

III CORPS & FORT HOOD REGULATION 95-1

Aviation **Flight Regulations**

Department of the Army
Headquarters, III Corps and Fort Hood
Fort Hood TX 76544
9 May 2016

UNCLASSIFIED

SUMMARY OF CHANGE

Fort Hood 95-1
Flight Regulation

This administrative revision dated 9 May 2016

Makes Major Administrative Changes Throughout

Makes Major Format changes throughout

Adds to the Responsibilities of the Fort Hood Safety Standards Council (Paragraph 1-4)

Brings Waiver procedures in line with current Army Regulations (Paragraph 1-6)

Requires Unit Leadership POC prior to operations in the restricted airspace (Paragraph 2-3)

Updates Operation Lifesaver to an as needed utilization by III Corp and removes reference to FH 95-20 (Paragraph 2-4)

Changes the Fort Hood Installation Hazards map location to Hood Army Airfield (Paragraph 2-7)

Removes reference to 21st Cavalry and Unit Fielding Training Program units (Paragraph 2-8)

Provides location to obtain the most current FT Hood training area map. Adds reference to unmanned aerial vehicle transponder codes (Paragraph 2-9)

Better defines the local flying area with grid locations and airport references (Paragraph 2-11)

Changes the scheduling venue for airspace on Fort Hood to range facility management support system and details procedures for reserving (Paragraph 2-11)

Updates procedures to operate on Hood Army Airfield and Robert Gray Army Airfield (Paragraph 2-12)

Removes reference to Fort Hood 95-2 and updates requirements to operate in the cantonment areas (Paragraph 2-14)

Removes reference to 21st Cavalry (Paragraph 2-15)

Adds reference for unmanned aerial system climb decent corridors to Robert Gray Army Airfield (Paragraph 2-17)

Changes the overdue aircraft procedures (Paragraph 3-4)

Adds Search and Rescue Responsibilities and procedures (Paragraph 3-5)

Removes requirement for the first auto-rotational revolution per second check to be done at an airfield (Paragraph 3-9)

Adds requirement to monitor Gatesville traffic in test flight area VI (Paragraph 3-13)

Removes authorization for locally produced modified auxiliary power unit operations checklists (Paragraph 3-14)

Renames the Pilot orientation course to the aircrew orientation course encompassing all aircrew members (Paragraph 4-4)

Updates location and procedures for emergency procedure training (Paragraph 4-5)

Updates the attendees to the Fort Hood Safety Stands Council along with duties (Paragraph 4-14)

Updates process of Standardization Bulletins to Fort Hood aviation units (Paragraph 4-15)

Update to Flight records and aviation status section to align with current Army Regulations (Paragraph 4-16)

Clarifies use of aircraft call signs (Paragraph 5-1)

Prevents Hold status of flight plans from being used during aircrew training manual training flights (Paragraph 5-4c.)

Establishes 12 hours as the maximum enroute time of a flight plan (Paragraph 5-4f.)

Changes 175-1 requirements and distances for use (Paragraph 5-5)

Updates list of area surface weather observation stations (Table 5-1)

Clarifies maximum aircraft density at landing strips (Paragraph 5-10)

Removes airspeed restriction in numbered corridors (Paragraph 5-11)

Changes flight Corridor altitudes (Paragraph 5-11)

Changes Corridor Air Route Structure altitudes (5-12)

Establishes maximum density at Hood Army Airfield and Robert Gray Army Airfield to operate night vision device (Paragraph 5-16)

Updates Water Bucket operations and procedures (Paragraph 5-18)

Changes fixed wing local area to be established by the Battalion/Squadron/ or Brigade Commanders (Paragraph 5-19)

Updates Inadvertent Instrument Meteorological Conditions procedures based on current Army aircraft equipment (Paragraph 5-22)

Removes reference to Huey and Kiowa for refuel operations (Paragraph 7-2)

Updates the rapid refuel facility diagram for Hood Army Airfield (Figure 7-1)

Updates current Army References (Appendix A)

Updates the Fort Hood Pre-Accident Plan and Crash Rescue Plan to current policy (Appendix D)

Department of the Army
Headquarters, III Corps and Fort Hood
Fort Hood, Texas 76544
9 May 2016

III Corps & FH REG 95-1

**Aviation
Fort Hood Flying Rules**

History. This publication is an administrative revision. Changes are too numerous to list.

Summary. This regulation establishes 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 Fort Hood Safety and Standardization Council operating under the III Corps Commanders authority.

Suggested Improvements. The proponent of this regulation is the Director of Aviation Operations. All changes to this document will be approved by the Fort Hood Flight Safety and Standardization Committee (FHFSSC). Send comments and suggested improvements to: Commander, III Corps and Fort Hood, ATTN: G3 Air, Fort Hood, Texas 76544-5032.

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*Supersedes III Corps and Fort Hood Regulation 95-1 dated 2 August 2011

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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

The Director of Aviation Operations (DAO) is the proponent for this regulation. Fort Hood Flight Safety and Standardization Committee (FHFSSC) will have the responsibility to –

- (1) Review annually, the content of this regulation.
- (2) Serve as the approval function for changes to this regulation.
- (3) Monitor the III Corps and Fort Hood standardization program.
- (4) Issue III Corp Aviation Safety and Standardization Bulletins to the post.
- (5) Receive requests for improvement for this regulation.
- (6) 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 through the DAO. Changes to this document must be approved through the FHFSSC President.

1-6. Waivers

a. Waivers will be requested and processed In Accordance With (IAW) Army Regulation (AR) 95-1, Aviation Flight Regulations and Forces Command (FORSCOM) Supplement 1 to AR 95-1.

- b. Waivers will be available for Aviation Resource Management Survey (ARMS) review.

Chapter 2 Aviation Management

Section I General

2-1. Use of Fort Hood aviation 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 the Directorate of Aviation Operations, ATTN: IMHD-PLA, Fort Hood, Texas 76544-5032.

2-2. Static display, Unimproved Landing Sites, 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.

a. Static displays, unimproved landing sites, 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 IAW Fort Hood (FH) Regulation 385-12(III Corps and Fort Hood Aviation Safety Program). The Commander of the tasked unit is responsible for ensuring the survey is completed and approved at the proper level based on the risk level.

(2) The tasked unit will provide a copy of the survey through the chain of command to the III Corps Aviation Safety Office.

(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 Department of the Army (DA) Form 5484, (Mission Schedule/Brief).

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, Building 8-1808, 4700 Knox St, Fort Bragg, NC 28310, for approval.

2-3. Aircraft Accountability

Robert Gray Army Airfield (RGAAF) Base Operations will maintain a by tail number list of Fort Hood assigned, tenant, mobilizing, and visiting unit aircraft.

Fort Hood tenant, mobilizing and visiting units will:

(1) Provide RGAAF Base Operations, 254-288-9200, usarmy.hood.usag.mbx.rgaaf-base-ops-center@mail.mil, with a complete and updated listing of aircraft type and tail number prior to commencing aircraft operations on Fort Hood.

(2) Provide RGAAF Base Operations, 254-288-9200, with a local duty hours, after duty hours, and Battalion Command leadership Point of Contact (POC) and phone information while at Fort Hood to be used to assist in missing, overdue, or aircraft mishap. The Battalion Command Leadership will at a minimum consist of

the Battalion Commander as primary contact, with back up contact to the Battalion executive officer and operations officer.

2-4. Operation Lifesaver

When operational, this service provides expeditious evacuation of injured personnel to medical facilities by qualified personnel.

a. Commanders will use lifesaver aircraft for emergency medical helicopter evacuation according to current III Corps policy/Guidance.

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

c. 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: DPTMS Range Control	254-287-3321 or 254-287-3130
Secondary: IOC	254-287-2520

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

Table 2-2. Medical Evacuation (EVAC) Frequencies and call signs

Description	Primary Frequency	Alternate Frequency
Primary Contact:		
Lifesaver (Call Sign “EVAC”)	38.30 MHz	All Services 1
Range Control	30.45 MHz	All Services 1
Secondary Contact:		
Hood Radio	357.9 UHF	141.175 VHF
Hood Tower	119.65 VHF	269.45 UHF
Gray Tower	120.75 VHF	285.5 UHF
Gray Approach	120.075 VHF	323.15 UHF

Legend:
UHF – Ultra High Frequency EVAC - Evacuation
VHF – Very High Frequency MHz - Megahertz

2-5. Flight Violations

Flight violations will be 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

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, Training Circular (TC) 3-04.11 (Commander's Aircrew Training Program for Individual, Crew, and Collective Training) and Army Techniques Publication (ATP) 5-19 (Risk Management). Aviation units assigned or attached to III Corps and Fort Hood that are conducting missions and have received aviator and/or aircraft support from other units will be responsible for the mission approval process and will be the Final Mission Approval Authority for those missions IAW AR 95-1.

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. Hood Army Airfield (HAAF) Base Operations will maintain the installation Hazards/Noise sensitive areas map.

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

c. The 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.

d. The Fort Hood Air Traffic and Airspace Officer (AT&A) is the POC for the installation noise abatement program.

2-8. Aircraft Lighting

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

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

Section II Airspace

2-9. Description

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

The FHRTA is depicted by the military reservation boundary and Restricted Area 6302 (R6302) as depicted on the current Fort Hood Training Map, Edition 12, Series, V782S, Sheet, Fort Hood Military Installation Map (FTHOODMIM), 1-50:000 map. The most current edition of this map can be verified with Fort Hood Range Control, Integrated Training Land Management office, 254-288-0491. This is the authorized map for training in the FHRTA.

(1) The mode 3/A transponder code for manned aircraft in R6302 is 4000 and 0100 for unmanned aircraft.

(2) The FHRTA consists of RGAAF, HAAF, North Fort Hood (NFH), West Fort Hood (WFH), and Training Areas (TAs) within R-6302 as depicted in figure 2-1.

(3) Aircraft operating in the FHRTA are required to check:

Notice to Airmen (NOTAM), and range information prior to using any TA for flight training maneuvers off the Corridor Air Route Structure (CARS).

Get range and flight hazard information (artillery fire and air strikes) by telephone, 254-288-7827, by monitoring Hood Non-Directional Radio Beacon (NDB) 347 MHz, or upon request from Hood Radio (HR). Crews should make every effort to receive the range brief prior to flight.

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

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

(2) The WTA is divided into TAs numbered 100 to 142 along significant terrain features.

(3) The WTA boundaries are defined as:

(a). North: NFH, Highway 36 West to Comanche, Highway (HWY) 67 to San Angelo.

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

(c) South: Sonora, Interstate 10 and HWY 290 East to Junction, HWY 290 East to Fredericksburg, HWY 16 East to Llano, HWY 29 East to Bertram.

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

2-10. Local Flying Area

Figure 2-3 depicts the Fort Hood local flying area and boundaries for rotary wing aircraft. Table 2-3 list the Local Flying Boundary.

Table 2-3 Local Flying Area Boundary

LOCATION		LAT/LONG	MGRS
From	Chambers County Airport (KT00)	29° 46' 11.33" N 094° 39' 48.55" W	15R UN 39638 94183
to	Bay City Muni (KBYY)	28° 58' 23.70" N 095° 51' 48.40" W	15R TN 21517 07851
to	Laughlin AFB Aux1 (KT70)	29° 22' 27.15" N 100° 28' 20.08" W	14R LT 57443 21328
to	Del Rio Intl (KDRT)	29° 22' 27.15" N 100° 55' 37.77" W	14R LT 13559 50241
to	Avenger Field (KSWW)	32° 28' 02.50" N 100° 27' 59.60" W	14S LA 62955 93723
to	Haskell Muni (KISF)	33° 11' 29.35" N 099° 43' 04.34" W	14S MB 33010 72229
to	Bowie Muni (K0F2)	33° 36' 06.00" N 097° 46' 32.00" W	14S PC 13663 18116
to	Cox Field (KPRX)	33° 38' 44.80" N 095° 27' 02.70" W	15S TT 73344 24965
to	Greater Morris County (K8F5)	33° 07' 36.45" N 094° 41' 55.74" W	15S US 41514 66158
to	Panola Co Sharpe FLD (K4F2)	32° 10' 33.90" N 094° 17' 55.70" W	15S UR 77567 60083
to	Chambers County Airport (KT00)	29° 46' 11.33" N 094° 39' 48.55" W	15R UN 39638 94183

Legend:
 N – North
 LAT – Latitude
 MGRS – Military Grid Reference System
 W – West
 LONG – Longitude

2-11. Scheduled airspace and responsibility

The FHRTAs and WTAs may be scheduled for use by an individual unit through the Range Facility Management Support System (RFMSS).

a. Airspace will be scheduled using RFMSS 5,000 feet (ft) Mean Sea Level (MSL) and below (A1 airspace) for participating aircraft and does not include surface rights. Scheduling:

(1) Scheduled airspace 5,000 ft MSL and below will be defined laterally by Training Area as depicted on the current Fort Hood Training Map.

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

(3) Scheduled airspace request will be made No Later Than (NLT) 7 days prior to the event.

(4) Scheduled airspace requests will be accepted with less than 7 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 is complete.

(2) All airspace users and aircraft will monitor the appropriate East / West air-to-air frequency when conducting operations outside of the Live Fire Area (LFA).

(3) Landing Strip (LS) 12 and LS 41 to include airspace below 5,000 ft MSL within 1000 meters cannot be reserved.

c. Scheduled airspace 5,000 ft MSL and below requires a temporary Restricted Operating Zone (ROZ) IAW this regulation.

d. 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, building 56000.

(2) Specific procedures for III Corps exercise airspace are outlined in exercise directives and operations plans. III Corps G3 Aviation coordinates, approves, and publishes addendum annexes.

e. Additional Information

(1) TA land and airspace are separate requests, and must be requested separately. If both land and airspace for a specific TA are needed, the Major Subordinate Command (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) Once airspace is scheduled, request a Temporary ROZ IAW Paragraph (Para) 2-13.

(b) Training area requests are submitted through RFMSS.

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

(3) 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

Hood Army Airfield.

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

(2) Pattern density is two aircraft in closed traffic when tower is closed or when operating with Night Vision Device (NVD).

(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) Do not hover over the sod area North of Echo taxiway and West of the runway, Air Traffic Navigation, Integration and Coordination System (ATNAVICS) is

located in this area.

(5) Due to the proximity of Helipad 2 to the main runway, H-2 is designated a limited use Visual Flight Rules (VFR) helipad. Cargo Helicopter (CH) 47's are restricted from landing H-2, they may land west of H-2 on Taxiway G.

(6) When the control tower is not in service, the following rules are in effect:

(a) Aircraft arriving, departing, or operating within HAAF airspace shall self announce (make Common Traffic Advisory Frequency (CTAF) calls) on Hood tower VHF frequency as prescribed in the Airman Information Manual for "Class E" airspace to the surface.

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

(7) HAAF management operating hours are 0700 to 1600 local time, Monday through Friday excluding federal holidays. Hood Tower hours are published in Department of Defense (DOD) Flight Information Publication (FLIP).

(8) All U.S. Army Rotary Wing aircraft and 302nd Squadron, Royal Netherland Air Force aircraft stationed at Fort Hood are authorized to operate on HAAF when HAAF Operations and or Hood Tower are closed.

(9) All other transient rotary wing aircraft will be approved on a case by case via Prior Permission Required (PPR) procedures. These aircraft may use all movement and non-movement areas as well as airfield wash racks during these times.

(10) Commanders accept the risk of aircraft operating on HAAF when Hood Operations and Hood Tower are closed.

(11) No airfield checks are done when HAAF management is not there.

(12) The Fort Hood Pre- Accident Plan, appendix D of this regulation is applicable and will be followed during times of closure.

(13) RGAAF Base Operations will publish applicable NOTAMs when HAAF Operations is closed. Commanders are responsible to cease aircraft operations during closure times should an unsafe condition occur.

(14) Airfield weather information from the HAAF Automated Meteorological Observing System (AMOS) is available at the following website: <https://owsjet26.us.af.mil/portal/private/GuestFtHood/KHLRSensorData>. No air broadcast frequency capability exists directly from the system.

(15) Physical Training (PT) is authorized on East Ramp and West Ramp from 0600 to 0745 Local time Monday through Friday except on Federal and Training Holidays. Battalion Commanders that occupy hangars 6978, 6975 and 6940 are responsible to de-conflict aircraft operations from PT. "Helipads H-1, and Taxiway J are closed Monday through Friday 0600L-0745L except Holidays" and is published in DOD FLIP to assist in this requirement. Should an occasion arise that flight operations need to occur during PT hours the Commander will contact HAAF management who will post a NOTAM.

Robert Gray Army Airfield

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

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

(3) H-1 departures/arrivals will avoid overflight of the Northeast Ramp.

(4) The Southwest, Northwest, and Northeast Sod areas of RGAAF are prohibited

to Rotary Wing operations due to numerous obstructions.

(5) Airfield weather information from the RGAAF AMOS is available at the following website: <https://owsjet26.us.af.mil/portal/private/GuestFtHood/AutomatedSensorKGRK>. No air broadcast frequency capability exists directly from the system.

Table 2-4. HAAF and RGAAF Frequencies

HAAF:	Primary Frequency	Alternate Frequency
Hood Tower	119.65 VHF	269.45 UHF
RGAAF:	Primary Frequency	Alternate Frequency
Gray Tower	120.75 VHF	285.5 UHF
Gray Approach	120.075 VHF	323.15 UHF
Pilot to Dispatch	125.05 VHF	305.15 UHF
Pilot to Metro	306.5 UHF	
Legend:		
HAAF – Hood Army Airfield	RGAAF – Robert Gray Army Airfield	
UHF – Ultra High	EVAC - Evacuation	
VHF – Very High Frequency	MHz - Megahertz	

2-13. Temporary Restricted Operations Zones (ROZ)

a. The Garrison Commander delegates airspace control authority to the AT&A officer who designates ROZs for specified operational missions or requirements.

b. ROZ establishment will generate a Local NOTAM (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 LS-12, LS-41 and LS-22. See Para 2-11a.3. and 4. of this regulation for more information.

d. Units shall use the TA air-to-air frequency to the greatest extent possible when not established on the CARS.

e. Non-participating aircraft will coordinate with the owning unit prior to entry into a 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 2-5 and 2-6 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.

b. Figure 2-6 through 2-19 depict Fort Hood Helipads.

c. III Corps Safety through the III Corps G-3 Aviation Officer 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.

d. The Fort Hood cantonment areas consists of all built-up areas on the installation and is depicted on the current Fort Hood Training Map. Construction

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

e. Para 2-2 outlines procedures for landing at other than approved helipads in the cantonment area.

f. CH-47 aircraft and multi-aircraft operations must have approval from the unit ASO, and III Corps ASO before using helipads listed in table 2-6. The unit ASO will conduct a ground safety survey, and provide a copy of the survey to the III Corps ASO then brief the pilots performing the mission, prior to use of helipads.

g. Aircraft using cantonment helipads must climb or descend clear of the corridors. When over cantonment areas, helicopters will not fly below 500 ft Above Ground Level (AGL) except when conducting an approach to or departure from a helipad. Exceptions to altitude restrictions may be requested through the ASO, III Corps Aviation Officer, 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.

h. Use of cantonment area helipads for tactical operations is prohibited.

i. Helipads identified as PPR or special use require coordination with the controlling agency prior to use.

j. Aircraft will move off helipads when parking, if possible.

k. Table 2-6 lists helipad locations and responsible agencies.

l. Night landings require the use of:

(1) Helipad lights.

