



**Fort Hood Flight Safety
and Standardization
Committee**
**Garrison Airfield
Operations Board (AOB)**

Phantom Warriors

3rd Quarter FY 12

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- **Opening Comments:**

FHFSSC – Old Business

- **Issue**: Sling Load Weights
- **Discussion**: HISTORY: Ron Deshotel, Ft. Hood Safety, discussed the sling load weights at Flight Strip 41. They are in poor repair and have no record of certification. III Corps has been in the process of getting bids to build sling load weights that meet current building and safety requirements. Funding will be an issue. In all likelihood, user units will have to fund the construction of these weights. Preliminary figures indicated a cost of approx \$10,000 to build these weights. This figure does not include special stainless steel hardware that is required for which cost estimates are still due. Ron Deshotel gave a final estimate to build the four weights at \$20,000±10% with a build completion time somewhere in Feb 11. The UH-60 community requested another weight be added for hoist operations training. Ron Deshotel agreed to get another estimate for this weight and contact CW5 Green with the new numbers. COL Lamb reviewed and determined that besides yet another delay in construction, the final estimate is already several thousand dollars over the initial estimates and is at the limit of the funds that the 21st Cav Brigade has made available for the project. Ron Deshotel has been given the green light to engage the contract.
- **Status – Open**: Ron Deshotel reported that there have been issues with 2 stainless steel suppliers and he can find no one in the state that can build the hardware to spec. He is currently attempting to find out how Ft. Rucker, Ft. Bragg, and Ft. Campbell obtained their weights and whether or not the weights at these installations actually meet spec.

