landing must be noted in §766.5 of the
license application. If a narrative re-
port from the pilot is available, it may
be attached to the application.

(2) Clearance of runway. The Depart-
ment of the Navy reserves the right to
use any method to clear a runway of
aircraft or wreckage consistent with
operational requirements. Care will be
exercised to preclude unnecessary dam-
age in removing wrecked aircraft; how-
ever, the Navy assumes no liability as
a result of such removal.

(3) Repairs. (i) Aircraft requiring
major repairs may be stored tempo-
rarily in damaged condition. If repairs
cannot be completed within a reason-
able time, the aircraft must be re-
moved from the facility by the owner
or operator of the aircraft without
delay.

(ii) No aircraft will be given a major
or minor overhaul.

(iii) Engine or air frame minor com-
ponents may be furnished, when not
available through commercial sources,
provided such supplies can be spared
and are not known to be in short sup-
ply. The issuance of such supplies must
be approved by the commanding offic-
er.

(iv) Minor components in short sup-
ply or major components for which
there is a repeated demand can be fur-
nished only on message authority ob-
tained from the Aviation Supply Of-
ference, Philadelphia, PA (for continental
facilities) or local fleet air command or
major aviation supply depot (for
extracontinental facilities). Complete
engines, airplane wings, or other major
items of equipment shall not be fur-
nished under this authority.

(v) If the commanding officer be-
lieves it is desirable to furnish re-
quested material or services in excess
of the restrictions stated herein, he
shall request instructions from the
Chief of Naval Operations, giving a
brief description of the material or
services requested together with his
recommendations.

(4) Reimbursement for costs. (i) The
civil user making an emergency land-
ing will be billed in accordance with
paragraphs 032500–032503 of the
NAVCOMPT Manual and paragraphs
25345–25363 of the NAVSUP Manual for
payment of all costs incurred by the
Government as a direct result of the
emergency landing. Such costs will in-
clude those associated with labor, ma-
terial, rental of equipment, vehicles or
tools, etc., for:

(a) Spreading foam on runway before
the aircraft attempts emergency land-
ing.

(b) Fire and crash control and rescue.

(c) Movement and storage of aircraft
or wreckage.

(d) Damage to runway, lights, naviga-
tion aids, etc.

(ii) There will be no charge for naval
meteorological services and naval com-
munications facilities for the handling
of arrival and departure reports, air
traffic control messages, position re-
ports and safety messages.

(iii) The determination as to whether
landing fees shall be charged pursuant
to an emergency landing for mainte-
nance or repair shall be the prerogative
of the commanding officer of the facil-
ity.

[35 FR 14451, Sept. 15, 1970, as amended at 51
FR 22804, June 23, 1986]

§ 766.6 Approving authority for land-
ings at Navy/Marine Corps aviation
facilities.

(a) Except as indicated in paragraphs
(b) and (c) of this section, the com-
manding officer of an active Navy/Ma-
rine Corps aviation facility may ap-
prove or disapprove landings of civil
aircraft at his facility when such land-
ing is:

(1) Directly connected with or in sup-
port of U.S. Government business (ex-
cept those listed in paragraph (c) of
this section).

(2) In connection with U.S. Govern-
ment or community interests on an in-
frequent basis when no adequate civil
airport is reasonably available.

(3) By aircraft owned and operated by
Navy/Marine Corps Flying Clubs or
U.S. Army or Air Force Aero Clubs
which are operated as instrumental-
ities of the U.S. Government.

(4) By aircraft owned and operated by
U.S. Government personnel when such
use is in accordance with §766.4(b) (1)
and (2).

(5) By civil aircraft either owned or
personally chartered by:
§ 766.7 How to request use of naval aviation facilities.

(a) Forms required. Each applicant desiring use of a Navy/Marine Corps aviation facility will be required to:

(1) Execute an application for an Aviation Facility License (OPNAV Form 3770/1 (Rev. 7–70)).

(2) Submit a Certificate of Insurance (NAVFAC 7–11011/36) showing coverage as provided by § 766.9 of this part.

(b) Exceptions. Exceptions to the foregoing requirements are:

(1) Aircraft owned and operated by departments or agencies of the U.S. Government for official business.

(2) Aircraft owned and operated or noncommercial purposes by agencies of a foreign government, except in cases where the foreign government charges fees for U.S. Government aircraft.

(3) Aircraft owned and operated by States, possessions, and territories of the United States and political subdivisions, thereof, when used for official business of the owner.

(4) Aircraft owned and operated by either Navy/Marine Corps Flying Clubs or Aero Clubs of other military services which are operated as instrumentalities of the U.S. Government.

(5) Bailed aircraft, provided the bailment contract specifies that the U.S. Government is the insurer for liability.

(c) Obtaining forms. The applicant may obtain the required forms listed in paragraph (a) of this section, from the commanding officer of any Navy or Marine Corps aviation facility or from the Chief of Naval Operations (OP–53C). Navy units may obtain the forms through regular supply channels as a Cog “I” item.

(d) Preparation of forms. (1) The license application will be completed in quadruplicate by the applicant in accordance with detailed instructions set forth in Aviation Facility License (OPNAV Form 3770/1 (REV. 7–70)).

(2) The Certificate of Insurance will be completed by the insurer. Only the signed original certificate and one copy are required to be submitted.