



DEPARTMENT OF THE ARMY

21ST CAVALRY BRIGADE (AIR COMBAT)
III CORPS AND FORT HOOD
FORT HOOD, TEXAS 76544

REPLY TO
ATTENTION OF:

AFVU-AH

10 May 2012

MEMORANDUM FOR RECORD

SUBJECT: Fort Hood Flight Safety and Standardization Committee (FHFSSC)/Garrison Airfield Operations Board (AOB) Minutes for the 3rd Quarter, FY 12

1. **OPENING COMMENTS:** The meeting was opened at 1000 by CW5 Green.

2. **OLD BUSINESS:**

a. **ISSUE:** Sling Load Weights

DISCUSSION: HISTORY: Ron Deshotel gave a final estimate to build the four weights at \$20,000+10% with a build completion time somewhere in February 2011. 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. As carried over from the last meeting, 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.

STATUS: OPEN. After over two years of research, Ron Deshotel was unable resolve the contract issues with the Sling Load Weights. It was suggested that it was time for this issue be presented to G-3 Air for resolution. CPT Payne from the G-3 Air Office was in attendance and agreed to contact Ron Deshotel directly for all historical data and then present that data to the G-3 Air for guidance/resolution.

1. **NEW BUSINESS:**

a. **ISSUE:** Corridor 2 Noise Complaints

DISCUSSION: Per e-mail traffic initiated by COL Martin, III Corps Chief of Staff, the aircraft using air corridor 2 are causing noise complaints in the military housing area.

COL Arey, G-3 Air, requested this forum study the situation and determine the impact of closing, moving, modifying, or keeping corridor 2 as is with the intent of minimizing the noise issue, if possible.

The FHSSC studied four courses of action (COAs) to include making no changes at all. Implied guidance, if changes were recommended, was to implement said changes to determine the effect.

Without documenting every detail of the discussion, it was determined that simply closing corridor 2 and going around the housing area using other established corridors would not be a good option. It would cause more traffic on the other corridors likely resulting in noise complaints in those areas and it would certainly cause a measurable detour resulting in increased aircraft operating costs due to increased distances and flight times.

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Criteria used to consider modifying other corridors or new routes were:

1. Will noise likely be lessened over said housing area.
2. Will considered COAs likely result in more noise complaints elsewhere (other military housing areas or civilian housing areas).
3. Will considered COAs fly over more or fewer sensitive areas such as schools and hospitals.
4. Will considered COAs increase the distance to travel and flight time resulting in greater costs.

The FHSSC unanimously agreed on a course of action which modified corridor 2 and resulted in the best overall solution based on the criteria above. While aircraft would still use North Fort Hood Street as a basis for the change to corridor 2, aircraft arriving/departing Hood Army Airfield would no longer follow a maneuvering course while climbing or descending over the housing area (maneuvering, climbing, or descending causes increased aircraft noise). Based upon the selected COA, aircraft will now fly a direct, non-maneuvering, straight path along North Fort Hood Street until well north or south of the housing area. This will certainly reduce the noise and minimize the exposure over the housing area and should be a good compromise if not a good solution to the noise problem barring any other unforeseen issues.

To test this COA, a local NOTAM (notice to airmen) will be published at Fort Hood detailing the changes to corridor 2 beginning sometime during the week of 14 May 2012. The modified corridor 2 will remain in effect as a NOTAM until such time that it proves to be effective or ineffective. If these changes are deemed effective, they will be made permanent and incorporated into Fort Hood Regulation 95-1.

STATUS: OPEN pending the results of the changes.

b. ISSUE: Frequency Change for Hood Radio.

DISCUSSION: The VHF frequency for Range control is now 141.175.

STATUS: Information Only – **CLOSED**

c. ISSUE: Landing Strip 50

DISCUSSION: Landing Strip 50 has been upgraded and is for use only by UAS. The landing strip is marked by a "U" which designates it as unmanned use only.

STATUS: Information Only – **CLOSED**

d. ISSUE: North Fort Hood (NFH) Operations with respect to Long Horn and Short Horn airstrip usage without ATC.

