Headquarters
Fort Knox
Fort Knox, Kentucky 40121-8113
21 October 11

Fort Knox Reg 95-1

Aviation

FORT KNOX FLIGHT RULES

Summary. This regulation outlines aviation safety and standardization policies and procedures for Godman Army Airfield and Fort Knox, Kentucky. It is to be used in conjunction with Army Regulations 95-1, Flight Regulations, and 95-2, Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control (ATC), and Navigational Aids.

Applicability. This regulation applies to US Army Garrison Command; Fort Knox major activities, directorates, staff offices/departments, Partners in Excellence, and DOD aviation assets operating on Fort Knox.

Proponent. The proponent of this regulation is the Airfield Division, Directorate of Plans, Training, Mobilization, and Security (DPTMS). Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to Airfield Division (IMSE-KNX-PLA), DPTMS, 283 Pilot Street, Suite 217, Fort Knox, Kentucky 40121-8113.

SUMMARY of CHANGES

Knox Regulation 95–1
Fort Knox Flight Rules

This revision, dated (21 Oct 11)

o Makes administrative changes (throughout).

o Removes UAS Operations, Chapter 4, pages 4-1 through 4-10.

o Changes C-130 Tactical Approach information (page 2-2).

o Changes to transition altitudes around Fort Knox (R-3704) (page 2-7). Note: Change required on Aviation Special Map Version 3.5.

o Changes to Flight Routes/Corridor information to coincide with Aviation Special Map Version 3.5 and adds new Air Control Points (ACPs) (pages 2-8 thru 2-9 and Appendix J).

o Outlines new requirements for filing local flight plans /air mission requests and call signs (pages 2-9 and 2-11).

o Adds Gunnery Route information (page 2-9 and Appendix K).

o Changes to Training Area names to coincide with Knox Avn Special Map Version 3.5 (page 2-15 and Appendix D).

o Redefines Parachute Operations and scheduling of drop zones (pages 3-1 thru 3-3).

o Changes Emergency Procedures information (page 3-7).

o Changes to NOE Brown Route (Appendix E).

o Changes to Unmanned Aircraft Operating Areas (Appendix F).

o Adds Fort Knox Local Flight Plan/SUA R3704 Air Mission Request (FK Form 5010) Appendix I.

o Changes Appendix J to listing of Air Control Points.

o Adds Gunnery Corridor (Appendix K).

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*This regulation supersedes Fort Knox Reg 95-1, 7 August 2009.

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*This regulation supersedes Fort Knox Reg 95-1, 7 August 2009.

Chapter 1
General

1-1. Purpose. To establish operational procedures and safety measures for eliminating and mitigating in-flight mishaps for aircraft operating on Godman Army Airfield, within R3704, and the Fort Knox Local Flying Areas (LFA). This regulation prescribes aviation policies and procedures for personnel of Fort Knox Partners in Excellence and transient units operating aircraft at Fort Knox or within the Fort Knox LFA. Consult Godman Army Airfield's Airport Operations Manual (AOM) for policies and procedures on operations at Godman Airfield not covered in this regulation.

1-2. References. See Appendix G.

1-3. Acronyms/Abbreviations. See Appendix H.

1-4. Responsibilities. Commanders are responsible for ensuring each aircrew is properly briefed prior to the execution of any mission within the training areas on Fort Knox. The commander of the aviation unit or designated representative will contact DPTMS within 10 working days prior to the exercise/mission. Commanders will ensure proper coordination has been conducted with Godman Airfield Operations (knox.godmanaafops@conus.army.mil), Airfield Manager or Airfield Safety Officer. Aviation units must make direct coordination with Range Branch, DPTMS (knox.rangecontrol@conus.army.mil) for all range and restricted area (R-3704A/B) training/use. Aviation units will use Fort Knox Regulation 385-22, Range Regulation (Training/Impact Areas), for policies and procedures for operating aircraft on Fort Knox ranges. Compliance with these regulations is key to aviation units continued use of Fort Knox airspace, ranges, and training areas. Non-compliance will result in curtailment of aviation operations and training until problems/issues are resolved with the operating unit.

1-5. General.

a. Fighter Management. Aviation units conducting operations at Fort Knox will comply with the unit's fighter management directives, policies, and/or service guidelines to ensure the safe operation of aircraft and equipment during operations and training on Fort Knox.

b. Exceptions. The DPTMS or Airfield Manager is the approval authority for exceptions to policies and procedures established in this regulation. Written requests for exceptions to policy must include a complete justification and composite risk assessment. Request must be submitted to DPTMS for approval at least 10 days prior to the exercise/operation. Implementation will be delayed until written approval is received.

c. Orientation Briefings. Prior to conducting aviation operations within the training/restricted areas at Fort Knox, non-tenant aircrews must be briefed on local airspace structure and aviation operation procedures by Airfield Operations personnel or Airfield Safety Officer. Army tenant units will conduct local area orientations in both day and night conditions and document the training on the unit form IAW TC 3-04.11.

d. Passengers in Army Aircraft. Passenger policies and authorizations are per AR 95-1 and DOD 4515-13-R. All military personnel will have identification tags in their possession. Sleeves will be rolled down, and short sleeve uniforms should not be worn on helicopters conducting contour or NOE flights. Seatbelt and restraint device use will be per AR 95-1 and applicable service regulations and directives. AR 95-1 list types of flights during which only minimum essential crewmembers will be aboard the aircraft. Other services will comply with established regulations and directives on minimum aircrews and personnel on board aircraft. Aircrews will operate per the guidelines set in AR 95-1, command policies, and service regulations for operations requiring aircraft seat removal.

Chapter 2
Local Flying Rules

2-1. Local Flying Area (LFA).

a. Airspace responsibility. Fort Knox airspace is managed by the Fort Knox Air Traffic and Airspace Officer (AT&A). The Airfield Manager, Godman Airfield, is the Fort Knox AT&A Officer.

(1) Fort Knox Class D airspace is controlled by Godman Tower. When Godman Tower is closed Class D airspace reverts to Class E airspace.

(2) Fort Knox Class E airspace advisory services are provided by Airfield Operations (Godman Advisory) during the hours Godman Tower is closed. NOTE: Within the context of this regulation interpret Godman Tower/Advisory as; contact Godman Advisory when ATC Tower is closed.

(3) Special Use Airspace (SUA). Restricted Area R-3704 A & B covers the range complex and is activated, on a daily basis, by Range Control as the "Using Agency" during range firing and training operations.

(4) Louisville Approach Control and Indianapolis Center are the Federal Aviation Administration "Controlling Agencies" for Restricted Area R-3704 A & B, respectively.

b. Master copies of the Fort Knox LFA and Aviation Special maps depicting hazards, training areas, routes, etc., are maintained in the flight planning area of Godman Airfield Operations and at http://www.knox.army.mil/garrison/dptms/aviation.asp.
Grid coordinates and latitude/longitude information is referenced from World Grid System (WGS) 84. For a detailed description of the Fort Knox LFA boundaries, see Appendix A.

c. Unit flight operations/flight planning areas will display an LFA map marked with areas restricted to flight.

d. Approved Landing Areas.

(1) Landing Areas on Fort Knox are divided into two groups: Airport/helipads (cantonment area) and airstrips/helipads/landing zones (LZs) within the training complex. See Appendix C for approval authorities.

(2) The Airfield Manager or Airfield Operations Officer has approval authority for use of Godman Airfield.

(3) The Installation Range Control Officer has approval authority for use of all helipads, airstrips, training areas, and LZs in the Fort Knox training complex.

(4) Airport/Helipad. Godman Airfield is the only approved instrument landing facility on Fort Knox. Ireland Army Community Hospital (IACH) helipad is the only official helipad on Fort Knox; helipad is lighted and maintained by MEDDAC. The hospital helipad is for air ambulance helicopters only. Use of the IACH helipad for any other purpose must be approved by the Commander, IACH, in advance.

(5) Landing within the Fort Knox cantonment area, at sites other than those listed in Appendix C, is prohibited unless a safety survey is completed in advance by the Unit Safety Officer in conjunction with the Airfield Safety Officer or Airfield Manager and an Installation Safety Office representative. This safety survey must be conducted before the temporary landing area can be authorized for use. Safety surveys will be reviewed/approved by the Airfield Safety Officer, Airfield Manager, or Airfield Operations Officer. Temporary landing area approvals are valid for 30 days. Continued use for a longer specified period or reuse of a previously approved temporary landing area requires written approval for subsequent dates and mission requirements.

(6) Use of Runways and Traffic Patterns at Godman Airfield.

(a) The primary all-weather runway is Runway 18/36. All traffic patterns are established west of the airfield. Traffic patterns will be flown to minimize over flight of the US Bullion Depository, Department of Defense (DOD) schools, and family housing areas. Noise abatement procedures will be adhered to at all times.

(b) The secondary runway is Runway 15/33 and is used as a tactical landing strip for Air Force aircraft.

(c) Runway 5/23 is designated as a visual flight rule (VFR) helicopter runway and is the primary Unmanned Aircraft System (UAS) runway.

(d) Helicopters operating at Godman Airfield may use any safe and clear movement area within the airfield boundary for departure and arrival when approved by Godman Tower/Advisory. Aircraft will not over fly equipment, vehicles, or aircraft (parked/taxiing).

(e) Traffic pattern altitudes are as follows:

- Helicopters – 1,500 feet mean sea level (MSL) downwind, 1,300 feet MSL base.
- Airplanes – 2,300 feet MSL downwind, 2,000 feet MSL base.

(f) Tactical approaches for C-130 aircraft will be based on density of operations and the discretion of ATC tower. Maneuvers will be conducted with patterns to the west of the airfield (unless otherwise directed), at a maximum airspeed of 210 KIAS, and only when Class D airspace is in use.

- Random Shallow Abeam Approach – 1,500 feet MSL. Aircraft executing the approach to Runway 15 must remain over or north of Runway 05 inbound from west of the airfield.

- Random Shallow Straight-In Approach –1,500 feet MSL.

- Random Shallow Teardrop Approach – 1,500 feet MSL.

- Random Steep Spiral Approach – At or below 10,000 feet MSL. Pilots should inform ATC of the cardinal-direction sector entry (i.e. from the north, south, etc.), and request an altitude. On average, aircraft will make one 360° turn on descent for every 4,000 feet MSL.

- High-Speed Downwind Approach - At or above 1,500 feet MSL. Aircraft approach the runway of intended landing at a 45° angle prior to reaching downwind.

- Overhead (360°) Approach - 2,300 feet MSL.

(g) Approved tactical approaches for other types of fixed wing aircraft will be coordinated through Airfield Staff and ATC Tower Chief.

(h) Emergency procedure training conducted at Godman Airfield requires Fire Station # 3 personnel and equipment to be on the airfield.

