

Fort Hood Regulation 95-1

Aviation

# **Fort Hood Local Flying Rules**

8 January 2010

# SUMMARY of CHANGE

Fort Hood Regulation 95-1  
Fort Hood Local Flying Rules

This administrative revision, dated 8 January 2010

- Makes administrative changes (throughout).
- Changes reference of COC to Installation Operations Center (IOC) (throughout).
- Deletes unmanned aircraft systems information and references FH 95-23, Unmanned Aircraft Systems (throughout).
- Adds reference to non-tenant aviation units and correctly identifies the III Corps Aviation Safety Officer (para 1-6.a.).
- Changes reference from FH 95-50 to FH 95-2 (throughout).
- Changed to reflect the proper routing for community relations support (para 2-2).
- Add reference AR 95-1 (para 2-2.a.).
- Identifies the Commander as responsible for ground surveys (para 2-2.a.(1)).
- Identifies staffing of the ground survey (para 2-2.a.(2)).
- Changed to read "If required" (para 2-2.b.).
- Adds mobilization units (para 2-3.b.).
- Adds telephone number for RGAAF Operations (para 2-3).
- Deletes alternate contact information from lifesaver contact numbers (Table 2-1).
- Includes primary and secondary contact information including frequencies (Table 2-2).
- Deletes reference to memorandum of agreement for longhorn airstrip (para 2-6.d.).
- Correctly shows location of online documents (para 2-6.e.).
- Adds landing strip (LS) 22 (Table 2-3).
- Corrects telephone numbers (Table 2-3).
- Deletes reference to UAS operations at Longhorn (Table 2-3).
- Up-dates helipad landing areas, locations and contact information (Table 2-4).
- Adds recommended arrival and departure headings (Table 2-4).
- Updates helipad diagrams (throughout).
- Deletes reference to tactical air traffic control (Figure 2-6).
- Adds air-to-air frequency for Shorthorn (Figure 2-6).
- Includes regiments and squadrons (para 3-1.a.(1)).
- Changes contact phone number (para 3-1.a.(1)).
- Changes responsibilities (para 3-2.a.).
- Adds Garrison Airfield Operations Board (AOB) (para 3-1.b.).
- Adds AOB (para 3-1.b(1)).
- Changes unit standardization officers to read Council/Board (para 3-1.b(1)).
- Adds regiments, squadrons and AOB and deletes phone number (para 3-1.b(2)).
- Adds AOB and updates list of members (para 3-1.b(4)).

- Changed to correctly identify the Commander as being responsible for no-notice evaluations (para 3-2.a.)
- Deletes paragraph 3-2.c. (para 3-2.c.).
- Changed to indicate program will be established IAW AR 95-1 and TC 1-120 (para 3-3).
- Changed to indicate program to be conducted IAW AR 95-1 (para 3-4).
- Adds regiment (para 3-5).
- Updates telephone numbers for simulators by type (para 3-6).
- Adds sub-paragraph a(4), scheduled training periods will be offered to walk-ins on a first come, first serve basis (para 3-6).
- Adds SP to the list of qualified operators (para 3-6.b(1)).
- Adds requirement for memorandum identifying each authorized operator to be on file with the FA Division Chief (para 3-6.b(3)).
- Changes sole use airspace scheduling and activation requirements (para 4-3).
- Changes temporary ROZ activation procedures (para 4-5).
- Changed to correctly identify helipads, taxiways and ramps (para 4-8).
- Deletes type of aircraft by name, call signs (para 5-1).
- Adds format for providing L-NOTAM information (para 5-2).
- Requires aircrew to ensure HR is notified when operating on a unit operations log (para 5-3).
- Changed to allow automated filing of DD175 (para 5-3).
- Corrects frequency (Table 5-1).
- Adds Installation Aviation Safety Manager and III Corps ASO (para 5-9.c.).
- Changed to require landing zone site survey be submitted to Installation Aviation Safety Manager and III Corps ASO (para 5-9.c.).
- Changed to include Installation Aviation Safety Manager (para 5-9.d.).
- Adds Installation Commander as approval authority (5-9.d.).
- Changed to correctly identify the location of the No-Fly area files (para 5-17)
- Adds Belton Outdoor Recreational Area (para 5-17.f.).
- Updates AWOS locations and phone numbers (Table 5-5).
- Deletes requirement to maintain communications with control tower and/or fire station (para 6-1.b.).
- Adds requirement for fuel handlers to carry a current fuel handler's card when performing refuel operations (para 6-1.d.).
- Adds test flight area VI (para 7-4.f., and Figure 7-4.)
- Changed to correctly identify the location of the Flight Hazard Map information (para 8-6.e.).
- Updates the Lights Out exemption to reflect current exemption and training area (Appendix B and Figure B-1)

Aviation  
Fort Hood Local Flying Rules

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**History.** This publication is an administrative revision. Portions affected by this revision are listed in the summary of change.

**Summary.** This regulation establishes local 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 Directorate of Aviation Operations (DAO).

**Suggested Improvements.** The proponent of this regulation is the DAO. Send comments and suggested improvements to: Commander, III Corps and Fort Hood, ATTN: IMSW-HOD-PLA, Fort Hood, Texas 76544-5032.

FOR THE COMMANDER:

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## **Chapter 1 Introduction**

### **1-1. Purpose**

This regulation establishes responsibilities, procedures, and rules for aircrew training, standardization, and the operation of Army aircraft assigned or attached to Fort Hood.

### **1-2. References**

Required and related references are listed in Appendix A.

### **1-3. Abbreviations and terms**

The glossary explains abbreviations and terms used in this regulation.

### **1-4. Deviations**

Individuals or organizations requesting deviations from this regulation must coordinate with the Directorate of Aviation Operations (DAO).

### **1-5. Waivers**

a. Aviation Brigade Commanders have individual waiver authority in accordance with (IAW) Forces Command (FORSCOM) Supplement 1 to AR 95-1 (Aviation Flight Regulations).

b. Non-divisional and non-tenant aviation units not assigned to an aviation brigade will send waiver requests to the III Corps Aviation Officer.

c. Divisional aviation units not assigned to an aviation brigade will send waiver requirements to the division aviation officer or the III Corps Aviation Officer as appropriate.

d. Waivers will be available for aviation resource management survey (ARMS) review.

## **Chapter 2 Resource Management**

### **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: Commander, III Corps and Fort Hood, ATTN: IMSW-HOD-PLA, Fort Hood, Texas 76544-5032.

### **2-2. Static displays 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 and coordinate through the Public Affairs Office (PAO).

a. Conduct static displays and aerial demonstrations 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. The Commander of the tasked unit is responsible for ensuring the survey is conducted.

(2) The tasked unit will provide a copy of the survey through the chain of command to the III Corps Aviation Safety Office for review and concurrence ten working days prior to the requested landing date.

(3) If time does not permit a ground safety survey, units shall annotate and conduct the operation as no less than a high-risk mission. The high-risk mission approval authority will sign the mission risk management sheet.

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, 1777 Hardee Avenue SW, Fort McPherson, GA 30330-1062, for approval.

### **2-3. Aircraft accountability**

a. Robert Gray Army Airfield (RGAAF) Operations maintains a list of assigned and tenant aircraft.

b. Prior to commencing annual training (AT) or training events on the Fort Hood reservation, guard, reserve component, mobilized and visiting units will provide RGAAF Operations, 287-5102, with a complete and updated listing of aircraft type and tail numbers. Upon arrival to Fort Hood, units will also provide RGAAF Base Operations with a telephone number(s) and a local point of contact that is available continuously for the duration of AT to assist flight following if an aircraft is missing, overdue, or involved in a mishap.

### **2-4. Scheduling Operational Support Airlift (OSA) aircraft**

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 Test Command (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) 4500.9 (Transportation and Traffic Management).

### **2-5. Operation lifesaver**

a. This service provides expeditious evacuation of injured personnel to medical facilities by qualified personnel. Table 2-1 lists primary and secondary telephone numbers to request Operation Lifesaver. Table 2-2 lists call sign EVAC on radio frequencies.

b. Commanders will use lifesaver aircraft for emergency medical helicopter evacuation according to Fort Hood Regulation 40-20 (Aeromedical Evacuation). Limit the use of non-Lifesaver aircraft to occasions when a delay in transporting a wounded person may result in permanent and/or partial disability or death.

**Table 2-1. Operation lifesaver contact numbers**

Description	Telephone Number
<b>Primary</b> DPTMS Range Control	254-287-3321 or 254-287-3130
<b>Secondary</b> IOC	254-287-2520

Legend:

IOC – Installation Operations Center

DPTMS – Directorate of Plans, Training, Mobilization, and Security

**Table 2-2. Call sign evacuation (EVAC) on radio frequency**

Description	Frequency
	Primary
Lifesaver (call sign EVAC)	38.30 MHz/All Services 1
Range Control	30.45 MHz/All Services 1
	Secondary
Hood Tower	41.50 MHz, 119.65 VHF, 269.45 UHF
Gray Tower	120.75 VHF, 285.5 UHF
Gray Approach	120.075 VHF, 323.15 UHF
Hood Radio	38.75 MHz, 143.1 VHF, 357.9 UHF

Legend:

EVAC – Evacuation

MHz – Megahertz

UHF-Ulta High Frequency

VHF- Very High Frequency

**2-6. Facility locations and responsible agencies for landing areas**

a. Table 2-3 and 2-4 show organizations that maintain and control the respective landing areas located on Fort Hood. These organizations will ensure that landing areas meet the criteria in Unified Facilities Criteria (UFC) 3-260-01 (Airfield and Heliport Planning and Design). Figures 2-1 through 2-6 show helipad maps.

b. III Corps Safety has the authority to open, close (through III Corps G-3 Air), and inspect helipads and airstrips. Units responsible for helipads have the authority to temporarily close their helipad. When closed, a Local Notice to Airmen (L-NOTAM) will be published.

c. Chapter 5, paragraph 5-9, addresses specific procedures for use of helipads.

d. Unit requirements to occupy or use any on-post landing strips will be processed and scheduled according to Fort Hood Regulation 350-40 (Fort Hood Range Division Operating Procedures).

**2-7. Drop Zones (DZs) and Landing Zones (LZs)**

All military grid reference system (MGRS) zone designators are 14R unless specified.

a. Antelope (grid square PV0753) (31°12'29.9"N 97°52'27.3"W).

b. Hood (grid square PV1052) (31°12'17.5"N 97°50'35.1"W).

c. Rapido (grid square PV1672) (31°22'56.2"N 97°46'45.0"W).

**Table 2-3. Airstrip landing areas located at Fort Hood**

Airstrip	Location	Responsible Unit
Longhorn	PV 267718 31°22'25.9"N 97°40'03.6"W	DAO (254-288-7585)
Shorthorn	PV 262703 31°21'37.3"N 97°40'23.2"W	DAO (254-288-7585)
Strip 12	PV 103539 31°12'50.5"N 97°50'31.4"W	Range Control (254-287-8307)
Strip 22	PV 375529 31°12'07.6"N 97°33'24.2"W	Range Control (254-287-8307)
Strip 41	PV 358452 31°07'58.3"N 97°34'32.1"W	Range Control (254-287-8307)

Legend:

DAO – Directorate of Aviation Operations

L-NOTAM – Local Notice to Airman

UAS – Unmanned Aerial Systems

N-North

W-West

**Table 2-4. Fort Hood helipad landing areas**

Helipad	Location	Responsible Agency/Unit	Remarks	Telephone	Recommended Ingress/Egress Headings
1	PV 170452 31°08'05.6"N 97°46'21.9"W	Corps G3 Current Ops	VIP only, PPR required	254-287-9470	102°/282°
3	PV 198454 31°08'11.1"N 97°44'36.1"W	1 <sup>st</sup> Army Division West	VIP only, PPR required	254-553-4581	94°/274°
7	PV 197445 31°07'41.9"N 97°44'40.3"W	SGS, III Corps	VIP only	254-287-4313	172°/352°
11	PV 162457 31°08'22.2"N 97°46'51.9"W	1CD	Official use only	254-287-9343 or 254-287-6683	94°/274°
13	PV 213465 31°08'46.3"N 97°43'39.0"W	Range Control	Day, contact Hood Tower	254-287-3130 or 254-287-2541	94°/274°
18	PV 250702 31°21'34.5"N 97°41'08.6"W	21ST CAV	Lighting available	254-288-2304	140°/320°
19	PV 252660 31°19'18.0"N 97°41'03.0"W	HQ, 49th AD		254-288-0736 or 254-288-2309	163°/343°
27	PV 100438 31°07'22.6"N 97°50'46.7"W	DOL	PPR required	254-287-5302 or 254-287-2846	84°/264°
B-1	PV 385455 31°08'06.9"N 97°32'50.1"W	DCA, CRD	MEDEVAC only		24°/204°
B-2	PV 377463 31°08'33.2"N 97°33'19.9"W	DCA, CRD	MEDEVAC only		50°/230°
B-3	PV 374469 31°08'52.9"N 97°33'30.9"W	DCA, CRD	MEDEVAC only		180°/360°
B-4	PV 371470 31°08'56.2"N 97°33'42.2"W	DCA, CRD	MEDEVAC only		174°/354°
B-5	PV 369462 31°08'30.3"N 97°33'50.1"W	DCA, CRD	MEDEVAC only		118°/298°

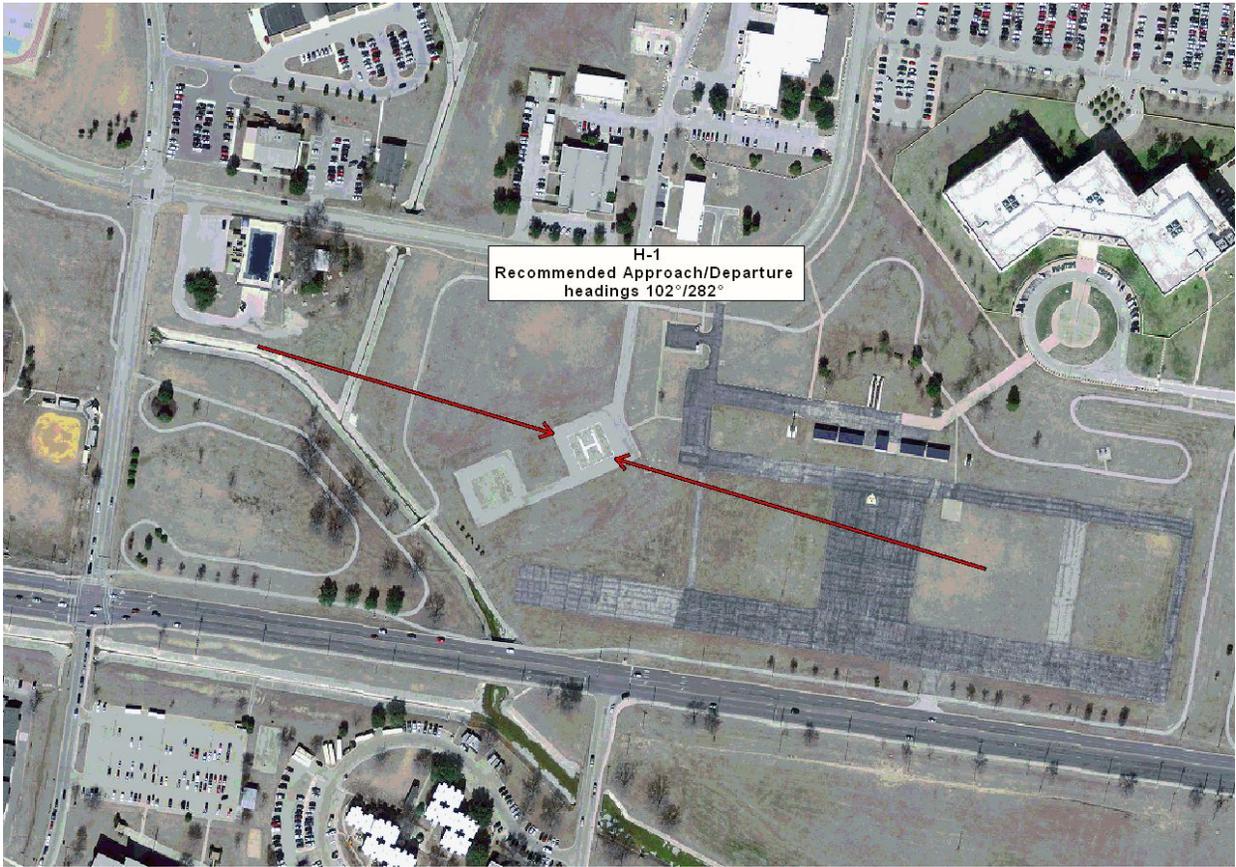
**Table 2-4. Fort Hood helipad landing areas (continued)**

NFH-1	PV 249711 31°22'03.8"N 97°41'12.0"W	DRA		254-287-4445 or 254-286- 5041	175°/355°
NFH-3	PV 236721 31°22'36.7"N 97°42'00.8"W	MATES, TX ARNG	PPR required	254-288-0112	66°/246°
FARRP-W	PV 190674 31°20'05.8"N 97°44'56.9"W	Range Control	PPR required	254-287-3130 or 254-287- 8397	173°/353°
FARRP-E	PV 245679 31°15'52.0"N 97°38'42.1"W	Range Control	PPR required	254-287-3130 or 254-287- 8397	80°/260°
R-1	PV 290597 31°46'47.1"N 97°39'06.8"W	Range Control	(Crittenberger) PPR required	254-287-3130 or 254-287- 8397	179°/359°
R-2	PV 155568 31°14'22.9"N 97°47'13.7"W	Range Control	(Hargrove) PPR required	254-287-3130 or 254-287- 8397	174°/354°
R-3	PV 152554 31°13'37.5"N 97°47'25.6"W	Range Control	(MOUT site) PPR required	254-287-3130 or 254-287- 8397	112°/292°
R-4	PV 162570 31°14'29.1"N 97°46'47.2"W	Range Control	(Jack Mountain) PPR required	254-287-3130 or 254-287- 8397	138°/318°

**Legend:**

CRD – Community Recreation Division  
DACH – Darnall Army Community Hospital  
DCA – Directorate of Community Activities  
DOL – Directorate of Logistics  
DRA – Directorate of Reserve Affairs  
FARRP-E – Forward Area Refuel, Re-Arm Point-  
East  
FARRP-W – Forward Area Refuel, Re-Arm Point-  
West  
Fq – Frequency  
MATES, TX ARNG – Mobilization and Training  
Equipment Site, Texas Army National Guard  
N-North  
R-Range Helipad

