporarily stationed in Italian territory for the purposes of implementing the SACEUR « Joint Endeavour » operation. This memorandum was extended to cover operations in Bosnia and Kosovo, and formed the basis for three sub-agreements that were to be signed by

all three branches of the Italian armed forces. The Army and Navy signed two of the sub-agreements, but the Italian Air Force has not signed the third, which, because it also involved the air forces of the 15 or so countries involved in the operation, was more complex. The failure to sign this sub-agreement has been ascribed to the reluctance of the foreign partners to accept the Italian proposals, which include demands that the others Allies do not always or entirely share, as the Chief of Defence Staff General Mario Arpino stated.

*The regulation of flight activities with special regard to low-level and very low-level training flights and aspects relating to flight safety and the social-environmental impact of flights; the principal directives, procedures and manuals*

SMA-7, directive from Chief of the Italian Air Staff entitled « *Procedure per la programmazione ed esecuzione delle missioni del traffico aereo operativo* » (« Procedures for the planning and execution of operational air traffic missions »), published in 1982.

SMA-73, directive from Chief of Air Staff « *Addestramento e navigazione a bassa quota* », (« Training and low-level flight »), published by Italian Air Force in 1992. « BOAT » Manual on « *Traffico operativo a bassissima quota* » (« Low-level operational flight »), published in 1992 by Chief of Air Staff and updated in 1997.

BOAT manual Part 2, « *Raccolta informazioni per il volo* » (« Compendium of Flight Information »), updated every six months.

SOP ADD-1. « *Procedura Operativa Standard* » (« Standard Operating Procedure »), published January 1998. Regulations for the planning, programming and execution of flights by units of the Italian Air Force and Allied aircraft stationed in Italy.

SOP ADD-8 « *Procedura Operativa Standard* » (« Standard Operating Procedure »), directive on flights including the AV047 BD route.

SMA/322/00175/G39/ SFOR of 21 April 1997, directive stating that units stationed temporarily in Italy for the purposes of Operation Deliberate Guard « are not authorized to engaged in low-level training activities over Italian territory and territorial waters unless otherwise approved for ad-hoc exercises » (such as the *Cat Flags*, exercises organized by the 5th ATAF over Italian territory which involved the coordinated use of many aircraft).

TR1-151/4464771-4 of 12 December 1990, directive in which the Command of the 1st Air Region (Milan) issued a ban on all flights below 1,000 feet AGL by any aircraft overflying snow-covered mountainous zones.

Message issued by 1st ROC Monte Venda, on 16 August 1997, regarding the mission assignment (ASMIX) that included remarks (RMKS) drawing attention to the interdiction on flights at altitudes of less than 2,000 feet over the Alpine zones of Trentino-Alto Adige.

Document FCIF 97-16 of 31st FW of 29 August 1997, which reports the 1st ROC interdiction.

Pilot Aid Handbook, the manual of the 31st FW.

Marine Corps Order 3500, which sets 1,000 feet AGL as the minimum altitude for navigational training flights in aircraft such as the EA-6B that are not equipped with HUD (Head Up Display).

OPNAVINST, a US document (followed by a number) containing instructions for naval-air (Navair) operations.

NATOPS, Naval Air Training and Operating Procedures, a US document.

## 2. CHRONOLOGY OF EVENTS

3 February 1998: Public Prosecutors Francantonio Granero and Bruno Giardina open inquiries at the Public Prosecutor's Office of Trento.

4 February 1998: US Command Investigation Board formed in Aviano, chaired by General Major Michael DeLong. The pilot and other three crew members of the aircraft declare themselves willing to face American justice in keeping with the terms of the NATO SOFA (the « London Agreement »). The legal affairs department of VMAQ-3 sends a message to the General Command of the Marines reporting the « misconduct » of the VMAQ-3 commander. Lieutenant Colonel Watters calls a meeting of his officers, informs them of the tragic mishap of the previous day and advises that all the video footage of the flight should be disposed of.

4 February 1998: Institution of the *Commissione tecnica d'indagine dell'Aeronautica Militare* (Italian Air Force Mishap Investigation Board) chaired by Colonel Fermo Missarino.

4 February 1998: First meeting between Prime Minister Romano Prodi and local government representatives.

4 February 1998: Provincial Council of Trento approves motion 139 calling on the Italian government to prohibit all military forces present in Italy from conducting low-level flights over built-up areas.

