

Department of the Army
Headquarters, U.S. Army Garrison
462 Hamilton Road, Suite 120
Fort Sill, Oklahoma 73503
8 August 2012

Fort Sill Regulation 95-1

Aviation

ARMY AVIATION: GENERAL PROVISIONS AND FLIGHT REGULATIONS

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

Applicability. This regulation applies to commanders and aviation personnel assigned, attached, tenant, or transient to Fort Sill while performing flight operations in the Fort Sill local flying area.

Supplementation. Supplementation of this regulation is prohibited without prior approval from the Directorate of Plans, Training, Mobilization and Security, 455 McNair Avenue, Suite 201-A, Fort Sill, OK 73503.

Suggested Improvements. The proponent of this regulation is the Directorate of Plans, Training, Mobilization, and Security. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to DPTMS.

Distribution. This regulation is distributed solely through the DHR, ASD Homepage at <http://sill-www.army.mil/USAG/publications2012.html>.

*This memorandum supersedes Ft. Sill Regulation 95-1, 23 September 2008.

Table of Contents

		Paragraph	Page
Chapter 1.	Introduction		5
	Purpose	1-1	5
	References	1-2	5
	Explanation of Abbreviations and Terms	1-3	6
	Records Management	1-4	6
	Reviews	1-5	6
	Responsibilities	1-6	6
	Waivers	1-7	6
Chapter 2.	Aviation Management		7
	Use of Fort Sill Aviation Facilities by non-Department of Defense (DOD) Aircraft	2-1	7
	Static Displays and Aerial Demonstrations	2-2	7
	Transportation of Passengers	2-3	8

	Aircraft Accountability	2-4	8
	Request for Operational Support Airlift (OSA) Support	2-5	8
	Request for Helicopter Training Support	2-6	9
	Emergency Commercial Medical Helicopter Ambulance Request	2-7	9
Table 2-1.	Commercial Air Evac Mission Contact Numbers		9
Table 2-2.	Evacuation (EVAC) Call Signs & Radio Freq		9
	Aviation Facilities Locations and Responsible Agencies for Landing Areas	2-8	10
Table 2-3.	Installation HTA's		10
Table 2-4.	Assault Landing Zones (ALZ)		10
Table 2-5.	Fort Sill Cantonments Helipad & Landing Areas		10
	Drop Zones (DZs), Landing Zones (LZs)	2-9	11
	Flight Records Management for Fort Sill's Permanently Assigned Aviation Personnel	2-10	11
	Clearance into Aircraft Movement Area, HPAAF	2-11	12
Chapter 3.	Standardization and Training		
	Standardization Committees and Safety Council	3-1	12
	Evaluations and Administrative Procedures	3-2	13
	Pilot-in-Command (PC) Program	3-3	14
	Crew Selection and Designation	3-4	14
	Unit's Standing Operating Procedures (SOPs)	3-5	14
Chapter 4.	Airspace		
	Restricted Area Description	4-1	14
	Off post local Helicopter Training areas	4-2	15
Table 4-1.	Slick Hills HTA Boundaries		16
	Responsibility and Scheduling	4-3	17
	Use of Airports, Heliports, and other Landing Areas	4-4	17
	Local Flying Area	4-5	18
	Henry Post Army Airfield Area	4-6	18
	Reynolds Army Community Hospital (RACH) Medevac Helipad	4-7	20
Chapter 5.	Flight Procedures and Rules		21
	Call signs	5-1	21
	Notice to Airmen (NOTAM) and local (L-NOTAM)	5-2	21
	Flight Plans	5-3	21
	Aviation Weather Services	5-4	23
Table 5-1.	Weather Watch Criteria		25
Table 5-2	Weather Warning Criteria		26
Table 5-3	Weather Advisory Criteria		26
	Special Visual Flight Rules (SVFR)	5-5	29

Table 5-4.	SVFR Weather Minimums for HPAAF, Class D		30
	Flight Following	5-6	31
Table 5-5.	Fort Sill Flight Following Radio Frequencies		34
	Altitudes	5-7	34
	R5601 General Operating Procedures	5-8	34
	Corridor Airspace Route Structure (CARS)	5-9	35
Table 5-6.	Yellow Route		36
Table 5-7.	Blue Route		36
Table 5-8.	Red Route		37
Table 5-9.	Green Route		37
	VFR Corridors Departure and Arrival Procedures for HPAAF	5-10	39
Table 5-10.	Goodyear Departure Corridor		39
Table 5-11.	Goodyear Arrival Corridor		40
Table 5-12.	Lake George Departure Corridor		40
Table 5-13.	Flower Mound Arrival Corridor		40
Table 5-14.	Snow Ridge Departure Corridor		40
Table 5-15.	Snow Ridge Arrival Corridor		41
Table 5-16.	North Field Departure Corridor		41
Table 5-17.	North Field Departure Corridor		41
	Ceremonies Avoidance Flight Routes	5-11	41
Table 5-18.	Ceremonies Locations		42
	Cantonment area and helipads	5-12	42
	Training area (TA) communication requirements	5-13	43
Table 5-19.	Fort Sill Air to Air Frequencies		43
	Aided and unaided night operations	5-14	43
	Terrain and NOE Flights	5-15	46
	Flights outside local flying areas	5-16	47
	Helicopter external loads	5-17	47
	Rotary wing emergency procedures training	5-18	47
	Rotary Wing Procedures when Close Air Support (CAS) missions are scheduled in R5601	5-19	47
	Close Air Support Missions (CAS) in R5601	5-20	48
	No-Fly Areas	5-21	48
Table 5-20.	No-Fly Areas		48
	Automated Weather Observing System	5-22	49
Chapter 6.	Refueling Procedures		
	Refueling Overview	6-1	50
	Rapid Refueling Guidance	6-2	50
Chapter 7.	Test Flights		50
	Maintenance Test Flights (MTFs)	7-1	50
	Maintenance Test Flight Plans	7-2	51
	Test Flight Call Signs	7-3	51

	Test Flight Areas	7-4	51
Chapter 8.	Safety and Aviation Life Support Equipment (ALSE)		52
	Fort Sill Aviation Safety Program	8-1	52
	Crew Endurance	8-2	52
	Risk Management	8-3	52
	Environmental Considerations	8-4	52
	Under-Wire Flight Program	8-5	52
	Flight Hazard Program	8-6	52
	Aircraft Mishap Procedures	8-7	53
Table 8-1.	Emergency Telephone Numbers		53
	Aviation Life Support Equipment (ALSE)	8-8	53
	Operational Hazard Reports (OHR)	8-9	53
	Accident Reporting and Investigations	8-10	54
	Foreign Object Damage Prevention	8-11	54
Chapter 9	Special Procedures		54
	Overdue Aircraft	9-1	54
	Search and Rescue (SAR)	9-2	55
	High Intensity Radio Transmission Areas (HIRTA)	9-3	55
	Live Ordnance Recovery	9-4	55
	Inadvertent Instrument Meteorological Conditions (IIMC) Recovery Procedures	9-5	56
	VIP Arrival Procedures	9-6	57
	Aircraft with Hazardous Cargo (HC)	9-7	58
	Use of HPAAF by Heavy Cargo Aircraft	9-8	58
Table 9-1	Aircraft Weights		59
	ATC Procedures during Non Availability of Aircraft Rescue and Fire Fighting Equipment (ARFF)	9-9	59
	Fixed Wing Rotary Wing VIP Parking Procedure	9-10	60
Chapter 10	Severe Weather Plans and Mooring and Tie-down of Army and Transit Aircraft		60
	Weather Definitions	10-1	60
	Severe Weather Plans	10-2	61
	Mooring and Tie Downs	10-3	63
Figure 2-1.	Cantonment Helipads / Landing Sites		64
Figure 2-2.	Drop Zones (DZS) Landing Zones (LZS) and Installation HTA's		65
Figure 4-1	Fort Sill Restricted Area 5601		66
Figure 4-2.	Slick Hills Helicopter Training Area (HTA)		67
Figure 4-4.	Rotary Wing Local Flying Area		68
Figure 4-5.	Fixed Wing Local Flying Area		69
Figure 4-6.	HPAAF Airspace Area		70
Figure 4-7.	HPAAF Traffic Pattern		71