DISCUSSION: Per LTC Czehowski and CW4 McDougald of the 166th Avn Bde, there is concern regarding traffic flow at NFH with the loss of the air traffic control element. Besides using East 3 and East 4 as aerial checkpoints for arrival and departures into NFH, they suggested two terrain flight checkpoints and the use of the current tower VHF radio as a "Unicom" or common frequency while in traffic at NFH as well as the East Side FM frequency.

STATUS: Adopted as requested. Bob Ulrigg (airspace management) will draft a NOTAM to this effect posting the new low level checkpoints and VHF frequency until such time that this information can be published in FH 95-1. **CLOSED**

e. ISSUE: Aviation Summit Meeting

DISCUSSION: CPT Payne, G-3 Air, announced a Fort Hood, 10-Year Plan Aviation Summit meeting that is currently slated for August 28. Details to follow. Questions may be directed to CPT Payne at 512-924-7138 or 254-288-5934 or brian.c.payne.mil@mail.mil.

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STATUS: Information Only – **CLOSED**

f. **ISSUE:** Ammo Holding Area (AHA) in TA 50 adjacent to the Red Line Air Corridor.

DISCUSSION: Range Control has proposed a permanent No-Fly area adjacent to the Red Line Air Corridor in Training Area 50. As proposed, this No-Fly area would stop traffic along the Red Line air corridor route. Since the recent major overhaul of the Corps Air Route system, the Red Line air corridor became a significant air route. This No-Fly area would cause a noticeable disruption in air traffic in the training areas. Since the center of the AHA is not a prepared surface, Range Control has been asked to see if it can be moved further west to preclude interrupting air traffic along the Red Line.

STATUS: OPEN. Range Control will take a look to see if the AHA and No-Fly area can be moved away from the air corridor.

g. **ISSUE:** Aircraft Hangar Priority in the case of severe weather.

DISCUSSION: FH 95-1 lists a priority to hangar aircraft in severe weather. Ft. Hood now has UH-72s and UAS and hosts non-tenant aircraft here at Ft. Hood for training (ie., 21st Cavalry Brigade and Division West) none of which is currently addressed in the FH 95-1 as part of the severe weather plan. Since the priority to hangar aircraft is currently established by regulation with deviations requested through the III Corps Aviation Officer to the III Corps Commander, this council believes that the authority to change the regulation still lies with the Corps Commander and not the council. CPT Payne agreed to take this topic to the III Corps Aviation Officer (G-3 Air) for guidance.

STATUS: OPEN pending guidance from the Corps Aviation Officer and Corps Commander.

4. With regard to the Airfield Operations Board portion of this meeting, Al Koch briefed the following for HAAF.

a. Status of the Taxiway Alpha Shoulder project, phase two, will start next week. Check NOTAM's for deviations from normal operations. Project should have minimal impact on the mission.

b. The Council was briefed that the DAO has been in the process for over a year to get HAAF's runway redesignated to a Helicopter IFR Runway. At the present time, the runway is a class A IFR Runway which requires 5300 feet. Right now the runway is 3701 feet reduced to 3134 feet landing 16. The Airfield will never be able to acquire the real estate necessary to be in compliance. COL Frietag sent a formal request through channels to USAASA in January 2012 requesting this action. HAAF has been restricted from fixed wing use for over 20 years so this will not have any impact on mission accomplishment.

c. The Airfield Obstruction Survey, which is needed to complete the Airfield Obstruction Chart, is ongoing. This is being done by the 36th Engineer Brigade.

d. Mr. Koch briefed the Council that he does not own any of the Hangars on HAAF, the ACB has signed for them all at this time. He will always be available to assist in the coordination process of hangaring aircraft during severe weather events, but he is not the approval authority for giving up hangar space. The respective Commander who is signed for their hangars is.

5. With regard to the Airfield Operations Board portion of this meeting, Tracy Crawford briefed the following for GRAAF.

a. On-going construction update:

1) Phase 1 (Twy E West Shoulder construction) - estimated to be complete NLT 1 June 2012. Overnight Runway Closure will be required for Runway

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Safety Area Work

2) Phase 2 (Taxiway Edge Light installation, Twy B north of Twy C) - Construction dates 4-8 June 2012. During this time Taxiway B will be closed from north of Taxiway C to approach end of Runway 15.

