



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

REPLY TO
ATTENTION OF:

AFVU-AH

13 December 2011

MEMORANDUM FOR RECORD

SUBJECT: Fort Hood Flight Safety and Standardization Committee (FHFSSC)/Garrison Airfield Operations Board (AOB) Minutes for the 1st Quarter, FY 12

1. OPENING COMMENTS: The meeting was opened at 1330 by CW5 Green. COL Hersey was enrolled in school and unable to attend.

2. OLD BUSINESS:

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 contacted 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. **OPEN**

STATUS: Basically, Ron Deshotel has arranged for a contractor to build the hardware and 21st CAV Brigade will fund the project. The other piece is that the 62nd Engineers volunteered to build the actual blocks but are currently deployed. We will wait for the Engineers to return to make sure they can still build the blocks before we spend the money on hardware. **OPEN**

3. OLD BUSINESS:

a. 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 rethink our published hangaring priorities. It was determined that the current guidance was developed by G3 Air so these new considerations need also be considered by G3 Air who should issue guidance. CW5 Green presented the issue to CW5 Wallace at G-3 Air who will champion a plan. **OPEN**

STATUS: CW5 Wallace retired and a resolution was not obtained. The issue has been presented to COL Arey, G-3 Aviation, for guidance from Corps. **OPEN**

b. ISSUE: Corps Orders for IPs, IEs, MPs, MEs, SIs, Fls, etc.

DISCUSSION: In the past, III Corps Standards issued orders for all who were designated 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?

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STATUS: It was decided that Para 3-2 b. (1) in FH 95-1 would be changed to read “all aviators and aircrew members assigned to III Corps on flight status may act in their designated capacity in their respective aircraft for any III Corps or Ft. Hood unit.” **CLOSED**

c. ISSUE: East Corridor Altitudes

DISCUSSION: CW5 Green has been approached by several individuals about the “crossing” of altitudes by inbound and outbound aircraft in the East Corridor. The suggestion is that aircraft outbound on corridor EAST from HAAF remain at 1500’ MSL until crossing EAST 1 and then climb to 2000’ MSL, Aircraft inbound to EAST 1 from EAST 2 would remain at 2300’ MSL until crossing EAST 1 and then descend to 1800’ MSL.

STATUS: This suggestion met with unanimous approval. The change would become effective when these minutes are published and for the first 30 days, a NOTAM will be published to the effect. **CLOSED**

d. ISSUE: Corridors 2, 3, 5, and 7

DISCUSSION: Some confusion about whether these corridors are actually point-to-point or follow roads since the new CARS structure in R-6302 was designated as point-to-point, CW5 Green recommended for clarity that FH 95-1 state all VFR navigation points on Ft. Hood be defined as direct from “Point-to-Point” while maintaining “Rules of the Road.”

STATUS: This suggestion met with unanimous approval. **CLOSED**

e. ISSUE: Annual Airspace Review

DISCUSSION: IAW AR 95-2, an Annual Airspace Review for Commanders who are responsible for activities impacting on the national airspace system was conducted. No issues were determined.

STATUS: **CLOSED**

f. ISSUE: Lights out Operations

DISCUSSION: After receiving some questions, Bob Ulrigg discussed requirements/procedures for conducting lights out operations.

STATUS: Information only. **CLOSED**

g. ISSUE: ROZs for LG 2, 3 and TA 115

DISCUSSION: Per the 2nd quarter minutes FY 11, which are currently pending an updated FH 95-1, ROZ L-NOTAM for these areas will not include the East CARS. In the future, for clarity, L-NOTAMS 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. NONPARTICIPATING AIRCRAFT REQUESTING TO TRANSIT THESE AREAS CONTACT XXXX ON LG FREQ. POC MR SMITH, XXX-XXX-XXXX

STATUS: Information only. **CLOSED**

h. ISSUE: Mud on the runways.

DISCUSSION: With the recent weather, aircraft have picked up mud in the field and have “tracked” it onto the runways and taxiways at RGAAF. This is a real hazard for fixed winged aircraft. If

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muddy aircraft can avoid touching down on the runways and taxiways it would be appreciated. For example, aircraft can touchdown at H-1 and taxi into the NE and SE ramps where mud will not affect fixed winged aircraft. If a muddy aircraft must touchdown on a runway or taxiway, the crew will immediately contact the tower who can dispatch a cleanup crew.