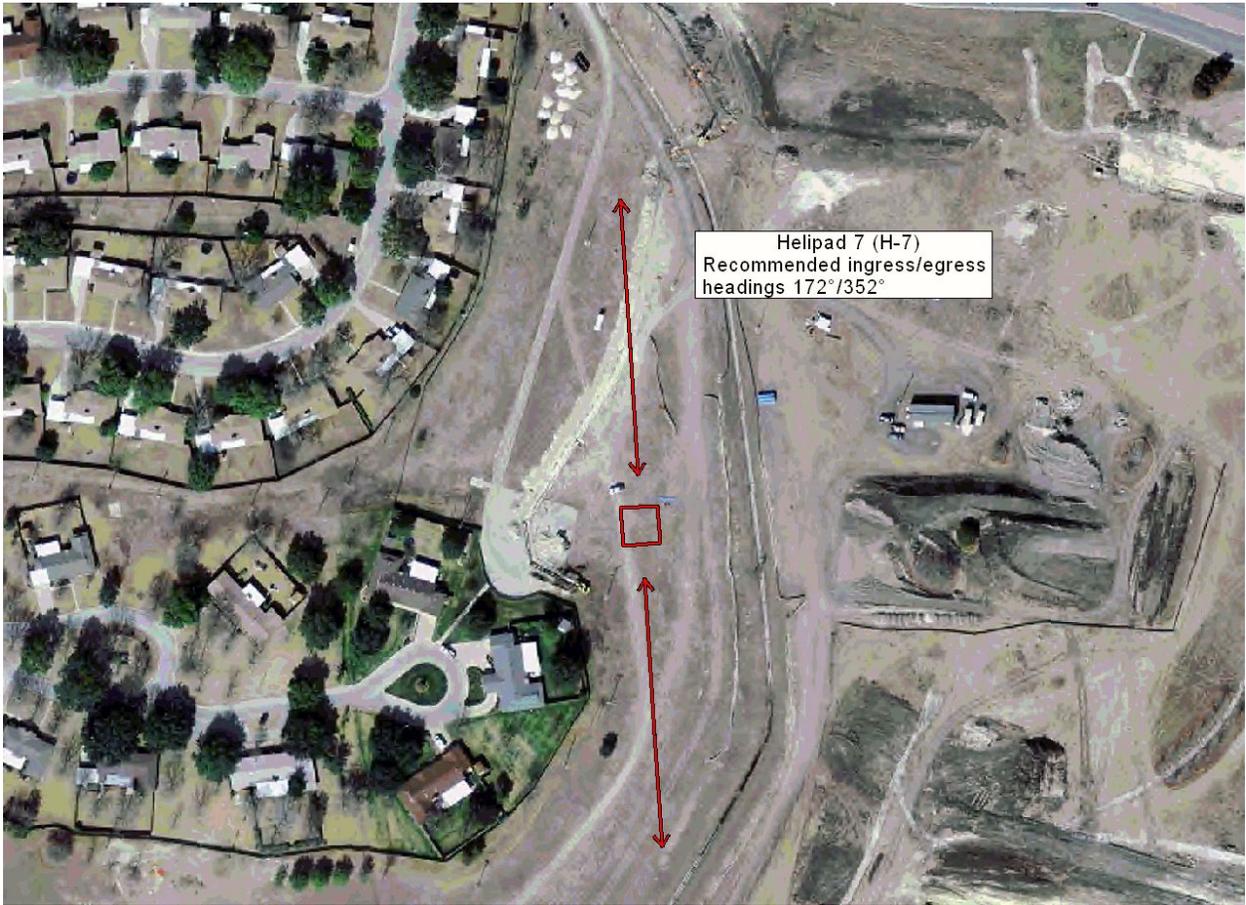
MEDDAC – Medical Evacuation  
MOUT – Military Operations on Urbanized Terrain  
NFH – North Fort Hood  
Ops – Operations  
OTC – Operational Test Command  
PPR – Prior Permission Required  
SGS – Secretary of the General Staff  
VFR – Visual Flight Rules  
VIP – Very Important Person  
1CD – 1st Cavalry Division  
4ID – 4th Infantry Division  
HQ, 49 AD – Headquarters, 49th Armor Division  
W-West  
B-Belton Lake Outdoor Recreation Area Helipad



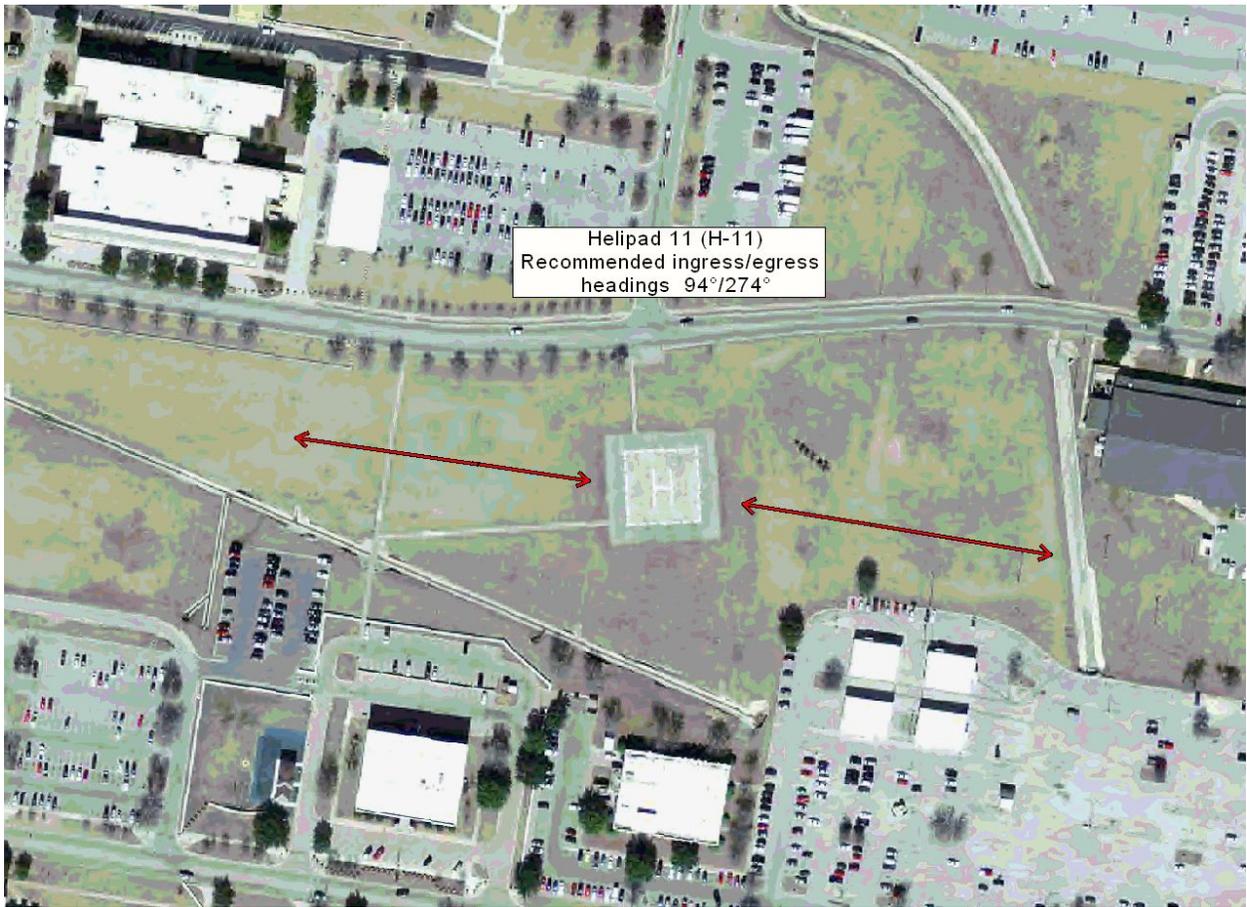
**Figure 2-1. Helipad 1**



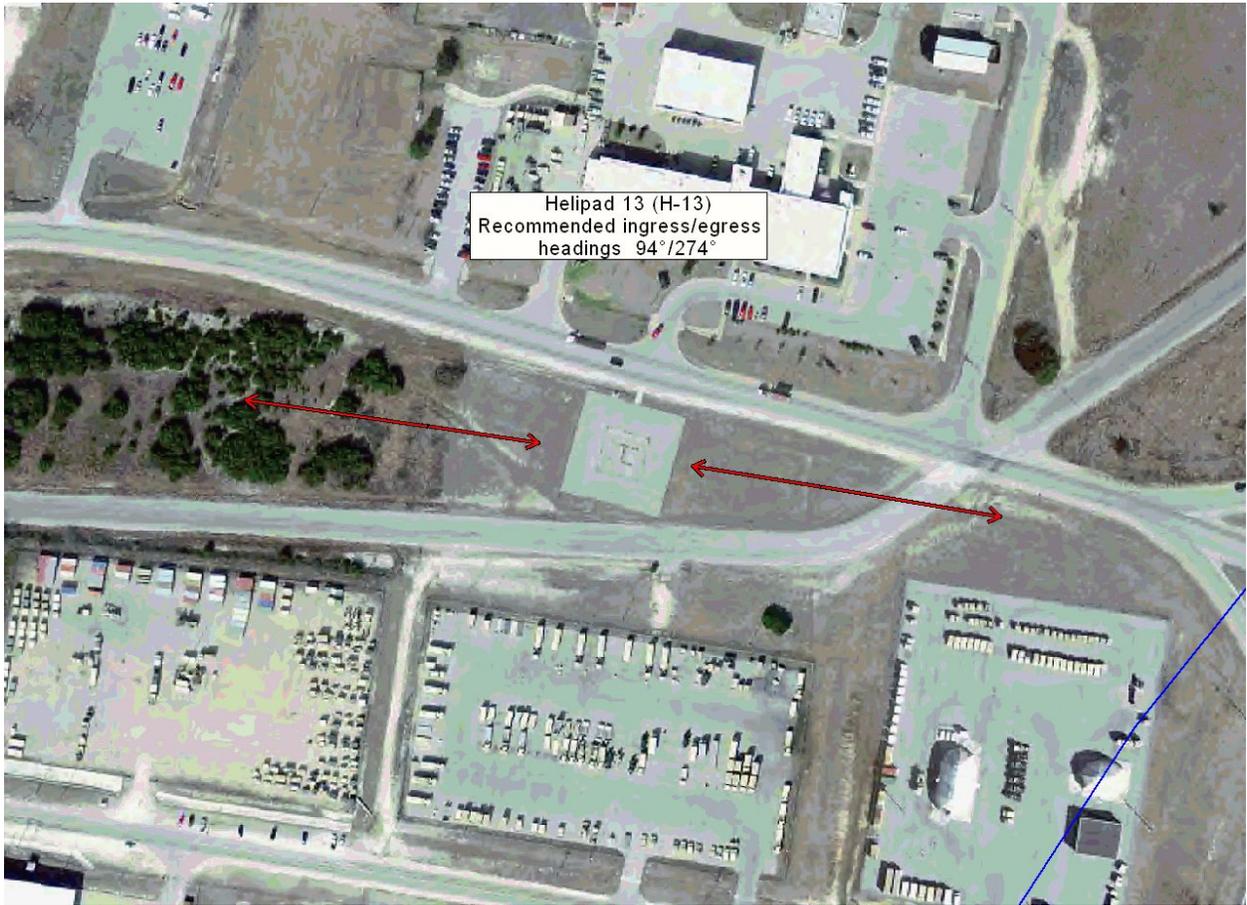
**Figure 2-2. Helipad 3**



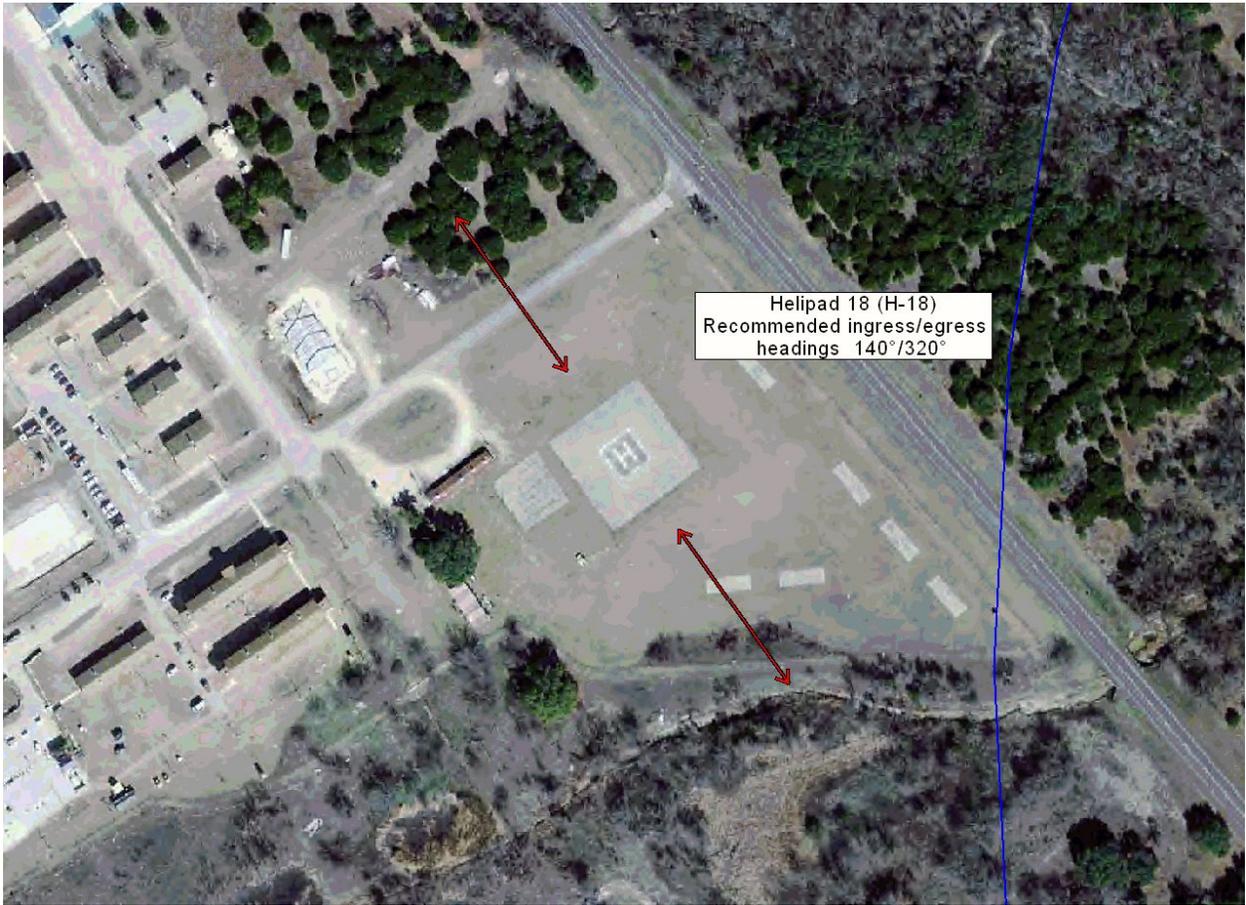
**Figure 2-3. Helipad 7**



**Figure 2-4. Helipad 11**



**Figure 2-5. Helipad 13**



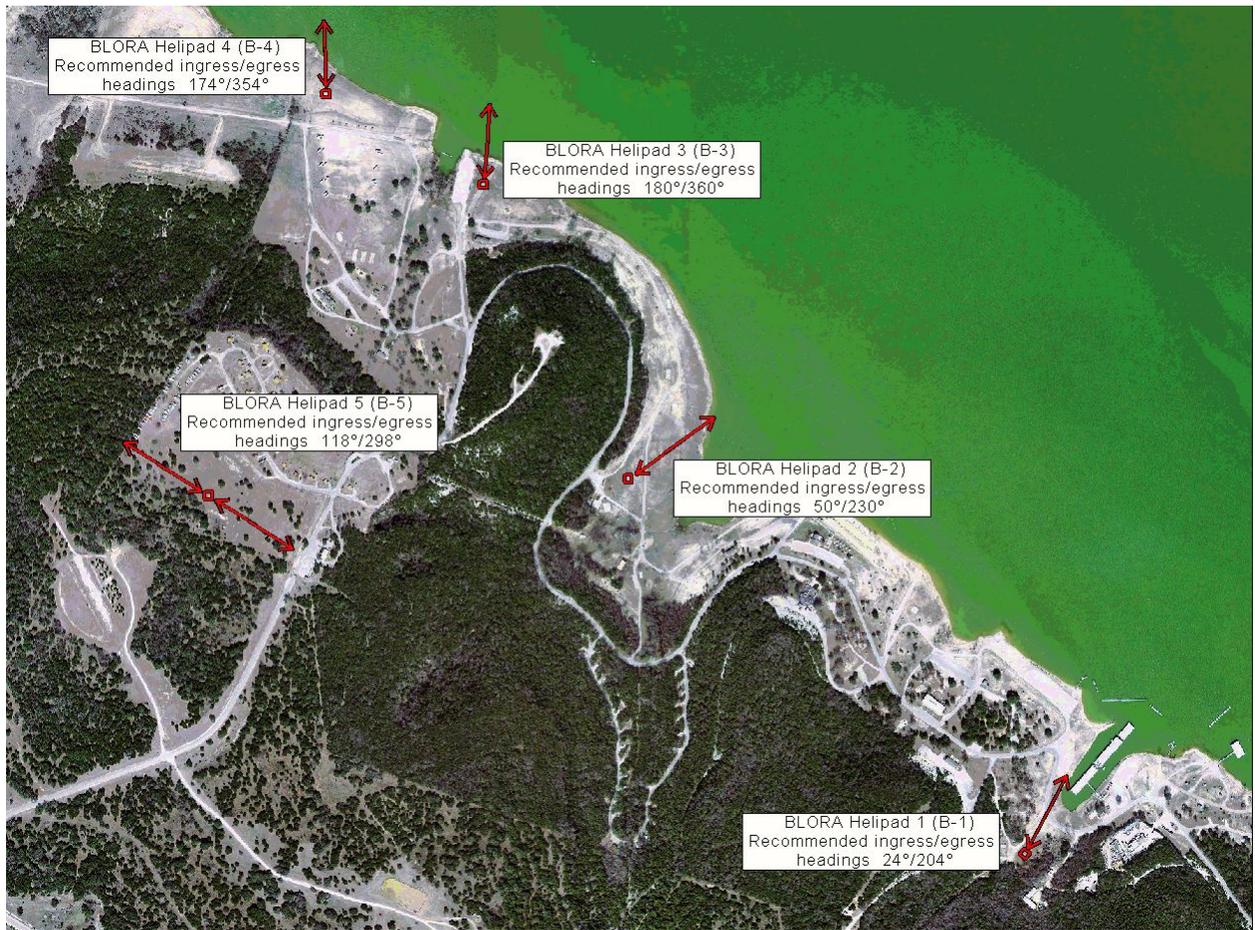
**Figure 2-6. Helipad 18**



**Figure 2-7. Helipad 19**



**Figure 2-8. Helipad 27**



**Figure 2-9. Helipads B-1, B-2, B-3, B-4 and B-5**



**Figure 2-10. North Fort Hood Helipad #1 (NFH-1) and NFH-3**



**Figure 2-11. Helipad R-1**



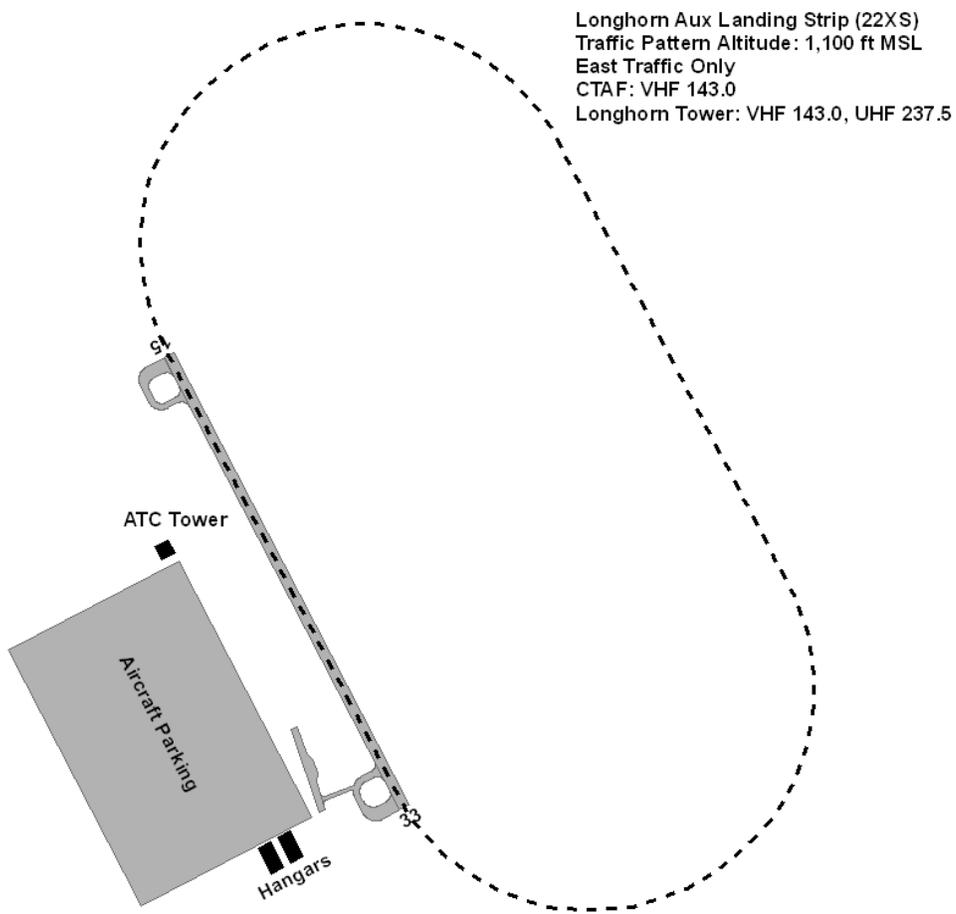
**Figure 2-12. Helipad R-2, R-3 and R-4**



