Fort Hood Regulation 95-1

Aviation

Flight Regulations

Department of the Army
Headquarters, III Corps and Fort Hood
Fort Hood, Texas 76548-5056
31 May 2012

SUMMARY OF CHANGE

FH 95-1
Flight Regulation

This administrative revision, dated 31 May 2012—

- Makes administrative changes (throughout).
- Makes format changes (throughout).
- Incorporates all III Corps and Fort Hood Safety and Standardization Counsel (FHSSC) changes published in the quarterly meeting minutes, 1st quarter 2010 through the publication date of this regulation.

Department of the Army
Headquarters, III Corps and Fort Hood
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* III Corps & Fort Hood Regulation 95-1

Effective 31 May 2012

Aviation

Fort Hood Local Flying Rules

FOR THE COMMANDER:

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DISTRIBUTION:
IAW FHT FORM 1853: S

History. This publication is a major Revision.

Summary. This regulation establishes local flying policies for Fort Hood.

Applicability. This regulation applies to aviators and aircraft assigned, attached, tenant, or transient to Fort Hood while performing flight operations in the Fort Hood local flying area.

Supplementation. Users may not supplement this regulation without the Approval of the Directorate of Aviation Operation (DAO).

Suggested improvements. The proponent of this regulation is the DAO. Send comments for suggested improvements to: Commander, III Corps and Fort Hood, ATTN: IMSW-HOD-PLA, Fort Hood, Texas 76544-5032.

***This supersedes III Corps and Fort Hood Regulation 95-1 dated 10 January 2010**

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Chapter 1
General

1-1. Purpose
This regulation establishes procedures, policy and responsibility for Fort Hood –

a. Crewmember Training
b. Aviation management
c. Operations and Safety
d. III Corps and Fort Hood Aviation Standardization Program
e. Flight Procedures and Rules
f. Severe weather plan and mooring and tie down of Army aircraft
g. Aviation Life Support

1-2. References
Required and related references are listed in Appendix A.

1-3. Explanation of abbreviations and terms
The glossary explains abbreviations and terms used in this regulation.

1-4. Responsibilities
a. The DAO is the proponent for this regulation.
b. The III Corps Standardization Committee will have the responsibility to –
   (1) Review annually, the content of this regulation.
   (2) Serve as the staffing function for changes to this regulation.
   (3) Monitor the III Corps and Fort Hood standardization program.
   (4) Receive requests for improvement for this regulation.
   (5) Review the contents and currency of the information on the Fort Hood Pilot Tools Website.

1-5. Deviations
Deviation from this regulation must be coordinated and approved through the Directorate of Aviation Operations (DOA).

1-6. Waivers
a. Aviation Brigade Commanders have individual waiver authority in accordance with (IAW) Forces Command (FORSCOM) Supplement 1 to AR 95-1 (Aviation Flight Regulations).
b. Non-divisional and non-tenant aviation units not assigned to an aviation brigade will send waiver requests to the III Corps Aviation Officer.
c. Divisional aviation units not assigned to an aviation brigade will send waiver requests to the division aviation officer or the III Corps Aviation Officer as appropriate.
d. Waivers will be available for aviation resource management survey (ARMS) review.

Chapter 2
Aviation Management

Section I
General

2-1. Use of Fort Hood facilities by non-Department of Defense (DOD) aircraft

Address inquiries and requests for aircraft not exempt by chapter 10 of AR 95-2 (Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control, and Navigational Aids) to: Commander, III Corps and Fort Hood, ATTN: IMSW_HOD_PLA, Fort Hood, Texas 76544-5032.

2-2. Static display and aerial demonstrations

Coordinate requests for use of Army aircraft in support of community relations events on and off the installation IAW AR 95-1 through the III Corps and Fort Hood Public Affairs Office (PAO).

a. Static displays and aerial demonstration will be conducted IAW AR 95-1 and AR 360-1 (The Army Public Affairs Program).

(1) Landing of aircraft at other than approved helipads for static displays or any other non-tactical purpose, on or off-post, requires a ground safety survey prior to landing. The Commander of the tasked unit is responsible for ensuring the survey is completed.

(2) The tasked unit will provide a copy of the survey through the chain of command to the III Corps Aviation Safety Office ten working days prior to the requested landing date for review.

(3) If time does not permit a ground safety survey, the mission will be briefed and approved as a high risk mission. Appropriate annotations will be completed on the 5484.

b. If required, submit all requests for community relations use of Army aircraft through Commander, III Corps and Fort Hood, ATTN: AFZF-GT-PAV, Fort Hood, Texas 76544-5000, to Headquarters (HQ), United States (US) Army Forces Command, AFOP-AV, 1777 Hardee Avenue SW, Fort McPherson, GA 30330-1062, for approval.

2-3. Aircraft accountability

a. Army Airfield (RGAAF) Base Operations will maintain a by tail number list of Fort Hood assigned and tenant aircraft.

b. Army guard, reserve component, mobilizing and visiting units will:

(1) Provide RGAAF Base Operations, 287-5102, with a complete and updated listing of aircraft type and tail number prior to commencing annual training (AT).

(2) Provide RGAAF Base Operations with a local Point of Contact (POC) and phone information for the duration of the AT to assist in missing, overdue, or aircraft mishap.

2-4. Operation lifesaver

a. This service provides expeditious evacuation of injured personnel to medical facilities by qualified personnel.

(1) Commanders will use lifesaver aircraft for emergency medical helicopter evacuation according to Fort Hood Regulation 40-20 (Aeromedical Evacuation).

(2) Table 2-1 lists primary and secondary telephone numbers to request Operation Lifesaver.

(3) Table 2-2 lists EVAC Frequencies and call signs.

b. Limit the use of non-Lifesaver aircraft to occasions when a delay in transporting an injured person may result in permanent and/or partial disability or death.

Table 2-1. Operation lifesaver contact number

Description	Telephone Number
Primary	254-287-3321 or
DPTMS Range Control	254-287-3130
Secondary	254-287-2520
IOC	

Legend:
IOC – Installation Operations Center
DPTMS – Directorate of Plans, Training, Mobilization, and Security

Table 2-2. EVAC Frequencies and call signs

Description	Frequency
Primary	
Lifesaver (Call Sign EVAC)	38.30 MHz/All Services 1
Range Control	30.45 MHz/All Services 1
Secondary	
Hood Tower	119.65 VHF, 269.45 UHF, 41.50 MHz,
Gray Tower	120.75 VHF, 285.5 UHF
Gray Approach	120.075 VHF, 323.15 UHF
Hood Radio	141.1 VHF, 357.9 UHF, 38.75 MHz,

Legend:
EVAC – Evacuation
MHz – Megahertz
UHF – Ultra High Frequency
VHF – Very High Frequency
Note: Underlined Frequencies are primary

2-5. Flight violations

Flight violations will handled at the lowest level of command possible. Submit verbal and/or official Operational Hazards Reports (OHRs) through the unit Aviation Safety Officer (ASO) to the commander IAW AR 95-1.

2-6. Mission approval process (MAP)

Aviation units operating on Fort Hood will develop a mission approval process and training and certification program with published policies and procedures for the certification and mission approval process to ensure standardization and understanding of the mission approval and risk management process IAW AR 95-1, TC 3-04.11 and FM 5-19.

2-7. Noise abatement

The noise abatement program is developed to minimize aircraft noise impact on and near the installation and within the local flying area.

a. GRAAF Base Operations will maintain the installation Hazards/Noise sensitive areas map.

b. Aviators will conduct flights in accordance with (IAW) the altitude and offset requirements established in this regulation.

c. Noise abatement and fly neighborly program is designed to minimize annoyance to persons, livestock and game preserve animals when missions and safety are not adversely affected.

2-8. Aircraft Lighting

a. Aircraft lighting will be IAW AR 95-1 and requirements outlined in FAA Letter of Exemption number 9835, appendix B of this regulation for operations outside of the Fort Hood Training Area.

b. Operations conducted within the Fort Hood Training Area (FHTA) require additional lighting restrictions and requirements found in Chapter 2, Section II, Airspace and Chapter 5, Flight procedures and rules of this regulation.

c. Units conducting Unit Field Training Program (UFTP) will operate aircraft with full lighting at night to include anti-collision light on, position lights bright, and formation lights bright. Deviation to this policy for training or mission purposes will be requested through the 21st Cavalry Brigade Safety Officer to the Brigade Commander.

Section II
Airspace

2-9. Description

Fort Hood airspace is divided into three areas for regulatory purposes:

a. The Fort Hood Reservation Training Area (FHRTA)is depicted by the military reservation boundary and R-6302 as depicted on the current Fort Hood Training Map, Series V782S, (Edition 11) HOOD ITAM 1-50:000 CARS map. This is the authorized map for training in the FTRTA.

(1) The transponder code in R-6302 is 4000.

(2) The reservation training area consists of GRAAF, HAAF, North Fort Hood, West Fort Hood, and land groups (LGs) and training areas (TAs) within R-6302 as depicted in figure 2-1.

(3) Aircraft operating in the Fort Hood reservation training area are required to check:

(a) NOTAMS, and range information prior to using any TA for flight training maneuvers off the Corridor Airspace Route Structure (CARS).

(b)Get range and flight hazard information (artillery fire and air strikes) by telephone 254-288-7827, by monitoring Hood non-directional radio beacon (NDB), or upon request from Hood Radio.

b. The Western Training Area (WTA), figure 2-2.

(1) Maps 1501 JOGAIR (Joint Operations Graphic [Air]), Sheets NH14-1 through 6, 1:100,000 encompass the WTA.

(2) The WTA is divided into training areas (TAs) numbered above 100 along significant terrain features.

(3) The WTA boundaries are defined as:

(a) North: North Fort Hood, Highway 36 West to Comanche, Highway 67 to San Angelo.

(b) West: San Angelo, Highway 277 South to Sonora.

(c) South: Sonora, Interstate 10 and Highway 290 East to Junction, Highway 290 East to Fredericksburg, Highway 16 East to Llano, Highway29 East to Bertram.

(d) East: Bertram, Farm to Market Road (FM 243 North to Briggs, FM 243 North to FM 2657 North to Copperas Cove, FM 116 North to Gatesville.

c. North Fort Hood (NFH): The NFH cantonment area and training areas (TA) 300 thru 306 as depicted by the military reservation boundary and R-6302 as depicted on the current 1:50,000 Fort Hood Training Map.

2-10. Local Flying Area

Figure 2-3 depicts the Fort Hood local flying area and boundaries for rotary wing aircraft.

2-11. Scheduled airspace and Responsibility

Training areas within the Fort Hood Reservation Training Area and Western Training Area may be scheduled for use by an individual unit through DPTMS Range Division using the current L-NOTAM request format. Scheduled airspace will be in the form of a NOTAM ROZ, from surface to 5000 feet MSL for participating traffic only. Scheduled training surface training area will be scheduled through Range Facility Management Support System (RFMSS).

a. Scheduling:

(1) Scheduled airspace will be defined laterally by Training Area as depicted on the Fort Hood Training Map, Series V782S, (Edition 11) HOOD ITAM 1-50:000 CARS map.

(2) Scheduled airspace requests will not be accepted below Battalion S-3.

(3) Scheduled airspace request will be made NLT 7 working days prior to the event.

(4) Scheduled airspace requests will be accepted with less than 7 working days when submitted by a Battalion Commander or higher.

(5) In no case will scheduled airspace requests be accepted within 24 hours of the event.

(6) Scheduled airspace does not include the Redline plus 500 meters for the training area requested.

b. Procedures:

(1) The requesting unit is required to activate and deactivate the scheduled airspace through Fort Hood Range Control on occupation and daily training activities complete. 24 hour operations will require scheduled airspace activation on occupation and deactivation when training complete.

(2) Requesting units will monitor the appropriate East / West CARS air-to-air frequency during operations in scheduled airspace.

(3) Landing strip 22 may be reserved in conjunction with the MOUT site. If landing strip 22 is not reserved with the MOUNT site the restriction in para 2-13 b(4) apply.

(4) Landing strip 12 and 41 to include airspace within 1000 meters cannot be reserved

(5) Scheduled airspace includes surface right to 200 feet AGL.

c. Scheduled airspace rights above 200 feet AGL requires a temporary Restricted Operations Zone (ROZ) IAW this regulation.

c. Responsibilities:

(1) Unit representatives requesting the use of Fort Hood airspace/training areas shall attend the weekly range scheduling conference held at DPTMS Range Control, bldg 56000.

(2) Submit FHRTA and WTA airspace requests according to Fort Hood Regulation 95-2 (Air Traffic and Airspace Operations Governing Fort Hood Special Use Airspace) and Fort Hood Regulation 350-40 (Fort Hood Range Division Operating Procedures) to DPTMS Range Division (scheduling).

(3) Specific procedure for III Corps exercise airspace is outlined in exercise directives and operations plans (OPLANS). III Corps G3 Aviation coordinates, approves, and publishes addendum annexes.

(4) Major Subordinate Commands (MSCs) schedule resources six months in advance. A-1 airspace (200' above ground level [AGL] and below) priority belongs to MSCs gunnery standardization program.

d. Additional Information

(1) Fort Hood Regulation 95-2 addresses additional responsibilities and requirements.

(2) TA land and airspace are separate requests, and must be requested separately. If both land and airspace for a specific TA is needed, the MSC must submit a request for both. Land and airspace for the same TA may be reserved by different MSCs if separate requests are not submitted.

(a) Airspace is requested through Temporary Restricted Operations Zone (ROZ). See paragraph 2-13 for additional information).

(b) Training area requests are submitted through Range Facility Management Support System (RFMSS).

(3) Scheduling requests are first come, first serve and may be submitted on the first day of the fifth month out.

(4) Range Facility Management Support System (RFMSS) is an automated system program to meet scheduling needs of units and is available to battalion and separate company S-3s. MSC scheduling officers use RFMSS to determine availability of resources, access schedules, submit requests and produce reports.

2-12. Airfields

a. Hood Army Airfield (HAAF).

(1) Figure 2-4 depicts HAAF traffic pattern. Traffic pattern altitude is 1500 feet AGL.

(2) Pattern density is two aircraft in closed traffic.

(3) Do not hover over the southwest quarter of the sod area bounded by runway 16-34, taxiways B, F, and G. Weather instruments are in this area.

(4) Maximum airspeed in the HAAF traffic pattern is 90 knots indicated airspeed (KIAS) unless otherwise approved by air traffic control (ATC).

(5) East Ramp has one approved Standard VFR helipad, Hotel 1 (H-1). H-1 is the primary landing point for single ship operations on East Ramp. A multi-aircraft risk assessment is required prior to multi-aircraft operations on East Ramp and will be conducted at own risk. All arrival and departure routes will avoid over flight of the motor pools directly south of East Ramp. Alternate arrival and departure from the eastern taxiway may be requested through HAAF ATC. Upon approval, this request is a "proceed as requested, use caution…" (reason and additional instructions as appropriate), Federal Aviation Administration Order (FAAO) 7110.65 paragraph 3-12d.

(a) Runway 34 in use: Lead aircraft will hold short of H-1 for formation lineup.

(b) Runway 16 in use: Lead aircraft will be positioned as far south of H-1 as necessary to allow room for the entire flight.

(6) During hours of Hood tower closure, airspace reverts to Class E. The following rules are in effect:

1. Aircraft arriving, departing, or operating within HAAF airspace shall self announce on Hood tower VHF frequency as prescribed in the Airman Information Manual (AIM) for "Class E" airspace to the surface.

2. Instrument Flight Rules (IFR) and or Special Visual Flight Rules (SVFR) flights will contact Robert Gray Army Radar Approach Control (ARAC).

(7) Weather information is available from the Automated Weather Observing System (AWOS) for HAAF or by telephone 254-286-5692.

b. Robert Gray Army Airfield (GRAAF).

(1) Figure 2-5 depicts RGAAF traffic pattern. Traffic pattern altitude is 1500 feet AGL.

(2) The northern segment of taxiway B from the north end to helipad 3 will be referred to as the East Parallel for ATC purposes.

Figure 2-3. HAAF and RGAAF Frequencies

HAAF	Hood Tower	119.65 VHF, 269.45 UHF, 41.50 MHz,
RGAAF	Gray Tower	120.75 VHF, 285.5 UHF
	Gray Approach	120.075 VHF, 323.15 UHF
	Pilot to Dispatch	305.15 UHF

Legend:
RGAAF – Robert Gray Army Airfield HAAF – Hood Army Airfield
Notes: Underlined frequencies are primary

2-13. Temporary Restricted Operations Zones (ROZ)

a. The Garrison Commander delegates airspace control authority to the AT&A officer who designates a ROZ for a specified operational mission or requirement. FH 95-2 addresses the establishment and use of Temporary ROZ's.

b. ROZ establishment will generate a L-NOTAM publication with location, time, dates, altitudes, contact frequency, additional airspace closures, and other restrictions.

c. ROZ airspace rights do not include civilian airfields in the WTA or the airspace within 1000 meters of flight strips 12, 41 and 22 unless reserved with the MOUT site.

d. Units' shall use the air-to-air frequency to the extent possible.

e. Non-participating traffic will coordinate with the owning unit prior to entry into the ROZ.

f. ROZ frequencies and phone numbers will be monitored by the owning unit during periods of ROZ activation. Failure to do so will result in cancelation of the ROZ.

2-14. Cantonment Area and Landing Strip locations and controlling agencies

a. Table 2-3 and 2-4 depicts Fort Hood landing areas and controlling agencies. Controlling agencies will ensure these landing areas meet the criteria in Unified Facilities Criteria (UFC) 3-260-01 (Airfield and Heliport Planning and Design). Figure 2-6 through 2-19 depict Fort Hood Helipads.

(1) III Corps Safety through the G-3 Air has the authority to open, close and inspect helipads and landing strips. Additionally, controlling agencies have the authority to close their helipads. When closed, an L-NOTAM will be published.

(2) Request for use will be IAW Fort Hood Regulation 350-40 through (Fort Hood Range Division Operating Procedures).

b. The Fort Hood cantonment area consists of all built-up areas on the installation, including Fort Hood (main post), West Fort Hood, Belton Lake Outdoor Recreational Area (BLORA), and North Fort Hood.

Construction projects for any of these facilities, regardless of location, are considered to be within the cantonment area.

(1) Paragraph 2-2 outlines procedures for landing at other than approved helipads in the cantonment area.

(2) CH-47 aircraft and multi-aircraft operations must have approval from the unit ASO, Installation Aviation Safety Manager, and III Corps ASO before using helipads listed in table 2-4. The unit ASO will conduct a ground safety survey, and provide a copy of the survey to III Corps ASO and Installation Aviation Safety Manager, then briefs the pilots performing the mission, prior to use of helipads.

(3) Aircraft using cantonment helipads must climb or descend clear of the corridors. When over cantonment areas, helicopters will not fly below 500 feet AGL except when conducting an approach to or departure from a helipad. Exceptions to altitude restrictions may be requested through the Installation Aviation Safety Office, the Corps Aviation Safety Office, G-3 Air, to the Installation Commander. Outline the event, purpose, location, flight time, and the number of aircraft involved. Be specific in describing where the deviation will begin and route to point where deviation will end. Aircraft will not overfly crowds, occupied buildings, or troop formations. Requests must be submitted a minimum of 45 days in advance of the event. A risk assessment with appropriate command signature will be enclosed with the exception to policy memorandum.

(4) Use cantonment helipads for tactical operations are prohibited.

(5) Night landings require the use of:

(a) Helipad lights.

(b) Aircraft landing lights at night when landing or departing helipads.

(c) Helipads identified as PPR or special use must coordinate with the controlling agency prior to use.

(d) Aircraft will move off pads when parking, if possible.

(6)Table 2-4 lists helipad locations and responsible agencies.

c. Cold Springs UAS and Landing Strip 50 (LS 50) are for UAS landing only. Helicopter traffic is prohibited from landing at these locations.

2-15. Military landing rights and restrictions

a. Landing off-post is only authorized at civil airports, actual emergencies, approved static displays, or on contracted private land.

b. The 21st Cavalry Brigade (Air Combat) maintains the list of approved private contracted landing areas in the WTA. Submit requests for use to the 21st Cav Bde (AC) S-3.

c. Landing request for other than the WTA, submit requests to III Corps G5.

2-16. Drop Zone (DZs)

a. Antelope DZ (grid square PV0753) (31 12’29.9N 97 52’27.3”W)

b. Hood DZ (grid square PV1052) (31 12’17.5”N 97 50’35.1”W)

c. Rapido DZ (grid square PV1672) (31 22’56.2”N 97 46’45.0”W)

Table 2-4. Fort Hood Landing Strips

Landing Strip	Location	Controlling Agency
Longhorn	PV 267718 31°22’25.9”N 97°40’03.6”W	DAO (254-288-7585)
Shorthorn	PV 262703	DAO (254-288-7585)

	31°21’37.3”N 97°40’23.2”W	
Strip 12	PV 103539 31°12’50.5”N 97°50’31.4”W	Range Control (254-287-8307)
Strip 22	PV 375529 31°12’07.6”N 97°33’24.2”W	Range Control (254-287-8307)
Strip 41	PV 358452 31 07’58.3”N 97 34’32.1”W	Range Control (254-287-8307)
Cold Springs	PV 299588 31°15’21.8”N 97°38’17.5”W	
LS 50	PV 143557 31°13’49.5”N 97°47’56.6”W	

Legend:
DAO – Directorate of Aviation Operations
L-NOTAMS – Local Notice to Airmen
UAS – Unmanned Aerial Systems
N – North
W – West

Table 2-5. Fort Hood Cantonment Helipads

Helipad	Location	Controlling Agency	Remarks	Telephone	Landing Direction
1	PV 170452 31 08’05.6”N 97 46’21.9”W	III Corps Current Opns	VIP only PPR required	254-287-9470	102’/282’
3	PV 198454 31 08’11.1”N 97 44’40.3”W	1st Army Division West	VIP only PPR required	254-553-4581	94’/274’
11	PV 162457 31 08’22.2”N 97 46’51.9”W	1CD	Official Use Only	254-287-9343 254-287-6683	94’/274’
13	PV 213465 31 08’46.3”N 97 43’39.0W	Range Control	Day, Contact Hood TWR	254-287-3130 254-287-2541	94’/274’
18	PV 250702 31 21’34.5”N 97 41’08.6”W	DPTMS Mobilization Division	Lighting Available	254-287-9470	140’/320’
19	PV 252660 31 19’18.0”N 97 41’03.0”W	HQ, 49th AD		254-288-0736 254-288-2309	163’/343’
27	PV100438 31 07’22.6”N	DOL	PPR Required	254-287-5302 254-287-2846	84’/264’

	97 50’46.7”W				
B-1	PV 385455 31 08’06.9”N 97 32’50.1”W	DCA, CRD	MEDEVAC only		24’/204’
B-2	PV 377463 31 08’33.2”N 97 33’19.9”W	DCA, CRD	MEDEVAC only		50’/230’
B-3	PV 374469 31 08’52.9N 97 33’30.9”W	DCA, CRD	MEDEVAC only		180’/360’
B-4	PV 371470 31 08’56.2”N 97 33’42.2”W	DCA, CRD	MEDEVAC only		174’/354’
B-5	PV 369462 31 08’30.3”N 97 33’50.1”W	DCA, CRD	MEDEVAC only		118’/298’
NFH-1	PV 249711 31 22’03.8”N 97 41’12.0”W	DPTMS Mobilization Division		254-287-4445	175’/355’ 254-286-5041
NFH-3	PV 236721 31 22’36.7”N 97 42’00.8”W	MATES, TX ARNG	PPR Required	254-288-0112	66’/246’
FAARP-W	PV 190674 31 20’05.8”N 97 44’56.9”W	Range Control	PPR Required	254-287-3130 254-287-8397	173’/353’
FAARP-E	PV 245679 31 15’52.0”N 97 38’42.1”W	Range Control	PPR Required	254-287-3130 254-287-8397	080’/260’
R-1	PV 290597 31 46’47.1”N 97 39’06.8”W	Range Control	(Crittenberger)	254-287-3130 254-287-8397	179’/359’
R-2	PV 155568 31 14’22.9”N 97 47’25.6”W	Range Control	(Crittenberger)	254-287-3130 254-287-8397	174’/354’
R-3	PV 152554 31 13’37.5”N 97 47’25.6”W	Range Control	(MOUT site) PPR Required	254-287-3130 254-287-8397	112’/292’
R-4	PV 162570 31 14’29.1”N 97 46’47.2”W	Range Control	(Jack Mountain) PPR Required	254-287-3130 254-287-8397	138’/318’

Legend:

CRD – Community Recreation Division
DACH – Darnall Army Community Hospital
DCA – Directorate of Community Activities
DOL – Directorate of Logistics
DRA – Directorate of Reserve Affairs
FARRP-E – Forward Area Refuel, Re-Arm Point – East
FARRP-W - Forward Area Refuel, Re-Arm Point – West
Fq – Frequency
MATES, TX ARNG – Mobilization and Training Equipment Site, Texas Army National Guard
B – Belton Lake Outdoor Recreation Area Helipad
MEDDAC – Medical Evacuation
MOUT – Military Operations on Urbanized Terrain
NFH – North Fort Hood
Opns – Operations
PPR – Prior Permission Required
VFR – Visual Flight Rules
VIP – Very Important Person
1CD – 1st Cavalry Division
W – West
N – North
R – Range Helipad

2-17. Unmanned Aerial Systems (UAS) procedures

a. Unmanned Aircraft Systems (UAS) will be operated IAW procedures in FH 95-23.

b. Procedures for requesting a FAA COA are in FH 95-23.

c. Separation between manned and unmanned aircraft within the Fort Hood restricted area will be established by ROZ. In circumstances where manned and unmanned aircraft are sharing the same airspace the following minimum separation criteria will apply:

(1) Vertical separation between manned and unmanned aircraft will be 305 meters (m) (1,000 feet).