Figure 4-8.	HPAAF Designated Parking Areas		72
Figure 5-1.	HPAAF Severe Weather Notification Plan		73
Figure 5-2.	MEF		74
Figure 5-3.	HF COM Forecast		75
Figure 5-4.	UHF SATCOM FCST		76
Figure 5-5.	GPS Error Forecast		77
Figure 5-6.	Yellow and Blue CARS Routes		78
Figure 5-7.	Red and Green CARS Routes		79
Figure 5-8.	East VFR Corridor		80
Figure 5-9.	VFR Arrival/Departure Corridor		81
Figure 5-10.	Ceremony Avoidance Routes (East / West)		82
Figure 5-11.	Fort Sill No Fly Areas		83
Figure 5-12.	West Range NOE Training Route		84
Figure 5-13.	ACA Carlton		85
Figure 5-14.	ACA Williams		86
Figure 5-15.	ACA Carlton Plus "The Shelf"		87
Figure 6-1.	Henry Post Army Airfield (HPAAF) Rapid Refueling Area		88
Figure 7-1.	SE and SW Maintenance Test Flight Areas		89
Figure 8-1.	Sample Fort Sill Aviation Hazards Map		90
Figure 9-1.	HPAAF Pavement Evaluation Chart W/PCN		91
Figure 9-2.	HPAAF RW Noise Abatement Area		92
Appendix A.	References		93
Appendix B.	Precautionary and Emergency Landing Information		95
Appendix C.	Red River Helicopter Training Area (HTA) 95-1/5601 Range Safety Briefing		97
Appendix D.	Aircraft Emergency Plan USAFACFS 95-1/5601 Range Safety Briefing		101
Appendix E.	Aerial Laser Operations Aircraft Emergency Plan		103
Appendix F.	Frequencies and phone numbers Aerial Laser Operations		106
Glossary	Glossary		108

Chapter 1 Introduction

1-1. Purpose. This regulation establishes responsibilities, procedures, and rules for aircrew training, standardization, and the operation of Army aircraft assigned, attached or transit to Fort Sill, Oklahoma.

1-2. References. Required and related publications; and, prescribed and referenced forms, are listed in appendix A.

1-3. Explanation of Abbreviations and Terms. Abbreviations and terms used in this regulation are explained in the glossary.

1-4. Records Management. Records created as a result of processes prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2, The Army Records Information Management System (ARIMS) and DA Pam 25-403, Guide to Recordkeeping in the Army. Record titles and descriptions are available on the Army Records Information Management System website <https://www.arims.army.mil/ARIMS/MainPage.aspx>.

1-5. Reviews. Directorate of Plans, Training, Mobilization and Security will review this memorandum annually for revision and update. If revisions and updates are required, request from DHR publications officer NLT 18 months a working copy of this regulation to revise/update. This publication must be revised and returned to DHR publications officer no more than 12 months after receiving the DHR working copy. This annual review doesn't preclude changes being made as required to promote safe and efficient flight operations.

1-6. Responsibilities. The proponent of this document is Directorate of Plans, Training, and Mobilization, and Security (DPTMS), Airfield Operations Division.

1-7. Waivers. The DPTMS Airfield Operations Division is the proponent for this Memorandum. Any deviation to this memorandum that is not in accordance to AR 95-1, paragraphs 1-6, Deviations and 1-7, Waivers and Delegation of Authority must be approved by the proponent of this document.

a. Aviation Brigade Commanders have individual waiver authority according to Forces Command (FORSCOM) Supplement 1 to AR 95-1.

b. Aviation units not assigned to Fort Sill will send waiver requests to Chief, Airfield Operations Division, DPTMS.

c. Waivers will be available for Aviation Resource Management Survey (ARMS) Inspections.

Chapter 2 Aviation Management

2-1. Use of Fort Sill Aviation Facilities by Non-Department Of Defense (DOD) Aircraft. Address inquiries and requests for aircraft not exempt by AR 95-2, chapter 16 to: Cdr, USAG, ATTN: IMSW-SIL-PLA, Fort Sill, Oklahoma 73503-5000.

a. Civil aircraft are not authorized to land at any airfield or heliport on the Fort Sill Military Reservation without an approved Prior Permission Request (PPR) unless an emergency situation exists. Civil aircraft requesting permission to use HPAAF must meet the requirements of AR 95-2, paragraph 15-3 and table 15-2. DD Forms 2400,

2401, and 2402 must be on file and current with airfield operations prior to approval of landing request. PPR numbers for civilian aircraft are controlled by the Airfield Operations Officer and he/she will issue IAW AR 95-2 paragraph 9. Civilian aircraft without a PPR or airborne civilian aircraft requesting a PPR by radio will not be given one.

b. Requester must furnish the following:

- (1) Type aircraft and tail number.
- (2) Estimated time of arrive (ETA).
- (3) Estimated time of departure (ETD).
- (4) Point of contact at Fort Sill.
- (5) Name, address, and phone number of pilot.
- (6) Insurance required by AR 95-2.

(7) Completed hold harmless agreement for any damage resulting from the use of Fort Sill facilities.

c. Enter the PPR number on the flight plan. File a flight plan to land and depart Fort Sill Henry Post Field.

2-2. Static Displays and Aerial Demonstrations.

a. Authorize flights of U.S. Army aircraft IAW AR 95-1. Exercise care so that U.S. Army aircraft are not used in support of other agencies (government or nongovernment) in any manner which could be construed as competitive to private industry. Refer questionable requests to Director Plans, Training, Security, and Mobilization, for determination in coordination with Fort Sill's Public Affairs Office (PAO). Provisions of DOD 4515.13R and AR 360-61 apply to U.S. Army aircraft participating in community relations activities (static displays, aerial demonstrations, etc.). Coordinate requests for use of Army aircraft in support of community relations events on and off-post through the PAO.

b. Conduct static displays and aerial demonstrations according to AR 360-61, Community Relations.

(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 Installation aviation safety officer (IASO) is responsible for ensuring the survey is conducted if the tasked unit's Aviation Safety Officer (ASO) is not available to do the survey.

(2) The ASO will conduct the survey and provide a copy of the survey to the ISAO 5 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.

c. Submit all requests for community relations use of Army aircraft not covered in AR 95-2, chapter 16, through Cdr, USAG, ATTN: IMSW-SIL-PLA, Fort Sill, Oklahoma 73503-5500 to appropriate Army MACOM for approval.

2-3. Transportation of Passengers. DOD 4515.13R and AR 95-1 prescribe who may be transported in U.S. Army aircraft. Obtain authorization for short local orientation flights for visiting nonmilitary dignitaries from Cdr, USAFCOEFS, when such flights are considered to be in the best interest of the Department of the Army. Forward requests for these flights to DPTMS for approval on an individual basis.