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

m. LS Cold Springs (LSCS) and LS-50 are for unmanned aircraft systems (UAS) use 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. Landing request for other than the WTA, submit requests to III Corps G5.

2-16. Drop Zones

a. Antelope Drop Zone (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 2-5. Fort Hood Landing Strips

Landing Strip	Location	Controlling Agency
Longhorn Aux Landing Strip	PV 267718 31°22'25.9"N 97°40'03.6"W	DAO 287-7585
Shorthorn Aux Landing Strip	PV 262703 31°21'37.3"N 97°40'23.2"W	DAO 287-7585
Landing Strip 12 (LS-12) (LZ Hammer)	PV 103539 31°12'50.5"N 97°50'31.4"W	Range Control 254-287-3616
Landing Strip 22 (LS-22)	PV 375529 31°12'07.6"N 97°33'24.2"W	Range Control 254-287-3616
Landing Strip 41 (LS-41)	PV 358452 31 07'58.3"N 97 34'32.1"W	Range Control 254-287-3616
Landing Strip Cold Springs (LSCS) UAS ONLY	PV 299588 31°15'21.8"N 97°38'17.5"W	Range Control 254-287-3616
Landing Strip 50 (LS-50) UAS ONLY	PV 143557 31°13'49.5"N 97°47'56.6"W	Range Control 254-287-3616
Legend:		
UAS – Unmanned Aircraft Systems		Aux – Auxiliary
LZ – Landing Zone		

Table 2-6. Fort Hood 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 Ops	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 DMOC	VIP only PPR required	254-553-9378	94°/274°
5	PV 161443 31°07'37.61" 97°46'57.68"	DAMC	PPR Required	254-288-7176	74°/254°

Table 2-6. Fort Hood Helipads (continued)

11	PV 162457 31 08'22.2"N 97 46'51.9"W	1 st Cav Div	Official Use Only	254-287-9343 254-287-6683	94°/274°
13	PV 213465 31 08'46.3"N 97 43'39.0"W	Range Control	Day, Contact Hood TWR	254-287-3616	94°/274°
18	PV 25070231 31°21'34.5"N 97° 41'08.6"W	DPTMS Mobilization Division	Lighting	254-286-5041	140°/320°
B-1	PV 385455 31 08'06.9"N 97 32'50.1"W	DCA, CRD	MEDEVAC		024°/204°
B-2	PV 377463 31 08'33.2"N 97 33'19.9"W	DCA, CRD	MEDEVAC		050°/230°
B-3	PV 374469 31 08'52.9"N 97 33'30.9"W	DCA, CRD	MEDEVAC		180°/360°
B-4	PV 371470 31 08'56.2"N 97 33'42.2"W	DCA, CRD	MEDEVAC		174°/354°
B-5	PV 369462 31 08'30.3"N 97 33'50.1"W	DCA, CRD	MEDEVAC		118°/298°
NFH-1 (Shell FARP)	PV 249711 31 22'03.8"N 97 41'12.0"W	DPTMS Mobilization Division		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'
FARP-W	PV 190674 31 20'05.8"N 97 44'56.9"W	Range Control	PPR Required	254-287-3616	136'/316'
FARP-E	PV 245679 31 46'47.1"N 97 39'06.8"W	Range Control	PPR Required	254-287-3616	080'/260'
R-2	PV 155568 31 14'22.9"N 97 47'25.6"W	Range Control	PPR Required	254-287-3616	174'/354'

Table 2-6. Fort Hood Helipads (continued)

R-3	PV 152554 31 13'37.5N 97 47'25.6W	Range Control	PPR Required	254-287-3616	112'/292'
R-4	PV 162570 31 14'29.1"N 97 46'47.2"W	Range Control	PPR Required	254-287-3616	138'/318'

Legend:

MEDEVAC – Medical Evacuation	W – West
DCA – Directorate of Community Activities	R – Range Helipad
NFH – North Fort Hood	N – North
TX – Texas	
PPR – Prior Permission Required	Ops – Operations
VIP – Very Important Person	ARNG - Army National Guard
FARP-E – Forward Arming and Refueling Point – East	
FARP-W - Forward Arming and Refueling Point – West	
MATES, – Mobilization and Training Equipment Site,	
B – Belton Lake Outdoor Recreation Area Helipad	
CRD - Community Recreation Division	
DAMC Darnell Army Medical Center	
1st CAV DIV – 1st Cavalry Division	

2-17. Unmanned Aircraft Systems procedures

- a. UAS will be operated IAW procedures in FH 95-23, (Unmanned Aircraft Local Flying Rules).
- b. Procedures for requesting an FAA Certificate of Authorization are in FH 95-23.
- c. Separation between manned and unmanned aircraft within R6302 will be established by ROZ. In circumstances where manned and unmanned aircraft are sharing the same airspace one of the following minimum separation criteria will apply:
 - (1) Vertical separation between manned and unmanned aircraft will be 1,000 ft.
 - (2) Lateral separation between manned and unmanned aircraft will be 1KM (3,280 ft).

Note: UAS aircraft use climb and decent corridors in the vicinity of RGAAF to and from R6302. It is a common misconception that UAS are always above 5,500 ft MSL when operating in the “Class D” airspace. This is not the case. UAS corridors are depicted on the flight hazard map located in the flight planning rooms of HAAF and RGAAF. A copy of the map depicting the UAS corridor is also located in the Flight Hazard map folder on Army Knowledge Online (AKO).

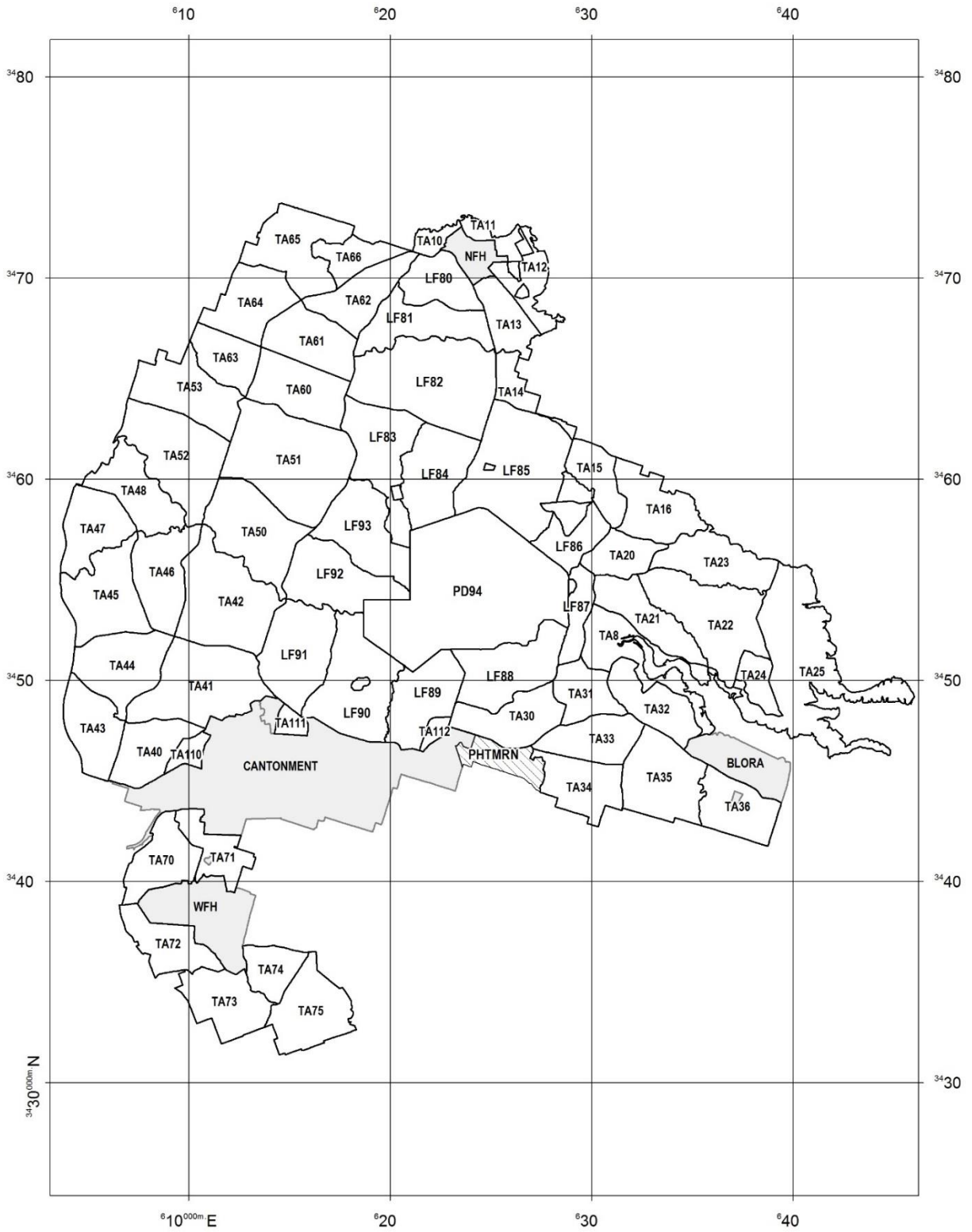


Figure 2-1. Fort Hood Reservation Training Areas

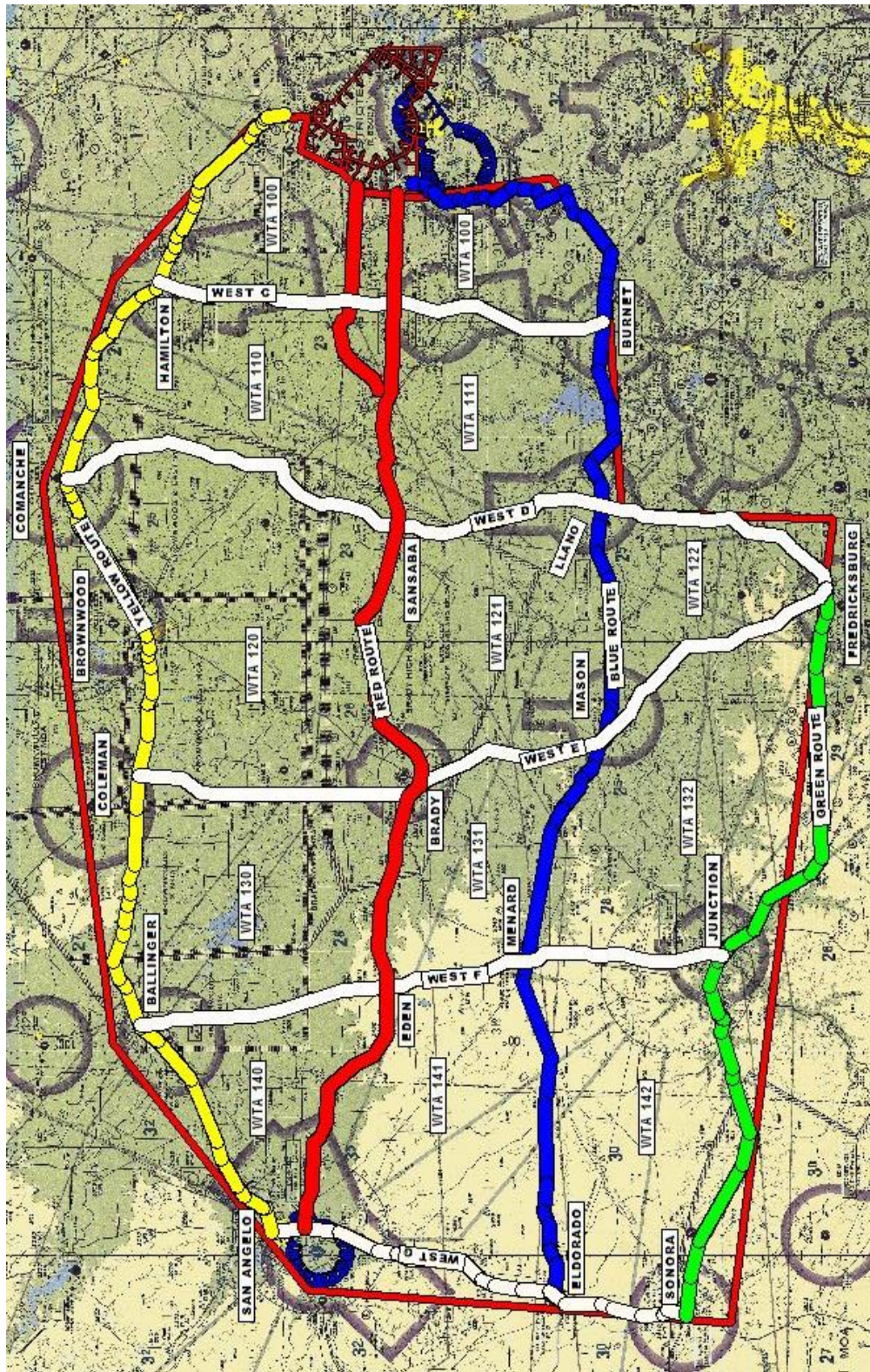


Figure 2-2. Western Training Area

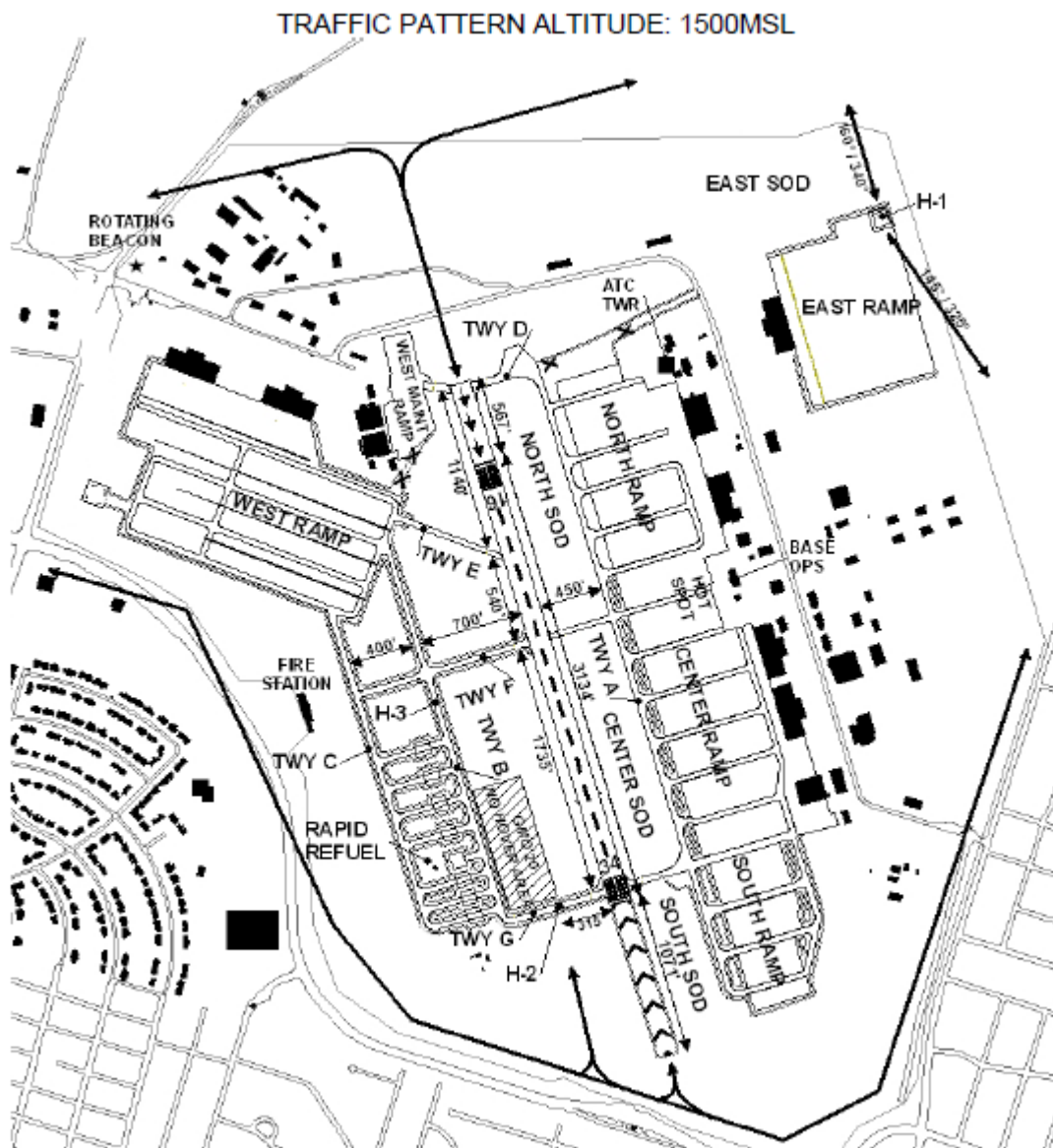


Figure 2-4. Hood Army Airfield

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.