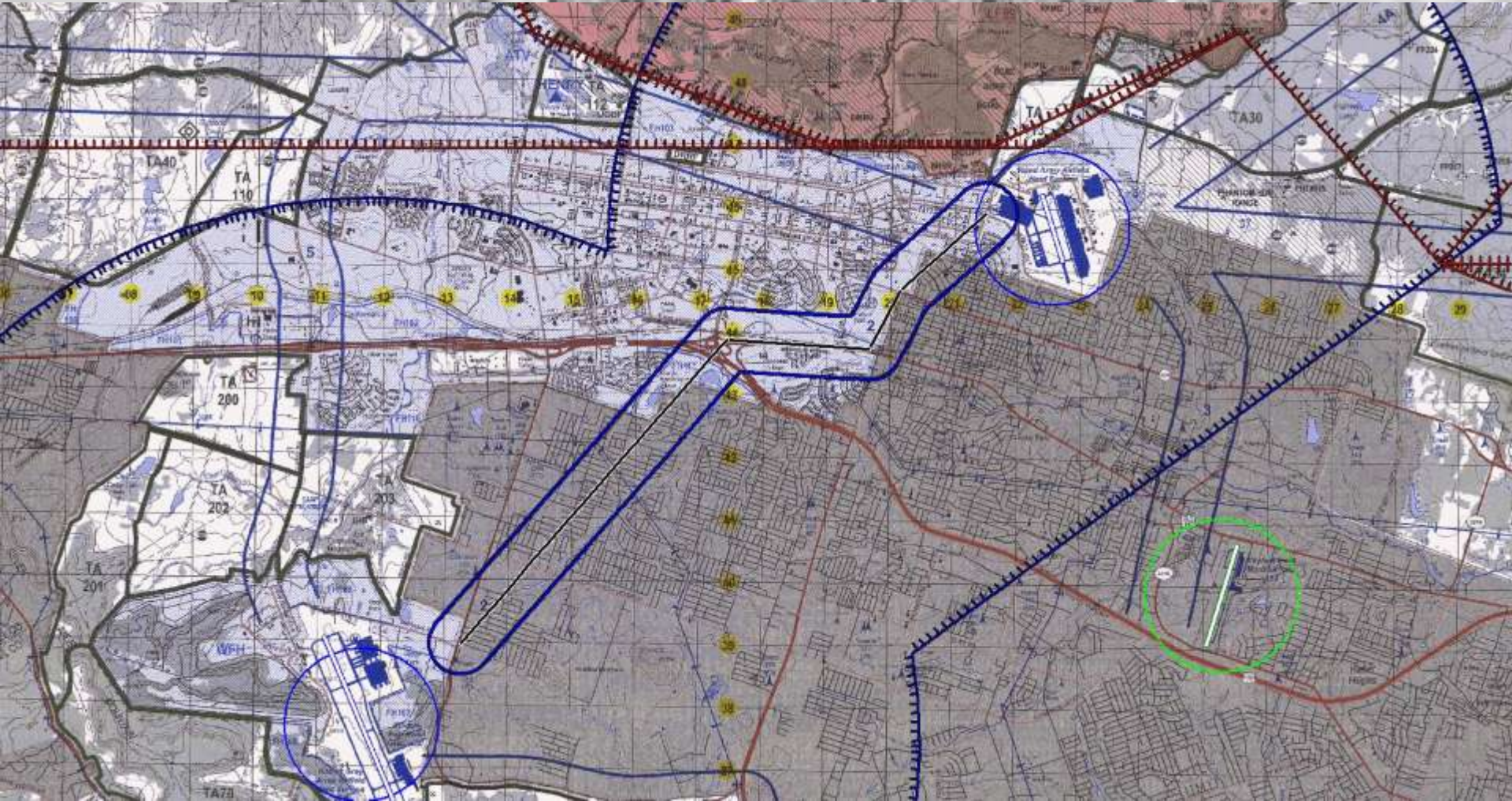
FHFSSC – New Business

- **Issue**: Corridor 2 - Aircraft over-flying housing area in the vicinity of Fort Hood Street/HWY 195 and Business 190.
- **Discussion**: This issue was brought up at the Aviation Summit on 28 Feb and COA's were to be presented at the next FHFSSC.
- The following courses of action have been proposed:

Corridor 2 COA #1

- **Discussion:**
- No changes to Corridor #2
- Aircraft to follow the road at appropriate CARS altitudes, do not cut the corner and avoid over flight of the housing when possible.
- There was also a recommendation to raise the corridor altitude?