2-4. Aircraft Accountability.

a. Henry Post Army Airfield (HPAAF) Operations maintains a list of assigned and tenant aircraft.

b. Prior to commencing any aviation operations or training events on the Fort Sill reservation, active, guard, reserve component, and visiting DOD or approved contractor aviation units will provide HPAAF Operations with a complete and updated listing of aircraft type and tail numbers. Upon arrival to Fort Sill, units will provide HPAAF Operations with a telephone number(s) and a local point of contact who is available continuously (H+24) for the duration of aviation operations or training exercises to assist flight following if an aircraft is missing, overdue, or involved in a mishap.

2-5. Requests for Operational Support Airlift (OSA) Support.

a. Military personnel and DOD civilian employees with official business travel requirements may request Operational Support Airlift (OSA) Fixed Wing support in accordance with AR 95-1, paragraph 3-5. Submit requests for OSA aircraft missions on DA Form 2768 through an authorizing official within their chain of command. Authorizing official will state requirements for official government travel and forward all approved request to the Fort Sill OSA Support Validator Office, Building 4907, Room 206, HPAAF NLT 4 days prior to the flight. For more information on Joint Operational Support Airlift Command (JOSAC) mission requirements call (580) 442-6160/4643.

b. Use of Army rotary wing aircraft in other than an operational capacity is subject to the rules and policies governing OSA. Units should forward rotary wing OSA requests through the Fort Sill OSA Support Validator Office, Building 4907, Room 206,

HPAAF NLT 7 days prior to the flight IAW procedures of DODD 4500.9, 26 January 1989.

2-6. Request for Helicopter Training Support. Submit requests for unfunded helicopter support by memorandum to the Airfield Operations Officer for coordination. Helicopter assets (CH-47 and UH-60A) from the Army National Guard and Active DOD components may be available for joint training. Requests should be submitted a minimum of 14 days in advance of required training. For more information concerning helicopter training support call the HPAAF Operations Officer, Building 4907, Room 205, HPAAF at (580) 442-6160/4643.

2-7. Emergency Commercial Helicopter Ambulance Requests.

a. Emergency Commercial Air Ambulance Helicopter may be available by contacting Fort Sill Range Control. This service is only to be used in the event of loss of life, limb, or eyesight. Comply with USAFACFS Regulation 385-1, chapter 4.

b. 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 Commercial Air Evacuation Contact telephone #. Table 2-2 lists evacuation (EVAC) call signs and radio frequencies.

Table 2-1. Commercial Air Evac Mission Contact Numbers

CONTACT POINT	TELEPHONE NUMBER
Primary DPTMS Range Control	580-442-2994/6191
Secondary HPAAF ATC Tower/ARAC	580-442-4004/2004

Table 2-2. Evacuation (Evac) Call Signs and Radio Frequency

DESCRIPTION	FREQUENCY
Primary Range Control	34.50 OR 38.50 FM 378.4 UHF
Range Control Frequency For Air Evac Helicopter	143.125VHF
Secondary HPAAF Tower Or Approach Control Frequencies	124.95 OR 229.4 OR 118.60

2-8. Aviation Facility Locations and Responsible Agencies for Landing Areas.

a. Tables 2-3 and 2-4 show the location and controlling agency for maintaining and utilization of the respective landing areas located on Fort Sill. Figure 2-5, Cantonment Helipads/Landing Sites.

Table 2-3. Installation HTA's

NAME		GRID
SOUTH EAST CORNER	E. RANGE	ND 6545 3380
NORTH FIELD	E. RANGE	ND 5719 3993
FRISCO RIDGE	E. RANGE	ND 6025 4595
SNOW RIDGE RANGE	W.	ND 5330 4020
LANDING STRIP 15 RANGE	W.	ND 5180 4080
RABBIT HILL RANGE	W.	ND 4923 4216

Table 2-4. Assault Landing Zones (ALZ)/Unmanned Aircraft System (UAS) Sites

AIRSTRIPE	LOCATION			CONTROLLING AGENCY
FRISCO RIDGE LANDING ZONE				RANGE CONTROL, DPTMS
	Grid	LAT	LONG	580-442-6191
Center Point	ND 60100 45260	34 44.862'N	98 20.604'W	
Approach End	ND 60110 44728	34.44.574'N	98 20.599'W	
Departure End	ND 60084 45797	34 45.152'N	98 20.612'W	

Table 2-5. Fort Sill Cantonment Helipad and Landing Area

HELIPAD	LOCATION	CONTROLLING AGENCY	REMARKS	TELEPHONE
RACH	ND 5383 3463	RACH	MEDEVAC ONLY	458-2770

Legend: Frequency: 124.95 for HPAAF Tower
 RACH: Reynolds Army Community Hospital.
 MEDEVAC: Medical Evacuation
 PPR: Prior Permission Required
 VFR: Visual Flight Rules

b. Fort Sill Installation Aviation Safety Officer has the authority to open, close, and inspect helipads and airstrips. Controlling agencies responsible for table 2-4 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 5-12, addresses specific procedures for use of helipads.

d. Aviation units when using any on-post landing strips will follow the procedures listed in Fort Sill Reg 385-1.

e. The Installation Aviation Safety Officer will insure a quarterly hazards inspection of the Installation Helicopter, Training Areas (HTAs) and Landing Zones on the Fort Sill Military Reservation are conducted. This inspection will include checks to reveal potentially hazardous conditions to flight and ground operations. The IASO will coordinate with the Airfield Operations Officer who, in turn, will coordinate with Directorate of Public Works (DPW) and DPTMS Range Division to correct any hazardous conditions found during the inspection. The IASO will prepare a written report for any areas having known hazardous conditions. Aviation units, HPAAF dispatch, and ARAC will receive this report. The Airfield Safety Officer will insure that the most current inspection is posted in HPAAF Flight Planning Room.

2-9. Drop Zones (Dzs), Landing Zones (Lzs) and Installation Helicopter Training Areas (HTA'S). All grid zone designators are 14S unless specified. See Figure 2-2, Drop Zones (DZS), Landing Zones (LZS) and Installation HTA's.

2-10. Flight Records Management For Fort Sill's Permanently Assigned Aviation Personnel.

a. DPTMS Airfield Operations Division, Building 4907, Room 206 is the designated aviation records management office for Fort Sill, Oklahoma. They will maintain flight records and aviation training records of permanent party aviation personnel assigned to nonoperational aviation positions or otherwise restricted from flying duty.

b. Aviation personnel must present his or her DA Form 3513 (United States Army Individual Flight Record Folder), to the Airfield Operations Officer within 14 calendar days after reporting to their unit.

c. Directorate of Human Resources, Military Personnel Division, Building 4700 will provide DPTMS Airfield Operations Division, a monthly listing of permanent party aviation personnel.

d. Fort Sill aviation personnel in operational or nonoperational assigned positions that receive Aviation Career Incentive Pay (ACIP) are responsible for maintaining a current flight physical. A copy of their current aviation flight physical will be maintained in their Flight Record Folder.

2-11. Clearance into Aircraft Movement Area, HPAAF. Taxiways/runways at HPAAF are OFF LIMITS to unauthorized personnel and vehicles. Airfield Operations may authorize specific personnel and vehicles, on a case-by-case basis, onto the taxiway/runway environment after coordination with Tower or ARAC (when Tower is closed). All vehicles or personnel must have 2 way communications established with the Tower or ARAC and receive clearance before operating or moving onto the aircraft movement areas of the airfield.