February 1998, in the days following the accident (no date available): Brig. General Bowdon is appointed by Major General Ryan to carry out an internal investigation into the conduct of VMAQ squadrons.

5 February 1998: first communication from the Minister of Defence Beniamino Andreatta, delivered to a joint session of the Defense Committees of the Italian Chamber of Deputies and the Senate.

5 February 1998: the President of the Province of Trento, Carlo Andreotti, requests the Conference of the Regions in Rome to support his attempt to keep the case under Italian jurisdiction.

5 February 1998: Major General Ryan convenes a meeting of all VMAQ officers at Cherry Point, and accuses the entire Prowler community of flouting regulations.

6 February 1998 Major General Ryan relieves Lieutenant Colonel Watters of his post as commander of VMAQ-3 for having engaged in low-level acrobatic flight contrary to regulations on 3 April 1997 on the same route where the tragedy occurred and of having made a private video recording of his flight.

9 February 1998: the President of the Province of Trento, Carlo Andreotti, calls on Prime Minister Romano Prodi and Defense Minister Beniamino Andreatta to make public all the directives regulating military flights and to detail the initiatives they have taken and intend to take.

11 February 1998: Defense Minister Beniamino Andreatta announces that he has issued instructions to double the minimum legal altitude for low-level flights as a precautionary step.

18 February 1998: Italy asks the United States to waive its priority of jurisdiction.

19 February 1998: the Italian Minister of Justice Giovanni Maria Flick responds to queries regarding jurisdiction rights.

20 February 1998: the Military Court of Padua (Chief Prosecutor Maurizio Block; Deputy Prosecutor Sergio Dini) opens criminal proceedings against unidentified Italian military personnel to ascertain whether any party is guilty of failing to carry out the necessary controls.

February 1998: pursuant to Decree Law 325 of 27 August 1993, the Italian government sets aside a sum of 100 million lire for the families of the Cermis victims. The United States underwrites funeral expenses (5 million lire per victim). The victims' families and the only person to survive the accident retain lawyers on an individual and/or national basis. At no point is a single defense team formed. The families of the non-Italian victims will fight their case directly in the United States.

Late February 1998: The Italian Air Force Investigation Board presents its conclusions to the Public Prosecutor in Trento, Francantonio Granero, and the head of the Italian Air Force Flight Safety Board General Vincenzo Camporini.

10 March 1998: the US Command Investigation Board presents its report.

13 March 1998: the Minister of Foreign Affairs, Beniamino Andreatta informs the Province of Trento that he has banned flights over Val di Fiemme.

16 March 1998: turning down the request of the Italian government, the United States announces that it wishes to exercise its primary jurisdiction.

25 March 1998: low-level flights are reported in Margone di Vezzano and Forgaria, but the reports turn out to be unfounded. As the Italian Air Staff confirms, the flights concerned were conducted at the regulation altitude.

27 March 1998: the President of the Province of Bolzano, Luis Durnwalder, enjoins the Minister of Defense Beniamino Andreatta to extend the ban on military flights to include Alto Adige.

27 March 1998: the Province decides to involve also the Minister of Foreign Affairs, Lamberto Dini.

April 1998: an internal inquiry is held by the US military to discover which superior officers were responsible for the Cermis incident. At the conclusion of the inquiry, four officers face disciplinary sanctions.

14 April 1998: the Center of Naval Safety decides not to institute an AMB investigation.

16 April 1998: proceedings are opened against Colonel Durigon by the Public Prosecutor's Office of Trento on two charges of neglect of duty: failure to fulfill the duties set in national and NATO law, and failure to fulfill the duties as defined in the staff organization schedules dated 1 August 1994.

20 April 1998: trial opens in Camp Lejeune (North Carolina) of the four Marine Corps officers. The positions of captains Seagraves and Raney are separated.

22 April 1998: the President of the Province of Trento, Carlo Andreotti, and the head of the provincial tourist board, Councilor Francesco Moser, are received by the US Ambassador to Italy, Thomas Foglietta.

