



**Fort Hood Flight Safety  
and Standardization  
Committee**

**Garrison Airfield  
Operations Board (AOB)**

**Phantom Warriors**

1st 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 21<sup>st</sup> 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 – Old Business

- **Issue**: Aircraft priorities for hangaring during severe weather.
- **Discussion**: History: With the upcoming moves between airfields, the LUH coming to Ft. Hood and the UAS/Helicopter mixes, we need to re-think our published hangaring priorities.
- CW5 Green presented the issue to CW5 Wallace at G-3 Air who was to champion a plan.

# FHFSSC – New Business

- **Issue**: Corps Orders for IPs, IEs, MPs, MEs, SIs, Fis etc.
- **Discussion**: In the past, III Corps Standards issued orders for all who were designate above.
- These orders made all instructors in the Corps available to all units in the Corps without the need for LOAs between units.
- Can something be written in FH 95-1 that would accomplish the same thing?

# FHFSSC – New Business

- **Issue**: East Corridor Altitudes
- **Discussion**: CW5 Green has been approached by several individuals about the “crossing” of altitudes in the East Corridor. The suggestion, across the board, has been to revert to the previous 1500 outbound and 1800 inbound.
- Mr. Ulrigg, please review.

# FHFSSC – New Business

- **Issue**: Corridors 3, 5 and 7.
- **Discussion**: Some confusion about whether these corridors are actually point to point or follow roads.
- CW5 Green recommends FH 95-1 state that all VFR navigation points on Ft. Hood be defined as Point to Point and “Rules of the road” apply.

# FHFSSC – New Business

- **Issue**: ROZ Activation
- **Discussion**: It was reported by the JNTD that when they tried to activate a ROZ with Hood Radio, they were told that activating/deactivating ROZs was not within the scope of Hood Radio.



# FHFSSC – New Business

- **Issue**: Flight Following within R-6302
- **Discussion**: Aircrews operating in R-6302 have been asked by Hood Radio to contact Gray Approach. Not a real problem but.....Why?

Phantom Warriors

# FHFSSC – New Business

- **Issue**: Annual Airspace Review
- **Discussion**: IAW AR 95-2, Commanders responsible for activities impacting on the national airspace system will review their airspace requirements.

# FHFSSC – New Business

- **Issue**: Lights Out Operations
- **Discussion**: Requirements for the use of lighted position lights and regulation of the use of anticollision lights in all aircraft operated between sunset and sunrise are found in 14 CFR 91.209(a) and (b). The FAA has granted the Army an partial exception to this requirement in FAA Exemption No. 9835, which contains specific requirements for these operations. All pilots must review the exemption prior to conducting lights out training. Nothing in the exemption or Army regulations offer relief from the requirements to conduct flight with an operational anticollision light on, as stated in 14CFR 91.209(b),with the exception that “anticollision lights need not be lighted when the pilot-in-command determines that, because of operating conditions, it would be in the interest of safety to turn the lights off.”

# FHFSSC – New Business

- **Issue**: Lights Out Operations (continued)
- **Discussion (continued)**: Unit commanders will establish training areas that meet the specific requirements of the exemption.

Night vision device (NVD) lights-out training within restricted areas will be conducted under the following conditions:

- (1) In an approved restricted area that is activated for the purpose of flight operations.
- (2) Restricted area is activated to an altitude of 500 ft above the highest anticipated training altitude.

# FHFSSC – New Business

- **Issue**: ROZ's for LG 2, 3 and TA 115
- **Discussion**: ROZ L-NOTAM for these areas will exclude the East CARS.

L-NOTAM will read (example):

TEMP ROZ, LG 2, EXCLUDING EAST CARS, FROM 1400Z (0800L) TO 2000Z (1400L) 9 NOV, SURFACE TO 5000 MSL. RAID PROFILE TTP'S. NON-PARTICIPATING AIRCRAFT REQUESTING TO TRANSIT THESE AREAS CONTACT XXXX ON LG FREQ. POC MR SMITH, XXX-XXX-XXXX

RANGE CONTROL OPERATIONS  
 PHOENIX SECURITY SECT  
 RANGE FREQUENCY - FM 38.30  
 LPD SAVER EMERGENCY - FM 38.30  
 HOOD RADIO - LMF SET # VHF 141.1

RANGE ENHANCER		LOW WATER	
Altitude	20000	Altitude	20000
Latitude	33.4500	Latitude	33.4500
Longitude	-112.0750	Longitude	-112.0750
Frequency	38.30	Frequency	38.30
Power	100W	Power	100W
Mode	FM	Mode	FM
Channel	1	Channel	1
Bandwidth	12.5K	Bandwidth	12.5K
Guard	3K	Guard	3K
Offset	0	Offset	0
Phase	0	Phase	0
Modulation	FM	Modulation	FM
Carrier	38.30	Carrier	38.30
Receiver	38.30	Receiver	38.30
Transmitter	38.30	Transmitter	38.30
Antenna	3dB	Antenna	3dB
Height	100	Height	100
Location	Phoenix	Location	Phoenix
Notes		Notes	

FORMS POINTS		LAND STAKES & BENCH	
Point ID	1000	Point ID	1000
Latitude	33.4500	Latitude	33.4500
Longitude	-112.0750	Longitude	-112.0750
Altitude	2000	Altitude	2000
Accuracy	1m	Accuracy	1m
Notes		Notes	