(2) Lateral separation between manned and unmanned aircraft will be 1KM (3,280 feet).

Figure 2-1. Fort Hood Reservation Training Areas and Land Groups

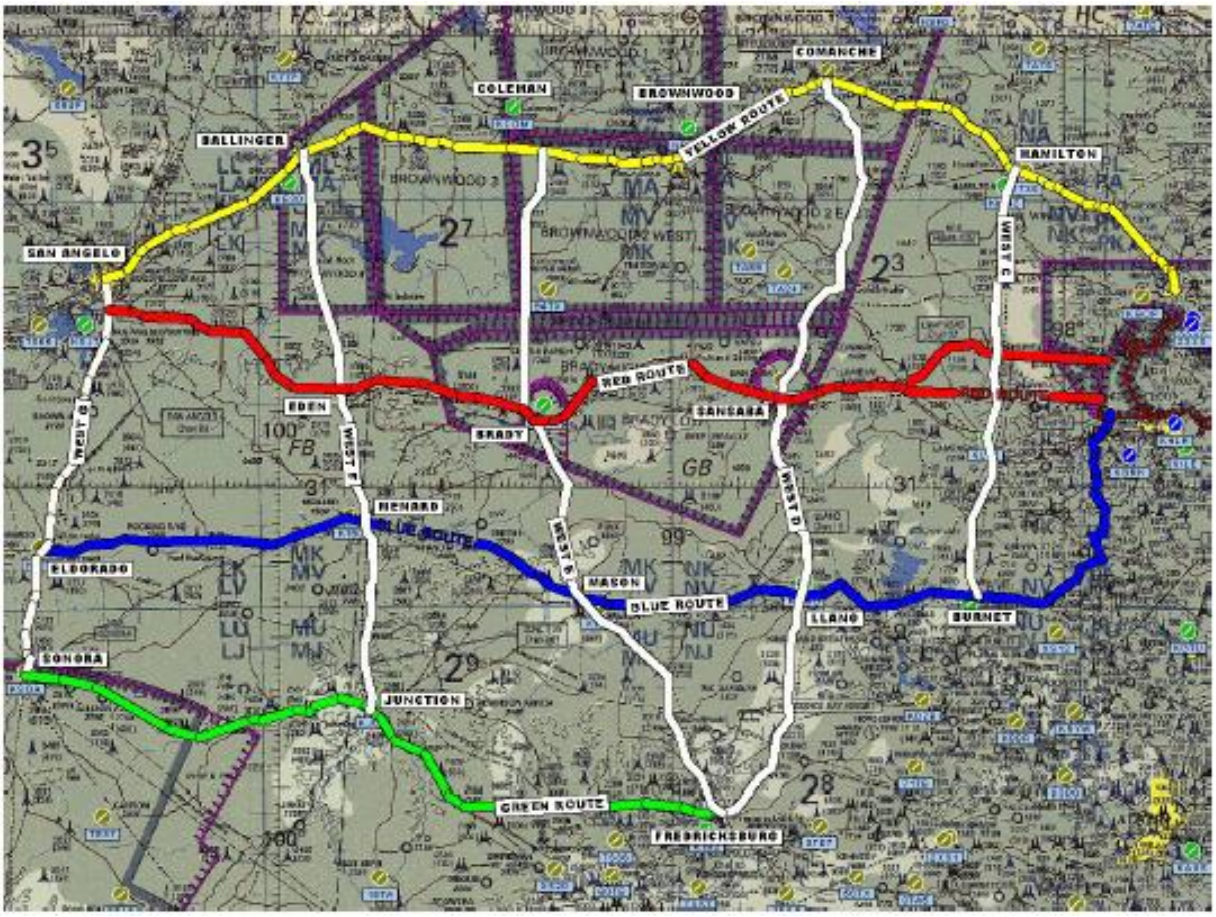


Figure 2-2. Western Training Area

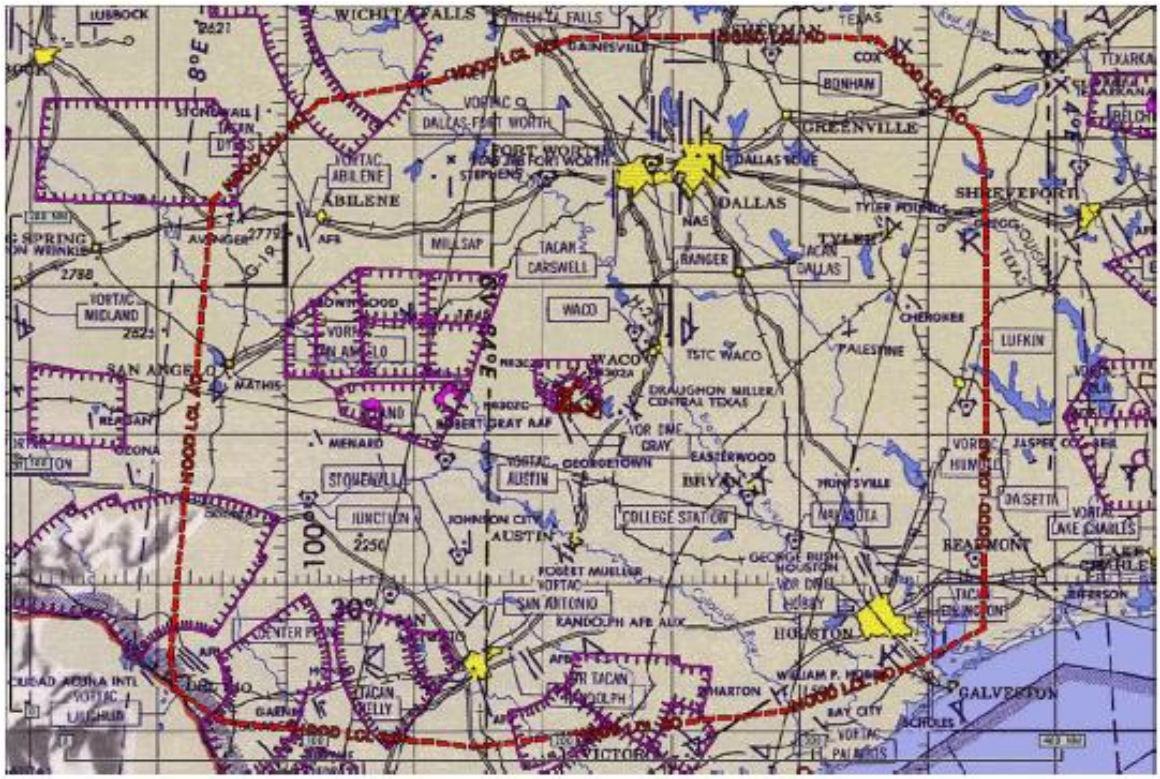


Figure 2-3. Fort Hood Rotary Wing Local Flying Area

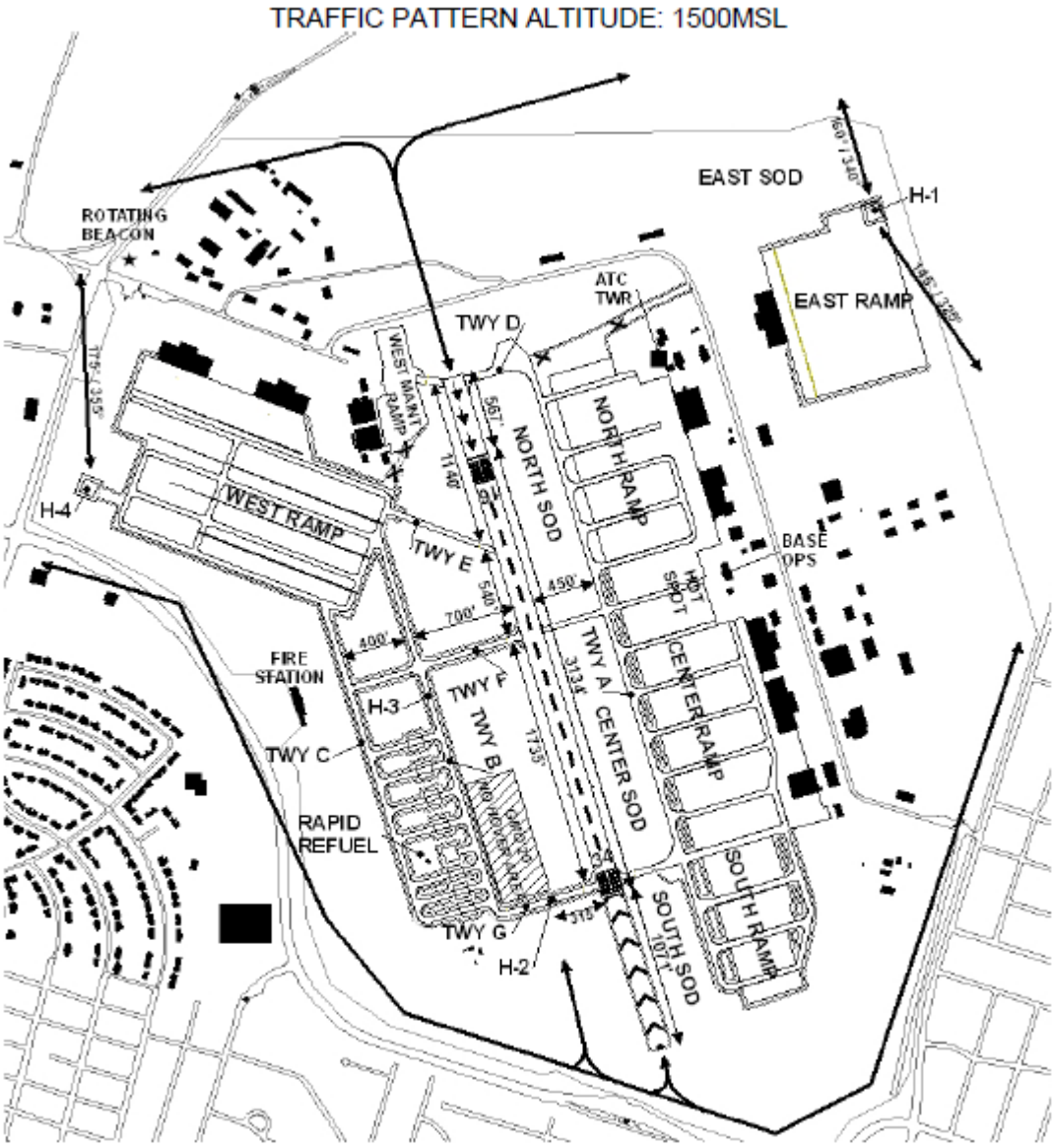


Figure 2-4. Hood Army Airfield (HAAF)

Traffic pattern altitudes
Rotary Wing 1500' MSL
Fixed Wing 2500' MSL
High Performance 3000' MSL

For ATC purposes only, that area of TWY B from H-3 to north end will be referred to as the "East Parallel". When cleared to land, "East Parallel" aircraft shall ensure not to cross south of H-3.

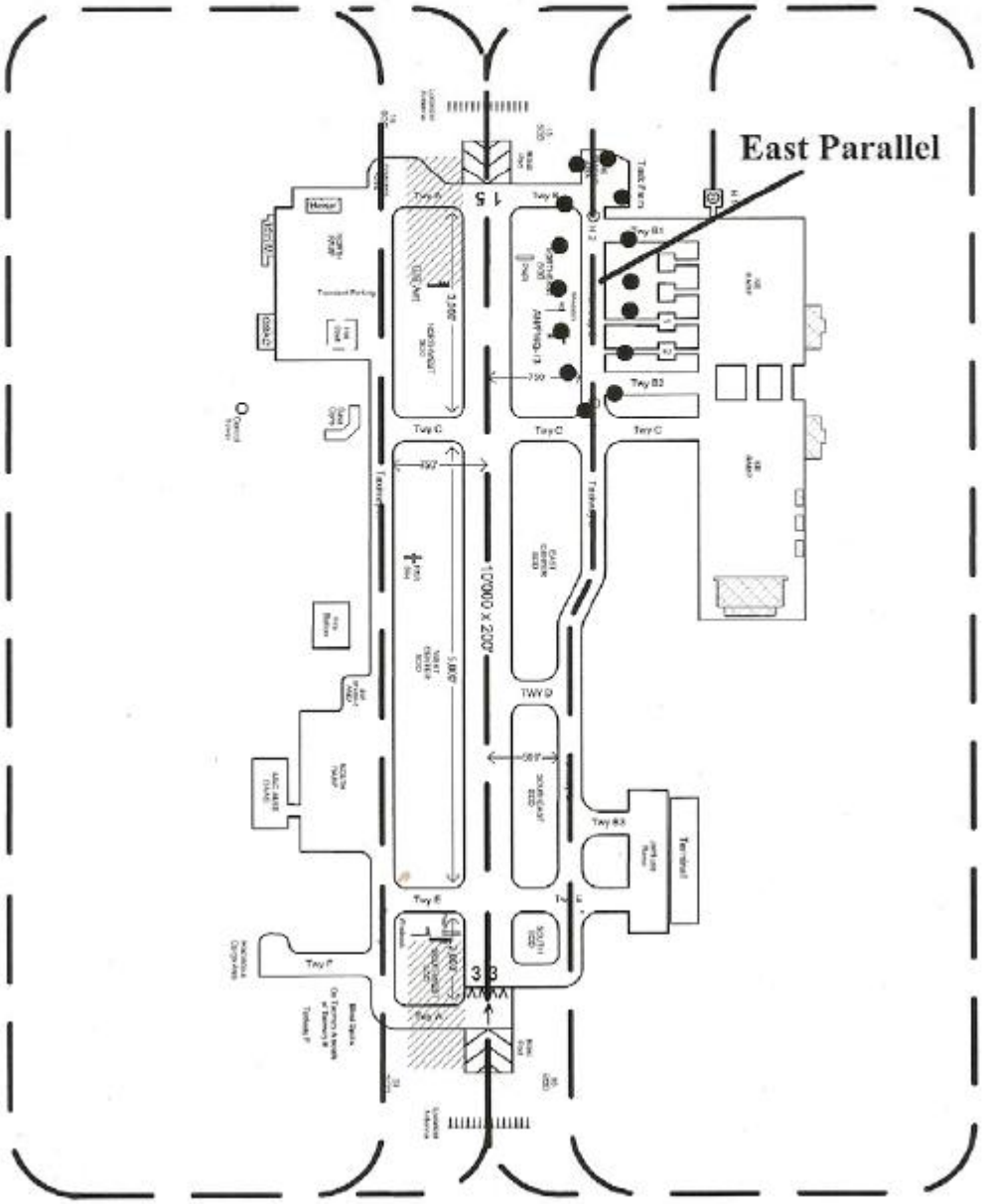


Figure 2-5. Robert Gray Army Airfield (RGAAF)

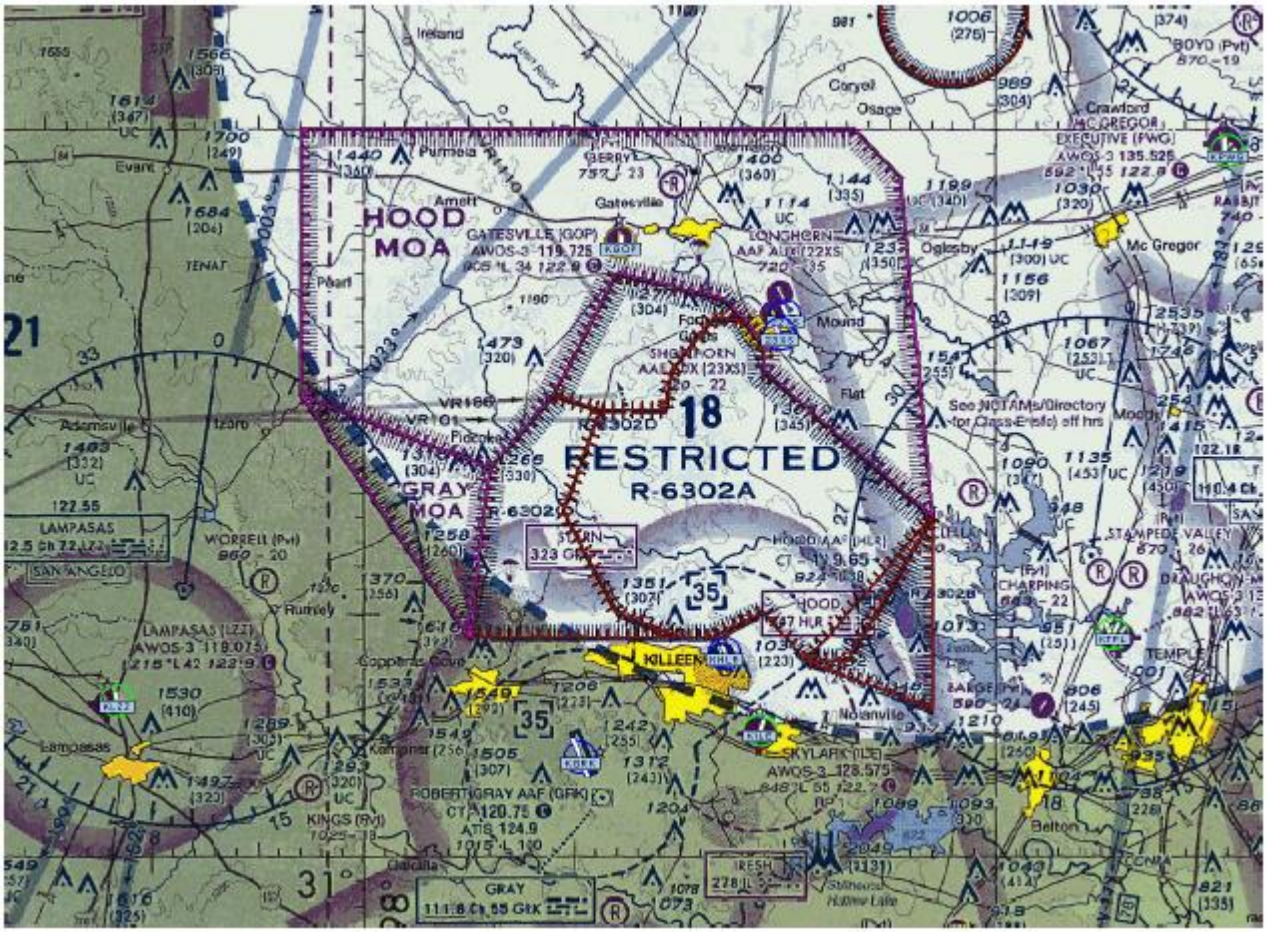


Figure 2-6. R6302, Hood and Gray Military Operations Area (MOA)