2-2. Maintenance Test Flight (MTF) Area.

a. Maintenance Test Pilots (MTPs) must have a current DD Form 175 on file with Airfield Operations prior to conducting test flights. MTPs must radio or telephone Airfield Operations to relay required DD Form 175 information and to activate the maintenance test flight plan; this procedure will facilitate multiple test flights by MTPs. MTPs are required to update the DD Form 175, at the beginning of each calendar year, with Airfield Operations. Unit/Facility call signs **are** authorized for **MTF's only.**

b. The local MTF area is depicted on the master LFA map located in Airfield Operations. The MTF area is divided into north and south sectors to enhance search and rescue efforts and to de-conflict airspace for multiple maintenance test flights. The MTF area is described below:

Proceed on a heading of approximately 355 degrees to I-64 west, follow I-64 west approximately 18 nautical miles (NMs), and then south/southwest along the Ohio River to Cloverport, KY (horseshoe bend in the river). From Cloverport, proceed south/southeast over Rough River Lake to the Western Kentucky Parkway. Upon reaching the Western Kentucky Parkway, proceed east/northeast along the parkway to Elizabethtown, KY. From Elizabethtown, KY, proceed on a heading of approximately 350 degrees to Godman Airfield. The MTF area is divided into north and south sectors by a straight line between Godman Airfield and Addison, KY.

c. The MTF aircrews will radio Godman Tower when transitioning between north and south MTF sectors, generally, along Highway 60 from Fort Knox to Irvington, KY, then from Irvington, KY, along the railroad tracks to Addison, KY.

2-3. Noise Abatement. Noise abatement practices and procedures will be briefed during mission planning and adhered to during the mission/operation. All measures possible will be taken to minimize flight activities which will adversely affect quality of life of the citizens in communities surrounding Fort Knox. Altitude restrictions and guidelines in this regulation will be followed. Plan to fly as high as possible based on cloud clearances.

a. The minimum altitude within LFA #1 is 500 feet above ground level (AGL).

b. For further noise abatement areas, altitudes, and distances for avoidance areas, see Appendix B.

2-4. Areas Restricted to Flight.

a. The US Bullion Depository (Gold Vault). Over flight is not authorized, except during an actual emergency or while executing an instrument approach to Godman Airfield. When on straight-in approach to Runway 36 or departure from Runway 18, alter flight path to avoid over flight of the US Bullion Depository property if safety of flight operations can be maintained.

b. Rodgers Hollow (grids FH 0230 0230, FH 0300 0175, FH 0125 0100, and EH 0175 0030 defines the area). Contact Range Control for current status. Over flight is not authorized except when specifically cleared by Range Control; remain well clear whenever possible. Approved over flight altitude will be 4200 feet MSL.

c. Muldraugh Ammunition Storage Area. Over flight altitude must be at least 1,800 feet MSL to ensure a forced landing outside the fenced area. The ammunition storage area is located approximately 2 miles north-northwest of Godman Airfield (grids EH 889 002, EH 897 012, EH 902 000, and EH 897 993 defines the area).

d. Housing and Cantonment Areas. Avoid over flight as much as possible and remain at or above 1,300 feet MSL except during takeoff and landing. Airplanes will comply with Federal Aviation Regulations (FAR).

e. Off-reservation Operations. During off-post operations, noise abatement procedures will be used and avoidance of over flights of populated areas and livestock will be per FAR, Part 91.

(1) Avoidance areas for aircraft are listed in Appendix B. Check local notice to airmen (NOTAM) for additional locations and updates.

(2) To preclude surface damage at sod-surfaced civilian airports, no roll-on/running landings or engine shutdowns are permitted without the approval/consent of the Fixed Base Operation Manager.

2-5. Restricted Area R-3704.

a. Dimensions.

(1) Altitudes.

(a) Area A: Surface to 10,000 feet MSL.

(b) Area B: 10,000 to 20,000 feet MSL.

(2) Boundary Limits. R-3704A&B

Beginning at lat. 37°59'00"N., long. 85°45'00"W.; to lat. 37°47'30"N., long. 85°45'00"W.; to lat. 37°47'30"N., long. 85°55'30"W.; along U. S. Highway 31-W to lat. 37°50'45"N., long. 85°57'00"W.; along Wilson Road to lat. 37°55'17"N., long. 85°56'46"W.; to lat. 37°55'17"N., long. 85°57'16"W.; to lat. 37°56'04"N., long. 85°57'33"W.; to lat. 37°56'23"N.,long. 85°57'00"W.; along Wilson Road to lat. 37°58'00"N., long. 85°57'45"W.; along the Illinois Central Railroad to lat. 37°59'00"N., long. 85°57'00"W.; to lat. 38°01'00"N., long. 85°54'30"W.; along Kentucky Route 44 to lat. 38°00'30"N., long. 85°52'00"W.; to lat. 37°59'00"N., long. 85°52'00"W.; to the point of beginning.

b. **Aircraft transponder will be set on code 4000 upon entry into the Restricted Area-3704.**

c. **Aircrews will contact Range Control Firing Desk (RCFD) with approved Air Mission Request number for clearance into R-3704 prior to entry into the restricted area.** The alternate emergency means of contacting Range Control is through Godman Tower/Advisory Primary VHF 133.35, Secondary UHF 233.7 as a relay to Range Control. Use frequencies as follows: **Range Control Frequencies – Primary FM 38.90, Alternate FM 38.80, and Alternate VHF 136.075.**

d. Aircrews will depart R-3704 at approved AMR time unless an extension is granted by Range Control. Aircraft will comply with Range Control instructions while in Restricted Area 3704.

e. Aircraft will monitor Godman Advisory when the ATC Tower is closed.

2-6. Flight Rules.

a. Visual flight rules (VFR) – As prescribed in AR 95-1; DOD flight information publications (FLIP); and FAR, Part 91. In addition, the following apply:

(1) All flights on the reservation are conducted on a see-and-be-seen basis. This requires aircrews to exercise caution while operating on the reservation, transitioning around the restricted area, and through corridors in and out of Godman Airfield.

(2) Rotary wing airspeeds will not exceed 120 knots while flying in flight corridors or within the airfield traffic patterns. Evaluators/trainers/Pilots in Command may adjust airspeeds to conform to published training procedures and to meet basic task requirements.

(3) Fixed wing airspeeds will be per applicable operator's manuals/air-crew training manuals (ATM).

(4) Visual flight rules govern flight procedures in Fort Knox Class D/E airspace when ceiling and visibility equal or exceed VFR minimums of 1,000 feet and 3 statute miles (SM). Clearances to operate VFR within Fort Knox Class D/E airspace are issued by Godman Tower/Advisory, respectively. Godman Tower will provide Air Traffic Control (ATC) to aircraft operating in the Class D airspace. Godman Advisory will provide airport advisory service to aircraft operating in the Class E airspace when the tower is closed. Pilots are responsible for visual separation in formation flights and aircraft separation if the formation breaks up.

b. Special Visual Flight Rules (SVFR) within Fort Knox Class D airspace. Fort Knox Class D airspace is described as the airspace extending upward from the surface up to and including 3,300 feet MSL within a 5 SM (4.3NM) radius of Godman Airfield grid EG 9055 9610 (N37 54 42 W85 58 33). Class D airspace reverts to Class E airspace when Godman Tower closes, Airfield Operations will provide airport advisory services, coordinate SVFR flight clearances, and relay IFR clearance information.

(1) The SVFR (FAR 91.157) permits aircraft to enter and depart Fort Knox Class D/E airspace in weather conditions below VFR minimums if an ATC clearance is received before entering or departing any location within the Class D/E airspace. Pilots are responsible for visual separation in formation flights and aircraft separation if the formation breaks up.

(2) The SVFR clearances are issued by Godman Tower/Advisory, but only at pilot request. Pilots departing Godman Airfield must request SVFR clearance through Godman Tower/Advisory. Pilots outside the Class D/E airspace must request SVFR clearance from Godman Tower/Advisory before entry into Fort Knox Class D/E airspace.

c. Weather Minimums:

Ceiling	**Visibility**
Rotary wing Aircraft:	
Daylight Hours: 300 feet	1/2 SM
Night Hours: 500 feet	1 SM
Fixed wing Aircraft:	
Daylight Hours: 800 feet	1 1/2 SM

Note: Receipt of an SVFR clearance **IS NOT** a take-off clearance. A release from Louisville ATC must be obtained prior to departure.

d. Instrument flight rules flights - As prescribed in AR 95-1; DOD flip; and FAR, Part 91.

e. Godman Tower will ensure aircraft separation by sequencing operations while performing flight following services. Aircraft operating in terrain flight training areas; on arrival/departure routes; and in transition corridors under visual flight rules for day, night, and night vision devices/systems (NVDs) are responsible for aircraft separation and obstacle clearance.

f. Transition flights around the Fort Knox reservation in a clockwise direction require aircrews to maintain an altitude of 1,800 feet MSL and 1,500 feet MSL when traveling in a counter-clockwise direction.

Note: Aircraft will remain in contact with Range Control Firing Desk when flying within R-3704 and reservation boundaries. Aircrews will monitor Range Control frequency until exiting R-3704.

2-7. Flight Altitudes.

a. Flights on the reservation and in approved off-post training areas will be conducted at the appropriate altitude for the mode of flight as outlined in TC 3-04.11, Commander's Aircrew Training Program for Individual, Crew, and Collective Training, or appropriate service training manuals/regulations.

b. Suggested minimum altitude for off-post flight is 500 feet AGL, except when lower altitude is required for weather avoidance or when in authorized off-post training areas. Off-post flights will be conducted per FAR 91.119.

c. Exceptions will be for off-post NVD training routes per AR 95-2, Chapter 5, paragraph 5-2.

d. Minimum altitude for flights over the Fort Knox cantonment area is 1,300 feet MSL (500 feet AGL), except during take-off or landing to Godman Airfield and approved helipads or as directed by Godman Tower/Advisory.

e. Fixed wing upper air training will be conducted above 4,000 feet AGL (4,800 feet MSL); off airways; and within the boundaries of the LFA.

2-8. Terrain Flight Training Areas.

a. Terrain flight conducted on the Fort Knox reservation is restricted to the terrain flight areas depicted on the Fort Knox Special 1:50,000 maps located in Airfield Operations flight planning area. Terrain flights within the impact area must be coordinated with Range Control. Use of terrain flight areas requires prior approval/coordination with and Range Control to ensure situational awareness. All flights in the Godman Tower Class D/E airspace require approval from Godman Tower/Advisory. See Appendix D for a detailed descriptions.

b. Training Area Requirements - Aircrews will be responsible for the following:

(1) **Approval from Range Control prior to entry into and over flight of training areas within R-3704.** This may be accomplished by having an approved **FK Form 8175 (Fort Knox Local Flight Plan/SUA R-3704 Air Mission Request)** (AMR) and obtaining a current range brief from the Range Control Firing Desk. Aircrews should review the Range Firing Log located in Airfield Operations when filing a local flight plan into R-3704.

(2) Report location to Godman Tower/Advisory every 30 minutes, unless directed otherwise.

(3) Conduct terrain flight at altitudes commensurate with Army training guidelines, unit Standard Operating Procedures (SOP), or appropriate service guidelines while operating in approved training areas. Non-participating traffic will remain clear of active training areas.