Corridor 2 COA #1



Corridor 2 COA #1



Corridor 2 COA #1



Corridor 2 COA #1



Corridor 2 COA #1



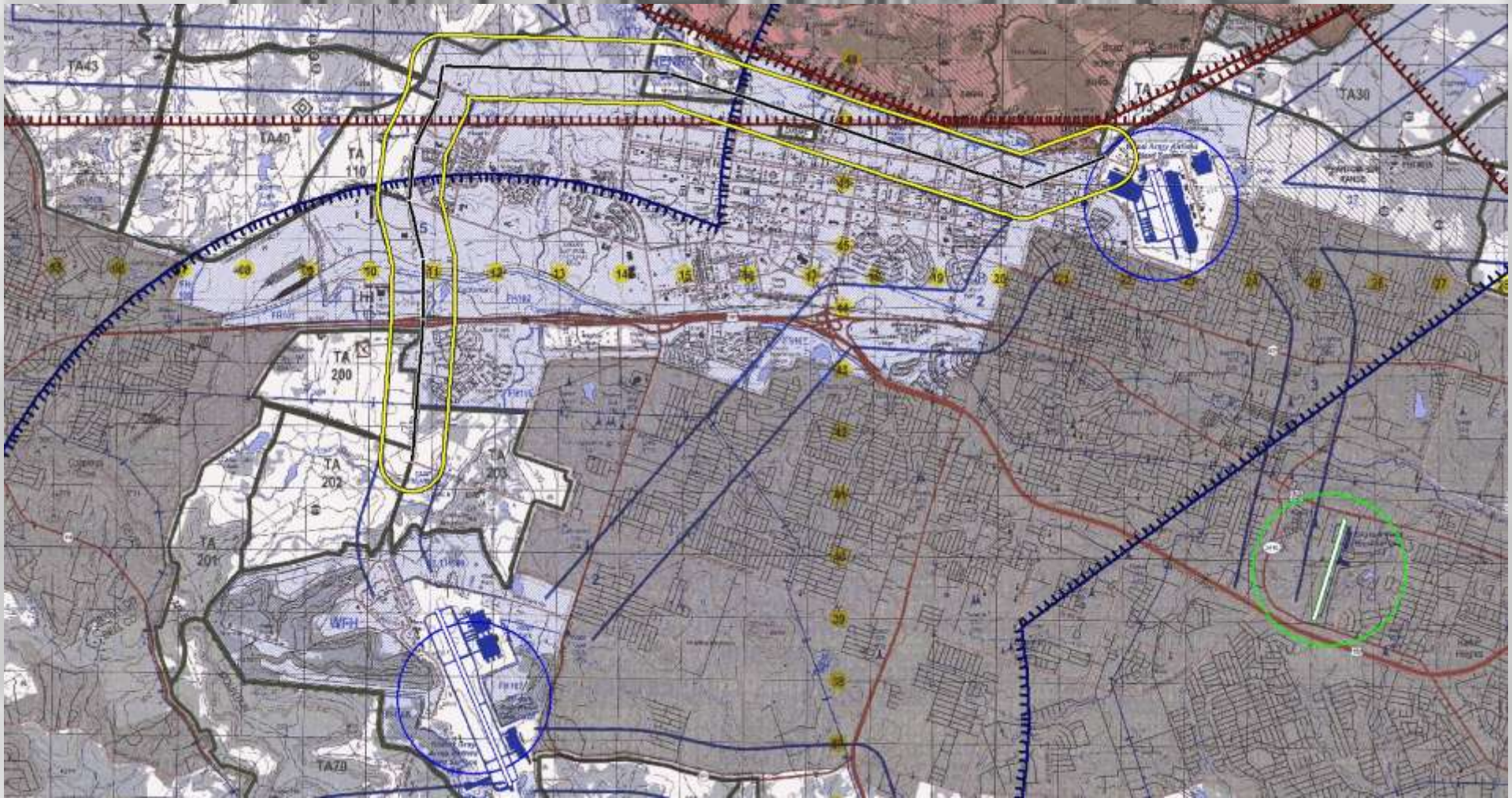
Corridor 2

COA #2

- Discussion:
- Close Corridor 2
- New routing between HAAF and RGAAF would be via Corridor 1 to Corridor 5.
- Overflies 2 on post housing areas.
- This COA would also require aircraft to change frequencies from Hood Tower to Hood Radio then Robert Gray Tower.
- Aircraft would pop up under the final approach path into Robert Gray AAF.
- Adds approximately 2.5NM