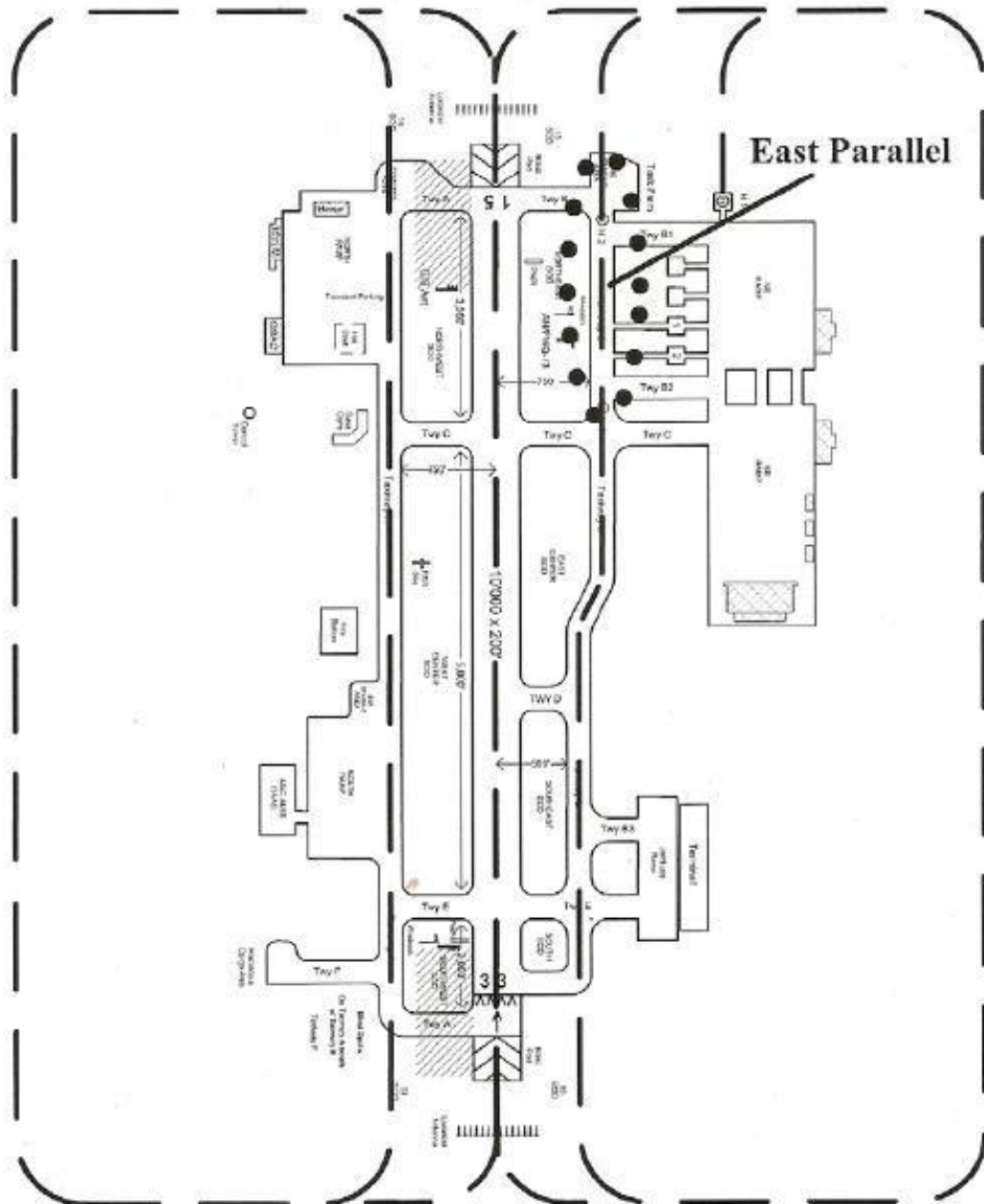


Figure 2-5. Robert Gray Army Airfield

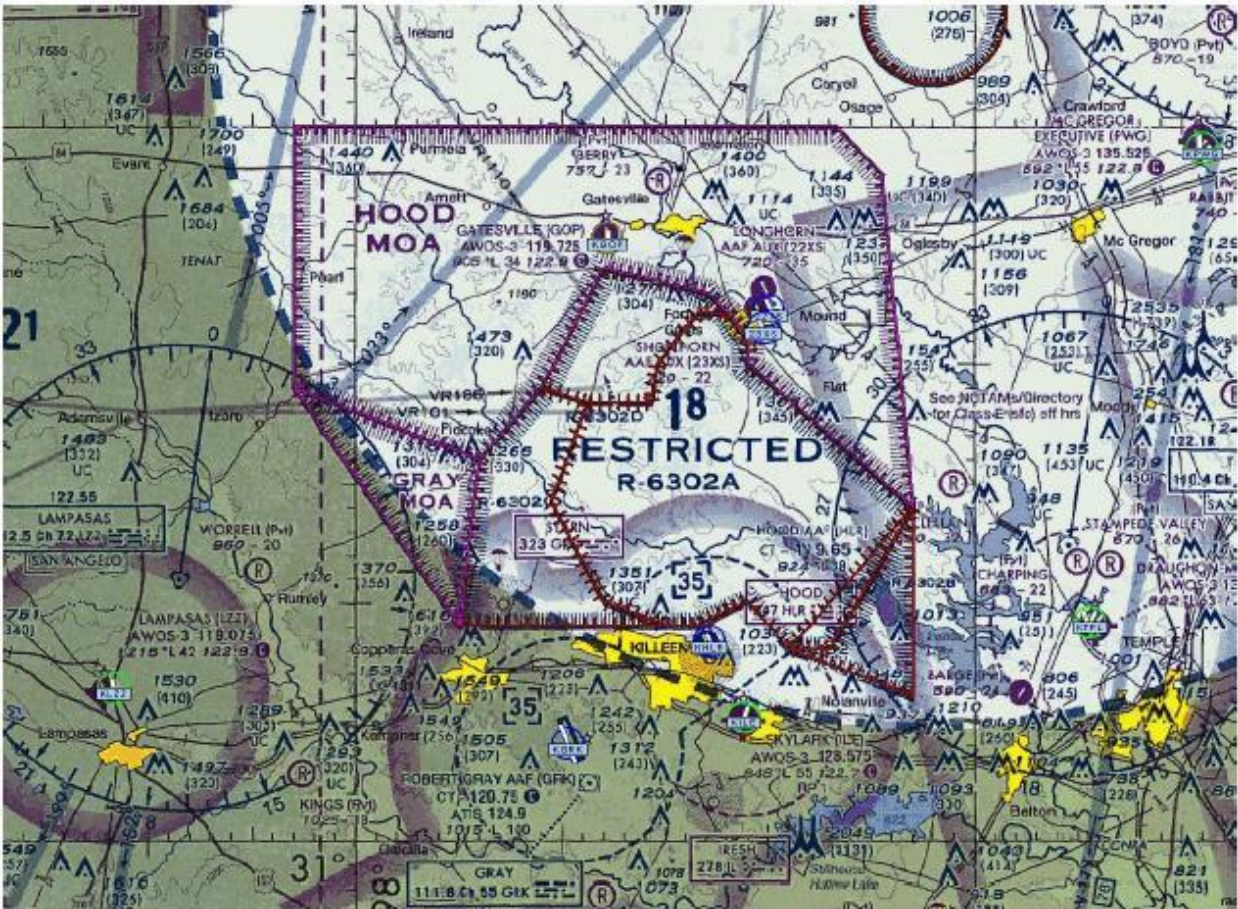


Figure 2-6. R6302, Hood, Gray and Hood High Military Operations Area/Air Traffic Control Assigned Airspace



Figure 2-7. Helipad 1



Figure 2-8. Helipad 3



Figure 2-9. Helipad 5, Darnall Army Medical Center Helipad



Figure 2-10. Helipad 11



Figure 2-11. Helipad 13



Figure 2-12. Helipad 18

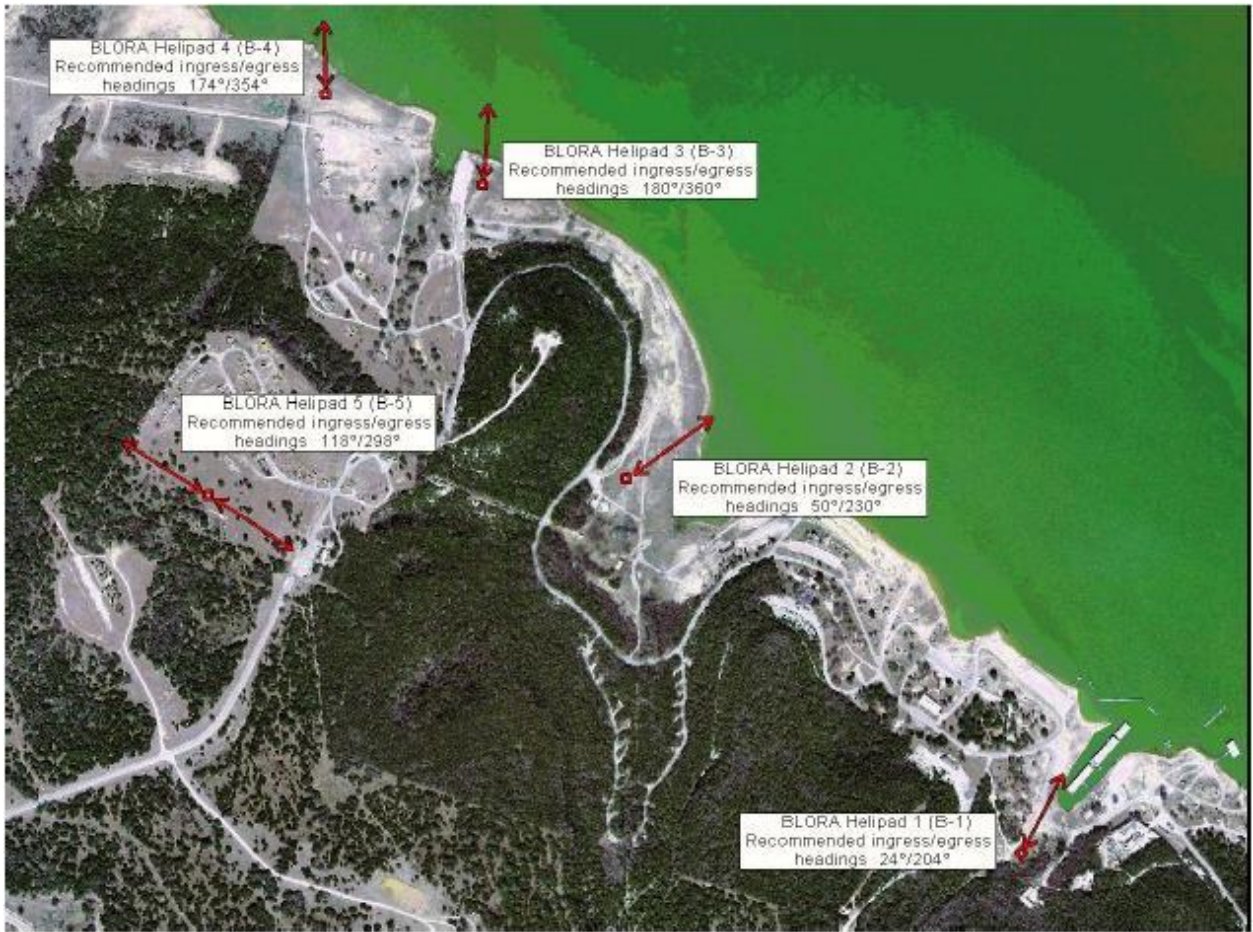


Figure 2-13. Helipads B-1, B-2, B-3, B-4 and B5



Figure 2-14. North Fort Hood Helipads NFH-1 (Shell FARP), NFH-3



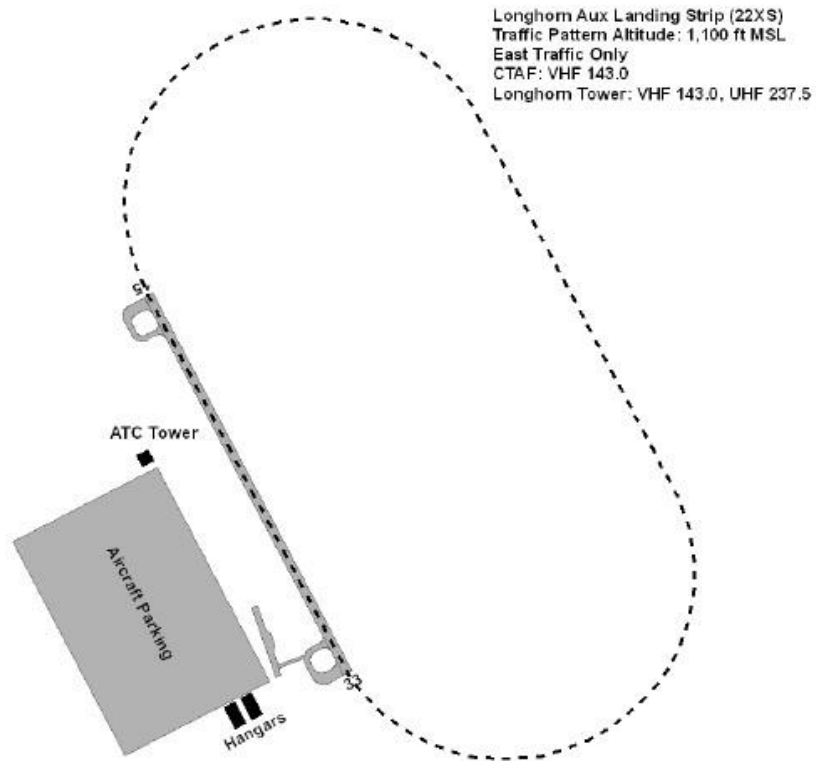
Figure 2-15. Helipad R-2, R-3 and R-4



Figure 2-16. FARP-W

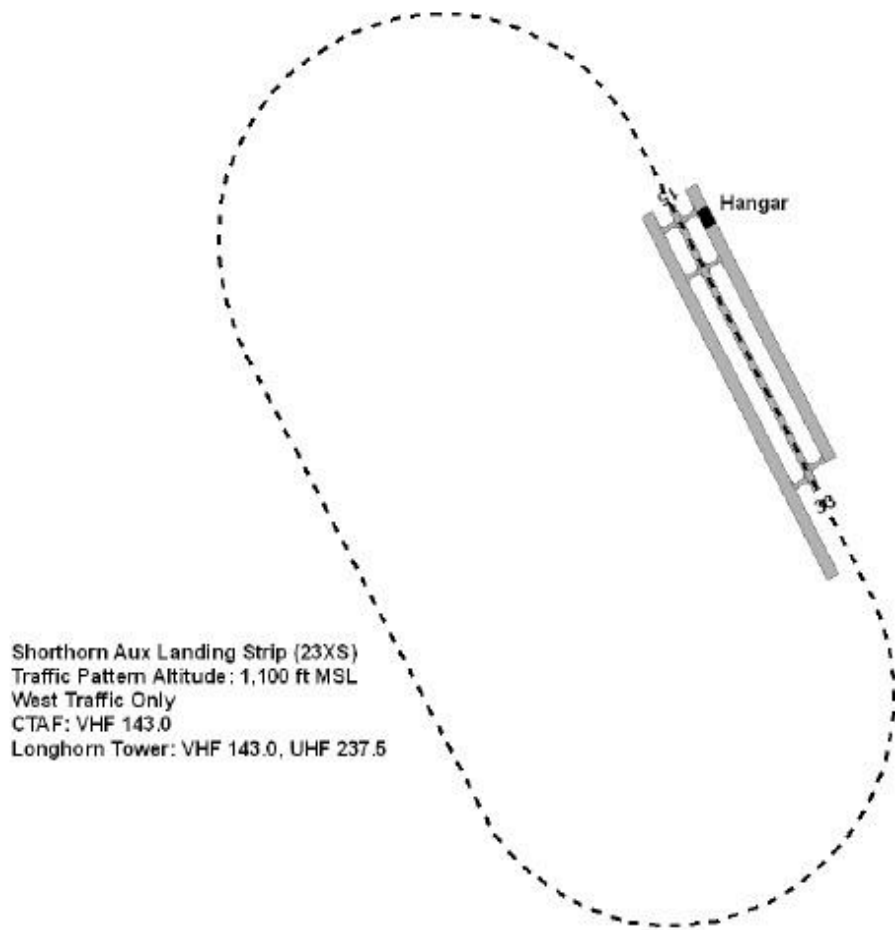


Figure 2-17. FARP-E



Traffic pattern: 1,100 feet MSL, East Traffic only
Frequency: CTAF/UNICOM VHF 143.0, (Contact Longhorn Tower V H F 1 4 3 . 0 , UHF 237.5, FM 64.35, 38.90 when manned)

Figure 2-18. 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 2-19. Shorthorn auxiliary landing strip

Chapter 3 Operations and Safety

Section I Operational Support Airlift

3-1. Scheduling Operational Support Airlift

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) 4500.9E (Transportation and Traffic Management).

Section II Safety

3-2. III Corps Aviation Safety program

a. The III Corps ASO conducts the aircraft accident prevention safety surveys for each unit and flight facility in conjunction with III Corps staff assistance visits. FH 385-12, III Corps and Fort Hood safety program 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 findings and corrective actions for two years.
- (3) Present survey findings and corrective actions to the ARMS team for inspection.

(4) Present the survey results 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 Operations, the Fort Hood Installation Operations Center (IOC), HR, Gray ARAC, HAAF tower or RGAAF tower. RGAAF Base Operations will activate the pre-accident plan according to Appendix D.

b. RGAAF Base Operations and the IOC will accept collect calls in the event of an emergency.

c. Table 3-1 lists emergency telephone numbers.

Table 3-1. Emergency Telephone Numbers

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

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

3-4. Overdue aircraft

a. Aircraft will transmit position reports to HR every 30 minutes; aircraft failing to make required 30 minute position reports or failing to arrive at the intended destination within 30 minutes of estimated time of arrival, are considered to be overdue. The following actions will be taken for overdue aircraft:

(1) HR will advise RGAAF Base Operations of overdue aircraft. (HR will continue communications search for overdue aircraft)

(2) RGAAF Base Operations will initiate the overdue aircraft/search and rescue checklist and notify the following in order:

(a) Fire and Emergency Services, Central Dispatch.

(b) Flight Operations of aircraft unit of assignment.

(c) The Battalion Commander for the unit of assignment. If the Battalion Commander is not available, the Battalion Executive Officer (XO) or Operations Officer (S3) will be contacted.

(3) Once positive contact has been established with the overdue aircraft and the overdue aircraft search has been terminated, RGAAF Base Operations will submit the completed overdue aircraft/search and rescue log to the IOC at usarmy.hood.usag.mbx.ioc@mail.mil.

(4) If positive contact with the overdue aircraft is not established within 20 minutes of being declared overdue, search and rescue actions will be initiated.

3-5. Search and Rescue (SAR)

a. Responsibilities

(1) RGAAF Base Operations and/or any Fort Hood ATC facility maintain authority to launch SAR actions.

(2) RGAAF Base Operations will initiate the SAR checklist and request that Gray Tower activate the Primary Crash Alarm System (PCAS) to launch SAR actions.

(3) RGAAF Base Operations will notify the IOC of SAR launch.

(4) Gray Tower will provide all known information pertaining to the missing aircraft i.e. aircraft type, tail number, personnel on-board, and last known location to emergency agencies responding in support of SAR operations.