5 May 1998: Captains William Raney and Chandler Seagraves give evidence.

26 May 1998: the Public Prosecutor's Office of Trento requests the committal for trial of seven people: the four members of the air crew, the commander of the VMAQ-2 squadron Lieutenant Colonel Richard Muegge, the Operations Duty Officer of the 31st FW, Colonel Mark Rogers and the Commander of the of 31st FW at Aviano General Timothy Peppe.

4 June 1998: Prime Minister Prodi and the Minister of Defense Beniamino Andreatta meet the US Ambassador Thomas Foglietta.

8 June 1998: a press release from the Ministry of Defense in Italy announces that the United States will promptly discharge its responsibility to pay 75% of damage awards.

10 June 1998: meeting held between members of the Provincial Government of Trento, the local council of Cavalese and Funivie Alpe Cermis SpA., the company that owns the cableway involved in the accident.

15 June 1998: the US court martial in Camp Lejeune starts hearing depositions.

June 1998: the President of the Province of Trento, Carlo Andreotti, and the head of the provincial tourist board, Mr Veccli, travel to Washington for three meetings: at the Pentagon, the US Department of State and the Italian Embassy.

July 1998: reports come in of military flights over Torbole and Alto Garda.

3 July 1998: Lieutenant Colonel Rodgers, a US military judge, brings his mandate to a close and recommends that captains Ashby and Schweitzer should face a court martial, and all charges against the other two members of the crew dismissed.

9 July 1998: the US Senate announces its intention to make \$20 million available to the families of the Cermis victims.

10 July 1998: at the end of the preliminary hearings, the Commander of Marine Corps Forces, Atlantic, General Peter Pace, confirms Lieutenant Colonel Rodgers' decision to dismiss charges against Captains Seagraves and Raney and sends captains Ashby and Schweitzer for trial by court martial.

13 July 1998: the Province of Trento presents itself as an aggrieved party before the inquiry undertaken by the Trento Public Prosecutor's Office.

13 July 1998: the examining magistrate at the court of Trento, Carlo Ancona, decides not to proceed for lack of jurisdiction.

21 July 1998: Hons. Mantovani, Nardini, Pisapia and Valpiana, members of the Chamber of Deputies, present Bill 5146 demanding the institution of « A Parliamentary Committee of Inquiry into the Cermis Tragedy ».

3 August 1998: in Camp Lejeune, Robert Nunley appears before a military judge and the preliminary hearing into the Cavalese tragedy takes place. Captains Ashby and Schweitzer refuse to file guilty or innocent pleas. The judge strikes out the charge of « negligence in service » and sets 7 – 18 December 1998 as the dates for the trial of Captain Ashby and 4 – 15 January 1999 for Captain Schweitzer.

6/8 August 1998: after a hearing chaired by Lieutenant General Pace, Commander of Marine Corps Forces, Atlantic, the safety officer, Major Max Caramanian, and squadron commander, Lieutenant Colonel Muegge, are found guilty of dereliction of duty for failing to ensure that information on flight restrictions was passed on to VMAQ-2 pilots.

9 August 1998: General Pace relieves Lieutenant Colonel Muegge of his command and sends a letter of reprimand to the chief safety officer of the squadron, Major Max Caramanian, but absolves his « number two » Colonel John Koran III.

30 August 1998: Captains Ashby and Schweitzer are charged with obstruction of justice.

1 September 1998: a press release from the upper echelons of the Marines describes the two pilots as « a disgrace to the Armed Forces » and condemns their conduct as « unbecoming an officer and a gentleman. »

1 October 1998: the president of the Province of Trento and the prefecture of Trento report the sighting of one military jet above Fondo, four above Molina di Ledro and two above Cavalese.

6 October 1998: after a copy of the documentation compiled by the Trento Public Prosecutor's office is sent to the Military Court of Bari, which has jurisdiction over the Air Traffic Control Center of COA/COM, formerly the 3rd ROC of Martina Franca, which at the time of the tragedy was under the command of Lieutenant Colonel Celestino Carratù, the Military Prosecutor in Bari, Giuseppe Iacobellis, opens a criminal investigation against unknown parties on charges of breaching Article 117 of the military criminal code.

7 October 1998: the Trento Public Prosecutor's Office sends the Military Prosecutor of Padua a copy of the request to commit Colonel Orfeo Durigon, Italian commander at the Aviano airbase, for trial on charges of failure to perform an assigned responsibility (Article 117 c.p.m.p.).