Figure 2-7. Helipad 1

Figure 2-8. Helipad 3

Figure 2-9. Helipad 11

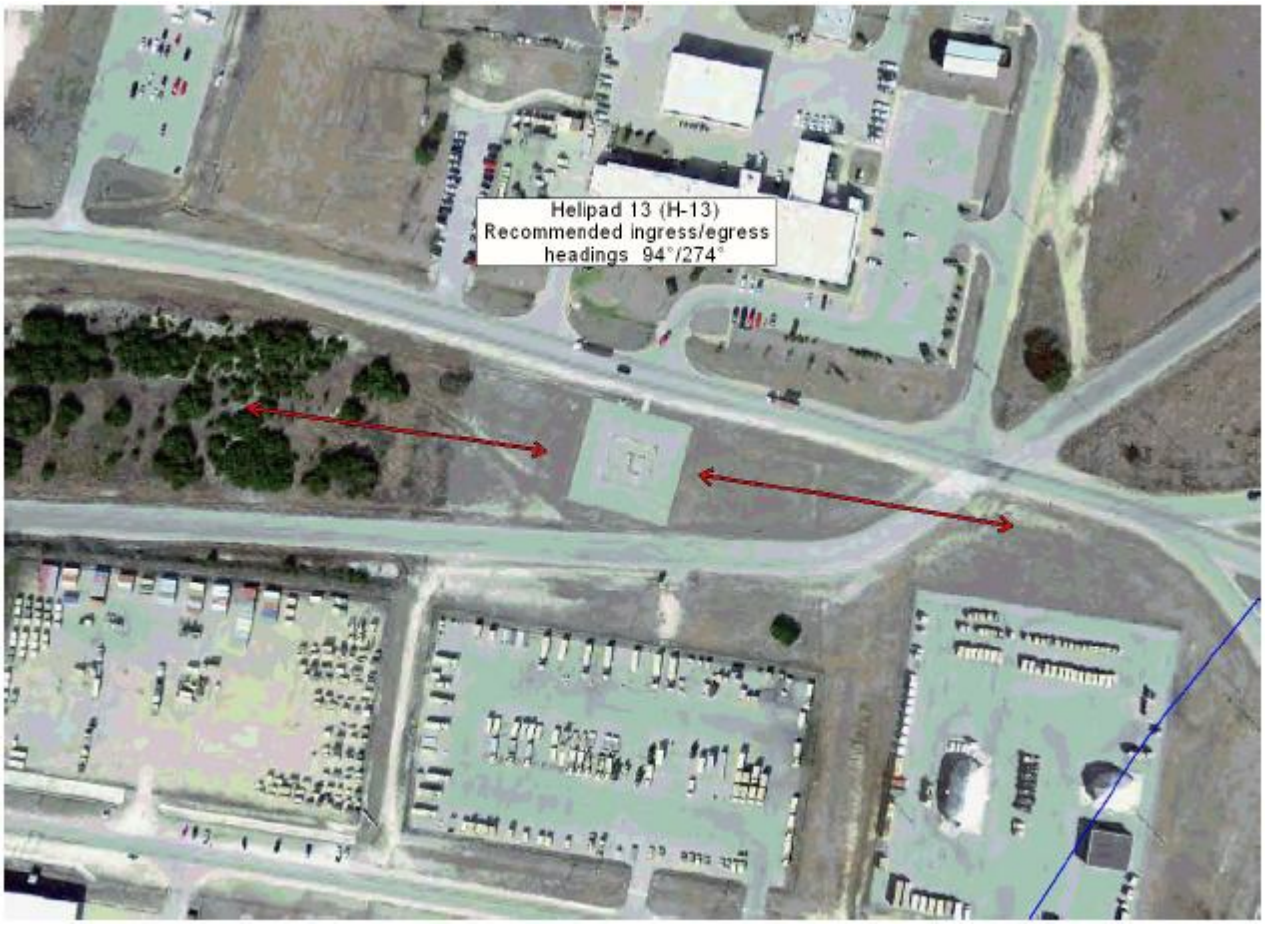


Figure 2-10. Helipad 13

Figure 2-11. Helipad 18

Figure 2-12. Helipad 19

Figure 2-13. Helipad 27

Figure 2-14. Helipads B-1, B-2, B-3, B-4 and B5

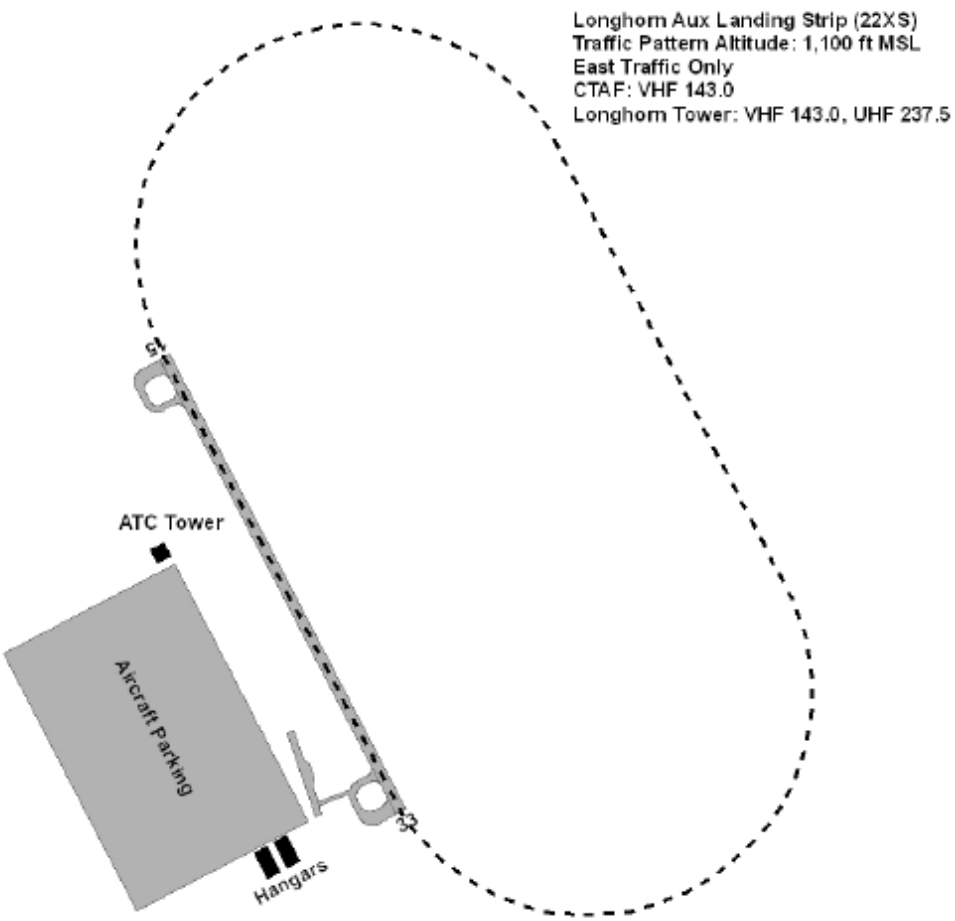
Figure 2-15. North Fort Hood Helipads NFH-1, NFH-3

Figure 2-16. Helipad R-1

Figure 2-17. Helipad R-2, R-3 and R-4

Figure 2-18. Helipad FARP-W

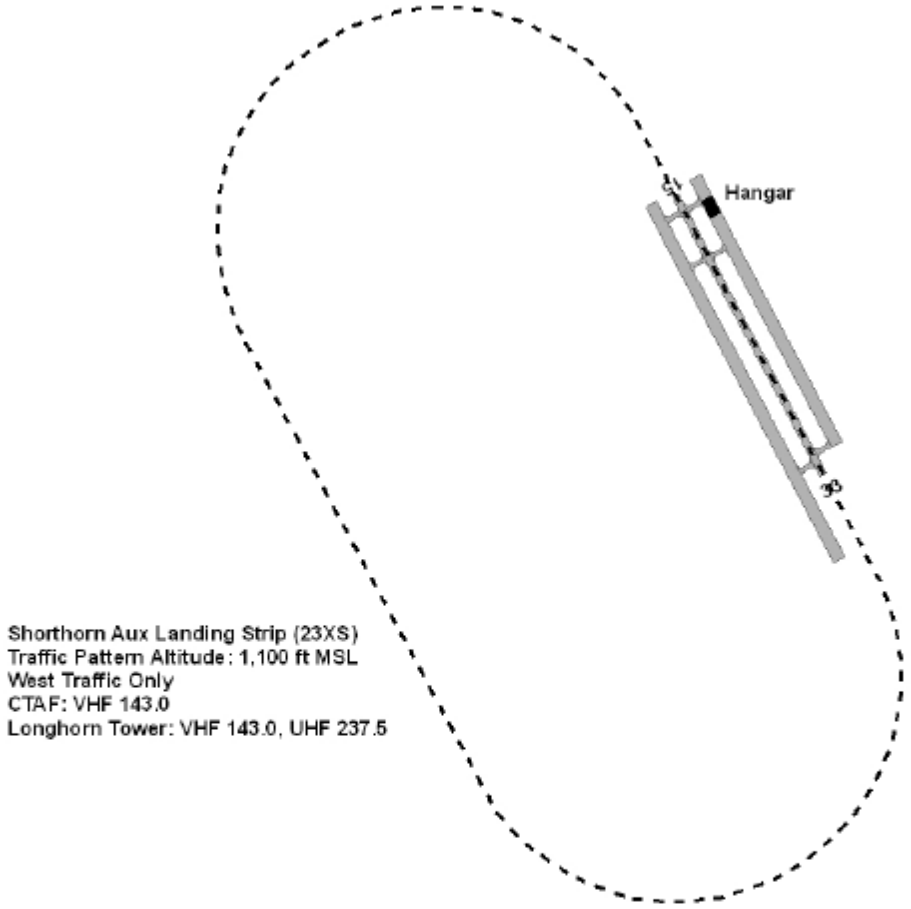
Figure 2-19. Helipad FARP-E



Traffic pattern: 1,100 feet MSL, East Traffic only

Frequency: CTAF/UNICOM VHF 143.0,(Contact Longhorn Tower UHF 237.5, FM 64.35, 38.90 when manned)

Figure 2-20. Longhorn auxiliary landing strip



Traffic pattern: 1,100 feet MSL, West Traffic only
Frequency: CTAF/UNICOM VHF 143.0, (Contact Longhorn Tower UHF 237.5, FM 64.35, 38.90 when manned)

Figure 2-21. Shorthorn auxiliary landing strip

Chapter 3
Operations and Safety

Section I
Operational Support Lift

3-1. Scheduling Operational Support Airlift (OSA)

a. Use of III Corps and Fort Hood rotary wing aircraft in other than an operational capacity is subject to the rules and policies governing Operational Support Airlift (OSA). Units should forward rotary wing OSA requests through the installation OSA flight validator at the III Corps Secretary of the General Staff (SGS)

office according to Department of Defense Directive (DODD) 4500.9 (Transportation and Traffic Management).

Section II
Safety

3-2. III Corps Aviation Safety program

a. The III Corps Aviation Safety Officer (ASO) conducts the aircraft accident prevention safety surveys for each unit and flight facility in conjunction with III Corps staff assistance visits. Fort Hood Regulation 385-12 defines the III Corps and Fort Hood safety program.

b. Units will:

(1) Take corrective action within 30 days after receipt of a survey.

(2) Maintain survey finding and corrective actions for two years.

(3) Present survey finding and corrective actions to the ARMS team for inspection.

(4) Present the survey result and corrective actions at the next unit aviation safety council.

3-3. Aircraft mishap procedures

a. The first person to become aware of an aircraft mishap, forced landing, precautionary landing, or missing aircraft will immediately notify RGAAF Base Operation, the Fort Hood IOC, Hood Radio, RGAAF approach control, or HAAF or RGAAF tower. Air traffic assistance at RGAAF activates the pre-accident plan according to Appendix D.

b. The RGAAF Base Operations and the OIC accept collect calls in the event of an emergency. Table 3-1 lists emergency telephone numbers.

Table 3-1. Emergency Telephone Numbers

Contact	Telephone Number
RGAAF	254-288-9200/9209
IOC	254-287-2520
	800-531-4654

Legend:
IOC – Installation Operations Center
RGAAF – Robert Gray Army Airfield

3-4. Overdue aircraft

Aircraft will transmit position reports to Hood Radio every 30 minutes; after 30 minutes, the aircraft is considered overdue. Hood Radio will initiate a communications search. In the event that Hood Radio is unable to contact the overdue aircraft, the Fort Hood overdue aircraft procedure will be initiated:

(a) Hood Radio will advise RGAAF Base Operations.

(b) RGAAF Base Operations will initiate a communications and ramp check.

(c) RGAAF Base Operations will notify the Fort Hood IOC.

(d) Fort Hood OIC will initiate a search and rescue (SAR).

The authority for launching SAR for military aircraft is the III Corps and Fort Hood Chief of Staff.

3-5. Flight hazards program

a. RGAAF Base Operations maintains the master flight hazards map, a 1:50,000 map depicting man-made flight hazards (wire and tower hazards). Posted hazards are 50 feet AGL and higher. The Fort Hood installation flight hazards may be found in the AKO Public folder at US Army Organizations, FORSCOM, Fort Hood, Garrison, Garrison DAO, Garrison DAO files, Safety, Hazards Maps. The available files are:

(1) Wire and tower hazards on the Fort Hood installation.

(2) Local area no-fly areas.

(3) Falcon view files and manual chart update manual (CHUM) files.

(4) No-fly area draw files.

All flight hazards and files are updated monthly. In the absence of ILAN access, contact the AT&A Officer for this information.

b. Aircrews will to report new hazards to their unit Flight Hazards Map Coordinator (FHMC) immediately. Fort Hood Form 95-X11 (Flight Hazards Map Update Report) is the format for this report. See figure 3-1.

c. Battalion/Squadron and higher shall appoint a FHMC to collect hazard reports, review accuracy, eliminate old information and forward current information to the next higher FHMC within 24 hours.

d. Brigade and higher shall appoint a FHMC to review hazard reports for accuracy, and forward the report to DAO FHMC (DAO AT&T Officer at 254-288-1424) within 24 hours.

e. The DAO FHMC will evaluate the reports with current CHUM and L-NOTAMS and notify RGAAF and HAAF FHMC who will post the hazard information to the master flight hazards map as received.

f. Units not assigned to a battalion or squadron and non-tenant units may submit reports to the RGAAF or HAAF FHMCs.

g. RGAAF and HAAF FHMC will conduct a monthly review of flight hazards and annotate the review date on the map.

3-6. Composite Risk Management

Units will have a risk management program according to FORSCOM Regulation 385-1 (Forces Command Safety Program) and FM 5-19 (Composite Risk Management).

3-7. Crew Endurance

The aviation unit commander will have a crew endurance program using AR 95-1 as a guide and consider the recommendations made by the flight surgeon, the unit safety officer and individual aviators.

Section III
Aircraft Maintenance

3-8. Maintenance test flights and functional ground and flight checks (MTFs)

a. Maintenance test flights (MTFs) should be conducted during Day/VFR conditions. MTFs conducted under conditions other than Day/VFR require approval of the unit commander. All test flights will be conducted IAW the Fort Hood test flight procedures in this chapter, AR 95-1, and the aircraft training manual (ATM).

b. Test flights will be conducted in the appropriate test flight area and restricted to flights of two and

one-half hours per sortie (fixed wing aircraft may request extension).

c. MTFs originating from GRAAF or HAAF may terminate at RGAAF, HAAF, KTPL, KILE or North Fort Hood. Fixed wing aircraft may request an extension.

d. Maximum torque airspeed (Vh) checks to the south in the HAAF traffic pattern are prohibited. Flight checks to the north greater than 90 KIAS require tower approval.

e. Test flights in area III, IV, and V will monitor air-to-air FM 44.40 and flight follow with GRAAF Approach or Hood Radio.

f. The first auto-rotational revolutions per minute (RPM) check conduct following main rotor maintenance will be conducted to an airfield designated for emergency procedures training with crash rescue available.

3-9. Maintenance Operational Checks (MOC)

Maintenance operational checks will be conducted by qualified personnel IAW the appropriate IETM, operators manual and operators manual checklist.

3-10. Flight plans (MTF)

MTF flight plans will be filed with RGAAF Operations by telephone or with the control tower by radio using the test flight call sign.

3-11. Test flight call signs

a. RGAAF Operations will manage and issue a block of test flight call signs to aviation brigades and separate battalions/squadrons. The brigades and battalion/squadrons will issue call signs to individual maintenance test pilots and provide a by-name list of assigned call signs to RGAAF Operations. The by-name list will be updated as change occurs.

b. Test flight call signs are used only for MTFs and in-flight maintenance operational checks (MOCs). Maintenance Examiners (MEs) may use the test flight call sign while conducting training or evaluation during MTF or in-flight MOC.

c. The misuse of call signs will result in termination of test flight call sign authority for that pilot.

3-12. Test flight area

Test flight areas are posted on local maps in RGAAF and HAAF operations. Test pilots must know test flight area boundaries and hazards. Designated test flight areas are:

a. Area I. HAAF closed traffic pattern 1,500 feet MSL or as approved by the tower.

b. Area II. RGAAF traffic patter 1,500 feet MSL or as approved by tower.

c. Area III. From the southern tip of Belton Lake dam, north to northern tip of Belton Lake (31 17'N 97 04"W), due east to Chilton, south to Barclay, west to the southern tip of Belton Lake dam. Altitude is 1500 feet MSL and above. Monitor frequency 123.0 due to proximity of KTPL airport. Note: Tower 2500 feet MSL at northern boundary (31 17N 97 13"W). (Figure 3-2)

d. Area IV. Fixed wing use only. (Figure 3-3)

e. Area V. From Oakalla, east along the Lampasas River to Highway 195 and Ding Dong, east on the Lampasas River to Stillhouse Hollow Reservoir, follow the the southern boundary of Stillhouse Hollow Reservoir, east by FM 1670, south of FM 2786, west of Interstate 35, then south to FM 487 at Jarrel. West

on FM 487 to Highway 195 at Florence, south on FM 970 through Andice to Highway 183, south to Highway 29. West on Highway 29 to Bertram, FM 1174 north to FM 963 to Oakalla. (Figure 3-4)

f. Area VI. Gatesville northwest on Highway 36 to Jonesboro, Highway 217 east approximately 13KM to a NNE/SSW power line, then SSW along power lines to Gatesville. (Figure 3-5)

3-13. Auxiliary Power Unit (APU) operations

a. Rated crewmembers will conduct APU operation IAW the airframe specific operators manual Checklist or Maintenance Test Pilot Checklist.

b. Non-rated APU operators training program includes Non-rated Crew Members (NCMs), Crew Chiefs (CEs), and armament personnel selected for training and designation as an APU operator.

(1) Battalions/Squadrons will develop a non-rated APU training and evaluation program if non-rated APU operators are required to perform APU operations.

(2) The non-rated APU training and evaluation program will be developed through the unit aviation standardization office with input from unit MEs.

(3) The program will include the following:

(a) Classroom APU theory and operations and evaluation.

(b) Classroom Emergency procedures and limitations (as required) and evaluation.

(c) Preflight and APU Run-up/Shutdown procedures, Demo-Perform.

(d) Preflight and APU run-up/Shutdown procedure, Evaluation.

(e) Orders production and records keeping procedures.

(4). Non-rated APU operators will not operate the aircraft APU unless trained, evaluated, current and qualified in APU operations.

(5) The airframe specific, operators manual checklist is the only authorized checklist for non-rated APU training, evaluation and operation. Locally produced APU checklists are not authorized.

SEQUENCE NR. _____

FLIGHT HAZARDS MAP UPDATE REPORT

OBSERVER USE ONLY:

TYPE OF HAZARD: _____

HEIGHT OF HAZARD (AGL) _____ LIGHTED: ☐ YES ☐ NO GRID: _____

DATE OBSERVED: _____

NAME/RANK OF OBSERVER: _____
UNIT: _____
Phone #: _____

UNIT/SQUADRON/BN USE ONLY:

NAME
UNIT/PHONE #

UNIT FHMC: _____

REMARKS: _____

HAAF USE ONLY:

NAME
DATE/TIME RECEIVED

FSA: _____ _____

DATE/TIME POSTED

FSA: _____ _____

REMARKS: _____

RGAAF USE ONLY:

NAME
DATE/TIME RECEIVED

FSA: _____ _____

DATE/TIME POSTED

FSA: _____ _____

REMARKS: _____

FHT Form 95-X11, August 2005 (AVN)