(5) Upon activation of the PCAS for the initiation of SAR actions Fort Hood emergency agencies will launch to last know location of the aircraft.

(6) Fort Hood ATC facilities will coordinate with and provide location information to emergency agencies while SAR operations are in progress.

(7) Fort Hood ATC facilities are authorized to request in-flight Fort Hood aircraft to

provide immediate assistance to SAR operations.

(8) The Aircraft Crash, Search, and Rescue (ACS&R) map for both HAAF and RGAAF is the current 1-50:000 Fort Hood Training Map. While on the reservation, locations will be reported in 8- or 10- digit MGRS.

(9) Confirmation of an aircraft mishap during SAR operations will immediately require the activation by RGAAF base operations of emergency response and notification checklists.

b. Upon Termination of SAR operations, RGAAF Base Operations will submit the completed Overdue ACS&R log to the IOC at usarmy.hood.usag.mbx.ioc@mail.mil.

Use of Military Aircraft for SAR

(1) Military aircraft assisting in SAR will:

(a) Function at the discretion of the Pilot in Command.

(b) Establish and maintain contact with the nearest ATC facility.

(c) Attempt to coordinate the penetration of scheduled airspace prior to takeoff/entry into the airspace. If coordination is not possible, the aviator will advise HR on initial contact.

(d) Fort Hood aircraft are authorized, at the discretion of the Pilot-in-Command (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. The primary concern after locating the aircraft is ensuring MEDEVAC aircraft can locate the crewmembers. Fort Hood aircraft will not conduct extended SAR missions without an approved flight mission briefing.

3-6. Flight hazards program

a. HAAF 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 ft AGL and higher. The Fort Hood installation flight hazards map may be found at the Pilot Tools Website under the III Corps home page under HAAF Files on AKO. The available files are:

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

(2) Local flying area No-Fly areas.

(3) Falcon View manual Chart Update Manual (CHUM) files.

(4) No-Fly area draw files.

b. All flight hazards and files are updated monthly. In the absence of Installation Local Area Network (ILAN) access, contact the AT&A Officer for this information.

c. Aircrews will 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.

d. 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.

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

f. The AT&A Officer will evaluate the reports with current CHUM and L-NOTAMS and notify the RGAAF and HAAF FHMC's, who will post the hazard information to the

master flight hazards map as received.

g. Units not assigned to a battalion or squadron and non-tenant units may submit reports to the AT&A Officer.

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

3-7. Risk Management

Units will have a risk management program IAW FORSCOM Regulation 385-1, (Forces Command Safety Program) and ATP 5-19, (Risk Management).

3-8. 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

3-9. Maintenance test flights and functional ground and flight checks

a. Maintenance Test Flights (MTFs) should predominately be conducted during Day/VFR conditions. All MTFs will be conducted IAW the Fort Hood MTF procedures in this chapter, AR 95-1, and the Aircrew Training Manual (ATM).

b. MTF's will be conducted in the appropriate MTF area and restricted to flights of two and one-half hours per sortie (fixed wing aircraft may request extension).

c. MTFs originating from RGAAF or HAAF may terminate at RGAAF, HAAF, Draughon-Miller Central Texas Regional Airport, Skylark Field Airport, or NFH.

d. Maximum Torque Airspeed (Vh) checks to the south in the HAAF traffic pattern are prohibited.

e. Test flights in area III, IV, and V will monitor air-to-air Frequency Modulated (FM) 44.40 and flight follow with Gray Approach or HR.

3-10. Maintenance Operational Checks

Maintenance Operational Checks (MOC) will be conducted by qualified personnel IAW the appropriate Integrated Electronic Technical Manual, operators manual and operators manual checklist.

3-11. Maintenance Test Flight. Flight plans

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

3-12. Maintenance Test flight call signs

a. RGAAF Management will manage and issue a block of MTF call signs to aviation brigades and separate battalions/squadrons. The brigades and battalion/squadrons will

issue call signs to individual Maintenance Test Pilots (MTP) and provide a by-name list of assigned call signs to RGAAF Management. The by-name list will be updated as changes occur and maintained on-file in RGAAF Base Operations.

b. MTF Call Signs are to be used only for MTFs and in-flight MOCs. Maintenance Evaluator (MEs) may use the MTF call sign while conducting training or evaluation during MTF or in-flight MOC.

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

3-13. Maintenance Test flight areas

MTF areas are posted on local maps in RGAAF and HAAF operations. MTP must be familiar with MTF area boundaries and hazards. Designated MTF areas are:

a. Area I. HAAF closed traffic pattern 1,500 ft MSL or as approved by Hood tower. Area II. RGAAF closed traffic pattern 1,500 ft MSL or as approved by Gray tower or Skylark Field closed traffic pattern as published in DOD FLIP or per Army Regulation.

b. Area III. From the southern tip of Belton Lake dam, north to the northern tip of Belton Lake (31°17'N 97°0'W), east to Chilton, south to Barclay, west to the southern tip of Belton Lake dam. Altitude is 1,500 ft MSL and above. Monitor frequency VHF 123.0 due to the proximity of Draughton-Miller Central Texas Regional airport. Note: Tower 2,500 ft MSL at northern boundary (31°17'N 97°13'W). (Figure 3-2)

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

d. 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 southern boundary of Stillhouse Hollow Reservoir, east by Farm to Market Road 1670, south of Farm to Market Road 2786, west of Interstate 35, then south to Farm to Market Road 487 at Jarrell. West on Farm to Market Road 487 to State Highway 195 at Florence, south on Farm to Market Road 970 through Andice to State Highway 183, south to State Highway 29. West on State Highway 29 to Bertram, Farm to Market Road 1174 north to Farm to Market Road 963 to Oakalla. (Figure 3-4)

e. Area VI. Gatesville northwest on State Highway 36 to Jonesboro, State Highway 217 east approximately 13 kilometers to a North-Northeast/South-Southwest power line, then South-Southwest along power lines to Gatesville. Monitor frequency VHF 122.9 due to the proximity of Gatesville Airport. (Figure 3-5)

3-14. Auxiliary Power Unit operations

a. All Auxiliary Power Unit (APU) operations will be conducted IAW the airframe specific operator's manual checklist or MTP 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 APU training 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.

FLIGHT HAZARDS MAP UPDATE REPORT			
PART - SEQUENCE NUMBER			
1. SEQUENCE NUMBER: _____			
PART II - OBSERVER USE ONLY			
2. OBSERVER USE ONLY			
2a. TYPE OF HAZARD: _____			
2b. HEIGHT OF HAZARD (AGL): _____		2c. LIGHTED: <input type="checkbox"/> YES <input type="checkbox"/> NO	
2e. DATE OBSERVED: _____		2d. GRID: _____	
2f. NAME AND RANK OF OBSERVER: _____			
2g. UNIT: _____			
2h. TELEPHONE: _____			
PART III - UNIT/SQUADRON/BATTALION USE ONLY			
3. UNIT/SQUADRON/BATTALION USE ONLY:			
3a. NAME: _____			
3b. UNIT TELEPHONE NUMBER: _____			
3c. UNIT FHMC: _____			
3d. REMARKS: _____			

PART IV - HAAF USE ONLY			
4. HAAF USE ONLY			
4a. NAME: _____			
4b. DATE/TIME RECEIVED: _____			
4c. FSA: _____			
4d. DATE/TIME POSTED: _____			
4e. FSA: _____			
4f. REMARKS: _____			

PART V - RGAAF USE ONLY			
5. RGAAF USE ONLY			
5a. NAME: _____			
5b. DATE/TIME RECEIVED: _____			
5c. FSA: _____			
5d. DATE/TIME POSTED: _____			
5e. FSA: _____			
5f. REMARKS: _____			

FORT HOOD FORM 95-11, JUNE 2011 REPLACES FHT FORM 95-X11 (AUG 2005), WHICH IS OBSOLETE APD PE v1.00
 PURE EDGE CONVERSION JUNE 2011/J. SUTTON