**Figure 2-13. Helipad, FARRP-W**

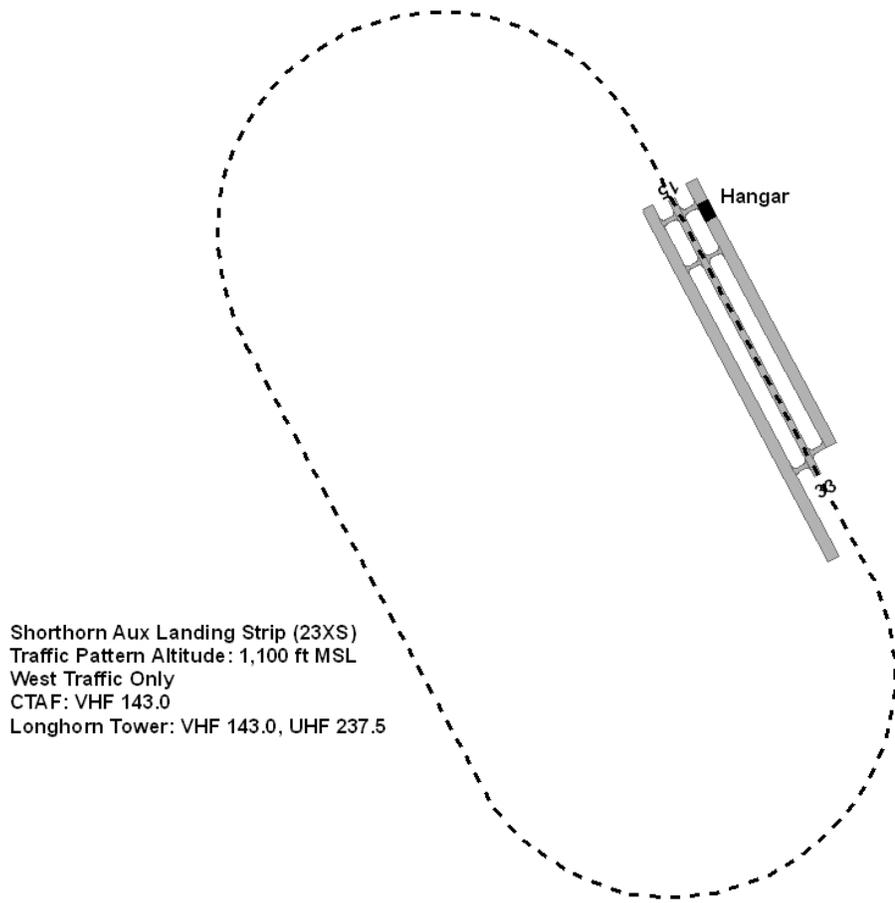


**Figure 2-14. Helipad, Forward Area Refuel, Re-Arm Point-East (FARRP-E)**



Traffic patten, 100 feet mean sea level (MSL), East traffic only  
 Frequency: CTAF/UNICOM VHF 143.0 (VHF 143.0, UHF 237.5 when tower manned)

**Figure 2-15 Longhorn auxiliary landing strip**



Traffic pattern 1,100 feet MSL, West traffic only  
 Frequency: CTAF/UNICOM VHF 143.0 (Contact Longhorn Tower VHF 143.0, UHF 237.5 when tower manned)

**Figure 2-16 Shorthorn aux landing strip**

## **Chapter 3**

### **Standardization and training**

#### **3-1. Standardization committees**

a. Unit committees.

(1) All brigades and separate battalions, regiments, squadrons with aviation assets will maintain aviation standardization committees.

(2) Each brigade and separate battalion's standardization committees will send minutes of its meetings to the Fort Hood Flight Safety and Standardization Committee (FHFSSC) chairman.

b. FHFSSC and/or Garrison Airfield Operations Board (AOB).

(1) The FHFSSC and/or AOB meets quarterly to discuss issues submitted to the Council/Board. The meetings are informal and are intended to resolve issues at the lowest possible level.

(2) Brigades and separate battalions, regiments, squadrons will send issues involving installation aviation procedures to the FHFSSC and/or AOB after attempting resolution at the lowest level.

(3) Brigades and separate battalions will send safety issues to the III Corps Aviation Safety Office for submission to the III Corps Aviation Safety Council.

(4) Membership of the FHFSSC and/or AOB consists of:

(a) FHFSSC and/or AOB chairperson

(b) III Corps Safety representative

(c) OSACOM safety and standardization officers

(d) Brigade and/or Squadron and separate battalion safety and standardization officers

(e) Chief, ATC

(f) Airfield Managers

(g) Airfield Operations Officers

(h) Airfield ASO's.

(i) Air traffic and airspace (AT&A) manager.

(j) OTC aviation officer.

(k) Range Control representative.

(l) Navaid Maintenance

(m) DPTMS

(n) DPW

(o) Weather

(p) Fire and Emergency Services

(q) The Brigade and/or Regiment Aviation Officer (BAO and/or RAO) or designated representatives

(r) Department of the Army Representative (DAR) to the FAA

(s) III Corps G-3 Air

#### **3-2. Evaluations and administrative procedures**

a. The conduct of no-notice evaluations on assigned aviators is a responsibility of the Commander. Individual brigades and separate battalions will ensure that DA Form

7120-R (Commander's Task List) is complete and maintained in the individual aircrew training folder.

(1) Evaluators at brigade and separate battalion level will conduct initial instructor pilot (IP), standardization pilot (SP), instrument examiner (IE), standardization instructor (SI), maintenance pilot (MP), and maintenance evaluator (ME) evaluations.

(2) Unit commanders will place aviators on status to perform duties by documenting the appropriate duty position on a DA Form 7120-R; 3-2a(2)(a) through (d) will be verified prior to placing on status:

(a) DA Form 7120-R will be signed by the appropriate aviation unit commander.

(b) Proof of completion of the appropriate Department of the Army (DA) course of instruction will be verified through a DA Form 759 (Individual Flight Record and Flight Certificate – Army) or the course completion certificate.

(c) A copy of the most current closeout of the DA Form 759, showing minimum number of flight hours will be verified.

(d) Individuals must be designated as a unit pilot-in-command (PC) prior to requesting additional duty appointment status.

(4) If required by the commander, additional duty orders may be published at unit level.

b. Administrative procedures.

(1) IP, SP, IE, MP, and ME on status may act as PC in respective aircraft for any III Corps or Fort Hood unit.

(2) IP, SP, IE, MP, and ME (temporary duty or attached) on current status from a working standardization board are exempt from the requirements of paragraphs 3-2a (1), (2), and (3).

(3) Before performing PC duties on the Fort Hood reservation or in the WTA, aviators must complete an orientation flight per TC 1-210 (Aircrew Training Program Commanders Guide). PCs that have completed an orientation flight at Fort Hood within the previous 12 months require only an oral update from a gaining unit IP, SP, or IE.

(4) IP, SP, IE, MP, and ME of Army National Guard (ARNG) and United States Army Reserve (USAR) units (activated for duty other than AT periods) will comply with paragraph 3-2a(1), (2), and (3).

c. Records.

(1) Per TC 1-210, maintain only one individual aircrew training folder (IATF).

(2) Aviators assigned to non-operational flying positions will be notified of their flight records holding authority during in-processing at the 21st Replacement Company. Aviators will then have 10 working days to turn in their flight records and IATF to the appropriate flight standardization representative of that unit for disposition.

d. Pilot Orientation Course.

(1) Aviators who are newly assigned to Fort Hood must complete academic orientation requirements before progression to RL1. Academic subjects are according to TC 1-210 and include an orientation of Fort Hood Regulation 95-1.

(2) Pilot orientation courses are conducted collectively at the aviation brigade or battalion level for standardization purposes, but may be done at company or troop level.

### **3-3. Pilot-in-command (PC) program**

Commanders will establish a PC program IAW AR 95-1 and TC 1-210.

### **3-4. Crew selection and designation**

Crew selection and designation each battalion or squadron must have an aircrew qualification, selection and coordination program according to AR 95-1.

### **3-5. Unit Standing Operating Procedures (SOPs)**

Each aviation, regiment, battalion or squadron or separate aviation unit will have a unit SOP IAW AR 95-1 and FORSCOM Regulation 350-1 (Active Duty Training for FORSCOM Units).

### **3-6. Flight Simulator (FS) program**

a. Training programs. Training programs are available at Flight Simulator (FS) facilities. Units may develop training programs and furnish copies to FS operations or designate the FS training program as the unit's program.

(1) Commanders ensure scheduled FS training periods are filled.

(2) Crews coordinate their flight and training objectives with the instructor.

(3) Aviators should arrive at the FS facility 30 minutes before assigned take off time.

Aviators unable to make their simulator training will call one of the numbers listed in paragraphs (a) and (b) below:

(a) Branch Chief, 254-287-6936.

(b) Instrument Examiner, 254-288-2937

(c) AH-64/UH-60, 254-288-2937.

(d) CH47F TFPS, 254-288-6753.

(e) Longbow Crew Trainer LCT, 254-288-4220

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

b. FS operator.

(1) A qualified FS operator occupies the FS operator station. A qualified FS operator is an existing IE, SP, IP, unit trainer (UT), or DA civilian who has completed an authorized program of instruction (POI) for console operations and has been locally certified. The respective FS supervisor specifies certification requirements.

(2) Designated DA civilian FS operators are trained and authorized to perform specific FS evaluations of military personnel. The FS branch chief supervises evaluator training. DA civilians designated to perform FS evaluations of military personnel are on orders from III Corps.

(3) A memorandum designating military IE, SP, IP or unit trainer (UTs) authorized to operate each FS device will be on file and maintained by the FS Division Chief. Personnel not listed on memorandum will not be authorized to operate the FS device.

## **Chapter 4 Airspace**

### **4-1. Description**

Fort Hood is divided into two areas for regulatory purposes:

a. The on-post area is defined by the military reservation boundary depicted on the current 1:50,000, Fort Hood Training Map. This is the authorized map for flight

operations on the reservation, which consists of the training areas (TAs) and associated land groups (LGs) shown in figure 4-1.

b. The WTA, figure 5-2, bounded by:

(1) North. From North Fort Hood, follow Highway 36 West to Comanche, then follow Highway 67 to San Angelo.

(2) West. From San Angelo, follow Highway 277 South to Sonora.

(3) East. From Gatesville, follow Farm to Market Road FM 116 to Copperas Cove, then South on FM 2657 beyond Briggs to intercept FM 243 to Bertram.

(4) South. From Bertram, follow Highway 29 to Llano, then follow Highway 16 to Fredericksburg, Highway 290 to Junction, Interstate 10, and Highway 290 to Sonora.

c. Maps 1501 JOGAIR (Joint Operations Graphic [Air]), Sheets NH14-1 through 6, 1:100,000 encompass the WTA. TA boundaries in the WTA are numbered above 100 and based on significant terrain features that also serve as air routes. Paragraph 5-7 explains the corridor airspace route structure (CARS).

#### **4-2. Responsibility and scheduling**

a. Unit representatives requesting to use Fort Hood airspace or its off-post tactical TA airspace shall attend the weekly range scheduling conference held at the DPTMS Range Control conference room in building 56000.

b. Submit airspace requests for on-post and the WTA according to Fort Hood Regulation 95-2 (Air Traffic and Airspace Operations Governing Fort Hood's Special Use Airspace) and Fort Hood Regulation 350-40 (Fort Hood Range Division Operating Procedures) by major subordinate commands (MSCs) to DPTMS Range Division (scheduling).

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

d. Fort Hood Regulation 95-2 addresses additional responsibilities and requirements.

e. MSCs schedule resources six months in advance. A-1 airspace (below 200' above ground level [AGL]) priority belongs with the MSC having gunnery standardization program (GSP) land group priority, however, each event requiring airspace use must be scheduled separately.

f. First-come, first-served requests may be submitted on the first day of the fifth month out. All levels of airspace do not go to the unit scheduling. During first-come, first-served period, airspace managers and land managers will be separate units if airspace is booked first or if the unit that books the land does not schedule the airspace.

g. Range Facility Management Support System (RFMSS) is an automated system programmed to meet scheduling needs of units and is available to battalion and separate company S3s. MSC scheduling officers use RFMSS to determine availability of resources, access schedule of events, submit requests, and produce reports.

#### **4-3. Sole use airspace**

a. Sole use airspace allows aviation units to conduct training, 200 feet AGL and below, in the TA or WTA. Schedule sole use airspace IAW FH 95-2. Once scheduled, this airspace is sole use only for the scheduled unit. Sole use airspace requirements will be blocked or locked in with DPTMS Range Division.

b. The unit scheduled for sole use of a TA or WTA is the airspace owner or manager. Other aviation units may request joint use of the airspace after direct coordination with the owning unit.

c. Sole use airspace will be activated by a L-NOTAM with location, active times and dates, and a contact frequency. Units' shall use the air-to-air frequency to the extent possible. All non-scheduled aircraft will remain clear of the airspace.

d. Sole use airspace rights and procedures do not include civilian airfields in the WTA or the airspace within 1,000 meters of strips 12, 22 and 41.

e. Sole use airspace procedures are not intended to unduly restrict aviation operations. Units and aviators desiring to use scheduled TAs may coordinate with the owning unit prior to use or through contact on TA frequencies.

f. On-post sole use airspace does not imply sole use surface rights. Off-post sole use airspace specifically excludes landing rights. Paragraph 4-6 addresses procedure for off-post surface rights.

#### **4-4. Free use airspace**

a. TAs 70-74 and local training area (LTA) 200-203 comprise free use airspace and are available for training flights, first-come, first-served. As such, free use airspace does not require scheduling for use below 200 feet AGL. The following restrictions apply:

(1) Aircraft must contact RGAAF tower and continually monitor RGAAF tower frequency and FM 44.40.

(2) Minimum aircraft lighting requirements for night are position lights dim and anti-collision lights on.

b. In the event units require sole use of TAs 70-74 and LTA 200-203, normal scheduling procedures apply, and the suspension of free use is announced by L-NOTAM. The sole use unit is responsible for requesting the L-NOTAM.

c. Strips 12, 22 and 41 are also free use, first-come, first-serve. The use of landing strips 12, 22 and 41 includes surface rights on the strip and within 500 meters from the centerline and threshold of the strips. Sole use of landing strips 12, 22 and 41 and accompanying airspace must be scheduled through DPTMS Range Division and a L-NOTAM formatted IAW to paragraph 5-2. Submit the L-NOTAM IAW paragraph 5-2.

d. The maximum allowable density of aircraft in free use training areas is 5.

#### **4-5. Temporary restricted operation zone (ROZ)**

a. The Garrison Commander delegates airspace control authority to the AT&A officer who designates a ROZ for a specified operational mission or requirement. FH 95-2 address the establishment and use of Temporary ROZ's

b. Once a ROZ is established, a L-NOTAM will be published with the ROZ location, active times, dates, altitudes, CARS closures, any other flight restrictions and a contact frequency. Units' shall use the air-to-air frequency to the extent possible. Aircraft not on

the ROZ mission shall remain clear until the L-NOTAM is cancelled or authorization is granted by the using unit. Get authorization through coordination with the commander of the ROZ.

#### **4-6. Military landing rights and restrictions**

a. Landing off-post is authorized at established airports, during an emergency, at approved static displays, or on contracted private land.

b. The 21st Cavalry Brigade (Air Combat) (21st Cav Bde [AC]) maintains a list of private contracted landing areas in the WTA. Submit requests for use of 21st Cav Bde (AC) contracted private land to the 21st Cav Bde (AC) S3. Submit requests for landing rights in other than 21st Cav Bde (AC) contracted areas to III Corps G5.

#### **4-7. Local flying area**

Figure 4-2 depicts the Fort Hood local flying area and boundaries for rotary wing aircraft.

#### **4-8. Airfields**

See paragraphs 5-4, 5-8, and 5-11 for weather, corridor, and lighting requirements at Hood Army Airfield (HAAF) and RGAAF.

a. HAAF.

(1) Figure 4-3 depicts HAAF traffic pattern.

(2) 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.

(3) Except when otherwise approved by ATC, maximum airspeed in the HAAF traffic pattern is 90 knots indicated airspeed (KIAS).

(4) There is only one approved Standard VFR helipad on East Ramp. A risk assessment regarding multi-aircraft operations on the East Ramp is required and will be utilized for all multi-aircraft operations conducted on East Ramp. Based on the risk assessment and the mission requirements, commanders may decide to conduct multi-aircraft operations at their own risk.

(a) When the tower is operational, the lead aircraft's initial call need only include a statement indicating they are filed as a formation flight. It is the flight leader's responsibility to ensure all other aircraft "have numbers". In instances where pilots have filed individual DD Forms 175 (Military Flight Plan) and choose to depart as a formation, each pilot may contact ATC separately for instructions or the pilot assuming the responsibility as the lead, must call with the identity of each aircraft in the flight.

(b) ATC will provide the appropriate taxi instructions to the aircraft, including runway in use, wind, altimeter setting, and airfield weather status if the weather is below basic VFR.

(c) When Runway 34 is in use, the lead aircraft will hold short of "Hotel 1" and all trailing aircraft will form according to unit protocol. In this instance, formation flights or multi-ship operations will depart to the North. When Runway 16 is in use, the lead aircraft will be positioned as far south of "Hotel 1" as necessary to allow the entire flight to line up behind the lead aircraft for a South departure. All departure and arrival routes for single or multi-ship operations will assume a flight path that avoids over flight of the motor pools directly south of the East Ramp.

(d) "Hotel 1" is the primary landing and departure point for single ship operations. A pilot may request to land or depart from other points along the eastern taxiway. Upon approving that request, ATC will inform the pilot to "proceed as requested, use caution (reason and additional instructions, as appropriate)", Federal Aviation Administration Order (FAAO) 7110.65 paragraph 3-12d.

(6) During hours of Hood tower closures, the following procedures are applied pending final rule making action for surface area change to "Class E" (to the surface). Aircraft arriving, departing, or operating within HAAF airspace shall self announce on Hood tower VHF frequency 119.65 as prescribed in the Airmen Information Manual (AIM) for "Class E" airspace to the surface. Communications with ATC is required only for (IFR) or special visual flight rules (SVFR) operations by contacting Robert Gray Army Radar Approach Control (ARAC). Current weather information is available from the Automated Weather Observing System (AWOS) for HAAF by telephone at 254-286-5692. Flight plans filed with Robert Gray Base Operations shall be opened and closed through the respective unit flight operations or pilot-to-dispatch radio to Robert Gray Base Operations on VHF 125.05.

b. RGAAF.

(1) Figure 4-4 depicts RGAAF traffic patterns.

(2) For ATC purposes only, that area of taxiway (TWY) B, from RGAAF helipad 3 to the north end, will be referred to as the east parallel. When cleared to land, east parallel aircraft shall ensure not to cross south of RGAAF helipad 3.

#### **4-9. Unmanned Aerial Systems (UAS) procedures**

a. Unmanned Aircraft Systems (UAS) will be operated IAW procedures in FH 95-23.

b. Procedures for requesting a FAA COA are in FH 95-23.

c. Separation between manned and unmanned aircraft within the Fort Hood restricted area is established by the use of ROZs and blocks of altitude. In those incidents where manned and unmanned aircraft are sharing the same airspace the following minimum separation criteria will apply:

(1) Vertical separation between manned and unmanned aircraft will be 305 meters (m) (1,000 feet).

(2) Lateral separation between manned and unmanned aircraft will be 1KM (3,280 feet).