Figure 3-1. Flight Hazards Report

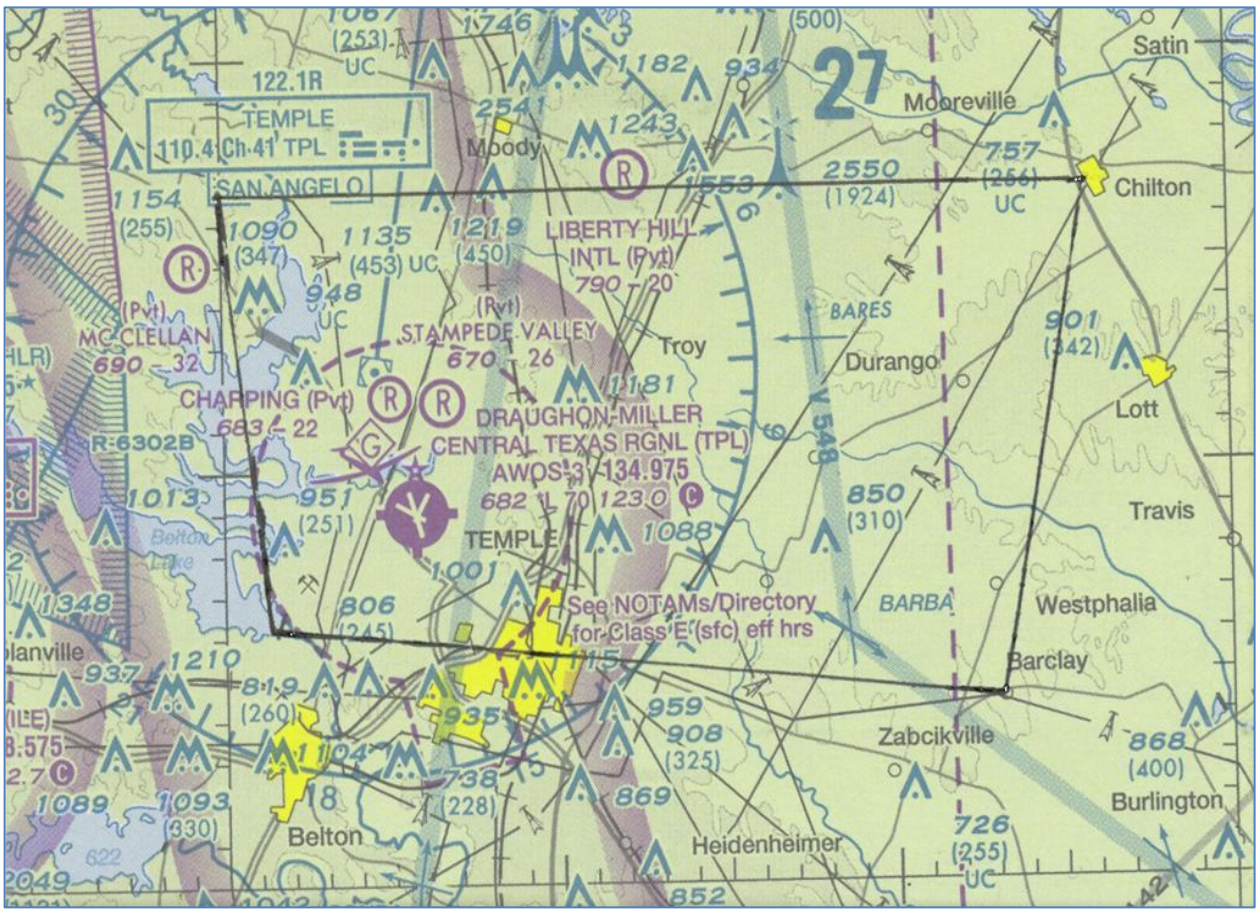


Figure 3-2. Test Flight Area III

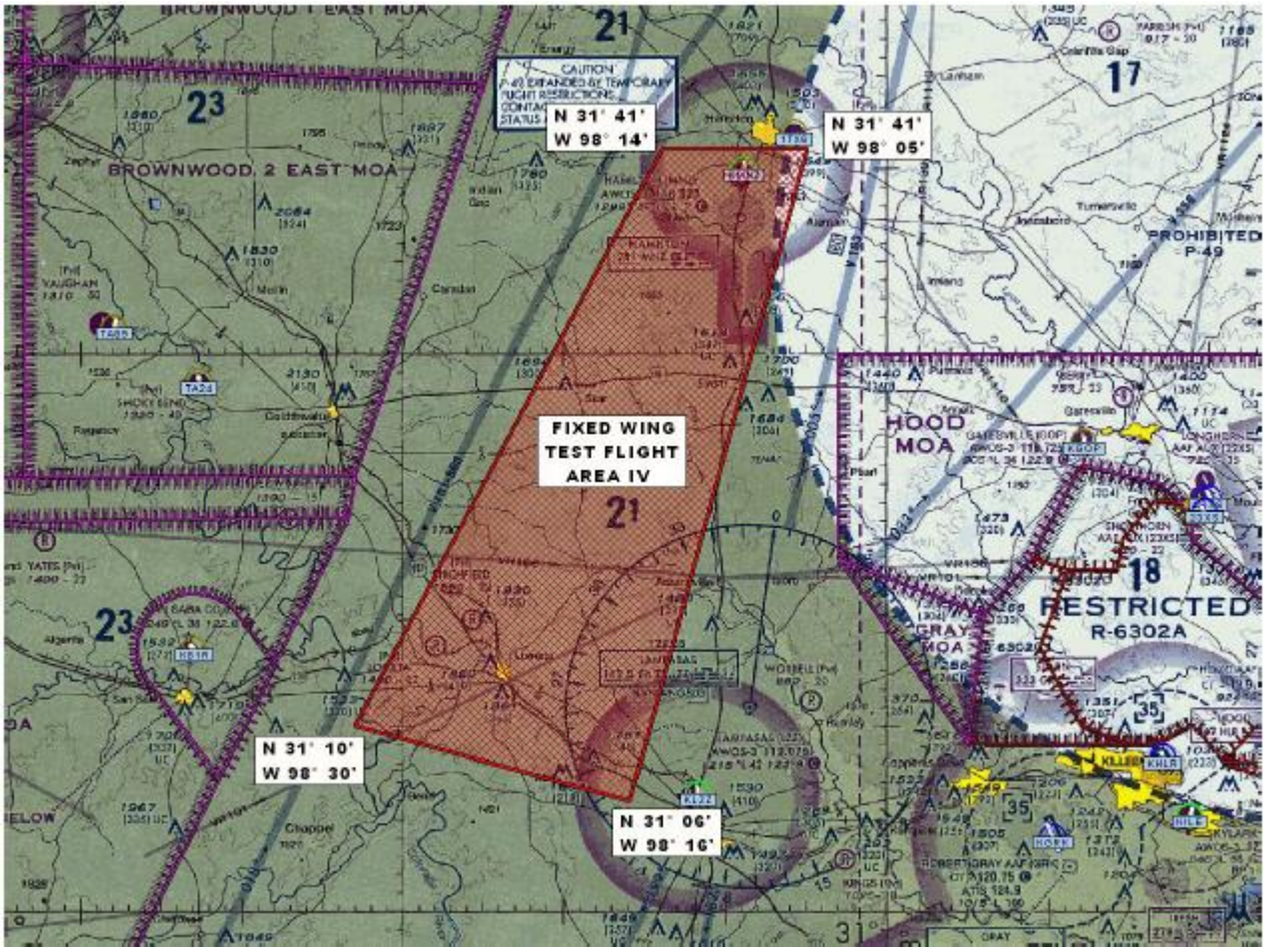


Figure 3-3. Test Flight Area IV

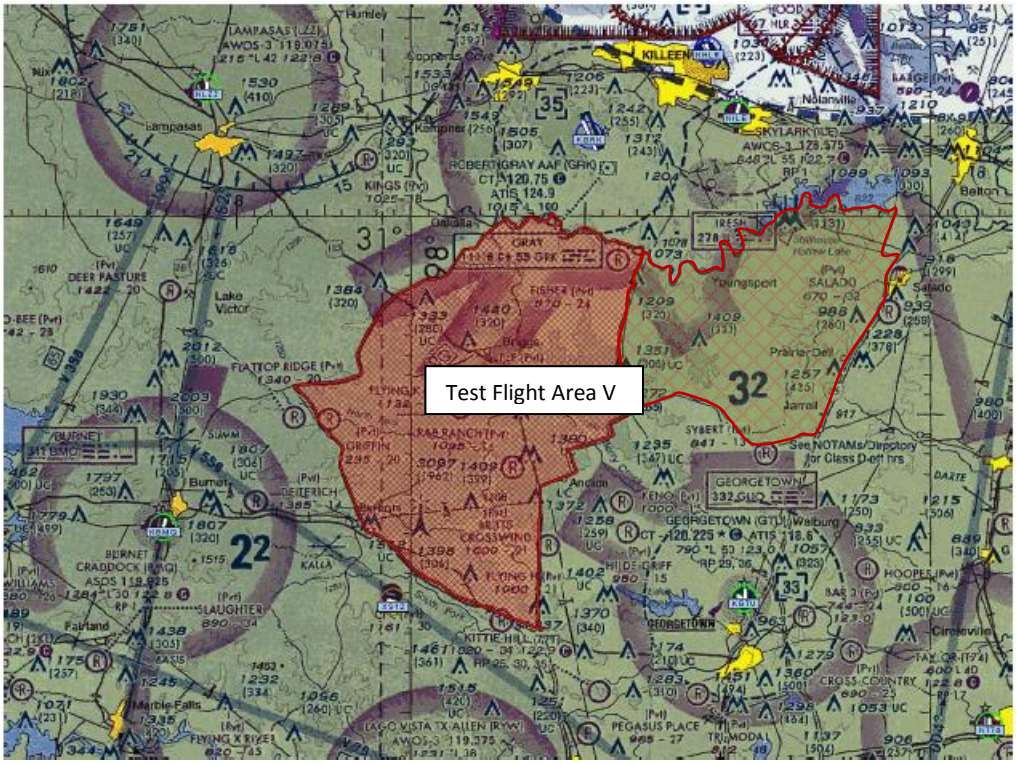


Figure 3-4. Test Flight V

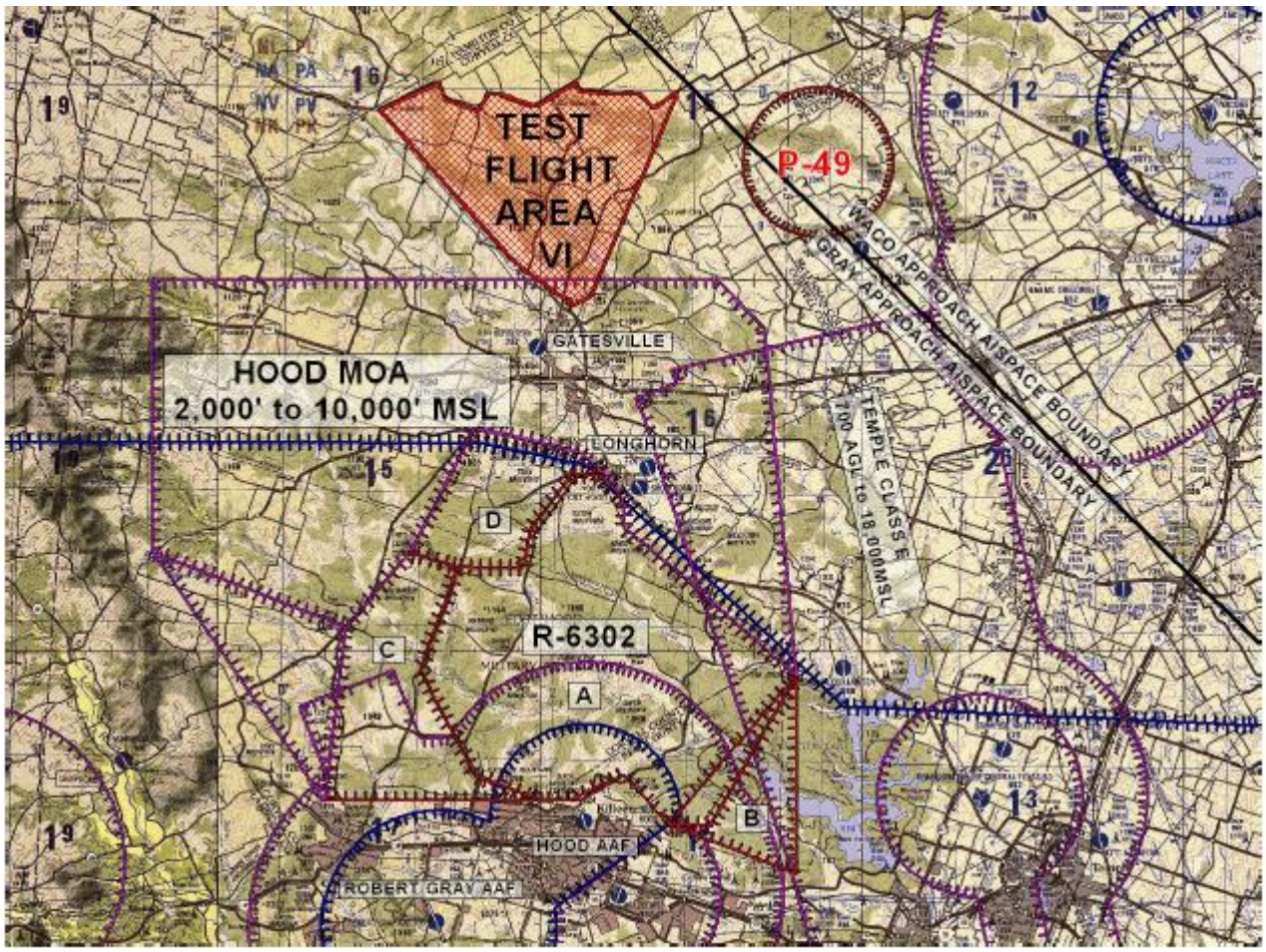


Figure 3-5. Test Flight Area VI

Chapter 4
Training

Section I
Training Program and Literature

4-1. Unit Standing Operating Procedures (SOP)

Each aviation unit, battalion/squadron or separate aviation unit will develop a unit SOP IAW AR 95-1 and FORSCOM Regulation 350-1 (Active Duty Training for FORSCOM Units).

4-2. Aircrew reading file

Each aviation unit, battalion/squadron or separate aviation unit will develop and maintain an aircrew reading file IAW AR 95-1, TC 3-04.11 and FM 3-04.300. The latest III Corps and Fort Hood Safety and Standardization Council and subordinate unit safety and standards meeting minutes will be incorporated into the unit aircrew reading file.

4-3. Air Mission Commander (AMC) program

APT Commanders will develop in writing the process for electing, evaluating, and designating crewmembers to perform AMC duties.

4-4. Pilot in Command (PIC) program

APT Commanders will develop in writing the process for electing, evaluating, and designating crewmembers to perform PC duties.

4-5. Crew selection and designation

Each aviation unit, battalion/squadron or separate aviation unit will develop an aircrew qualification, selection and coordination program IAW AR 95-1.

4-6. No-Notice evaluation

The aviation no-notice evaluation program is a command function. Brigade, battalion/squadron and separate aviation unit commanders will develop a no-notice program through their respective aviation standardization office. Appropriate entries will be annotated on the individual DA Form 7122-R immediately following the evaluation.

4-7. Evaluations

Initial evaluations for first time Initial instructor pilot (IP), standardization pilot (SP), instrument examiner (IE) standardization instructor (SI), maintenance examiner (ME) and maintenance pilot (MP) will be given at the brigade level. The brigade evaluator may elect to transfer authority for this evaluation to no lower than the battalion level within the brigade.

4-8. Local Area Orientation (LAO) and Pilot Orientation Course (POC)

Fort Hood local area orientation/pilot orientation courses are available on the Fort Hood Pilot Tools webpage. http://www.hood.army.mil/21cav/html%20files/pilotstools.htm

a. Newly assigned aviators to Fort Hood must complete the Fort Hood Pilot Orientation course to include an in-flight local area orientation, in addition to the requirements outlined in AR 95-1 and TC 3-04.11 prior to progression to R.L.1.

b. The pilot orientation course is designed to be conducted collectively at the aviation brigade or battalion level for standardization purposes, but may be completed at the company/troop level with prior approval from battalion standards.

c. Before performing duties as a PIC on the Fort Hood Reservation training area or WTA, aviators must complete the Fort Hood POC and a local area orientation per TC 3-04.11 and this regulation.

d. PICs previously assigned to Fort Hood and/or deployed Fort Hood unit PICs returning to Fort Hood who have conducted flight operations as a PIC on the Fort Hood Reservation training area and WTA in the previous 12 months only require an oral procedural and airspace update from a III Corps IP, SP or IE.

e. Aviators who have not conducted flight operations in the previous 12 months will complete the Fort Hood POC and LAO.

4-9. Emergency procedures training (Rotary Wing)

a. Rotary wing emergency procedures will be conducted IAW AR 95-1.

b. RGAAF is the primary location for emergency procedure training. IPs desiring to use the south center sod touchdown area must visually inspect the surface for suitability.

c. HAAF may be used, traffic permitting. Not more than two aircraft are allowed in closed traffic to the active runway at any one time.

d. Rotary wing IPs and SPs may perform simulated engine failure to termination with power at:

(1) Airfields designated for emergency procedures training which meet the requirements of AR 95-1.

(2) Landing strips 12, 22, 41, Antelope DZ and Rapido DZ.

e. Practice running landings by skid-mounted aircraft assigned to III Corps are not authorized at the Lampasas, San Saba, and Brady airports.

f. Touchdown emergency procedure may be conducted at any suitable airfield, airstrip or landing strip in the local flying area where crash rescue is readily available.

g. Commanders may authorize on a case-by-case basis, emergency procedures training conducted to the ground outside the local flying area to any suitable airfield, airstrip or landing strip in the local flying area where crash rescue is readily available.

4-10. Synthetic Flight Training System (SFTS)

a. Training programs. Training programs are available at SFTS facilities. Units may develop training programs and furnish copies to SFTS operations or designate the SFTS training program as the unit's program.

(1) Commanders will ensure all SFTS periods are filled.

(2) Aircrew actions:

(a) Coordinate the flight training period and objectives with unit standards and the SFTS instructor.

(b) Crews should arrive 30 minutes prior to scheduled takeoff time.

(c) If unable to make the assigned SFTS period, call the appropriate number in table 4-1.

Table 4-1. SFTS Contact Number

Contact	Telephone Number
Branch Chief	254-287-6936
Instrument Examiner	254-288-2937
AH-64/UH-60	254-288-2937
CH47F TFPS	254-288-6753
Longbow Crew Trainer LCT	254-288-4220

(4) Scheduled training periods that are not filled by a scheduled unit will be offered to walk-ins on a first come, first serve basis.

b. SFTS operator.

(1) Only qualified SFTS operators will occupy the operators' station. A qualified operator is an existing IP, SP, IE, unit trainer (UT), or DA civilian who has completed an authorized program of instruction (POI) for console operations and has been locally certified. The respective SFTS supervisor specifies certification requirements.

(2) A memorandum designating military IP, SP, IE, or UT authorized to operate the SFTS will be on file and maintained by the SFTS Division Chief. Personnel not listed on the memorandum are not authorized to operate the SFTS.

(3) The SFTS branch chief will supervise evaluator training

(4) Designated DA civilian SFTS operators on III Corps orders are authorized to perform specific SFTS evaluations of military personnel.

4-11. Environmental considerations

Fort Hood experiences a wide range of environmental condition throughout the year. ATP Commanders must ensure that their aircrews are prepared.

a. Aircrew Training Program (ATP) commanders will develop and implement environmental training into their ATPs IAW TC 3-04.11.

b. Blowing sand/dust and possibly snow, temperature, effects of wind and terrain may be areas of consideration for training.

c. Aircrew members need to be prepared for blowing dust and/or brown out conditions while operating in the Fort Hood training areas.

4-12. Underwire flight

Units may conduct underwire flight training IAW the following:

a. Underwire flight must be included in the Units training program.

b. The unit Aviation Safety Officer (ASO) must complete a site safety survey.

c. Site safety surveys must be approved by the using aviation brigade commander or III Corps G3 Aviation Officer.

d. Unit standardization officers will conduct underwire flight training IAW the appropriate ATM.

e. Units will maintain a list of authorized sites and provide locations to the III Corps ASO.

4-13. Department of the Army Civilian (DAC) and contractor aviator training.

a. Department of the Army Civilians (DACs) will be:

(1) Integrated, progressed and evaluated no differently than active duty aviators IAW AR 95-1, TC 3-04.11 and the appropriate ATM.

(2) DACs may conduct training and evaluation that their specific duty positions allow.

b. Contract aviators will be:

(1) Trained and evaluated IAW the duty position and responsibilities defined in the contract.

(2) May conduct evaluations IAW the duty position defined in the contract.

Section II

Flight Crewmembers

4-14. Rated Aircrew Members (RCM)

All Fort Hood rated aircrew members may act in the capacity authorized on the individual DA Form 7120-R, part II, Duties and Responsibilities while flying in support of a different unit on Fort Hood. 2000 and/or 3000 Series tasks will not be conducted unless the RCM has been trained and evaluated in that task.

4-15. Instructor / Evaluator

All Fort Hood IPs, SPs, IEs, MEs are considered III Corps Instructor / Evaluators and may conduct training

and evaluation on or with any unit on Fort Hood.

4-16. Maintenance Test Pilot (MP)

All Fort Hood MPs are considered III Corps Maintenance Pilots and may conduct maintenance test flights and functional ground and flight checks on any aircraft on Fort Hood.

4-17. Non-rated Crewmembers (NCM)

The crew chief is a non-rated crewmember (NCM) that is required to perform duties aboard an aircraft that essential to its operation and/or specific flight mission. NCMs will be integrated, trained and evaluated IAW AR 95-1, TC 3-04.11 and the appropriate ATM. NCM may conduct training and evaluation within the Brigade with approval from the brigade commander. Approval may be through unit SOP or DA Form 5484.

Section III
Aviation Standardization

4-18. III Corps Aviation Safety and Standardization Committee

a. Unit committees. All brigades, regiments, battalions, and squadrons with aviation assets will:

(1) Form an aviation standardization committee.

(2) Attempt to resolve issues at the lowest level possible.

(3) Transmit minutes of its meetings to the Fort Hood Flight Safety and Standardization Committee (FHFSSC) chairperson.

(4) Transmit unresolved safety issues to the III Corps Aviation Safety Office.

(5) Send a representative to the quarterly FHFSSC meeting.

b. FHFSSC and/or Garrison Airfield Operations Board (AOB) committee meetings are intended to resolve issues at the lowest possible level.

(1) The FHFSSC and/or AOB will meet quarterly.

(2) The FHFSSC will address issues concerning aviation safety, procedures and training presented to the chairperson.

(3) The FHSSC is the governing body and staffing process for changes to Fort Hood 95-1 through committee vote or subcommittee as required and will publish changes by quarterly committee minutes or regulation rewrites.

(4) Membership of the FHFSSC and/or AOB consists of representatives from:

(a) FHFSSC and/or AOB Chairperson

(b) III Corps Aviation Safety

(c) OSACOM safety and standards office

(d) Brigade, Battalion/Squadron Safety and Standardization

(e) Chief ATC

(f) Airfield managers

(g) Airfield Operations Officers

(h) Airfield ASO

(i) Air Traffic and Airspace (AT&A) manager

(j) OTC Aviation Officer

(k) Range Control

(l) Navaid maintenance

(m) DPTMS

(n) DPW

(o) Weather

(p) Fire and Emergency service

(q) Brigade/Regimental Aviation Officer (BAO/RAO)

(r) Department of the Army Representative (DAR) to the FAA

(s) III Corps G-3 Air

4-19. III Corps Standardization Communication (STACOM)

Standardization Communications (SATCOMs) are issued on an as needed basis and posted on:

a. Fort Hood Pilot Tools website. http://www.hood.army.mil/21cav/html%20files/pilotstools.htm

b. Emailed to the members of the FHSSC.

c. STACOMs will:

(1) Be numbered using a date, time, issue method.

(2) Will be a discussion topic at the next FHSSC meeting.

(3) Will be part of the unit reading file, current information, until reviewed and published in the meeting minutes.

4-20. Flight records and aviation status

a. Unit ATP commanders will place aviators on status to perform aviation duties by documenting and signing the authorized flight duties and stations on a DA Form 7120-R.

(1). Prior to placing an aviator on status the following must be reviewed:

(a) Proof of completion of the appropriate Department of the Army (DA) course of instruction will be verified through a DA Form 759 closeout (Individual Flight Record) or a course completion certificate.

(b) The current DA Form 759 closeout will be reviewed verifying minimum flight hours.

(c) A records review of the individual Aircrew Training Folder (IATF) will be completed.

(2) Per TC 3-04.11, maintain only one IATF.

b. Aviator assigned to a non-operational flying position will turn their Individual Flight Records Folder (IFRF) and Individual Aircrew Training Folder (IATF) into 21st Cavalry Brigade Standardization . Aviators have 14 working days to turn in their flight records

c. Individuals must be designated as a unit Pilot-in-Command (PC) prior to requesting additional duty appointment status.

Chapter 5
Flight Procedures and Rules

Section I
General

5-1. Call signs

a. Call signs used when operating in the RGAAF, HAAF airspace or flight following with Hood radio or Hood range control will be the aircraft name and last five digits of the aircraft tail number.

b. Fort Hood "Local" VFR flight plan call signs will be aircraft name (Longbow, Blackhawk, Chinook…) and the last five digits of the aircraft tail number. MEDEVAC aircraft on mission will substitute "EVAC" for the aircraft name.

c. All Army aircraft operating under civil control/communication will use "Army Copter" and last five digits of the aircraft tail number.

5-2. Notice to Airmen (NOTAM) and Local-Notice to Airmen (L-NOTAM)

NOTAM and L-Notam are published on the Defense Internet NOTAM Service website at https://www.notams.jcs.mil

a. RGAAF base operations maintains NOTAM and L-NOTAM files.

b. L-NOTAMS: The installation AT&A Officer is the primary point of contact to publish L-NOTAMS for all Fort Hood training areas; RGAAF is the alternate point of contact.

(1) L-NOTAM for Fort Hood training areas that are not airfield specific are published to both RGAAF and HAAF.

(2) L-NOTAM do not schedule airspace or approve activity. L-NOTAM only provides advisories that hazard may exist.

(3) L-NOTAM will be requested no later than 7 days prior to the event to ensure publication.

(4) To request L-NOTAM, forward the following information to the Fort Hood AT&A Officer at FAX: 254-285-6098:

(a) Unit
(b) Point of Contact
(3) Local Phone Number
(4) Location
(5) Activity
(6) Altitudes requested
(7) Time(s) ROZ active
(8) Dates of Use
(9) Frequency and Call Sign

c. NOTAM: RGAAF base operations is the point of contact for safety of flight NOTAMS for RGAAF and HAAF.

5-3. No-Fly areas

a. Permanent no-fly restricted areas are coordinated with the AT&A Officer and are posted on the

installation hazards map located RGAAF and HAAF Base Operations. The Fort Hood installation no-fly restricted areas may be found in the AKO Public folder at US Army Organizations, FORSCOM, Fort Hood, Garrison, Garrison DAO, Garrison DAO files, Safety, Hazards Maps. The available files are:

(1) Wire and tower hazards on the Fort Hood installation.