Chapter 3 Standardization and Training

3-1. Standardization Committees and Safety Councils.

a. Unit committees.

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

(2) Each brigade and separate battalion, standardization committee sends minutes of its meetings to the Fort Sill Aviation Safety Council.

b. Fort Sill's Aviation Safety Council (FSASC).

(1) The FSASC meets quarterly to discuss issues submitted by HPAAF Aviation Personnel, Range Control, ARAC or unit's ASO. The meetings are informal and are intended to resolve issues at the lowest possible level.

(2) Brigade, separate battalions or individual aviation units will submit aviation safety issues involving installation aviation procedures or facilities to the FSASC at 580-442-2023/4643 after attempting resolution at the lowest level.

(3) Membership of the FSASC consists of--

(a) Assigned, attached, or mobilization Unit Aviation Safety representative.

(b) Brigade, battalion, and separate company standardization officers.

(c) Fire Chief.

(d) Chief, Army Radar Approach Control.

(e) Installation Aviation Safety Officer.

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

(g) HPAAF Operations officer.

- (h) FSASC chairperson.
- (i) HPAAF Tower Chief.
- (j) Range Control Representative.
- (k) DPW Airfield Advocate.
- (l) MEDDAC Safety Officer.
- (m) MEDDAC Ambulance representative.
- (n) Superintendent of Weather Operations.

3-2. Evaluations and Administrative Procedures.

a. Evaluations. The conduct of no-notice evaluations on assigned, attached or transit aviators are the responsibility of any brigade, separate battalion, or company standardization offices. These brigades, separate battalions or companies will ensure that DA Form 7120-R (Commanders Task List) is complete and maintained in the individual aircrew training folder for all aviators within the organization.

(1) Evaluators at brigade, separate battalion or company 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) Before performing PIC duties on the Fort Sill reservation or local HTA's, aviators must complete an orientation flight per TC 1-210 (Aircrew Training Program Commanders Guide). PCs that have completed an orientation flight at Fort Sill's R5601 within the previous 12 months require only an oral update from a gaining unit IP, SP, or IE.

(3) 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) and (2).

3-3. Pilot-In-Command (PIC) Program.

a. Designation.

(1) AR 95-1 outlines PIC requirements. Commanders will designate PICs on DA Form 7120-R in the respective IATF. Authorized flight crew stations and duties will be annotated.

(2) Unless approved by the unit commander, an aviator is the PC only for missions in which they perform tasks previously evaluated.

b. PIC evaluations will be conducted per unit SOP.

(1) A PIC evaluation includes those base and special mission tasks designated by the commander. The flight evaluation is taken in each crew station the aviator is required to perform PC duties.

(2) PICs later qualified in special missions, such as night vision goggle (NVG) operations, require evaluation as PIC in that mode of flight.

3-4. Crew Selection and Designation. Each battalion or squadron must have an aircrew qualification, selection, and coordination program according to AR 95-1. The program will address training, qualification, selection, and evaluation. Commanders will designate in writing specific evaluation tasks for each type of flight evaluation.

3-5. Unit Standing Operating Procedures (SOP'S). Each aviation battalion or squadron or separate aviation unit will have a unit SOP according to AR 95-1 and FORSCOM Regulation 350-1.

Chapter 4 Airspace

4-1. Restricted Area Description.

a. Fort Sill Restricted Area 5601 Special Use Airspace found on Dallas/Fort Worth Sectional Chart is divided into six areas for regulatory purposes: (See figure 4-1, Fort Sill Restricted Area 5601.)

b. The on-post area is defined by the military reservation boundary depicted on Fort Sill Military Installation Map, Series V783S, (Edition 4-NIMA), 1:50,000. This is the authorized map for flight operations on the reservation, which consists of the Training Areas (TAs) and Impact Areas as shown in figure 4-2.

(1) R5601 A (East Range) is located East of I-44 and consists of North Arbuckle Range Impact Area and South Arbuckle Range Impact Areas and contains TA's 60 thru 79, and Frisco Ridge, South East Corner and North Field Helicopter Landing Area.

(2) R5601 B (West Range) is located West of HPAAF Surface Area and West IFR Traffic Corridor and consists of the West Range Impact Area and contains TA's 11 thru 59, Rabbit Hill Field and Ketch Field Landing Strip.

(3) R5601 C (Quanah Range/Falcon Range) is located West of Highway 115, North of Highway 62, South of Wichita Mountain Wildlife Refuge and East of N/S

Gridline 22 and contains TA's 1 thru 10. When Falcon Range is hot all aircraft must contact Falcon Range Tower on UHF freq. 363.7 (P), 342.3 (S) or VHF freq. 143.75 (P), 141.85 (S) prior to entry for clearance into Falcon Range. All aviators will review Range Control Air Activity Schedule for scheduled CAS missions prior to flight into R5601.

(4) R5601 D is Special Use Airspace (SUA) located outside of Fort Sill's military reservation boundary. R5601 D is located generally North and West of R 5601 C. This airspace is normally used to allow CAS maneuvering airspace while utilizing Falcon Range. This airspace begins at 500' AGL to FL 400, Time of Use is local Sunrise (SR)-2200 Monday-Friday and Other times by DOD NOTAM.

(5) R5601E is Special Use Airspace (SUA) located outside of the Fort Sill's Military Reservation boundary. R6701E is located generally south of R5601C. This airspace is normally used to allow CAS maneuvering airspace while utilizing Falcon Range. This airspace begins at 500' AGL to 6000' MSL, Time of Use is local, SR to 2200 Monday-Friday and other times by DOD NOTAM.

(6) R5601F is Special Use Airspace (SUA) located outside of the Fort Sill's military reservation boundary. R5601F is located generally north of R5601 A, B, and C, the northern boundary is the Washita Military Operations Area (MOA). This airspace is normally used to allow CAS maneuvering airspace. This airspace begins at 500' AGL to FL 400, Time of Use is local, SR to 2200 Monday-Friday and other times by DOD NOTAM.

4-2. Off-Post Local Helicopter Training Areas. The training areas are as follows:

a. Slick Hills Helicopter Training Area HTA.

(1) Location. The Slick Hills Helicopter Training Area (HTA) is an area located on the Dallas/Fort Worth Sectional approximately 18 NM, North West of HPAAF. This Low Level Flight Training area is approximately 10 NM long oriented North to South and 23 NM across East and West. The HTA is rolling and rocky terrain on the Eastern and South areas with more level terrain to the North and Western portion. The average elevation is 1534 feet MSL. The highest terrain feature is located in the SW Corner with an elevation of 2444' MSL. The lowest terrain feature is near the South East Corner with an elevation of 1355 MSL. (See figure 4-4, Slick Hills Helicopter Training Area).

(2) Applicability. These procedures apply to all units, agencies, and flight contract operators as signed, attached, OPCON, mobilizing at or operating from Fort Sill.

(3) Boundaries. The Slick Hills HTA are within the boundaries as shown in:

Table 4-1. Slick Hills HTA Boundaries

VERTEX	ORIENTATION ON MAP	MGRS (WGS 84)
1	NORTHWEST CORNER	14S ND 1296 6920
2	NORTHEAST CORNER	14S ND 5330 6907
3	SOUTHEAST CORNER	14S ND 5304 5103
4	SOUTH CENTER POINT	14S ND 3558 5095
5	SOUTH CENTER NW PT	14S ND 3361 5226
6	SOUTH CENTER POINT	14S ND 3387 5405
7	SOUTHWEST CORNER	14S ND 1301 5400

(4) Orientation. The pilot-in-command must complete a daytime in-flight orientation of the HTA and the entire route structure before entering the HTA at night or for NVG flights.

