

Aviation
AIR TRAFFIC AND AIRSPACE OPERATIONS GOVERNING
FORT HOOD'S SPECIAL USE AIRSPACE

HISTORY. This regulation supersedes Fort Hood Regulation 95-50, 30 November 1990 and change 1, 15 April 1991.

SUMMARY. This regulation establishes policies and procedures governing the control, scheduling, and use of Fort Hood's Special Use Airspace (SUA).

APPLICABILITY. This regulation applies to United States Army (Active/Reserve, National Guard) and all non-Army units requesting use of Restricted Area (R-6302) and Fort Hood Military Operations Area (MOA) airspace. This regulation applies to defense contractors with a memorandum of agreement on file in the Fort Hood Air Traffic and Airspace Office (AT&A).

SUPPLEMENTATION. Supplementation of this regulation is prohibited without prior approval of the Installation Aviation Office (IAO), ATTN: AFZF-AV-AM.

INTERIM CHANGES. Changes to this regulation are not official unless authenticated by the Directorate of Information Management (DOIM). Changes are issued when regulation or policy changes dictate. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

SUGGESTED IMPROVEMENTS. The proponent of this regulation is the IAO. Users may send comments and suggested improvements to Commander, III Corps and Fort Hood, ATTN: AFZF-AV-AM, Fort Hood, TX 76544-5056.

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Chapter 1 Overview

1-1. Purpose. This regulation establishes policies and procedures governing the control, scheduling, and use of Fort Hood's SUA.

1-2. References.

a. Publications.

(1) AR 95-1 (Army Aviation: Flight Regulations).

(2) AR 95-2 (Air Traffic Control, Airspace, Airfields, Flight Activities and Navigation Aids).

(3) III Corps & FH Reg 95-1 (Fort Hood Local Flying Rules).

(4) III Corps & FH Reg 350-11 (Conduct of Air Force Supported Operations).

(5) FAA Handbook 7110.65.

(6) Federal Aviation Regulation (FAR).

(7) FLIP AP/1A (Special Use Airspace North and South America)

b. Forms.

(1) DD Form 175 (Military Flight Plan).

(2) DD Form 1972 (Joint Tactical Air Strike Request).

1-3. Abbreviations and terms. Abbreviations and special terms used in this regulation are explained in the glossary.

Chapter 2 General

2-1. Using/Controlling Agencies.

a. SUA/R-6302 A-D is available to Fort Hood for, but not limited to, live fire of artillery (direct/indirect), mortar, small arms, ground-to-air missiles, air-to-ground rockets, close air support, bombing, lasing, remotely piloted vehicles/unmanned aerial vehicles (RPVs/UAVs), UAV operations, research, and development testing on new weapons systems. Restricted area altitudes are described below, and lateral boundaries are shown in figure 2-1.

b. R-6302A extends from the surface to 30,000 feet above mean sea level (MSL) continuous, this

area can be extended to 45,000 feet MSL with special waiver authorization

c. Joint use letter of procedure (LOP) for use of SUA/R-6302 A-D establishes the Commander III Corps and Fort Hood as the using agency for activities impacting the National Airspace System (NAS) and Houston Air Route Traffic Control Center (ARTCC), Federal Aviation Administration (FAA), as the controlling agency. In accordance with (IAW) AR 95-2, the III Corps Commander delegates the Air Traffic and Airspace Officer as airspace management control officer and as the primary point of contact (POC) for all Fort Hood Special Military Operations as they pertain to the NAS.

2-2. Shared Users of SUA.

a. When the restricted areas are not in use for the purpose for which designated, they are released IAW joint use letter of agreement (LOA) to the FAA. Such release may be in their entirety or in specified blocks of altitude/flight levels within the restricted area. Upon release of this airspace, it then becomes free airspace for the conduct of routine aviation activities. Regaining of this airspace requires 30 minutes prior to use notification to the controlling agency from the using agency liaison station during published times. Other than published times, request shall be made at least 2 hours prior.

b. In order to preclude unnecessary suspension of training being conducted in the restricted areas, cease fire to accommodate instrument flight rules (IFR) arrivals, departures, over flights, and weather related reroutes shall be conducted on an unusual or emergency basis only. When such conditions exist, air traffic facilities shall forward all requests for cease fire to G3 Range Control, who shall take action to initiate an immediate cease fire. No release of the restricted areas to the controlling agency is necessary to accommodate aircraft departing or arriving at Robert Gray Army Airfield (RGAAF) using standard arrival and departure routes. These departing and arriving aircraft operate IAW local Robert Gray Army Radar Approach Control (RGARAC) and Hood Radio (HR) procedures.

c. IAW AR 95-2, Army using agencies will permit shared use of SUA by other Department of Defense (DOD) agencies or other NAS users when such use is in keeping with the purpose for which the SUA was designated and when it will not detract from the using agency's (Fort Hood) ability to accomplish its mission. An LOA shall be developed between the using agency and the shared user as to how this is accomplished.

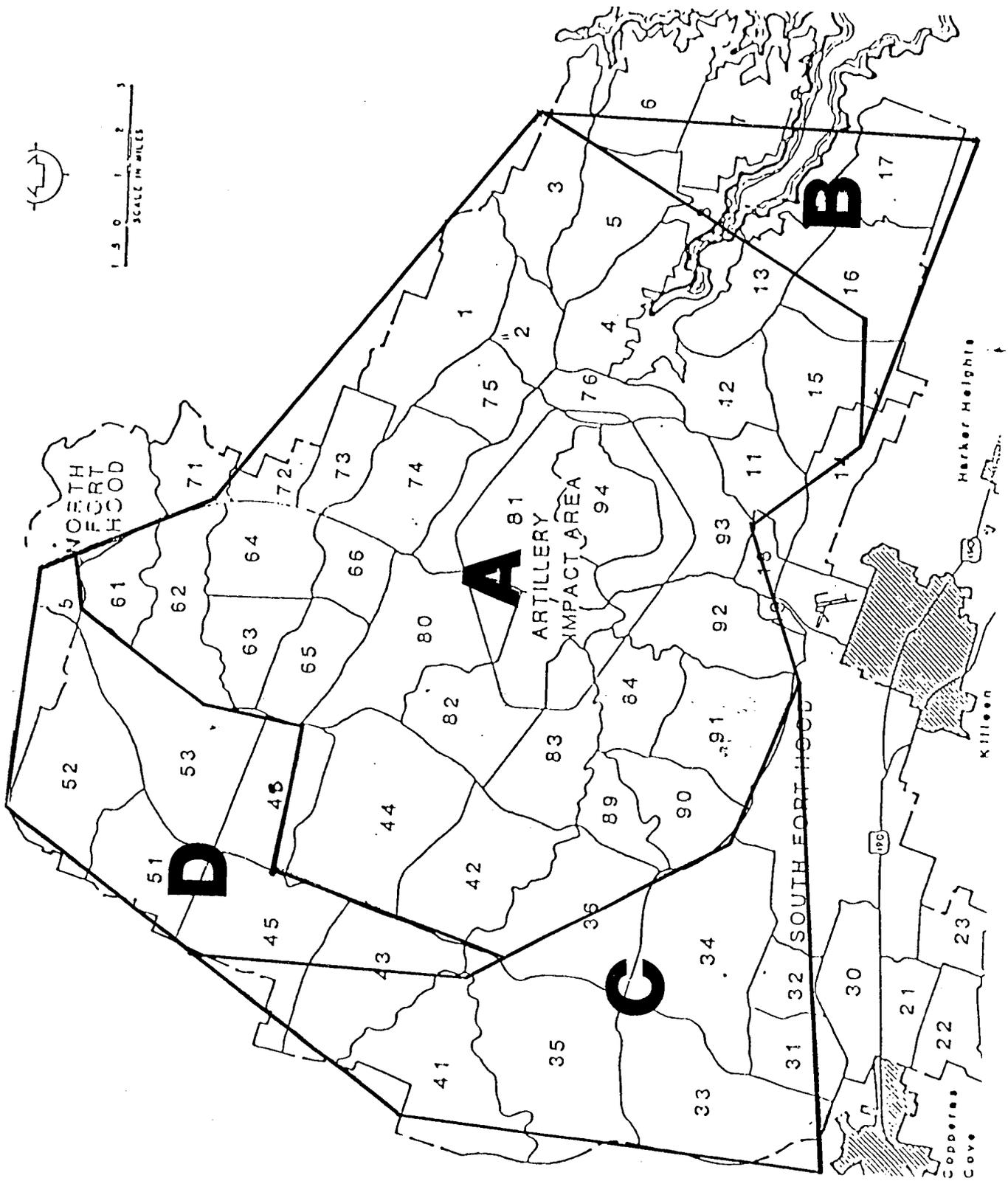


Figure 2-1. Special Use Airspace

2-3 Flight Following. Flight following is collocated with RGARAC. Military aircraft assigned or stationed at Fort Hood, defense contractor, and transient units requiring airspace support training, IAW III Corps & FH Reg 95-1, shall flight follow with HR or RGARAC, as appropriate, except when going tower-to-tower.