(4) Maintain a minimum of 500 feet slant range from all buildings, civilian vehicles, public roads, housing and built-up areas, airports, airstrips, fishing lakes, and recreation areas that border or pass through terrain flight training areas. Avoid livestock by a slant range of 1,000 feet.

2-9. Flight Routes/Corridors.

a. Arrival/departure routes to Godman Airfield and transition corridors are depicted on the Fort Knox Aviation Special 1:50,000 (Version 3.5) maps located in the flight planning area of Airfield Operations. Air Control Points are listed in Appendix J.

(1) Aircrews will report all Air Control Points (ACPs) to Godman Tower/Godman Advisory and Range Control Firing Desk as appropriate.

(2) Routes are mandatory during periods of high-density traffic. Godman Tower or Godman Advisory may grant exceptions during low-density traffic periods.

(3) Aircrews may deviate from routes and corridors when operational safety cannot be maintained. Deviations must be reported immediately to Godman Tower/Advisory.

b. Arrival/departure routes at Godman Airfield are flown at 1,300 feet MSL inbound and 1,500 feet MSL outbound. Helicopters are expected to follow routes/corridors, except when given alternate instructions by Godman Tower/Advisory.

(1) North Outbound - From airfield direct to ACP 6, grid EH 9040 0440 (N37 59 W85 58).

(2) North Inbound - From ACP 5, grid EH 8440 0130 (N37 57 W86 03) to ACP 4, grid EG 8690 9920 (N37 56 W86 01).

(3) South Outbound – From airfield direct to ACP 1 grid -- EG 8690 8620 (N37 49 W86 01).

Note: Continue south of Vine Grove then east to the South training area.

(4) South Inbound - From ACP 16, grid EG 9750 8680 (N37 49 W85 53) to ACP 17, grid EG 9410 9100 (N37 55 W85 51).

c. Transition Corridor Easy Gap:

a. Easy Gap - From ACP 18, grid EG 9610 9620 (N37 54 W85 54), to ACP 19, grid EH 9990 0060 (N37 56 W85 51) to transition through the Restricted Area 3704. Only one aircraft or formation flight of aircraft will be allowed through Easy Gap corridor at a time.

b. Aircrews will report entering and leaving Easy Gap corridor at ACPs, as appropriate, to Godman Tower/Advisory and Range Control. Range Control frequency will be monitored at all times while in the corridor/restricted area.

d. Gunnery Corridor - Cedar Creek Airstrip and Yano Range Transition.

Aircrews will depart Cedar Creek to the west and climb to 100' AGL to intersect 745 Tank Battalion Road. Fly south to intersect Highway 313 and fly the south side of the road to ACP 13 then direct to Yano Range. Departing Yano Range aircraft will depart south climb to 300' AGL to ACP 13 and fly the north side of the road until due south of Cedar Creek then direct to the Cedar Creek Airstrip. (See Appendix K)

2-10. Flight Plans/Air Mission Requests (FK Form 8175). The purpose of the flight plan is to track flights and dispatch search and rescue (SAR) if necessary. Purpose of the Air Mission Request (AMR, section III) is to ensure coordination with Range Branch prior to entering Restricted Area 3704 (R-3704).

a. Flight plans or flight logs are required for all flights per Army Regulation 95-1. Completed DD Form 175s and flight logs will be retained in a unit file for 30 days.

b. Flight plans will be completed per DOD FLIP, this regulation, and must be filed with Godman Airfield Operations. Army unit/tactical call signs will not be used when filing flight plans at Godman Airfield unless that call sign meets the criteria outlined in the General Planning Guide, chapter 4, Item (2)(d).

(1) During tactical field training, aircraft may file local plans with unit flight operations. Godman Airfield Operations must be notified by phone/radio that a local flight plan has been filed with the tactical unit operations before the aircrew begins the mission.

(2) Aircrews operating from a field location/range, where the unit is providing flight following services, will inform Godman Tower/Advisory on the status of operations and aircraft

departing the Fort Knox Reservation. Units are responsible for maintaining a flight log for all flights operating from a field location/range.

(3) Local "Traffic Pattern" flight plans may be filed via radio with Godman Tower/ Advisory by tenant or transient aircrews in order to conduct training and multiple approaches in the traffic pattern. Local "Traffic Pattern" flight plans are restricted to normal traffic pattern operations and do not include areas in R-3704.

(4) Flight plans cannot be filed by radio except for Maintenance Test Pilots (MTP) who have a valid maintenance test flight plan on file in Airfield Operations. MTPs must coordinate with Airfield Operations to "open" and "close" a maintenance test flight plan for each aircraft that may be flown by the MTP.

c. Local VFR Flight Plans and Air Mission Request procedures are as follows:

(1) Aircrews may use the FK Form 8175 (Fort Knox Local Flight Plan/SUA R-3704 Air Mission Request) Section I & II or DD Form 175 for local flights. For operations within Special Use Airspace (R-3704) aircrews must coordinate with Range Control for Section III approval (See Appendix I).

(2) Local flights must remain within the **35 nautical mile area** depicted on the Fort Knox crash grid map posted in Airfield Operations. Flight plans will reflect a route of flight and sufficient details to facilitate search and rescue operations.

(3) The flight will originate and return to the point of origin (KFTK).

(4) Total mission time including ground time may not exceed 8 hours.

(5) Delays will be explained in the remarks section. Additionally, aircrews will report landings and proposed departure times from location to Godman Airfield Operations.

(6) Specify refueling locations or explain circumstances whenever total flying time exceeds available fuel on board.

(7) Include a phone number in the remarks section, as applicable, that will facilitate SAR if necessary.

d. VFR cross-country flights are defined as flights that extend beyond 35 nautical miles depicted on the Knox crash grid map, are planned to terminate other than the place of origin, and require DD 175.

e. A DD Form 175-1 (Flight Weather Briefing) is required when a VFR flight will terminate off the Fort Knox reservation (Stopover Flight Plan) and for all IFR flights.

f. Non-military and civil air patrol (CAP) aircrews will operate per current FAA and FAR guidelines. Air Force Regulation 55-20 applies to CAP aircraft. Flight plans are required and

will be filed in person with Godman Airfield Operations in Bldg No. 5220. Non-military aircraft may use FAA Form 7233-1. Flight plans will not be filed by phone-in, fax, or in the air.

g. Transient aircrews may file via radio, through Airfield Operations, when the outbound leg on a stopover flight plan has been dropped from the system.

2-11. Aircraft Call Signs.

a. Call signs will be per military service regulations and DOD FLIP. Army unit/tactical call signs will not be used when filing flight plans at Godman Airfield unless that call sign meets the criteria outlined in the General Planning Guide, chapter 4, Item (2)(d).

b. Unit or tactical call signs will not be used when communicating with Godman Tower/Advisory.

c. When an initial call is made to Godman Tower/ Godman Advisory, call signs will consist of aircraft type and the last five digits of the tail number. Subsequent calls may be reduced to aircraft type and last three digits of the tail number. Standard call signs will be used in all other situations.

d. When there are two aircraft with the same or similar call sign, Godman Tower or Godman Advisory will inform aircrews of identical or similar call signs operating on the Fort Knox reservation or in Fort Knox airspace.

2-12. Weather Minimums.

a. See VFR/SVFR weather minimums in Fort Knox Class D/E airspace, paragraph 2-5.

b. Weather minimums for flights in Class G airspace must be per AR 95-1 and applicable FARs, except as modified by ATC authorities.

LOCATION	DAY	NIGHT
Reservation *500-1	300-1/2	500-1

Note:
Weather at ETA plus 1 hour must be 1000-3 for all Day/Night Unaided/NVD qualification and/or refresher training.

2-13. Weather Briefings.

a. Weather briefings are required for all flights per AR 95-1 for Army aircrews. Other services will file flight plans according to service regulations and directives. Weather briefing void time will be 1 hour and 30 minutes from briefing time.

b. A DD Form 175-1 (Flight Weather Briefing) is required for VFR flights which will terminate off the Fort Knox reservation (Stopover Flight Plan) and for all IFR flights. Weather information for DD Form 175-1 will be obtained from a military weather facility. A local weather brief may be used for a local area flight plan. Godman weather facility is available 24/7 in Bldg. No. 5220, Room 111, COM (502) 624-5517/5653 (DSN 464).

2-14. Aviation Mission Approval.

The unit commander or a designated representative is responsible for approving aviation missions and ensuring proper risk assessments are completed for the mission. Aviation mission approval is required for all flights and engine run-ups per Army Regulation 95-1. Other services will comply with policies and directives of their specific branch or organization.

2-15. Flight Following.

a. Aircrews will contact Godman Tower/Advisory and Range Control upon entering and departing R-3704 and Fort Knox reservation boundaries. **NOTE:** The boundary for R-3704 extends beyond the Fort Knox reservation boundaries except on the northeast corner.

b. When operating in the Fort Knox range complex/restricted area, pilots will receive range information from Range Control before entering the restricted airspace. Upon initial contact, pilots will give the following information to Godman Tower/Advisory and Range Control. Aircrews will contact ATCT every 30 minutes, unless given other instructions.

(1) Call sign.

(2) Position.

(3) Route of Flight.

(4) Type and number of aircraft in the flight.

(5) Aided/Unaided, if a night flight.

c. Aircrews will report location and time departing the range complex and contact Godman Tower/Advisory if remaining on the reservation.

d. A Unit Flight Operation Center may provide flight following service to its own aircraft if it is staffed with qualified personnel and unit SOP establishes positive flight following procedures. As a minimum, the opening and closing, clearly defined routes of flight, procedures

for initiating appropriate action on overdue or missing aircraft, and transferring active flight plans to Godman Airfield Operations, before ceasing operations will be included in the unit SOP.

2-16. Formation/Multi-ship and Terrain Flight Operations.

a. All aircrews will have a current 1:50,000 map of Fort Knox, with wire hazards and avoidance areas posted before conducting formation, multi-ship, and terrain flight operations on the reservation. Terrain flight, for the purpose of this regulation, will be flights at or below 200 feet AGL over the Fort Knox reservation, except for take offs and landings.

b. All aircrews conducting formation, multi-ship, and terrain flights on Fort Knox will ensure an FK Form 8175 (Fort Knox Local Flight Plan/SUA R-3704 Air Mission Request) (AMR) is completed and current range briefing is received prior to any flight within R-3704A/B.

c. Formation/multi-ship operations are limited to six aircraft per flight, with a minimum separation of 1 minute between flights.

d. No more than one battalion size unit is authorized to conduct terrain flight training in a Fort Knox Terrain Flight Training Area (South, Central, North, West) simultaneously. Requests for exceptions will be processed through Airfield Operations and Range Control.

e. Aircrews will monitor Range Control frequency while conducting terrain flight training on Fort Knox and will comply with Range Control and Godman Tower/Advisory instructions. At least one aircraft in a formation flight will remain on the Range Control frequency during flight operations.

f. During periods of United States Air Force (USAF) Close Air Support (CAS) operations within Fort Knox training areas, no rotary wing terrain flight operations are authorized in the same training areas, except as an integral part of the CAS mission.

g. Pilots are not relieved of their responsibilities as directed by AR 95-1 and FAR, Part 91. Where a conflict exists, Army and FARs apply if more restrictive than guidance/procedures outlined in this regulation.

h. Aircrews are requested to provide information to update the wire hazard maps or identify other hazards on the reservation after returning from mission.

i. NOE Routes. See Appendix E for a detailed description.