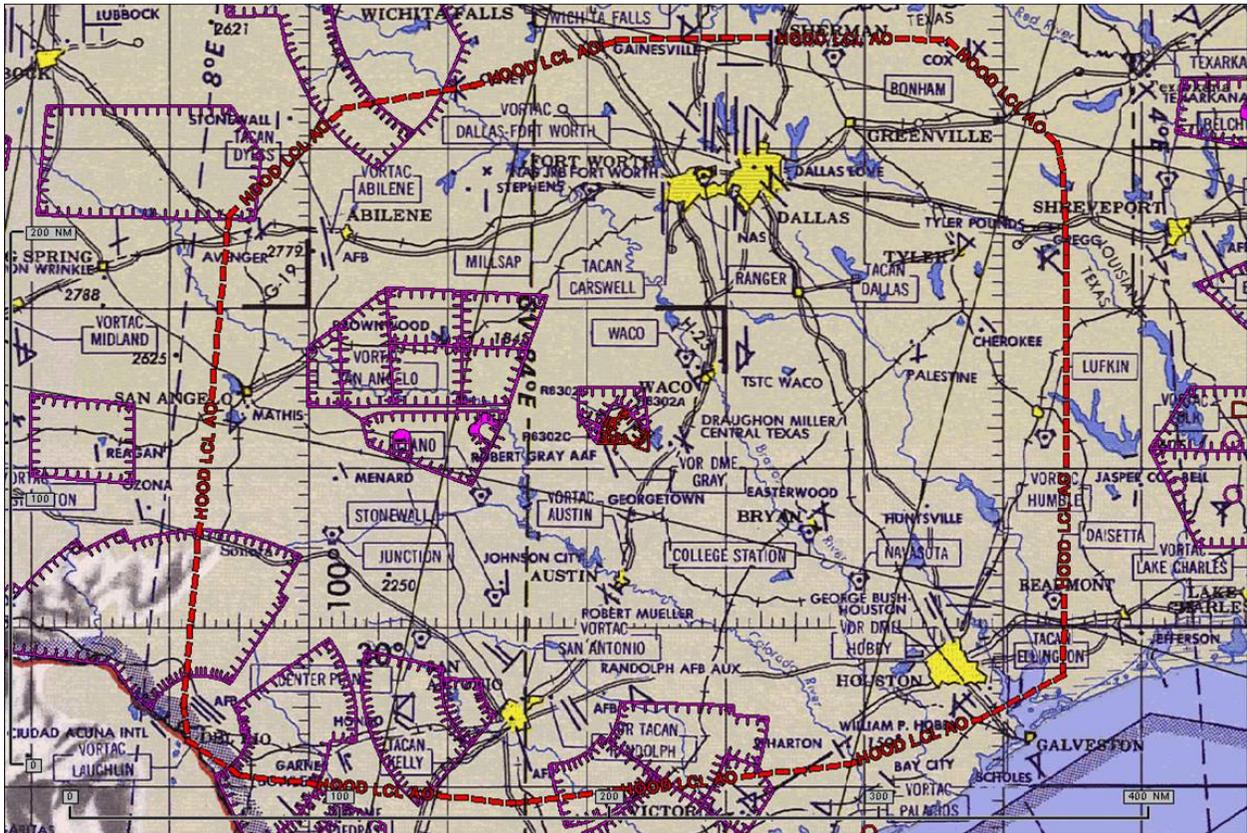
d. Minimum separation criteria between unmanned aircraft within the Fort Hood restricted area is as follows:

(1) Vertical separation between unmanned aircraft will be 305 meters (m) (1,000 feet).

(2) Lateral separation between unmanned aircraft will be 1KM (3,280 feet).



**Figure 4-1. Fort Hood land groups**



Note: Cities and towns within the bold line are within the local flying area.

Figure 4-2. Local flying area for rotary wing



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.

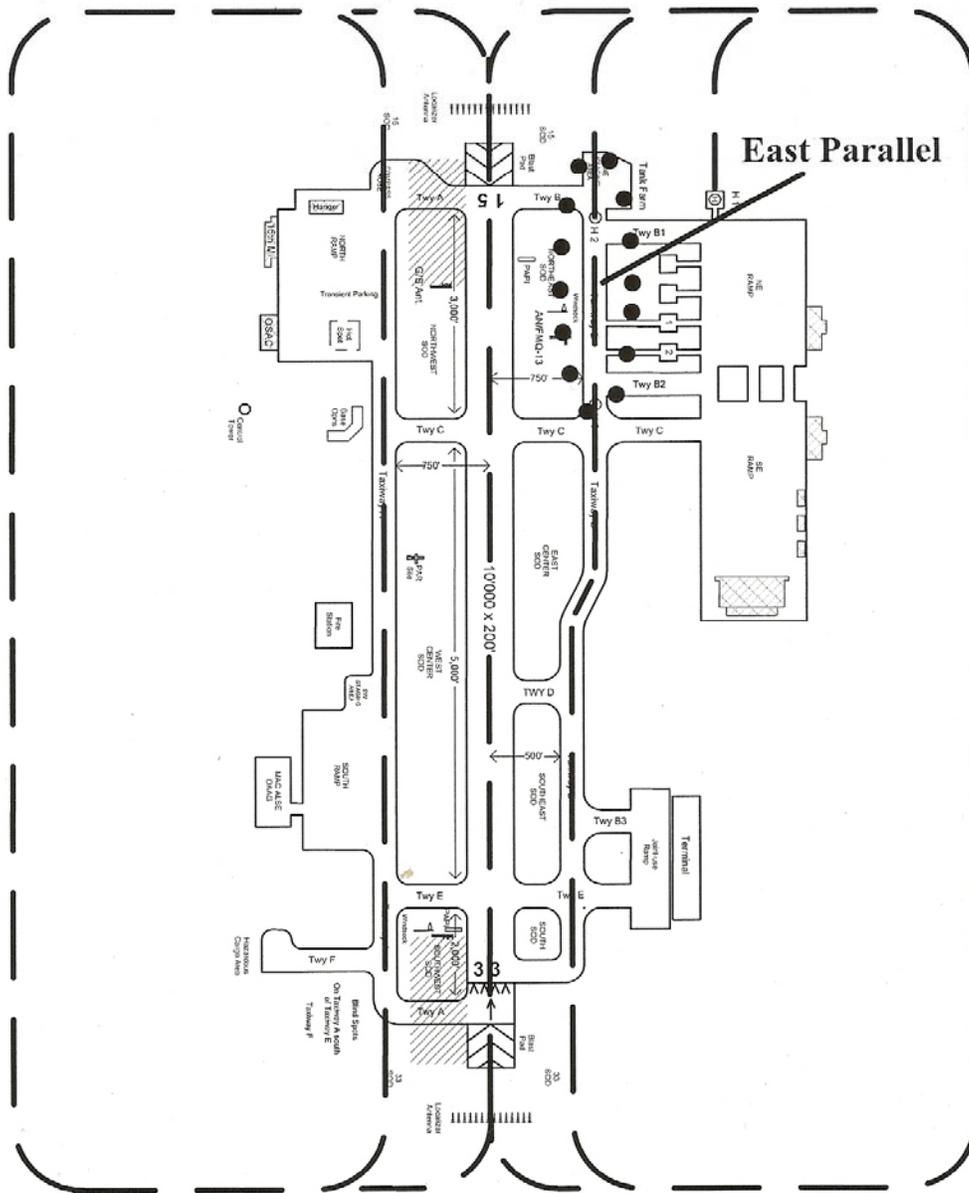


Figure 4-4. Robert Gray Army Airfield (RGAAF)

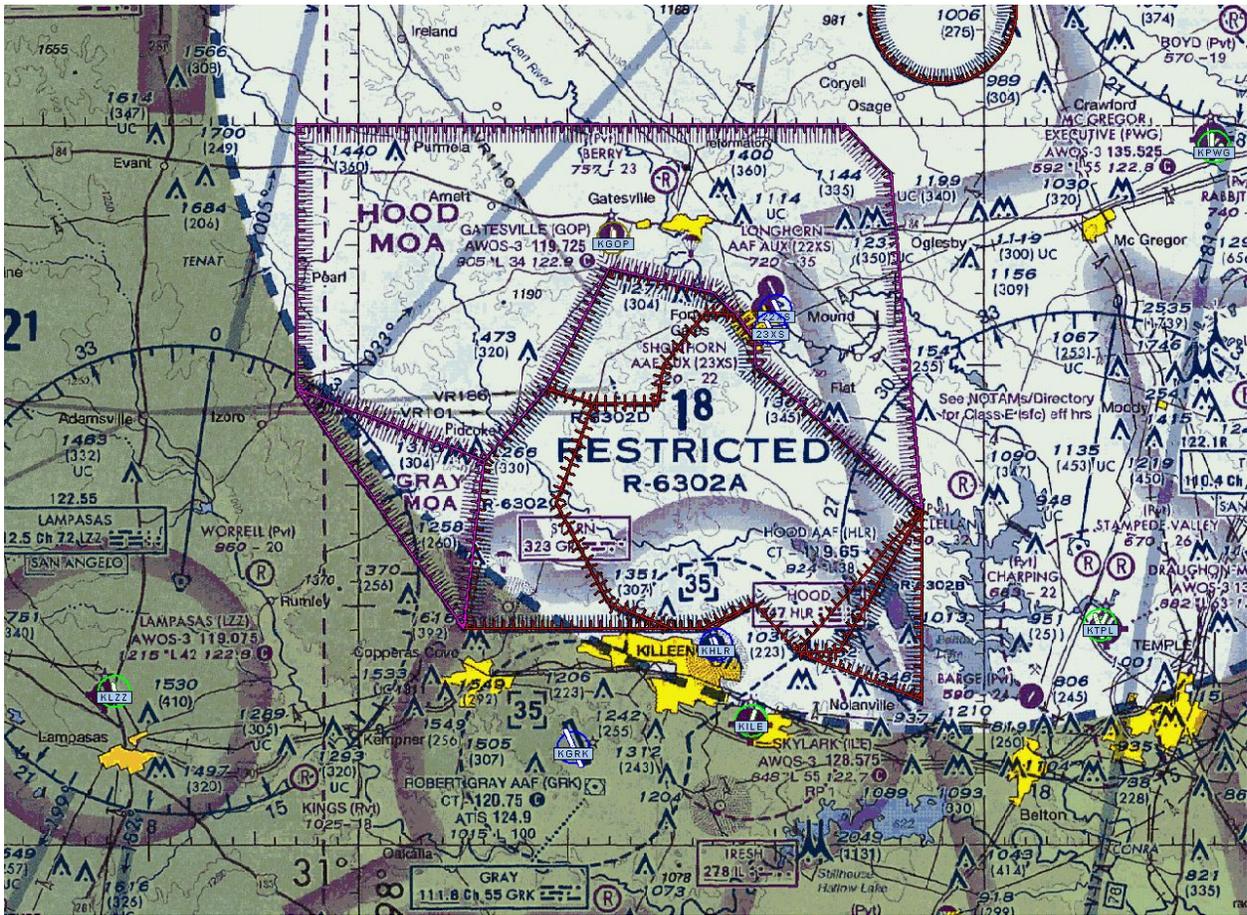


Figure 4-5. R6302, Hood and Gray military operations area (MOA)

## Chapter 5 Flight Procedures and Rules

### 5-1. Call signs

Call signs used when flight following with Hood Radio consist of the aircraft name and the last five digits of the aircraft tail number. MEDEVAC aircraft on an emergency mission will substitute "EVAC" for the aircraft name.

### 5-2. Notice to Airmen (NOTAM) and Local-Notice to Airmen (L-NOTAM)

- a. RGAAF base operations maintains NOTAM and L-NOTAM files.
- b. The Installation AT&A Officer is the primary point of contact to publish L-NOTAM for the training areas and RGAAF base operations is the primary point of contact for safety of flight NOTAM affecting HAAF and/or RGAAF. RGAAF Base Operations may be contacted for L-NOTAM if the AT&A Officer is not available. NOTAM and L-NOTAM are published on the Defense Internet NOTAM Service web site at <https://www.notams.jcs.mil>.
- c. L-NOTAM for the training areas that are not airfield specific are posted on both RGAAF (KGRK) and HAAF (KHLR) sites.
- d. L-NOTAM shall be requested no later than 7 days prior to the event to ensure the L-NOTAM can be published in enough time to be useful to aviators.
- e. L-NOTAM do not schedule airspace or approve an activity, it only serves as an advisory to aviators that a hazard may be present.
- f. To request a L-NOTAM, the following information shall be forwarded to the AT&A Officer [robert.ulrigg@us.army.mil](mailto:robert.ulrigg@us.army.mil) or faxed to 254-285-6098:
  - (1) Unit
  - (2) Point of contact
  - (3) Local phone number
  - (4) Location
  - (5) Activity
  - (6) Altitudes needed for the activity
  - (7) Time(s) ROZ to be active
  - (8) Dates of use
  - (9) Frequency and call sign

### 5-3. Flight plans

Operations specified in paragraph 5-3a require coordination with external agencies such as flight service or ATC, and are considered "cross-country" flight plans. Operations specified in 5-3b in which data remains at base operations are considered "local" flight plans. The term "local" is unrelated to the local flying area shown in figure 4-2.

- a. Cross country:
  - (1) IFR operations require a DD Form 175 completed according to the appropriate flight information publication (FLIP) and general planning (GP). IFR cross country flight plans must be filed with RGAAF Base Operations for input into the automated information system (AIS). DD Form 175-1 (Flight Weather Briefing) is required when outside an 80 nautical mile radius, centered on the III Corps Headquarters Building.

(2) VFR operations that terminate or involve engine shutdown at locations outside the reservation or WTA require a DD Form 175 completed according to the appropriate FLIP and GP. VFR cross-country flight plans involving engine shutdown must be filed with base operations for input into the AIS.

b. Local:

(1) Local flight plans are for flights that meet criteria in paragraphs 5-3.b(1)(a) through (e).

(a) Flights originating and terminating within Fort Hood or the WTA location.

(b) Flights outside Fort Hood or the WTA not involving engine shutdown.

(c) Flights to Mathis Field (San Angelo) and Brownwood listing a WTA in the route of flight section.

(d) Flights to Draughon-Miller (Temple). The DD Form 175 must show HAAF HLR or RGAAF GRK in the "To" block of the flight plan.

(e) Flights to Skylark Field (for maintenance purposes only). The DD Form 175 must show HAAF (HLR) or RGAAF (GRK) in the "TO" block of the flight plan.

(2) The term "local" is the first item in the route of flight section followed by the route in parentheses. When possible, use "TA" on the reservation or "WTA" as prefixes on local flight plans.

(3) Maximum time en-route for local flight plans is 12 hours, unless extension is coordinated with RGAAF Base Operations.

(4) Aircrews in the field may file and flight follow local flight plans at the field site using a unit operations log. Aircrews will ensure Hood Radio is notified when operating on a unit operations log.

c. Filing flight plans. File completed flight plans in person or by fax to 254-288-1930 with RGAAF base operations. Automated DD 175's received via E-Mail are authorized when landline communication is unavailable. In the unusual circumstance when flight plans cannot be submitted in person, or when fax and/or email is unavailable flight plans may be called in (254) 288-9200.

d. Other requirements:

(1) Flights that do not depart within two hours of the estimated time of departure (ETD) will have flight plans canceled.

(2) The aircraft listed as lead of a formation flight must depart with the flight. If the lead aircraft serial number changes, notify base operations prior to takeoff. In the event the lead aircraft PC changes, a new flight plan is required. If the flight breaks up or an individual aircraft separates from the flight, they are required to file their own flight plan.

#### **5-4. Weather**

a. All VFR/IFR flight plans require a weather brief from an appropriate weather facility. The briefing may be in person, telephonically, or through the use of an automated weather dissemination system (AWDS) or military aviation information system (MAIS). In all cases, a weather void time of one and one-half hour applies. The weather void time may be extended according to AR 95-1.

b. Helicopter VFR weather minimums for operations at Fort Hood in uncontrolled airspace at or below 1200 feet AGL are:

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

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

- (3) If 500-foot ceilings or less are encountered at night, training will terminate, excepting flights for recovery purposes or flights to an area of improved weather.
- c. 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.
- d. Fixed wing VFR and SVFR weather minimums are according to AR 95-1 and applicable portions of 14CFR 91.155 and 14CFR 91.157.

## **5-5. Flight following**

- a. Fort Hood Regulation 95-2 contains Hood Radio procedures and responsibilities. Pilots operating within the Hood MOA and R-6302 have a responsibility to maintain clearance from other aircraft, active firing points, and the impact area.
- b. Get range and flight hazard information (artillery fire and air strikes) by telephone 254-288-7827, by monitoring Hood non-directional radio beacon (NDB), or upon request from Hood Radio.
- c. On the military reservation use of Hood Radio is *mandatory*, except when under the control of HAAF or RGAAF tower, Approach Control, Range Control when within the range red line or as coordinated with Hood Radio. Notify Hood Radio when changing to another agency. When operating in the WTA and communication with Hood Radio is hampered, flight follow with an appropriate ATC facility as soon as practical.
- d. For multiple aircraft operations on the reservation, at least one aircraft in the flight must monitor Hood Radio and relay the information as required.
- e. Multiple aircraft operations with a minimum of two aircraft in the WTA airspace may flight follow internally after notifying Hood Radio.
- f. Aviators may flight follow internally with their tactical operations center (TOC) during brigade level or higher field training exercises in approved Fort Hood TAs, The TOC will monitor Hood Radio during operations and relay pertinent information to aircraft under their control.
- g. Flight following procedures include making initial identification contact with Hood Radio and providing aircraft name and the last five digits of all aircraft tail numbers in the flight, departure point, route of flight, and destination. Hood Radio requires position reports at 30-minute intervals and may request additional reports. Upon arrival at the destination or intermediate stops, aviators must advise Hood Radio and report the aircraft location by grid coordinate or other commonly recognized feature. Table 5-1 lists Hood Radio frequencies.
- h. The transponder code in R-6302 is 4000.
- i. Aviators must contact Range Control for clearance prior to entering ranges, unless in contact with unit operations controlling the range. Range Control or unit operations provides exit and entry routing to aircraft.

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**Table 5-1. Hood radio frequencies**

<b>Status</b>	<b>Frequency</b>
<b>Primary</b>	UHF 357.9
<b>Alternate</b>	VHF 143.1
<b>Alternate</b>	FM 38.75
<b>Remote Radio Site, Lometa</b>	UHF 245.6 VHF 149.80

Legend:

FM – Frequency Modulated  
UHF – Ultra High Frequency  
VHF – Very High Frequency

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**5-6. Altitudes**

a. Unless operations are in an approved under wire flight area, flights off the Fort Hood reservation will maintain an altitude of at least 500 feet AGL with a 500-foot slant range from buildings, livestock, or other man-made obstructions. Unit commanders may authorize flights below 500 feet AGL, case-by-case.

b. Due to the large number of noise sensitive areas in WTAs 100, 110, and 111, tactical training below 500 feet AGL is discouraged. Battalion and squadron commanders or higher, may authorize tactical flight training below 500 feet AGL, case-by-case.

c. During off-post terrain operations flights at or below 200 feet AGL, aviators will not intentionally fly within a 500-foot slant range of buildings, livestock, or other man-made obstructions, except while performing an instrument approach or departure, during takeoff or landing, or when mission requirements dictate.

d. Single engine aircraft must maintain an altitude that assures an auto-rotative descent to a suitable landing area when operating over built-up areas or water. Over-water flights must carry survival equipment per AR 95-1.

**5-7. Corridor Airspace Route Structure (CARS)**

a. CARS overview.

(1) CARS is an air route system used to facilitate the safe, expeditious movement of aircraft to or through approved training locations on the Fort Hood reservation and the WTA. CARS consists of designated routes, altitudes, and procedures that 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

reservation (on-post) or in the WTA (off-post) and apply during specified periods or conditions.

(2) CARS routes are color coded when oriented east to west. When oriented north to south, routes are coded alphabetically. 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.

(3) CARS procedures are used in conjunction with other provisions of Fort Hood Regulation 95-1. Figures 4-1 and 5-1 depict route locations.

b. Use.

(1) Use of the on-post CARS is mandatory when transitioning the reservation. For aircraft operating on the reservation, pilots are required to check NOTAMS, RFMSS, and range information prior to using any TA for flight training maneuvers off the CARS. For aircraft operating on the Fort Hood reservation, it is the aviators' responsibility to maintain separation from other aircraft, make all required position reports, and update Hood Radio information as needed.

(2) Use of the off-post (WTA) routes is mandatory when operating between the transition altitudes of 2,900 feet MSL and 200 feet AGL during Corps exercises.

c. Altitudes. Altitudes described below provide a minimum of 100 feet separation between sole use airspace on the routes.

(1) Route altitudes within R-6302 are 1,500 feet MSL northbound and 1,800 feet MSL Southbound; for example, West A and B and East A and B. The altitudes for portions of the color-named routes within R-6302 are 1,500 feet MSL westbound and 1,800 feet MSL Eastbound.

(2) Route Red North is 1,500 feet MSL. Route Red South is 1,800 feet MSL.

(3) CARS altitudes West and North of route West B begin at 2,000 feet MSL and increase by sectors to the west except for paragraph 5-7c(2).

(a) West of route West B over to and including West D is 2,000 feet MSL.

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

(c) West of West F over to and including West G is 2,700 feet MSL.

(4) Climb and descend in sufficient time to reach the appropriate altitude for that route segment.

d. Separation.

(1) Route Red North is for westbound traffic only. Route Red South is for eastbound traffic only. All other routes are bi-directional.