(2) Local area no-fly areas.

(3) Falcon view files and manual chart update manual (CHUM) files.

(4) No-fly area draw files.

All flight hazards and files are updated monthly. In the absence of ILAN access, contact the AT&A Officer for this information.

b. Other No-fly restricted areas:

(1) Areas restricted by NOTAM and L_NOTAM

(2) Ammunition storage areas

(3) Hospitals

(4) Schools

(5) House Areas

(6) Belton Outdoor Recreational Area (BLORA)

c. All no-fly restricted areas will not be over flown below 1000 feet AGL.

5-4. Flight Plans

The term "local" is this paragraph is not related to the local flying area described in Chapter 2, Sec II, para 2-10.

a. Cross Country: Flight operations which require coordination within the national airspace system such as flight service or ATC.

(1) IFR operations require a properly completed DD Form 175 filed with RGAAF Base Operations. RGAAF will input the flight into the Automated Information System (AIS).

(2) VFR operations that terminate or involve engine shutdown at locations outside the Fort Hood reservation training area or WTA require a DD Form 175. RGAAF will input the flight into the Automated Information System (AIS).

b. Local: Flight operations which do not require coordination within the national airspace system. The term "local" is the first item in the route of flight section followed by the route of flight. When possible, use "TA" on the reservation or "WTA" as prefixes on local flight plans. Operations which meet the following criteria may be filled as "Local":

(1) Flights originating and terminating within Fort Hood or the WTA.

(2) Flights outside Fort Hood or the WTA not involving engine shutdown.

(3) Flights to Mathis Field (San Angelo) and Brownwood listing a WTA in the route of flight section.

(4) Flights to Draughton-Miller (Temple). The DD Form 175 must show HAAF HLR or RGAAF GRK in the "To" block of the flight plan.

(5) Flights to Skylark Field (for maintenance purposes only). The DD Form 175 must show HAAF (HLR) or RGAAF (GRK) in the "TO" block of the flight plan.

(6) Aircrews on stand-by missions may request a "Hold Status Until – time" in the remarks section of the Local 175 to prevent a two hour cancellation.

(7) Aircrews in the field may file local flight plans at the field site using a unit operations log. Aircrews will ensure Hood Radio is notified when operating on a unit operations log.

(8) Fort Hood units conducting aerial gunnery operations in R-6302 conduct flight operations using an operations log under the following conditions:

(a) RGAAF is notified of:

1. The dates and times of the gunnery operation.

2. GRAAF Base Operations is notified of the range and FARP in use and a continuously monitored phone number to the gunnery Officer in Charge (OIC)OIC or operational range tower.

3. GRAAF Base Operations is notified daily, one hour prior to first aircraft launch and termination of operations for the day.

4. RGAAF is provided a list of aircraft tail numbers involved in daily gunnery operations.

5. Hood Radio is notified of operating on a unit operations log.

6. The unit conducting gunnery has a Flight Operations Officer and/or Battle Captain located in an operational TOC/TAC or unit flight operations at the flight line for duration of daily gunnery operations.

(b) The unit conducting gunnery has gunnery OIC and/or Battle Captain located in an operational X-Ray/TAC at the gunnery site or FARP for duration of daily gunnery operations.

(c) The TOC/TAC or unit flight operations and the gunnery site operations sections must have ability to accurately track the departure and arrival of all flights from both locations.

c. Filing flight plans. Completed flight plans may be filed in person or by fax to 254-288-1930 with RGAAF base operations. Automated DD 175's received via E-Mail are authorized when landline communication is unavailable. In the unusual circumstance when flight plans cannot be submitted in person, or when fax and/or email is unavailable flight plans may be called in (254) 288-9200/9209.

e. Other requirements:

(1) Flights that do not depart within two hours of the estimated time of departure (ETD) will have flight plans canceled except as indicated in para 5-4, a, (6).

(2) The aircraft listed as lead of a formation flight must depart with the flight. If the lead aircraft serial number changes, notify base operations prior to takeoff. In the event the lead aircraft PC changes, a new flight plan is required. If the flight breaks up or an individual aircraft separates from the flight, they are required to file their own flight plan.

(3) PICs are highly encouraged to include a cell phone number in the remarks section of the flight plan.

5-5. Weather and weather briefs

a. All VFR/IFR flight plans require a weather brief from an appropriate weather facility IAW AR 95-1. Aviators in the flight for the filed flight plan are the only person(s) authorized to receive an official weather brief for that flight.

b. The briefing may be in person or telephonically. In all cases, a weather void time of one and one-half hour applies. The weather void time may be extended IAW AR 95-1.

c. IFR:

(1) A local brief is authorized for all IFR flights within an 80 nautical miles radius of the III Corps headquarters building.

(2) DD Form 175-1 (Flight Weather Briefing) is required when outside an 80 nautical mile radius, centered on the III Corps Headquarters Building.

d. Helicopter VFR: A local weather brief is authorized for all flight within the local flying area as define by this regulation.

(1) A 175-1 is required for all VFR flights outside the local flying area as defined by this regulation.

(2) A 175-1 may be requested for any VFR flight.

e. Weather Minimums: Helicopter VFR weather minimums for operations at Fort Hood in uncontrolled airspace at or below 1200 feet AGL are:

(1) Day: no minimum ceiling, one-half mile visibility.

(2) Night: no minimum ceiling, one mile visibility.

(3) If 500-foot ceilings or less are encountered at night, training will terminate, recovery or flights to an area of improved weather.

e. Helicopter SVFR weather minimums for RGAAF or HAAF Class D airspace are:

(1) Day: no minimum ceilings, one-half mile visibility.

(2) Night: no minimum ceilings, 1 mile visibility.

f. Fixed wing VFR and SVFR weather minimums are according to AR 95-1 and applicable portions of 14CFR 91.155 and 14CFR 91.157.

g. Weather warning for the Western Training Area will be given by quadrant.

5-6. Automated Weather Observing System (AWOS)

a. The Fort Hood local flying area has four AWOS-3 systems. Refer to table 5-1 for AWOS-3 locations and telephone numbers. At the date of this publication, there are no air broadcast frequencies planned.

b. Third Weather Squadron personnel incorporate the information from the AWOS-3 systems for use by forecasters in weather briefings.

c. AWOS-3 information may be used to assist aviators for flight planning in the local flying area; however, AWOS information provides current "observed" weather phenomena only and does not constitute a valid forecast or weather briefing according to the requirements of AR 95-1 or this regulation.

Table 5-1. Automated Weather Observing System (AWOS)

Location	Telephone Number
Curtis Field Brady, TX	325-597-9139 800-510-1996
Brownwood Regional Brownwood, TX	325-643-3933 888-297-9399
Gatesville Municipal Gatesville, TX	254-865-6742
Draughton Miller Temple, TX	254-774-8337
Georgetown Georgetown, TX	512-869-3430

5-7. Flight following

a. Fort Hood Regulation 95-2 contains Hood Radio procedures and responsibilities. Pilots operating within the Hood MOA and R-6302 have a responsibility to maintain clearance from other aircraft, active firing points, and the impact area.

b. Flight following with Hood Radio is mandatory when operating within the FHRTA and WTA, except when under the control of HAAF or RGAAF tower, Approach Control, Range Control or as directed by Hood Radio. Notify Hood Radio when changing to another agency.

(1) The Lometa repeater was established to aid communication from the WTA to Hood Radio.

(2) When operating in the WTA and communication with Hood Radio is hampered, flight follow with an appropriate ATC facility as soon as practical.

c. Flight following procedures includes initial contact with Hood Radio and providing aircraft name and the last five digits of all aircraft tail numbers in the flight, departure point, route of flight, and destination. Hood Radio requires position reports at 30-minute intervals and may request additional reports. Upon

arrival at the destination or intermediate stops, aviators must advise Hood Radio and report the aircraft location by grid coordinate or other commonly recognized feature. Table 5-2 lists Hood Radio frequencies.

d. Multi-aircraft operations on the reservation, at least one aircraft in the flight must monitor Hood Radio and relay the information as required.

(1) Multiple aircraft operations with a minimum of two aircraft in the WTA airspace may flight follow internally after notifying Hood Radio.

(2) Aviators may flight follow internally with their tactical operations center (TOC) during brigade level or higher field training exercises in approved Fort Hood TAs, The TOC will monitor Hood Radio during operations and relay pertinent information to aircraft under their control.

e. The transponder code in R-6302 is 4000.

f. Redline operations: Aviators must contact Range Control for clearance prior to crossing the red-line, entering ranges, unless in contact with the unit operations controlling the range. Range Control or unit operations provide exit and entry routing to aircraft.

Table 5-2. Hood Radio frequencies

Status	Frequency
Primary	UHF 357.900
Alternate	VHF 141.175
	FM 38.750
Lometa	UHF 241.350
Remote Radio Site	VHF 149.800

Legend:
FM – Frequency Modulated
UHF – Ultra High Frequency
VHF – Very High Frequency

5-8. Training Area (TA) communication requirements

a. Aviators will use appropriate air-to-air frequencies while conducting air operations in all training areas. Table 5-3 lists air-to-air frequencies.

b. Aircraft without an operable FM radio are restricted from conducting single-ship flight operations in the Fort Hood reservation training areas. Aircraft without an operational FM may conduct flight operations as part of a team or formation as long as all elements of that team remain together in a single TA or LG.

c. Aircraft operating within the same TA and/or LG will coordinate training space with each other on the assigned frequency.

d. Aircraft within Class D airspace at HAAF or RGAAF must use the appropriate control tower frequencies. Consult the IFR supplement for hours of operation.

Table 5-3. Air-to-Air frequencies

Air-to-air Frequencies	Training Areas
46.70	West - All TAs/land groups 4, 5, and 6, west of the red line
64.35	East - All TAs/land groups 1, 2, and 3, east of the red line.
44.40	LG7 - All TAs south and west of RGAAF land group 7
44.40	Test flight area 3, 4, and 5

Legend:

5-9. Altitudes

a. Unless operations are in an approved under wire flight area, flights off the Fort Hood reservation will maintain a minimum altitude of at least 500 feet AGL with a 500-foot slant range from buildings, livestock, or other man-made obstructions. Unit commanders may authorize flights below 500 feet AGL, case-by-case.

b. Due to the large number of noise sensitive areas in WTAs 100, 110, and 111, tactical training below 500 feet AGL is discouraged. Battalion/squadron commanders or higher, may authorize tactical flight training below 500 feet AGL, case-by-case.

c. During WTA terrain flight operations at or below 200 feet AGL, aviators will not intentionally fly within a 500-foot slant range of buildings, livestock, or other manmade obstructions, except while performing an instrument approach or departure, during takeoff or landing, or when mission requirements dictate.

d. Aided night operations below 200 feet AGL outside the FHRTA require a day light reconnaissance of the intended flight route within 3 days of use.

5-10. Terrain flight

The Fort Hood Reservation Training Area (FHRTA): Is designed specifically for terrain flight operations. Terrain flight is authorized in the FH Reservation training area and WTA IAW other provisions of this regulation. An updated hazards map is required.

a. Terrain flight is defined as any flight at or below 200 feet AGL.

b. Thoroughly brief flight hazards in Air Mission Briefs (AMBs), Team briefs and Crew briefings.

c. Plan flight routes IAW the restrictions in paragraphs 5-3 and 5-9 of this regulation.

d. Aircraft will monitor the air-to-air frequency as appropriate and announce aircraft movement in and out of land groups and direction of flight and/or intentions.

e. Aircrews are prohibited from monitoring commercial broadcasting station during terrain flight operations.

f. Landing strips: Aircraft will monitor the appropriate air-to-air frequency and announce all takeoffs and intent to land.

(1) Strip 22 and 41 maximum pattern density at night is two aircraft and three aircraft at Strip 12.

(2) Longhorn and Shorthorn maximum pattern density is two aircraft at night.

g. WTA: The flight area or route must be approved IAW para 5-9 of this regulation with specified safety control measures.

h. Refer to paragraph 5-11 for lighting requirements.

i. Single engine aircraft must maintain an altitude that assures an auto-rotative descent to a suitable landing area when operating over built-up areas or water. Overwater flights must carry survival equipment if auto-rotational descent to a suitable landing cannot be maintained IAW AR 95-1.

5-11. Numbered VFR Corridors - Airfield corridors

Numbered VFR Corridors control the flow of traffic to and from HAAF and RGAAF. Right-hand rules-of-the-road applies on all corridors. When arriving and departing, use the appropriate corridor, reporting point, and altitude. Figure 5-1 depicts the numbered corridors. Table 5-4 lists corridor reporting points for HAAF. Table 5-5 lists corridor reporting points for RGAAF. When entering a numbered corridor from a TA, proceed to the nearest reporting point and arrive at the appropriate altitude prior to entry into the corridor.

a. Altitudes: Altitudes in the numbered corridors are in reference to inbound or outbound from HAAF.

(1) Numbered corridor altitude outbound from HAAF is 1500 feet MSL.

(2) Numbered corridor altitude inbound to HAAF is 1800 feet MSL.

b. Procedures:

(1) Maximum airspeed in numbered VFR corridors is 90 KIAS.

(2) Arrive at the proper altitude intercepting the CARS based on direction of flight.

(3) Night: Use of landing light and position lights on bright is mandatory in numbered VFR corridors 1 thru 4.

(4) HAAF:

(a) Use of Numbered VFR corridor 1, 2, 3, or 4 is mandatory for entry and exit of HAAF airspace except while performing an instrument approach or departure.

(b) Low Level Departure: Outbound aided traffic may use corridor 4 only for HAAF low level departures. Use of the landing and searchlight is optional when using a low level route.

(c) SVFR: Do not use Corridors 3 or 4 SVFR routing.

(d) Corridor 3 is restricted for use by aircraft transitioning to and from HAAF and the aircraft maintenance facility at Skylark Field ILE and Test Flight area V.

(e) When north of Iresh NDB, aviators will contact Skylark Universal Communication (UNICOM)/Traffic on 122.7 prior to crossing the Runway 19 extended centerline.

(f) HAAF north field crossings:

1. Crossing from corridor 1 to 4 will be at the inbound altitude of 1,800 feet MSL until crossing the runway centerline; descend to the outbound heading at 1,500 feet MSL.

2. Crossing from corridor 4 to corridor 1 will be at the inbound altitude of 1,800 feet MSL until crossing the runway centerline; descend to the outbound heading at 1,500 feet MSL.

3. Crossing from corridor 4 to corridor 2 will be at the inbound altitude of 1,800 feet MSL until crossing the runway centerline; descend to the outbound heading at 1,500 feet MSL. Remain at 1,500 feet MSL until entering the RGAAF traffic pattern or remain at 1,500 feet MSL until entering land group 7, unless otherwise directed by ATC.

4. From the RGAAF traffic pattern, to corridor 4 via corridor 2, climb to 1,800 feet MSL, and remain at 1,800 feet MSL along the entire route, until crossing the HAAF runway centerline; descend to the outbound heading at 1,500 feet MSL, unless otherwise directed by ATC.

5. Land group LG 7 to corridor 4 via corridor 2. Fly corridor 2 along the entire route at 1,800 feet MSL until crossing the HAAF runway centerline; descend to the outbound heading at 1,500 feet MSL, unless otherwise directed by ATC.

(5) GRAAF:

(a)Numbered VFR Corridor 2, 5, 6 and 7 enter and exit RGAAF.

(b) Numbered VFR Corridor 2 is used to for RGRAAF/HAAF transitions.

(c) Numbered VFR Corridor 5 is used to for RGRAAF to CARS West or R-6302 transitions.

(d) Numbered VFR Corridor 6 may be used to for RGAAF to WTA CARS route blue transitions.

(e) Numbered VFR Corridor 7 is used to for RGAAF to Test Flight Area 3 transitions.

(f) Numbered VFR corridors 5, 6 and 7 is mandatory during SVFR operations.

(g) SVFR: Numbered VFR corridors 5, 6 and 7 for RGAAF is mandatory during SVFR operations.

Table 5-4. Hood Army Airfield (HAAF) corridor reporting points

Corridor	Reporting Point	To
1	Henry (PV 1474770) (31°09’27.6”N 97°47’47.7”W)	HAAF
2	Main gate (PV 172439) (31°07’23.3”N 97°46’14.9”W)	HAAF

3*	Mazda (PV 245392) (31°04’48.0”N 97°41’41.4”W)	HAAF
4	Quarry (PV 315442) (31°07’27.0”N 97°37’13.4”W) Bridge (PV 297529) 31°12’11.1”N 97°38’16.5”W	HAAF Red Line to HAAF

Legend:
HAAF – Hood Army Airfield

*Note: Corridor 3 is restricted for use by aircraft transitioning to and from HAAF and the maintenance facility (project OLR) at Skylark Field (ILE).

Table 5-5. Robert Gray Army Airfield (RGAAF) corridor reporting points

Corridor	Reporting Point	Via	To
2	Main gate (PV 172439) (31°07’23.3”N 97°46’14.9”W)	Direct	RGAAF
5	Turkey Run (PV 115474) (31°09’19.0”N 97°49’48.7”W)	Jack (PV 112455) (31°08’17.4”N 97°50’00.7”W)	RGAAF
6	Bridge (PV 038305) (31°00’12.6”N 97”54’46.4”W)	Ivey Gap (PV 085352) (31°02’43.8”N 97°51’46.7”W)	RGAAF
7	Calvary (PV 189309) (31°00’20.5”N 97°45’16.2”W)	Spray (PV 178367) (31°03’29.3”N 97°45’55.3”W)	RGAAF

Legend:
RGAAF – Robert Gray Army Airfield

*Note: Corridor 3 is restricted for use by aircraft transitioning to and from HAAF and the maintenance facility (project OLR) at Skylark Field (ILE) and/or MTF area V.

5-12. Corridor Airspace Route Structure (CARS)

CARS are an air route system used to facilitate the safe, expeditious movement of aircraft to or through the Fort Hood reservation training area and the WTA. CARS consist of designated routes, altitudes, and procedures that generally serve as transitions from airfield corridors to specific TAs or transitions between TAs. Procedures may vary, dependent on whether operations are conducted on the Fort Hood reservation training area or in the WTA and apply during specified periods or conditions. Intersections describe junctions of routes or points at which routes change direction. Intersections may be used as reporting points for flight following, traffic control, or adverse weather conditions. CARS procedures are used in conjunction with other provisions of Fort Hood Regulation 95-1. Figures 5-1 thru 5-3 depict route locations.

a. Fort Hood reservation CARS:

(1) Use is mandatory when transitioning the reservation. It is the aviators’ responsibility to maintain separation from other aircraft.

(2) Make all required position reports to Hood Radio as required.

(3) Aircrews will not fly directly over intersections or reporting points on the reservation CARS. Altitudes described below provide a minimum of 100 feet separation between scheduled airspace on the routes.

(4) Two named CARS transit from HAAF through R-6302. CARS East and West. Each have four points East/West 1 through 4. The CARS is 1km wide (500m either side of centerline) and aircraft will fly to the right of the centerline. The CARS will no longer follow ground features but will be point to point as depicted on the Ft. Hood Training Map published on the Pilot Tools website. All published climbs and descents will be executed without delay at a rate or greater than 500 feet per minute (FPM).

(5) CARS altitudes within R-6302 are:

(a) East CARS outbound altitude from HAAF is 1500' feet MSL until crossing East 1, then climb without delay to 2000' feet MSL to East 4. Inbound altitude to HAAF is 2300' MSL from East 4 inbound until crossing East 1; then descend without delay to 1800' feet MSL. Descend to 1500 feet MSL immediately prior to traffic pattern entry at HAAF. The CARS East altitudes avoid the Eagle Nesting Ground.

(b) West CARS outbound altitude from HAAF is 1500 feet MSL West 1 and 1800 feet MSL from West 4 inbound to HAAF. Descend to 1500 feet MSL immediately prior to traffic pattern entry at HAAF.

(c) Crossing between East 4 and West 4:

1. Westbound: Cross East 4 at 2000' feet MSL and descend without delay to 1800' feet MSL prior to West 4.

2. Eastbound: Cross West 4 at 1500' feet MSL and climb without delay to 2300' feet MSL prior to East 4.

3. Vertical separation is 200' feet at the East 4 / West 4 transition and checkpoint Quarry/East route transition. Vigilance and lateral separation is paramount.

(6) Fort Hood reservation training area entry into the CARS:

(a) When the TA adjoins the CARS, exit or enter the route at that point.

(b) When the TA does not adjoin the route, use the most direct course from or to the route at the appropriate altitude.

b. WTA CARS: The routes transition the WTA East/West and North/South. Colored routes transition East/West. Lettered routes (West C thru West G) transition North/South. Use WTA CARS is mandatory when operating between the transition altitude of 2,900 feet MSL and 200 feet AGL during Corps exercises.

(1) Altitudes:

(a) Route Red North is 1,500 feet MSL. Route Red South is 1,800 feet MSL.

(b) CARS altitudes West and North of route West begin at 2,000 feet MSL and increase by sectors to the west except for paragraph 5-12b(1).

1. West of route West over to and including West D is 2,000 feet MSL.
2. West of Route West D over to and including West F is 2,600 feet MSL.
3. West of West F over to and including West G is 2,700 feet MSL.

(2) WTA Separation.

(a) Route Red North is for westbound traffic only. Route Red South is for eastbound traffic only. All other routes are bi-directional.

(b) Right-hand rules of the road (150 meters to the right) are mandatory while using WTA CARS routes. Aircraft within 2 nautical miles of WTA intersections begin a counter-clockwise maneuver to circumnavigate intersections.

(3) Right-of-way.

(a) When converging at the same altitude, the aircraft on the right has the right-of-way. Each aircraft will alter its course to the right when approaching.

(b) When overtaking another aircraft, pass to the right. The overtaken aircraft has the right-of-way.

(c) Aircraft in distress has the right-of-way over other aircraft.

5-13. North Fort Hood (NFH)

North Fort Hood is a training cantonment area located on the north end of R-6302, between CARS checkpoint East 4 and West 4. NFH has three helipads (NFH-1, NFH-2 and H-18) and landing strips Longhorn and Shorthorn. NFH airspace is controlled by Longhorn tower when operational. See Table 5-6 for frequencies.

a. L-NOTAM will indicate when Longhorn tower is operational and indicate special instructions for use and entry.

b. Procedures: (Figure 5-2 depicts reporting points)

(1) Entry to NFH from CARS East is East 3 and entry from CARS West is East 4. Contact Longhorn Tower or make advisory calls prior to crossing these entry points to NFH.

(2) Low Level Entry to NFH is ACP Straw or ACP River when west of NFH and ACP Langford from the east of NFH. (Use caution for Redline and FARP East traffic).

c. The NFH cantonment area and the R-6302 live fire range Redline is in close proximity to Longhorn and shorthorn. Vigilance and situational awareness must be maintained.