2-17. Night Vision Device (NVD) Operations.

a. Aircrews will have a current Fort Knox Special 1:50,000 map on board the aircraft with wire hazards and avoidance areas marked.

b. In addition to criteria in TC 3-04.11 for Army aircraft using night vision goggles (NVGs), the following requirements apply to Army and all other branches of service aircraft using aircraft external lighting:

(1) The operational infrared (IR)-filtered search/landing light requirement means the light must be able to extend and retract; the light is not required to be on continuously while training is being conducted.

(2) The Pilot-in-Command (PC) will determine when the light is required, unless light use is specified in the unit SOP or is included in the mission briefing.

(3) Should the light fail while the mission is in progress, the PC will evaluate the situation and either continue or abort the mission.

(4) Pilots should not hesitate to use the landing light or search light, whether filtered or unfiltered, if light use is considered essential for flight safety.

c. Aircrews using night vision systems/devices will add the word "aided" to the call sign when contacting Godman Tower/Advisory and Range Control.

d. NVD training.

(1) Godman Traffic Pattern. Rotary wing traffic pattern altitude is 1,500 feet MSL. Traffic patterns will be flown west of the airfield and avoiding housing areas as much as possible. Only **three** NVD aircraft will be permitted to train in the traffic pattern at any one time. **Mixing of aided and unaided traffic is not authorized.** Arriving and departing IFR aircraft have priority over NVD and VFR aircraft. When Godman Advisory is in operation, aircrews are responsible for ensuring the traffic pattern requirements are met for safety and separation.

(2) Aircrews must have a Range Control approved FK Form 8175 (Fort Knox Local Flight Plan/SUA R-3704 Air Mission Request) (AMR) designating the route/training area for the NVD mission. Additionally, aircrews should ensure Airfield Operations is aware of the AMR to ensure information is passed to other aircrews when filing local flight plans (see Appendix I). NOTE: Aircrews intending to fly "Green Route" will coordinate with Airfield Operations to deconflict scheduling and relay awareness to other aircrews training on and around Fort Knox.

e. Each terrain flight training area is limited to one aviation unit/exercise at any given time. Exceptions must be coordinated in advance with Range Control and the unit operating in that specific training area.

f. All aircraft will monitor Range Control and Godman Tower/Advisory.

g. Disorientation Procedures. Disoriented aircrews should immediately notify Range Control and Godman Tower/Advisory of their situation and follow the appropriate procedures listed below.

(1) West Training Areas. Climb to 1,800 feet MSL and fly direct to the non-directional beacon (NDB).

(2) North Training Area. Climb to 1,800 feet MSL, fly heading 360 until intercepting Highway 44. If contact is not made with Highway 44 within 2 minutes, revert to inadvertent IMC procedures.

(3) Central Training Area. Climb to 1,800 feet MSL, fly heading 270 until intercepting Highway 31W or Highway 447. If contact is not made with either highway within 2 minutes, revert to inadvertent IMC procedures.

(4) South Training Area. Climb to 1,800 feet MSL, fly heading 180 until intercepting Highway 31W or Highway 313. If contact is not made with Highway 313 within 2 minutes, revert to inadvertent IMC procedures.

i. Weather Minima.

(1) Night Vision Device/System qualification and training flights may be conducted when ceiling and visibility are forecasted not to be less than 1,000 feet AGL and 3 SMs visibility from estimated time of departure (ETD) through 1 hour after estimated time of arrival (ETA).

(2) Mission, continuation training, and operational missions may be initiated only when weather is reported or forecasted to be not less than VFR (500 feet AGL and 1 SM visibility).

2-18. Aircraft External Lighting.

a. Day lighting requirements will be per AR 95-1 or appropriate service regulation, except for aircraft in formation. When information, only the trail aircraft is required to have an anti-collision light in operation.

b. Night/NVD.

(1) The following external lighting configurations are mandatory for within the Godman Airfield class D/E airspace.

(a) Unfiltered landing lights will be on during all night/NVD run-ups, shutdowns, and taxi operations. It is understood that some aircraft do not have unfiltered landing lights, and others can only comply after engine start.

(b) Unfiltered landing lights will be on during all night/NVD initial approaches to Godman Airfield; only the lead aircraft is required to have its unfiltered land light on. Upon pilot request, and when other traffic is not adversely affected, Godman Tower may permit traffic pattern or additional approaches to be flown with the landing light off.

(c) After night/NVD formations have landed, aircraft will taxi individually to parking or refueling with landing lights on, position lights on steady bright and anti-collision lights on.

(d) Upon pilot request, and when other traffic is not adversely affected, Godman Tower may turn off runway lights for training purposes. In such cases, all landings will be at the pilot's own risk.

(2) Totally "blacked out" operations, to include operations with IR position lights only, may be conducted within R-3704 with approval of the AT&A Officer or designated representative and Range Control. A local NOTAM will be issued for the operation.

(3) The following external lighting configurations are mandatory for all single ship night/NVD flights within Fort Knox Class D airspace and on the reservation:

(a) Position lights will be on steady bright. Lateral position lights will not be taped, and the tail light will be neither taped nor turned off.

(b) Anti-collision lights will be on. The UH-60 and CH-47 aircraft may turn off the lower anti-collision light during NVD flights.

(4) The following external lighting configurations are mandatory for multi-ship night/NVD flights within Fort Knox Class D airspace and on the reservation:

(a) Trail aircraft position lights will be on steady bright; position lights of other aircraft will be on steady dim for night formation flights. Trail aircraft position lights for NVD/NVS operations will have IR lights and IR strobe operational; other formation aircraft will have IR position lights on. If appropriately modified, aircraft may selectively turn off the tail light. Trail aircraft's anti-collision light and tail position light **will not** be turned off.

(b) Only the trail aircraft is required to have the anti-collision light on.

(c) During multi-ship operations, night or NVD/NVS, pilots will turn on aircraft lighting, as appropriate, to warn approaching aircraft of the position of the formation.

(5) The unfiltered landing light will be on during night/NVD flights for single-ship and for the lead aircraft in a formation during arrival and departure to Godman Airfield as outlined below:

(a) Traffic inbound to Godman Airfield will turn on the unfiltered landing light at least 1 kilometer before the appropriate reporting point.

(b) Traffic departing Godman Airfield for the reservation will have the unfiltered landing light on until at least 1 kilometer beyond the initial outbound checkpoint.

2-19. Inadvertent Instrument Meteorological Conditions (IMC) Recovery.

a. The existence of an inadvertent IMC recovery plan in no way implies command approval of flights into IMC without meeting Army (or other service) and FAA requirements for such flights.

b. Each pilot is also reminded that no single procedure or recovery plan can cover all circumstances that may be encountered on a flight that enters inadvertent IMC. Good judgment and common sense must be used in conjunction with the recovery plan/procedure.

c. These procedures apply only to rotary wing aircraft.

d. Aircraft and aircrew requirements. When weather conditions are less than 1,000 feet AGL - 3 SM visibility, unit/mission commanders will not permit missions to be flown under visual meteorological conditions (VMC) unless the following conditions are met:

(1) Aircraft is equipped with an operable transponder, ultra high frequency (UHF) or very high frequency (VHF) radio, and navigational equipment required for an instrument approach into Godman Airfield.

(2) Fort Knox approach plates are on board each aircraft.

(3) Aviators are instrument qualified and current.

(4) Two pilots will be aboard each attack, utility, and cargo aircraft.

(5) Weather must be forecasted to be no lower than AR 95-1, Table 5-1.

e. Air mission commander will brief inadvertent IMC and formation break up procedures in detail. As a minimum, the following will be briefed when weather conditions exist or are forecasted to be less than 1,000 feet AGL and 3 SM visibility.

(1) The ATC facilities to be contacted.

(2) Approaches available.

(3) Lost communication procedures.

(4) Formations to be used and break-up procedures.

(5) Minimum obstruction clearance altitude and climb altitudes for the area of operation.

(6) Known obstacles.

f. When weather is forecasted to be less than VFR at ETA, the aircraft Automatic Direction Finder (ADF) receiver should be tuned to the Godman NDB (396.0) before mission execution.

If the aircraft is equipped with a Very High Frequency Omni Directional Receiver (VOR), it should be tuned to Godman VOR (109.6) before mission execution. Localizer frequency is 108.95 (Channel 26Y). Godman Airfield has 3 RNAV approaches that may be used as EGI overlays for tactical recovery.

g. All crews will take the following immediate actions upon encountering unexpected, unreported IMC weather:

(1) Establish control of aircraft.

(2) Climb to 3,000 feet MSL.

(3) Set transponder to 7700.

(4) Contact Louisville Approach Control or contact Godman Tower/Advisory. If unable to establish contact with ATC, call on emergency guard frequency.

(5) Request approach clearance from Louisville Approach Control. Use the NDB Runway 18 approach, VOR approaches, or GPS approaches as appropriate.

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Chapter 3
Aviation Operations

3-1. Parachute Operations.

a. There are seven authorized drop zones (DZs) on Fort Knox: ROSZOV, Zoomer, Matero Circular, Tracy Circular, Archer, Dorret's Run Circular, and Medley. Diagrams and specifications for the DZs are available in Airfield Operations. Below are the coordinates and general location of each authorized drop zone.

(1) ROSZOV DZ – Located on Godman Airfield. EG 90156 96128 (N 37 54 61 W 85 58 46).

(2) Zoomer DZ – Located on Godman Airfield. EG 90178 95914 (N 37 54 50 W 85 58 45).

(3) Matero Circular DZ – Located in the vicinity of Otter Creek Airstrip. EG 8667 9358 (N 37 53 14 W 86 00 87). Units and organizations must coordinate with and have approval from Airfield Operations and Range Control to conduct parachute operations in Matero DZ.

(4) Tracy Circular DZ – Located in the vicinity of Yano Range. FG 0859 8628 (N37 49 05 W 85 45 97).

(5) Atcher DZ – Located south of Hackett Range. FG 0060 8690 (N37 49 46 W85 51 17).

(6) Dorret's Run Circular DZ – Located south of Hackett Range. FG 0050 8740 (N 37 49 15 W 85 49 37).