(5) Hazards Map.

(a) The PC will ensure that they have the latest edition of the Slick Hills Hazards Map, with hazard updates marked on the map, in the aircraft. Slick Hills Hazards Maps must be updated every 30 days. Aircrews will report any flight hazards that are located within Slick Hills HTA by utilizing the Fort Sill's Flight Hazard Update Reports (figure 8-2).

(b) The Airfield Operations Officer, HPAAF, will post a current Slick HTA Hazards Map in the HPAAF flight planning room and post new hazards on the map.

(6) Hazard Reconnaissance.

(a) Before using the Slick Hill HTA, each unit will conduct a daylight aerial reconnaissance of the Slick Hills HTA for new hazards at least 2 days before the first use and thereafter, during the first week of each calendar month. The unit will not use the Slick Hills HTA until they complete the monthly hazard reconnaissance and update the Slick Hills HTA Hazards Map as required. The unit will forward a copy of the initial and thereafter, monthly, hazard reconnaissance to the Fort Sill Installation ASO.

(b) Whenever an aircrew discovers a new hazard, the PC will note the location, height, and type of new hazards and give that information to their unit ASO. The unit ASO will update their unit's hazard map; post a notice in their reading file. The Installation ASO will be notified of the new hazard. The Fort Sill Installation ASO will then notify the Airfield Operations Officer and all units and ensure that the airfield operations officer posts the hazard on the map.

(7) Procedures.

(a) Aircrews using HTA for Low level training will not fly below 50' AGL and no higher than 200 ft AGL unless to avoid buildings, wires, livestock, or other obstacles as required.

(b) Avoid any inhabited houses or livestock by a minimum of 500 meters.

(c) Weather minimums for Slick Hills HTA are Day: 500' ceiling and 1/2 SM Visibility, and Night: 1,000' ceiling and 1 SM Visibility.

(d) Single aircraft must flight follow with Fort Sill Flight Following and give mandatory 30 minutes "Operations Normal" reports. Multiship aircraft flight may flight follow internally for echelon aircraft.

(e) NVG flights will only be performed in the Slick Hills HTA between the hours of official sunset to 2400 local time.

(f) Aircrews will call entry points and exit points on Fort Sill Air to Air Frequency 143.1 when using Slick Hills HTA.

4-3. Responsibility and Scheduling.

a. Unit representatives requesting to use Fort Sill's airspace or its off-post HTA's must coordinate the use of these areas with Range Control and Fort Sill's Air Traffic and Airspace Officer.

b. Submit airspace requests for on-post and the HTA's according to this Regulation and Fort Sill Regulation 385-1 to DPTMS Range Division (scheduling).

c. First-come, first-served Airspace and Training Area requests may be submitted to DPTMS Range Control IAW Fort Sill Reg 385-1. 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.

d. 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. Aviation scheduling officers will use RFMSS to determine availability of resources, access schedule of events, submit requests, and produce reports.

4-4. Use of Airports, Heliports, and Other Landing Areas.

a. Aviators operating from Fort Sill may operate Army Aircraft at airports and heliports and other government leased private land training areas IAW AR 95-1.

b. DPTMS Airfield Operations Division, will maintain a list approved and valid Government leased private training and landing areas in the local flying area. This list will be posted at HPAAF Flight Planning Room. The HPAAF Operations Officer is responsible for ensuring the list is posted and valid.

4-5. Local Flying Area. The Fort Sill's Rotary Wing Aircraft local flying area boundary is a 100 NM radius from the approximate center of HPAAF using a Dallas-Fort Worth VFR Sectional Aeronautical Chart (See figure, Rotary Wing Local Flying Area). Army Fixed Wing aircraft will use a 200 NM radius using the same chart criteria above as their local flying area boundaries (See figure, Fixed Wing Local Flying Area).

4-6. Henry Post Army Airfield Traffic Boundaries and East Air Corridor.

Traffic Boundaries at HPAAF		
Vertex	Lat/Lon	MGRS (WGS 84)
*1	N 34° 40' 11.64" W 098° 26' 17.70"	14S ND 51466 36581
*2	N 34° 40' 46.67" W 098° 23' 08.71"	14S ND 56269 37688
3	N 34° 39' 52.77" W 098° 22' 15.57"	14S ND 57632 36036
4	N 34° 38' 49.65" W 098° 22' 05.77"	14S ND 57893 34093
5	N 34° 38' 29.42" W 098° 21' 40.39"	14S ND 58543 33474
6	N 34° 38' 14.52" W 098° 20' 54.54"	14S ND 59713 33023
7	N 34° 38' 16.40" W 098° 26' 18.89"	14S ND 51455 33031
* 2.6 NM arc centered at N 34° 38' 18" W 098° 24' 06.00" (14S ND 51455 33031) from vertex 1 to vertex 2		

See Figure 4-8 for HPAAF Airspace Area.

a. East Air Corridor. The East Air Corridor consists of three sectors: West IFR Sector, VFR Sector, and East IFR Sector. (See Figure 5-4)

(1) West IFR Sector. The western boundary extends northwest from a point just south of the Medicine Bluff Pistol Range running northwest to a point just west of the 52 grid line northwest of Craig Hill. The eastern boundary is the 54 grid line (western boundary of the cantonment area).

(2) VFR Sector. The western boundary is a north to south line just west of the 52 grid line from R5601B to the north edge of R5601F. The eastern boundary is the eastern boundary of R5601F. The southern boundary is the Fort Sill military reservation boundary. The northern boundary is the northern boundary of R5601F.

(3) East IFR Sector. The eastern boundary is Elgin Road from the cantonment area northeast bound to the point where it intersects the railroad tracks. The western boundary is the railroad tracks from the cantonment area northeast bound to the point they intersect Elgin Road.

(4) East/West IFR Sectors. They are segments of airspace for ARAC/Tower to use when weather is below VFR minimums. This airspace provides an added level of safety when weather or emergencies require its use. ARAC/Tower will inhibit (check fire) firing activities in these sectors when arriving/departing aircraft require the airspace to make an instrument approach/departure from HPAAF.

b. Fixed Wing Aircraft Traffic Pattern Altitudes. The downwind altitudes are 2200-2700. Fixed wing aircraft will use the West traffic pattern or as authorized by ATC.

c. Rotary Wing Aircraft Traffic Pattern Altitudes. The downwind altitude is 1900 feet MSL. Rotary wing aircraft may use East or West traffic pattern or as cleared by ATC.

(1) Night Operations. Rotary Wing aircraft will use the main runway or parallel taxiway during normal night operations. Aircraft will use the East traffic pattern or as cleared by ATC.

(2) Daylight Operations. Rotary Wing aircraft will normally use the parallel taxiway or the East sod area for daylight operations rather than the main runway.

(3) External loads. Rotary wing aircraft with external loads will fly routes that avoid flight over built-up areas and the main runway. The primary training area for external loads is the Southeast Corner Training Area at 14S ND 65300 33800.