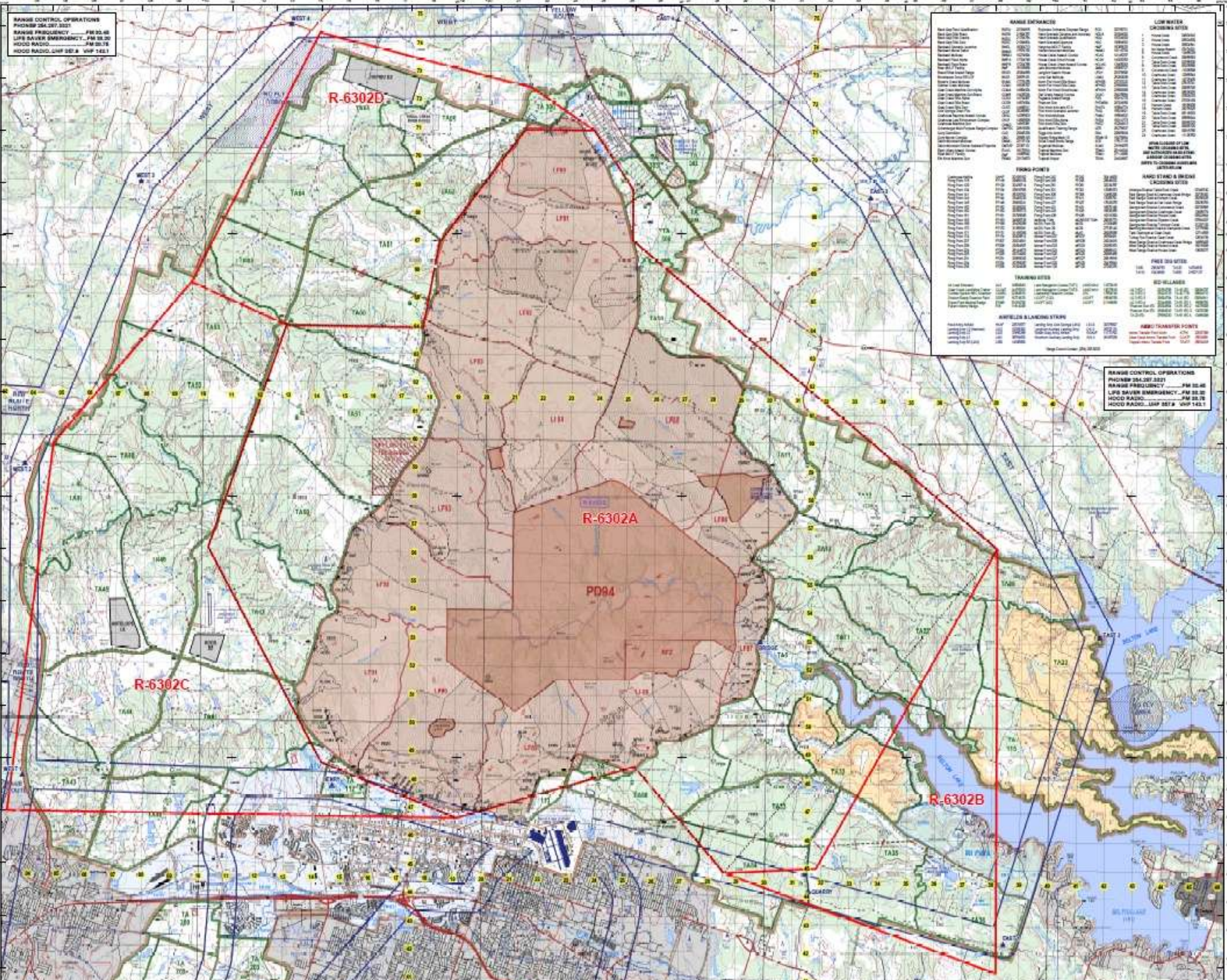
  

TOWER SITES		RD WILLIAMS	
Site ID	1000	Site ID	1000
Latitude	33.4500	Latitude	33.4500
Longitude	-112.0750	Longitude	-112.0750
Altitude	2000	Altitude	2000
Accuracy	1m	Accuracy	1m
Notes		Notes	

RAILROAD STATIONS		RANGE TRANSFER POINTS	
Station ID	1000	Station ID	1000
Latitude	33.4500	Latitude	33.4500
Longitude	-112.0750	Longitude	-112.0750
Altitude	2000	Altitude	2000
Accuracy	1m	Accuracy	1m
Notes		Notes	

RANGE CONTROL OPERATIONS  
 PHOENIX SECURITY SECT  
 RANGE FREQUENCY - FM 38.30  
 LPD SAVER EMERGENCY - FM 38.30  
 HOOD RADIO - LMF SET # VHF 141.1



# FHFSSC – New Business

- **Issue**: Mud on the Runways / Taxiways
- **Discussion**: Mud on the Runways / Taxiways

III Corps

Open Forum

Phantom Warriors



# **Fort Hood Flight Safety and Standardization Committee (FHFSSC)**

- Closing Comments
- 3rd Quarter FY 12 will be scheduled for Thursday, 9 February 2012 at 10:00 hours. Location – Either this Room or the Classroom on the south side of the building.