Corridor 2

COA #2



Corridor 2 COA #2



Corridor 2 COA #2



Corridor 2 COA #2

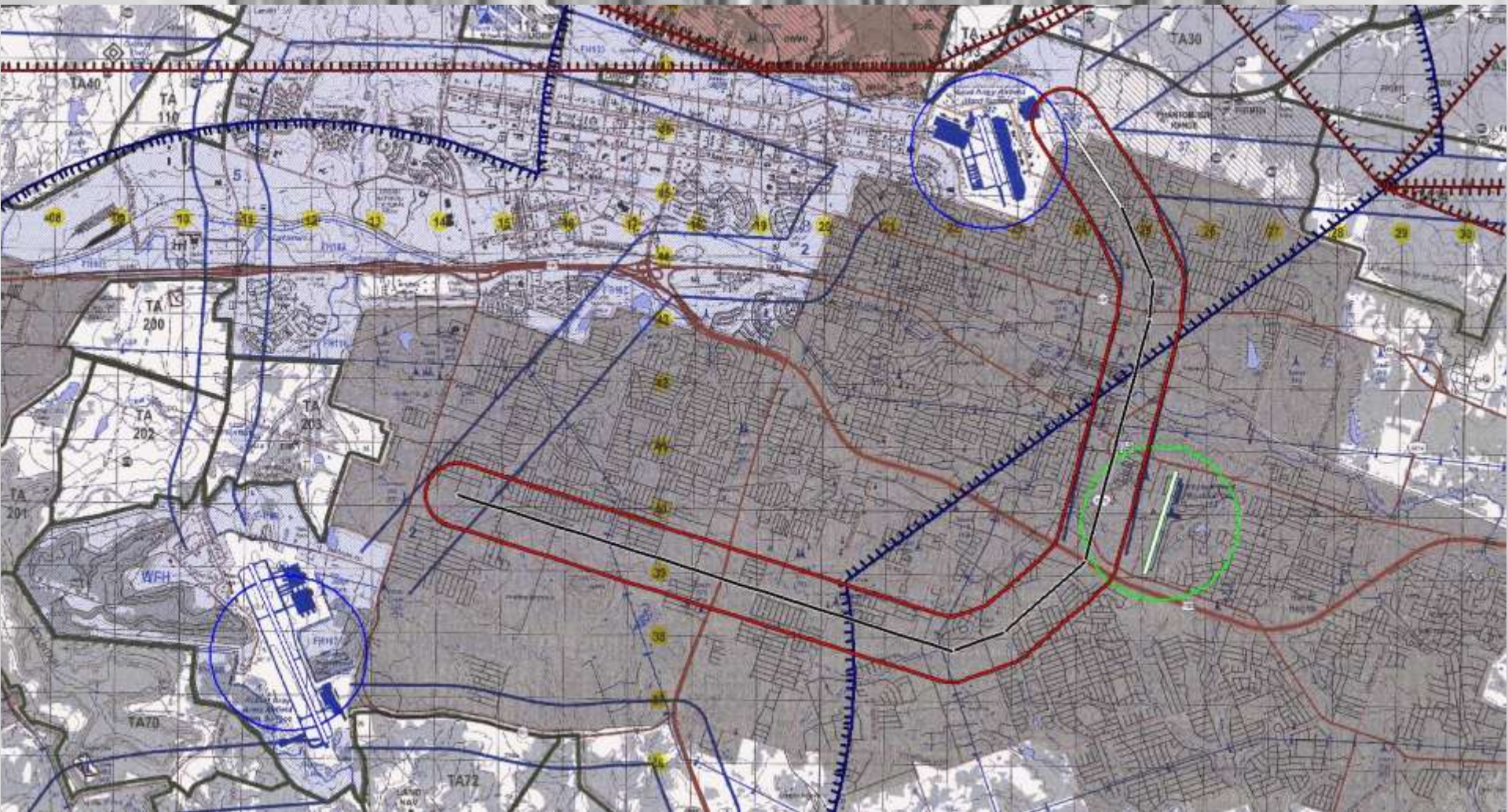


Corridor 2

COA #3

- **Discussion:**
- Close Corridor 2
- New routing between HAAF and RGAAF would be via Corridor 3 to the intersection of HWY 190 and Stand Schlueter Loop, then follow Stand Schlueter Loop to RGAAF. Corridor altitude would be 1500 feet MSL inbound RGAAF along entire route and 1800 feet MSL inbound HAAF along entire route.
- Overflies numerous civilian housing areas.
- This COA would require aircraft to change frequencies from Hood Tower to Skylark Field UNICOM then Robert Gray Tower.
- This COA puts the aircraft in the west traffic pattern for Skylark Field.
- Adds approximately 4NM