October 1998: the latest report to date of a low-level flight over Cavalese, which prompted an inquiry by three deputies from Trentino, Hons. Detomas, Olivieri and Schmidt.

End October 1998: the new US Consul General Ms Ruth Van Heuven, personally informs the President of the Province of Trento, Carlo Andreotti, that President Clinton has authorized the release of the \$ 20 million in earmarked special funds for the victims' families.

10 November 1998: a new trial of Captains R. Ashby and J. Schweitzer opens at which they face charges of obstruction of justice for having tampered with the videocassette containing a recording of the flight.

4 February 1999: the court martial of Captain R. Ashby, accused of responsibility for the Cermis disaster, begins.

4 March 1999: Captain R. Ashby is acquitted on all charges of causing the Cermis accident. An request is made to drop all charges against Captain J. Schweitzer.

5 March 1999: Hons. Paissan, Boato, Crema, Leccese, Galletti and Detomas of the Chamber of Deputies present Bill n. 5785, demanding the « Establishment of a Parliamentary Committee of Inquiry into the Cermis Tragedy. »

9 March 1999: in the wake of an agreement between the Italian Prime Minister Massimo D'Alema and US President Bill Clinton, a bilateral body, known as the Tricarico-Prueher Commission, is established and appointed the task of carrying out a critical appraisal of the laws regulating flight operations over Italian territory with the aim of establishing new safety criteria and enforcing greater compliance with the essential principles of flight safety.

10 March 1999: Prime Minister Massimo D'Alema speaks about the incident.

11 March 1999: Hons. Mussi, Ruffino, Spini, Schmid, Olivieri, Basso, Camoirano, Caruano, Chiavacci, Gatto, Migliavacca, Malagnino, Ruzzante, Settimi, Gaetano Veneto, Carboni and Di Bisceglie of the Chamber of Deputies present Bill, n. 5803 calling for the « Institution of a Parliamentary Committee of Inquiry into flight safety during military training and the responsibility for the tragedy that occurred in Cavalese on 3 February 1998 ».

11 March 1999: Bill n. 3882 calling for the institution of a Committee of Inquiry is presented in the Senate on the initiative of Senators Russo, Spena, Cò and Crippa.

15 March 1999: the US court martial recommends the dismissal of charges against Captain Schweitzer.

15 March 1999: the Tricarico-Prueher Commission officially starts work.

22 March 1999: General Leonardo Tricarico, military advisor to the Italian Prime Minister, announces the start of talks for the transfer of some of the low-level flights by the Italian Air Force to Egypt and Canada.

22 March 1999: Hons. Paissan, Boato, Leccese, Galletti, and Crema present Doc. XXII n. 50 calling for a parliamentary inquiry.

23 March 1999: the US Senate votes to appropriate \$ 40 million for the families of the Cermis victims The vote will be overturned at the end of the same month by Congress.

23 March 1999: Hons. Romano Carratelli, Molinari and Angelici submit Bill no. 5844 for the « Institution of a Committee of Inquiry into the Cermis catastrophe ».

23 March 1999: Hons. Olivieri, Carboni and Schmid present Doc. XXII no. 51, calling for a parliamentary inquiry into the incident.

29 March 1999: Captain Schweitzer pleads guilty to obstruction of justice and plea-bargains with the court.

2 April 1999: the US court martial rules that Captain Schweitzer should be dismissed from the Marines.

7 April 1999: reported sighting of a fighter jet flying above Mattarello, a built-up area near Trento.

7 April 1999: Hons. Romano Carratelli, Albanese, Molinari and Angelici present Doc. XXII n. 52 calling for a parliamentary inquiry into the incident.

7 April 1999: Hons. Fontan and Gnaga present Doc. XXII n. 53 calling for a parliamentary inquiry into the incident.

13 April 1999: the Tricarico-Prueher Commission publishes its final report.

28 April 1999: Captain Schweitzer obtains immunity from further prosecution to allow him to testify against Captain Ashby.

10 May 1999: Captain Ashby, convicted of obstruction of justice, is dismissed from the Marines and sentenced to six months' imprisonment.