(2) Right-hand rules of the road (150 meters to the right) are mandatory while using off-post CARS routes. Aircraft within 2 nautical miles of off-post intersections begin a counter-clockwise maneuver to circumnavigate intersections. Aircrews will not fly directly over intersections or reporting points in the on-post CARS.

(3) When inbound to HAAF, reporting Elijah, Borrow, and Cove to Hood Radio is mandatory at night.

e. Right-of-way. When converging at the same altitude, the aircraft on the right has the right-of-way. Each aircraft alters its course to the right when approaching head on or nearly so. When overtaking another aircraft, pass to the right. The overtaken aircraft has the right-of-way. An aircraft in distress has the right-of-way over other aircraft.

f. Procedural control. Procedural controls enhance safety during marginal weather conditions on the reservation and in the WTA.

(1) On-post operations.

(a) When weather conditions at HAAF or RGAAF are less than 1000-3, Hood Radio will state that procedural controls are in effect in range information.

(b) Report all intersections, altitudes, and flight routes to Hood Radio.

(c) If unable to maintain CARS altitudes, immediately report deviations to Hood Radio.

(d) If altitude deviation requires penetration of sole use airspace, notify the using unit on appropriate air-to-air frequencies or Hood Radio prior to entry.

(e) Hood Radio advises aircraft of opposite direction traffic and altitudes.

(f) If unable to contact Hood Radio, make required calls in the blind on the appropriate frequencies.

(2) When the TA adjoins the CARS, exit or enter the route at that point.

(3) When the TA does not adjoin the route, use the most direct course from or to the route at the appropriate altitude.

(4) Aircraft may transition along the range red line, at or below 200 feet AGL. Aircraft flying the red line clockwise will fly along the red line outside the live fire area. Aircraft flying the red line counter-clockwise will remain 200 meters off the red line. Aircraft will monitor the appropriate TA frequency and will comply with procedures in paragraph 5-5h prior to penetration of the red line.

### **5-8. Airfield corridors**

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. Figure 5-1 shows the appropriate corridors.

a. Table 5-2 lists corridor-reporting points for HAAF. Table 5-3 lists corridor reporting points for RGAAF. When entering a numbered corridor from a TA, proceed to the nearest reporting point at the appropriate altitude prior to entry into the corridor.

b. Use of VFR corridors into and out of HAAF is mandatory except while performing an instrument approach or departure.

c. Corridor 3 is restricted for use by aircraft transitioning to and from HAAF and the aircraft maintenance facility at Skylark Field ILE. Do not use Corridors 3 and 4A for SVFR routing. Use of corridors 5, 6 and 7 for RGAAF is mandatory only during SVFR operations.

d. VFR corridor altitudes are 1,500 feet MSL outbound and 1,800 feet MSL inbound, except Corridor 2 is 1,500 feet MSL outbound from HAAF along the entire route to RGAAF and 1,800 feet MSL outbound from RGAAF along the entire route to HAAF.

e. Maximum airspeed in numbered corridors is 120 KIAS.

f. At night and when in corridors 1 through 4A and 4B, the landing light is on and position lights will be on bright.

g. Aircraft may depart HAAF aided, outbound only, below corridors 4A and 4B at or below 250 feet AGL. Use of the landing and searchlight is optional when using a low level route.

h. When north of Irish NDB, aviators will contact Skylark Universal Communication (UNICOM)/Traffic on 122.7 prior to crossing the Runway 19 extended centerline

i. HAAF north field crossings:

(1) Crossing from corridor 1 to 4A or 4B will be at the inbound altitude of 1,800 feet MSL until crossing the runway centerline; descend to the outbound heading at 1,500 feet MSL.

(2) Crossing from corridor 4A or 4B to corridor 1 will be at the inbound altitude of 1,800 feet MSL until crossing the runway centerline; descend to the outbound heading at 1,500 feet MSL.

(3) Crossing from corridor 4A or 4B to corridor 2 will be at the inbound altitude of 1,800 feet MSL until crossing the runway centerline; descend to the outbound heading at 1,500 feet MSL. Remain at 1,500 feet MSL until entering the RGAAF traffic pattern or remain at 1,500 feet MSL until entering land group 7, unless otherwise directed by ATC

(4) From the RGAAF traffic pattern, to corridor 4A or 4B via corridor 2, climb to 1,800 feet MSL, and remain at 1,800 feet MSL along the entire route, until crossing the HAAF runway centerline; descend to the outbound heading at 1,500 feet MSL, unless otherwise directed by ATC..

(5) From land group 7 to corridor 4A or 4B via corridor 2. Fly corridor 2 along the entire route at 1,800 feet MSL until crossing the HAAF runway centerline; descend to the outbound heading at 1,500 feet MSL, unless otherwise directed by ATC.

**Table 5-2. Hood Army Airfield (HAAF) corridor reporting points**

Corridor	Reporting Point	To
1	Henry (PV 147477) (31°09'27.6"N 97°47'47.7"W)	HAAF
2	Main gate (PV 172439) (31°07'23.3"N 97°46'14.9"W)	HAAF
*3	Mazda (PV 245392) (31°04'48.0"N 97°41'41.4"W)	HAAF
4A	Belton (PV308517) (31°11'31.4"N 97°37'37.9"W)	HAAF
4B	Heiner (PV 325454) (31°08'06.2"N 97°36'36.6"W)	HAAF

Legend:

HAAF – Hood Army Airfield

\*Note: Corridor 3 is restrictd for use by aircraft transitioning to and from HAAF and the maintenance facility (project OLR) at Skylark Field (ILE).

**Table 5-3. 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)	Ivy 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

**5-9. Cantonment area and helipads**

a. The Fort Hood cantonment area consists of all built-up areas on the installation, including Fort Hood (main post), West Fort Hood, Belton Lake Outdoor Recreational Area (BLORA), and North Fort Hood. Construction projects for any of these facilities, regardless of location, are considered to be within the cantonment area.

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

c. CH-47 aircraft and multiple aircraft operations must have approval from the unit ASO, Installation Aviation Safety Manager, and III Corps ASO before using helipads listed in table 2-4. The unit ASO surveys the landing for obstacles, completes the landing zone site survey, provides a copy of the survey to III Corps ASO and Installation Aviation Safety Manager, then briefs the pilots performing the mission, prior to use of helipads.

d. Aircraft using cantonment helipads must climb or descend clear of the corridors. When over cantonment areas, helicopters will not fly below 500 feet AGL except when conducting an approach to or departure from a helipad. For exceptions to this altitude restriction, submit a memorandum requesting an exemption to this paragraph, through the Installation Aviation Safety Office, the Corps Aviation Safety Office, G-3 Air, 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 memorandum.

e. Do not use cantonment helipads for tactical operations. Night landings require the use of helipad lights. Use landing lights at night when landing or departing helipads. Aviators requiring the use of helipads identified as PPR or special use must coordinate with the responsible unit. Aircraft will move off pads when parking, when possible. Table 2-4 lists helipad locations and responsible agencies.

**5-10. Training Area (TA) communication requirements**

a. Aviators will use appropriate air-to-air frequencies while conducting air operations in all TAs. Table 5-4 lists air-to-air frequencies.

b. Aircraft without an operable FM radio are restricted from conducting single-ship flight operations in the on-post training areas. Aircraft without an operational FM may conduct flight operations as part of a team (formation) as long as all elements of that team remain together in a single land group.

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 frequencies. Consult the IFR supplement for hours of operation.

**Table 5-4. Air-to-air frequencies**

Air-to-air Frequencies	Training Areas
46.70	All TAs/land groups 4, 5, and 6, west of the red line.
64.35	All TAs/land groups 1, 2, and 3, east of the red line.
44.40	All TAs south and west of RGAAF land group 7
44.40	Test flight area 3, 4, and 5

Legend:  
 RGAAF – Robert Gray Army Airfield  
 TA – Training Areas

## **5-11. Aided and unaided night operations**

a. Turn on the landing light for all night operations at HAAF. Aided or unaided night operations without landing lights may be conducted on the airfield with ATC approval, case-by-case.

b. Aided night operations below 200 feet AGL in off-post areas require a daylight reconnaissance of the intended flight route within 3 days prior to use.

c. A maximum of six aircraft may use RGAAF, with three aircraft in each pattern. The rotary wing traffic pattern altitude is 1,500 feet MSL unless the tower approves a different altitude. The rotating beacon at RGAAF may be extinguished during training provided a NOTAM is issued. Airfield lighting is at the minimum intensity as requested by participating aircraft, consistent with other requirements. Aided aircraft in the RGAAF traffic pattern at night will have position lights on steady bright. Lights may be dim on short final, 100 feet AGL or less. After landing, place lights to steady bright. The anti-collision light may be turned off during ground operations with tower permission. Refer to formation lighting requirements in paragraph 5-11e(3). Tower operators may not be able to observe aircraft operating under reduced lighting.

d. Maximum pattern density at night is two aircraft at Strip 22 and 41 and three aircraft at Strip 12, Shorthorn and Longhorn. Aircraft lighting requirements are the same as RGAAF. Aircraft will maintain contact with each other on air-to-air frequencies. TAs according to FAA Exemption 3946 to 14CFR 91.209(A)(B).

(a) The dedicated observer on participating "blackout" aircraft may not be a crewmember at a station with access to the flight controls.

(b) All risk factors are evaluated and briefed thoroughly to include the effects of operations in conjunction with or near ground forces.

(c) Collective unit training will be conducted. Single aircraft lights-out operations are not authorized.

(d) Planned 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 corridors.

(e) Request a NOTAM which clearly defines the route of the flight, TA, or land group, 7 working days prior to conducting lights-out operations.

(2) For operations under "minimal lighting" or "lights out" conditions on or off the reservation, sole use airspace will be activated and/or deactivated through Hood Radio as appropriate. Except under the provisions of Appendix B, minimum lighting includes: position lights on steady dim and the anti-collision light off. In formation flights, the anti-collision light of the trail aircraft remains on.

(3) When using other than sole use airspace on or off-post:

(a) Single aircraft: Place position lights on steady bright and the anti-collision light on.

(b) Formation: Trail aircraft position lights will be on steady bright and the anti-collision light on. Except when in numbered corridors, other aircraft in the formation may have anti-collision lights turned off and position lights on steady dim.

f. Paragraphs 5-4b, c, and d; 5-8f and g; 5-9e; and Appendix B address additional night flight requirements.

g. Units will establish night flying SOPs according to TC 1-204 (Night Flight Techniques and Procedures) to include all information for operations under lights-out if applicable.

### **5-12. Terrain flight**

Conduct terrain flight in approved, authorized areas. The flight area or route must be specific with established safety restrictions. Flight hazard maps will be maintained IAW paragraph 8-6 and depict all known power lines and towers. Use flight hazard maps in the cockpit. Include flight hazards in pre-flight briefings. Avoid no-fly areas marked on appropriate maps. Plan flight routes to avoid buildings, livestock, and other man-made obstructions. Aircrews will not monitor a commercial broadcasting station during terrain flight operations. Refer to paragraph 5-11 for aided and unaided requirements.

### **5-13. Flights outside local flying areas**

Only brigade, battalion, or squadron commanders 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.

### **5-14. Helicopter external loads**

a. External load operations for training purposes (other than Bambi Bucket) are not authorized at HAAF or RGAAF. Operational external load operations require coordination with the respective airfield operations. Airfield operations will approve pick-up or drop-off sites and brief arrival and departure procedures. Aviators will avoid over-flight of roads and built-up areas adjacent to airfields.

b. External loads off the Fort Hood reservation require approval by the Aviation Brigade Commander, Corps Aviation Officer, or a higher headquarters. When such operations are required, select routes that comply with FAA regulations and present the least possible hazard to persons and property.

### **5-15. Rotary wing emergency procedures training**

a. RGAAF is the primary location for emergency procedure training. IPs desiring to use the south center sod touchdown area must visually inspect the surface for suitability.

b. HAAF may be used, traffic permitting. Not more than two aircraft are allowed in closed traffic to the active runway at any one time.

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

(1) Airfields designated for emergency procedures training which meet the requirements of AR 95-1.

(2) Landing strips 12, 22, 41, Antelope DZ and Rapido DZ.

d. Practice running landings by skid-mounted aircraft assigned to III Corps are not authorized at the Lampasas, San Saba, and Brady airports.

### 5-16. Fixed wing aircraft

Army fixed wing aircraft may fly on United States Air Force (USAF) special routes at, but not less than, 500 feet AGL for locally devised tactical missions. Fixed wing aircraft may use landing strip 12 after processing requests through the AT&A. Fixed wing aircraft may not use Longhorn or Shorthorn airstrips.

### 5-17. No-fly areas

Permanent no-fly restricted areas are coordinated with the AT&A Officer and are posted with the flight hazard map information at RGAAF and HAAF base operations and are posted in the DAO AKO public folders. In addition to the no-fly areas posted, aircraft will not over-fly these areas at less than 1,000 feet AGL:

- a. Areas restricted by NOTAM or L-NOTAM.
- b. Ammunition storage areas.
- c. Hospitals.
- d. Schools.
- e. Housing areas.
- f. Belton Outdoor Recreational Area (BLORA)

### 5-18. Automated Weather Observing System (AWOS)

a. The Fort Hood local flying area has four AWOS-3 systems. Refer to table 5-5 for AWOS-3 locations and telephone numbers. At the date of this publication, there are no air broadcast frequencies planned.

b. Third Weather Squadron personnel incorporate the information from the AWOS-3 systems for use by forecasters in weather briefings.

c. AWOS-3 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.

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**Table 5-5. Automated Weather Observing System (AWOS)**

Location	Telephone Number
Curtis Field	1-325-597-9139
Brady, TX	1-800-510-1996
Brownwood Regional	1-888-297-9399
Brownwood, TX	1-325-643-3933
Gatesville Municipal	1-254-865-6742
Gatesville, TX (North Fort Hood)	

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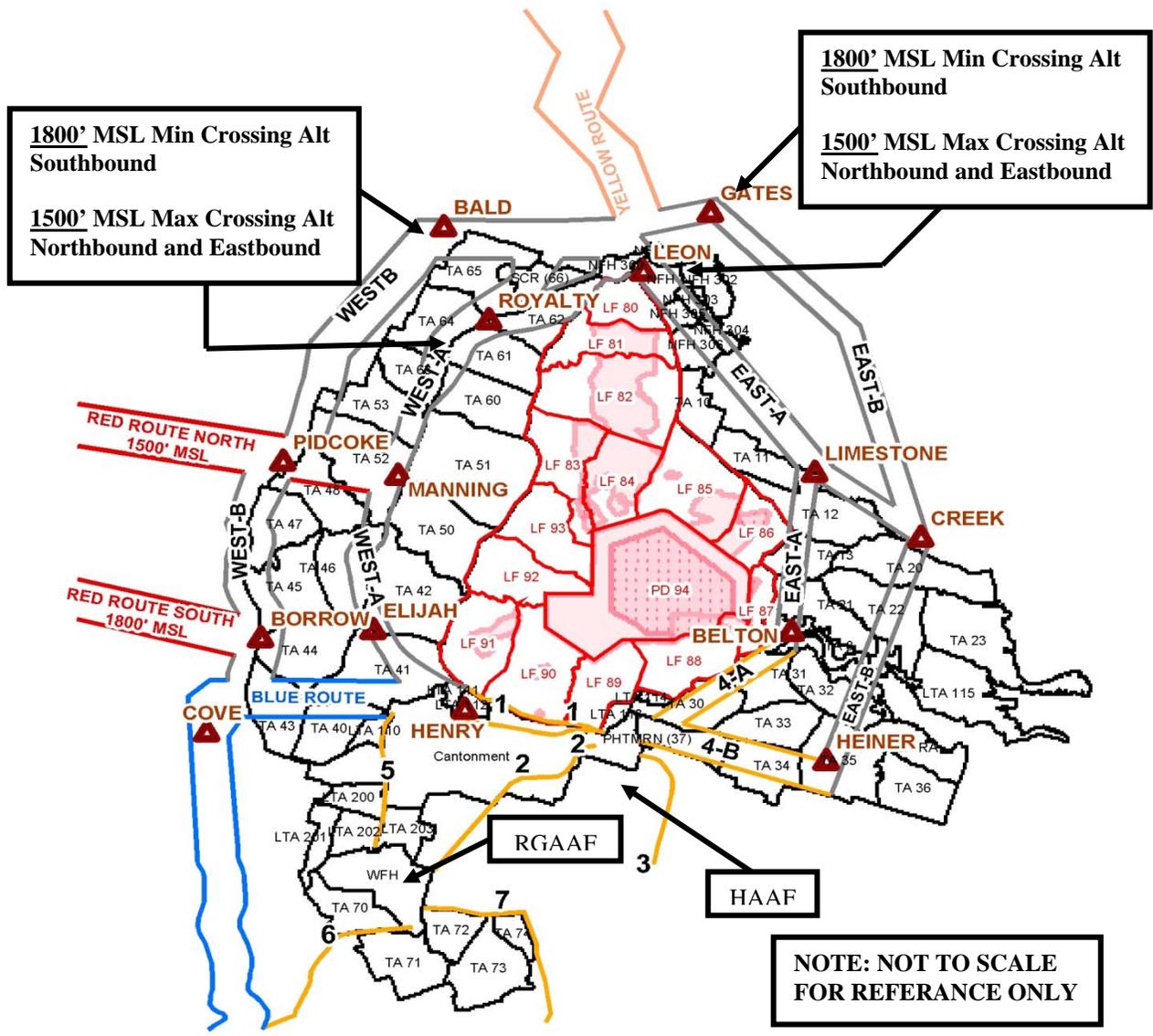


Figure 5-1. On-post Corridor Airspace Route (CARS) and airfield corridors

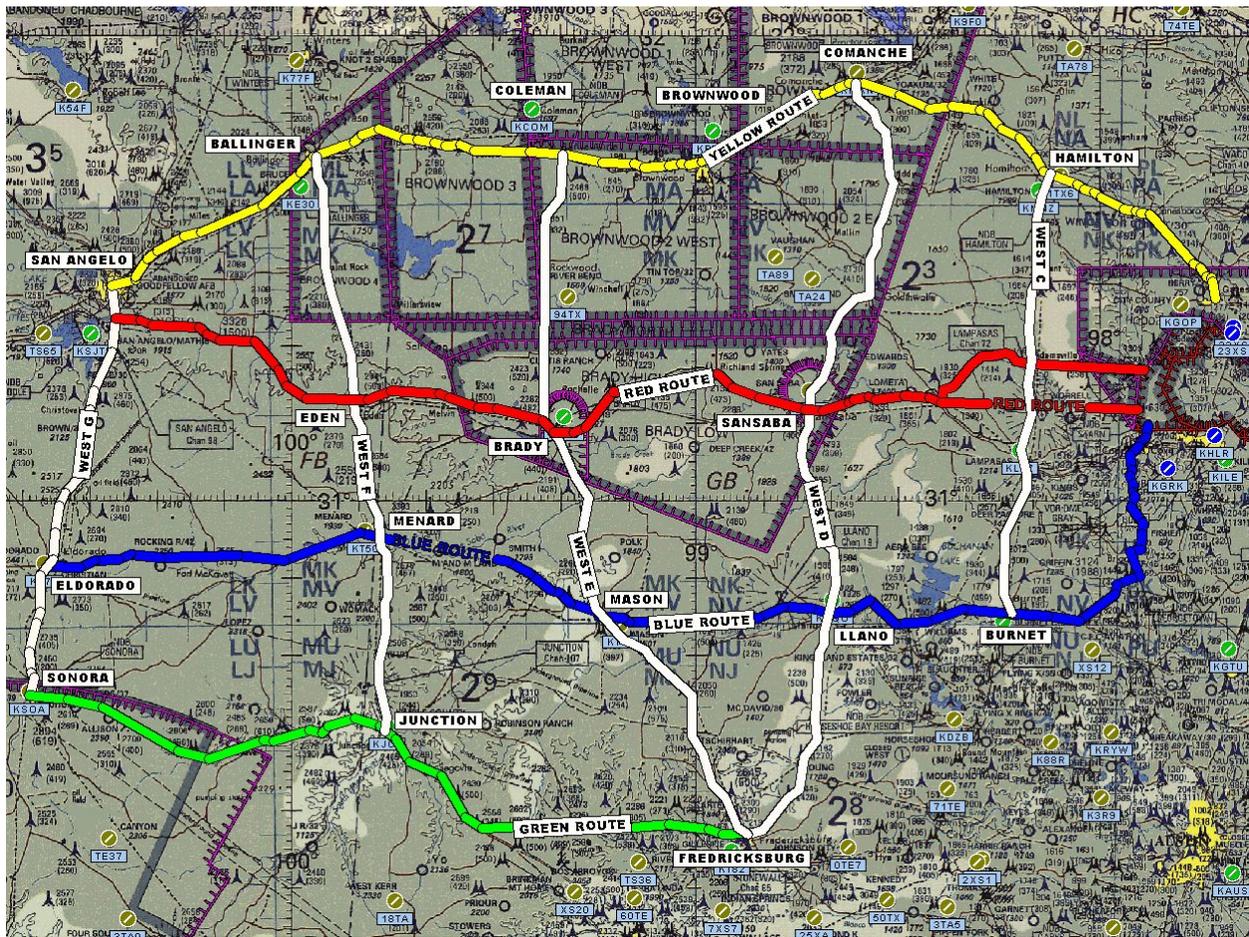


Figure 5-2. WTA corridor airspace route structure (CARS)