(7) Medley DZ – Located south of Hackett Range and west of Atcher DZ. Plot points: FG 0048 8655, FG 0146 8654, FG 01488590, FG 0047 8591.

b. Only DA and/or DOD sponsored parachute clubs and military personnel are authorized to perform parachute operations on Fort Knox. Units and organizations must coordinate with and have approval from Range Control to conduct parachute operations within R-3704.

c. Aircraft conducting parachute operations at ROSZOV DZ will maintain contact with Godman Tower and call before and after each drop.

d. Non-participating aircraft will not operate within ROSZOV DZ and Zoomer DZ until all parachutes are secured or a clearance is received from the DZ officer in charge (OIC)/noncommissioned officer in charge (NCOIC) and Godman Tower. Aircraft operations and movement outside the DZ are permitted. Godman Tower remains responsible for keeping aircraft clear of the DZ when it is in use.

e. Non-participating aircraft will not operate within the Dorret's Run Circular DZ until all parachutes are secure and a clearance is received from the DZ OIC/NCOIC.

3-2. ROZSOV and ZOOMER Drop Zones.

a. ROZSOV and ZOOMER Drop Zones (DZs) at Godman Airfield will be scheduled in the same manner as other DZs.

b. Parachute activities will be coordinated through Airfield Operations Officer (502-624-5737) and all requirements formalized using RFMSS Reservation Contract Form. Contact External Unit Service and Support (EUSS) for form information.

c. Execution of parachute activities will be controlled by Godman Tower. Airfield Operations will post a NOTAM and coordinate the activation and de-activation of the DZs in RFMSS thru the Godman Airfield Operations Officer.

d. The ATC Tower must be open for Airborne Operations. Normal operating hours are 0700-2300 M-F. DZ must be clear 15 minutes prior to closing. Any Request for after hours must be submitted to the Airfield Division, Godman Army Airfield, 10 days prior to the operation. The unit/organization will be required to pay overtime for two Air Traffic Controllers, with a two hour minimum, to ensure safe operation of the DZs.

e. DZSO/DZST will report to Godman Airfield Operations (Bldg 5220) to sign out radios, receive briefings, and gain access to the DZ.

1. **ROSZOV Drop Zone:**

(a) Location. The DZ is 1000' x 1000' FT. The eastern edge is parallel to RWY 18/36 and extends from Taxiway Bravo to the approach end of RWY 18. The western boundary contains RWY 15/33. The northern boundary begins at perimeter road and the southern boundary begins at Taxiway Bravo.

(b) Use. The DZ is used for static-line parachute operations.

(c) Procedures. Use of the DZ requires prior coordination with Airfield Operations and ATC. Drops will not be authorized if a DZ commander is not on location. The DZ will be protected by ATC when jump operations are in progress. During static-line jumps (low altitude) non-participating aircraft, personnel, equipment, and vehicles SHALL REMAIN CLEAR OF THE DZ BOUNDARIES. ATC should post a message on the ATIS informing all aircraft of the parachute operations and applicable times.

(d) Operations will be conducted IAW FAAH 7110.65, Godman AOM, and FTK Tower/123rd AW LOA.

2. **ZOOMER Drop Zone:**

(a) Location. The DZ has a circular shape with a 1620 ft. radius. The center (PI) is located 286 ft. from the Taxiway C-West/RWY 15 intersection at 100°.

(b) Use. The DZ is used to conduct equipment and HALO (High Altitude Low Opening) parachute operations.

(c) Procedures (VFR). All non-participating aircraft, personnel, equipment, and vehicles SHALL REMAIN CLEAR OF THE DZ BOUNDARIES. Operations on RWY 18 and RWY 15/33 are prohibited. Operations on the approach end RWY 36 are authorized.

(d) Procedures (IFR). **DZ MUST BE CLEAR**. Additionally, no vehicle/mower/aircraft operations are authorized west of RWY 18/36, on Key Hole Ramp, or A/B/C taxiways. Weather minimums for IFR drops are 300' – ½ mile.

3. **ZOOMER RESCUE DZ:**

(a) Use. Zoomer Rescue DZ is a smaller area within the published Zoomer DZ. This area is predetermined by the jump team prior to arrival at Godman Airfield. The location of this area is not required to be coordinated with the tower.

(b) Procedures. There will not appear to be any difference in procedures from the tower. All personnel are still expected to remain inside the published Zoomer DZ.

NOTE: Aircrew will notify Godman Tower 10 minutes prior to releasing personnel. Aircrew will also notify Godman Tower of personnel away and number of personnel in the drop.

3-3. Rappelling/STABO/SPIES/FRIES Operations.

a. Army aircraft will be rigged per TC 21-24 (9 Jan 2008) for rappelling operations, applicable operator's manuals airworthiness releases will be used for STABO, SPIES, FRIES training and missions. Other services will operate per applicable aircraft operator's manual, service regulations, policies, and directives, as appropriate.

b. Prior to conducting the above operations, the PC and supported unit safety officer will brief actions to be taken in the event of an emergency for all phases of the operation.

c. Positive communications will be required at all times between the aircraft and the ground unit pickup zone (PZ) or landing zone (LZ).

d. Maximum indicated airspeed for STABO/SPIES operations is 60 knots.

3-4. External Load Operations.

a. Rigging of all Army external loads will be per FM 10-500 series, with appropriate changes.

b. Other services conducting sling load operations at Godman Airfield and Fort Knox will follow policies, directives, restrictions, and SOPs, as appropriate, for their service and command.

c. All sling load operations will avoid over flight of all residential areas and the US Bullion Depository.

d. Sling loads flown over any cantonment area require approval by the Airfield Safety Office and DPTMS.

e. Sling load training flights in the Godman Airfield traffic pattern are prohibited. All sling load training will be conducted within the airfield boundaries.

f. Arrivals/departures of sling loads to Godman Airfield will be to/from the southwest, north, and northwest of the airfield.

3-5. Medical Air Evacuation.

a. Air ambulance (MEDEVAC) procedures are outlined in Fort Knox SOP No 2-11, Emergency Medical Support. The primary means of air ambulance support is from contract Air Ambulance Services and can be requested through Airfield Operations, Range Control, and MEDDAC. The Godman Airfield Aviation Pre-accident Plan incorporates procedures to request air ambulance support for reported aviation accidents or incidents. Each unit should review procedures in Fort Knox Regulation 385-22 prior to conducting training events/missions. Commanders are strongly urged to use MEDEVAC when **urgent** circumstances exist and surface evacuation might result in lengthy delays or increased injuries/trauma.

Categories of precedence for MEDEVAC patients are:

(1) **URGENT** - Must be evacuated immediately to save life, limb, or eyesight.

(2) **PRIORITY** - Must be evacuated as soon as possible, not to exceed (NTE) 4 hours, or medical condition will deteriorate to urgent category.

(3) **ROUTINE** - Must be evacuated, but condition is not expected to deteriorate significantly within 24 hours.

b. Contact Range Control to request Air Ambulance/MEDEVAC (FM 38.900 Alt 38.800 or VHF 136.075), or Godman Airfield Operations (VHF 126.2), or call 502-624-2125 and 502-624-5545 respectively. If there is no contact, call 911 and request MEDEVAC.

c. Request for air ambulance/MEDEVAC will contain the following minimum information:

(1) Patient location (six-digit military grid coordinates or latitude/longitude and detailed location description by use of range name or prominent terrain features).

(2) Number of patients and nature of their injuries.

(3) Call sign and frequency at the PZ, if there is one.

(4) Signals or markers to be used at the PZ, as appropriate.

3-6. Actions Following an Aircraft Mishap.

a. Immediate action will be taken by the first person aware of such an event to activate the Godman Army Airfield Pre-accident Plan.

b. Notify Godman Tower or Airfield Operations. The information reported will include the following and will be recorded on IMSE-KNX-PLA Form 3-R (Godman Army Airfield Crash Card) (see Appendix I):

(1) Location of mishap.

(2) Number of personnel involved.

(3) Nature of injuries.

(4) Time and date of the mishap.

(5) Extent of aircraft damage.

(6) Aircraft type and tail number, if known.

(7) Other individuals involved and names, if known.

(8) Extent of damage to property other than aircraft.

c. If unable to contact Godman Tower or Airfield Operations, contact the military police with the above information.

3-7. Post-mishap Medical Examinations.

a. All Army crew members involved in a Class A, B, or C mishap, as well as any other personnel that may have contributed to the mishap, must receive an immediate medical examination, to include blood alcohol and drug testing IAW DA PAM 385-90. Other services will follow set procedures, directives, and guidelines, as appropriate.

b. If a mishap classification cannot immediately be determined, and it may possibly be a Class C or above, Army commanders will require crewmembers to be medically examined immediately.

3-8. Severe Weather Protection.

a. Severe weather is any weather condition that can cause damage to aircraft while flying, taxiing, or parked.

b. Upon notification of a local weather advisory, watch, or warning, the commander or a designated representative will determine if aircraft are required to be hangared. Godman Tower/Advisory will notify aircrews in flight that a weather advisory, watch, or warning has been issued. Airfield Operations will notify remaining overnight (RON) aircrews of impending severe weather. The RON aircrews are responsible for mooring assigned aircraft and/or assisting in the movement of unit aircraft into Hangar 1 on a space-available basis.

c. Hangar 1 (Bldg. No. 5220) will be used to hangar tenant C-12 airplanes and as many transient aircraft, on a priority system, that can be accommodated. Tenant AH-64 and HH-60 helicopters will be hangared in Buildings No. 5222, 5256, and 5253. All remaining aircraft on the flight line will be moored per aircraft technical manuals. All other measures possible will be taken to protect aircraft (i.e., park large trucks next to aircraft or fly aircraft out of the weather watch/warning area).

3-9. Command and Control of Installation Operations Center (IOC) Aircraft.

a. Aviation units operating at Fort Knox will be prepared to support Fort Knox IOC with assigned aviation assets during actual emergency situations.

b. During emergency operations, a single command aircraft will be established. The aircrew will be responsible for the assignment of missions, operating altitudes, flight following, and communications with all aircraft, Godman Tower/Advisory, Range Control, and Fort Knox IOC.

c. Initial contact will be made with Godman Tower/Advisory and Range Control before entering into the restricted area. Once initial contact has been established, Godman Tower/Advisory will issue traffic and weather advisories to the control aircraft. All supporting aircraft will remain in contact with the control aircraft.

d. The control aircraft will be the sole source of tasking for aircrews on the operation. Anytime the control aircraft has to break station, the control function will be passed to another aircrew on station until the control aircraft returns. Control aircraft will use "Control" as part of a call sign.