13 July 1999: the Military Prosecutor of Bari recommends the dismissal of charges against Lieutenant Colonel Carratù.

26 July 1999: the Military Prosecutor of Padua recommends the dismissal of charges against Col. Orfeo Durigon.

27 September 1999: reported sightings of two F16s or Tornados flying at low-level over Ceole.

13 October 1999: parliamentary bill submitted by Hons. Olivieri and others for the payment of compensation « in favor of the victims' families and the survivors of the Cermis disaster. »

13 October 1999: Captain Ashy is released from prison one month early for good conduct.

18 October 1999: Hons. Valdo Spini and others present a bill recommending the payment of « Compensation for incidents on Italian territory involving armed forces operating as part of NATO. »

19 October 1999: The Chamber of Deputies sets up a Committee of Inquiry to shed light on the causes of the incident and determine responsibility for it, as well as to assess the adequacy of the laws regulating flight training missions by national and Allied forces and to verify the procedures and systems of control. The Deputies present for the vote numbered 331; 226 cast a ballot and 105 abstained. Votes in favor were 215, votes against 11.

21 December 1999: approval of Law 497 containing « Arrangements for the payment of compensation arising from the Cermis cableway accident in Cavalese on 3 February 1998 ».

25 January 2000: the Italian cabinet appoints Councilor of State Domenico Cacopardo to calculate, settle and disburse compensation for damage arising from the Cermis accident.



1 February 2000: charges are dismissed against Colonel Durigon and the documentation is returned to the Trento Public Prosecutor.

8 February 2000: Prime Minister Massimo D'Alema signs a government decree providing 3.8 billion lire to the heirs of the accident victims plus compensation of 1.5 billion to the one survivor, gondola operator Marino Costa. Under the terms of the SOFA, the United States will reimburse Italy 75% of the total.

25 March 2000: the examining magistrate of the Bari Military Court orders the dismissal of charges against Lieutenant Colonel Carratù.

26 April 2000: the decision to drop the case brought before the Court of Appeals of Richmond (Virginia – USA) by attorneys representing some of the families of the non-Italian victims of the accident ends the question of compensation, which has now either been already paid or soon will be.

### 3. GLOSSARY

2nd MAW	Second Marine Air Wing
5th ATAF	Fifth Allied Tactical Air Force (based in Vicenza)
31st FW	31st Fighter Wing
ACP	Allied Communications Procedures
AEROROC	<i>Comando Operativo di Regione Aerea</i> (Air Region Operational Command)
AGL	Above Ground Level
AIRSOUTH	Allied Air Forces – Southern European Command (based in Bagnoli)
AFSOUTH	Allied Forces – Southern European Command (based in Bagnoli)
AM o AMI	<i>Aeronautica Militare Italiana</i> (Italian Air Force)
AMB	Aircraft Mishap Board
AMI-CNA	Air navigation chart prepared by the Italian Air Force
ASMIX	Assigned mission
AOM	All Officers Meeting
AOR	Area of Responsibility
ATAF	Allied Tactical Air Force
ATCC	Air Traffic Control Center
ATO	Air Task Order
ATS	Air Traffic Service
ATRIMS	Air Training and Readiness Information Management System
AV047 BD	Aviano Low Level Route Number 047
AWACS	Airborne Early Warning and Control System
BIA	Basic Infrastructure Agreement
BOC	Base Operation Center

BOAT	Low Level Operational Air Traffic
BuNo	Aircraft Buro Number (followed by serial number)
Capt	Captain
CAOC	Combined Air Operation Center
CAT FLAGS	Name of air exercise (in preparation for Balkans operations)
CHUM	Chart Updating Manual
CIB	Command Investigation Board
CIGA	<i>Centro Informazioni Cartografiche Aeronautiche</i> (Aeronautical Cartographic Information Center)
CINCEUR	Commander in Chief Europe
CINCSOUTH	Commander in Chief Allied Forces Southern Europe,
CO	Commanding Officer
COFA-CO	<i>Comando forze aeree- centro operativo</i> (Air Force Command – Operation Center)
COA/COM	<i>Centro operativo alternato/mobile</i> (Alternate/Mobile Operations Center)
COCOM	Combat Commander
Cockpit G meter	Meter for measuring gravity forces during flight
COMAIRSOUTH	Commander Allied Air Forces Southern Europe
COMMARFORLANT	Commander US Marine Corps Forces Atlantic;
COMSTRIKEFORSOUTH (CSFS)	Commander Striking Forces South
CNA-AM	<i>Carta di navigazione aerea- Aeronautica militare</i> (Aeronautical navigation chart – Italian Air Force)
CONUS	Continental United States – indicates line of command for forces based in the United States
CTR	Airspace managed by airport control tower
ATC	Air Traffic Control
DG	Deliberate Guard – NATO military operation
DGOC	Deliberate Guard Operations Center
DL	<i>Decreto legge</i> (Decree Law)
DOD	Department of Defense
EA-6B	Type of aircraft involved in the Cermis incident (also called « Prowler »)
E3D	Aircraft equipped with radar systems for long-range identification of other aircraft
EASY 01	Code name of mission
ECMO	Electronic Countermeasures Officer (the EA-6B Prowler has 3 ECMO positions)
ELINT	Electronic Intelligence