2-4. Sole Use Airspace.

a. Airspace 200 feet above ground level (AGL) and below in the Western Training Area (WTA) require scheduling. Once scheduled by training area number, this airspace is designated as sole use for the scheduled unit.

b. All altitudes 0-30,000 feet MSL require scheduling before flying in on-post training areas, excluding the Corps Air Route Structure (CARS).

c. Sole use airspace requirements will be blocked/locked in with G3 Range Scheduling Branch 120 days prior to date of desired use during airspace scheduling conference. When Direct Support Air Traffic Control (DSATC) facilities are used and sole use is requested, aircraft shall contact the facility when transiting the area.

d. The DSATC unit is responsible for publishing the Aviators Procedure Guide (APG) and making distribution to on-post aviation units, including Hood Army Airfield (HAAF) operations, RGAAF operations, and AT&A. HAAF and RGAAF flight operations are responsible for issuing the APG to transient and off-post aviators using R-6302. During field exercises the DSATC facility shall be prepared to conduct flight following throughout the specific area and coordinate routes, approaches, and other services for the supported unit.

e. DSATC shall advise the unit on availability of tactical facilities and provide the supported unit with tactical IFR network within the appropriate airspace as approved by Chief Fort Hood ATC. Letter of procedure/agreement shall be in affect with Fixed Base ATC.

2-5. Scheduling Requirements.

a. Unit representatives requesting to use Fort Hood airspace or its off-post tactical training area airspace shall attend the monthly range scheduling conference held in the G3 Range Control conference room, building 56000, the last Tuesday of each month.

2-6. Off-Post Army Airspace User Notification Requirements. Units or their representatives requesting to use Fort Hood airspace shall attend the airspace scheduling conference and forward training resource requests to G3 Air, ATTN: AFZF-GT-PAV, for coordination with the Corps S3 scheduling branch, ATTN: AFZF-HC-S3, for final mission scheduling. Should a training resource altitude or type of mission concept not be available in the Range Utilization Scheduling System (RUSS), then special coordination with the AT&A office, ATTN: AFZF-AV-AM, and G3 Range Division Scheduling, ATTN: AFZF-GT-RG is required.

2-7. Off-Post Jet User Notification Requirements. Units shall submit request to the III Corps Air Force Liaison Office, ATTN: AFZF-DPT-ALO, for processing and scheduling.

2-8. Auxiliary Landing Strips. Off-Post units desiring to use Fort Hood auxiliary landing strips, Longhorn or Shorthorn, shall submit requests to Directorate of Reserve Component Support, ATTN: AFZF-RC, for coordination and scheduling.

2-9. On-Post Air Force Support Missions. On-post division, battalion, or unit requests for other service support missions, i.e., close air support (CAS), joint air attack team (JAAT), shall submit request through G3 Air, ATTN: AFZF-GT-PAV, to AFZF-DPT-ALO. Requests shall be prepared and submitted on DD Form 1972 (Joint Tactical Air Strike Request) by the unit requiring support.

2-10. Tactical Airlift Support. Fort Hood units requesting Low Altitude Parachute Extraction System (LAPES) or Container Delivery System (CDS) support shall coordinate with AFZF-GT-PAV, AFZF-DPT-ALO, and AFZF-HC-S3 for necessary landing strips or drop zones. Should a training resource altitude or type of mission concept not be available in the RUSS, then special coordination with the AT&A office ATTN: AFZF-AV-AM and G3 Range Division Scheduling ATTN: AFZF-GT-RG is required.

2-11. Airlift Coordination. Multiship airlift operations require coordination between ATC, United States Air Force (USAF) Air Liaison Officer (ALO), Range Control, G3 Air, airfields, G3 Aviation, Fort Hood AT&A, and III Corps G3 Scheduling Branch.

2-12. Notice to Airmen-Local (NOTAM-L).

a. A NOTAM-L is a notice containing information (not known sufficiently in advance) concerning the establishment, condition, or change in any component/activity, facility, service, or procedure of, or hazard in, the SUA whose timely knowledge is essential to safety of flight.

b. Activities requiring NOTAM-L, i.e., parachute drops, night sling load operations, container drop systems, Miniature Remote Control Aerial Target (MRCAT) Operations, RPV/UAV Operations, Chaparral/Stinger, Redeye, and Avenger live fire shall have information submitted in writing to reach the Fort Hood AT&A office (AFZF-AV-AM) not later than (NLT) 7 working days before the effective date, but not more than 30 days. This will ensure complete NOTAM-L circulation. Failure to meet the 7 working day notification may result in mission cessation. Safety of flight shall NOT be jeopardized because of poor planning.

c. Retirement, activation, deactivation, and change of command ceremonies require information IAW paragraph 2-12d below to reach the Fort Hood AT&A office (AFZF-AV-AM) NLT 7 working days before the event, but not more than 30 days. NOTAM-L shall be issued to all aviation units in an attempt to prevent overflight of said ceremonies.

NOTE: Ceremonies involving Sadowski Field and Helipad 1, NOTAM-L requests will be through III Corps G3 ceremonies, to AT&A.

d. The following information shall be provided: requesting agency, POC with phone number, starting date and time, termination date and time, area required and altitude required for event, and type of event requiring restriction.

Example

Requesting Agency	6 CAV
POC	SFC Jones
Starting date and time (Local)	081300July
Termination date and time (Local)	091800July
Area required and altitude	TA7 Within 1KM of PK3948 surface to 500 feet AGL
Type of event requiring restriction	Off-range demolition

e. Airfield flight operations and unit flight operations shall post NOTAM-L in a conspicuous location in their flight planning room. AT&A office

disseminates NOTAM-L to installation ATC Chief and RGAAF and HAAF flight operations. Airfield flight operations shall disseminate NOTAM-L to respective units assigned to each airfield.

NOTE: Should a NOTAM-L pertain to a permanent flight restriction, i.e., no fly area or obstruction to flight, airfield base operations and unit flight operations shall post this information on the III Corps and Fort Hood CARS maps. Aviators, in turn, shall post the same information on their individual III Corps CARS maps.

2-13. Radar Outages. During periods when RGARAC's radar, or Fort Worth's ARTCC's radar is out of service, the using agency shall release that airspace contained within the boundaries of the Hood MOA to the controlling agency. During these periods of radar outages, MOA operations shall cease, and only those operations that can be contained within the boundaries of R-6302 shall continue to be conducted.

Chapter 3
Responsibilities

3-1. Special Use Airspace/Using Units Responsibilities.

a. Commander III Corps and Fort Hood is designated by the FAA the using agency for R-6302 A-D and the Fort Hood MOA. The controlling agency is the FAA ARTCC located in Houston, Texas.

b. The Fort Hood AT&A officer is the individual responsible for supervision and enforcement of applicable FAA and ARs governing use of the airspace and conduct of activities within the purview of AR 95-2. The Fort Hood AT&A office shall consolidate reports/data received from using units/agencies for the preparation of the annual utilization report to justify the retention of the SUA (AR 95-2).

c. IAW AR 95-2, the III Corp Commander delegates AT&A management authority to the AT&A officer for command representation on matters pertaining to Fort Hood SUA within the NAS System Network. IAW LOP, the liaison station between Fort Hood and Houston ARTCC for activation and release of the restricted areas is G3 Range Control Operations.

d. Directors, commanders, activity chiefs, and project officers scheduling and using Fort Hood SUA R-6302 A, B, C, and D will enforce this regulation. When units are engaged in training exercises or maneuvers (scheduling responsibility lies with the unit commander).

e. Unit Safety Officers (Test Aircraft and UAVs) and Range Safety Officers (Artillery and Mortar) are the individuals responsible to the unit commander for preparation, supervision, and enforcement of standing operating procedures and rules and regulations pertaining to the safe conduct of operations within their respective area of interest.