## **Chapter 6**

### **Refueling Procedures**

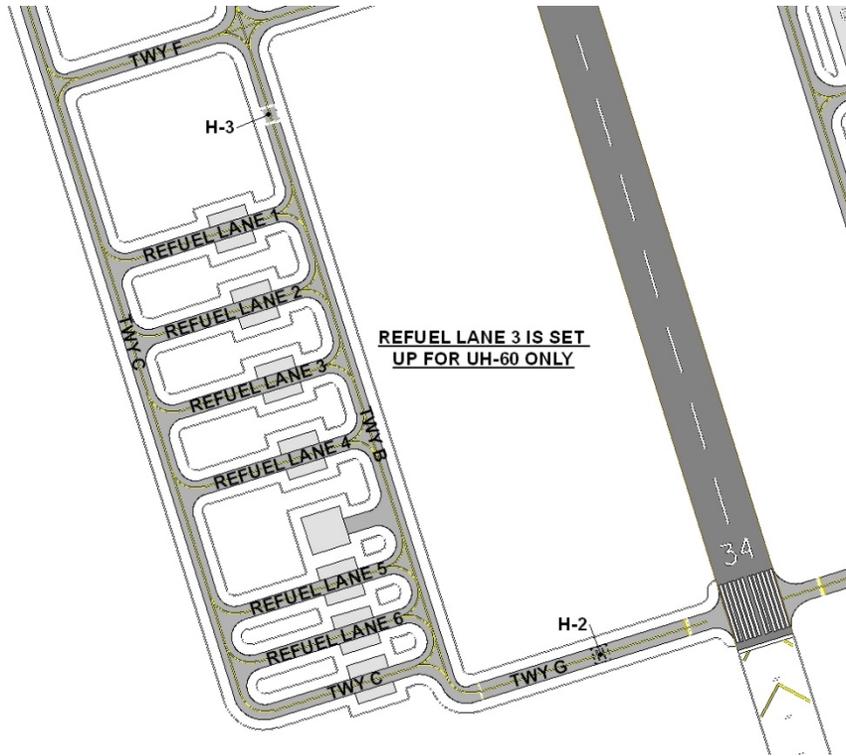
#### **6-1. Refueling overview**

- a. Refuel aircraft according to the aircraft TM and to FM 10-67-1 and airfield SOPs.
- b. Only authorized refueling personnel will operate the refueling pump override hand control, referred to as the “dead man” switch. Refueling personnel will act as fireguards.
- c. Non-refueling personnel will go to a marshaling area at least 50 feet (15.24 meters) away from the refueling aircraft as directed by the refueler.
- d. All refueling personnel will carry a current Fort Hood fuel handlers card when performing refuel operations.

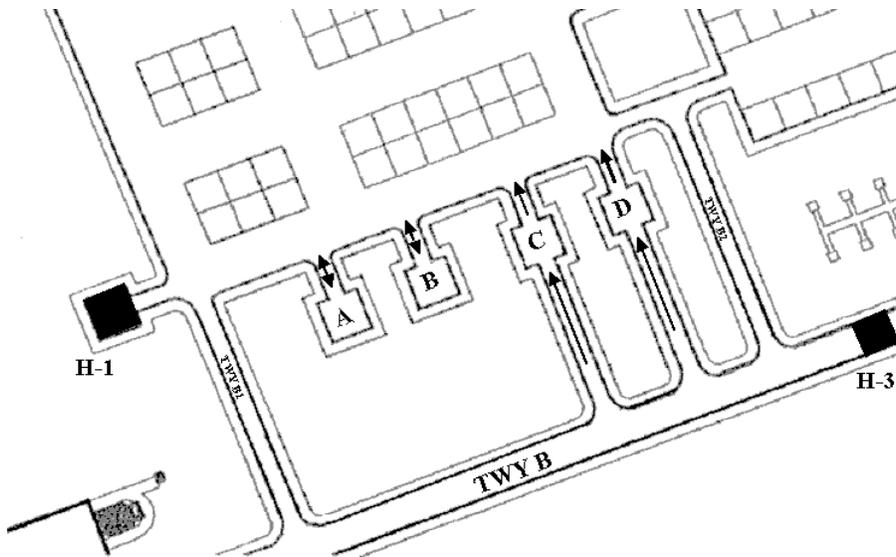
#### **6-2. Rapid refueling**

Use rapid refueling for normal mission requirements.

- a. Pilot requirements for rapid refueling are:
  - (1) AH-64, CH-47, and UH-60: an aviator must be at the controls in each seat.
  - (2) UH-1 and OH-58: a current, qualified aviator is at the controls in the left seat during dual pilot operations. Right seat single pilot refueling is permitted. If the window and doors are installed, they must be closed.
- b. During refueling, the pilot at the controls monitors the ATC ground frequency and does not transmit except in an emergency. Turn off the anti-collision light prior to refueling. Turning off the anti-collision light alerts the refuelers that the aircraft is ready for refueling. Turn on the anti-collision light after refueling is complete.
- c. Aircraft departing HAAF rapid refuel will visually clear traffic prior to moving onto the west parallel taxiway.
- d. Refer to figure 6-1 for refueling area diagrams of HAAF and RGAAF.



**Figure 6-1. Hood Army Airfield (HAAF) rapid refuel area**



**Figure 6-2. Robert Gray Army Airfield (RGAAF) rapid refuel area**

## **Chapter 7**

### **Test Flight**

#### **7-1. Maintenance Test Flights (MTFs)**

- a. Conduct maintenance test flights (MTFs) under VFR conditions during daylight hours. Test flights conducted under other than VFR conditions require approval of the unit commander. Assigned, attached, or temporary duty (TDY) units operating at Fort Hood must follow Fort Hood test flight procedures. Conduct test flights according to AR 95-1 and the appropriate aircraft aircrew training manual (ATM).
- b. Conduct test flights in the appropriate test flight area; terminate at the point of origin and restrict flights to two and one-half hours or less per sortie. Fixed wing aircraft may request an extension. Flights originating at HAAF may terminate at RGAAF and vice-versa.
- c. Do not conduct test flights involving maximum torque airspeed (Vh) checks to the south while in a HAAF traffic pattern. Flight checks in excess of 90 KIAS to the north require tower approval.
- d. During test flights in areas III, IV and V, aircrews monitor the air-to-air FM 44.40 and flight follow with Gray Approach or Hood Radio.
- e. Perform the first auto-rotational revolutions per minute (RPM) check of the day on any aircraft following main rotor maintenance to an airfield with crash rescue and designated for emergency procedures training.

#### **7-2. Flight plans**

MPs will file flight plans with RGAAF Operations by telephone or with the control tower by radio using test pilot call signs.

#### **7-3. Test flight call signs**

- a. RGAAF Operations will manage and issue a block of test flight call signs and numbers to aviation brigades and separate battalions. Brigades and separate battalions will then issue call signs and numbers to individual MPs. A by-name list of issued call signs and numbers will be provided to RGAAF Operations. Lists will be updated as changes occur.
- b. Test flight call signs are used only for MTFs and in-flight maintenance operational checks (MOCs). MEs may use test flight call signs while conducting training or evaluations during an MTF or in-flight MOC. The misuse of call signs will result in termination of test flight call sign authority for that test pilot.

#### **7-4. Test flight areas**

Test flight areas are posted on local maps in unit and airfield operations. Test pilots must know test flight area boundaries and hazards. Designated test flight areas are:

- a. Area I. HAAF closed traffic pattern 1,500 feet MSL or as approved by the tower (see figure 4-3).
- b. Area II. RGAAF traffic pattern 1,500 feet MSL or as approved by the tower (see figure 4-4).

c. Area III. From Oakalla, east along the Lampasas River to Highway 195, then south to Florence, south on FM 970 through Andice to Highway 183, then south to Highway 29. Continue west on Highway 29 to Bertram, then via FM 1174, go north to FM 963 then northeast to Oakalla. Figure 7-1. Depicts test flight area III.

d. Area IV. Figure 7-2 depicts test flight area IV. This area is for fixed wing use only.

e. Area V. Bordered by the southern boundary of Stillhouse Hollow Reservoir, east by FM 1670, south of FM 2786, West of Interstate 35, and then south to FM 487 at Jarrell. Proceed west along FM 487 where Highway 195 intersects at Florence. Turn north along Highway 195 to the Lampasas River to Ding Dong. From Ding Dong, follow the Lampasas River northeast to Stillhouse Hollow Reservoir. Figure 7-3 depicts test flight area V.

f. Area VI. From the town of Gatesville NW along Hwy 36 to the town of Jonesboro, then east along Hwy 217 approximately 13Km to a NNE/SSW power line, then SSW along the power line to Gatesville.

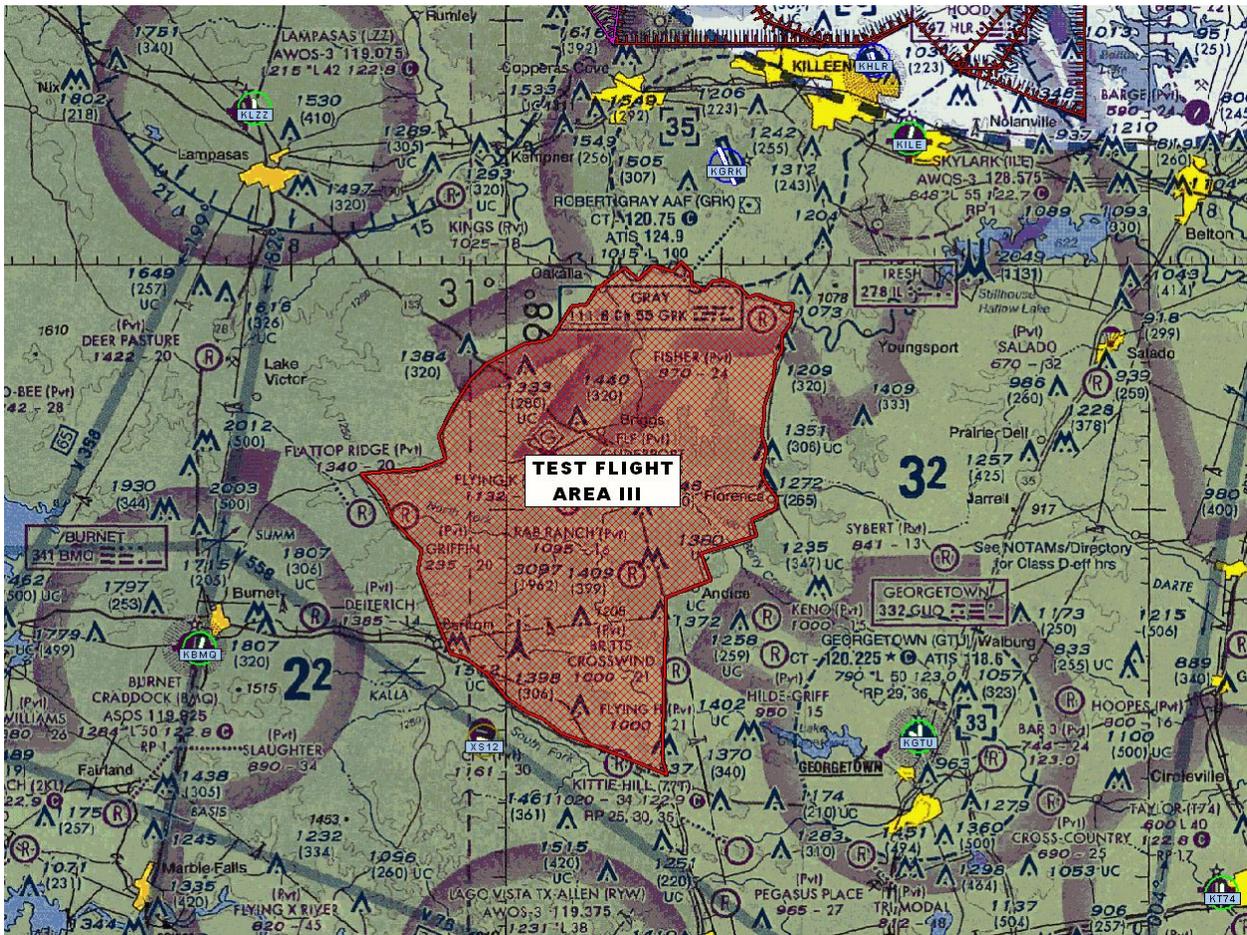


Figure 7-1. Test flight area III



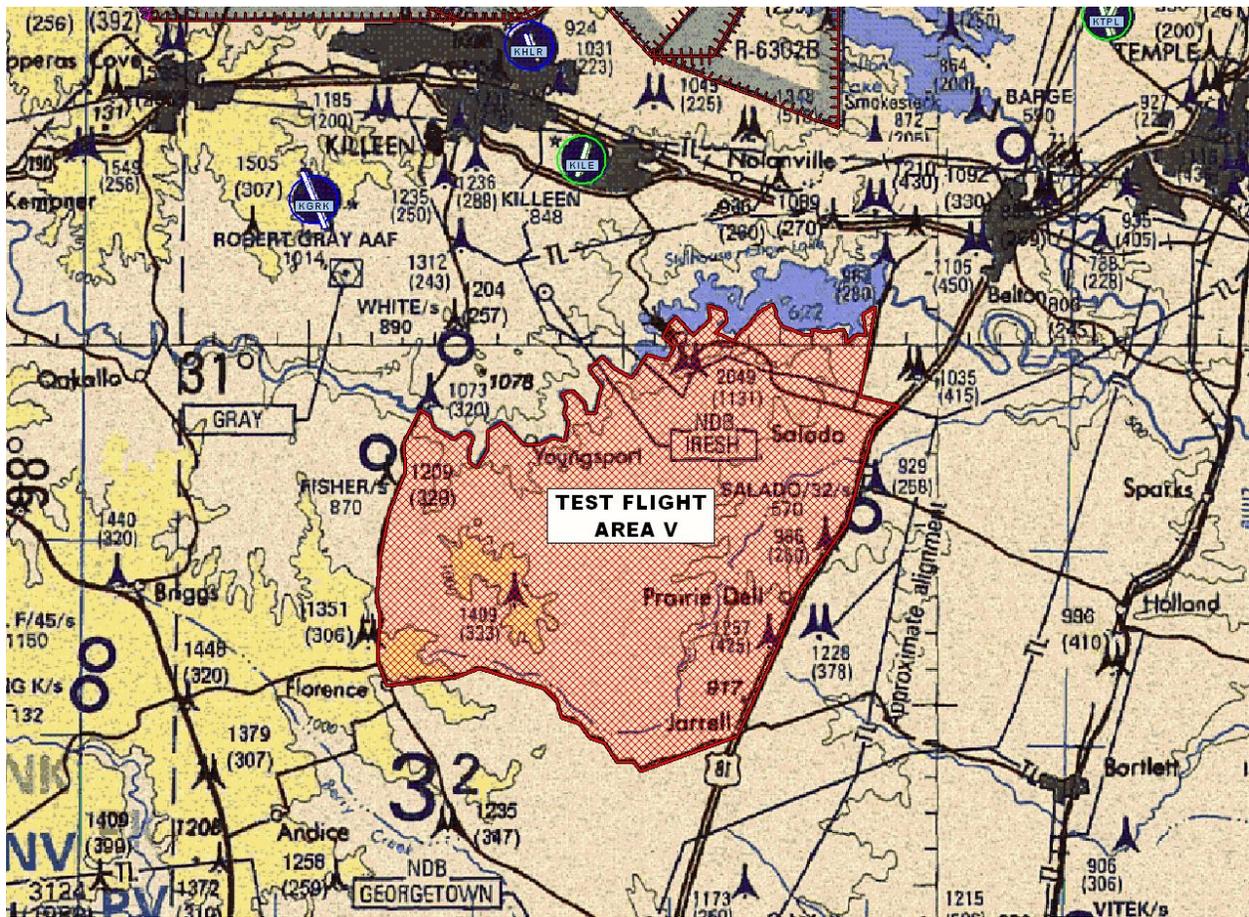
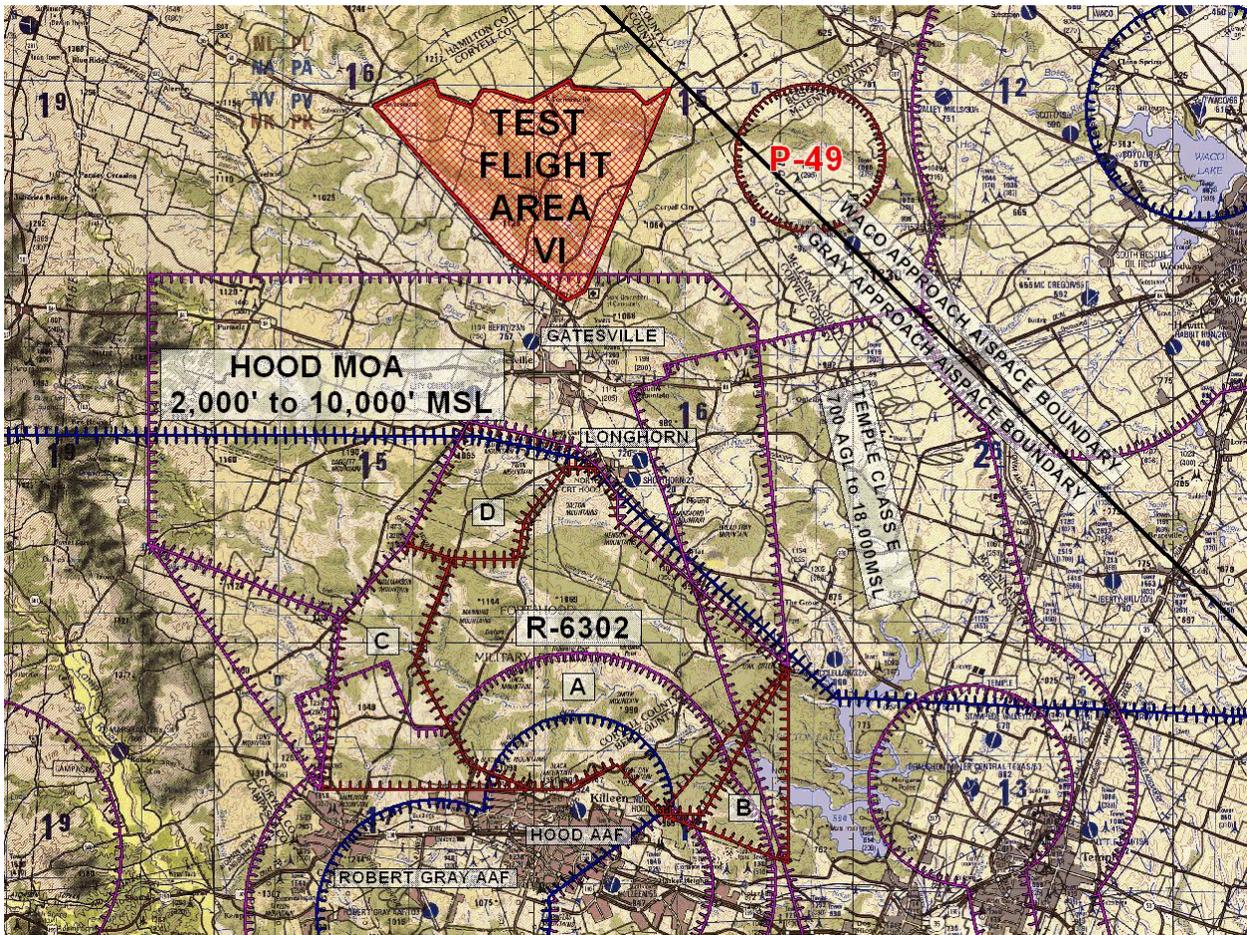


Figure 7-3. Test flight area V



**Figure 7-4. Test flight area VI**

## **Chapter 8**

### **Safety and Aviation Life Support Equipment (ALSE)**

#### **8-1. III Corps aviation safety program**

a. The III Corps ASO conducts the safety portion of aircraft accident prevention surveys for each aviation unit and flight facility in conjunction with the III Corps staff assistance visit. Fort Hood Regulation 385-12 defines III Corps and Fort Hood safety programs.

b. Units will:

(1) Take corrective action within 30 days after receipt of survey results.