Table 5-6. North Fort Hood (NFH) controlling agency and frequencies

During tactical tower operations	
Agency	**Frequencies**
Longhorn Tower	VHF 143.00 (primary) UHF 237.50 FM 64.35 FM 38.90
When tower is closed	
Advisory Calls	VHF 143.00

Legend:
VHF – Very High Frequency
UHF – Ultra High Frequency
FM – Frequency Modulation

5-14. Red Line Operations

The dimensions of the Redline route is 500m from the Redline and from surface to 200' feet AGL. Aircraft will transition along the range red line, at or below 200 feet AGL. The Redline may be used for north or south travel within R-6302.

a. Aircraft flying the red line clockwise will fly along the red line outside the live fire area. Aircraft flying the red line counter-clockwise will parallel the Redline remaining 500 meters off the Redline.

b. Aircraft using the Redline as a route are not required to contact Longhorn and/or Shorthorn ATC to transition North Fort Hood (NFH)

c. Aircraft southbound on the east side Redline to HAAF will contact HAAF prior to check point Bridge and either and request a low level entry into HAAF or depart the Redline at check point Bridge and climb to 1800' feet MSL prior to crossing checkpoint Quarry inbound to HAAF.

d. Aircraft southbound on the west side Redline to HAAF must depart the Redline in to arrive at 1800' feet MSL prior to checkpoint Henry.

c. Aircraft will monitor the appropriate TA frequency and will comply with procedures in paragraph 5-7,i prior to penetration of the red line.

5-15. Procedural control

Procedural control: Procedural controls enhance safety during marginal weather conditions on the Fort Hood reservation and in the WTA.

a. Fort Hood Reservation Training Area (FHRTA).

(1) When weather conditions at HAAF or RGAAF are less than 1000-3, Hood Radio will state that procedural controls are in effect in range information.

(2) Report all intersections, altitudes, and flight routes to Hood Radio.

(3) If unable to maintain CARS altitudes, immediately report deviations to Hood Radio.

(4) If altitude deviation requires penetration of sole use airspace, notify the using unit on appropriate air-to-air frequencies or Hood Radio prior to entry.

(5) Hood Radio advises aircraft of opposite direction traffic and altitudes.

(f) If unable to contact Hood Radio, make required calls in the blind on the appropriate frequencies.

5-16. Aircraft Lighting

Units will establish night flying SOPs IAW TC 1-204 (Night Flight Techniques and Procedures) to include black-out operations if applicable. Training area lighting will be IAW FAA Exemption 3946 to 14CFR 91.209(A)(B).

a. HAAF: Turn on the landing light for all night operations at HAAF. Aided or unaided night operations without landing lights may be conducted on the airfield with ATC approval.

b. RGAAF: A maximum of six aircraft may use RGAAF, three aircraft in each pattern. The rotating beacon at RGAAF may be extinguished during training provided a NOTAM is issued. Airfield lighting is at the minimum intensity as requested by participating aircraft, consistent with other requirements. Aided aircraft in the RGAAF traffic pattern will have position lights on steady bright. Lights may be dim on short final, 100 feet AGL or less. After landing, position light to steady bright. The anti-collision light may be turned off during ground operations with ATC approval. Tower operators may not be able to observe aircraft operating under reduced lighting.

c. Numbered corridors require the use of Landing/Search light.

d. FH Reservation training areas: Landing Strip 22, 41, and 12, Shorthorn and Longhorn lighting requirements are the same as RGAAF.

e. WTA: Training area lighting is Anti-collision light on, position and formation lights bright unless operating under FAA Exemption 3946 to 14CFR 91.209(A)(B), appendix B.

f. Minimal lighting: On or off the reservation, scheduled airspace will be activated and/or deactivated through Hood Radio as appropriate. Except under the provisions of Appendix B, minimum lighting includes: position lights on steady dim and the anti-collision light off. In formation flights, the anti-collision light of the trail aircraft remains on.

g. Blackout operations will be IAW FAA Exemption 9835 to 14CFR 91.209(a) (1) and (2). See Appendix B.

(1) Blackout operations will only be conducted within an active ROZ.

(2) Request a NOTAM which clearly defines the area of operations, TA, or land group, 7 working days prior to conducting lights-out operations.

(3) Scheduled airspace will be activated and/or deactivated through Hood Radio as appropriate.

(4) Operational areas and flight routes will remain clear of airspace not scheduled for lights-out operations, flight strips, special use airspace, ROZs, and surface areas of Class E and higher airspace and numbered VFR corridors.

(5) One fully lighted, non-tactical aircraft (high bird or OC) will be dedicated to over watch scheduled airspace ROZ in the immediate vicinity of the blackout operations. The high bird will:

(a) Watch for non-participating air traffic incursion of the scheduled airspace.

(b) Continuously monitor the land group frequency.

(6) All participating traffic will monitor a common frequency. The common frequency may be the land group frequency. Use of the land group frequency as a mission frequency is prohibited.

(7) Scheduled airspace/ROZ incursion by non-participating aircraft will be announced on the common frequency and all blackout aircraft will execute full night lighting until the incursion can be resolved.

(8) Commanders will ensure that risk assessment reflects additional risk associated with blackout operations.

h. When using other than scheduled airspace on or off-post:

(1) Single aircraft: Place position lights on steady bright and the anti-collision light on.

(2) Formation: Trail aircraft position lights will be on steady bright and the anti-collision light on. Except when in numbered VFR corridors, other aircraft in the formation may have anti-collision lights turned off and position lights on steady dim.

i. Rotational units will operate with full lighting: anti-collision light on, position lights bright, formation lights bright during collective training events unless approved by the validating/evaluating unit. NVG formation flights may conduct anti-collision lighting IAW 5-14,g,(2).

j. Appendix B addresses additional night flight requirements.

5-17. Helicopter external loads

a. External load operations for training purposes (other than Bambi Bucket) are not authorized at HAAF or RGAAF. Operational external load operations require coordination with the respective airfield operations. Airfield operations will approve pickup or drop-off sites and brief arrival and departure procedures. Aviators will avoid over flight of roads and built-up areas adjacent to airfields.

b. External loads off the Fort Hood reservation require approval by the Aviation Brigade Commander, Corps Aviation Officer, or higher headquarters. If approved, select routes that comply with FAA regulations and present the least possible hazard to persons and property.

c. External load operations from landing strip 41 to the north across Lake Belton may be conducted with the following restrictions:

(1) A current risk assessment must be completed.

(2) The most direct North/South route will be used.

(3) Over flight of BOLORA, recreational activities and other activities on or around Belton Lake is prohibited.

(4) This provision is the only exception to para 5-17, b above.

5-18. Water Bucket (bambi) operations

a. When engaged in fire-fighting support, aircraft will take directions from either:

(1) Range control.

(2) Range area fire marshal.

(3) Range fire marshal (ground).

(4) Range fire marshal (airborne).

(5) Range OIC.

b. The range fire marshal requests IOC to alert stand-by aircraft for a water bucket.

c. Organic aircraft pre-positioned to provide fire-fighting support will report availability to Range Control according to Tab 6, Appendix D, Fort Hood Regulation 350-40.

d. Simultaneous (multi-aircraft) operations are prohibited except:

(1) When each aircraft/flight is under the direction of the airborne fire marshal.

(2) When each AMC and/or PC is pre-briefed with following information: The briefing may be telephonic.

(a) Location of fire.

(b) Number and type of aircraft on station and rendezvous procedures.

(c) Primary and alternate water sources.
(d) Direction of race-track, clockwise (cw) /counter clockwise (ccw), north – south, east – west, etc).
(e) Methods of delivery (high or low drop).
(f) Airspeeds.
(g) Location of ground crews and personnel.
(h) Frequency and call-signs for fire-marshal and air-to-air.
(3) When appropriate risk control measures are implemented.

e. SOPs: Units responsible for providing water (bambi) bucket support, will maintain SOPs outlining a minimum of:

(1) Responsibilities.
(2) Crew qualification and training requirements.
(3) Preflight and preparation of aircraft.
(4) Communications and fire line coordination procedures.
(5) Normal procedures.
(6) Emergency procedures such as notes, cautions, and warnings.
(7) Post flight procedures.
(8) Safety considerations.

Note: Serious injury may result if a concentration of water is dumped on ground personnel. Avoid over flight of personnel and equipment.

5-19. Flights outside the local flying area

Only brigade, battalion/ squadron commanders or the III Corps aviation officer may approve helicopter training flights outside the local flying area and fixed wing aircraft training flights beyond a 300 nautical mile radius from Fort Hood.

5-20. Fixed wing aircraft

Army fixed wing aircraft may fly on United States Air Force (USAF) special routes at, but not less than, 500 feet AGL for locally devised tactical missions. Fixed wing aircraft may use landing strip 12 after processing requests through the AT&A. Fixed wing aircraft may not use Longhorn or airstrips.

5-21. Precautionary and Emergency Landing

See Appendix C for detailed information.

5-22. Inadvertent Instrument Meteorological Conditions (IIMC)

These Instrument Meteorological Conditions (IMC) procedures apply to the Fort Hood reservation training area.

a. Aircraft flown in weather below a 300-foot ceiling in the day or a 500-foot ceiling at night will have:

(1) One radio tuned to RGAAF approach control.
(2) A navigation radio tuned to an appropriate NDB or VHF omni-directional range (VOR).
(3) Attitude and Heading Reference System (AHRS) only equipped crews will program an emergency AHRS approach procedure for RGAAF. AHRS approaches are flown during training in visual meteorological conditions (VMC) conditions or during actual emergency conditions when the RGAAF precision approach radar (PAR) is out of service.
(4) Aircraft equipped with Doppler, global positioning system (GPS) and/or inertial navigation system (INS) and/ or embedded GPS inertial (EGI) navigation or other similar equipment will have RGAAF programmed into their system.

b. If the aircraft encounters IMC, immediately accept it and commit to instrument flight.

(1) Attitude indicator: level the wings.

(2) Heading indicator: maintain heading, turn only to avoid known obstacles or live fire areas.

(3) Torque meter: adjust to climb power.

(4) Airspeed: adjust to climb airspeed. Climb to 2,500 feet MSL, squawk emergency 7,700 on the transponder, contact RGAAF approach control, and declare an emergency. Proceed as directed by approach control.

c. In the event communication is not established or is lost, take the following actions:

(1) If approach clearance is given, continue according to ATC instructions.

(2) If no instructions are given:

(a) Operating West of the 23 North/South grid line, proceed directly to the Starn NDB and perform an instrument approach to RGAAF.

(b) Operating East of the 23 North/South grid lines, fly southeast to intercept and track the 280-degree course to Hood NDB, then direct to the Starn NDB.

(c) EGI/AHRS equipped aircraft will comply with paragraph 5-22a (3)(4) procedures except have the Starn NDB waypoint programmed; intercept and fly direct along the 280 degree course to the Starn NDB and perform instrument approach to RGAAF.

d. When the unit is deployed or at remote training location where suitable approaches are not available, brigade commanders are authorized to develop AHRS and/or GPS approaches for VMC training and emergency IIMC recovery. Locally developed approaches will conform to established ATM, terminal instrument procedures (TERPS), and FAA standards.

e. Training: Use "simulated IMC recovery" in the initial transmission to approach control when conducting simulated IMC operations. Do not use transponder code 7,700 during simulated recovery operation. Helicopters participating in simulated IIMC procedures will not receive IFR priority.

Section II
Special Procedure

5-23. Search and rescue – Military aircraft

ATC has the authority to request III Corps Army aircraft that are in-flight to provide immediate assistance to the aircraft in distress.

a. Military aircraft assisting in SAR will:

(1) Establish contact with the nearest ATC facility.

(2) Will attempt to coordinate penetration of scheduled airspace prior to takeoff. If coordination is not possible, the aviator will advise Hood Radio on initial contact.

b. The aircraft crash, search, and rescue (ACS&R) map for both HAAF and RGAAF is the Fort Hood Training Map, Series V782S, (Edition 11) HOOD ITAM 1-50:000 CARS map. While on the reservation, locations will be reported in 8- or 10- digit military grid reference system (MGRS).

c. Fort Hood aircraft are authorized, at the discretion of the PC, to proceed to a known or suspected mishap sight while within the local flying area. The primary duty of the crew is to confirm a mishap and accurately report its location to ATC. Fort Hood aircraft will not conduct extended SAR missions without an approved flight mission briefing.

5-24. High Intensity Radio Transmission Area (HIRTA)

a. Aircrews, regardless of aircraft flown, must be knowledgeable of HIRTA procedures. Units will develop procedures that address the contents of specialized training for crewmembers from United States Army Aviation and Missile Command (AMCOM) and DA messages pertaining to HIRTA. Procedures include:

(1) Pilot briefings and documentation.

(2) Avoidance.

(3) HIRTA reports.

b. If HIRTAs are posted on local flying area maps in a non-secure area, they must be marked in a manner that will not describe the purpose of the restriction or distinguish them from other types of areas.

5-25. Live ordnance recovery

a. Aircraft and ordnance emergency. RGAAF is the emergency recovery airfield for aircraft with live ordnance. Arrivals with live ordnance will land on the ammunition upload pad on the southwest side of RGAAF orient to the south and shutdown. If required, and conditions permit, jettison wing stores in the range impact area or an area away from personnel and man-made objects.

b. Weather recovery.

(1) If it is necessary to recover armed helicopters at RGAAF due to inclement weather, direct the aircraft to park on the ammunition upload pad on the southwest side of RGAAF and orient to the south. Power off armament systems if possible, place armament systems on “safe” and shutdown.

(2) Unit personnel will download armament systems and recover ammunition. If download is unsuccessful, the unit must provide aircraft guards.

(3) If circumstances prohibit use of the ammunition upload pad, armed helicopters will execute the above outlined procedures with the exception of landing and shutdown will be on the south end of taxiway A.

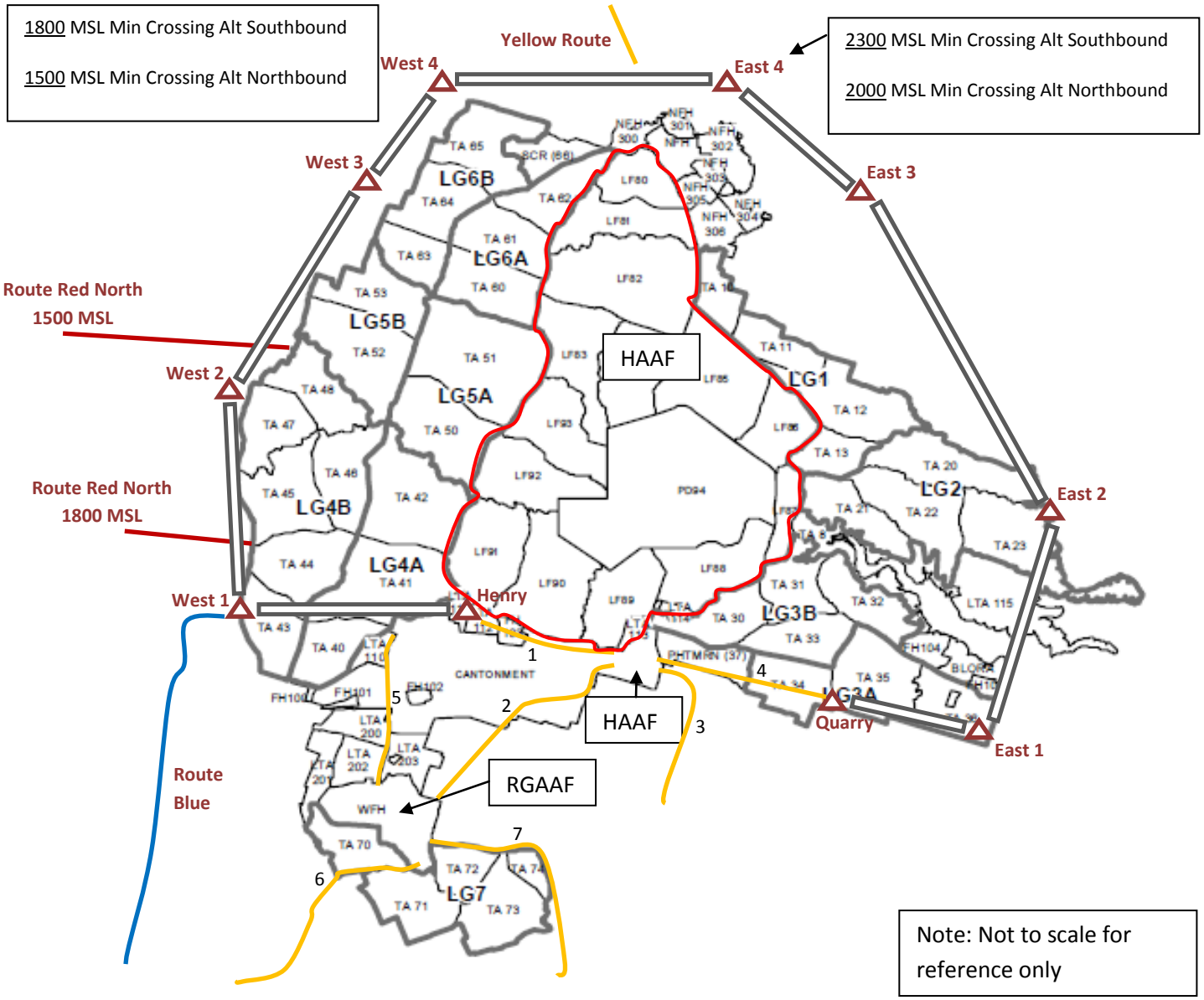


Figure 5-1. Fort Hood Reservation Training Area CARS and Airfield Corridors

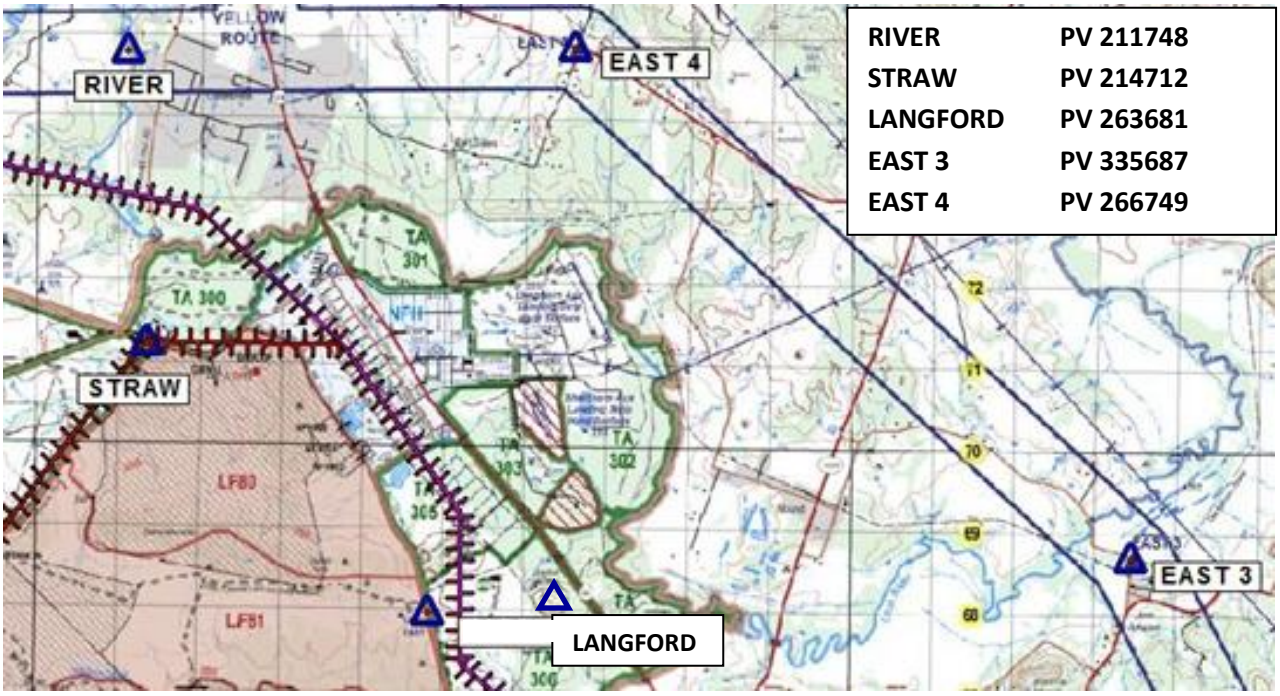


Figure 5-2. North Fort Hood (NFH) Reporting Points

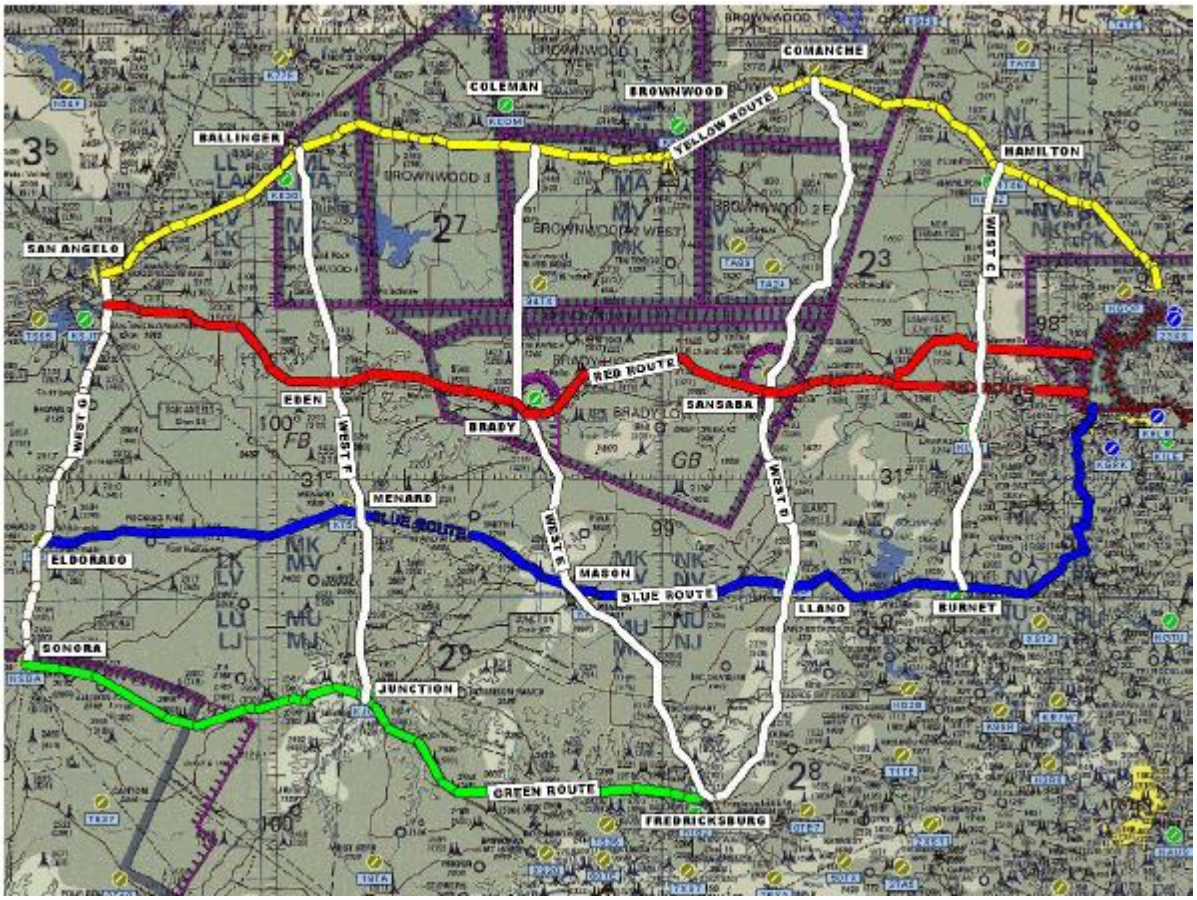


Figure 5-3. WTA Corridor Airspace Structure (CARS)

Chapter 6
Severe weather plan and mooring and tie down of Army aircraft

6-1. Weather definitions

a. Fort Hood Regulation 115-1 details specific weather information and support requirements.

b. Table 6-1 through 6-4 defines specific action to be taken in the event of severe weather.

c. Weather Warning: A special notice provided to a supported agency when an established weather condition of such intensity as to pose a hazard to property or life, for which the supported agency must take protective action, is occurring or may occur.