3-2. Hood Radio (HR).

a. HR provides point-to-point visual flight rules (VFR) flight following of all Fort Hood aircraft operating within RGARAC's area (see figure 3-1) and the off-post WTA (figure 3-2) with minimum reporting block times of 30 minutes.

b. HR also provides safety watch and coordination for aircraft operating within R-6302 and the MOA (figure 3-3) after clearance is obtained to enter the SUA. This may be accomplished through the Air Support Operations Center/Forward Air Controller (ASOC/FAC) for aircraft not able to maintain direct communications with HR. HR shall provide updated range information to pilots. Pilots shall obtain basic information from their flight plan filing agency prior to takeoff by calling 287-7827.

c. HR issues advisories on correct altitudes for aircraft scheduled within R-6302 and shall advise aircraft to alter assignments in case of conflict.

d. Penetration through scheduled altitudes will be at the pilot's discretion, but the pilot shall inform HR before deviation and have radio contact (air-to-air frequencies) with using agency. HR provides entry approval for all aircraft into R-6302 and coordinates with Range Control for entry into the live-fire/impact area. HR advises aircraft to proceed according to III Corps & FH Reg 95-1 in the case of emergency inadvertent meteorological conditions (IMC).

e. HR shall be responsive to III Corps IAO in matters pertaining to day-to-day operating procedures as covered by III Corps & FH Reg 95-1, this regulation, and LOAs affecting III Corps and Fort Hood.

f. HR shall monitor aircraft activities to determine if aviators are aware of Fort Hood procedures and report noncompliance to the Installation Aviation Office AT&A Officer.

g. HR shall read meteorological watches separately from range information upon receipt and at 15 and 45 minutes past the hour as long as valid.

h. HR shall contact RGARAC to activate the MOA (or aircrews will make prior coordination with RGARAC to activate the MOA) when jet aircraft are basing out of RGAAF. HR shall transmit recorded current range information on Hood nondirectional beacon (NDB) (frequency 347 KHz) continuously.

3-3. RGAAF Approach Control. RGAAF approach control responsibilities include clearing aircraft into the Hood MOA and requesting from HR airspace within R-6302 for specific IFR/VFR arrivals and departures.

3-4. Pilot/Units.

a. Pilots operating within the Hood MOA and R-6302 have ultimate responsibility to provide clearance from other aircraft, active firing points, and the impact area. Units shall request airspace within R-6302 for their intended operations IAW this regulation. Pilots are subject to investigation for entry into SUA without permission IAW Federal Aviation Regulation (FAR) Part 73.

b. Pilot/units shall comply with airspace regulations published in this regulation, III Corps & FH Reg 95-1, AR 95-1, AR 95-2, and other applicable Federal regulations.

3-5. Range Control.

a. Range Control by joint use LOP is designated the liaison station for relay of information concerning the release of the restricted areas between the controlling agency, Houston ARTCC, and the using agency (Fort Hood). Liaison shall be accomplished by G3 Range Control operations facility with the military operations specialist (MOS) at Houston ARTCC. All times of use passed to the MOS shall be given in "ZULU" time, IAW FAA Handbook 7110.65.

b. For R-6302 A, Range Control contacts MOS 30 minutes prior to fire point/range going "HOT" and activate R-6302A airspace to actual use altitude.

c. For R-6302 B, Range Control contacts MOS 30 minutes prior to use during published times (1800-0600 local time), other than published times requires 2-hour advance notice for NOTAM publication. Notice for R-6302 B, above 11,000 feet shall be made to the MOS 48 hours in advance.

d. For R-6302 C, Range Control contacts MOS 30 minutes prior to use during published times (0700-1900 local), other than published times requires 2-hours advance notice for NOTAM publication.