(2) Keep survey findings with corrective action on file for two years.

(3) Present a copy to the ARMS team upon arrival.

(4) Discuss the results and corrective action taken at the next unit aviation safety council.

#### **8-2. 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 individual aviator, and the unit safety officer.

#### **8-3. Risk management**

Units will have a risk management program according to FORSCOM Regulation 385-1 (Forces Command Safety Program) and FM 5-19 (Composite Risk Management).

#### **8-4. Environmental considerations**

Before conducting operations in environments uncommon to Fort Hood, such as deserts or mountains, unit commanders must ensure crews are familiar with environmental conditions. Each aircraft will have survival equipment for the type of environment in which flight occurs.

#### **8-5. Underwire flight program**

Units may conduct under wire flight training when included in unit training programs and after individual sites are surveyed by the unit ASO. After survey, approval is required by the using aviation brigade commander or the III Corps G3 Aviation Officer to conduct under wire flight training. Before under wire flight, unit standardization personnel will ensure aviators are familiar with ATM under wire flight procedures. Units will maintain a list of authorized sites and provide locations to III Corps ASO.

#### **8-6. Flight hazard program**

a. Aircrews have a responsibility to report new hazards that are not posted to flight hazard maps. Aviators will submit reports to the unit flight hazard map coordinator (FHMC) as soon as possible. Fort Hood Form 95-X11 (Flight Hazards Map Update Report) is the format for reports (see figure 8-1).

b. Each battalion or squadron and higher shall appoint a FHMC to collect hazard information, review for accuracy, eliminate old or redundant information, and forward to the next higher FHMC within 24 hours.

c. Each brigade or separate battalion appoints a FHMC who verifies the hazard report for accuracy and forwards the report to the DAO FHMC (DAO AT&A Officer at 254-288-1424) within 24 hours.

d. The DAO FHMC will evaluate the reports with the chart update manual (CHUM) and NOTAMS and notify the RGAAF and HAAF FHMC, who will post the information to the master flight hazards map as received. Note: The master flight hazard map is maintained at RGAAF. Units not assigned to a battalion or squadron may submit reports to the RGAAF or HAAF FHMCs. FHMCs will forward the information to DAO AT&A. HAAF and RGAAF FHMC will accomplish a monthly review of flight hazard maps and annotate the review date on the maps.

e. RGAAF Base Operations maintains a 1:50,000 map depicting man-made flight hazards on the installation, 50 feet AGL and higher. Find local flight hazard information in the AKO Public folder At US Army Organizations, FORSCOM, Fort Hood, Garrison, Garrison DAO, Garrison DAO Files, Safety, Hazard Maps. This folder contains an excel spreadsheet listing the on installation wire and tower hazards and also includes the no-fly areas for the local flying area. Wire and tower, falcon view, manual CHUM files are also posted in this folder along with a Falcon View drawing file which shows the no-fly areas. These files are updated monthly along with the Flight Hazard Map information located at both airfield operations. Those who do not have ILAN access may contact the AT&A Officer for this information.

### 8-7. Aircraft mishap procedures

a. The first person to become aware of an aircraft mishap, forced landing, precautionary landing, or missing aircraft, notifies RGAAF Base Operations, the IOC, Hood Radio, approach control, or HAAF or RGAAF tower. The air traffic assistant at RGAAF activates the pre-accident plan according to Fort Hood Regulation 385-12.

b. The RGAAF Operations and IOC accept collect calls in the event of an emergency. Table 8-1 lists emergency telephone numbers.

**Table 8-1. Emergency telephone numbers**

Contact	Telephone Number	Legend
RGAAF	(254) 288-9200/9209	IOC – Installation Operations Center
IOC	(254) 287-2520 or 1-800-531-4654	RGAAF – Robert Gray Army Airfield

**8-8. Aircrew reading files**

Unit aircrew reading files contain, as a minimum, the minutes from the latest Fort Hood and subordinate unit safety and standardization meeting.

**8-9. Uniform and equipment requirements**

a. Rotary wing and tactical fixed wing aircrews use clothing and equipment required by AR 95-1 and FORSCOM Supplement to AR 95-1.

b. Clothing and equipment for OSA multi-engine fixed wing aircraft flights are:

(1) Flight suits, identification tags, and leather boots. Helmets and survival vests are not required.

(2) Other uniforms may be substituted for paragraph 8-9b(1) above as mission dictates.

**8-10. Aviation life support equipment (ALSE)**

Use ALSE according to AR 95-1.

SEQUENCE NR. \_\_\_\_\_

FLIGHT HAZARDS MAP UPDATE REPORT

---

**OBSERVER USE ONLY:**

TYPE OF HAZARD: \_\_\_\_\_

HEIGHT OF HAZARD (AGL) \_\_\_\_\_ LIGHTED:  YES  NO GRID: \_\_\_\_\_

DATE OBSERVED: \_\_\_\_\_

NAME/RANK OF OBSERVER: \_\_\_\_\_

UNIT: \_\_\_\_\_

Phone #: \_\_\_\_\_

---

**UNIT/SQUADRON/BN USE ONLY:**

NAME  
UNIT/PHONE #

UNIT FHMC: \_\_\_\_\_

REMARKS: \_\_\_\_\_

---

**HAAF USE ONLY:**

NAME  
DATE/TIME RECEIVED

FSA: \_\_\_\_\_

DATE/TIME POSTED

FSA: \_\_\_\_\_

REMARKS: \_\_\_\_\_

---

**RGAAF USE ONLY:**

NAME  
DATE/TIME RECEIVED

FSA: \_\_\_\_\_

DATE/TIME POSTED

FSA: \_\_\_\_\_

REMARKS: \_\_\_\_\_

FHT Form 95-X11, August 2005 (AVN)

**Figure 8-1. Sample FHT form 95-X11  
(Flight Hazards Map Update Report)**

## **Chapter 9**

### **Special Procedures**

#### **9-1. Overdue aircraft**

Aircraft will make required reports to Hood Radio every 30 minutes; after 30 minutes, aircraft are considered overdue. Hood Radio will initiate a communication search upon learning of an overdue aircraft. If the aircraft is not located, Hood Radio advises RGAAF Base Operations, who initiates a communications and ramp search. If this search is negative, notify RGAAF Base Operations. RGAAF Base Operations then notifies the IOC. The IOC will then initiate a search and rescue (SAR). The authority for launching SAR for military aircraft is the III Corps and Fort Hood Chief of Staff.

#### **9-2. Search and rescue (SAR)**

a. When assisting in SAR operations, aircrews will establish contact with the nearest ATC facility. Aviators will attempt to coordinate penetration of sole use airspace prior to takeoff. If coordination is not possible, the aviator will advise Hood Radio on initial contact. ATC has the authority to request III Corps Army aircraft that are in-flight to provide immediate assistance to the aircraft in distress.

b. The aircraft crash, search, and rescue (ACS&R) map for both HAAF and RGAAF is the Fort Hood Training Map, Series V782S, (Edition 10) HOOD ITAM 1-50:000 CARS map. While on the reservation, locations will be reported in 8- or 10-digit military grid reference system (MGRS).

c. Fort Hood aircraft are authorized, at the discretion of the 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. Fort Hood aircraft will not conduct extended SAR missions without an approved flight mission briefing.

#### **9-3. High intensity radio transmission areas (HIRTA)**

a. Pilots, regardless of aircraft flown, must be knowledgeable of HIRTA procedures. Units will develop procedures that address the contents of specialized training for crewmembers from United States Army Aviation and Missile Command (AMCOM) 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.

#### **9-4. Live ordnance recovery**

a. Aircraft and ordnance emergency. RGAAF is the emergency recovery airfield for aircraft with live ordnance. Arrivals with live ordnance will land on the ammunition upload pad on the southwest side of RGAAF and shutdown, with the nose of the aircraft

pointed South. If required, and conditions permit, jettison wing stores in the range and impact areas or an area away from personnel and man-made objects.

b. Weather recovery.

(1) If it is necessary to recover armed helicopters at RGAAF due to inclement weather, direct the aircraft to park on the ammunition upload pad on the southwest side of RGAAF. Place armament systems on "safe" and orient the aircraft South.

(2) Unit personnel will download armament systems and recover ammunition. If download is unsuccessful, the unit must provide aircraft guards.

(3) If circumstances prohibit use of the ammunition upload pad, armed helicopters will park on the South end of taxiway A with the aircraft oriented South.

### **9-5. Inadvertent instrument meteorological conditions recovery procedures**

Instrument meteorological conditions (IMC) procedures apply to the Fort Hood military reservation. Use these procedures when an aircraft encounters unexpected IMC.

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

(1) One radio tuned to RGAAF approach control.

(2) A navigation radio tuned to an appropriate NDB or VHF omni-directional range (VOR).

(3) Attitude and Heading Reference System (AHRS) only equipped crews will program an emergency AHRS approach procedure for RGAAF. AHRS approaches are flown during training in visual meteorological conditions (VMC) conditions or during actual emergency conditions when the RGAAF precision approach radar (PAR) is out of service.

(4) Aircraft equipped with Doppler, global positioning system (GPS) and/or inertial navigation system (INS) and/ or embedded GPS inertial (EGI) navigation or other similar equipment will have RGAAF programmed into their system.

b. If the aircraft encounters IMC, immediately accept it and commit to instrument flight.

(1) Attitude indicator: level the wings.

(2) Heading indicator: maintain heading, turn only to avoid known obstacles or live fire areas.

(3) Torque meter: adjust to climb power.

(4) Airspeed: adjust to climb airspeed. Climb to 2,500 feet MSL, squawk emergency 7,700 on the transponder, contact RGAAF approach control, and declare an emergency. Proceed as directed by approach control.

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

(1) If approach clearance is given, continue according to ATC instructions.

(2) If no instructions are given when operating West of the 23 North/South grid line, proceed directly to the Starn NDB and perform an instrument approach to RGAAF. When 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. EGI/AHRS equipped aircraft will comply with paragraph 9-5 c (1) (2) procedure except have the Starn NDB waypoint programmed; intercept and fly direct along the 280 degree course to the Starn NDB. Perform instrument approach to RGAAF.

d. Use "simulated IMC recovery" in the initial transmission to approach control when conducting simulated IMC operations. Do not use transponder code 7,700 during simulated recovery operation. Helicopters participating in simulated IMC procedures will not receive IFR priority.

e. When the unit is deployed or at remote training location where suitable approaches are not available, brigade commanders are authorized to develop AHRS and/or GPS approaches for VMC training and emergency IMC recovery. Locally developed approaches will conform to established ATM, terminal instrument procedures (TERPS), and FAA standards.

#### **9-6. Water bucket (also known as bambi) operations**

- a. When engaged in fire-fighting support, aircraft will take directions from either:
  - (1) Range control.
  - (2) Range area fire marshal.
  - (3) Range fire marshal (ground).
  - (4) Range fire marshal (airborne).
- b. The range fire marshal requests IOC to alert stand-by aircraft for a water bucket.
- c. Organic aircraft pre-positioned to provide fire-fighting support will report availability to Range Control according to Tab 6, Appendix D, Fort Hood Regulation 350-40.
- d. Simultaneous (multi-aircraft) operations are prohibited except:
  - (1) When each aircraft/flight is under the direction of the airborne fire marshal.
  - (2) When each AMC and/or PC is pre-briefed with the information in paragraphs (a) through (h) below by range control. The briefing may be telephonic.
    - 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 (cw) (cw/counter 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-marshal and air-to-air.
  - (3) When appropriate risk control measures are implemented.
- e) SOPs. As a minimum, each unit responsible for providing water (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.

## **Chapter 10**

### **Severe Weather Plans and Mooring and Tie Down of Army Aircraft**

#### **10-1. Weather definitions**

a. Fort Hood Regulation 115-1 details specific weather information and support requirements.

b. A weather warning is a special notice provided to a supported agency when an established weather condition of such intensity as to pose a hazard to property or life, for which the supported agency must take protective action, is occurring or may occur. The text of the weather warning defines aerial coverage and may include only certain areas of the Fort Hood complex, the entire complex to include RGAAF and HAAF, the main cantonment area, and the training reservation. With the exception of lightning warnings 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. Lightning warnings and thunderstorm warnings for the WTA may be in effect along with another warning.

c. A weather advisory is a special notice provided to a supported agency that alerts them to weather conditions that affect their operations. Advisories alert supported agencies that weather conditions are occurring which could affect their operations. Weather phenomena detailed in the weather advisory may not be evident in the entire advisory area. Area weather advisories, unless specified otherwise in the text of the advisory, are valid for the area enclosed by a circle of 50 nautical mile radius centered on Building 1001 on Fort Hood. Terminal weather advisories are valid for areas enclosed by a circle of 5 nautical mile radius centered at HAAF or RGAAF or both.

d. A weather watch is a special notice provided to a supported agency to alert that agency of the potential for severe weather before actually issuing a weather warning. A watch provides advanced notice of the potential for those extremely hazardous weather phenomena that are disruptive to operations. Weather watches do not indicate severe weather is imminent, only that the potential for such exists. Weather watches are valid for the entire Fort Hood complex.

#### **10-2. 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. This plan will direct aircraft to locations out of the path of severe weather. The III Corps severe weather plan will include decision points and triggers for launching and recovery of aviation assets. The Corps CG or G3 is the decision authority for execution of the severe weather evacuation plan.

**Table 10-1. Severe Weather Warnings – High 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. Tornadoes and/or tropical storms. 2. Severe thunderstorms: Maximum wind gust of 50 knots or greater, hail three-quarter inch (1.9 centimeters) or more in diameter, or both. 3. Non-convective winds greater than 50 knots. 4. Hail three-quarter inch (1.9 centimeters) or more in diameter.	❶ Recall/ground all aircraft. ❷ Hangar and moor aircraft IAW pp 10-3. ❸ Secure equipment. ❹ Update the IOC every 60 minutes until all aircraft and flight line equipment is secure.

Aircraft actions in flight upon receipt of these warnings

1. Aircraft operating within R 6302, WTA, or immediate area:
  - a. If weather conditions associated with the warning *are not present*, immediately return to HAAF, RGAAF, or tactical field site.
  - b. If weather conditions associated with the warning *are present*, the PC will determine the best course of action and notify Hood Radio of his intentions.
2. Aircraft in the local flying area (outside of 1 above): upon receipt of the warning, the PC will determine the best course of action and notify his or her unit as soon as practicable.

Legend:

IOC – Installation Operations Center  
 HAAF – Hood Army Airfield  
 IAW – In Accordance With

PC – Pilot-in-Command  
 RGAAF – Robert Gray Army Airfield  
 WTA – Western Training Area

**Table 10-2. Severe Weather Warnings – Medium Risk**

Note: All of the actions listed in the “Action” column apply to each of the warnings listed in the “Warning” column.

Warning	Action
<p>1. Moderate thunderstorms: Maximum wind gust greater than 35 knots but less than 50 knots, hail greater than one-half inch (1.27 centimeters) in diameter, but less than three-quarter inch (1.9 centimeters), or both.</p> <p>2. Non-convective winds of 35 knots or greater, but less than 50 knots.</p> <p>3. Freezing precipitation.</p>	<p>① Within the operational capabilities of each aircraft, aviation operations in these warnings may occur; however, these missions are an automatic Medium Risk. Battalion commanders (O-5) and above will approve each mission on a case-by-case basis.</p> <p>② Commanders will ensure aircraft and equipment on the flight line are secured.</p>

Aircraft actions in flight upon receipt of these warnings

1. Operating within the area of the warning:
  - a. If weather conditions associated with the warning *are not present*, immediately return to HAAF, RGAAF, or tactical field site.
  - b. If weather conditions associated with the warning *are present*, the PC will determine the best course of action to recover and notify Hood Radio of his or her intentions.
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. If warning covers the airfields (HLR/GRK) or tactical field site and the aircraft is operating outside the warning area, the PC will determine if it is safe to recover the aircraft. He or she will notify Hood Radio or their unit if they are unable to recover.

Legend:

GRK – Three letter FAA identifier for Robert Gray AAF  
 HAAF – Hood Army Airfield  
 HLR – Three letter FAA identifier for Hood AAF

PC – Pilot-in-Command  
 RGAAF – Robert Gray Army Airfield

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**Table 10-3. Lighting Warnings**

Note: All of the actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Warning	Action
Lighting warning or lighting is observed within 5 miles (8.05 kilometers).	<ul style="list-style-type: none"><li>❶ All aircraft refueling operations will cease.</li><li>❷ Commanders will take necessary actions to protect personnel and equipment.</li></ul>
Aircraft actions in flight upon receipt of lighting warnings/observations	
<ol style="list-style-type: none"><li>1. PCs will determine the best course of action to prevent airborne lighting strikes.</li><li>2. PCs will not takeoff in areas covered by a lighting warning.</li><li>3. Aircrews should avoid all known thunderstorms by at least 20 NM.</li></ol>	

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**Legend:**

NM – Nautical Mile

PC – Pilot-in-Command

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**Table 10-4. Weather Watches and Advisories**

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Actions for severe weather watches and advisories

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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/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

### **10-3. Mooring and hangar plans**

a. Moor or hangar assigned and transient aircraft at the end of the last flight of each day. Moor un-hangared aircraft according to the operator's manual and 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 the III Corps aviation officer to the III Corps Commanding General. The "first-up" MEDEVAC helicopter does not need to be moored at the end of each flight unless a severe weather warning listed in Table 10-1 is in effect.

b. Priority for hangaring aircraft as follows:

1. Fixed-wing: UC-35, RC-12, C-12, and Tactical UAS.
2. Recommend rotary-wing: AH-64D with Fire Control Radar (w/FCR), AH-64D (w/o FCR), CH-47F, special operations aircraft (SOA), UH-60, CH-47D, and UH-1H/V.

c. Commanders will consider taking additional protective measures to protect aircraft that cannot be hangared to include: the use of shelters or artificial barriers such as trucks, buses, tanks, berms, and/or personnel carriers. Face aircraft into the forecasted wind when possible.

d. Commanders will take reasonable precautions in mooring aircraft that remain overnight (RON) away from installation airfields. In areas where tie-downs are not practical, commanders should consider flying aircraft to hangar or ramp tie down areas. When possible, aircraft should RON at airports that can provide tie down 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).