Figure 3-1. FH Form 95-11 Flight Hazards Report

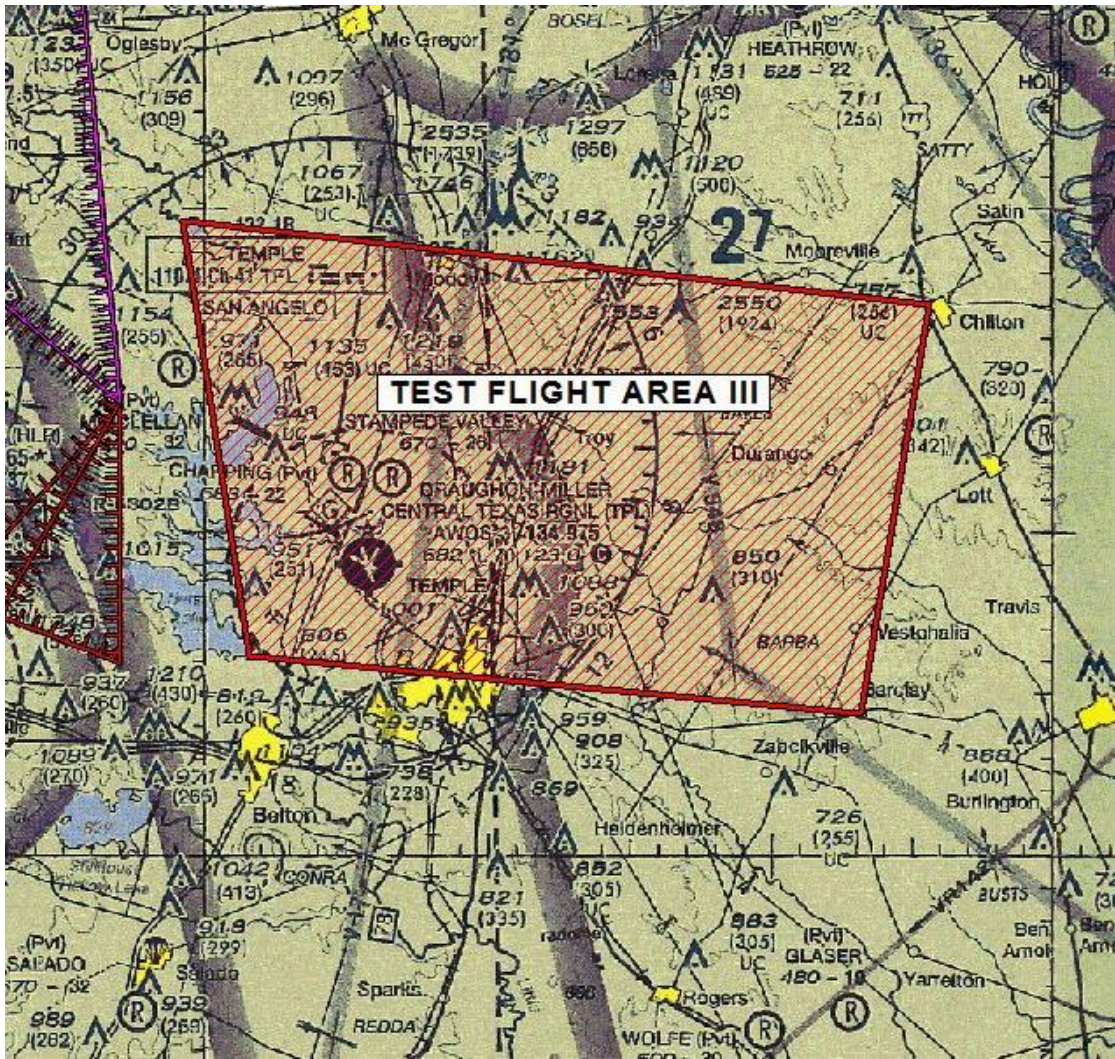


Figure 3-2. Test Flight Area III

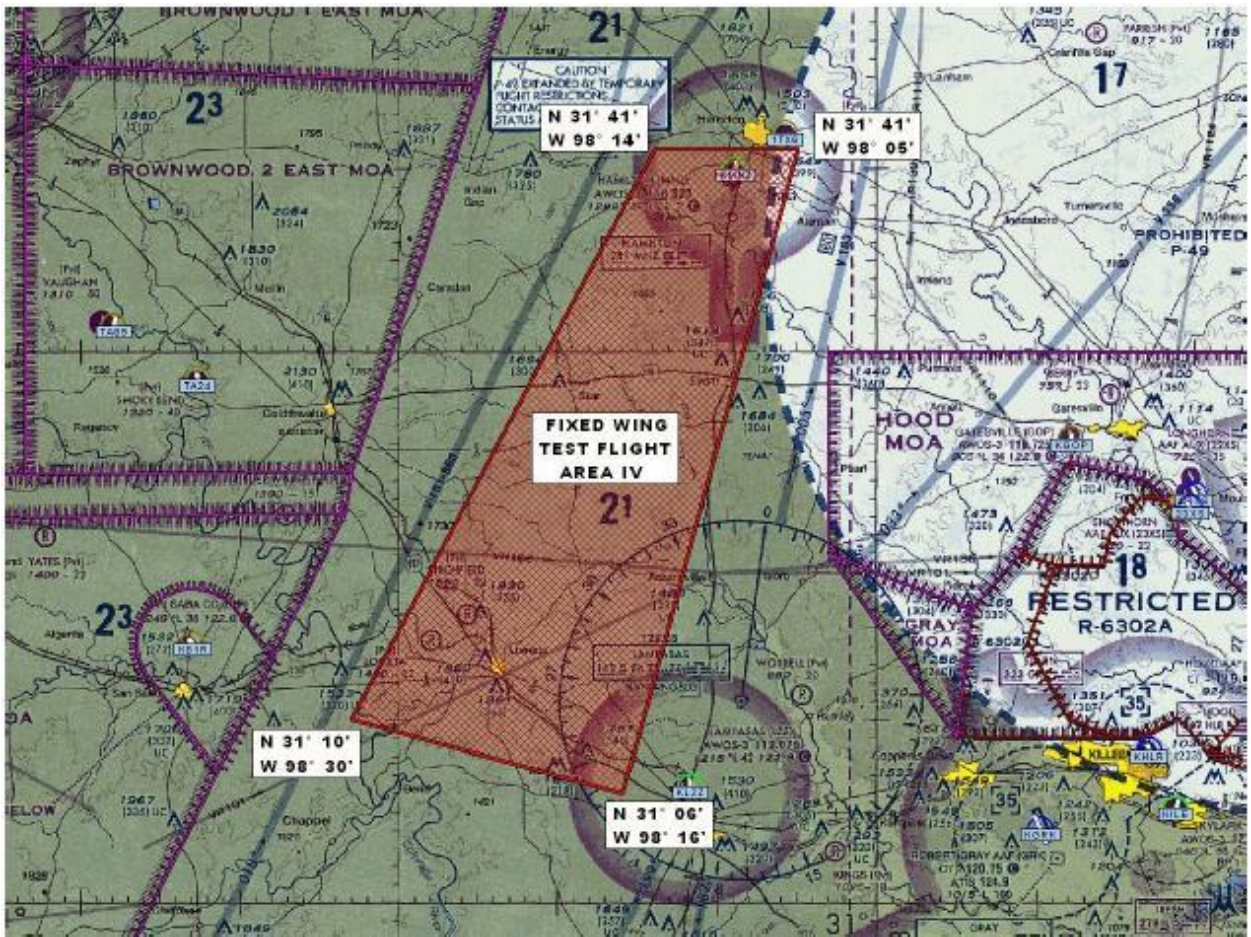


Figure 3-3. Test Flight Area IV

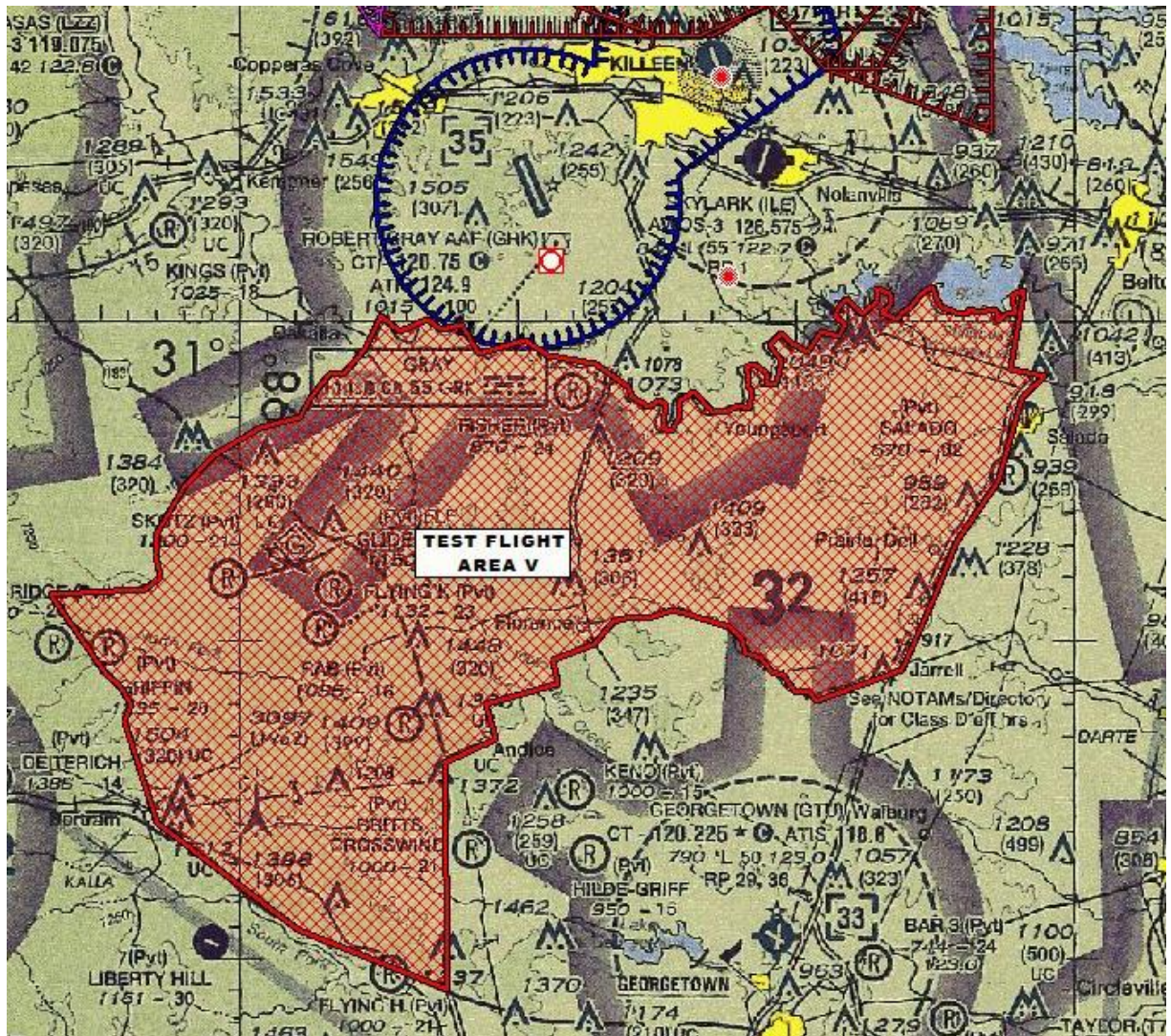


Figure 3-4. Test Flight V

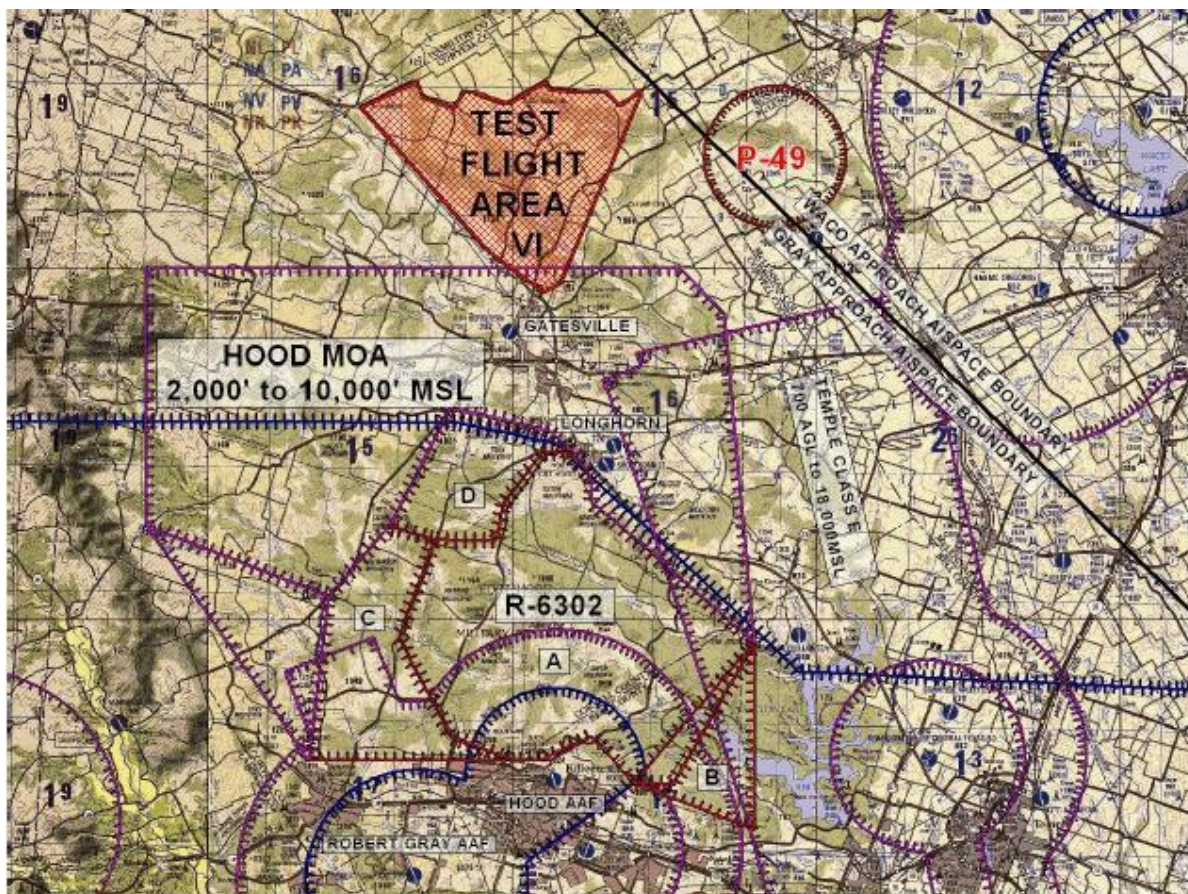


Figure 3-5. Test Flight Area VI

Chapter 4 Training

Section I Training Program and Literature

4-1. Unit Standard Operating Procedures

Each aviation unit will develop a unit Standard Operating Procedure (SOP) IAW AR 95-1 and FORSCOM Regulation 350-1 (Training in United States Army Forces Command Units).

4-2. Aircrew reading file

Each aviation unit will develop and maintain an aircrew reading file IAW AR 95-1, TC 3-04.11, and TC 3-04.8 (Individual Flight Records Folder Management). The latest III Corps and FHFSSC and subordinate unit safety and standards meeting minutes will be incorporated into the unit aircrew reading file.

4-3. Evaluations

Initial evaluations for Instructor Pilot (IP), Standardization Pilot (SP), Instrument Examiner (IE), Standardization Instructor (SI), ME, and MTP will be coordinated with the habitual Brigade Standardization section. The brigade standardization section has first right of refusal to perform these evaluations, however, they may delegate the evaluation down to a lower level.

4-4. Local Area Orientation and Aircrew Orientation Course

a. Fort Hood Local Area Orientation (LAO)/Aircrew Orientation Course (AOC) are available on the Fort Hood Pilot Tools webpage.

<http://www.hood.army.mil/1stcavdiv/pages/units/1acb/pilottools>. Transient units will receive their AOC/LAO brief from either a tenant unit with oversight of the transient unit or coordinate to receive the brief from the DAO staff prior to conducting missions on the Fort Hood reservation. Newly assigned aviators to Fort Hood must complete the Fort Hood AOC in addition to the requirements outlined in AR 95-1 and TC 3-04.11 prior to progression to Readiness Level (RL)1.

b. The AOC is designed to be conducted collectively at the aviation brigade or battalion level for standardization purposes.

c. Aviators previously assigned to Fort Hood and/or deployed Fort Hood unit aviators returning to Fort Hood who have conducted flight operations as a PC on the FHRTA and WTA in the previous 18 months only require an academic procedural and airspace update with a tenant aviation standardization section to verify any procedural updates.

d. Aviators who have not conducted flight operations in the previous 18 months will complete the Fort Hood AOC and LAO.

4-5. 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 procedures training.

c. HAAF may be used for emergency procedures training, traffic permitting.

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

(1) Any suitable airfield, airstrip or landing strip in the local flying area which meets the requirements of AR 95-1 and where crash rescue is on duty and operational on the airfield while training is being conducted.

(2) LS-12, LS-22, LS-41, Antelope DZ and Rapido DZ.

e. 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 where crash rescue is on duty and operational.

4-6. Flight Simulators

a. Commanders will ensure all training periods are filled.

b. Aircrew actions:

(1) Coordinate the flight training period and objectives with the unit standardization section.

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

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

Table 4-1. Flight Simulation Contact Numbers

Contact	Telephone Number
Branch Chief	254-288-6936
UH-60	254-288-2937
CH-47F TFPS	254-288-6753
Longbow Crew Trainer	254-288-6883

Legend:

UH – Utility Helicopter	CH – Cargo Helicopter
TFPS - Transportable Flight Proficiency Simulator	

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

d. Flight Simulation operator.

(1) Only qualified operators will occupy the operators' station. A qualified operator is any member of a military unit, DA civilian, or contractor who has completed an authorized Program Of Instruction (POI) for console operations. The respective flight simulation supervisor specifies certification requirements.

(2) A memorandum designating military personnel authorized to operate the simulator will be on file and maintained by the Flight Simulation Division Chief. Personnel not listed on the memorandum are not authorized to operate the simulator.

(3) The Flight Simulation branch chief will supervise operator training.

(4) Designated DA civilian operators on III Corps orders are authorized to perform specific evaluations of military personnel. These individuals must be evaluated annually IAW the respective ATM by a military evaluator.

4-7. Environmental considerations

Fort Hood experiences a wide range of environmental conditions throughout the year. Aircrew training program commanders must ensure that their aircrews are prepared.

- a. Aircrew training program commanders will develop and implement environmental training into their aircrew training program IAW TC 3-04.11. Blowing sand/dust and possibly snow, temperature, effects of wind and terrain may be areas of consideration for training.
- b. Aircrew members need to be prepared for blowing dust and/or brown out conditions while operating in the Fort Hood training areas.

4-8. 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 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 pilots 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.

4-9. Department of the Army Civilian and Contractor aviator training.

- a. Department of the Army Civilians:
 - (1) Will be integrated, progressed and evaluated IAW AR 95-1, TC 3-04.11 and the appropriate ATM.
 - (2) 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

4-10. Rated Aircrew Members

All Fort Hood Rated Aircrew Members (RCM) may act in the capacity authorized on the individual DA Form 7120-R, Commander's Task List, 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.

4-11. 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.

4-12. Maintenance Test Pilot

All Fort Hood MTPs are considered III Corps MTPs and may conduct MTF and functional ground and flight checks on any aircraft on Fort Hood.

4-13. Non-rated Crewmembers

The crew chief is a NCM that is required to perform duties aboard an aircraft. NCMs will be integrated, trained and evaluated IAW AR 95-1, TC 3-04.11 and the appropriate ATM.

Section III

Aviation Standardization

4-14. Fort Hood Flight Safety and Standardization Committee

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

- (1) Form an aviation safety and standardization committee.
- (2) Attempt to resolve issues at the lowest level possible.
- (3) Transmit minutes of its meetings to the FHFSSC chairperson.
- (4) Transmit unresolved safety issues to the III Corps Aviation Safety Office.
- (5) Send a representative to the quarterly FHFSSC meeting. The FHFSSC will meet quarterly.

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

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

c. Membership of the FHFSSC consists of representatives from:

- (1) FHFSSC Chairperson
- (2) III Corps Aviation Safety
- (3) OSA Command, safety and standards office
- (4) Brigade, Battalion/Squadron Safety and Standardization
- (5) Chief ATC
- (6) Airfield Managers (RGAAF and HAAF)
- (7) Airfield Operations Officers
- (8) Airfield ASO
- (9) AT&A Officer
- (10) Operational Test Command, Aviation Officer
- (11) Range Control
- (12) Weather
- (13) Fire and Emergency service
- (14) Brigade/Regimental Aviation Officer
- (15) III Corps G-3 Aviation
- (16) Director of Aviation Operations

4-15. Fort Hood Aviation Safety and Standardization Bulletins

Aviation Safety and Standardization Bulletins (ASSB) are issued on an as needed basis and posted on:

- a. Fort Hood Pilot Tools website.
<http://www.hood.army.mil/1stcavdiv/pages/units/1acb/pilottools>
- b. Emailed to the members of the FHFSSC.
- c. ASSBs will:
 - (1) Be numbered using a date, time, and issue method.
 - (2) Will be a discussion topic at the next FHFSSC meeting.
 - (3) Will be part of the unit reading file, current information, until reviewed and published in the meeting minutes.

4-16. Flight records and aviation status

- a. Aircrew flight records will be maintained IAW AR 95-1, TC 3-04.11, TC 3-04.8 (Individual Flight Records Folder Management), and unit SOP.
- b. Aviators assigned to a non-operational flying position will turn their Individual Flight Records Folder and Individual Aircrew Training Folder into 1st Air Cavalry Brigade Standardization.

Chapter 5 Flight Procedures and Rules

Section I General

5-1. Call signs

- a. Call signs used when operating under the control of RGAAF or HAAF terminal area ATC (i.e. Tower, Ground, etc.), HR, or Fort Hood Range Control will be the aircraft name (Apache, Blackhawk, Chinook,...) and last five digits of the aircraft tail number.
- b. MEDEVAC aircraft on mission will substitute "EVAC" for the aircraft name.
- c. All Army rotary wing aircraft operating under civil control/communication, to include RGAAF Approach control, will use "Army Copter" and last five digits of the aircraft tail number.

5-2. Notice to Airmen and Local-Notice to Airmen

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, amend, and/or cancel L-NOTAMS for all Fort Hood training areas; RGAAF Airfield Management is the alternate point of contact.
 - (1) L-NOTAM for Fort Hood training areas which are not airfield specific will be published under both RGAAF (KGRK) and HAAF (KHLR).
 - (2) L-NOTAM do not schedule airspace or approve activity/missions, they only provide advisories that potential hazards may exist
 - (3) L-NOTAM will be requested NLT 7 days prior to the event/mission to ensure

submission

(4) L-NOTAM requests will only be accepted with less than 7 days when submitted by a Battalion Commander or higher.

(5) To request L-NOTAM, forward the following information to the Installation AT&A Officer via phone (254)288-1424 or via fax at: 254-285-6098:

- (a) Unit
- (b) Point of Contact
- (c) Local Phone Number
- (d) Location Activity
- (e) Altitudes needed for activity/mission
- (f) Time(s) of event
- (g) Date(s) of activity
- (h) Frequency

c. Call Sign RGAAF base operations is the after-hours 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 maps located at 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) An excel file listing the wire and tower hazards on the Fort Hood installation and the Local area no-fly areas.

(2) Falcon View manual CHUM files showing the wire and tower hazards.

(3) Falcon View draw files showing the No-fly areas.

(4) 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) Housing Areas

(6) Belton Lake Outdoor Recreational Area (BLORA)

c. All no-fly restricted areas will not be over flown below 1000 ft AGL or as published.

5-4. Flight Plans

The term "local" in this paragraph is not related to the local flying area as 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 Department of Defense (DD) Form 175, (Flight Plan) to be filed with RGAAF Base Operations. RGAAF Base

Operations will input the flight plan into the Automated Information System-Replacement (AIS-R).

(2) VFR operations which terminate or involve engine shutdown at locations outside the Fort Hood reservation or WTA require a DD Form 175 to be filed with RGAAF Base Operations. RGAAF Base Operations will input the flight plan into the AIS-R.

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 of DD Form 175, followed by the route of flight. When possible, use "TA" for flights on the reservation or "WTA" for flights in the WTA as prefixes on local flight plans. Specific Navigation Aids/Waypoints may also be listed in the route of flight. Operations which meet the following criteria may be filed as a "Local":

(1) Flights originating and terminating on 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 the WTA in the route of flight section of DD Form 175.

(4) Flights to/from Temple/KTPL.

(5) Flights to/from Killen/KILE

c. Aircrews on stand-by missions may request a "Hold Status Until – time" in the remarks section of the Local DD Form 175 to prevent a two hour cancellation. (This will not be used for ATM training flights)

d. Aerial Gunnery/Field Operations: Aviation units involved in Aerial Gunnery/Field Operations on the Fort Hood Reservation or WTA may conduct flight operations using an operations log under the following conditions.

(1) RGAAF Base Operations is provided the following in advance of the field exercise/aerial gunnery:

(a) A valid and functioning contact phone number for the unit flight operations to quickly resolve over-due aircraft issues.

(b) The inclusive dates and times of the gunnery/field operations.

(c) The Range, Training Area, and/or Forward Arming and Refuel Point (FARP) in use.

(2) Aviation units conducting aerial gunnery/field operations will have a Flight Operations Officer and/or Battle Captain in an operational Tactical Operations Center (TOC), FARP or unit flight operations for the duration of daily aircraft operations.

(3) The TOC or unit flight operations at the gunnery/field site must have ability to accurately track the departure and arrival of all flights from both gunnery/field and garrison.

(4) Aircrews operating on a unit operations log or field flight strip must inform ATC of their field/gunnery status upon first contact.

e. Filing of DD Form 175 flight plans. DD Form 175 flight plans may be filed with RGAAF Base Operations by fax at 254-288-1930, via email at: usarmy.hood.usag.mbx.rgaaf-base-ops-center@mail.mil, or in person. In the unusual circumstance when flight plans are unable to be submitted by fax, email, or in person, they may be called in to RGAAF Base Operations by phone at (254) 288-9200/9209.

f. Other requirements:

(1) Flights that do not depart within two hours of the estimated time of departure

will have flight plans canceled except as indicated in Para 5-4, c.

- (2) Each aircraft within multi aircraft formations will file an individual DD Form 175.
- (3) PCs are highly encouraged to include a cell phone number in the remarks section of DD Form 175 flight plans to aid in overdue aircraft searches.
- (4) DD Form 175 flight plan validity period is 12 hours listed in the ETE block.

5-5. Weather and Weather Briefs

a. All VFR/IFR DD Form 175 flight plans require a weather brief from an appropriate weather facility IAW AR 95-1. Aviators are the only person(s) authorized to receive an official weather brief.

b. Weather briefings may be in person or telephonically at 254-288-9400. In all cases, a weather void time of one and one-half hours apply. The weather void time may be extended IAW AR 95-1.

c. Requests for a DD Form 175-1 (Flight Weather Briefing) should be submitted 24 hours prior to takeoff and will not be submitted any later than 2 hours prior to takeoff.

d. IFR:

(1) A local weather brief is authorized for all IFR flights within a 50 nautical miles radius of RGAAF. DD Form 175-1 (Flight Weather Briefing) is required when outside a 50 nautical mile radius of RGAAF.

e. Helicopter VFR: A local weather brief is authorized for all flights within the local flying area as defined by this regulation.

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

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

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

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

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

(3) If less than 500-foot ceilings and/or 1 statute mile visibility are encountered, training will terminate. Aircraft may be recovered to the most suitable landing area at the discretion of the PC/Air Mission Commander (AMC).

g. 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.

Fixed wing VFR and SVFR weather minimums are according to AR 95-1 and applicable portions of Title 14, Code of Federal Regulations (CFR), Part 91.155 (14CFR 91.155) and 14CFR 91.157.

h. Weather warnings for the WTA will be given by quadrant.

5-6. Local Area Surface Weather Observation Stations

a. Refer to table 5-1 for local area surface weather observation station locations, frequencies, and telephone numbers. A complete list of Automated Weather Observing Systems (AWOS) sites in Texas can be found at:

http://www.faa.gov/air_traffic/weather/asos/?state=TX 3d Weather Squadron

forecasters incorporate the information from these sites for use in weather briefings.

b. AWOS 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. Local Area Surface Weather Observation Stations:

Location	Frequency	Telephone Number
Curtis Field, Brady, TX	118.375 VHF	325-597-9139
Brownwood Regional Brownwood, TX	118.375 VHF	888-297-9399
Gatesville Municipal Gatesville, TX	119.725 VHF	254-865-6742
Lampasas, TX	119.075 VHF	512-556-6392
Draughon-Miller Temple, TX	134.975 VHF	254-774-8337
Skylark Field, Killeen, TX	128.575 VHF	254-690-3131
Georgetown, TX	135.425 VHF	512-869-3430
Legend:		
TX - Texas	VHF – Very High Frequency	

5-7. Flight following

a. Pilots operating within the Fort Hood Special Use Airspace (Military Operating Areas and Restricted Areas) have a responsibility to maintain clearance from other aircraft, active firing points, and the impact area.

b. Flight following with HR is mandatory when operating within the FHRTA and WTA, except when under the control of Hood or Gray tower, Gray ARAC, Range Control or as directed by HR. Notify HR prior to a frequency change to another agency.