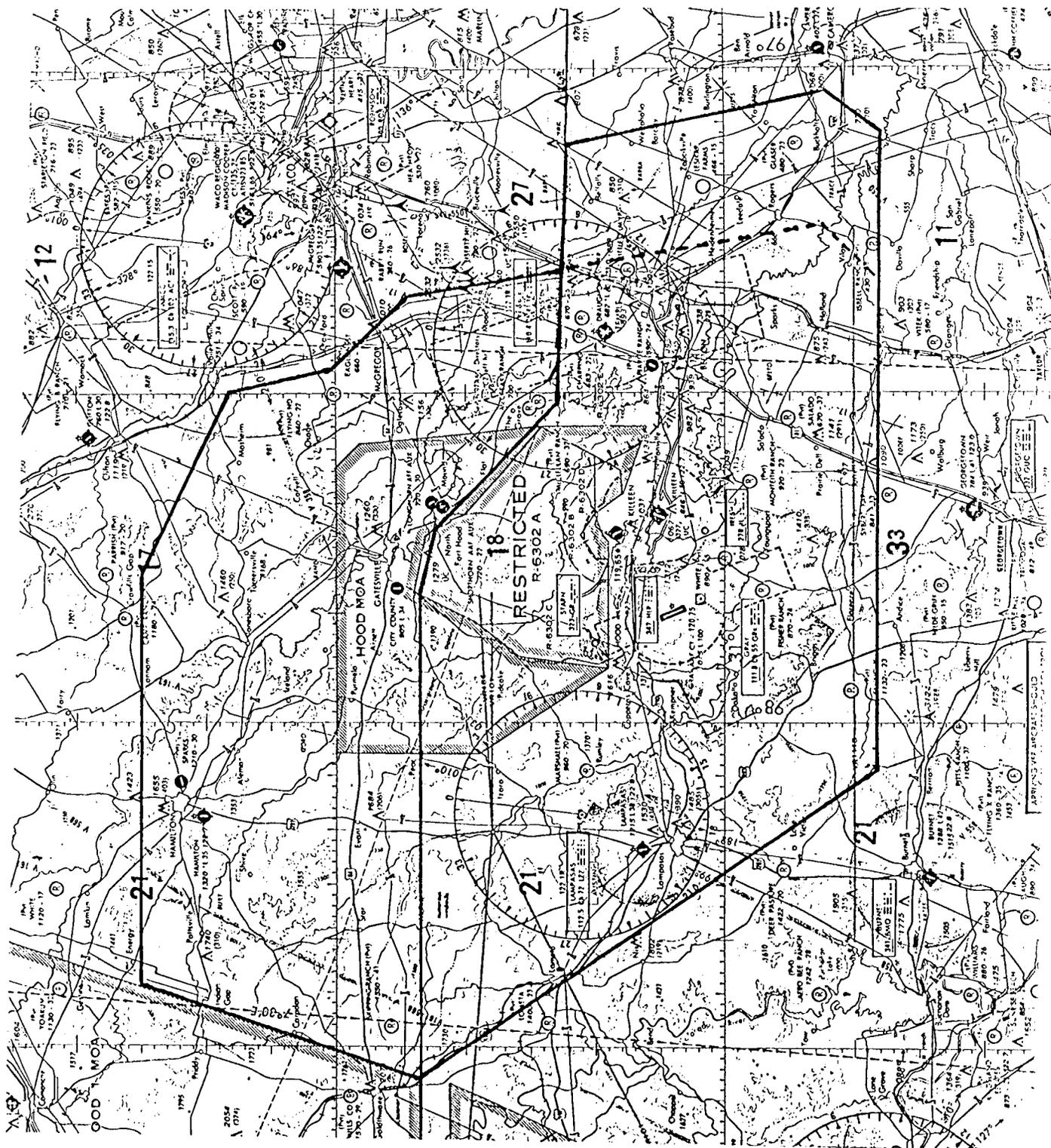


Figure 3-1. RGARAC Area of Responsibility

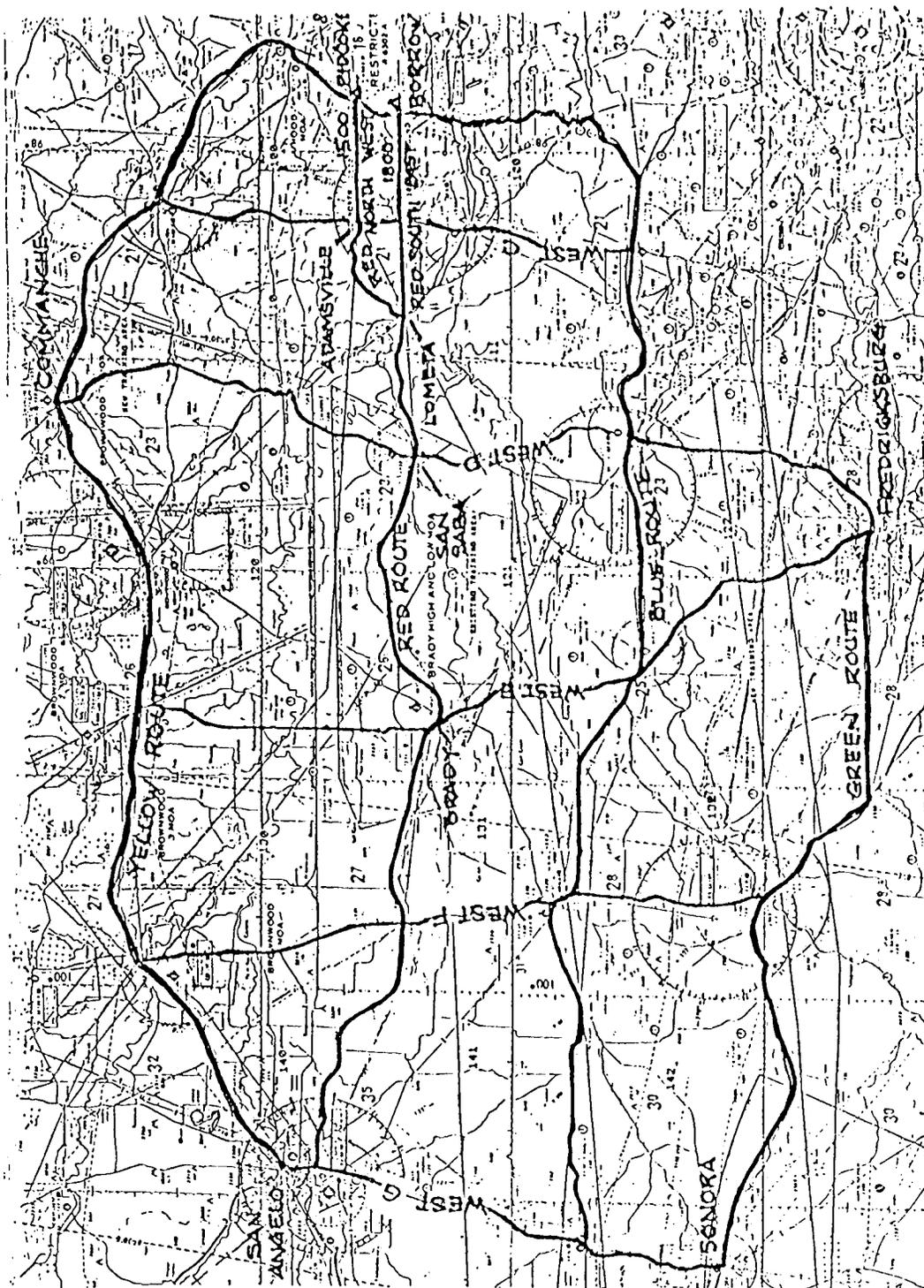


Figure 3-2. Off-Post Western Training Area

e. For R-6302 D, Range Control contacts MOS 30 minutes prior to use during published times (0700-1900), other than published times requires 2-hours advance notice for NOTAM publication.

f. For R6302 E, a vertical subdivision, over R6302 A-D, occurring at 30,000 feet AMSL up to 45,000 feet AMSL. Established for live fire of heat seeking air defense missile systems. Time of use 0800-2400 local, other times by NOTAM 48 hours in advance. G3 Range Division shall notify Houston Center Mission Coordinator via telephone 48 hours prior to launch of missiles if time is other than published time of use for NOTAM publication. Range Control shall for all heat seeker live fires contact the Houston Center Mission Coordinator via telephone 24 hours in advance and again 2 hours in advance of scheduled launch times.

NOTE: III Corps AT&A and airspace officer shall, upon receipt of request for heat seeker live fire from unit 7 days prior to launch, notify Houston Center Airspace and procedures office of scheduled launch times, for initial coordination.

g. Range Control shall always confirm receipt of status change to "HOT" with Houston Center. Range Control shall pass this "HOT" status activation to HR and obtain initials from receiver.

NOTE: This is not a request for scheduling R-6302 with Houston ARTCC, but a notification that R-6302 is going "HOT" at a specified time, and that HR is taking procedural control of the area.

h. Houston ARTCC shall be responsible for issuing the appropriate NOTAMs. The Houston ARTCC MOS shall coordinate the use of airspace with Fort Worth ARTCC MOS.

i. Range Control temporarily turns back portions of R-6302 to RGARAC to use for VFR/IFR arrivals or departures if such areas will not be required for hazardous operations for an anticipated time period IAW LOA.

j. Range Control, IAW LOP, shall take action to initiate an immediate cease fire to accommodate unusual or emergency situations, i.e., weather related reroutes, IFR arrivals/departures, and overflights. Range Control contacts Houston ARTCC Mission Controller and gives "COLD" status notification of airspace when such airspace is not required for hazardous operations for an anticipated time period and passes this "COLD" status to HR and obtains initials for receiver.

k. Range Control maintains R-6302 utilization data IAW AR 95-2 and passes it each month to the IAO, AT&A branch for processing.

3-6. Army Air Traffic Control (ATC). Army Air Traffic Control (ATC) facilities are responsible for providing ATC services within and adjacent to R-6302 and Hood MOA.

Chapter 4 User Procedures for Jet Aircraft

4-1. Required Procedures.

a. No person may operate an aircraft within a restricted area between the designated altitudes and during the time of designation unless they have the advance permission of the using agency described in FAR Part 73.15 or controlling agency described in FAR Part 73.17. This permission is granted through proper airspace scheduling.

b. The installation AT&A officer is the III Corps and Fort Hood command POC for airspace approval for R-6302 and the Fort Hood MOA. III Corps ALO is the scheduling POC for jet aircraft into R-6302 and the Fort Hood MOA.

c. Only those areas of R-6302 shall be scheduled that will be needed for each air operation. When R-6302 is scheduled for air operations involving aircraft other than jet fighter/bomber type aircraft, the MOA shall be scheduled only if needed for mission requirements or due to aircraft capabilities.

d. Jet aircraft or FAC aircraft shall call HR before aircraft enter R-6302. The jet aircraft or FAC will maintain contact with HR at all times while aircraft are working R-6302 and coordinate through HR, ASOC/FAC, and Range Control to work in live-fire/impact areas.

e. Units, ASOCs, or FACs providing internal flight following shall maintain current flight advisories and reliable contact with HR.

NOTE: In case of communications failure between the aircraft, ASOC, or the FACs and HR, aircraft shall depart R-6302 immediately. Aircraft shall not reenter R-6302 until communications with each party is reestablished.

f. Arriving jet aircraft or their FAC that have been scheduled for air operations within the Fort Hood SUA shall contact RGARAC on ultra high frequency (UHF) for clearance into the Hood MOA. Flights conducted within the R-6302 and the MOA must be under VFR entry on DD Form 175 (Military Flight Plan) and done only when weather is visual meteorological condition (VMC) as reported at RGAAF.