Corridor 2 COA #3



Corridor 2 COA #3



Corridor 2 COA #3



Corridor 2 COA #3



Corridor 2 COA #3



Corridor 2 COA #3



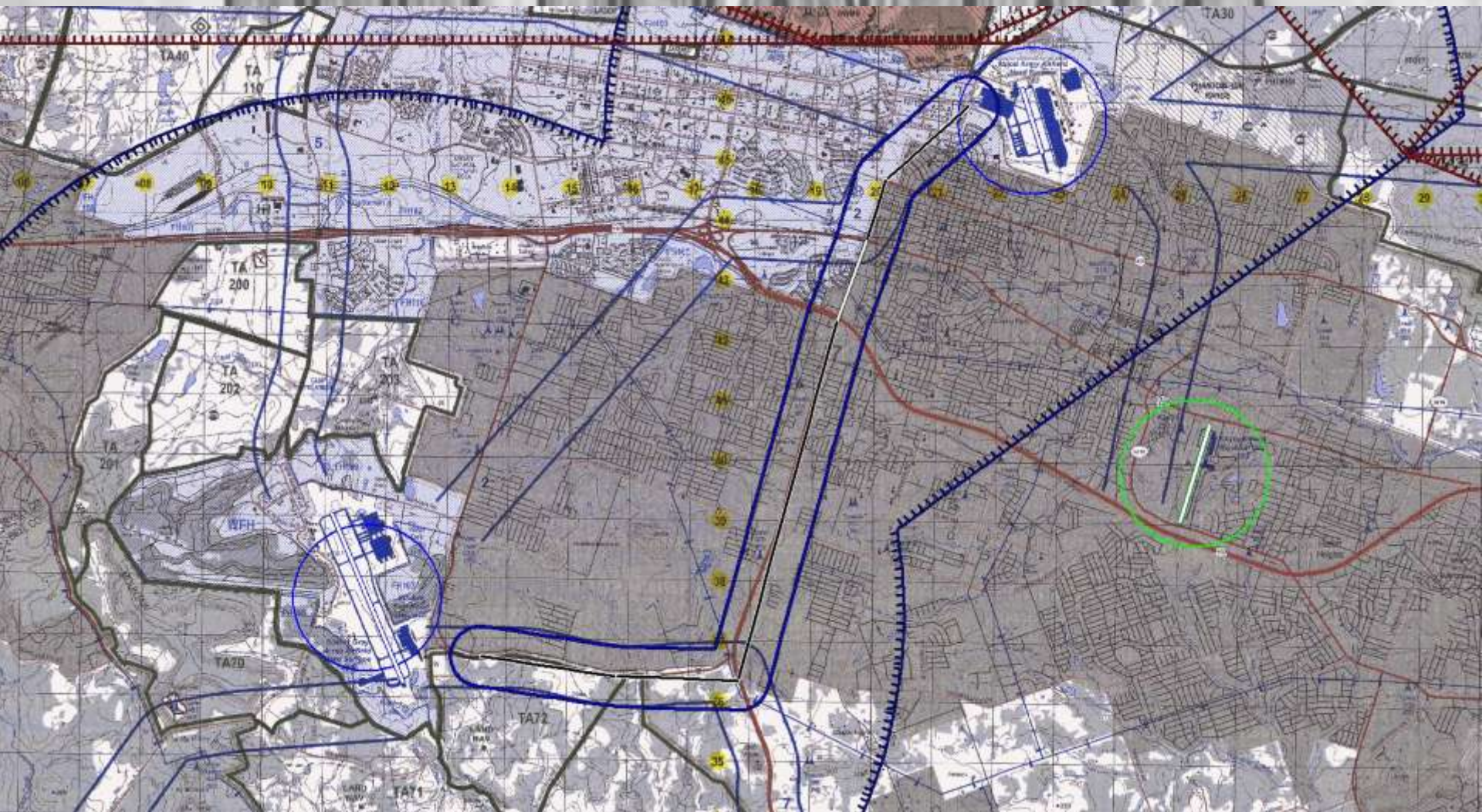
Corridor 2 COA #3



Corridor 2 COA #4

- **Discussion:**
- Re-route Corridor 2
- New routing between RGAAF and HAAF would be via existing Corridor 2 to the intersection of Fort Hood Street/HWY 195 and Business HWY 190 then follow HWY 195 to HWY 201 to RGAAF.
- Adds approximately 1.5NM