## **Appendix A References**

### **Section I. Required Publications**

14CFR 91.73 (a) and (b). (Cited in Appendix B, para 3f)

**14CFR 91.155** (Cited in para 4-9l(1)(c)(1) and 5-4d)  
Title 14, Code of Federal Regulations, Part 91.155

**14CFR 91.157** (Cited in para 5-4d)  
Title 14, Code of Federal Regulation, Part 91.157

**14CFR 91-209(a)(b)** (Cited in Appendix B, para 1)  
Title 14, Code of Federal Regulation, Part 91.209(a)(b)

**AR 95-1** (Cited in para 3-3a (1), 3-4, 3-5, 5-4a, 5-4d, 5-6d, 5-7a(3), 5-15c(1), 5-18c, 7-1a, 8-2, 8-9a, and 8-10)  
Flight Regulations

**DoDD 4500.9** (Cited in para 2-4)  
Transportation and Traffic Management

**Fort Hood Regulation 95-2** (Cited in para 4-2b, 4-2d, 4-9l(1)(c)(1), 4-9l(2)(b)(1), 4-9l(3)(a), and 5-5a)  
Air Traffic and Airspace Operations Governing Fort Hood Special Use Airspace

**Fort Hood Regulation 350-40** (Cited in para 2-6d, 4-2b, and 9-6c)  
Fort Hood Range Division Operating Procedures

**Fort Hood Regulation 385-12** (Cited in para 8-1a and 8-7a)  
III Corps and Fort Hood Aviation Safety Program

**FM 10-67-1** (Cited in para 6-1a)  
Concepts and Equipment of Petroleum Operations

**FORSCOM Regulation 350-1** (Cited in para 3-5)  
Active Duty Training for FORSCOM Units

**FORSCOM Regulation 385-1** (Cited in para 8-3)  
Forces Command Safety Program

**FORSCOM Suppl 1 to AR 95-1** (Cited in para 1-6 and 8-9a)  
Flight Regulations

**TC 1-204** (Cited in para 5-11g)  
Night Flight Technique and Procedures

## **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 95-2**  
Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control, and Navigational Aids

**AR 360-1**  
The Army Public Affairs Program

**AR 385-40**  
Accident Reporting and Records

**AR 385-95**  
Army Aviation Accident Prevention

**AR 600-105**  
Aviation Service of Rated Army Officers

**FAA Letter of Exemption No. 3946**  
Aircraft Lights

**FORSCOM Regulation 385-1**  
Forces Command Safety Program

**Fort Hood Regulation 40-20**  
Aeromedical Evacuation

**Fort Hood Regulation 115-1**  
Weather Support to III Corps and Fort Hood

**TC 1-210**  
Aircrew Training Program Commanders Guide to Individual, Crew, and Collective Training

**UFC 3-260-01**  
Airfield and Heliport Planning and Design

### **Section III. Prescribed forms**

**FHT Form 95-X11** (Cited in para 8-6a and Fig 8-1)  
Flight Hazards Map Update Reports

**DA Form 759** (Cited in para 3-2a(2)(b) and 3-2a(2)(c))  
Individual Flight Record and Flight Certificate – Army

**DA Form 7120-R** (Cited in para 3-2a, 3-2a(2), 3-2a(2)(a), and 3-3a(1))  
Commander's Task List

**DD Form 175** (Cited in para 4-8a(5)(a), 5-3a(1), 5-3a(2), 5-3b(1)(d), and 5-3b(1)(e))  
Flight Plan, Military

**DD Form 175-1** (Cited in para 5-3a(1))  
Flight Weather Briefing

**DA Form 7305-R** (Cited in para 5-3)

### **Section IV. Referenced forms**

**FH Form 1853**  
Distribution Scheme

## **Appendix B**

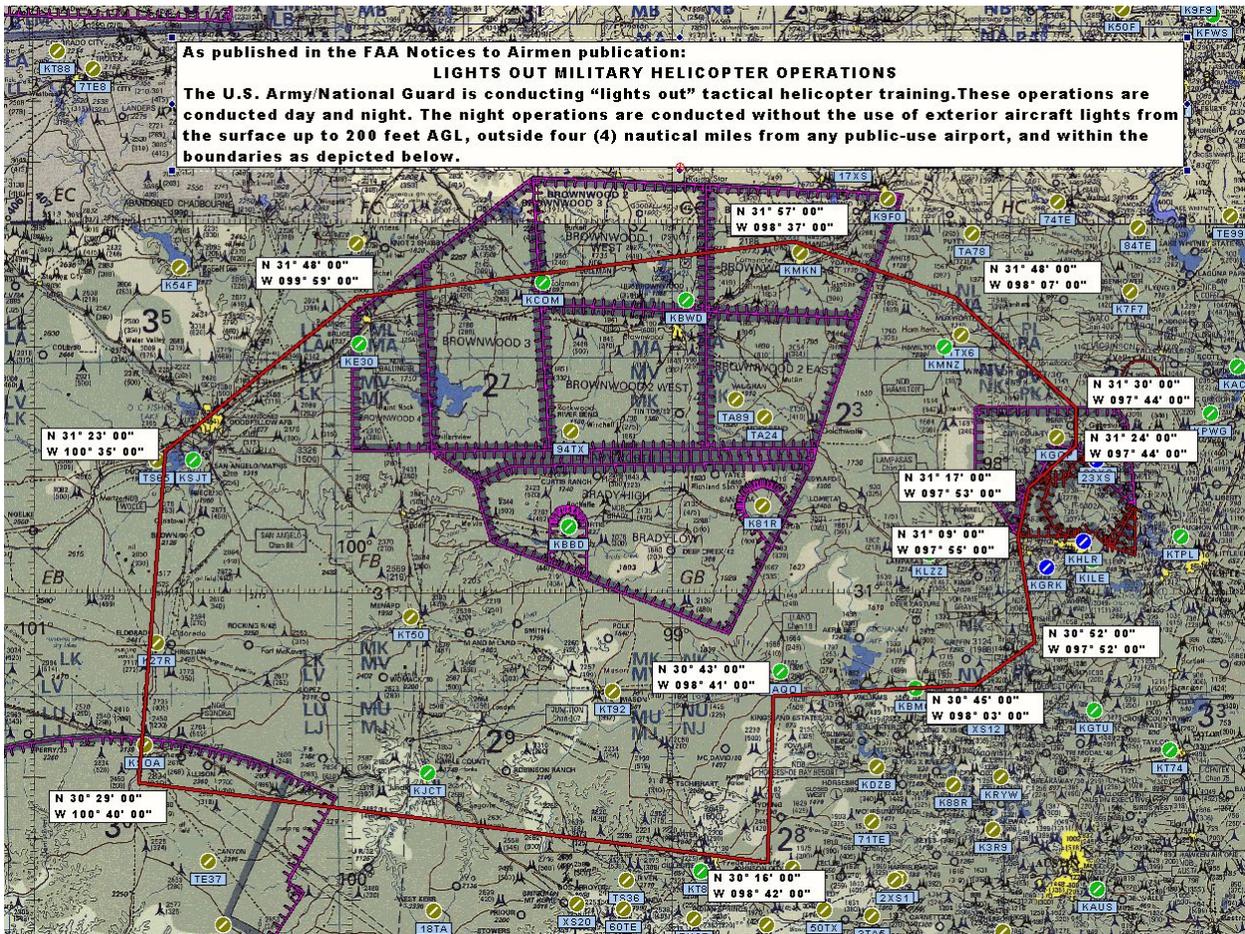
### **Excerpts from Federal Aviation Administration FAA Letter of Exemption Number 9835**

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 14 CFR, 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

1. This exemption is limited to night vision flight training in Army tactical helicopters.
2. Safety Observers.
  - a. 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.
  - b. Traffic notifications from the observer to the training flight shall be timely commensurate with the position and speed of the observed nonparticipating traffic.
  - c. 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.
3. Airborne operations may not be conducted above 500 feet above the surface and must be contained within a prescribed and publicized area that –
  - a. is simply defined, e.g., the radius of a point or location;
  - b. is established in an area of low traffic density;
  - c. is not within 4 nautical miles of any public use airport;
  - d. does not infringe upon FAA-designated airspace areas; and
  - e. has been coordinated with the appropriate FAA region's Air Traffic Division and Flight Standards Division offices.

4. Notwithstanding paragraph 3 above, each operation must be conducted in accordance with 14 CFR, 91.119, Minimum safe altitudes: General.
5. 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.
6. The holder shall establish procedures for collision avoidance for its aircraft operating pursuant to this exemption, including observer aircraft.
7. Each pilot who will conduct operations under this exemption must be thoroughly familiar with its provisions.
8. 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.
9. The holder shall provide notice through the use of Notice to Airmen (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.;

**Figure B-1. Military helicopter lights out training area**

## **Appendix C**

### **Precautionary and Emergency Landing Information**

#### **1. Purpose**

To provide information to clarify what responses or actions occur in the Fort Hood area when an aviator declares a precautionary or an emergency landing.

#### **2. 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.

#### **3. 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, (Accident Reporting and Records). 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 that makes continued flight inadvisable per AR 385-10. This compares to the International Civil Aviation Organization (ICAO)/FAA call of "Pan-Pan".

#### **4. What to declare**

a. Emergencies are declared when the individual perceives that the current situation has the potential of causing or developing into a situation that may cause damage to the aircraft or injury to person(s).

b. Precautionary landings are declared when the individual 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 aviators 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 ensure you let ATC know.

**Table C-1. Emergency agency action and responsibilities**

Agency	Condition	Action
Crewmember	Emergency  Precautionary	To the extent that collateral and/or visible damage to the aircraft(s) has occurred, all crewmembers involved in the mishap are to recover onboard the MEDEVAC aircraft or ambulance at the scene. Continued flight is not authorized until the appropriate authority releases aircraft.  Recognize the condition or situation under which further flight is no longer advisable (i.e. deteriorating weather, questionable reliability of the aircraft, chip-light, etc. Flight may continue as authorized by the commander.
ATC	Emergency  Precautionary	Acknowledge the emergency, get appropriate information, activate the crash alarm system, and dispatch appropriate emergency vehicles.  Acknowledge the precautionary, get appropriate information, and request the aircraft call "down and safe" or "landing assured, no damage, no injury". Activate the crash alarm system with "All stations (airfield name) has a precautionary in progress". Once the aircraft is down and safe, ATC will terminate the precautionary. If the aircraft cannot be confirmed down and safe, ATC will dispatch all emergency vehicles.
Crash, rescue, EMS, Lifesaver and <sup>1</sup> MEDDAC	Emergency  Precautionary	Acknowledge the emergency, get appropriate information and dispatch appropriate emergency vehicles. Be prepared to receive injury victims.  Acknowledge the precautionary, get appropriate information, and place appropriate emergency response personnel in a high state of readiness.

Legend:

ATC – Air Traffic Control  
 EMS – Emergency Medical Service  
 MEDDAC – Medical Department Activity  
 MEDEVAC – Medical Evacuation

<sup>1</sup>Note: As seen in the above textual descriptions, the major difference in response between an emergency or a precautionary is dispatching all appropriate vehicles verses placing the appropriate personnel in a high state of readiness.

## **Appendix D**

### **Fort Hood Aviation Pre-Accident and Crash Rescue Plan**

**D-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 describe 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-1-1 Evaluation** The Directorate of Aviation Operations (DAO) Installation Aviation Safety Manager (IASM) periodically evaluates this plan during actual or simulated emergencies. During simulated emergency evaluations only primary stations will respond.

**D-1-2 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.
- Any civilian or military air traffic control facility. These agencies will immediately contact the RGAAF control tower, or base operations to activate the primary crash alarm.

**D-1-3 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-1-4 Security** Aircraft Wreckage may contain hazardous materials or ammunition on board that 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 Office or the DAO/Installation Safety Office.
- Do not move or disturb wreckage except to facilitate the removal of

injured personnel or wreckage to alleviate another emergency.

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

**D-1-5 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.**

**General.** Units listed in this plan will ensure that personnel are familiar with their responsibilities and 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 station telephone.
- The primary crash alarm system consists of stations or units involved in life saving and minimizing injury or property damage.
- The appropriate airfield control tower will activate the primary crash alarm system 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 one of the agencies 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.
- Personnel making notification will be instructed to:
  - a. Keep others away for their own safety due to pyrotechnic and composite material hazards
  - b. Render first aid, if possible
  - c. Secure and control the accident site to the best of your ability
  - d. Advise them help is on the way
  - e. Do not answer 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 data.
- Contact III Installation Operations Center and activate the Secondary Crash Alarm System and notify the DAO and/or Installation Aviation Safety Officer Aircraft control tower will:
- Notify 3<sup>rd</sup> Weather Squadron on duty personnel.

**RGAAF or HAAF Tower will:**

- Initiate the primary crash alarm system for any aircraft emergency or accident and relay information to primary stations.
- Alert traffic to the emergency and grant traffic priority to rescue aircraft and/or vehicles.
- Ensure the runway or airfield is closed, as appropriate, until the emergency terminates, the aircraft is removed, and foreign object damage check is complete.
- Notify Army radar 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 appropriate agency that MEDEVAC and/or LIFEFLIGHT is needed to respond
- Advise airfield flight 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 agency that MEDEVAC/LIFEFLIGHT is needed to respond.
- 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 airfield control tower or flight following 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.

**The Provost Marshal will:**

- Notify appropriate agency that MEDEVAC/LIFEFLIGHT is needed to respond.
- Provide crowd control assistance upon request.
- Dispatch a radio-equipped vehicle to any aircraft accident site with adequate personnel to provide security until the 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 units that 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:

- DAO/Installation Aviation Safety Manager and III Corps Aviation Safety Manager.
- The owning unit Commander.
- Garrison Commander
- III Corps Command Group.
- III Corps Adjutant General Casualty Branch.
- III Corps Public Affairs Office.
- TASC Photographer
- The III Corps Air Force Air Liaison Office in the event that the mishap involves a U.S. Air Force aircraft.
- The Killeen Municipal Terminal Operations center at **501-8750** (If the
- Accident is on RGAAF)
- Contact Installation Industrial Hygiene for a site survey.

**The owning unit Commander or Aviation Safety Officer will:**

- Provide the Installation Aviation Safety Manager or the III Corps Aviation Safety Manager with information from the Worksheet for Phone Notification of Aviation Accident/Incident (DAFORM 7305-R) immediately. All information is desired, but will not delay notification).
- Assume command of the accident site after the fire chief and Installation/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 Installation or III Corps 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 units.
- 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/Installation Safety Manager** 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 feet 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 Liaison Office will notify the appropriate individuals in the event that the mishap involves a U.S. Air Force aircraft, and be the

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 transcription to the accident investigation board president (if requested).
- Request a TFR 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 local observation for HAAF and RGAAF and radar observation at RGAAF.
- Provide a written summary of weather conditions for the time spanning one-hour prior until one hour after the accident, to the III Corps or DAO/INSTALLATION Aviation Safety Office.
- 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 densimeters, conventional survey equipment, and heavy cranes or required recovery equipment.

**The Fort Hood Industrial Hygiene section will:**

- Respond to accidents that involve 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 clean up 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. Medevac Launch Authority is a DES function.**

## **Glossary**

### **Section I. Abbreviations**

#### **ACS&R**

Aircraft Crash, Search, and Rescue

#### **AFSS**

Automated Flight Service Station

#### **AGL**

Above Ground Level

#### **AHRS**

Altitude Heading Reference System

#### **AIM**

Airmen Information Manual

#### **AIS**

Automated Information System

#### **ALSE**

Aviation Life Support Equipment

#### **AMCOM**

Aviation and Missile Command

#### **APART**

Annual Proficiency and Readiness Test

#### **AR**

Army Regulation

#### **ARAC**

Army Radar Approach Control

#### **ARIMS**

Army Records Information Management System

#### **ARMS**

Aviation Resource Management Survey

#### **ARNG**

Army National Guard

**ASO**

Aviation Safety Officer

**AT**

Annual Training

**AT&A**

Air Traffic and Airspace

**ATC**

Air Traffic Control

**ATIS**

Automated Terminal Information Service

**ATM**

Aircrew Training Manual

**ATTN**

Attention

**AWDS**

Automated Weather Dissemination System

**AWOS**

Automated Weather Observation System

**BLORA**

Belton Lake Outdoor Recreation Area

**BG**

Brigadier general

**CARS**

Corridor Airspace Route Structure

**CCMU**

Clabber Creek Multiuse Range Complex

**CFR**

Code of Federal Regulations

**CHUM**

Chart Update Manual

**CMPRC**  
Crittenburger Multi-purpose Range Complex

**COA**  
Certificate of Waiver or Authorization

**IOC**  
Installation Operations Center

**CRD**  
Community Recreation Division

**CCW**  
Counter Clockwise

**CW**  
Clockwise

**DA**  
Department of the Army

**DAO**  
Directorate of Aviation Operations

**DACH**  
Darnall Army Community Hospital

**DARR**  
Department of the Army Regional Representative

**DCA**  
Directorate of Community Activities

**DD**  
Department of Defense

**DOD**  
Department of Defense

**DOL**  
Directorate of Logistics

**DMWR**  
Directorate of Morale, Welfare, and Recreation

**DPTMS**

Directorate of Plans, Training, Mobilization, and Security

**DRA**

Directorate of Reserve Affairs

**DZ**

Drop Zone

**EGI**

Embedded GPS Inertial

**EMS**

Emergency Medical Service

**ETD**

Estimated Time of Departure

**EVAC**

Evacuation

**FAA**

Federal Aviation Administration

**FAAO**

Federal Aviation Administration Order

**FAR**

Federal Aviation Regulations

**FARRP-E**

Forward Area Refuel, Re-Arm Point – East

**FARRP-W**

Forward Area Refuel, Re-Arm 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

**FORSCOM**  
United States Army Forces Command

**Fq**  
Frequency

**FS**  
Flight Simulator

**FWS**  
Flight Weapons Simulator

**GA**  
Georgia

**GP**  
General Planning

**GPS**  
Global Positioning System

**GRK**  
Three letter FAA identifier for Robert Gray AAF

**GSP**  
Gunnery Standardization Program

**HAAF**  
Hood Army Airfield

**HIRTA**  
High Intensity Radio Transmission Area

**HLR**  
Three letter FAA identifier for Hood AAF

**HQ**  
Headquarters

**IATF**

Individual Aircrew Training Folder

**IAW**

In Accordance With

**ICAO**

International Civil Aviation Organization

**IE**

Instrument Examiner

**IFR**

Instrument Flight Rules

**ILAN**

Installation Local Area Network

**ILE**

Three letter FAA identifier for Skylark Field, Killeen, Texas

**IMC**

Instrument Meteorological Conditions

**INS**

Inertial Navigation System

**IP**

Instructor Pilot

**JOGAIR**

Joint Operations Graphic (Air)

**KIAS**

Knots Indicated Airspeed

**KGRK**

ICAO identifier for Robert Gray Army Airfield

**KHLR**

ICAO identifier for Hood Army Airfield

**LG**

Land Group

**L-NOTAM**

Local Notice to Airmen

**LOA**

Letters of Agreement

**LS-50**

Landing Strip 50

**LTA**

Local Training Area

**LZ**

Landing Zone

**MAIS**

Military Aviation Information System

**MATES**

Mobilization and Training Equipment Site

**ME**

Maintenance Evaluator

**MEDEVAC**

Medical Evacuation

**MGRS**

Military Grid Reference System

**MHz**

Megahertz

**MOA**

Military Operations Area

**MOC**

Maintenance Operational Checks

**MOUT**

Military Operations on Urbanized Terrain

**MP**

Maintenance Pilot

**MSC**

Major Subordinate Command

**MSL**

Mean Sea Level

**MTF**

Maintenance Test Flight

**NDB**

Non-Directional Radio Beacon

**NFH**

North Fort Hood

**NFH-2**

North Fort Hood Helipad #2

**NM**

Nautical Mile

**NOTAM**

Notice to Airmen

**NVG**

Night Vision Goggle

**OPS**

Operations

**OPLANS**

Operations Plans

**OSA**

Operational Support Airlift

**OTC**

Operational Test Command

**PAO**

Public Affairs Office

**PAR**

Precision Approach Radar

**PC**

Pilot-in-Command

**PL**

Precautionary Landing

**POI**

Program of Instruction

**PPR**

Prior Permission Required

**RFMSS**

Range Facility Management Support System

**RGAAF**

Robert Gray Army Airfield

**ROA**

Remotely Operated Aircraft (a generic term for any UAS, RPV, etc)

**RON**

Remain Over Night

**ROZ**

Restricted Operation Zone

**RPM**

Revolutions per Minute

**SAR**

Search and Rescue

**SGS**

Secretary of the General Staff

**SI**

Standardization Instructor

**SOA**

Special Operations Aircraft

**SOP**  
Standing Operating Procedure

**SP**  
Standardization Pilot

**SVFR**  
Special Visual Flight Rules

**TA**  
Training Area

**TACSOP**  
Tactical Standing Operating Procedure

**TDY**  
Temporary Duty

**TERPS**  
Terminal Instrument Procedures

**TOC**  
Tactical Operations Center

**T-UAS**  
Tactical Unmanned Aerial Systems

**T-UAV**  
Tactical Unmanned Aerial Vehicle

**TWY**  
Taxiway

**TX**  
Texas

**UAS**  
Unmanned Aerial Systems

**UAV**  
Unmanned Aerial Vehicle

**UFC**  
Unified Facilities Criteria

**UHF**

Ultra High Frequency

**UNICOM**

Universal Communication

**US**

United States

**USA**

United States Army

**USAF**

United States Air Force

**USAR**

United States Army Reserve

**UT**

Unit Trainer

**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/FCR**

with/Fire Control Radar

**WTA**

Western Training Area

**1CD**

1st Cavalry Division

**4ID**

4th Infantry Division

**21st Cav Bde (AC)**

21st Cavalry Brigade (Air Combat)

**49th AD**

49<sup>th</sup> Artillery Division

**Section II. Terms**

This section not used.