Table 4-1. Entry and exit points

POINT	COORDINATES	DESCRIPTION	FIX
Evant	PK810837	Road Intersection	350 degree Radial LZZ VOR 312 degree Bearing Starn NDB
Oglesby	PK415760	Ammo Holding Area	205 degree Radial ACT VOR 050 degree Bearing Starn NDB
Water	PK412443	Water Plant	90 degree Radial LZZ VOR 94 degree Bearing Starn NDB
Gray	PK120370	Army Airfield	106 degree Radial LZZ VOR 150 degree Bearing Starn NDB

g. Jet aircraft shall not be handled IFR in SUA unless an emergency is declared and the aircraft can be provided an IFR clearance.

NOTE: Entry into the Hood MOA does not constitute entry into R-6302.

h. Entry/exit into/out of the Hood MOA by jet aircraft shall be done at points shown in table 4-1.

4-2. Altitudes. Standard entry altitude for initial points (IPs) is 9,000 feet MSL. Exit altitude for IPs is 10,000 feet MSL, other altitudes or IPs with the approval of RGARAC can be used.

4-3. Clearance. Jet aircraft after receiving clearance to enter the Hood MOA shall contact HR for clearance into R-6302. The controlling ASOC/FAC can obtain this clearance for aircraft.

4-4. Mission Termination. At least 5 minutes before scheduled mission termination those aircraft needing an IFR clearance activation shall contact RGARAC to put the clearance activation on request.

4-5. Emergency IFR Jettison Area. Emergency IFR jettison area is established at Smith Mountain Range impact area. Contact RGARAC for entry.

4-6. Air Operations.

a. Air operations in the Hood MOA or R-6302 shall terminate on or before their scheduled departure time. Requests for time extensions for the MOA must be made through and approved by RGARAC NLT 30 minutes before entry.

b. Request for time extension in R-6302 A, C, and D requires 30 minutes advance notice to Range Control for coordination with the MOS Houston Center during published times, other than published times 2-hours advance notice.

c. Request for time extension in R-6302 B requires 2 hours advance notice to Range Control for coordination with the MOS and NOTAM publication/dissemination. Holdovers without proper notification to the MOS are not authorized.

NOTE: RGARAC and HR shall be notified of any changes in the airspace schedule.

4-7. Visual Routes (VR). Entry on VR routes must be coordinated with RGARAC prior to entry into SUA.

4-8. Specific Entry Points. Entry by aircraft operating IAW FAR Part 91.117 airspeed is not confined to specific entry points.

NOTE: Use of Fort Hood's SUA is on an "as available" basis and separation from other

participating aircraft cannot be assured by any agency at Fort Hood. Minimum altitudes over noise sensitive areas underlying the Hood MOA is 1000 feet AGL or avoid by 1-nautical mile radius.

4-9. Air Support Operations Center (ASOC) Procedures.

a. Maintain constant radio communications with ground/airborne FAC under their control. Monitor HR frequency at all times FAC procedures, and receive verification of clearance for aircraft to enter R-6302 from HR. Request HR to coordinate with Range Control for approval to enter live-fire/impact training area if the target is located within the live-fire training area.

b. Maintain communications capability with Range Control on FM 30.45 or 38.30. Inform HR when air operations under their control are concluded and aircraft have departed SUA.

c. Maintain communication with HR while aircraft are using R-6302. Verify scheduled airspace activation with Range Control no later than 2 hours minimum and 12 hours maximum prior to time on target (TOT) for proper FAA NOTAM requirements and activation of the restricted area (extensions of scheduled airspace require no later than 2 hours notification to the FAA). Render coordination assistance to all aircraft range user agencies.

d. Assist off-post jet users of R-6302 and Hood MOA in scheduling airspace required for mission accomplishment.

4-10. Forward Air Controller (FAC) Procedures.

a. Airborne FACs shall contact HR on frequencies found in the IFR supplement under RGAAF and verify clearance to enter R-6302. Airborne FAC shall monitor HR at all times while operating in R-6302. Contact the ASOC for tasking via UHF radio upon handoff from HR. If the target is located within the live-fire/impact area, coordinate with Range Control for approval before entering the live-fire/impact training area. Airborne FACs shall notify the ASOC and HR when the mission has been completed and the aircraft have departed.

b. Ground FACs shall maintain constant radio communications with the ASOC while on the range. Monitor HR frequency at all times and receive verification of clearance for aircraft to enter R-6302 from the ASOC. Request HR and ASOC to coordinate with Range Control for approval to enter live-fire/impact training area if the target is located within the live-fire training area. Ground FACs shall have communication with Range Control on

FM 30.45 or 38.30 while in live-fire/impact training area. Ground FACs shall inform the ASOC when air operations under their control are concluded and aircraft have departed SUA. Ground FACs shall maintain communications with HR while aircraft are using R-6302.

4-11. Joint Live Fire. When aircraft are scheduled to use live ordnance on one of the live-fire ranges, Range Control shall make sure the requesting unit range officer in charge (OIC) is prepared for air support activities. The FAC or pilot may coordinate with Range Control and HR through the OIC. The OIC shall notify Range Control and HR that the mission has been completed and the aircraft have departed the live-fire training area.

Chapter 5 User Procedures for Rotary Wing/Fixed Wing (Non-Jet) Usage

5-1. Required Procedures. Fort Hood rotary wing/fixed wing (non-jet) aircraft scheduled into R-6302 shall contact HR before entry into R-6302 and to complete the coordination necessary for mission accomplishment.

5-2. Planning.

a. Prior to take off from installation airfields, aviators shall call 288-7827 and obtain range information to determine if any activities are scheduled within the restricted area and specifically any activities that might pertain to the proposed route of flight.

b. Specific information can be obtained from HR after takeoff, such as any changes to the schedule and whether certain firing points or firing series are active, etc. HR also transmits recorded current range information on Hood NDB (frequency 347 KHz) continuously.

5-3. Communications.

a. Rotary wing and fixed wing traffic shall maintain contact with HR while within R-6302. If a portion of the mission is within the live-fire/impact area, coordination/approval from Range Control shall be made. Aircraft shall request frequency change to Range Control frequency (30.45).

NOTE: Range Control cannot normally provide complete service due to other requirements, especially during range communication check periods or emergency closures of the range. If

required to operate on Range Control FM, return to HR frequencies for service at the first opportunity after clearing the live-fire area.

EXCEPTION: An exception is when aircraft are part of a Joint Live-Fire Exercise (JLFE).

b. Aviators shall contact HR on UHF, VHF, or FM as found in III Corps & Fort Hood Reg 95-1 to obtain flight following services. The following information shall be provided: identification, departure points, present position, route of flight, and destination.

c. Actual position of aircraft by grid coordinates, training area, or a common known feature shall be reported when one of the following conditions exists:

- (1) The intended destination is reached.
- (2) The intended destination is changed.
- (3) Every 30 minutes or as requested by HR.

d. HR shall initiate a communications search and appropriate search and rescue procedures if unable to locate the aircraft within 30 minutes .

5-4. Altitudes. The standard altitude for Rotary Wing traffic is defined in III Corps & Fort Hood Reg 95-1, chapters 5 and 7. Fixed wing aircraft altitudes while in R-6302 are 300 - 9000 AGL, CAS, JAAT, bombing, photo reconnaissance, photoflash, 3000 MSL and below for paradrops, CDS, LAPES and similar missions, and 10,000 MSL and below for parajumps.

NOTE: Any deviations of altitudes require the approval of the Installation AT&A Office.

5-5. Hood Radio (HR) Procedures.

a. HR shall notify Range Control and complete coordination as required when notified by RGARAC of fixed wing aircraft inbound to R-6302. Upon verification from Range Control that no range conflicts exists, HR shall relay to RGARAC this verification and broadcast a warning to other aircraft operating within R-6302. When aircraft have contacted HR, HR shall provide advisories or restrictions and transfer the aircraft to the FAC.

b. FAC can coordinate prior to aircraft arrival and HR can approve transfer directly to the FAC. When aircraft have completed their mission, and upon notification from HR that aircraft have exited R-6302/MOA, HR shall notify Range Control and advise local aircraft the air mission is completed.

c. HR shall confirm cessation of range firing with Range Control if overflight of live-fire areas is required for emergencies, i.e., medical evacuation (MEDEVAC).