3-10. Emergency Procedures.

a. Crash Grid Map. A current crash grid map is located in Airfield Operations, Godman Tower, and Range Control. All Godman Tower, Airfield Operations, military police, firefighters, and ambulance personnel will be familiar with the Crash Grid Map and Fort Knox area, to include prominent terrain features and checkpoints.

b. Mayday Calls. If a Mayday call or other distress signal is received, all assistance possible will be provided to the aircraft in distress. Godman Tower/Advisory will be notified immediately.

c. Godman Tower/Advisory personnel will activate the primary and secondary crash alarm systems for all emergencies and distress calls.

d. If an aircraft in distress makes an emergency landing at Godman Airfield, the airfield will be closed for the duration of the emergency response. Re-opening the airfield will be by the Airfield Manager, Aviation Safety Officer, or Airfield Operations person on duty. Airfield Manager or Safety Officer will assess the situation and re-open runways and/or landing areas as necessary based on the emergency and coordination with the onsite Incident Commander. Tower Shift Supervisor and/or Airfield Operations personnel will decide which areas are to be re-opened in the absence of the Airfield Manager, Airfield Safety Officer, or ATC Tower chief.

e. Landings with live ammunition at Godman Airfield will be only as a last resort. Emergency situations may require aircrews to expend ordinance and/or jettison the armament systems within the impact areas of R-3704 before returning to the airfield. Impact armament jettisoning primary location is FG 0450 9300; secondary location is FG 0400 9750. Aircrews should verify ranges are in a cease fire status prior to over flight of the impact area.

f. If an aircrew makes an emergency landing at Godman Airfield with live ammunitions, the aircrew will park the aircraft facing a 005 to 010 heading at the approach end of Runway 18. Airfield Operations personnel will contact the IOC and Range Control Firing Desk.

g. Airfield Operations will contact the Explosive Ordnance Detachment (EOD). EOD will be responsible for disposal and transportation of any ordnance after the unit armament crew has removed the ordnance from the aircraft weapons system. Security and accountability of the ordnance remains a unit responsibility.

h. Primary parking of aircraft for loading or unloading explosives or hazardous materials at Godman Airfield will be on the approach end of Runway 18.

i. Emergencies requiring a foamed runway will use the following airports, in the priority order listed, if possible:

(1) Fort Campbell Army Airfield, KY (KHOP), 11,800 feet runway length.

(2) Wright Patterson Air Force Base, OH (KFFO), 12,600 feet runway length.

(3) Louisville International Airport, KY (KSDF), 10,000 feet runway length. Use as a last resort only.

3-11. Laser and Other Directed Energy Hazards.

a. Commanders will ensure that all aircrews are briefed on laser-directed energy hazards (L/DEH), approved areas of operation and establish and implement unit procedures for safe operation of L/DEH on Fort Knox.

b. The PC will ensure the crew is briefed on range procedures and comply with the safety requirements when operating L/DEH on ranges.

c. The AH-64 Target Acquisition Designation System (TADS) Boresighting (Task 1101) requires use of the internal laser for sensor alignment. All pilots will observe laser safety procedures and ensure the aircraft is clear for the duration of the task performance.

d. Use of an external laser at Godman Airfield is not authorized. Use of an external laser is restricted to approved ranges and facilities within the range complex with approval by Range Control.

3-12. Search and Rescue. Aviation units will be prepared to conduct search and rescue operations for missing or overdue aircraft within the Fort Knox LFA. Airfield Operations will contact aviation units operating at Fort Knox and the 11th Aviation Command Emergency Operation Center (USAR) to request aircraft support to search for downed or missing aircraft.

3-13. Reporting Unusual Activities. Pilots and crewmembers observing unusual activities such as forest fires, suspected criminal activities, breaches in security, suspected terrorist activities, or intrusions into range areas will report observations to Range Control and Godman Tower/Advisory. Reported information will be in the "who, what, where, and when" format and passed immediately to the Fort Knox IOC.

3-14. Aircraft Refueling/Defueling Operations.

a. Aircrews must call ATC Ground/Airfield Advisory prior to engine start. Aircraft engines **will not** be started when refuel operations are in progress on the adjacent parking areas.

b. Aircraft will not be fueled when lightning is reported within 5 NMs of the airfield. Airfield Operations will inform fuel handlers when lightning is reported within and when it has moved beyond 5 NMs from Godman Airfield. Range Control will notify aviation units in the training complex of lightning observations.

c. Personnel **will not** be aboard an aircraft during fueling operations, unless the aircraft is a type which requires fuel quantity gauges to be monitored or it is standard procedure for other services (i.e., Navy, Air Force, Marine, or Allied Services).

d. Speed limit for all vehicles is 5 miles per hour (MPH) in the vicinity of aircraft. Extreme caution should be exercised whenever operating a vehicle in the vicinity of aircraft.

e. Before beginning fueling/forward area refuel point (FARP) operations on Godman Airfield, the unit Aviation Safety Officer must notify Airfield Operations that the fuel site has been inspected and all requirements for safe operation have been met.

f. Aircraft Rapid Refueling.

(1) Fuel handlers will use a closed circuit refueling (CCR) nozzle for rapid refuel operations. Aircraft not equipped with CCR receptacles will be required to shut down for open port refueling.

(2) The provisions of FM 10-67-1 will govern the setup of dispensing equipment, pad spacing requirements, grounding points, grounding procedures, lighting requirements, and fire-fighting equipment requirements. Aircrews will use procedures for the individual aircraft type flown (see aircraft checklist).

(3) Military personnel operating fueling points will wear eye protection (goggles), hearing protection (earplugs or aural protectors), gloves, leather boots, and long-sleeved uniforms with sleeves rolled down. Cotton coveralls authorized in common table of allowances (CTA 50-900) for petroleum, oils, and lubricants handlers may be worn; if unavailable, ACUs/BDUs with sleeves down are authorized.

(4) Aircraft crewmembers involved in refuel operations will wear helmets with visors down (except during NVD operations).

(5) Smoking is prohibited within 50 feet of aircraft and fuel dispensing equipment.

(6) Personnel are prohibited from carrying ignition sources (lighter, matches, etc.,) within 50 feet of an aircraft being refueled.

(7) The PC is responsible for ensuring passengers are properly briefed and escorted to a marshaling area before refueling begins.

(8) Refuel personnel will ensure a serviceable fire extinguisher is available at each fuel point before commencing operations.

(9) Sufficient water or a water source will be available to wash spilled fuel from personnel or to wet fuel-soaked clothing.

g. In the event of fire in the refuel area, the following procedures apply:

(1) Refuel fire location. The PC will shut down and exit the aircraft. Crewmembers will assist, as necessary.

(2) Aircraft at other refuel points. Cease refuel operations immediately. A crewmember outside the aircraft will disconnect all grounding cables and close the fuel cap. The PC will determine if a safe departure can be made; fly or taxi the aircraft to a safe location. If aircraft cannot be moved safely, shut the aircraft down and exit the aircraft. Crewmembers will assist, as appropriate.

h. Defuel procedures will be per FM 10-67-1, Chapter 9.

(1) Defuel operations will be conducted at Godman Airfield, if possible. If an aircraft must be defueled at a field location, all precautions will be taken to ensure safety and environmental protection guidelines are met.

(2) Before defueling an aircraft at Godman Airfield, the fire department will be notified.

i. Disposition of fuel removed from an aircraft during defuel operations will be as follows:

(1) Non-contaminated fuel will be sampled and taken from the aircraft into a fuel service tank or truck.

(2) Contaminated fuel will be removed from the aircraft and stored in appropriate fuel storage containers for proper disposal. The contaminated fuel will be protected and accountability maintained until turned in.

j. The FARP operations are permitted after coordination with the Airfield Operations for location and site layout. The unit conducting FARP operations will complete a risk assessment before beginning fuel operations.

(1) During FARP operations, all crewmembers will comply with paragraph 3-11f (3) of this regulation.

(2) Anti-collision lights will be off during refuel and position lights will be on steady bright. The unfiltered landing light may be on during refuel operations.

(3) Aircraft doors and windows will be positioned IAW the operator's manual, unit directive, or service guidelines.

FOR THE COMMANDER:

BRUCE D. JENKINS
COL, AG
Garrison Commander

OFFICIAL:

MICHAEL G. CARROLL
Director, Human Resources

DISTRIBUTION:
A

Appendix A
Local Flying Area (LFA)

A-1. The official map of the local flying area is posted in Airfield Operations.

A-2. Local flying area is as follows:

a. The local flying area is from 36 degrees to 40 degrees north latitude and 82 degrees to 88 degrees west longitude. The local flying area is further sub-divided into 7 sections.

b. Local Area, Section #1, is an area within 30 NMs of the center of Godman Airfield. Weather briefings for VFR flights originating and returning to Godman Airfield may use local area weather briefs. A DD Form175-1 weather brief will be used to conduct all other types of flight within local area #1. If a local forecaster in not available, call 1-800-WX-BRIEF.

c. Local Area, Section #2, is the area within 37 degrees and 30 minutes north latitude to 39 degrees north latitude and 85 degrees west longitude to 88 degrees west longitude.

d. Local Area, Section #3, is the area within 39 degrees north latitude to 40 degrees north latitude and 85 degrees west longitude to 88 degrees west longitude.

e. Local Area, Section #4, is the area within 39 degrees north latitude to 40 degrees north latitude and 82 degrees west longitude to 85 degrees west longitude.

f. Local Area, Section #5, is the area within 37 degrees and 30 minutes north latitude to 39 degrees north latitude and 82 degrees west longitude to 85 degrees west longitude.

g. Local Area, Section #6, is the area within 36 degrees north latitude to 37 degrees and 30 minutes north latitude and 82 degrees west longitude to 85 degrees west longitude. Flights to Knoxville require an Atlanta sectional.

h. Local Area, Section #7, is the area within 36 degrees north latitude to 37 degrees and 30 minutes north latitude and 85 degrees west longitude to 88 degrees west longitude.

i. Some sections of local areas 5, 6, and 7 are considered mountainous.

A-3. The VFR flight plans require information that clearly defines the route of flight, i.e., FTK-BWG-OWB-FTK; **not** Local Areas 1-2-7.

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Appendix B
Areas Restricted to Over Flight

B-1. Avoidance Areas. Avoid areas by maintaining 1,200 feet AGL (2,000 feet MSL) and 1 NM horizontal distance.

NAME	GRID	LAT/LONG
Gospel Campground, KY, Highway 44	FH 069 073	N38 01 W 85 47
Green River Lake, KY	FG 493 239	N37 15 W 85 19
Knob Creek Range, KY "Civilian Firing Range"	EH 982 063	N38 00 W 85 53
Mammoth Cave National Park, KY	EG 799 156	N37 11 W 86 06
Nichols School, KY, Highway 44	EH 979 077	N38 01 W 85 53
Nolin River Lake, KY	EG 709 322	N37 20 W 86 12
Rough River Lake, KY	EG 456 616	N37 36 W 86 29
Taylorsville Lake, KY	FH 492 109	N38 02 W 85 18
Bardstown, KY City Limits	FG 141 993	N37 55 W 85 42
Belmont, KY City Limits	FG 130 948	N37 52 W 85 42
Brandenburg, KY City Limits	FG 129 946	N38 00 W 86 12
Doe Valley Lake, KY City Limits	EH 777 058	N37 58 W 85 41
Colesburg, KY City Limits	FG 080 825	N37 47 W 85 46
Elizabethtown, KY City Limits	EG 955 712	N37 41 W 85 55
Lebanon Junction, KY City Limits	FG 118 880	N37 50 W 85 41
Louisville, KY City Limits	FH 110 214	N38 08 W 85 44
Flaherty, KY City Limits	EG 819 877	N37 48 W 86 03
New Albany, IN City Limits	FH 093 398	N38 18 W 85 45
Radcliff, KY City Limits	EG 926 880	N37 49 W 85 55
Rineyville, KY City Limits	EG 909 784	N38 08 W 85 58
Shepherdsville, KY City Limits	FH 129 049	N37 58 W 85 43
Vine Grove, KY City Limits	EG 899 850	N37 48 W 85 59
Bernheim Forest, Bullitt County, KY	FG 202 938	N37 53 W 85 38
Yellow Bank Wildlife Reserve Breckinridge County, KY	EG 410 948	N37 54 W 86 32

B-2. Check local NOTAMs for additional avoidance areas and updates.