(1) The Lometa repeater was established to aid the communications between aircraft and HR while in the WTA.

(2) When operating in the WTA and communications with HR are diminished, aircrews should flight follow with an appropriate ATC facility as soon as practical.

c. Initial contact with HR will include call sign IAW Para 5-1.a. for all aircraft in the flight, personnel on board, departure point, route of flight, and destination. HR requires position reports at 30-minute intervals and may request additional reports. Upon arrival at the destination or intermediate stops, aviators must advise HR and report the aircraft location by grid coordinate or other commonly recognized feature. Table 5-2 lists HR frequencies.

d. For multiple aircraft operations in the FHRTA, at least one aircraft in the flight must monitor HR and relay information as required.

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

(2) The mode 3/A transponder code for manned aircraft operations in R-6302 is 4000.

e. Aviators must contact Range Control for clearance prior to crossing the red-line or entering ranges, unless in contact with the unit operations controlling the range

Range Control or unit operations will provide exit and entry routing to aircraft.

Table 5-2. Hood Radio frequencies

Primary	357.900 UHF
Alternate	141.175 VHF
Lometa Repeater	241.350 UHF
Remote Radio Site	143.150 VHF

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

5-8. Training Area 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 operational FM radio are restricted from conducting single-ship flight operations on the Fort Hood reservation. Aircraft without an operational FM radio may conduct flight operations as part of multiple aircraft operations as long as all elements of the formation remain together in a single TA.
- c. Aircraft operating within the same TA 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 frequency. Consult the IFR supplement or Local NOTAMS for current hours of operation.

Table 5-3. Air-to-Air Training Area frequencies

46.70 FM	All TAs West of the Redline (TA40-48; TA50-53; TA60-66; TA110-111)
64.35 FM	All TAs East of The Redline (TA8; TA10-16; TA20-25; TA30-36; TA112)
44.40 FM	All TAs south of U.S. HWY 190 (TA70-75)
44.40 FM	All Test Flight Areas

Legend:
FM – Frequency Modulated
TA – Training Area
U.S. HWY – United States Highway

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 ft AGL with a 500-ft slant range from buildings, livestock, or other man-made obstructions.
- b. In WTAs 100, 110, and 111, tactical training below 500 ft AGL is discouraged due to the amount of civilian population. Battalion/Squadron commanders or higher, may authorize tactical flight training below 500 ft AGL.
- c. During WTA terrain flight operations at or below 200 ft AGL, aviators will not intentionally fly within a 500-ft 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 ft AGL outside the FHRTAs require a day light reconnaissance of the intended flight route within 3 days of use.

e. Due to known Bald Eagle habitat area, terrain flight IAW Para 5-10a. will not be conducted within 1000 meters of the Belton Lake shoreline in TA 25.

5-10. Terrain flight

a. FHRTA Is designed specifically for terrain flight operations. Terrain flight is authorized in the FHRTA and WTA IAW other provisions of this regulation. An updated hazards map is required.

b. Terrain flight is defined as any flight at or below 200 ft AGL.

c. Thoroughly brief flight hazards in Air Mission Briefs, Team briefs and Crew briefings.

d. Plan flight routes IAW the altitude and Noise Sensitive area restrictions listed in Para 5-3 and 5-9 of this regulation.

e. Aircraft will monitor the air-to-air frequency as appropriate and announce aircraft movement in and out of TAs, direction of flight and/or intentions.

f. Aircraft will monitor the appropriate air-to-air frequency and announce takeoffs and intent to land as necessary when operating on Fort Hood reservation Landing Strips.

g. LS-22 and LS-41 maximum pattern density at night is two aircraft.

h. LS-12 maximum pattern density at night is three aircraft.

i. Unscheduled TAs maximum aircraft density is 4 at night.

j. Longhorn and Shorthorn Auxiliary Landing Strips maximum pattern density is two aircraft at night.

k. WTA terrain flight area or route must be approved IAW Para 5-9 of this regulation with specified safety control measures in place.

l. Refer to Para 5-16 of this regulation for terrain flight lighting requirements.

m. Single engine aircraft must maintain an altitude that assures the ability to make an autorotation to a suitable landing area when operating over built-up areas or water.

5-11. Numbered VFR Corridors - Airfield Corridors

a. Numbered VFR Corridors control the flow of traffic to and from HAAF and RGAAF. Right-hand rules-of-the-road apply on all corridors. When arriving and departing, use the appropriate corridor, reporting point, and altitude.

(1) Figure 5-1 depicts the numbered corridors. Table 5-4 lists corridor reporting points for HAAF.

(2) Table 5-5 lists corridor reporting points for RGAAF.

b. 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.

c. Procedures:

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

(2) Use of landing light and position lights on bright at night is mandatory in numbered VFR corridors.

d. HAAF:

(1) Use of Numbered VFR corridors 1, 2, 3, 4, or the redline from checkpoint Bridge

will be used for entry and exit of HAAF controlled airspace except while performing an instrument approach or departure or VFR departures to the South.

(2) Altitudes in the numbered corridors are in reference to inbound or outbound from HAAF.

(a) Numbered corridors 1 and 4, altitude Clockwise (CW) to/from HAAF is 1500 ft MSL.

(b) Numbered corridors 1 and 4, altitude Counter Clockwise (CCW) to/from HAAF is 1800 ft MSL.

(c) Numbered corridors 2 and 3, altitude inbound to HAAF is 1800 ft MSL.

(d) Numbered corridors 2 and 3, altitude outbound from HAAF is 1500 ft MSL.

(3) Low Level Departure: Inbound and Outbound traffic may request corridor 4 or the redline to/from checkpoint Bridge for low level entry or exit of HAAFs controlled airspace. Use of landing light is optional when using a low level route.

(4) Corridor 3 is restricted to use by aircraft transitioning to and from HAAF and Test Flight area V. When north of Iresh NDB, aviators will contact Skylark Universal Communication (UNICOM)/Traffic on 122.7 VHF prior to crossing the Runway 19 extended centerline

e. RGAAF:

(1) The use of numbered corridors are not required for VFR entry/exit of RGAAF controlled airspace. Altitudes to and from RGAAF are 1500 ft MSL inbound and 1800 ft MSL outbound.

(2) Numbered VFR Corridors 2, 5, 6 and 7 enter and exit the RGAAF traffic pattern.

(3) Numbered VFR Corridor 2 is used for RGAAF/HAAF transitions.

(4) Numbered VFR Corridor 5 may be used for RGAAF to Corridor 1 or R-6302 transitions.

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

(6) Numbered VFR Corridor 7 may be used for RGAAF to Test Flight Area 3 transitions.

f. SVFR: All numbered VFR corridors should be used for SVFR operations to and from RGAAF and HAAF. VFR corridors are not mandatory for SVFR operations but caution must be used when operating off VFR corridors in SVFR conditions as aircrews may not be familiar with terrain and obstacles.

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

Corridor	Reporting Point	Via	To
1	Henry (PV 147470) 31°09'27.6"N 97°47'47.7"W	Direct	HAAF
2	Main Gate (PV 172439) 31°07'23.3"N 97°46'14.9"W	Corridor 1	HAAF
3	Mazda (PV 245392) 31°04'48.0"N 97°41'41.4"W	Direct	HAAF
4	Quarry (PV 315443) 31°12'11.1"N 97°38'16.5"W	Direct	HAAF
Low Level RTE	Bridge (PV 297529) 31°20'10.1"N 97°64'10.5"W	Along Redline	HAAF

Legend:

HAAF – Hood Army Airfield

N – North

W – West

PV – 100,000 meter Military Grid Reference System identifier

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

PV – 1000 meter Military Grid Reference System identifier

N – North

W - West

5-12. Corridor Air Route Structure

The CARS is an air route system used to facilitate the safe, expeditious movement of aircraft to or through the FHRTA and the WTA. CARS consist of designated routes, altitudes, and procedures which 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 FHRTA 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 this regulation. Figures 5-1 thru 5-3 depict CARS route locations.

a. FHRTA 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 HR as required.

(3) Aircrews will not fly directly over intersections or reporting points on the CARS. Altitudes described below provide a minimum of 100 ft 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 (500 meters either side of centerline) and aircraft will fly to the right of the centerline. The CARS are point-to-point and do not follow terrain features. The CARS is depicted on the current Fort Hood Training Map. When aircraft performance permits, all published climbs and descents will be executed without delay at a rate of 500 ft per minute or greater.

(5) CARS altitudes are:

(a) CW altitude from HAAF is 1500 ft MSL.

(b) CCW altitude is 1800 ft MSL.

(6) When entering the CARS from a TA, proceed on the most direct route to join the route. The aircrew must make the appropriate radio calls to over air to air frequency and HR to inform other aircraft and HR of the intended flight route.

(7) Entry into the CARS from outside of the reservation will be at a waypoint and at the appropriate altitude for the intended direction of travel.

b. WTA CARS:

(1) The WTA CARS transition the WTA East/West and North/South.

(a) Colored routes transition East/West.

(b) Lettered routes (West C thru West G) transition North/South.

(2) Use of WTA CARS is mandatory when operating between the transition altitudes of 2,900 ft MSL and 200 ft AGL during III Corps exercises.

(3) Altitudes:

(a) Route Red North is 1,500 ft MSL.

(b) Route Red South is 1,800 ft MSL.

(c) CARS altitudes West and North of route West begin at 2,000 ft MSL and increase by sectors to the west except for Para 5-12b(1)-(3).

(1) West of Route West over to and including West D is 2,000 ft MSL.

(2) West of Route West D over to and including West F is 2,600 ft MSL.

(3) West of Route West F over to and including West G is 2,700 ft MSL.

(4) 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. 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 CCW maneuver to circumnavigate intersections.

(5) 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 aircraft being passed has the right-of-way.

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

5-13. North Fort Hood (NFH)

NFH 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 [Shell FARP], NFH-3 and H-18) and Longhorn and Shorthorn Auxiliary Landing Strips. NFH airspace is controlled by Longhorn tower when operational, by NOTAM, during tactical ATC operations. 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 for Longhorn and Shorthorn Aux Landing Strips)

(1) Entry to NFH from CARS East is East 3 and entry from CARS West is CP River.

(2) Contact Longhorn Tower or make advisory calls prior to crossing these entry points to NFH.

(3) Low Level Entry to NFH is ACP Straw 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 live fire range Redline are in close proximity to Longhorn and Shorthorn Auxiliary Landing Strips. Vigilance and situational awareness must be maintained.

Table 5-6. North Fort Hood (NFH) Controlling Agency and Frequencies

Agency	Frequencies
Longhorn Tower	143.00 VHF (Primary) 237.50 UHF 38.90 FM
Advisory (when Tower not open)	143.00 VHF
Legend:	
VHF – Very High Frequency	UHF – Ultra High Frequency
FM – Frequency Modulated	

5-14. Red Line Operations

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

- a. Aircraft flying the red line CWCW will fly along the red line outside the LFA. Aircraft flying the red line CCW will parallel the Redline remaining 500 meters off the Redline.
- b. Aircraft using the Redline as a route are not required to contact Longhorn Tower prior to transitioning NFH.
- c. Aircraft southbound on the east side Redline to HAAF will contact HAAF Tower prior to check point Bridge and either request a low level entry into HAAF or depart the Redline at check point Bridge and climb to 1800 ft MSL.
- d. Aircraft southbound on the west side Redline to HAAF must depart the Redline in time to arrive at 1800 ft MSL prior to checkpoint Henry.
- e. Aircraft will monitor the appropriate TA frequency and will comply with procedures in Para 5-7h., prior to penetration of the red line.

5-15. Procedural control

- a. Procedural controls enhance safety during marginal weather conditions on the Fort Hood reservation and in the WTA.
 1. When weather conditions at HAAF or RGAAF are less than 1000 ft ceiling and/or 3 Statute Miles (SM) visibility, HR will state that procedural controls are in effect in the range information.
 2. Report all intersections, altitudes, and flight routes to HR.
 3. If unable to maintain CARS altitudes, immediately report deviations to HR.
 4. If altitude deviation requires penetration of scheduled airspace, notify the using unit on appropriate air-to-air frequencies or HR prior to entry.
 5. HR advises aircraft of opposite direction traffic and altitudes.
- b. If unable to contact HR, make required calls in the blind on the appropriate frequencies. Once in positive contact with any Fort Hood ATC agency, notify them of the lost contact with HR.

5-16. Aircraft Lighting

Units will establish night flying SOPs IAW Field Manual 3-04.203 (Fundamentals of Flight) to include black-out operations if applicable. Training area lighting will be IAW FAA Exemption 9835 to 14CFR 91.209(A)(B).

- a. HAAF:
 - (1) A maximum of two aircraft may conduct closed traffic operations while NVD are in used.
 - (2) Landing lights will be on for all night operations at HAAF.
 - (3) Aided or unaided night operations without landing lights may be conducted on the airfield with Hood Tower (Gray Tower during closure hours) approval.
- b. RGAAF:
 - (1) A maximum of six aircraft, three in each pattern, may conduct closed traffic operations while NVD are being used.

(2) The rotating beacon at RGAAF may be extinguished for training provided that the outage is coordinated with Airfield Management and a NOTAM is issued.

(3) Airfield lighting may be at the minimum intensity as requested by participating aircraft, consistent with other requirements.

(4) Aided aircraft in the RGAAF traffic pattern will have position lights on steady bright.

(5) Lights may be dim on short final, 100 ft 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. RGAAF numbered corridors require the use of Landing/Search light.

d. FHRTA: LS-12, LS-22, LS-41, Shorthorn and Longhorn Auxiliary Landing Strips lighting requirements are the same as RGAAF.

e. WTA: Required aircraft lighting in the WTA is Anti-Collision lights on and position and formation lights bright unless operating under FAA Exemption 9835 to 14CFR 91.209(A) and (B), appendix B.

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

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

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

(2) Request for L-NOTAM will clearly define the area of operations or TA.

Requests for L-NOTAM will be submitted to the AT&A Officer 7 working days prior to conducting blackout operations.

(3) Crews will advise HR when they are operating Blacked out.

(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) 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.

(6) Continuously monitor the appropriate air-to-air frequency. All aircraft participating in blackout operations will monitor a common frequency. The common frequency may be the air-to-air frequency. Use of the air-to-air frequency as a mission frequency is prohibited.

(7) Scheduled airspace/ROZ incursions 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: Position lights will be on steady bright and anti-collision lights on.
 - (2) Formation: Trail aircraft position lights will be on steady bright and the anti-collision lights 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. Mobilizing and/or transient units will operate with anti-collision lights on, position lights bright, and formation lights bright during collective training events unless approved by the validating/evaluating unit. NVD formation flights may be conducted with anti-collision lighting IAW 5-16h(2).
 - j. Appendix B of this regulation prescribes additional night flight requirements.

5-17. Helicopter external loads

- a. External load operations for ATM training purposes (other than Bambi Bucket) are not authorized at HAAF or RGAAF.
- b. Operational external load operations (Real world or simulated) at HAAF or RGAAF require coordination with the respective Airfield Manager. Airfield Management will de-conflict with other missions, approve pickup or drop-off sites, and brief arrival and departure procedures.
- c. Aircrews will avoid overflight of roads and built-up areas on or adjacent to airfields during all external load missions.
- d. External loads off the Fort Hood reservation require approval by the Brigade Commander-or higher headquarters. If approved, select routes that comply with FAA regulations and present the least possible hazard to persons and property.
- e. External load operations from LS-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) Overflight of BLORA, recreational activities, and other activities on or around Lake Belton is prohibited.

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 Chief.
 - (3) Range OIC.
- b. The Range Area Fire Chief will request stand-by aircraft bambi bucket support from the IOC.
- c. Organic aircraft pre-positioned to provide bambi bucket support will report availability to Range Control according to Tab 6, Appendix D, FH 350-40 (Range Control Operating Procedures).

d. Multiple aircraft bambi bucket operations are prohibited with the following exceptions :

(1) Each aircraft/flight is under the direction of an airborne Fire Chief on a common radio frequency. The airborne fire chief may be one of the aircrew members or a passenger determined to have the best situational awareness of the status of the fires.

(2) Each AMC and/or PC is pre-briefed (face to face, radio, or telephonic) with following information:

- (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 /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 Chief and air-to-air.
- (3) Appropriate risk control measures are implemented.

e. SOPs: Units responsible for providing bambi bucket support will maintain

SOPs outlining:

- (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 battalion/ squadron commanders, Brigade, 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

a. Army fixed wing aircraft may fly on United States Air Force special routes at, but not less than, 500 ft AGL for locally devised tactical missions.

b. Fixed wing aircraft may use LS-12 when approved by the AT&A.

c. Fixed wing aircraft (other than UAS) may not use Longhorn or Shorthorn Auxiliary Landing Strips, or any other landing strips on the reservation except LS-12.

5-21. Precautionary and Emergency Landing

See Appendix C for detailed information.

5-22. Inadvertent Instrument Meteorological Conditions

The following Inadvertent Instrument Meteorological Conditions (IIMC) procedures apply on the FHRTA.

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

(1) One radio tuned, in either the primary or standby position, to RGAAF Approach Control.

(2) A navigation radio tuned to an appropriate NDB or VHF Omni-Directional Range (VOR).

(3) Aircraft equipped with Doppler, Global Positioning System (GPS), Inertial Navigation System (INS), and/ or Embedded GPS Inertial (EGI) navigation or other similar equipment will have RGAAF and an approach procedure programmed.

b. Aircraft inadvertently encountering IIMC must immediately accept it and commit to instrument flight.

(1) Perform the appropriate steps for IIMC IAW the applicable ATM.

(2) Climb to 2,500 ft MSL, squawk emergency (7700) on the transponder, contact Gray approach control, and declare an emergency. Proceed as directed by Gray approach control.

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

(1) If approach clearance was given prior to lost communications, 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 and then perform an instrument approach to RGAAF.

d. For units deployed to a field site or at remote training location where suitable approaches are not available, brigade commanders are authorized to develop GPS approaches for Visual Meteorological Conditions (VMC) training and emergency IIMC recovery. Locally developed approaches will conform to established ATM, Terminal Instrument Procedures (TERPS), and FAA standards.

e. When conducting IIMC training, use "simulated IIMC recovery" in the initial transmission to Gray approach control. Do not use transponder code 7700 during simulated IIMC recovery operations. Helicopters participating in simulated IIMC procedures will not receive IFR priority.