ENAV	<i>Ente Nazionale di Assistenza al Volo</i> (National Flight Control Agency)
ETD	Estimated Time of Departure
EUCO	Europe Commander in Chief
FCF	Functional Checkflight
FCIF	Flight Crew Information File
FS	Fighter Squadron
FW	Fighter Wing
GAT	General Air Traffic
GIP	<i>Giudice per le indagini preliminari</i> (examining magistrate)
HUD	Heads Up Display
IFF	Identification Friend or Foe
IFOR	Implementation Forces (for Dayton agreement)
INFO	Information – indicates address of message sent for informational purposes
INS	Inertial Navigation System
ITAIRSTAFF	Italian Air Staff
KFOR	Kosovo Forces
Kts	Knots (1 knot = 1.852 km/h)
JAG	Judge Advocate General
JAG AN	Judge Advocate General of the Navy
LAT	Low Altitude Tactics
LAO	Local Area Orientation (Flight)
LtCol	Lieutenant Colonel
MAF	Maintenance Action Form
MAG	Marine Air Group
MAGTF	Marine Air-Ground Task Force
Maj	Major
MARFOREUR	Marine Corps Forces- Europe
MARFORLANT	Marine Forces Atlantic (USA)
MSD	Minimum Separation Distance
MSL	Mean Sea Level
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
NAEW	NATO Airborne Early Warning (Aircraft)
NATO	North Atlantic Treaty Organization
NATOPS	Naval Air Training and Operating Procedures Standardization
NOTAMs	Notices to Airmen
NIMA	National Imagery and Mapping Agency (US)
ICAO-CAI	International Civil Aviation Organization-Club Alpino Italiano
OAT	Operational Air Traffic
ODO	Operations Duty Officer
OPCON	Operations Control
OPORD	Operations Order

OPNAVINST	Operating Navair Instructions (followed by number, e.g. 3710 7Q)
Ops O	Operations Officer
ORM Form	Operational Risk Management Form
Pod	Container for electronic countermeasures equipment
PT	Point (as in a specific point on a low level)
FP	Flight plan
DFS	Daily flight schedule
RadAlt	Radar Altimeter
RMKS	Remarks
ROE	Rules of Engagement
ROC	Region Operational Command (or Center)
SACEUR	Supreme Allied Forces Commander in Europe
SAR	Search and Rescue
SCC/AM	<i>Servizio coordinamento e controllo -Aeronautica Militare</i> (Coordination and Control Service – Italian Air Force)
SFOR	Stabilization Forces
SHAPE	Supreme Headquarters Allied Powers Europe
SMA	<i>Stato Maggiore dell'Aeronautica</i> (Italian Air Staff)
SOFA	Status of Forces Agreement
SOP	Standard Operating Procedures
SOR	Squadron Operations Room
SPINS	Special Instructions
STANAG	Standardization Agreement
TA	Technical Agreement, technical arrangement
TACON	Tactical Control
TLC	Telecommunications
TOT	Time on Target
TPC	Tactical Pilotage Chart
T & R	Training and Readiness
UCMJ	Uniform Code of Military Justice
USAF	United States Air Force
USAFE	United States Air Force Europe
USAREUR	United States Army Europe
USMC	United States Marine Corps
VMC	Visual Meteorological Conditions
VMAQ-2	Marine Tactical Electronic Warfare Squadron 2
VNAV	Visual Navigation