STATUS: Information only. **CLOSED**

i. ISSUE: ROZ Activation

DISCUSSION: Some confusion between aircrews and Hood Radio regarding how an "AIR" ROZ is activated. Hood Radio will activate/deactivate and AIR ROZ while Range Control must be contacted to activate a GROUND ROZ or UAV ROZ since UAVs are launched from the ground.

STATUS: Information only. **CLOSED**

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, should be starting in two weeks. Project should have minimal impact on the mission.

b. Clearing the Southwest detention pond should also be starting in two weeks. Project should have minimal impact on the mission.

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

a. RGAAF FY11 End of Year Statistics:

(1) 20,759 Flight Plans processed

(2) 130 Overdue Aircraft

(3) 22,177 Aircraft Movements

(4) 70,724 personnel deployed

(5) 8,166,315 gallons of JP-8 issued

(6) 40,196,00 Lbs of Cargo deployed

b. Runway Rubber Removal Project, Twy C (West) Paved Shoulder, and Twy E (West) Paved Shoulder projects have been postponed until completion of redeployment Airflow surge. Estimate Work Start mid-January 2012.

c. Notice to Proceed Issued for FY11 Gray Eagle UAS Hangar Project, estimate work start Mar/Apr 2012. 18-24 month construction project. Noticeable increase in construction traffic on Gray Eagle Road. During final 6 months of project Twy B will be closed between Twy C and Twy D for construction of new Gray Eagle UAS Taxiway.

d. Base Ops section is at minimum manning due to IMCOM wide funding/personnel Normally, Base Ops has 2 Air Traffic Assistants on duty per shift, presently only 1 ATA is on duty for each shift. Expected minimal decrease in service provided, however during surges or emergency situations flight plan processing delays may be encountered.

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e. Airfield Infrastructure Maintenance has been and will be impacted by budget reductions. For airfield repairs, airfield management will prioritize work. Process to resolve airfield infrastructure deficiencies is as follows:

(1) Airfield Management works together with unit and safety to immediately mitigate risk to the minimum level possible. May require NOTAMS to be submitted and/or closure of the area.

(2) Service Order submitted to repair those deficiencies that are less than \$2,500. Service Orders are prioritized based upon criticality.

Priority 1 - resolved within 24 hours

Priority 2 -

Priority 3 -

(3) DA Form 4283 Work Order submitted to resolve deficiencies that are in excess of \$2,500. With the submission of DA Form 4283 the resolution becomes a lengthy process as we must compete with other installation agencies for SRP funding, other large projects compete for MCA funding.

f. Airfield Operations Manual annual update is in progress, expect revised AOM to be distributed by EOM Jan 12.

6. In closing, CW5 Green thanked everyone who attended. The meeting was adjourned at approx 1430 with the next meeting scheduled for 9 February 2012 at 1000 in the 21st Cavalry Brigade classroom adjacent to 21st CAV Headquarters (the former 1st CAV Headquarters on Cobra Street on RGAFF).

\\\\\\\\ ORIGINAL SIGNED \\\\\\\

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

Attendees:

Green, Jimmy A. CW5	Installation Standards	21 st Cavalry Brigade
Dooley, Chris, CW3	MAT IP	21 st Cavalry Brigade
Deshotel, Ron, CIV	Safety	III Corps
McGee, Jess CW4	CH-47 MAT	21 st Cavalry Brigade
West, Samual, CIV	Dr. , Dir. Avn Medicine	CRDAMC
Schreuder, CPT	CH-47 IP	JNTD
Larson, Todd CW5	Bn Stands	15 th MI
Wagner, Jeff,	Bn Stands	15 th MI
McDougald, Andy,	Bde Stands	166 th Avn Bde
Kylman, Larry	Bde ASO	166 th Avn Bde
Anderson, Carl	Bde SOHS	166 th Avn Bde
Sheppard, Mitchell	Scheduling	Range Control
Simpson, Greg, CIV	OPS Officer	Range Control
Williams, Malcolm, CIV	Chief, ATC	DAO
Gerner, Ron CIV	Director	DAO

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Silva, Pam, CIV	Deputy	DAO
Ulrigg, Robert, CIV	AT&A	DAO
Koch, Al CIV	Airfield Mgr. HAAF	DAO
Rogers, Rich, CIV	HAAF Ops	DAO
Tomblin, Gary CIV	HAAF Safety	DAO
Crawford, Tracy, CIV	Airfield Mgr. RGAAF	DAO