5-6. Range Control Procedures.

a. Upon notification from HR of scheduled inbound aircraft, Range Control shall react IAW the following procedures:

(1) If the aircraft will not interfere with live-fire training, Range Control shall acknowledge the information.

(2) If the aircraft will interfere with live-fire training, and cessation of fire has been coordinated previously at the range scheduling conference, Range Control shall cause conflicting ranges to come to a temporary cease fire to allow the aircraft mission to be accomplished and confirm cessation to HR.

b. When notified by HR that the aircraft have completed the mission and departed the area, the temporary cease fire shall be terminated by Range Control.

5-7. Shoal Creek Range Procedures.

a. Aircraft using the Shoal Creek Range (PK174708) shall orbit in a southerly direction (right hand turns) (see figure 5-1).

b. Aircraft shall meet the following criteria:

(1) Remain within the Hood MOA at prescribed altitudes or R-6302 in scheduled altitudes.

(2) Remain within the lateral limits of R-6302 D (figure 3-3).

(3) Avoid local Fort Hood no-fly areas as specified by appropriate NOTAM-L.

c. The Shoal Creek OIC/Range Control Officer (RCO) and aircraft shall monitor HR on 357.9 or 143.1 and all flights shall monitor guard (UHF 243.0).

d. In case of communication failure between the aircraft and the OIC/RCO, ASOC or HR, the aircraft shall depart R-6302 immediately and not reenter until communication is reestablished. Aircraft shall follow all instructions from HR in a safe and expeditious manner.

e. HR shall report to Range Control when bombing has been completed and range has been vacated.

NOTE: Shoal Creek Bomb Range is a permanent hazardous dud area in training area 52 bordered by PK172712, 182712, 172706, and 182706.

5-8. Airdrop and Air Supply Procedures.

a. Airdrop and air supply missions may be conducted in conjunction with Army ground units (support training) or aircrew training in procedures for penetration, drop, and landing (unilateral training). The III Corps Tactical Airlift Liaison Officer (TALO) shall provide the Installation AT&A Officer a listing of all Military Airlift Command (MAC) approved drops, landing, and jump zones in the Fort Hood vicinity. The list shall include the purpose for which approved and any special requirements.

NOTE: The listing shall be kept up to date by the Corps TALO. The AT&A and III Corps ALO shall review and disseminate the list of approved drop zones to the required agencies.

b. Units (shared users) having special programs shall provide detailed explanations of their programs to Installation AT&A Officer and G3 Air for review and dissemination. Every opportunity should be taken to integrate unilateral training with other Fort Hood training. The requesting unit shall be responsible for coordinating with ground units and for other support required. Scheduling shall be as prescribed by this regulation.

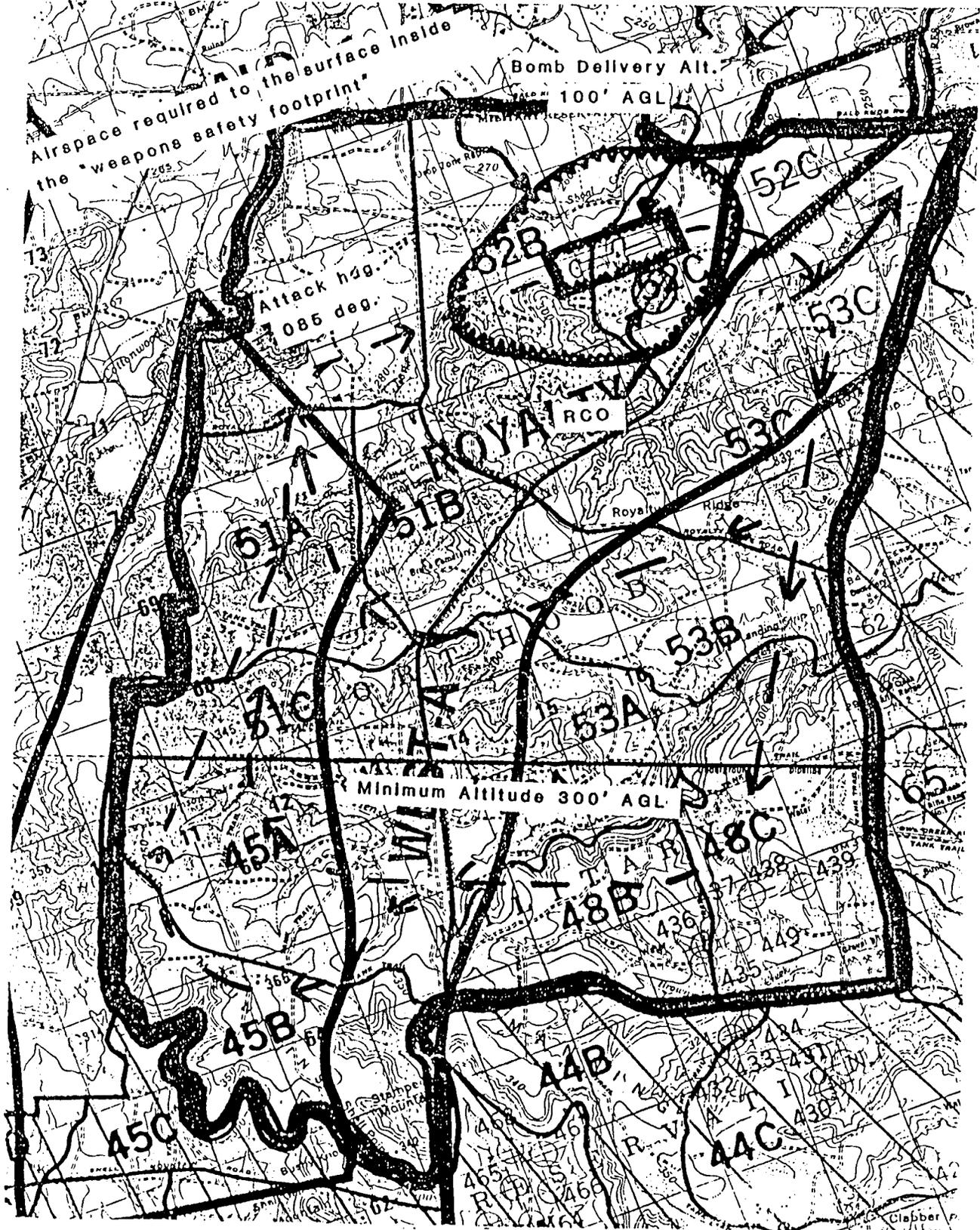


Figure 5-1 Shoal Creek Range Procedures

Chapter 6

User Procedures for Remotely Piloted Vehicles/Unmanned Aerial Vehicles (RPV/UAV) Operations

6-1. RPV/UAV Area of Operation.

a. RPV/UAV operations will be conducted only in the following areas unless otherwise approved by the Fort Hood Air Traffic and Airspace Officer:

(1) Fort Hood SUA and R-6302 A, B, C, and D.

NOTE: R6302 C altitude restricted 200 feet AGL and below.

(2) Those areas outside the SUA and R-6302 A, B, C, and D for which FAA has issued authority.

b. All RPV/UAV operations or operational plans will be reviewed by the Fort Hood AT&A officer to assure all operational and safety factors have been considered, the mission is compatible with facilities available, and issuance of NOTAM-L is accomplished.

6-2. Responsibilities. Commanders or chiefs of each activity operating RPVs/UAVs or supporting RPVs/UAVs will appoint a Unit Airspace Safety Officer to represent the commander on matters pertaining to RPV/UAV operations. A copy of the appointment orders will be forwarded to the Fort Hood AT&A Office. Individual appointed shall at a minimum meet the following qualifications:

a. Have thorough knowledge of RPV/UAV capabilities, limitations and safety devices of launch, and control and recovery systems.

b. Have thorough knowledge of Fort Hood SUA, R-6302 A, B, C, and D, III Corps & Fort Hood Reg 95-1, this regulation, and other internal standing operating procedures as appropriate.

c. Ability to exercise sound judgment and make quick logical decisions in case of emergency or deviation of the RPV/UAV from the programmed flight path.

d. Prepare airspace safety standing operating procedures consistent with the mission and the type of UAV being operated.

e. Integrate airspace safety plan into operational plan.

f. Assure that no RPV/UAV is flown outside of R-6302 boundaries unless prior approval for such operations has been granted. Altitudes and time restrictions commensurate with the training area or restricted area being utilized will be followed. Any deviation from this restriction must be coordinated with and have approval from the Fort Hood AT&A Officer.

g. Provide safety and environmental awareness for all personnel involved in RPV/UAV operations.