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Appendix C
Approved Landing Areas

C-1. Cantonment Area

NAME	GRID	LAT/LONG	TYPE	Approval Authority
Godman Airfield	EG 9055 9610	N37 54 42 W85 58 33	Airport	Airfield Operations
Runway 05	EG 9027 9583	N37 54 19 W85 58 21	End of Runway	Airfield Operations
Runway 23	EG 9085 9635	N37 54 22 W85 57 35	End of Runway	Airfield Operations
Runway 09	EG 8970 9615	N37 54 19 W85 58 28	End of Closed Rwy	Airfield Operations
Runway 27	EG 9120 9600	N37 54 22 W85 57 35	End of Closed Rwy	Airfield Operations
Runway 15	EG 8970 9660	N37 54 25 W85 58 25	End of Runway	Airfield Operations
Runway 33	EG 9055 9530	N37 54 05 W85 58 09	End of Runway	Airfield Operations
Runway 18	EG 9050 9680	N37 54 31 W85 58 08	End of Runway	Airfield Operations
Runway 36	EG 9060 9515	N37 54 01 W85 58 05	End of Runway	Airfield Operations
Range Control	EG 9370 9710	N37 54 59 W85 55 57	Helipad	Range Control
Brooks Field	EG 9230 9475	N37 54 45 W85 57 05	Parade Field LZ	Garrison Commander/ DPTMS
Flagg Field	EG 9195 9530	N37 54 00 W85 57 00	USAREC HQ Field	Garrison Commander/ DPTMS
IACH Heliport	EG 9325 9560	N37 54 07 W85 56 23	MEDEVAC Helipad	CDR, IACH
Maude Complex	EG 9407 9550	N37 54 00 W85 55 00	Complex LZ	Commander Maude Complex

Note: Prior permission required (PPR) for all cantonment-approved landing areas.

C-2. Training Complex

NAME	GRID	LAT/LONG	TYPE
Advanced Driving Course	EG 9430 9300	N37 53 W 85 55	Helipad & LZ
Anaconda	FH 0414 0122	N37 57 W 85 54	Mount Site
Anderson Cemetery	FH 0025 0505	N37 59 W 85 52	Helipad
Andrews Shoot House	FH 04900270	N37 58 W 8548	Helipad
Basic Driving Crs	EG 9120 9740	N37 55 W85 58	Helipad
Cedar Creek	FG 0355 8630	N37 49 W85 49	Airstrip
Cedar Creek Range	FG 0290 8800	N37 50 W85 50	Helipad
Chappel Ridge	FH 0366 0439	N37 58 W85 49	Airstrip
Mount Eden Church	FH 0370 0220	N37 58 W85 49	Airstrip
Otter Creek	EG 8660 9340	N37 88 W86 01	Airstrip
Red Wing	EH 9986 0503	N37 59 W85 51	Mount Site
St. Vith Range	EG 9910 8715	N37 50 W85 53	Helipad
Tobacco Leaf Lake	EG 8980 9250	N37 52 W85 59	Helipad
Twin Knobs	FG 0900 8925	N37 51 W85 46	Airstrip
West Point	EH 9090 0390	N37 59 W85 58	Airstrip
Yano Range	FG 0850 8630	N37 49 W85 46	Helipad
Zussman AAR Bldg	FH 0302 0165	N37 52 W85 49	Helipad
Zussman Embassy	FH 0302 0165	N37 57 W85 50	Helipad
Zussman Mock Afld	FH 0305 0180	N37 58 W85 49	Mock Airfield
Zussman Soccer Field	FH 0310 0175	N37 57 W85 49	Helipad

Note: Prior permission required/coordination through Range Control.

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Appendix D

Terrain Flight Training Areas

D-1. West Training Areas

a. **Training Area 12.** From intersection of Highway 835 and Highway 31W, southwest along Highway 31W to intersection of Highway 1638, then west along Highway 1638 to the reservation boundary, then north along the reservation boundary back to Highway 835 then south along Highway 835 to Highway 31W and the start point.

b. **Training Areas 8, 9, and 10.** From intersection of Highway 31W and Highway 1638, south along Highway 31W to intersection of Highway 60, then generally south along the Van Voorhis, Rose Terrace, and Prichard Place housing areas western perimeter to Highway 31W, then south along 31W to the reservation boundary, then west and north along the reservation boundary to Highway 1638, then east along Highway 1638 to Highway 31W and the start point.

D-2. North Training Areas 16, 17, and 18. From intersection of reservation boundary and Salt River (EH 944 053) east along the Salt River to intersection of the impact area, then east along the northern impact area boundary to the Salt River, east along the Salt River again to the impact area boundary, then east along the northern impact area boundary to the reservation boundary, then north along the reservation boundary to start point.

D-3. Central Training Areas 5, 6, and 7. From an intersection north of Mill Creek Church (ES 953 873), northwest along reservation boundary to Highway 447 at the Wilson Road Gate and then north along Highway 447 (Wilson Road) to a road intersection at grid EG 930 934, then directly northeast to a round intersection (EH 962 960), then south along the impact area to road intersection (EH 982 871), then west along road to start point.

D-4. South Training Areas 2, 3, and 4. From road intersection of South Boundary Road and Main Road (EH 964 872), south along the reservation boundary, then east to Highway 313, then continuing east until intersecting the reservation boundary again, and then northeast along the reservation boundary to intersect the impact area (FH 072 855), then west along the impact area boundary to intersection of road and impact area boundary (EH 982 871), then west along road to start point.

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Appendix E
Nap of the Earth (NOE) Routes

NOE ROUTES - As depicted on the Fort Knox Special 1:50,000 maps located in the Flight Planning area of Godman Airfield Operations.

a. **Green Route** - (Training Areas 8, 9, 10, and 12). Begin at ACP 2 (EG 8660 9340), pick up Otter Creek, proceed northbound. Upon reaching pumping station (EG 857 955), climb to an altitude that will allow the aircraft to clear two sets of power lines along Highway 60, but not lower than 50 feet above the power lines, cross wires at the pole (recommend minimum altitude 165 feet AGL, 900 feet MSL). Aircraft will clear buildings north of Highway 60 (Camp Carlson) before descending to NOE altitude at EG 853 953. Follow NOE route northbound, as depicted on map, to (EH 8550 0390).

b. Southbound on NOE Green Route will be flown using the same locations for climb/descent (above) to clear the wires next to Highway 60. Clearance for southbound flight will be requested from Godman Tower/Advisory.

c. **Brown Route** (Training Areas 4, 5, 6, 7, 16, and 17). From ACP 16 (EG 976 866) picking up Mill Creek follow to ACP 18 (ES 9610 9620). Traverse Easy Gap Corridor (contact Range Control Firing Desk prior to entering) northeast between impact areas A and C to ACP 19 (EG 9990 00600) Floating Bridge site; follow the branch NNW toward Chapple Ridge (EH 9917 0252), intercept Cedar Point Branch (stay north of impact area) and follow to intercept the Salt River to ACP7 (EH 9465 0550).

d. **East Side Route** (East Side boundary of Fort Knox). From hill at (FH 0810 0410) to ACP11 at (FG 0925 9915) south to (Bolton Knob) (FG 1090 8990) then south to ACP 13 (FG 1040 8500).

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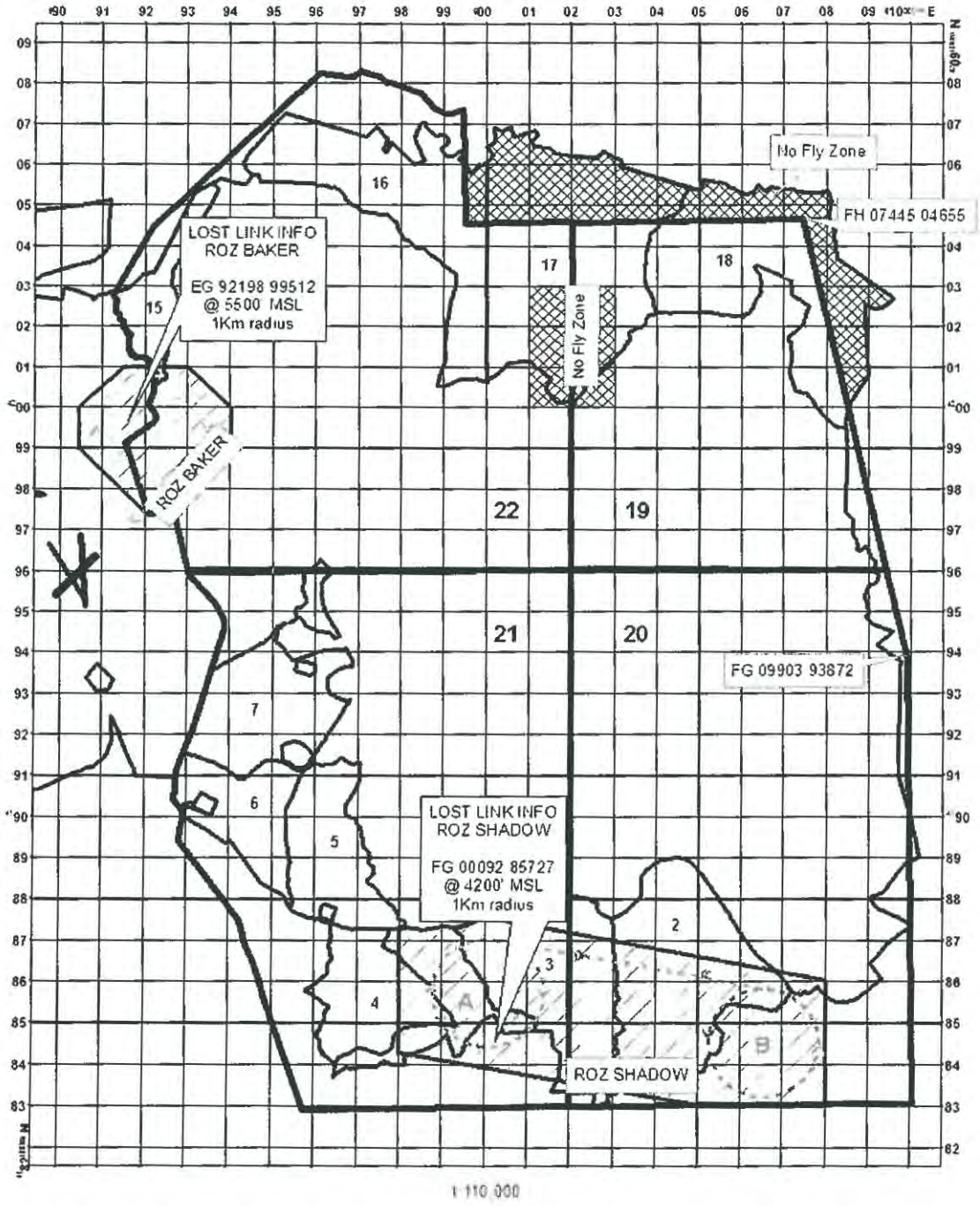
Appendix F
Unmanned Aircraft Operating Areas



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Appendix G

References and Forms

AR 95-1, Flight Regulations, 12 Nov 08.