(4) Altitude. Aircraft may fly at and below 500 feet AGL within the Fort Sill boundaries or as directed by ATC. Coordinate flights above 500 feet AGL in R5601 with range control.

c. Figure 4-9 depicts HPAAF traffic patterns. See paragraphs 5-5, 5-10, 5-11 and 5-14 for weather, corridors, ceremonies avoidance routes and lighting requirements at HPAAF.

d. HPAAF Restrictions and Procedures.

(1) Hovering. Do not hover over the East side of the sod area located east of the South parallel taxiway and runway 17/35. Do not hover within 200' of any weather instruments or Precision Approach Radar Domes.

(2) Airspeed. IAW FAA JO 7110.65.

(3) The East Sod Movement Area. It will only be used by rotary wing aviation units mobilizing or training at Fort Sill. . No take-offs or approaches and landings to East Sod area will over-fly any parked or taxing aircraft, hangars, motor park or housing areas located generally north of helipad. Air crews will advise the HPAAF Tower in which cardinal direction they intent to take off or for landing.

(4) Helicopter Landing Areas. There are four day VFR only designated and marked helicopter helipads and numbered 1,2,3,4 from North to South on the parallel taxiway. Rotary wing aircraft may land to any portion of the parallel taxiway when cleared by HPAAF Tower.

(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) Aircraft parked on main parking ramp will contact ground control for taxi instructions when ready to taxi for take-off. Aircraft will hold short of the parallel taxiway at the marked hold short markings and contact tower to taxi onto the parallel or clearance to the runway unless otherwise instructed by HPAAF ground control.

(d) Aircraft parked on the North Sod Rotary Wing Parking Area (No CH-47 Aircraft) and East Sod Rotary Wing Parking Area (No CH-47 Aircraft) will contact HPAAF Tower (When Open) to hover taxi to any other location. When Tower is closed aircraft will make an advisory call on CTAF frequency 124.95 stating the aircraft movement intentions. Pilots are advised to monitor and make advisory radio calls on CTAF frequency when HPAAF Tower is closed. Fort Sill Approach Control also monitors CTAF and can when requested provided wind, altimeter and traffic information. The north parallel taxiway will be closed to all fixed wing traffic when any rotary wing aircraft is utilizing the North Sod Rotary Wing Parking Area. Figure depicts HPAAF designated parking areas for Army fixed and rotary wing aircraft.

4-7. Reynolds Army Community Hospital (RACH) MEDEVAC HELIPAD.

RACH MEDEVAC Helipad is located approximately 0.6 NM west of HPAAF Tower. Grid location is ND 53825 34600. It's designed for one rotary wing aircraft at time. It's a day/night VFR Limited Use Helipad. RACH Helipad is only for use by aircraft to transport patients to appropriate medical care. Military or commercial EMS helicopters requested by RACH or Range Control to transport critical/emergency care patients are authorized use of this helipad at any time. All other rotary wing aircraft will coordinate with DPTMS Airfield Operations Division, DPTMS, if they desire to conduct approach and landing operations to the helipad. RACH MEDEVAC Helipad lighting is controlled by transmitting on CTAF 124.95, five (5) clicks for bright perimeter lights and seven (7) clicks to dim perimeter lights. Helipad lighting will go off 15 minutes after activation. All aircraft will contact HPAAF Tower (when open) for landing to RACH Helipad. Transmit on HPAAF CTAF frequency appropriate advisory of landing and departure when Tower is closed. RACH Helipad is not visible from the control tower.

Chapter 5

Flight Procedures and Rules

5-1. Call Signs. Call signs will be IAW normal protocols. Army units operating from HPAAF may use either "Army" or "Guard" (as appropriate) plus the last five digits of the aircraft tail number. Example R31602/G881098 or designated unit call signs may be utilized Example Wolfpack 31/WPACK31. Units shall be consistent with one call-sign version or the other.

5-2. Notice To Airmen (NOTAM) And Local-Notice To Airmen (L-NOTAM). HPAAF Base Operations (Dispatch Office) maintains NOTAM and L-NOTAM files. Fort Sill NOTAMS can be found by going to <https://www.notams.jcs.mil/>.

5-3. Flight Plans. Operations specified in paragraph 5-3a require coordination with external agencies such as flight service or ATC and etc., and are considered "cross-country" flight plans. Operations specified in 5-3b in which data remains at Base Operations or units flight operations are considered "local" flight plans.

a. Flights outside of local flying area: (See figure 4-5, Fort Sill Local Flying Area.)

(1) Instrument flight rules (IFR) operations require a DD Form 175 (Military Flight Plan) completed according to the appropriate flight information publication (FLIP) and general planning (GP). IFR cross country flight plans must be filed with HPAAF Base Operations (when open) or Ft. Worth Flight Service Station (when HPAAF Base Operations is closed for input into the Aeronautical Information System Revised (AISR). DD Form 175-1 (Flight Weather Briefing) is required when the route of flight will be outside an 100 nautical mile radius, centered on HPAAF Tower for rotary wing and 200 NM for fixed wing aircraft.

(2) VFR operations that terminate or involve engine shutdown at locations outside the reservation or HTA's require a DD Form 175 or an Operations Log monitored by that's unit's flight operations personnel. VFR cross-country flight plans involving engine shutdown will be filed with HPAAF Base Operations (during normal duty hours) for input into the AISR. All flights to USAF military airfields within the local flying area, require the flight plan be filed thru HPAAF Base Operations AISR.

(3) When HPAAF Base Operations Dispatch (HPAAF Dispatch) is open (Bldg 4907), all military aircrews are required to file a military flight plan DD 175, including DD 175-1 weather briefing, unless already on a current stopover flight plan. Aircrews departing the designated local flying area (paragraph 4-4) will file VFR/IFR flight plans with HPAAF Dispatch. Aircrews on stop-over flight plans shall check with Base Operations regarding the next leg of their flight.

(4) When HPAAF dispatch is closed, prior to departing HPAAF, the pilot-in-command must ensure he/she has filed a VFR/IFR Flight Plan with Fort Worth FSS (1800-992-7433). Aircrews shall insure VFR flight plans are opened with Flight Service.

(5) HPAAF Dispatch will open flight plans when a DD Form 175 has been filed and activated by the Pilot-in-Command. When HPAAF Dispatch is closed, the pilot must open and close flight plans with FSS. In any case, when landing at a destination that does not have Aeronautical Information System (AIS) capabilities, the pilot must close the flight plan with Ft. Worth Flight Service Station (FSS) upon arrival. When departing a location that does not have AISR capabilities, open the flight plan with FSS so they can send a departure message back to HPAAF.

b. Within the Local Flying Area.

(1) Local flight plans are for flights that meet criteria in paragraphs below:

(a) Flights originating and terminating within Fort Sill or the local HTA's locations.

(b) Flights outside Fort Sill local flying area not involving engine shutdown.

(2) When HPAAF Base Operations Dispatch is open (Bldg 4907) all military aircrews filing a local flight plan, (operation's log), may file over the phone by calling HPAAF Dispatcher telephone 442-5808/3012. If changing a local flight plan, (operation's log), may be done by contacting Base Operations Dispatch on (primary) VHF 139.30 or (secondary) UHF 376.7.

(3) If HPAAF dispatch is closed. File a local flight plan, (operation's log), with unit's flight operations. If unable to file via landline an alternate method is to file or change/amend local flight plans by contacting ARAC on (primary) VHF 120.55 or (secondary) UHF 322.4. Before departing any location the pilot will contact ARAC to activate the filed flight plan.

c. Procedures for filling out DA 175 Local flight plans.