6-3. Airspace Safety Procedures for RPV/UAV Operations.

a. Surveillance requirements.

(1) One or more methods of surveillance will be provided for all RPV/UAV operations. The type of surveillance will be either visual or radar depending on the mission and type vehicle flown. RPV/UAVs will be equipped with an operational FAA approved transponder with mode "C" capabilities if design and mission capabilities permit.

(2) If, at any time, the position of an RPV/UAV becomes unknown and the RPV/UAV fails to respond to programmed "Lost Link" instructions, the flight will be terminated in time to preclude the possibility of impact outside the approved designated flight area.

b. Safety factors for operational planning.

(1) Operational plans for RPV/UAV training flights must take into consideration the type of vehicle, results to be achieved, and the area in which operations have been approved to be conducted. Operations will not be conducted outside of the boundaries of the Fort Hood restricted area unless approved by FAA and the Fort Hood AT&A Office. Published no-fly areas and residential areas will be avoided by a minimum of 1Km and 1,000 feet AGL. Homes and livestock shall be avoided by a 500 feet AGL Slant Range.

(2) Each Airspace Safety Plan must take into consideration:

(a) Capability of RPV/UAV, such as altitude, range, speed, wind factors and amount of guidance which may be commanded to the vehicle (programmed or other), deviations allowable from assigned headings that the RPV/UAV may take due to malfunctions, and the type of launch.

(b) System for flight termination, parachute, or other functions which would affect flight safety.

(c) The methods for obtaining real-time position of the RPV/UAV in flight, such as, visual, airplane, radar, telemetry, and global positioning system (GPS).

(d) The procedures for area surveillance during flight.

(e) Aerodynamic data used to determine flight safety grids which will include, but not be limited to, glide ratio of the RPV/UAV, detailed performance data, intended recovery site, parameters of the flight area, and method of area surveillance such as visual or radar.

6-4. General Safety Procedures.

a. In addition to scheduling, clearances, and safety requirements as stated in this regulation, no RPV/UAV operations will be conducted within Fort Hood SUA or R-6302 A, B, C, and D unless positive and reliable communications between the RPV/UAV launch/control center, HR, and Fort Hood Range Control are maintained. The primary means of communications will be FM radio frequency HR 38.75 and Range Control 30.45. Secondary means will be cellular telephone, HR extension 288-9139 or Range Control extension 287-9857. If both means of communications are lost, the RPV/UAV flight activity will cease until communication is restored.

b. HR and Range Control shall be notified 30 minutes prior to commencing RPV/UAV operations. The notification shall be commensurate with published NOTAM-L which shall include the location of the proposed activity and the maximum altitude the activity will utilize. HR and Range Control shall also be notified immediately upon completion of activities requiring SUA/restricted area activation.

c. Immediately upon notification of impending RPV/UAV or other hazardous activity, HR will broadcast the pertinent information on all available frequencies (guard/emergency frequencies accepted), and make any other dissemination of information deemed appropriate. HR will coordinate with Robert Gray Approach Control to ensure the area is clear of all known aircraft.

6-5. Coordination.

a. As a result of the increase in aviation and aviation related activities, "airspace" has become a valuable national resource. All requirements for use (or projects that could effect use) of airspace must be given sufficient lead time to permit the necessary action by the FAA. Timely coordination and contact with the Fort Hood Installation AT&A office is vital.

b. Projects involving the following should be referred to the Fort Hood AT&A officer at the earliest possible time ATTN: AFZF-AV-AM.

(1) New requirements or changes in existing requirements for RPVs/UAVs, artillery, mortar, rockets, firing ranges, personnel and/or equipment parachute drops, maneuver areas, and research and development projects requiring SUA.

(2) The construction or erection of antennas, towers, buildings, telephone/power lines, helipads and airstrips. If unsure contact AT&A 288-1423/1424.

(3) Changes in the abandonment of existing facilities and upon completion of projects or operations for which a prior notification or coordination action has been required.

Chapter 7 Scheduling

7-1. Scheduling of Rotary Wing Aircraft Into R-6302.

a. Rotary wing aircraft shall be scheduled into R-6302 for SUA as a means of providing a safe environment in which to train and accumulating FAA required utilization information.

b. Exempt from these requirements are very important person (VIP) flights, medical emergency aircraft, and other flights of a purely nontactical nature.

c. Scheduling shall be done through the G3/S3 or operations section of major subordinate commands (MSCs) or III Corps Range scheduler.

NOTE: Request for airspace shall be IAW this regulation.

d. Request for airspace shall be submitted in terms of airspace over training area as shown on the Fort Hood training area map. Airspace outside of SUA but over the reservation (e.g., training areas

21-27) may be used without scheduling by contacting RGAAF tower. In the event units require sole use of training areas 21-27, normal scheduling procedures apply, and the suspension of free use is announced by a NOTAM-L.

NOTE: The above-mentioned areas are within the airport traffic area of RGAAF and radio contact with RGAAF tower is mandatory.

e. The sole use unit is responsible for requesting the NOTAM-L 7 working days prior to the event. The flexibility to conduct unrestricted air operations of a tactical nature is lessened (see III Corps & FH Reg 95-1).

f. Priority for airspace goes to the MSC with priority for training area determined by the III Corps Long Range Training Calendar for scheduling within 150 days of training. Training areas/airspace within the 120 day window is available for "first-come-first-serve" scheduling.

g. Scheduled airspace is available on the automated RUSS for retrieval.

h. Units shall ensure that the airspace and time scheduled accurately reflects the airspace and time required for the type of mission requested.

NOTE: No two hazardous air events shall be scheduled in the same training area and altitude at the same time, i.e., CAS, UAV, RPV, MRCAT, and bombing.

i. Violations of the restricted area shall be submitted as flight violations, operational hazard reports, or letters through channels to:

Commander, III Corps and Fort Hood
ATTN: Installation Aviation, AFZF-AV-AM
Fort Hood, Texas 76544

7-2. Scheduling and Request for Close Air Support (CAS).

a. Request for CAS (both live and dry) shall be submitted NLT 120 days before scheduled TOT through the ASOC. Submit requests on DD Form 1972 IAW this regulation and III Corps & FH Reg 350-11.

b. III Corps G3 Air is the approving authority for CAS taskings. Requests shall be submitted 120 days before mission date and forwarded IAW this

regulation. HR shall confirm cessation or range firing, if required, with Range Control.

7-3. Request and Scheduling of Reconnaissance/Surveillance (R/S) Missions.

a. Request for USAF support shall be submitted on DD Form 1972 NLT 120 days before the week the mission is to be flown.

b. R/S requests are sent to III Corps G3, and, once approved, the III Corps G2 will support the request if assets are available. It is the responsibility of the requester that all pertinent information is scheduled on the RUSS system.

c. Cessation of range firing shall be coordinated in advance by the unit and approved by the III Corps G3 for missions into the live-fire training areas except for incidents as indicated in paragraphs 3-5, 8-2, and 8-5 of this regulation. HR shall confirm cessation of range firing with Range Control if overflight of live-fire/impact areas is required.

Chapter 8 Emergency Procedures

8-1. Radio Communications Failure and Aircraft Emergency Procedures.

a. Fixed wing aircraft encountering IMCs shall institute the following procedures: execute normal lost communication procedures before entry into the Hood MOA or R-6302. After entry into the Hood MOA/R-6302, jet aircraft shall climb within the confines of the Hood MOA/R-6302 to 10,000 feet, squawking 700/7600 and proceed on course as filed. Exit the Hood MOA at appropriate exit point.

b. Rotary wing aircraft encountering IMC shall declare an emergency IAW AR 95-1, Aircrew Training Manual for designated aircraft, and shall comply with procedures stated in Flight Information Publications (FLIPs) for lost communications. Every effort shall be made to maintain or regain VMC in a safe manner.