(1) The text of the weather warning defines the coverage area and may include the entire or only specified areas of Fort Hood.

(2) With the exception of lightning warnings and thunderstorm warnings for the WTA, only one weather warning is valid at a time; however, the warning may contain more than one weather phenomena.

(3) Lightning warnings and thunderstorm warnings for the WTA may be in effect along with another warning.

d. Weather Advisory: A special notice provided to a supported agency to alert that agency that weather conditions that affect their operations. Advisories alert supported agencies that weather conditions are occurring which could affect their operations.

(1) Weather phenomena detailed in the weather advisory may not be in evident in the entire advisory area.

(2) Area weather advisories, unless specified otherwise in the text of the advisory, are valid for the area enclosed by a circle of 50 nautical mile radius centered on III Corps Headquarters, Building 1001 on Fort Hood.

(3) Terminal weather advisories are valid for areas enclosed by a circle of 5 nautical mile radius centered on HAAF or RGAAF or both.

e. Weather Watch: A special notice provided to a supported agency to alert that agency of the potential for severe weather before actually issuing a weather warning.

(1) A watch provides advanced notice of the potential for those extremely hazardous weather phenomena that are disruptive to operations.

(2) Weather watches do not indicate severe weather is imminent, only that the potential for severe weather exists.

(3) Weather watches are valid for the entire Fort Hood complex.

6-2. Severe weather plan

a. Brigade Commanders will establish severe weather plans for their commands in accordance with this regulation.

b. Severe weather plans will include provisions for mooring and/or hangaring when predicted weather poses significant risk of damage to aircraft.

c. III Corps G3 Air will develop and maintain a severe weather evacuation plan for III Corps aviation assets.

(1) This plan will direct aircraft to locations out of the path of severe weather.

(2) The III Corps severe weather plan will include decision points and triggers for launching and recovery of aviation assets.

(3) The Corps CG or G3 is the decision authority for execution of the severe weather evacuation plan.

Table 6-1. Severe Weather Warning – High Risk

Note: Actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Warning	Action
1. Tornados and Tropical Storms	
2. Severe Thunderstorms: - Wind gust of 50 knots or greater and/or hail three-quarter Inch (1.9 centimeters) or more in diameter	* Recall/ground aircraft * Hangar and Moor aircraft * Secure equipment * Update IOC every 60 minutes until all aircraft and flight line equipment is secure.
3. Non-convective wind greater than 50 knots	
4. Hail three-quarter Inch (1.9 centimeters) or more in diameter	

Aircraft Actions in Flight
1. Aircraft operating within R-6302, WTA or immediate area: a. If associate weather warning conditions are not present, immediately return to RGAAF, HAAF, or tactical field site. b. If associate weather warning conditions are not present, the PC will determine the best course of action and notify Hood Radio of intentions. 2. Aircraft in the local flying area (outside of 1 above): upon receipt of a warning, the PC will determine the best course of action and notify the command as soon as practicable.

Legend:

IOC – Installation Operations Center	PC – Pilot in Command
RGAAF – Robert Gray Army Airfield	HAAF – Hood Army Airfield
IAW – In Accordance With	WTA – Western Training Area

Table 6-2. Severe Weather Warning – Medium Risk

Note: All of the actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Warning	Action
1. Moderate Thunderstorms: - Wind gust of greater than 35 knots But less than 50 knots or greater and/or hail One-half Inch (1.27 centimeters) or in diameter but less than three-quarter Inch (1.9 centimeters) or more in diameter 2. Non-convective wind greater than 35 knots But less than 50 knots. 3. Freezing precipitation	* Within operational capabilities of each aircraft, aviation operations in theses warning may occur; however, these mission are an automatic Medium Risk. Battalion commander (O-5) and above may approve on a case-by-case basis. * Commanders will ensure all aircraft and flight line equipment is secure.

Aircraft Actions in Flight
1. Operating within the area of the warning: a. If associate weather warning conditions are not present, immediately return to RGAAF, HAAF, or tactical field site. b. If associate weather warning conditions are not present, the PC will determine the best course of action and notify Hood Radio of intentions. 2. PCs may continue the briefed mission outside the area of the warning as long as they do not encounter weather conditions associated with the warning.

Legend:

IOC – Installation Operations Center	PC – Pilot in Command
RGAAF – Robert Gray Army Airfield	HAAF – Hood Army Airfield

Table 6-3. Lightning Warning

Note: All of the actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Warning	Action
1. Lightning warning or observed lightning Within 5 miles (8.05 kilometers)	* All aircraft refueling will cease * Commanders will take necessary action To protect personnel and equipment.

Aircraft Actions in Flight
1. PCs will determine the best course of action to prevent airborne lightning strikes. 2. PCs will not takeoff in areas covered by a lightning warning. 3. Aircrews should avoid all known thunderstorms by at least 20 nautical miles (NM)

Legend:

PC – Pilot in Command

NM – Nautical Miles

Table 6-4. Weather Watches and Advisories

Note: All of the actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Actions for Severer Weather Watches and/or Advisories
1. Aviation operations may occur in areas covered by a weather watch or advisory. However, commanders will establish recovery procedures in the event a warning is issued for the weather phenomena contained in the watch and/or advisory.
2. PCs will establish and maintain radio/telephone contact every 30 minutes or at intermediate stops with their unit flight operations.

Legend:
PC – Pilot in Command

6-3. Mooring and hangar plans

a. Moor or hangar assigned and transient aircraft at the end of the last flight of each day. Moor un-hangared aircraft according to the operator's manual and 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-47, UH-1, OH-58 Helicopters). If commanders deem prescribed procedures inappropriate, submit requests for deviation through the III Corps aviation officer to the III Corps Commanding General. The "first-up" MEDEVAC helicopter does not need to be moored at the end of each flight unless a severe weather warning listed in Table 6-1 is in effect.

b. Priority for hangaring aircraft is:

(1) Fixed-wing: UC-35, RC-12, C-12, and Tactical UAS.

(2) Recommend rotary-wing: AH-64D with Fire Control Radar (w/FCR), AH-64D (w/o FCR), CH-47F, special operations aircraft (SOA), UH-60, CH-47D, and UH-1H/V.

c. Commanders will consider taking additional protective measures to protect aircraft that cannot be hangared to include:

(1) Face aircraft into the wind if possible.

(2) Use of shelters or artificial barriers such as trucks, buses, tanks, berms, and/or personnel carriers.

d. Commanders will take reasonable precautions in mooring aircraft that remain overnight (RON) away from installation airfields. In areas where tie-downs are not practical, commanders should consider flying aircraft to hangar or a ramp tie down area. When possible, aircrews should plan to RON at airports that can provide tie down or hangar space when traveling cross-country.

e. Commanders will include mooring or securing aircraft in a tactical environment in their unit tactical standing operating procedures (TACSOPs).

Chapter 7
Refueling procedures

7-1. Overview

a. Refuel aircraft according to the aircraft TM and to FM 10-67-1 and HAAF and RGAAF SOPs.

b. Follow ATC instructions into and out refuel.

c. Only authorized refueling personnel will operate the refueling pump override hand control, referred to as the "dead man" switch.

d. Refueling personnel will act as fireguards.

e. Non-refueling personnel will go to a marshaling area at least 50 feet (15.24 meters) away from the refueling aircraft as directed by the refueler.

f. All refueling personnel will carry a current Fort Hood fuel handlers card when performing refuel

operations.

7-2. Rapid refuel

Use rapid refueling for normal mission requirements. Operational times will be published in L-NOTAMS.

a. Pilot requirements for rapid refueling are:

(1) AH-64, CH-47, and UH-60: an aviator must be at the controls in each seat.

(2) UH-1 and OH-58: a current, qualified aviator is at the controls in the left seat during dual pilot operations. Right seat single pilot refueling is permitted. If the window and doors are installed, they must be closed.

b. During refueling, the pilot at the controls will:

(1) Monitors the ATC ground frequency and does not transmit except in an emergency.

(2) Turn off the anti-collision light prior to refueling. Turning off the anti-collision light alerts the refuelers that the aircraft is ready for refueling.

(3) Conduct rapid refuel IAW the operators manual CL.

(4) Turn on the anti-collision light after refueling is complete.

(5) Aircraft departing HAAF rapid refuel will visually clear traffic prior to moving onto the west parallel taxiway.

c. Refer to figure 7-1 for refueling area diagrams of HAAF and RGAAF.

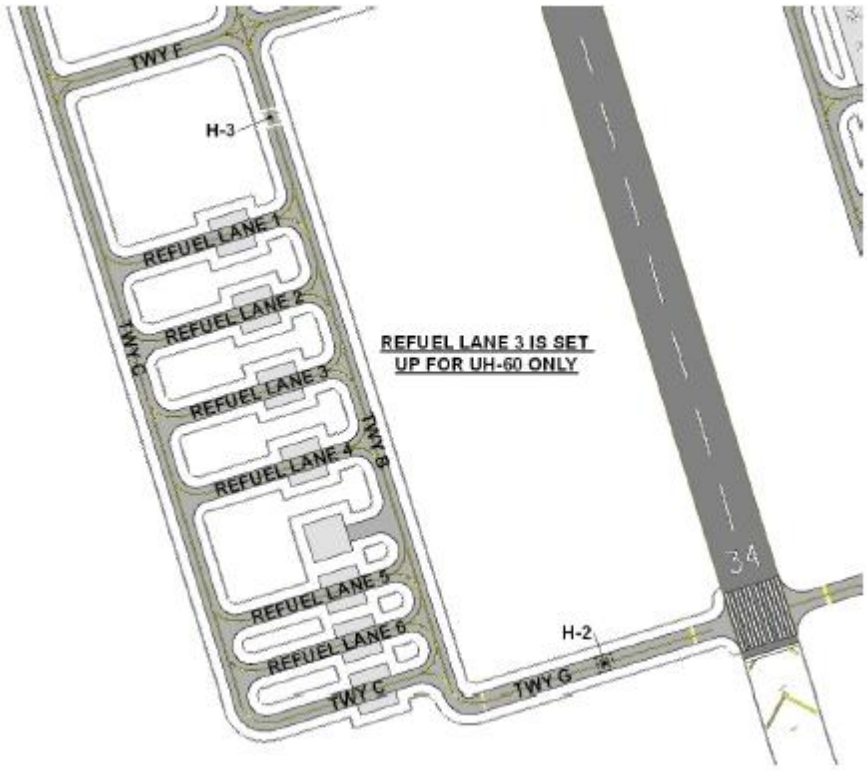


Figure 7-1. Hood Army Airfield (HHAF) rapid refuel area

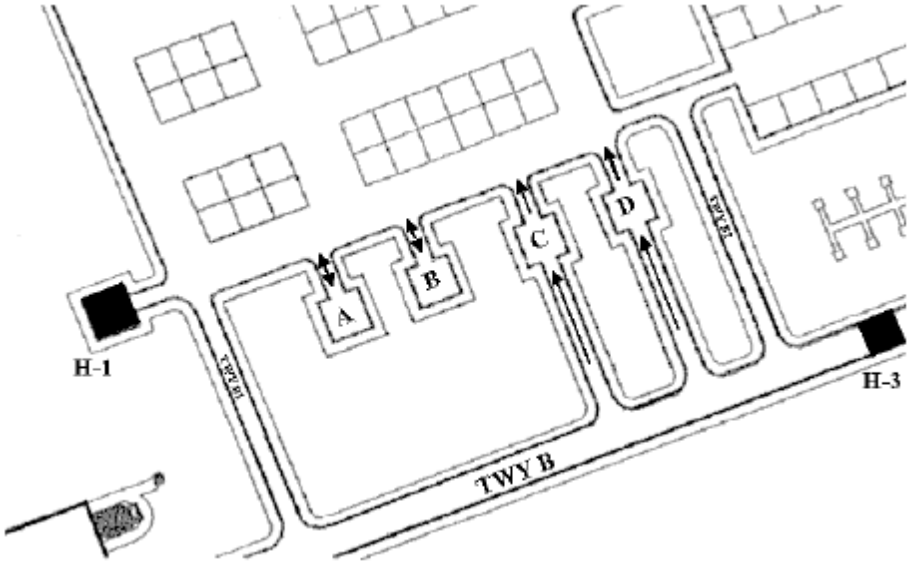


Figure 7-2. Robert Gray Army Airfield (RGAAF) rapid refuel area

Chapter 8
Aviation Life Support

8-1. Aviation Life Support Equipment
Use ALSE AIW AR 95-1.

8-2. Protective clothing, uniform and equipment
a. Rotary wing and tactical fixed wing aircrews use clothing and equipment IAW AR 95-1 and FORSCOM Supplement to AR 95-1.

b. OSA multi-engine fixed wing aircraft clothing and equipment for flights are:

(1) Flight suits, identification tags, and leather boots.

(2) Helmets and survival vests are not required.

(3) Other uniforms may be substituted for paragraph 8-9b(1) above as mission dictates.

8-3. Survival equipment
a. Before conducting operations in environments uncommon to Fort Hood, such as desert, mountain, or cold weather regions, unit commanders must ensure aircrews are familiar with environmental conditions. Each aircraft will have survival equipment for the specific operational environment in which flight occurs.

b. Aircraft will be equipped IAW the requirements of AR 95-1.

Appendix A
References

Section I. Required Publications

14CFR 91.73 (a) and (b). (Cited in Appendix B, para 3f)

14CFR 91.155 (Cited in para 4-9l(1)(c)(1) and 5-4d)
Title 14, Code of Federal Regulations, Part 91.155

14CFR 91.157 (Cited in para 5-4d)
Title 14, Code of Federal Regulation, Part 91.157

14CFR 91-209(a)(b) (Cited in Appendix B, para 1)
Title 14, Code of Federal Regulation, Part 91.209(a)(b)

AR 95-1 (Cited in para 3-3a (1), 3-4, 3-5, 5-4a, 5-4d, 5-6d, 5-7a(3), 5-15c(1), 5-18c, 7-1a, 8-2, 8-9a, and 8-10)
Flight Regulations

DoDD 4500.9 (Cited in para 2-4)
Transportation and Traffic Management

Fort Hood Regulation 95-2 (Cited in para 4-2b, 4-2d, 4-9l(1)(c)(1), 4-9l(2)(b)(1), 4-9l(3)(a), and 5-5a)
Air Traffic and Airspace Operations Governing Fort Hood Special Use Airspace

Fort Hood Regulation 350-40 (Cited in para 2-6d, 4-2b, and 9-6c)
Fort Hood Range Division Operating Procedures

Fort Hood Regulation 385-12 (Cited in para 8-1a and 8-7a)
III Corps and Fort Hood Aviation Safety Program

FM 10-67-1 (Cited in para 6-1a)
Concepts and Equipment of Petroleum Operations

FORSCOM Regulation 350-1 (Cited in para 3-5)
Active Duty Training for FORSCOM Units

FORSCOM Regulation 385-1 (Cited in para 8-3)
Forces Command Safety Program

FORSCOM Suppl 1 to AR 95-1 (Cited in para 1-6 and 8-9a)
Flight Regulations

TC 1-204 (Cited in para 5-11g)
Night Flight Technique and Procedures

Section II. Related Publications

14CFR 91
Title 14, Code of Federal Regulations, Part 91

AR 25-400-2
The Army Records Information Management System (ARIMS)

AR 95-2
Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control, and Navigational Aids

AR 360-1
The Army Public Affairs Program

AR 385-40
Accident Reporting and Records

AR 385-95
Army Aviation Accident Prevention

AR 600-105
Aviation Service of Rated Army Officers

FAA Letter of Exemption No. 3946
Aircraft Lights

FORSCOM Regulation 385-1
Forces Command Safety Program

Fort Hood Regulation 40-20
Aeromedical Evacuation

Fort Hood Regulation 115-1
Weather Support to III Corps and Fort Hood

TC 1-210
Aircrew Training Program Commanders Guide to Individual, Crew, and Collective Training

UFC 3-260-01
Airfield and Heliport Planning and Design

Section III. Prescribed forms

FHT Form 95-X11 (Cited in para 8-6a and Fig 8-1)
Flight Hazards Map Update Reports

DA Form 759 (Cited in para 3-2a(2)(b) and 3-2a(2)(c))

Individual Flight Record and Flight Certificate – Army

DA Form 7120-R (Cited in para 3-2a, 3-2a(2), 3-2a(2)(a), and 3-3a(1))
Commander's Task List

DD Form 175 (Cited in para 4-8a(5)(a), 5-3a(1), 5-3a(2), 5-3b(1)(d), and 5-3b(1)(e))
Flight Plan, Military

DD Form 175-1 (Cited in para 5-3a(1))
Flight Weather Briefing

DA Form 7305-R (Cited in para 5-3)

Section IV. Referenced forms

FH Form 1853
Distribution Scheme

Appendix B

Excerpts from Federal Aviation Administration FAA Letter of Exemption Number 9835

Under the authority contained in 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I hereby grant the Department of the Army an exemption from 14 CFR, 91.209(a)(1) and (2) to the extent necessary to conduct certain night flight military training operations without lighted aircraft position lights, subject to the conditions and limits described below.

Conditions and Limitations

1. This exemption is limited to night vision flight training in Army tactical helicopters.

2. Safety Observers.

a. An airborne training operation –

(1) may be conducted in a flight of two or more helicopters with a dedicated observer on duty aboard each helicopter. The flight shall be conducted in such a manner as to enable the observers collectively to survey fully about the entire flight for nonparticipating aircraft; or

(2) shall be escorted by a properly lighted aircraft serving as an observation platform dedicated to surveillance for nonparticipating aircraft.

b. Traffic notifications from the observer to the training flight shall be timely commensurate with the position and speed of the observed nonparticipating traffic.

c. When nonparticipating traffic is relevant, the pilot of each training flight aircraft shall light that aircraft's position lights and keep them lighted until the traffic is no longer relevant.

3. Airborne operations may not be conducted above 500 feet above the surface and must be contained within a prescribed and publicized area that –

a. is simply defined, e.g., the radius of a point or location;
b. is established in an area of low traffic density;
c. is not within 4 nautical miles of any public use airport;
d. does not infringe upon FAA-designated airspace areas; and
e. has been coordinated with the appropriate FAA region's Air Traffic Division and Flight Standards Division offices.

4. Not withstanding paragraph 3 above, each operation must be conducted in accordance with 14 CFR, 91.119, Minimum safe altitudes: General.

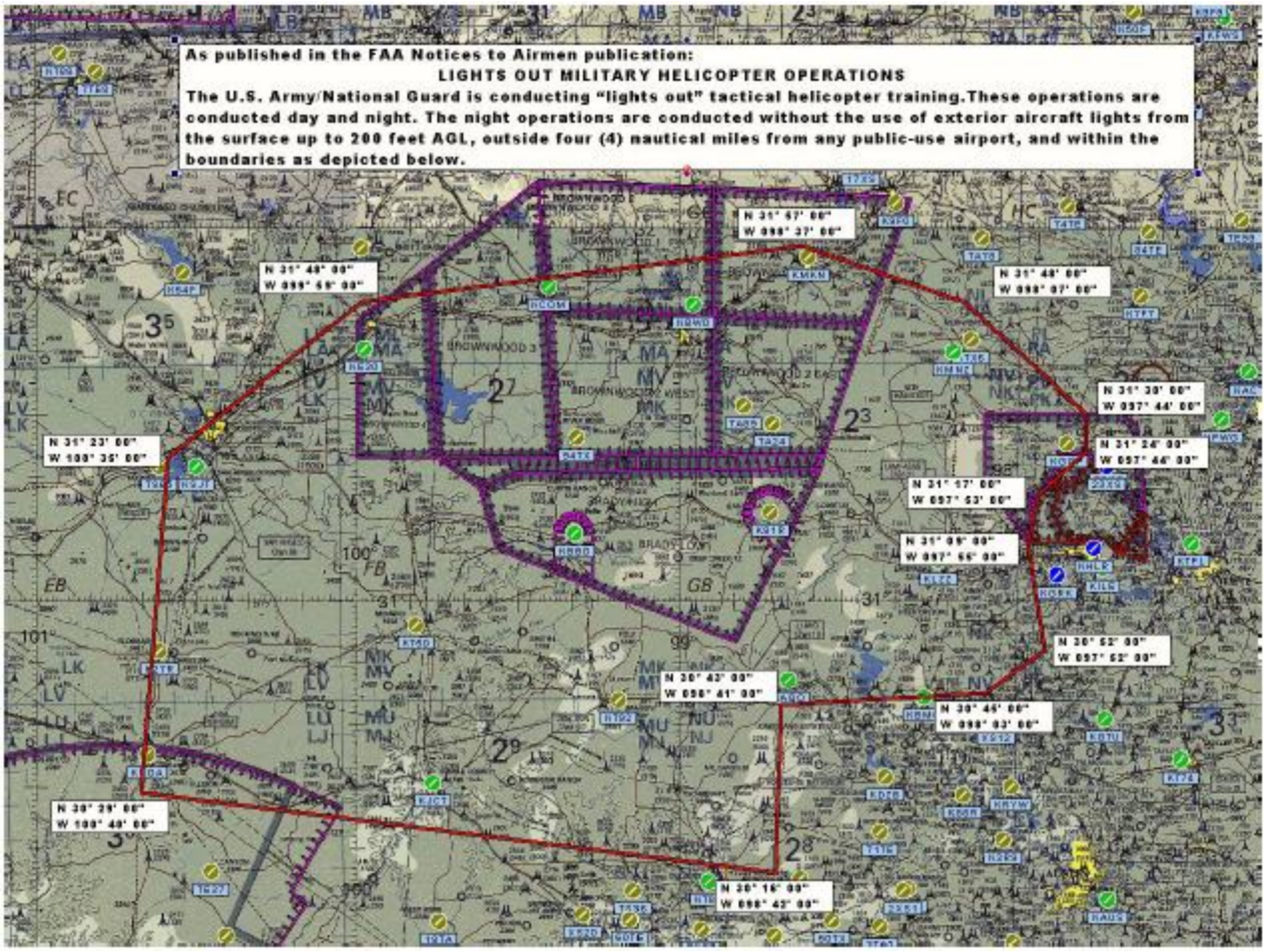
5. Ground (airport/staging area) operations under this exemption may be conducted at locations where only the holder's aircraft involved in night vision flight training are operating, and suitable alternative measures for collision avoidance are instituted.

