



III Corp Aviation Safety & Standardization Bulletin 16-03

SUBJECT: Clarification of Hood Army Airfield Airspace.

1. Background. Confusion exists between FAA FLIPs, FAR's, and FH 95-1 on the subject of Hood Army Airfield (HAAF) procedures when tower closes. In previous years, HAAF airspace reverted to class E airspace when tower closed. In 2015 the FAA airspace changed making Robert Gray Army Airfield (RGAAF) class D airspace extend to include all of HAAF airspace when HAAF tower closed. The airport facilities directory directs pilots to Contact RGAAF Tower when HAAF tower is closed.

FAR 91.129 (Operations in Class D Airspace) section (b) reads as follows:

Deviations. An operator may deviate from any provision of this section under the provisions of an ATC authorization issued by the ATC facility having jurisdiction over the airspace concerned. ATC may authorize a deviation on a continuing basis or for an individual flight, as appropriate.

FH 95-1 paragraph 2-2 (6)(a) reads as follows:

Aircraft arriving, departing, or operating within HAAF airspace shall self-announce (make Common traffic advisory frequency [CTAF] calls) on Hood tower Very High Frequency (VHF), frequency as prescribed in the Airman Information Manual (AIM) for "Class E" airspace to the surface.

2. Clarification. RGAAF ATC through the FH 95-1 has authorized a deviation on a continuing basis directing pilots to treat HAAF airspace as class E airspace to the surface when tower is closed. This negates the requirement for pilots to communicate with RGAAF when operating at, to, or from HAAF while weather is at or greater than 1000ft ceilings and 3 sm visibility. If weather is below VFR, a SVFR clearance must still be received from RGAAF ATC prior to entering the airspace. Crews should listen to RGAAF ATIS to ensure airspace is VFR.

3. POC for this ASSB is CW5 Ron Porter, III Corp Standardization/1ACB Standards Officer, 254-553-7646, ronald.c.porter.mil@mail.mil.


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