8-2. In-flight Emergencies. Jet Aircraft encountering an in-flight emergency shall squawk 7700 and, if possible, avoid active ranges and recover at appropriate emergency recovery base. If overflight of live-fire/impact area is required, HR shall request and confirm cessation of range firing with Range Control.

8-3. Range Emergencies.

a. During medical evacuation operations, aircraft operating within R-6302 may be required to exit to the Hood MOA until cleared back into R-6302. Notification shall be effected through HR, FAC, or on emergency frequency 121.5 or guard 243.0.

b. During aerial fire fighting (water bucket) operations, appropriate flight routes and aircraft operating restrictions will be established by Range Control. Airspace usage will be coordinated through HR.

c. Should a range conflict occur, aircraft shall exit R-6302 and orbit in the Hood MOA until Range Control can solve the conflict between the ranges. Notification shall be affected through HR.

8-4. Emergency Jettison Procedures. The emergency jettison area is Smith Mountain Range impact area LZZ 076 degree radial/24 distance measuring equipment (DME). Use of the jettison area shall be coordinated with Range Control through RGARAC, HR, or the FAC.

8-5. Air Traffic Control (ATC) Declared Emergency. When any ATC element requests cease fire in R-6302 due to an in-flight emergency, Range Control shall institute an immediate cease fire in all of R-6302 IAW LOA.

NOTE: This procedure shall not be applied indiscriminately. As soon as the in-flight emergency is clear of R-6302, RGARAC shall notify Range Control who will terminate the cease fire.

NOTE: This procedure will be used only when no other solution is immediately apparent and to preclude a more serious situation from developing.

Glossary

ABBREVIATIONS

AGL	above ground level
ALO	Air Liaison Officer
APG	Aviators Procedures Guide
AR	Army regulation
ARTCC	Air Route Traffic Control Center
ARTEP	Army Training and Evaluation Program
ASOC	Air Support Operations Center
AT&A	Air Traffic and Airspace
ATC	Air Traffic Control
CARS	Corps Air Route Structure
CAS	close air support
CDS	Container Delivery System
DME	distance measuring equipment
DOD	Department of Defense
DOIM	Directorate of Information Management
DSATC	Direct Support Air Traffic Control (Tactical ATC unit/facility)
FAA	Federal Aviation Administration
FAC	Forward Air Controller (ground or air)
FAR	Federal Aviation Regulation
FLIP	Flight Information Publication
FM	Frequency Modulated
GPS	global positioning system
HAAF	Hood Army Airfield
HR	Hood Radio (HR Call Sign)
IAO	Installation Aviation Office
IAW	in accordance with
IFR	instrument flight rules
IMC	inadvertent meteorological conditions
IP	initial point
JAAT	joint air attack team
JLFE	Joint Live-Fire Exercise
J/U	joint use (airspace)
LAPES	Low Altitude Parachute Extraction System
LOA	letter of agreement
LOP	letter of procedure
MAC	Military Airlift Command
MEDEVAC	medical evacuation
MOA	Military Operations Area
MOS	military operations specialist
MRCAT	Miniature Remote Control Aerial Target
MSC	major subordinate command
MSL	mean sea level

NAS	National Airspace System
NDB	nondirectional beacon
NOTAM-L	Notice to Airmen-Local
NLT	not later than
OIC	officer in charge
POC	point of contact
RA	restricted area
RCO	Range Control Officer
RGAAF	Robert Gray Army Airfield
RGARAC	Robert Gray Army Radar Approach Control
R/S	Reconnaissance/Surveillance
RUSS	Range User Scheduling System
RPV	remotely piloted vehicles
SUA	special use airspace
TALO	Tactical Airlift Liaison Officer
TOT	time on target
UAV	unmanned aerial vehicle
UHF	ultra high frequency
USAF	United States Air Force
VFR	visual flight rules
VIP	very important person
VMC	visual meteorological condition
VOR	visual omni range
VR	visual routes
WTA	Western Training Area
<hr/>	
TERMS	
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aircraft	The airframe, crewmembers, or both.
air operation	Those aircraft taking part in CAS, R&S, bombing, air landing or airdrop missions within R-6302 and/or the Hood MOA under the control of a single controller. Also, rotary wing aircraft conducting training or support missions operating within the boundaries of Fort Hood.
altitude	Altitude above MSL, flight level, or both unless otherwise indicated.
approach control	ATC service provided by an approach control facility for arriving, departing, and en route IFR aircraft and, on occasion, VFR advisories.
controlling agency	The ATC facility that authorized IFR clearance, transit through or flight, within a restricted area IAW a joint LOA. Shall not be construed to suggest approval or disapproval of activation of the SUAs or other actions within the boundaries of SUAs. RGARAC has been delegated the using agency POC for control and activation responsibilities for that airspace contained within the boundaries of the Hood MOA by the FAA, Houston and Fort Worth ARTCCs (figure 3-3).

Hood Radio	The call sign used by aircraft to contact HR.
impact area	That area inside the boundaries formed by East Range Road, South Range Road, and West Range Road.
instrument flight rules	Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.
joint use airspace	Airspace coordinated by a division, battalion, or unit with the command that has sole use airspace scheduled.
liaison agency	HR is designated liaison agency for procedural control of R-6302 by Commander, III Corps and Fort Hood.
live-fire area	That portion of R-6302 used for active firing points outside the impact area and the gun target line between active firing points and the impact area.
may	For the purpose of this regulation means a procedure is optional.
military operations area	Airspace assigned distinct vertical and lateral dimensions below the positive control area to separate certain military training activities from IFR traffic and to identify the location of these areas for VFR traffic. These areas are depicted on sectional, VFR terminal and low altitude en route charts.
nonparticipating aircraft	Those aircraft, military and civilian, that are not scheduled to operate in R-6302 or in or out of Fort Hood airfields. Aircraft that normally approaches without landing at RGAAF or HAAF will be considered as nonparticipating aircraft.
NOTAM-L	Notice to Airmen approved by Fort Hood AT&A officer disseminated to local Fort Hood aviation units by HAAF and NOTAM-L. RGAAF operations concerning restrictions to air operation in the Fort Hood local flying area. NOTAM-Ls are posted at HAAF and RGAAF flight planning room.
participating aircraft	Those aircraft that are involved and scheduled for air operations that will be conducted within the SUAs.
restricted area	Airspace designated under FAR Part 73 within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use and IFR/VFR operations in the area may be authorized by the controlling ATC facility when it is not being used by the using agency. Restricted areas are depicted on en route charts. Where joint use is authorized, the name of the ATC controlling facility is also shown. R-6302 A, B, C, and D boundaries are found in DOD, FLIP AP/1A (Special Use Airspace North and South America).
RPV	A vehicle that can be launched via ground roll, hand, or rail with the use of a remote control unit and external pilot. For the purpose of this regulation an RPV will not exceed 500 lbs and a wing span greater than 12 feet.
UAV	A vehicle that can be launched via ground roll or rail with the use of a remote control external pilot station. For the purpose of this regulation UAVs will be those vehicles exceeding 500 lbs with wing span greater than 12 feet.
Scheduling Agency	III Corps G3/PTM Range Division.
shall	For purposes of this regulation means a procedure is mandatory.

should	For purposes of this regulation means a procedure is recommended.
sole use	Airspace of a defined dimension identified by an area Airspace on the surface of the earth wherein division, battalion, or unit has solitary use of times scheduled/indicated, 200 feet AGL and below (does not include surface).
special use airspace	Airspace of defined dimension identified by an area on the surface of the earth wherein activities must be confined because of their nature and/or wherein limitations are imposed upon aircraft operations that are not a part of these activities or both. This area consists of the Hood MOA and R-6302, (see figure 2-1).
using agency	The Commander, III Corps and Fort Hood has been designated as the using agency for R-6302 and the Hood MOA. Responsibilities and authority are found in AR 95-2 and FARs.
will	For purposes of this regulation is futurity, not a requirement for application of a procedure.

1 April 1994

III CORPS & FH REG 95-50

The proponent of this regulation is the Installation Aviation Office.

FOR THE COMMANDER:



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