3) Phase 3 (Twy C West Shoulder construction) - Planned project dates are 11 June 2012 to 11 August 2012. During this time Taxiway C West and Taxiway A from the North Ramp to the South Ramp will be closed. Overnight Runway closure will be required for Runway Safety Area work.

b. FY11 Gray Eagle UAS hangar project has commenced. Project area between Hangar 90120 and Beacon Hill. Estimated project duration is 2 years.

c. Several brush/vegetation removal projects on the airfield have recently been completed.

d. Airfield Top 25 Work Order priorities have recently been shuffled. New high priority projects include several crack cleaning and sealing projects as well as airfield striping projects.

Thanks,

e. An explanation was provided to the council in regards to the mission essential flight prohibition NOTAMS that correspond to Hunter UAS launches and recoveries on Robert Gray AAF. Current army guidance does not allow manned and unmanned aircraft to operate in the traffic pattern simultaneously. In order to meet this intent and to provide some predictability to both manned and unmanned crews these mission essential NOTAMS have been submitted, one 30-minute window for Hunter UAS Launch and one 30-minute window for Hunter UAS recovery. Once the Hunter UAS is on the ground or has exited the traffic pattern ATC has authority to resume manned aircraft operations.

f. A Common e-mail account has been established for the Base Operations section. This account will allow aircrews to digitally sign a DD Form 175 and submit it via e-mail to the Base Ops e-mail account which will be monitored by all Air Traffic Assistants in Base Operations while on duty. A test period with a single aviation unit will be conducted and lessons learned applied in the future. The long term goal is to completely digitize the DD Form 175 process via software or a web based system.

g. Several discussions have taken place in the last few weeks in regards to Warm Refuel procedures on Robert Gray AAF. The decision to conduct warm refuel operations lies with the battalion level or above commander. Specific Warm Refuel procedures may be found in Robert Gray AAF Policy Letter 12-01, which is available on the Robert Gray AAF Public Folder on the Pilot Tools Website.

h. On-going budget challenges are being encountered on a daily basis, these budget deficiencies create challenges in regards to airfield infrastructure maintenance, airfield manning, and equipment maintenance. Rest assured that it has always been our goal to maintain a high level of service to Fort Hood tenant as well as transient aircrew and to maintain a safe airfield environment. This will remain our goal in the future!

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6. In closing, CW5 Green thanked everyone who attended. The meeting was adjourned at approx 1130 with the next meeting scheduled for 9 August 2012 at 1000 in the 21st Cavalry Brigade classroom (Resh Hall) adjacent to 21st CAV Headquarters on Cobra Street, RGAAF.

//////ORIGINAL SIGNED//////

NEIL S. HERSEY
COL, AV
Chairman, FHSSC/AOB

Attendees:

Green, Jimmy A. CW5	Installation Standards	21 st Cavalry Brigade
Woods, Kenneth, L CW4	Brigade Safety Officer	21 st Cavalry Brigade
Dumond, Jeffrey CW4	CATT SP	21 st Cavalry Brigade
McGee, Jess A. CW4	MATT	21 st Cavalry Brigade
Larson, David	MATT Chief	21 st Cavalry Brigade
Wineland, Jeff	Chief Pilot – S 3 Inc	21 st Cavalry Brigade
Czehowski, S. LTC	Deputy Brigade Commander	166 th Aviation Brigade
McDougald, Michael CW4	Brigade SP	166 th Aviation Brigade
Fox, Carl CW4	1-129 th SP	166 th Aviation Brigade
Kylman, Larry CW4	Brigade Safety	166 th Aviation Brigade
Lombardo, James CW3	1 ACB	HHC 1 ACB
Payne, Brian CPT	G-3 Air	III Corps
Wagoner, Jeff	UAS Ops Chief	15 th MI
Mitchell, Sheppard	Range Scheduling	Range Control
Jones, Perry	Range Ops	Range Control
Wise, Randall CW3	UAS Tech	4-1 Cavalry
Gerner, Ron CIV	Director	DAO
Williams, Malcolm CIV	ATC	DAO
Silva, Pam, CIV	Deputy	DAO
Ulrigg, Robert, CIV	AT&A	DAO
Koch, Al CIV	Airfield Mgr. HAAF	DAO
Crawford, Tracy	Airfield Mgr. RGAAF	DAO
Crawford, Tracy, CIV	Airfield Mgr. RGAAF	DAO