6. The holder shall establish procedures for collision avoidance for its aircraft operating pursuant to this exemption, including observer aircraft.

7. Each pilot who will conduct operations under this exemption must be thoroughly familiar with its provisions.

8. The holder shall advertise all currently approved training areas, and any subsequently approved training areas, to operators at all airports within 50 miles of the area for 60 days preceding their initial use.

9. The holder shall provide notice through the use of Notice to Airmen (NOTAMs)/Special Notices disseminated at least 72 hours in advance of scheduled exercises. The training airspace will be identified by name (if applicable) or by latitude/longitude. The NOTAMs will advise that, during the course of flight planning, potential users of the operational area will be provided with information on the time and place of the proposed lights-out operations. The NOTAMs must be made available to civil users of the National Airspace system.



Beginning at lat. 31°24'00" N., long. 097°44'00" W./ North Fort Hood;
to lat. 31°30'00" N., long. 097°44'00" W.; to lat. 31°48'00" N., long. 098°07'00" W.;
to lat. 31°57'00" N., long. 098°37'00" W.; to lat. 31°48'00" N., long. 099°59'00" W.;
to lat. 31°23'00" N., long. 100°35'00" W.; to lat. 30°29'00" N., long. 100°40'00" W.;
to lat. 30°16'00" N., long. 098°42'00" W.; to lat. 30°43'00" N., long. 098°41'00" W.;
to lat. 30°45'00" N., long. 098°03'00" W.; to lat. 30°52'00" N., long. 097°52'00" W.;
to lat. 31°09'00" N., long. 097°55'00" W.; to lat. 31°17'00" N., long. 097°53'00" W.;
to point of origin.

Figure B-1. Military helicopter lights out training area

Appendix C
Precautionary and Emergency Landing Information

1. Purpose
To provide information to clarify what responses or actions occur in the Fort Hood area when an aviator declares a precautionary or an emergency landing.

2. Background
a. It is important to understand that the term "precautionary landing" is a military term only. The FAA and civil aviation community do not use and seldom recognize the term “precautionary landing”. This fact has resulted in a misunderstanding of the terms by aviators at Fort Hood.
b. When communicating with a civil aviation agency and you declare a precautionary landing, you can normally expect them to sound confused and ask if you are declaring an emergency or exactly what assistance you are requiring. Military airfields normally cover these procedures and responses through SOPs and letters of agreements (LOAs) between ATC, Safety, and the appropriate response agencies. Although most military airfields’ SOPs are similar, they are not all exactly the same. Following are the local Fort Hood, RGAAF, and HAAF procedures.

3. Definitions
a. Emergency. An event for which an individual perceives that a response is essential to prevent or reduce injury or property damage according to AR 385-10, (Accident Reporting and Records). This is a condition or situation one level short of the “May-Day” call when a crash landing, damage or destruction to the aircraft, and injury or death to personnel is imminent.
b. Precautionary landing (PL). A landing resulting from an unplanned event that makes continued flight inadvisable per AR 385-10. This compares to the International Civil Aviation Organization (ICAO)/FAA call of “Pan-Pan”.

4. What to declare
a. Emergencies are declared when the individual perceives that the current situation has the potential of causing or developing into a situation that may cause damage to the aircraft or injury to person(s).
b. Precautionary landings are declared when the individual perceives that the current situation is unlikely to cause damage to the aircraft or injury to person(s), nor is it likely that the situation will lead to damage or injury; however, further flight is inadvisable.
c. It is imperative that aviators declaring a PL make every attempt to either report "down and safe" or "landing assured" to ATC. If the call cannot be made prior to loss of radio contact with ATC, the crew should attempt to notify ATC of their status by aircraft relay, guard frequencies, telephone, or using their survival radio as soon as possible. This will allow ATC to terminate the precautionary, saving resources, and manpower. If, in your judgment, you need assistance, do not hesitate to declare an emergency or a precautionary landing. When the situation is under control and assistance is no longer needed, please ensure you let ATC know.

Table C-1. Emergency agency action and responsibilities

Agency	Condition	Action
Crewmember	Emergency	To the extent that collateral and/or visible damage to the aircraft(s) has occurred, all crewmembers involved in the mishap are to recover onboard the MEDEVAC aircraft or ambulance at the scene. Continued flight is not authorized until the appropriate authority releases aircraft.
	Precautionary	Recognize the condition or situation under which further flight is no longer advisable (i.e. deteriorating weather, questionable reliability of the aircraft, chip-light, etc. Flight may continue as authorized by the commander.
ATC	Emergency	Acknowledge the emergency, get appropriate information, activate the crash alarm system, and dispatch appropriate emergency vehicles.
	Precautionary	Acknowledge the precautionary, get appropriate information, and request the aircraft call "down and safe" or "landing assured, no damage, no injury". Activate the crash alarm system with "All stations (airfield name) has a precautionary in progress". Once the aircraft is down and safe, ATC will terminate the precautionary. If the aircraft cannot be confirmed down and safe, ATC will dispatch all emergency vehicles.
Crash rescue, EMS, Lifesaver and MEDEVAC	Emergency	Acknowledge the emergency, get appropriate information and dispatch appropriate emergency vehicles. Be prepared to receive injury victims.
	Precautionary	Acknowledge the precautionary, get appropriate information, and place appropriate emergency response personnel in a high state of readiness.

Legend:
ATC – Air Traffic Control
EMS – Emergency Medical Service
MEDDAC – Medical Department Activity
MEDEVAC – Medical Evacuation

1Note: *As seen in the* above textual descriptions, the major difference in response between an emergency and a precautionary is dispatching all appropriate vehicles verses placing the appropriate personnel in a high state of readiness.

Appendix D
Fort Hood Aviation Pre-Accident and Crash Rescue Plan

D-1 General This appendix prescribes procedures and establishes responsibilities for a quick, systematic rescue effort, at the installation level, when an aircraft emergency or accident occurs on or near the Fort Hood military reservation and airfields. This appendix does not describe unit level procedures nor does it preclude the regulatory requirement for a unit level pre-accident plan or post accident notification process. This guide also pertains to ground accidents when the severity requires response by EMS or other agencies.

D-1-1 ***Evaluation*** *The* Directorate of Aviation Operations (DAO) Installation Aviation Safety Manager (IASM) periodically evaluates this plan during actual or simulated emergencies. During simulated emergency evaluations only primary stations will respond.

D-1-2 ***Who To Call*** Any person observing or receiving a report of an aircraft emergency or accident will notify:

- RGAAF Base Operations at (254) 288-9200/9209.
- Installation Operations Center toll free at 1-800-531-4654 or collect; or long distance at (254) 287-2506/2520.
- Dial 911.
- Any civilian or military air traffic control facility. These agencies will immediately contact the RGAAF control tower, or base operations to activate the primary crash alarm.

D-1-3 **What *to Report*** Any person observing or receiving a report of an aircraft emergency or accident will report:

- Location.
- Aircraft type and identification, if known.
- Description of damage, if fire is involved, and severity of injuries.
- Accessibility to aircraft's location by ground vehicle.
- Name, rank, organization, location, and telephone number, or aircraft call sign of the individual reporting the accident.
- Other known agencies notified or proceeding to the site.

D-1-4 ***Security*** Aircraft Wreckage may contain hazardous materials or ammunition on board that could present a hazard to personnel.

- Personnel not engaged in crash rescue operations will remain clear of the crash area.
- Anyone desiring entry into the crash area must receive a clearance from the accident investigation board by coordinating with the III Corps Aviation Safety Office or the DAO/Installation Safety Office.
- Do not move or disturb wreckage except to facilitate the removal of injured personnel or wreckage to alleviate another emergency.
- The aircraft accident investigation board president is the releasing authority for movement of the wreckage.

D-1-5 **Release Of Information** No one will release any information or notify the next of kin without prior coordination with the III Corps Adjutant General and the Public Affairs Office.

D-2 ***Primary Crash Alarm System.***

General. Units listed in this plan will ensure that personnel are familiar with their responsibilities and properly trained on all aspects of crash rescue operations including the health hazards associated with a crash site and the proper PPE required to enter the site.

- Post this plan and any necessary local area maps near the designated station telephone.
- The primary crash alarm system consists of stations or units involved in life saving and minimizing injury or property damage.
- The appropriate airfield control tower will activate the primary crash alarm system when a pilot declares an emergency, or an aircraft accident is observed or reported, giving full details of the emergency or accident and assistance needed.
- **If one of the agencies cannot be reached by closed circuit, the control tower will call the agency by telephone.**
- RGAAF and HAAF airfield control towers will test the system daily.
- Personnel making notification will be instructed to:
    a. Keep others away for their own safety due to pyrotechnic and composite material hazards
    b. Render first aid, if possible
    c. Secure and control the accident site to the best of your ability
    d. Advise them help is on the way
    e. Do not answer media questions; politely refer all questions to the Public Affairs Officer
    f. Remain at the accident site until properly relieved.

D-2-1 ***Responsibilities***

RGAAF Base Operations will:

- Notify the appropriate control tower when a report of an aircraft emergency or accident is received.
- Be the point of contact for the collection and dissemination of data.
- Contact III Installation Operations Center and activate the Secondary Crash Alarm System and notify the DAO and/or Installation Aviation Safety Officer Aircraft control tower will:
- Notify 3rd Weather Squadron on duty personnel.

RGAAF or HAAF Tower will:

- Initiate the primary crash alarm system for any aircraft emergency or accident and relay information to primary stations.
- Alert traffic to the emergency and grant traffic priority to rescue aircraft and/or vehicles.
- Ensure the runway or airfield is closed, as appropriate, until the emergency terminates, the aircraft is removed, and foreign object damage check is complete.
- Notify Army radar approach control of the situation and airfield status.

Aircraft Fire and Crash Rescue will:

- Respond immediately to the alarm for accidents within their response area as directed by the installation fire chief.
- Assume command of the incident site until terminated or released to the appropriate Aviation Safety Officer.
- Notify appropriate agency that MEDEVAC and/or LIFEFLIGHT is needed to respond
- Advise airfield flight operations if dangerous or hazardous cargo warrants the presence of specialists (for example, ordnance officer, chemical officer, radiation protection officer).
- Notify ATC when the emergency has terminated.

Emergency Medical Service will:

- Respond immediately to the alarm if the accident is within the local area, or notify the appropriate control tower and request assistance from local agencies if an ambulance is unable to respond to the emergency. Notify appropriate agency that MEDEVAC/LIFEFLIGHT is needed to respond.

• Request assistance from the staff physician in the emergency room to dispatch local medical personnel/equipment as needed.

• Transport personnel to the appropriate medical facility for treatment or samples.

• On order, remove deceased personnel and transport to Darnall Army Medical Center.

****Military Aeromedical Evacuation (if applicable) and/or Fee for Service Medevac will:**

• Respond immediately to the alarm for accidents in the local flying area, or notify the appropriate control tower. If an aircraft is unable to respond they will request assistance from other agencies.

• Radio preliminary report of crash site and map coordinates to the airfield control tower or flight following to aid ground rescue operations.

• Transport injured personnel to the appropriate medical facility.

• On order, remove deceased personnel and transport to Darnall Army Medical Center.

The Provost Marshal will:

• Notify appropriate agency that MEDEVAC/LIFEFLIGHT is needed to respond.

• Provide crowd control assistance upon request.

• Dispatch a radio-equipped vehicle to any aircraft accident site with adequate personnel to provide security until the unit is able to provide security.

• Coordinate with civil law enforcement agencies to obtain assistance for guarding off-post aircraft accident sites.

Secondary Crash Alarm System

D-3 ***General*** The secondary crash alarm system is composed of units that require notification and may be involved in performing support missions during and after the aircraft emergency or accident.

D-3-1 **Responsibilities** The Installation Operations Center will sequentially notify:

• DAO/Installation Aviation Safety Manager and III Corps Aviation Safety Manager.

• The owning unit Commander.

• Garrison Commander

• III Corps Command Group.

• III Corps Adjutant General Casualty Branch.

• III Corps Public Affairs Office.

• TASC Photographer

• The III Corps Air Force Air Liaison Office in the event that the mishap involves a U.S. Air Force aircraft.

• The Killeen Municipal Terminal Operations center at **501-8750** (If the

• Accident is on RGAAF)

• Contact Installation Industrial Hygiene for a site survey.

The owning unit Commander or Aviation Safety Officer will:

• Provide the Installation Aviation Safety Manager or the III Corps Aviation Safety Manager with information from the Worksheet for Phone Notification of Aviation Accident/Incident (DAFORM 7305-R) immediately. All information is desired, but will not delay notification).

• Assume command of the accident site after the fire chief and Installation/Corps Aviation Safety Manager releases it.

• Provide guards to secure the site and preserve evidence and control access.

• Secure all aircraft records and crewmember flight records and equipment.

• Recover the aircraft after its release by the accident investigation board.

• Be prepared to brief the Installation Commander, within 48 hours, on all Class A accidents.
• Provide resources and assistance to the accident board as necessary.

The Installation or III Corps Safety Manager will:

• Notify the United States Army Combat Readiness Center and FORSCOM according to AR 385-10 and FORSCOM Regulation 385-1.

• Proceed to the accident scene get information necessary to notify secondary crash alarm units and assist and advise the site commander.

• Notify, or request Installation Operations Center notify selected Secondary crash alarm units.

• Establish the aircraft accident investigation board according to AR 385-10.

• If required, notify the FAA according to AR 95-30 (Participation In A Military or Civil Aircraft Accident Safety Investigation).

The III Corps Flight Surgeon is the point of contact for medical information regarding injured or deceased personnel, and will provide information to the aircraft accident board.

The DAO/Installation Safety Manager will respond (if available) to emergencies or accidents to provide technical assistance, and serve on accident investigation boards, as required.

Hood Radio will:

• Notify Range Control to cease-fire if the accident is near the impact area or firing operations.
• Advise aircraft to maintain one kilometer from or 3,000 feet mean sea level above the accident site, except for accident site support aircraft.

The Public Affairs Office will proceed to the accident site to coordinate with and escort news media representatives to the aircraft accident site.

The Adjutant General Casualty Services Branch will:

• Initiate notification of next-of-kin and other related actions in accordance with AR 600-8-1 (Army Casualty Operation, Assistance, Insurance).
• Provide a copy of reports to the accident investigation board.

The Photographic Laboratory will:

• Provide a photographer to proceed to the aircraft accident site.
• Provide photo CD ROM and photo prints to the accident investigation board president within one duty day of the accident.
• The photographer will document the accident site as directed by the ASO in charge.

The Directorate of Public Works will coordinate engineer support, which may include construction of access roads to the accident site, clearing, earth moving, digging, and environmental evaluations.
The Air Force Air Liaison Office will notify the appropriate individuals in the event that the mishap involves a U.S. Air Force aircraft, and be the liaison throughout the accident investigation.

Air Traffic Control will:

• Secure the control tower, flight following, and Army Radar Approach Control voice and data tapes.
• Provide a transcription to the accident investigation board president (if requested).
• Request a TFR over the accident site until advised that is no longer necessary.

The Staff Judge Advocate Claims Office will:
• Dispatch a claims officer to the aircraft accident scene to obtain information on damage to civilian property.
• Provide the aircraft accident investigation board with property damage cost for completing aircraft accident report.

The 3d Weather Squadron will:
• Take a local observation for HAAF and RGAAF and radar observation at RGAAF.
• Provide a written summary of weather conditions for the time spanning one-hour prior until one hour after the accident, to the III Corps or DAO/INSTALLATION Aviation Safety Office.
• If weather is a suspected or known factor, provide a qualified weather forecaster as a member of the aircraft accident investigation board.

The Logistics Assistance Office will provide technical assistance to the aircraft accident investigation board, as required.

The III Corps Engineers will:
• Provide supervision for topographic products and survey support.
• Get maps and charts for use in navigation and crash site location.
• Direct tasking of engineer units that possess survey teams and Global Positioning System receivers, and nuclear densometers, conventional survey equipment, and heavy cranes or required recovery equipment.

The Fort Hood Industrial Hygiene section will:
• Respond to accidents that involve aircraft containing advanced composite materials or hazardous waste clean-up to determine if individual protective equipment is required.
• Recommend suitable protection equipment for the operation.
• Conduct sampling operations as dictated by the aircraft recovery operations.

The Installation Radiation Protection Officer will:
• Survey the accident site for radioactive aircraft components and parts.
• Provide or arrange for cleanup of all radioactive waste at the accident site.

****Fort Hood is currently using fee for service Medevac services. A request for Medevac may be sent through Range Control on the appropriate frequency or telephonically. You may also request Medevac by dialing 911. Medevac Launch Authority is a DES function.**

Glossary

Section I. Abbreviations

ACS&R
Aircraft Crash, Search, and Rescue

AFSS
Automated Flight Service Station

AGL
Above Ground Level

AHRS
Altitude Heading Reference System

AIM
Airmen Information Manual

AIS
Automated Information System

ALSE
Aviation Life Support Equipment

AMCOM
Aviation and Missile Command

APART
Annual Proficiency and Readiness Test

AR
Army Regulation

ARAC
Army Radar Approach Control

ARIMS
Army Records Information Management System

ARMS
Aviation Resource Management Survey

ARNG
Army National Guard

ASO
Aviation Safety Officer

AT
Annual Training

AT&A
Air Traffic and Airspace

ATC
Air Traffic Control

ATIS
Automated Terminal Information Service

ATM
Aircrew Training Manual

ATTN
Attention

AWDS
Automated Weather Dissemination System

AWOS
Automated Weather Observation System

BLORA
Belton Lake Outdoor Recreation Area

BG
Brigadier general

CARS
Corridor Airspace Route Structure

CCMU
Clabber Creek Multiuse Range Complex

CFR
Code of Federal Regulations

CHUM
Chart Update Manual

CMPRC
Crittenburger Multi-purpose Range Complex

COA
Certificate of Waiver or Authorization

IOC
Installation Operations Center

CRD
Community Recreation Division

CCW
Counter Clockwise

CW
Clockwise

DA
Department of the Army

DAO
Directorate of Aviation Operations

DACH
Darnall Army Community Hospital

DARR
Department of the Army Regional Representative

DCA
Directorate of Community Activities

DD
Department of Defense

DOD
Department of Defense

DOL
Directorate of Logistics

DMWR
Directorate of Morale, Welfare, and Recreation

DPTMS
Directorate of Plans, Training, Mobilization, and Security

DRA
Directorate of Reserve Affairs

DZ
Drop Zone

EGI
Embedded GPS Inertial

EMS
Emergency Medical Service

ETD
Estimated Time of Departure

EVAC
Evacuation

FAA
Federal Aviation Administration

FAAO
Federal Aviation Administration Order

FAR
Federal Aviation Regulations

FARRP-E
Forward Area Refuel, Re-Arm Point – East

FARRP-W
Forward Area Refuel, Re-Arm Point – West

FH
Fort Hood

FHFSSC
Fort Hood Flight Safety and Standardization Committee

FHMC
Flight Hazards Map Coordinator

FLIP
Flight Information Publication

FM
Frequency Modulated

FORSCOM
United States Army Forces Command

Fq
Frequency

FS
Flight Simulator

FWS
Flight Weapons Simulator

GA
Georgia

GP
General Planning

GPS
Global Positioning System

GRK
Three letter FAA identifier for Robert Gray AAF

GSP
Gunnery Standardization Program

HAAF
Hood Army Airfield

HIRTA
High Intensity Radio Transmission Area

HLR
Three letter FAA identifier for Hood AAF

HQ
Headquarters

IATF
Individual Aircrew Training Folder

IAW
In Accordance With

ICAO
International Civil Aviation Organization

IE
Instrument Examiner

IFR
Instrument Flight Rules

ILAN
Installation Local Area Network

ILE
Three letter FAA identifier for Skylark Field, Killeen, Texas

IMC
Instrument Meteorological Conditions

INS
Inertial Navigation System

IP
Instructor Pilot

JOGAIR
Joint Operations Graphic (Air)

KIAS
Knots Indicated Airspeed

KGRK
ICAO identifier for Robert Gray Army Airfield

KHLR
ICAO identifier for Hood Army Airfield

LG
Land Group

L-NOTAM
Local Notice to Airmen

LOA
Letters of Agreement

LS-50
Landing Strip 50

LTA
Local Training Area

LZ
Landing Zone

MAIS
Military Aviation Information System

MATES
Mobilization and Training Equipment Site

ME
Maintenance Evaluator

MEDEVAC
Medical Evacuation

MGRS
Military Grid Reference System

MHz
Megahertz

MOA
Military Operations Area

MOC
Maintenance Operational Checks

MOUT
Military Operations on Urbanized Terrain

MP
Maintenance Pilot

MSC
Major Subordinate Command

MSL
Mean Sea Level

MTF
Maintenance Test Flight

NCM
Non-rated crewmember

NDB
Non-Directional Radio Beacon

NFH
North Fort Hood

NFH-2
North Fort Hood Helipad #2

NM
Nautical Mile

NOTAM
Notice to Airmen

NVG
Night Vision Goggle

OPS
Operations

OPLANS
Operations Plans

OSA
Operational Support Airlift

OTC
Operational Test Command

PAO
Public Affairs Office

PAR
Precision Approach Radar

PC
Pilot-in-Command

PL
Precautionary Landing

POI
Program of Instruction

PPR
Prior Permission Required

RFMSS
Range Facility Management Support System

RGAAF
Robert Gray Army Airfield

ROA
Remotely Operated Aircraft (a generic term for any UAS, RPV, etc)

RON
Remain Over Night

ROZ
Restricted Operation Zone

RPM
Revolutions per Minute

SAR
Search and Rescue

SGS
Secretary of the General Staff

SI
Standardization Instructor

SOA
Special Operations Aircraft

SOP
Standing Operating Procedure

SP
Standardization Pilot

SVFR
Special Visual Flight Rules

TA
Training Area

TACSOP
Tactical Standing Operating Procedure

TDY
Temporary Duty

TERPS
Terminal Instrument Procedures

TOC
Tactical Operations Center

T-UAS
Tactical Unmanned Aerial Systems

T-UAV
Tactical Unmanned Aerial Vehicle

TWY
Taxiway

TX
Texas

UAS
Unmanned Aerial Systems

UAV
Unmanned Aerial Vehicle

UFC
Unified Facilities Criteria

UHF
Ultra High Frequency

UNICOM
Universal Communication

US
United States

USA
United States Army

USAF
United States Air Force

USAR
United States Army Reserve

UT
Unit Trainer

VFR
Visual Flight Rules

Vh
Maximum Torque Airspeed

VHF
Very High Frequency

VIP
Very Important Person

VMC
Visual Meteorological Conditions

VOR
VHF Omni-Directional Range

w/FCR
with/Fire Control Radar

WTA
Western Training Area

1CD
1st Cavalry Division

4ID
4th Infantry Division

21st Cav Bde (AC)
21st Cavalry Brigade (Air Combat)

49th AD
49th Artillery Division

Section II. Terms
This section not used.