(1) The term "local" is the first item in the route of flight section followed by the route in parentheses. When possible, identify the training area (TA) if landing on the reservation or "Name of HTA's" as prefixes on local flight plans.

(2) Maximum time enroute for local flight plans is 8 hours, unless extension is coordinated with whichever activity is maintaining the aircraft local flight plan (i.e., HPAAF Base operations or the unit's flight operations)

(3) Mobilization units with an established flight operations at HPAAF or located at local field sites may file and flight follow local flight plans using a unit operations log IAW AR 95-1, paragraph 5-2.

d. Filing flight plans. File completed flight plans in person or by fax (442-7928) with HPAAF Base Operations Dispatch. Pilot-in-Command, Flight Leads or Unit Flight

Operations must call HPAAF Dispatcher (442-5808 when open) or ARAC (442-2004 24/7) to ensure that flight plans were received and properly processed. Local VFR flight plans filed with HPAAF Base Operations Dispatch must be filed a minimum of 15 minutes prior to scheduled departure. IFR flight plans must be filed a minimum of 45 minutes prior to scheduled departure. NOTE: VFR flight plans filed with FSS, will not generate a flight strip to ATC.

e. Other Requirements.

(1) Flights that do not depart within 2 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 numbers change, 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. Aviation Weather Service. Headquarters, Air Combat Command (HQ ACC) civilian (GS) weather forecasters provide, or arrange for, direct weather support at Fort Sill. HQ ACC has activated an Operating Location (OL) at Fort Sill under ACC/A3W with the designation OL-U, HQ ACC (OL-U). General policies and weather support responsibilities are outlined in AR 115-10/AFI 15-157. The OL-U Superintendent of Weather Operations (OL-U SWO) serves as the weather liaison to for Ft. Sill and is responsible for providing, or arranging for, weather support.

a. Mission. OL-U provides direct weather support and services to the FCoE, the U.S. Army Garrison Fort Sill, and HPAAF. OL-U produces timely, accurate, and relevant mission execution forecasts (MEF) and local area briefings for Army Aviation assets, local airfield observations, observed weather warnings/advisories and conducts meteorological/mission watch for on-going missions. Additionally, OL-U acts as the “eyes forward” element for the 26 OWS. OL-U is organized, trained, and equipped to conduct weather operations and provide weather products and information to all Fort Sill agencies.

b. Location. OL-U is located in Building 4907, HPAAF. The primary Alternate Operating Location (AOL) for OL-U is located in building 4915, room 12, HPAAF.

c. Operating Hours. OL-U forecasters are on duty M-F 0600-2200 LST. OL-U is closed on weekends and federal holidays. These hours are subject to change during contingency operations.

(1) A severe weather action team may be recalled after duty hours based on conditions listed in FS Reg 115-9 table 4-8.

(2) Staff services are routinely available from 0800-1700 LST and are provided by the OL-U SWO.

d. Duty Priorities. When there is a conflict, weather support to Fort Sill will be provided using operational risk management (ORM) to systematically evaluate possible courses of action, identify risks and benefits, and determine the best course of action for any given situation. The ORM decision-making process allows OL-U forecasters the flexibility to exploit environmental conditions, mitigate mission delays, and enhance the overall effectiveness of operations. Typically, weather support to Fort Sill will be provided in the following order of priority:

- (1) Respond to Aircraft/Ground Mishap and In-Flight Emergencies.
- (2) Respond to Immediate Launch (MEDEVAC/Dustoff) Operations.
- (3) Execute Weather Station Evacuation.
- (4) Respond to the Force Protection Officer During Emergencies.
- (5) Supplement/Backup FMQ-19 Observations / "Eyes Forward" Support & Collaborate with the 26th Operational Weather Squadron (OWS).
- (6) Respond to Pilot-to-Metro Service (PMSV) Contacts.
- (7) Disseminate Weather Watches, Warnings and Advisories.
- (8) Disseminate/Relay Urgent Pilot Reports (UUA PIREPs).
- (9) Activate Severe Weather Action Procedures (SWAP).
- (10) Produce/Disseminate OL-U Mission Execution Forecasts (OL-U MEFs).
- (11) Disseminate routine Pilot Reports and Aircraft Reports (PIREPs/AIREPs).
- (12) Prepare/Issue Terminal Aerodrome Forecasts (TAFs) when required.
- (13) Prepare and Provide Flight Weather MEFs (175-1 & Verbal briefings).
- (14) Perform MISSIONWATCH/METWATCH activities.
- (15) Amend and post/disseminate amended OL-U MEFs when required.

(16) Accomplish administrative & training tasks.

(17) All other duties.

e. Obtaining Official Weather Support. To obtain weather support, agencies must coordinate and validate their requirements with the OL-U SWO. Valid requirements exist out of mission necessity and are linked to instructions, manuals, mission orders, or similar directives. Units requiring weather support will provide the OL-U SWO with operating instructions, checklists, and/or a list of actions taken as a result of the requested weather service.

f. Mission-Limiting Environmental Conditions. Weather impacts on aviation assets at Fort Sill are generally aligned with standard weather warning/advisory criteria. Fort Sill Regulation 115-9, Table 4-1 lists weather impacts to supported customers at Fort Sill and the actions taken to mitigate those environmental conditions. Additional impacts unique to individual aviation customers requesting official weather support must be provided to the OL-U SWO.

g. Weather Watches. Weather watches are used to advise agencies of the potential for severe weather before actually issuing a weather warning. Watches allow the customer more time to prepare for potentially damaging weather that may interrupt the mission and should be issued early enough to allow the customer enough decision time to take the appropriate actions. The weather watch can be thought of as a "heads up," at which time agencies need to consider implementing required protective actions should a subsequent weather warning be issued. A weather watch for Fort Sill will be issued when the **potential** exists for any of the criteria in Table 5-1 within the boundaries of the Fort Sill Military Reservation.

Table 5-1. Weather Watch Criteria

Forecast WATCH Criteria & Minimum Desired Lead-Times (DLT)	
Criteria	DLT
Tornado	As potential warrants
Damaging Winds (\geq 45kts)	4 hours
Large Hail (\geq 3/4 Inch Diameter)	4 hours
High Winds (\geq 35kts but $<$ 45kts)	3 hours
Hail (\geq 1/2 inch to $<$ 3/4 Inch Diameter)	3 hours
Heavy Rain or Snow (\geq 2 inches in 12 hrs)	6 hours
Freezing Precipitation	3 hours
Blizzard Conditions	3 hours
Lightning within 7 NM	30 minutes

h. Weather Warnings. Weather warnings are issued to provide customers notification that weather conditions of such intensity exist as to pose a hazard to life or property. A weather warning for Fort Sill will be issued when any of the criteria in Table 5-2 occurs or is expected to occur within the boundaries of the Fort Sill Military

Reservation. Weather Warnings may be issued without a Weather Watch being previously issued.

Table 5-2. Weather Warning Criteria

Forecast Warning Criteria & Minimum DLT	
Criteria	DLT
Tornado	30 minutes
Damaging Winds (\geq 45kts)	2 hours
Large Hail (\geq 3/4 Inch Diameter)	2 hours
High Winds (\geq 35kts but $<$ 45kts)	1 ½ hours
Hail (\geq 1/2 inch to $<$ 3/4 inch Diameter)	1 ½ hours
Heavy Rain (\geq 2 Inches in 12 Hours)	1 ½ hours
Heavy Snow (\geq 2 Inches in 12 Hours)	1 ½ hours
Freezing Precipitation	1 ½ hours
Blizzard Conditions	1 ½ hours
Dust Storm	1 ½ hours

i. Weather Advisories. Weather Advisories are issued whenever any of the criteria listed in Table 5-3 are observed at HPAAF.