AR 95-2, Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control (ATC), and Navigational Aids, 10 Apr 07 (with RAR 001, 16 Oct 08).

AR 95-27, Operational Procedures for Aircraft Carrying Hazardous Materials, 11 Nov 94.

AR 385-10, The Army Safety Program, 23 Aug 07 (with RAR 001, 7 Nov 08).

AR 385-63, Range Safety, 19 May 03.

DA Pam 385-90, Army Aviation Accident Prevention Program, 28 Aug 07 (with RAR 001, 27 Mar 09).

DOD 4515.13-R, Air Transportation Eligibility, Nov 94.

FAAH 7110.65, Federal Aviation Administration Handbook, 24 Feb 00.

FAR Part 91, Federal Aviation Regulations - General Operating and Flight Rules, Dec 97.

FAR Part 105, Parachute Jumping, 26 Feb 63.

Fort Knox Reg 385-22, Range Regulation (Training/Impact Areas), 1 Dec 00.

TM 1-1500-250-23, Aviation Unit and Aviation Intermediate Maintenance for General Tie-Down and Mooring on all Series Army Models, AH-64, UH-60, CH/MH-47, UH-1, AH-1, OH-58 Helicopters, 24 Aug 90.

FM 3-04.140, Helicopter Gunnery, 14 Jul 03.

FM 3-04.300, Airfield and Flight Operations Procedures, 12 Aug 08.

FM 5-19, Composite Risk Management, 21 Aug 06.

FM 10-67-1, Concepts and Equipment of Petroleum Operations, 2 Apr 98.

Godman Airfield Operations Manual, 13 Jun 07.

TC 3.04.11 Commander's Aircrew Training Program, 19 Nov 09

Forms

FK Form 8175 Local Flight Plan/SUA 3704 Air Mission Request.

IMSE-KNX-PLA-3-R, Jan 09, Crash Card (Godman Airfield Accident Information Form).

DA Form 2028, 1 Feb 74, Recommended Changes to Publications and Blank Forms.

DD Form 175, 1 May 86, Flight Plan, Military.

DD Form 175-1, 1 Oct 02, Flight Weather Briefing.

DD Form 1801, 1 May 87, International Flight Plan, DOD.

FAA Form 7233-1, Aug 82, US Department of Transportation FAA Flight Plan.

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Appendix H
Acronyms and Abbreviations

ACP	Air Control Point
ADF	automatic direction finder
AGL	above ground level
AT&A	air traffic and airspace officer
ATC	air traffic control
ATM	aircrew training manual
CAP	civil air patrol
CAS	close air support
CCR	closed circuit refuel
DA	Department of the Army
DOD	Department of Defense
DPTMS	Directorate of Plans, Training, Mobilization, and Security
DZ	drop zone
EOD	Explosive Ordnance Detachment
ETA	estimated time of arrival
ETD	estimated time of departure
ETE	estimated time en route
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FARP	forward area refuel point
FLIP	flight information publications
FRIES	Fast Rope Insertion/Extraction System
IACH	Ireland Army Community Hospital
IFR	instrument flight rules
IMC	instrument meteorological conditions
IOC	Installation Operations Center
IR	infrared
KIAS	knots indicated airspeed
LFA	local flying area
L/DEH	lasers/directed energy hazards
LZ	landing zone
MEDDAC	Medical Department Activity
MEDEVAC	medical evacuation
MPH	miles per hour
MSL	mean sea level
MTF	maintenance test flight
NCOIC	non-commissioned officer in charge
NDB	non-directional beacon
NM	nautical mile
NOE	nap of the earth
NOTAM	notice to airmen
NTE	not to exceed
NVD	night vision device

NVG	night vision goggle
OIC	officer in charge
PC	pilot-in-command
POC	point of contact
PPR	prior permission required
PZ	pickup zone
RON	remain over night
ROZ	restricted operation zone
SM	statute mile
SOP	standing operating procedure
SPIES	Special Purpose Insertion/Extraction System
STABO	Stability Operations
SUA	special use airspace
SVFR	special visual flight rules
TADS	Target Acquisition Designation System
TC	training circular
UH	utility helicopter
UHF	ultra high frequency
USAF	United States Air Force
VFR	visual flight rules
VHF	very high frequency
VMC	visual meteorological condition
VOR	Very High Frequency Omni Directional Receiver
WGS	World Grid System

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CRASH CARD

Godman Army Airfield Accident Information

DATE: _____ TIME: _____ INITIALS: _____
(of person receiving/giving the message)

1. THIS IS: GODMAN TOWER or GODMAN AIRFIELD OPERATIONS
2. WITH AN: ACTUAL EMERGENCY or SIMULATED EMERGENCY or TELEPHONIC EXERCISE. (circle type of emergency)
3. ALL STATIONS STAY ON THE LINE. HOLD ALL QUESTIONS UNTIL I HAVE FINISHED AND YOUR STATION IS POLLED.

PASS ALL INFORMATION TWICE

4. CALL SIGN: _____ TYPE AIRCRAFT: _____
5. NATURE OF EMERGENCY: _____

_____

6. LOCATION: _____
7. NUMBER OF PERSONNEL ON BOARD: CREW: _____ PAX: _____(if given)
8. FUEL ON BOARD: _____ (IN POUNDS/GALLONS or MINUTES)
9. ALL PARTIES RESPOND WITH YOUR INITIALS: (record initials below)

This section to be completed by Godman Tower or Godman Airfield Operations personnel

PCAS INITIATION INITIALS: TWR ____, OPS _____, FIRE STN. #3 _____, FIRE STN. #1 ____, AMBULANCE _____.

PCAS TERMINATION INITIALS: TWR ____, OPS _____, FIRE STN. #3 _____, FIRE STN. #1 ____, AMBULANCE _____.

SCN INITIATION INITIALS: FLT SURG. ____, WX STA _____, AVN DIV ____, MP _____, IOC_____, DPTMS_____.

SCN TERMINATION INITIALS: FLT SURG. ____, WX STA _____, AVN DIV ____, MP _____, IOC_____, DPTMS_____.

IMSE-KNX-PLA FORM 3-R, APR 2009 PREVIOUS EDITION IS OBSOLETE

Fort Knox Local Flight Plan/SUA R3704 Air Mission Request

For use of this form, see Fort Knox Regulation 95-1

SECTION I (APPLICABLE TO ALL FLIGHTS WITHIN THE FORT KNOX AIRSPACE)

UNIT	DATE	AIRCRAFT CALL SIGN	AIRCRAFT DESG AND TD CODE	NVD MISSION?	YES	NO

SECTION II (APPLICABLE TO ALL FLIGHTS WITHIN THE KFTK LOCAL FLYING AREA)

Coordinate this section with GAAF BaseOps 502-624-4545/5536

BASE OPS USE	TYPE FLT PLAN	TRUE AIRSPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE

REMARKS

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER AND HOME STATION

SIGNATURE OF APPROVAL AUTHORITY /	CREW/PASSENGER LIST SEE PSGR ATTACHED	ACTUAL DEP TIME (Z)	BASE OPERATIONS USE

DUTY	NAME AND INITIALS	RANK	ORGANIZATION AND LOCATION
PILOT IN COMMAND			

SECTION III (APPLICABLE TO ALL FLIGHTS WITHIN SUA R-3704)

Coordinate this section with Fort Knox Range Branch (e-mail to knox.rangecontrol@conus.army.mil or after hours, fax to 502-624-2195)

MISSION DATE(s)	EARLIEST ARRIVAL TIME (L)	LATEST DEPARTURE TIME (L)	DAILY or CONTINUOUS?	NO/TYPE AIRCRAFT	NO	TYPE	NO	TYPE	NO	TYPE

UNIT POC	E-MAIL	CONTACT PHONE	RETURN FAX (if required)

OPERATING AREA(S)	Min Alt	Max Alt	AGL or MSL	SUMMARIZED MISSION CONCEPT (Include refuel plans/location, if live fire include DODICs and quantities)	R3704 ENTRY PT
NORTH					
CENTRAL					EXIT PT
SOUTH					

RESTRICTIONS/REMARKS

IF CLASS B REQ DATE SCHEDULED	INITS	SIGNATURE OF APPROVAL AUTHORITY /	DATE	AIR MISSION NO	TOTAL NO. SORTIES FLOWN

FK FORM 8175, AUG 2011

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Appendix J

Air Control Points (Knox Avn Special Version 3.5)

ACP	GRID	LAT/LONG	Description
1	EG 8693 8629	N37 49 11 W 86 00 44	Hwy 144 Road Intersection
2	EG 8672 9340	N37 53 02 W 86 00 49	Otter Creek Airstrip
3	EG 9255 9790	N37 55 26 W 85 56 49	Brave Rifles & Wilson Road
4	EG 8689 9921	N37 56 10 W 86 00 40	Road Intersection
5	EH 8460 0131	N37 57 19 W 86 32 13	River Bend & Railroad
6	EH 9040 0440	N37 59 57 W 85 58 14	West Point Airstrip
7	EH 9465 0550	N37 59 32 W 85 55 19	Road & River Intersection
8	FH 0029 0732	N38 00 29 W 85 51 27	Road in Valley
9	FH 0387 0435	N37 58 51 W 85 49 02	Road Intersection Mt. Eden
10	FH 1070 0610	N37 59 44 W 85 44 21	River Bend & Lake
11	FG 0926 9913	N37 55 59 W 85 45 23	Beech Grove Rd Intersection
12	FG 1064 9395	N37 53 11 W 85 44 30	Hwy 251 Road Intersection
13	FG 1025 8483	N37 48 15 W 85 44 51	I-65 & 313 Loop
14	FG 0068 8218	N37 46 53 W 85 51 23	Hwys 434 & 251 Intersection
15	EG 9549 8366	N37 47 43 W 85 54 55	31W & Hwy 313 Intersection
16	EG 9785 8692	N37 49 28 W 85 53 17	Douglas Lake
17	EG 9431 9091	N37 51 38 W 85 55 40	Road & Saunder Lake
18	EG 9611 9627	N37 54 32 W 85 54 23	Road Intersection
19	FH 0003 0060	N37 56 50 W 85 51 41	Road & River Intersection

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Appendix K

Gunnery Corridor

Cedar Creek Airstrip to Yano Range

South route inbound to Yano Range along Highway 313 – North route outbound to Cedar Creek Airstrip along Highway 313