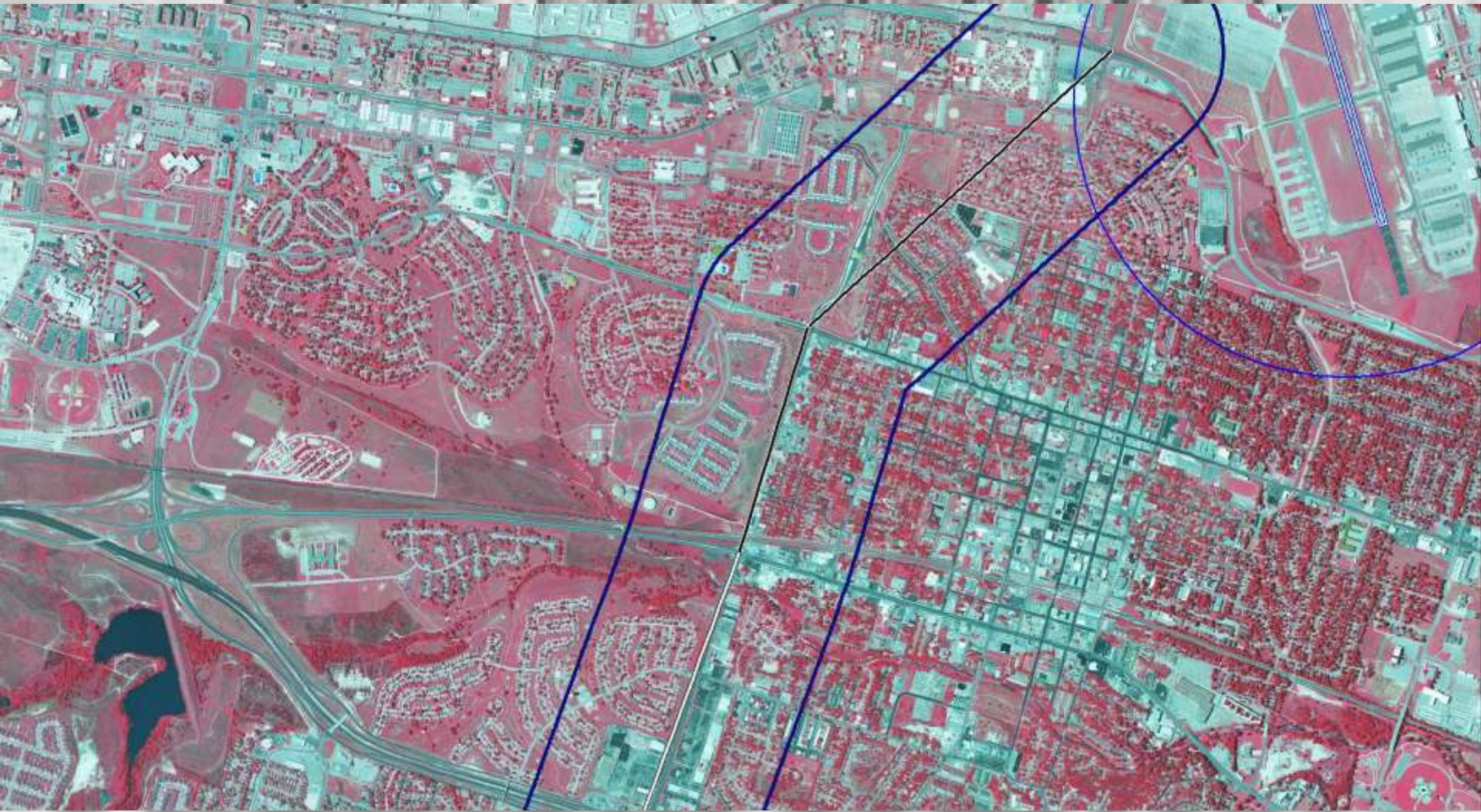
Corridor 2 COA #4



Corridor 2 COA #4



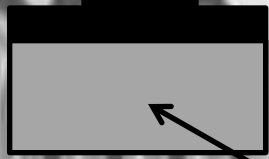
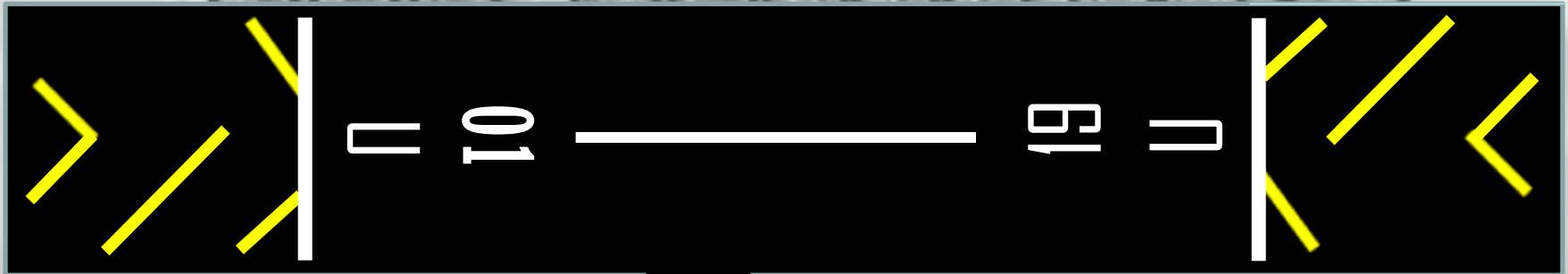
Corridor 2 COA #4



FHFSSC – New Business

- **Issue**: Landing Strip 50
- **Discussion**: Landing Strip 50 has been upgraded for UAS (Shadow RQ-7) use only. The pavement is not designed for manned aircraft. The landing strip is marked with a “U” indicating unmanned aircraft only.

Landing Strip 50 (UAS)



UAS
Maintenance
Facility



FHFSSC – New Business

- **Issue**: Hood Radio Frequency 141.175
- **Discussion**: Hood Radio frequency 143.1 was changed to 141.175 effective 5 March 2012.
Hood Radio Frequency 141.175
- Hood Radio has asked if anyone has had problem with the new frequency 141.175.

FHFSSC – New Business

- **Issue**: Fort Hood Regulation 95-1
- **Discussion**: The Draft FH 95-1 is currently at DHR for editing. We have asked that they expedite their review so we may have it published before 1 ACB returns and starts flying again.