Section II Special Procedure

5-23. High Intensity Radio Transmission Area

a. Aircrews, regardless of aircraft flown, must be knowledgeable of High Intensity Radio Transmission Area (HIRTA) procedures. Units will develop procedures which address the contents of specialized training for crewmembers from United States Army

Aviation and Missile Command 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.

5-24. Aircraft Live Ordnance Emergency and Recovery

a. RGAAF is the emergency recovery airfield for aircraft with live ordnance. Aircraft landing with live ordnance will land and proceed to the Hazardous Cargo Ramp on the southwest side of RGAAF and orient to the southwest 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 rotary wing aircraft at RGAAF due to inclement weather, the aircraft will park on the Hazardous Cargo Ramp on the southwest side of RGAAF and orient the aircraft to the southwest. 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 will provide aircraft guards.

(3) If circumstances prohibit use of Hazardous Cargo Ramp, armed rotary wing aircraft will execute the above outlined procedures with the exception that landing and shutdown will be on the south end of Taxiway Alpha with aircraft nose oriented southwest.

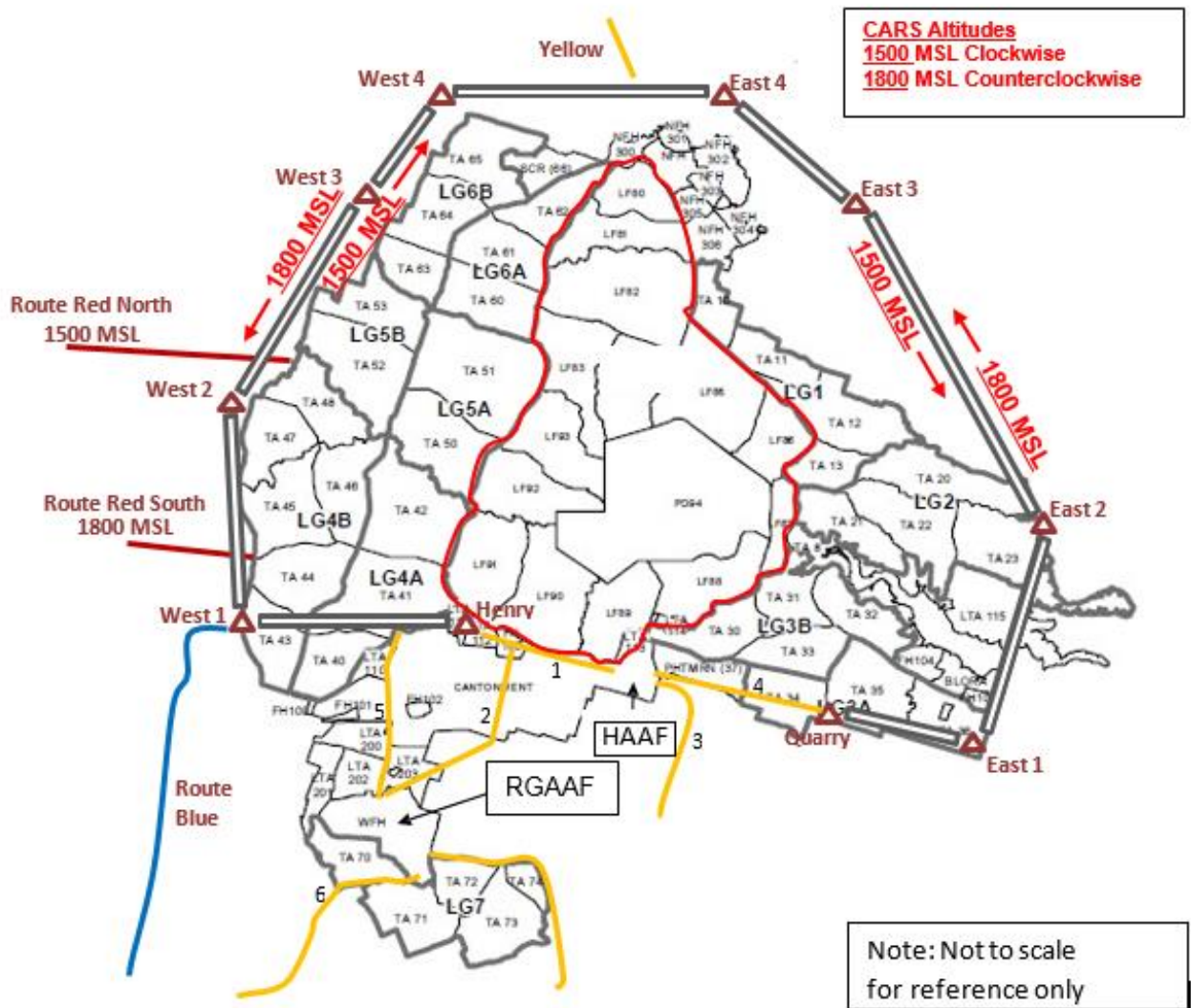


Figure 5-1. Fort Hood Reservation Training Area CARS and Airfield Corridors



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

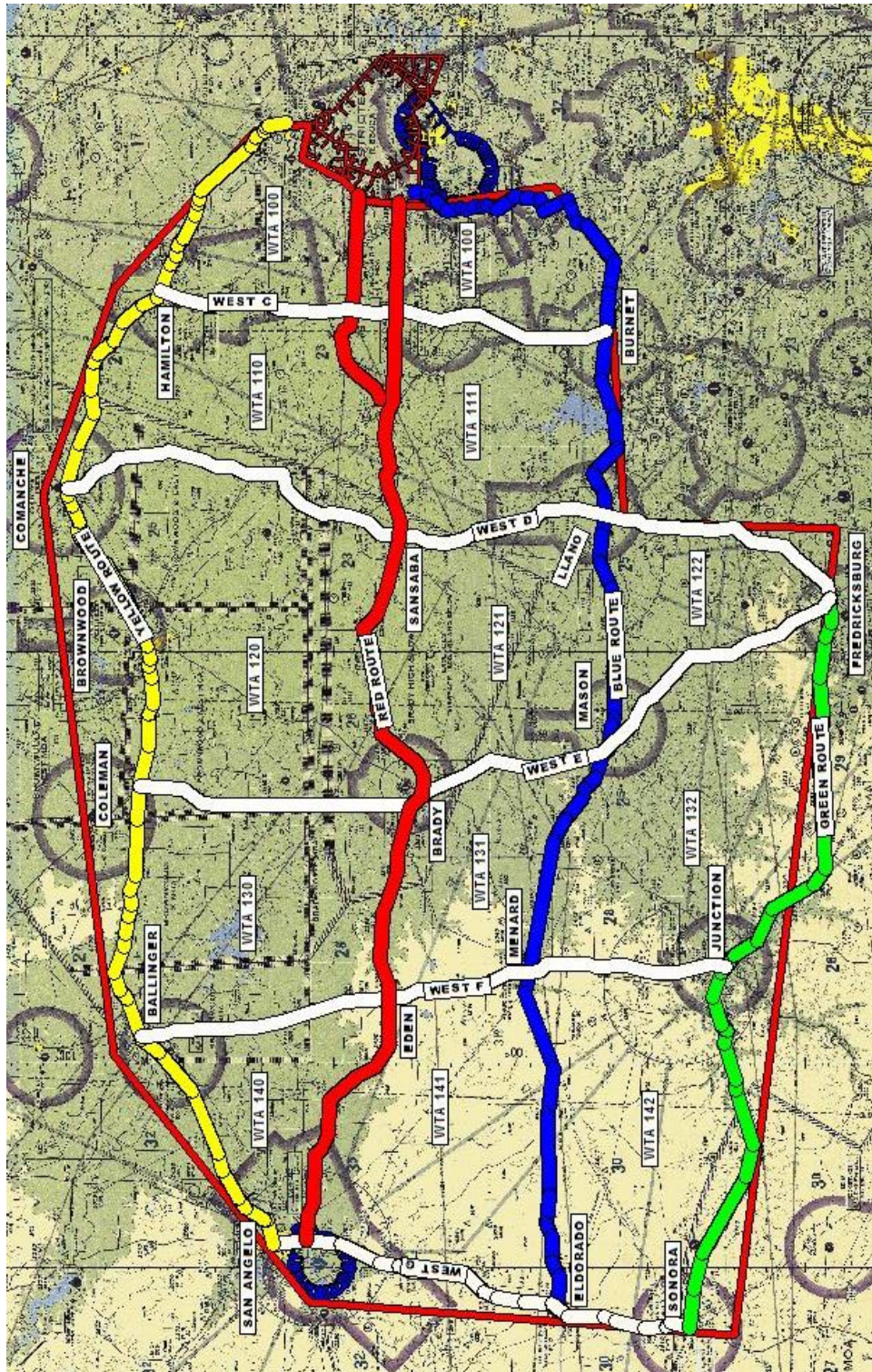


Figure 5-3. WTA Corridor Airspace Route Structure (CARS)

Chapter 6

Severe Weather Plan, Hangaring, Mooring, and tie down of Army aircraft

6-1. Weather definitions

a. FH 115-1, Weather Support to III Corps and Fort Hood, Appendix D and Appendix E detail specific Weather Watch, Warning, and Advisory (WWA) information.

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

(1) Weather Warning: A special notice to notify installation personnel when an established weather condition of such intensity as to pose a hazard to life or property is occurring or is expected to occur. Weather warnings provide concise information outlining environmental threats and are used by operational commanders to make resource protection decisions. The text of the weather warning defines the coverage area and may include the entire or only specified areas of the Fort Hood Reservation.

(2) With the exception of lightning and tornado warnings for Fort Hood 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 tornado warnings for Fort Hood and thunderstorm warnings for the WTA may be in effect along with another warning.

c. Weather Watch: A special notice to notify installation personnel/supported units of a potential for environmental conditions of such intensity as to pose a hazard to life or property. Weather Watches indicate a potential for environmental threats and are used by installation personnel/supported units to make force protection and risk management decisions.

d. Weather Advisory: Weather advisories provide specific notice to an operational agency of weather phenomena impacting operations based on supported unit supplied critical weather elements. Criteria may change as operational requirements change.

6-2. Severe weather plans

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) The evacuation 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 III 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: Damaging wind 45 knots or greater and/or hail half Inch 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. Damaging surface wind not associated with thunderstorms 45 knots or greater	

Aircraft Actions in Flight

1. Aircraft operating within R-6302 and/or WTA:
 - a. If associated weather warning conditions are not present, immediately return to RGAAF, HAAF, or tactical field site.
 - b. If associated weather warning conditions are 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 weather 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
 WTA – Western Training Area

Table 6-2. Severe Weather Warning – Moderate 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: High wind greater than 35 knots but less than 45 knots and/or hail of greater than quarter inch or in diameter but less than half Inch or more in diameter	* Within operational capabilities aircraft, operations within these warning conditions may occur; however, these missions are an automatic Moderate Risk. Battalion commander (O-5) and above may approve on a case- by-case basis.
2. Strong surface not associated with thunderstorms greater than 35 knots but less than 45 knots.	* Commanders will ensure all aircraft and flight line equipment is secure.
3. Freezing precipitation	

Table 6-1. Severe Weather Warning – High Risk (continued)
Aircraft Actions in Flight

-
1. Operating within the area of the warning:
 - a. If associated weather warning conditions are not present, immediately return to RGAAF, HAAF, or tactical field site.
 - b. If associated weather warning conditions are present, the PC will determine the best course of action and notify Hood Radio of intentions
 2. If briefed and approved for Moderate Risk level, 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
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 may continue the briefed mission outside the area of the warning as long as they do not encounter weather conditions associated with the 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 Severe 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. Aircraft Mooring and Hangaring Plan

a. Moor and/or hangar assigned and transient aircraft following the last flight of each day. Moor aircraft according to the operator’s manual and Technical Manual (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 III Corps G3 Aviation to the III Corps Commanding General. “First-up” MEDEVAC aircraft do 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 aircraft hangaring will be determined by the Commander. Individual units are responsible to establish an aircraft hangar plan which includes aircraft priorities.

c. Commanders will consider taking additional protective measures, such as facing aircraft into the wind to protect aircraft which cannot be placed in a hanger.

d. Commanders will take reasonable precautions to protect aircraft which Remain Overnight (RON) away from installation airfields. In areas where mooring points are not available, commanders should consider hangaring aircraft. When possible, aircrews should plan to RON at airports which are able to provide mooring points and/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). ARNG, Reserve Component (RC), mobilizing and visiting units will utilize available shelter to capacity, (i.e. the clamshells located on Longhorn and Shorthorn). If more space is needed units will contact G-3 Air and coordinate for available hangar space across Ft. Hood.

Chapter 7

Aircraft Refuel procedures

7-1. Overview

- a. Refuel aircraft according to the aircraft TM, Petroleum Supply Operations, Concepts and Equipment of Petroleum Operations and HAAF and RGAAF Airfield Operation Manuals.
- b. Follow ATC instructions when entering/exiting Rapid Refuel facilities.
- 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 ft (15.24 meters) away from the refueling aircraft as directed by refuel personnel.
- f. Refuel personnel will be in possession of a Fort Hood fuel handler’s card when performing refuel operations.

7-2. Rapid Refuel Facility Procedures

Use rapid refueling for normal mission requirements. Operational times will be published in DOD FLIPS or L-NOTAMS. Refuel personnel will adhere to facility/operational requirements prescribed by the airfield Rapid Refuel Facility SOP.

- a. Pilot requirements for rapid refueling are: AH-64, CH-47, and UH-60: an aviator must be at the controls in each seat. For LUH-72 airframes a current, qualified aviator must be at the controls in the left seat.
- b. During refueling, the pilot at the controls will:
 - (1) Monitor the ATC ground frequency and will not transmit except in an emergency. Conduct rapid refuel operations IAW the operator’s manual checklist.
 - (2) Aircraft departing HAAF rapid refuel will visually clear traffic prior to moving onto taxiway C.
- c. Refer to figures 7-1 and 7-2 for refueling area diagrams of HAAF and RGAAF.

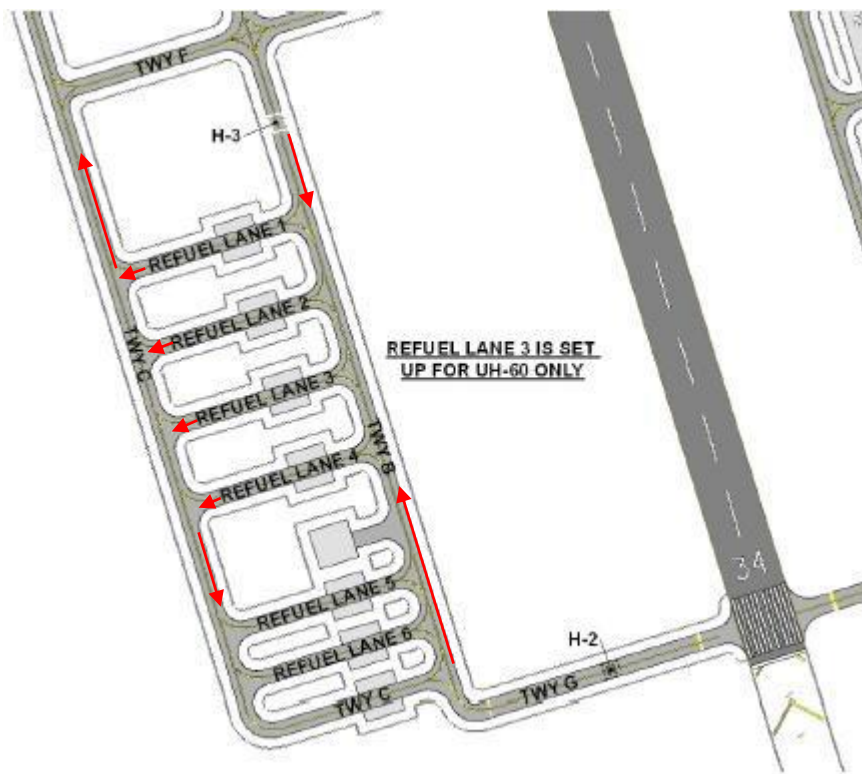


Figure 7-1. Hood Army Airfield (HAAF) Rapid Refuel Facility

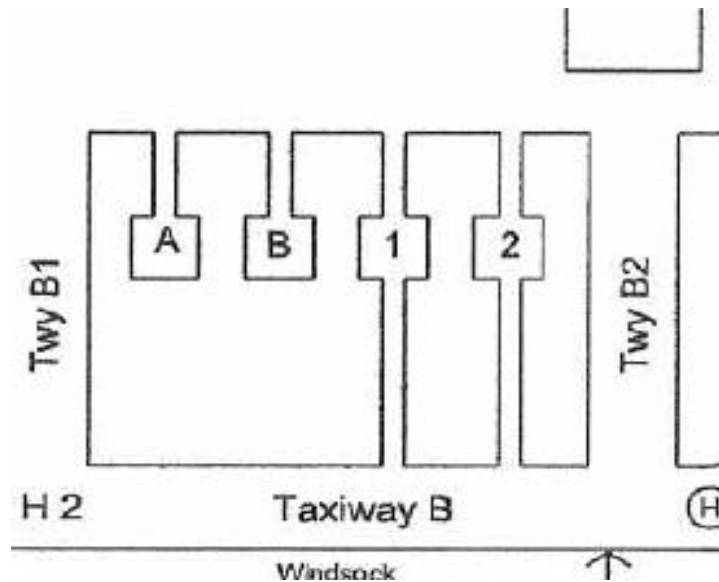


Figure 7-2. Robert Gray Army Airfield (RGAAF) Rapid Refuel Facility

Chapter 8

Aviation Life Support

8-1. Aviation Life Support Equipment

Use Aviation Life Support Equipment IAW AR 95-1.

8-2. Protective clothing, uniform and equipment

a. Rotary wing and tactical fixed wing aircrews will wear clothing and equipment prescribed by AR 95-1 and FORSCOM Supplement to AR 95-1.

b. OSA multi-engine fixed wing aircraft aircrews will wear clothing and equipment as prescribed below:

- (1) Flight suits, identification tags, and leather boots.
- (2) Helmets and survival vests are not required.
- (3) Other uniforms may be substituted for Para 8-2b2b(1) above as mission dictates.

8-3. Survival equipment

a. Prior to conducting aircraft operations in environments uncommon to Fort Hood, such as desert, mountain, or cold weather, commanders will 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 with survival equipment IAW AR 95-1.