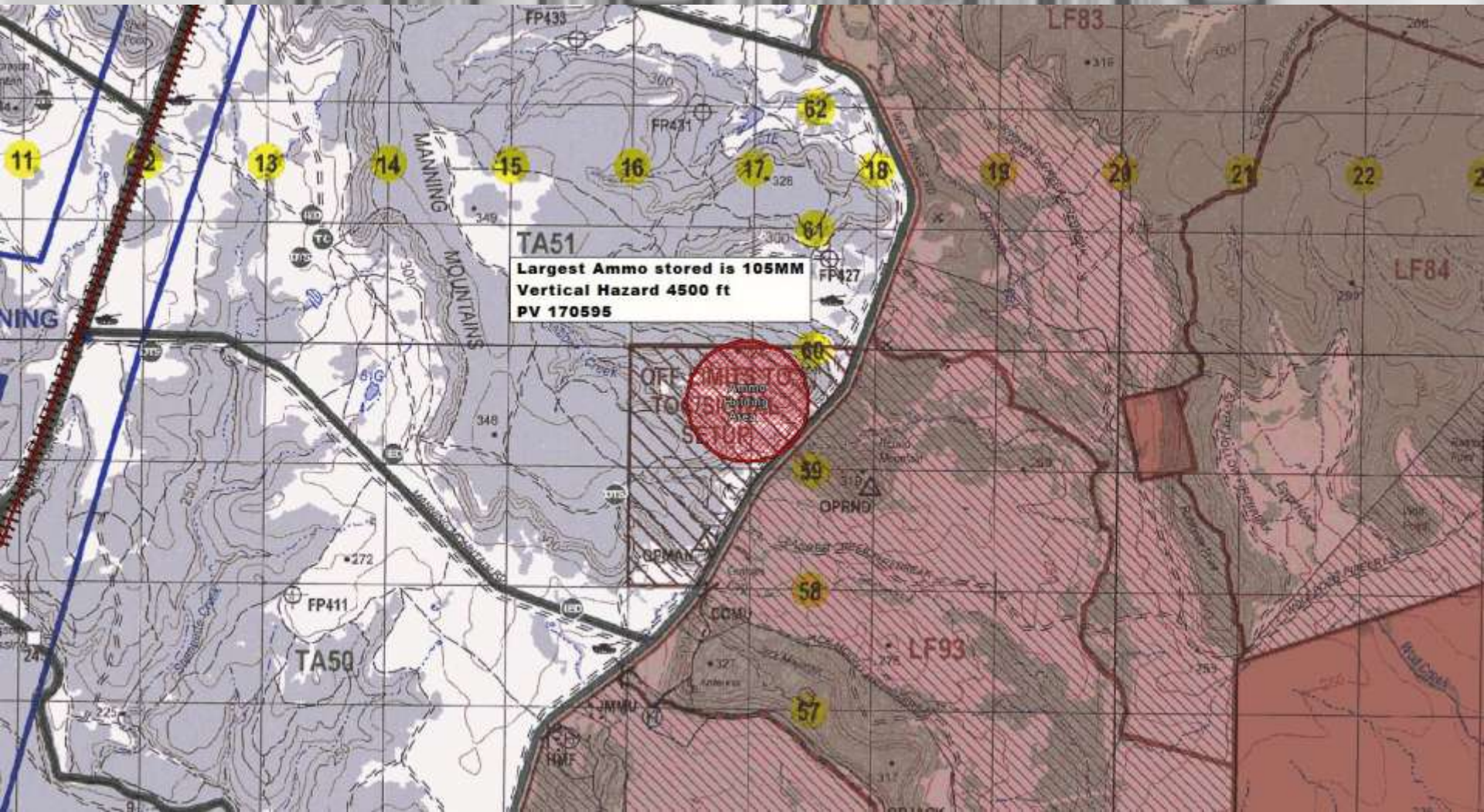
FHFSSC – New Business

- **Issue**: NFH Operations with respect to Long Horn and Short Horn without ATC.
- **Discussion**: Per CW4 McDougall

FHFSSC – New Business

- **Issue**: Permanent Ammo Holding Area (AHA) TA 50 (PV170595)
- **Discussion**: This AHA is use extensively and holds ammunition up to 105MM and has a 4500 ft vertical hazard.

AHA TA 50



FHFSSC – Airfield Operations Board

- **RGAAF Report: Tracy Crawford**
- **HAAF Report: Al Koch**

Phantom Warriors

III Corps

Open Forum

Phantom Warriors

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- Closing Comments
- 4th Quarter FY 12 will be scheduled for Thursday, 9 August 2012 at 10:00 hours.
Location – This Classroom