Appendix A References

Section I. Required Publications

14CFR 91.155 Title 14, Code of Federal Regulations, Part 91.155, cited in para 5-5g(2)

14CFR 91.157 Title 14, Code of Federal Regulation, Part 91.157, cited in para 5-5g(2)

14CFR 91.209(a)(b) Title 14, Code of Federal Regulation, Part 91.209(a)(b), cited in para 5-16, 5-16d, 5-16f

AR 95-1 Flight Regulations, cited in para 1-6a, 2-2, 2-2a, 2-5, 2-6a, 2-6b, 2-8a, 3-8, 3-9a, 4-1, 4-2, 4-4a, 4-5a, 4-5d(1), 4-9a(1), 4-13, 4-16a, 5-5a, 5-5b, 5-5g(1), 5-6b, 8-1, 8-2a, 8-3b

AR 95-2 Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control, and Navigational Aids cited in para 2-1

AR 360-1 The Army Public Affairs Program, cited in para 2-2a

ATP 5-19 Risk Management cited in para 2-6a, 3-7

DoDD 4500.9E Transportation and Traffic Management cited in para 3-1

FAA Exemption number 9835 Aircraft Lights cited in para 2-8a, 5-16d, 5-16f, appendix B

FH Regulation 95-23 Unmanned Aircraft Local Flying Rules cited in para 2-17a, 2-17b

FH Regulation 115-1 Weather Support to III Corps and Fort Hood cited in para 6-1a

FH Regulation 350-40 Range Control Operating Procedures cited in para 5-18c

FH Regulation 385-12 III Corps and Fort Hood Aviation Safety Program, cited in para 2-2a(1), 3-2a

TC 3-04.8 Individual Flight Records Folder Management, cited in para 4-2, 4-16a

ATP 4-43 Petroleum Supply Operations, cited in para 7-1a

FORSCOM Regulation 350-1 Training in United States Army Forces Command Units, cited in para 4-1

FORSCOM Regulation 385-1 Forces Command Safety Program, cited in para 3-7, appendix d

FORSCOM Suppl 1 to AR 95-1 Flight Regulations, cited in para 1-6a, 8-2a

TC 3-04.11 Commander's Aircrew Training Program for Individual, Crew, and Collective Training, cited in para 2-6a, 4-2, 4-4a, 4-7a, 4-9a(1), 4-13, 4-16a

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, cited in para 6-3a

UFC 3-260-01 Airfield and Heliport Planning and Design, cited in para 2-14a

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 385-10

The Army Safety Program

AR 600-105

Aviation Service of Rated Army Officers

DA PAM 385-90

Army Aviation Accident Prevention Program

Section III. Prescribed forms

FHT Form 95-11 Flight Hazards Map Update Reports, cited in para 3-6c, fig 3-1

DA Form 7120-R Commander's Task List, cited in para 4-10

DD Form 175 Flight Plan, cited in para 5-4a(1), 5-4a(2), 5-4b, 5-4b(3), 5-4c, 5-4e, 5-4f(2), 5-4f(3), 5-4f(4), 5-5a

DD Form 175-1 Flight Weather Briefing, cited in para 5-5c, 5-5d(2), 5-5e(1), 5-5e(2)

DA Form 5484 Mission Schedule/Brief, cited in para 2-2a(3)

DA Form 7305 Worksheet for telephonic notification of aviation accident/incident, cited in appendix c

Section IV. Referenced Forms

FH Form 1853

Distribution Scheme

DA Form 5484-R

Mission Schedule/Brief

Appendix B

Excerpts from Federal Aviation Administration (FAA) Letter of Exemption Number 9835B

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 14CFR 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

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

b. Safety Observers.

c. 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.

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

e. 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.

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

(1) is simply defined, e.g., the radius of a point or location;

(2) is established in an area of low traffic density;

(3) is not within 4 nautical miles of any public use airport;

(4) does not infringe upon FAA-designated airspace areas; and

(5) has been coordinated with the appropriate FAA region's Air Traffic Division and

Flight Standards Division offices.

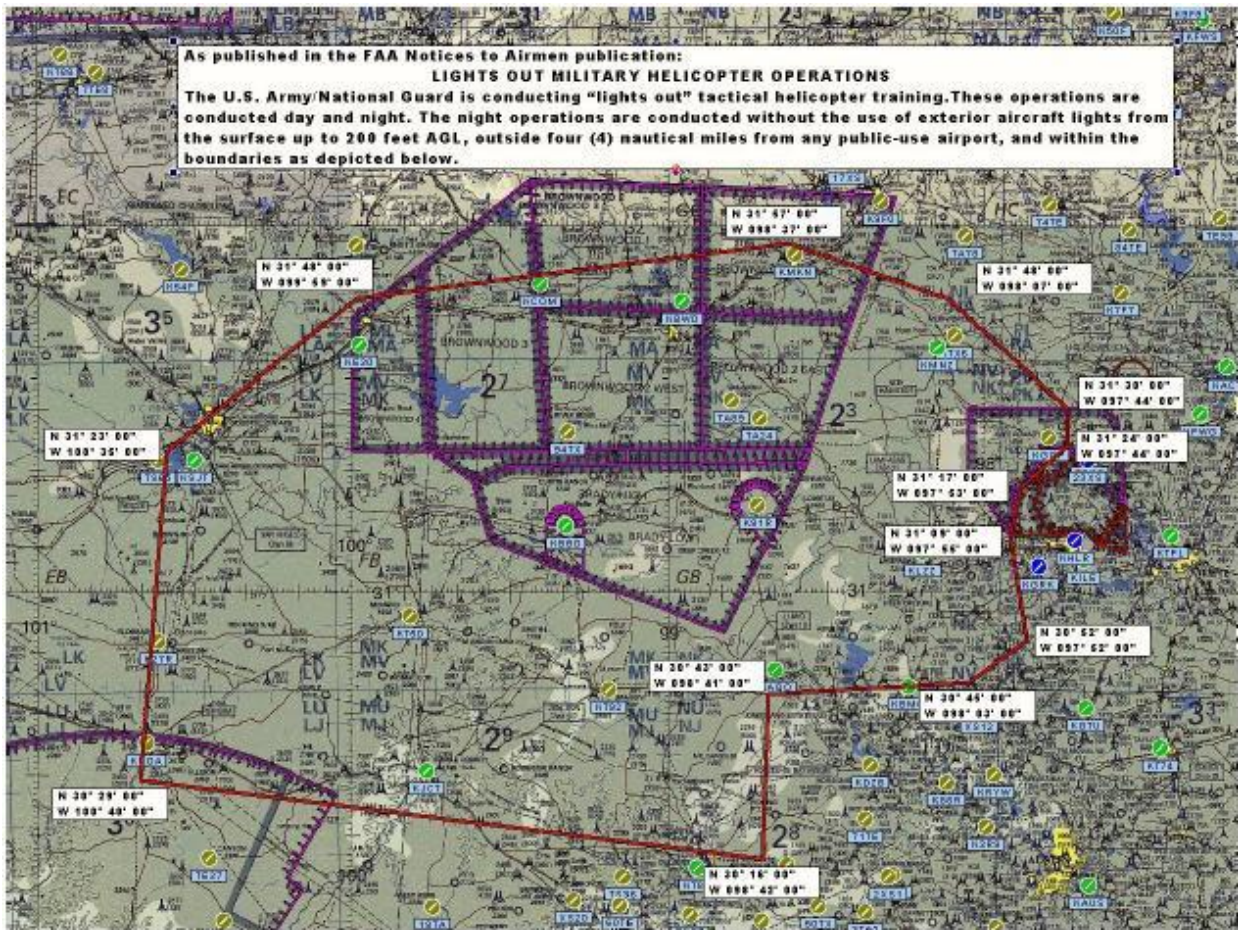
g. Notwithstanding paragraph 3 above, each operation must be conducted in

accordance with 14CFR 91.119, Minimum safe altitudes: General.

h. 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. The holder shall establish procedures for collision avoidance for its aircraft operating pursuant to this exemption, including observer aircraft. Each pilot who will conduct operations under this exemption must be thoroughly familiar with its provisions.

i. 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.

j. The holder shall provide notice through the use of 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

Purpose

To identify procedures and responsibilities following the declaration of a Precautionary Landing or In-Flight Emergency

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.

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, (The Army Safety Program). 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 which makes continued flight inadvisable per AR 385-10. This compares to the International Civil Aviation Organization (ICAO)/FAA call of "Pan-Pan".

What to declare

a. In-Flight Emergencies are declared when the aircrew perceives that the current situation has the potential of causing or developing into a situation which may cause damage to the aircraft or injury to personnel.

b. Precautionary Landings are declared when the aircrew 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 aircrews 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 advise ATC.

Appendix D

Fort Hood Aviation Pre-Accident and Crash Rescue Plan

D-1-1 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 prescribe 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-1-2 Evaluation The DAO, Directorate of Emergency Services (DES), and the ASO will periodically evaluate this plan during actual or simulated emergencies. During simulated emergency evaluations only primary stations will respond.

D-1-3 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.
- Range Operations at (254)287-3130/3321
- Any civilian or military air traffic control facility. These agencies will immediately contact RGAAF Tower or RGAAF Base Operations to activate the Primary Crash Alarm System (PCAS).

D-1-4 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-1-5 Security Aircraft Wreckage may contain hazardous materials or ammunition on board which 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 Officer or the Directorate of Aviation Operations/Aviation Safety Officer.
- Do not move or disturb wreckage except to facilitate the removal of injured personnel or wreckage to alleviate another emergency.

D-1-6 The aircraft accident investigation board president is the releasing authority for movement of the wreckage.

D-1-7 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 (PCAS).

General. Units listed in this plan will ensure personnel are familiar with their responsibilities and are 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 agency telephone.
- The PCAS consists solely of those agencies involved in life saving and minimizing injury or property damage.
- The appropriate airfield control tower will activate the PCAS 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 a PCAS agency 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.
- a) Personnel making notification of an aircraft accident will be instructed to:
- b) Keep personnel away from the scene for their own safety due to pyrotechnic and composite material hazards
- c) Render first aid, if possible
- d) Secure and control the accident site to the best of their ability
- e) Refrain from answering 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 accident/response data.
- Contact the III Corps Installation Operations Center via the Secondary Crash Alarm System.
- Notify the 3rd Weather Squadron forecaster and obtain a weather observation from the date/time of the accident.

RGAAF or HAAF Tower will:

- Initiate the PCAS for aircraft emergencies or accidents and relay information to first responders.
- Alert aircraft traffic of the emergency and grant priority to emergency aircraft, and rescue aircraft and/or vehicles.

- Ensure the runway or airfield is closed, as appropriate, until the emergency is terminated, the aircraft is removed, and a Foreign Object Damage (FOD) check is complete.

- Notify Gray 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 the appropriate agency when MEDEVAC and/or LIFEFLIGHT is required.

- Advise Airfield Management/RGAAF Base 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 agencies when MEDEVAC/LIFEFLIGHT is required.

- 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 appropriate control tower or Hood Radio 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.

Range Control Operations will:

- Upon any notification or report of an aircraft emergency or accident by any source immediately notify Hood Radio.

The Directorate of Emergency Services (DES) will:

- Notify appropriate agencies when MEDEVAC/LIFEFLIGHT is required.

- Provide crowd control assistance upon request.

- Dispatch a radio-equipped vehicle to aircraft accident sites along with adequate personnel to provide security until the aviation 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 those units which 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 the following:

- III Corps Aviation Safety Officer.
- Owning unit Commander.
- Garrison Commander
- III Corps Command Group.
- III Corps Adjutant General Casualty Branch.
- III Corps Public Affairs Office.
- Crisis Reaction Battalion (CRB) to secure crash site pending relief by owning unit.
- TASC Photographer
- III Corps Air Force Air Mobility Liaison Office in the event that the mishap involves a U.S. Air Force aircraft.
- Range Operations
- Killeen-Fort Hood Regional Airport operations at 501-8750 (If the accident is on RGAAF)
- Installation Industrial Hygiene for a site survey.

The owning unit Commander or Aviation Safety Officer will:

- Provide the Airfield Safety Officer or II Corps Aviation Safety Manager with information from the DA FORM 7305 (Worksheet for telephonic notification of aviation accident/incident) immediately. All information is desired, but will not delay notification).
- Assume command of the accident site after the fire chief and Airfield Safety Officer/III 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 Airfield Safety Officer or III Corps Aviation 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 agencies.
- 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 Safety Officer 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 ft 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 Mobility Liaison Office will notify the appropriate individuals in the event that the mishap involves a U.S. Air Force aircraft, and will serve as the US Army-US Air Force 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 transcript to the accident investigation board president (if requested).

Request a Temporary Flight Restriction 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 special weather observation IAW AFMAN15-129 volume 2, Air and Space Weather Operations-- Exploitation.
- Save all applicable and available weather data IAW AFMAN15-129 Volume 2, Air and Space Weather Operations—Exploitation.

- 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 dosimeters, conventional survey equipment, and heavy cranes or required recovery equipment.

The Fort Hood Industrial Hygiene section will:

- Respond to accidents involving 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. DES maintains MEDEVAC launch authority.**

Table E-1

Contact numbers

Entity	Telephone Number	Radio Frequency
Range Control	254-287-3321/3130	FM 30.45
Hood Radio	254-288-9111	UHF 357.9 VHF 141.175
IOC	800-531-4654 254-287-2506/2520	
Robert Gray Base Operations	254-288-9200/9209	
Robert Gray Base Ops FAX	254-288-1930	
Killeen Municipal Terminal Operations	254-501-8750	
Weather Observers	254-288-9400	
ITAM	254-288-0491	
AT&A Officer	254-288-1424 800-841-5792	
AT&A FAX	254-285-6098	

Glossary

Section I. Abbreviations

ACS&R

Aircraft Crash, Search, and Rescue

AGL

Above Ground Level

AIS-R

Automated Information System, Replacement

AKO

Army Knowledge Online

AMOS

Automated Meteorological Observing System

AOC

Aircrew Orientation Course

APU

Auxiliary Power Unit

AR

Army Regulation

ARAC

Army Radar Approach Control

ARMS

Aviation Resource Management Survey

ARNG

Army National Guard

ASO

Aviation Safety Officer

ASSB

Aviation Safety and Standardization Bulletins

AT&A

Air Traffic and Airspace

ATC

Air Traffic Control

ATM

Aircrew Training Manual

ATNAVICS

Air Traffic Navigation, Integration and Coordination System

ATP

Army Techniques Publication

ATTN

Attention

AUX

Auxiliary

AWOS

Automated Weather Observing System

B

Belton Lake Outdoor Recreation Area Helipad

BLORA

Belton Lake Outdoor Recreation Area

CARS

Corridor Air Route Structure

CE

Crew Chiefs

CFR

Code of Federal Regulations

CH

Cargo Helicopter

CHUM

Chart Update Manual

CCW

Counter Clockwise

CRB

Crisis Reaction Battalion

CRD

Community Recreation Division

CTAF

Common Traffic Advisory Frequency

CW

Clockwise

DA

Department of the Army

DAO

Directorate of Aviation Operations

DAMC

Darnall Army Medical Center

DCA

Directorate of Community Activities

DD

Department of Defense

DES

Department of Emergency Services

DOD

Department of Defense

DODD

Department of Defense Directive

DPTMS

Directorate of Plans, Training, Mobilization, and Security

DZ

Drop Zone

EGI

Embedded GPS Inertial

EMS

Emergency Medical Service

EVAC

Evacuation

FAA

Federal Aviation Administration

FARP

Forward Arming and Refueling Point

FARP-E

Forward Arming and Refueling Point – East

FARP-W

Forward Arming and Refueling 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

FOD

Foreign Object Damage

FORSCOM

United States Army Forces Command

FHR

Fort Hood Regulation

FHRTA

Fort Hood Reservation Training Area

FTHOODMIM

Fort Hood Military Installation Map

FT

Feet

GPS

Global Positioning System

GRK

Three letter FAA identifier for Robert Gray AAF

HAAF

Hood Army Airfield

HIRTA

High Intensity Radio Transmission Area

HLR

Three letter FAA identifier for Hood AAF

HQ

Headquarters

HR

Hood Radio

HWY

Highway

IAW

In Accordance With

ICAO

International Civil Aviation Organization

IE

Instrument Examiner

IFR

Instrument Flight Rules

ILAN

Installation Local Area Network

IIMC

Inadvertent Instrument Meteorological Conditions

IOC

Installation Operations Center

INS

Inertial Navigation System

IP

Instructor Pilot

JOGAIR

Joint Operations Graphic (Air)

KGRK

ICAO identifier for Robert Gray Army Airfield

KHLR

ICAO identifier for Hood Army Airfield

LAO

Local Area Orientation

LAT

Latitude

LFA

Live Fire Area

L-NOTAM

Local Notice to Airmen

LOA

Letters of Agreement

LONG

Longitude

LS

Landing Strip

LSCS

Landing Strip Cold Springs

LZ

Landing Zone

MATES

Mobilization and Training Equipment Site

ME

Maintenance Evaluator

MEDEVAC

Medical Evacuation

MGRS

Military Grid Reference System

MHz

Megahertz

MOC

Maintenance Operational Checks

MTP

Maintenance Test Pilot

MSC

Major Subordinate Command

MSL

Mean Sea Level

MTF

Maintenance Test Flight

N

North

NCM

Non-rated crewmember

NDB

Non-Directional Radio Beacon

NFH

North Fort Hood

NLT

No Later Than

NOTAM

Notice to Airmen

NVD

Night Vision Device

OHR

Operational Hazard Report

OPS

Operations

OSA

Operational Support Airlift

PC

Pilot-in-Command

PCAS

Primary Crash Alarm System

PL

Precautionary Landing

POC

Point of Contact

POI

Program of Instruction

PPR

Prior Permission Required

PT

Physical Training

PV

100,000 meter Military Grid Reference System identifier

R

Range Helipad

RC

Reserve Component

RCM

Rated Aircrew Member

RFMSS
Range Facility Management Support System

RGAAF
Robert Gray Army Airfield

RL
Readiness Level

RON
Remain Over Night

ROZ
Restricted Operation Zone

SAR
Search and Rescue

SGS
Secretary of the General Staff

SI
Standardization Instructor

SOP
Standing Operating Procedure

SM
Statute Mile

SP
Standardization Pilot

SVFR
Special Visual Flight Rules

TA
Training Area

TACSOP
Tactical Standing Operating Procedure

TC
Training Circular

TERPS
Terminal Instrument Procedures

TFPS
Transportable Flight Proficiency Simulator

TM
Technical Manual

TOC
Tactical Operations Center

TX
Texas

UAS
Unmanned Aerial Systems

UFC
Unified Facilities Criteria

UH
Utility Helicopter

UHF
Ultra High Frequency

UNICOM
Universal Communication

US
United States

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

West

WFH

West Fort Hood

WTA

Western Training Area

WWA

Weather Watch, Warning, and Advisory

XO

Executive Officer