Table 5-3. Weather Advisory Criteria

Observed Advisory Criteria
Lightning Within 25NM
Equivalent Wind Chill Temperature \leq M01C
Equivalent Wind Chill Temperature \leq M29C
Temperature \geq 31C
Temperature \leq M09C
Gust Spread \geq 15 Knots (As Required to Support Flight Operations)
Ceiling \leq 800FT (Highest Published Airfield Landing Minima)
Visibility \leq 2SM (Highest Published Airfield Landing Minima)

j. Resource Protection Notification Chain. Due to limited staffing and the time critical nature of this information, OL-U personnel cannot individually notify every agency requiring weather watches, warnings, and advisories; hence, the application of a notification chain that exploits installation command and communications channels. Procedures developed to this end ensure weather personnel do not spend more time communicating than monitoring weather conditions. All units receiving these weather products must be involved in a continuous program of evaluation and improvement of the weather dissemination system, including inter-unit dissemination. Agencies must make certain that weather dissemination procedures ensure those needing information receive it. Individual commanders of units in need of weather information are responsible for having their units listed in the notification chain identified by figure 5-1.

In the event of weather warnings or advisories, Fort Sill Approach Control and HPAAF Tower will immediately transmit the following message over ATC frequencies: "Attention Fort Sill-based aircraft. Check weather." Transmit the same message at 5 minutes and 35 minutes past the hour throughout the duration of the warning period or as long as Fort Sill aircraft are operating in the local area.

k. OL-U Mission Execution Forecast (OL-U MEF). OL-U forecasters enable the integration of actionable environmental impacts at key decision points during the assessment, planning and execution of air and ground operations at Fort Sill by producing and providing timely, accurate, and relevant information tailored to specific weather thresholds that consider all aspects of operations (e.g., specific mission types; profiles; objectives). The OL-U SWO works closely with supported units to ensure forecasters are integrated into all phases of the decision cycle and key decision-makers are kept continuously aware of potential mission- impacting weather conditions.

(1) The purpose of the OL-U MEF is to provide a mission-tailored forecast that focuses on customer specific weather sensitivities and thresholds.

(2) The OL-U MEF will be provided during the duty hours listed in paragraph 5-4 c. It will be issued, at a minimum, twice daily whenever there is scheduled flying. The current OL-U MEF will be posted onto the OL-U HQ ACC webpage, <http://www1.doim.sill.army.mil/weather/3dws/>, on the Fort Sill IntraNet.

(3) Issue/Valid times of the OL-U MEF are subject to change depending upon the type of missions scheduled on a particular day (morning/afternoon training flights Versus night vision goggle sorties).

(4) The OL-U MEF will be amended when conditions are observed at HPAAF, in the Fort Sill R5601 Restricted Airspace or the Local Training Areas and are not correctly forecasted; or are forecasted and no longer representative of expected conditions based on the supported customer's specific weather sensitivities and thresholds.

(5) OL-U will monitor installation and mission/flying area weather conditions, collaborate with the 26 OWS, and integrate TAFs, watches, warnings, and advisories into the MEF process to meet local operational requirements.

(6) Figure 5-1 is an example of the OL-U MEF.

l. Weather Briefings. OL-U will provide flight weather briefings for aviation units at Fort Sill during the duty hours listed in paragraph 5-4 c. Flight weather briefings may be either a DD Form 175-1 or 'verbal' briefing. All VFR/IFR flight plans require a weather briefing. A weather void time *of one and one-half hour applies. The weather void time only applies to VFR Cross Country and IFR flights and may be extended IAW AR 95-1.*

(1) The OL-U MEF is the official weather forecast for the Local Training Areas. Aircrews requesting verbal briefings are encouraged to review the OL-U MEF prior to contacting the duty forecaster.

(2) During OL-U non-duty hours, flight weather briefings will be provided by the 26 OWS, Barksdale AFB, LA. Commercial (318) 529-2651 or DSN 331-2651.

(3) Flight weather briefings for transient aircrews will be provided unless doing so hinders support to local operations. In the rare instance that a flight weather briefing cannot be provided to a transient aircrew, they will be referred to the 26 OWS weather briefer.

m. Space Weather. Many weapons and communications systems use satellites and radio waves (High Frequency (HF), Very High Frequency (VHF), Ultra High Frequency (UHF), and Satellite Communications (SATCOM)), that can be rendered useless by electro-magnetic radiation from the sun.

(1) Operations at HPAAF, in the Fort Sill R5601 Restricted Airspace, or the Local Training Areas can be affected on a *limited* scale by a wide-variety of parameters possibly affected by various space weather conditions (HF and UHF communication, radar, GPS Comm, etc). Broad coverage CONUS-based space weather products (graphics) are available at <https://weather.afwa.af.mil/jaawin/space/main.jsp>. These products will be used to update the Space Weather portion (HF, UHF, and GPS) of the OL-U MEF and flight weather briefings. The following is a basic description of the most commonly briefed products.

(2) **HF COM Forecast.** This product depicts degradation of HF communications due to changes in the ionosphere where long-range HF signals are usually reflected. To interpret, White indicates “**No Impact**”, Yellow and Red coloring will indicate a “**Marginal**” and “**Severe**” HF impact over the flight path.

(a) **Marginal.** Represents areas where frequencies up to 20 MHz may suffer degradation for upwards of 40 minutes.

(b) **Severe.** Represents degradations of frequencies above 20 MHz for over 40 minutes.

(c) Figure B-B is an example of the HF COM Forecast product.

(3) **UHF SATCOM** (UHF Satellite Communication) **Forecast.** This product depicts degradation of UHF SATCOM communications due to changes in the ionosphere. UHF signals are transmitted through the ionosphere ("transionospheric") for communications to satellites. Interpretation of this product is the same as the above HF COM Forecast chart.

- (a) **Green.** Regions of light or weak degradation (1-4 dB).
- (b) **Yellow.** Regions of moderate degradation (4-10 dB).
- (c) **Red.** Regions of severe degradation (greater than 10 dB).
- (d) Figure 5-4 is an example of the UHF SATCOM Forecast product.

(4) **GPS ERROR Forecast.** The GPS Error Map displays estimates of positioning errors that result from inaccurate ionospheric correction for a single-frequency GPS user. Errors are determined for both *nowcast* (current) and *forecast* (+1 hour) conditions, for flat and hilly terrain. Flat terrain assumes all GPS satellites above 5 degrees can be viewed and used in positioning calculations. Hilly terrain assumes a more limited viewing area by increasing the acceptable elevation viewing angle to 15 degrees. To interpret, indicate "**No Impact**" if Blue (0-5 meters), "**Marginal**" for Green to Yellow (5-20 meters) and "**Severe**" with Red (> 20 meters). Figure 5-5 is an example of the GPS ERROR Forecast product.

(5) Like terrestrial weather, there are numerous factors that influence space weather. One of the biggest limitations we have in identifying and forecasting space weather is a lack of sensors. Additionally, given the speed of solar wind and light, our ability to provide lead-times for significant space events is extremely limited. Operational units with valid requirements for space weather information need to coordinate support with the OL-U SWO.

n. Pilot-to-Metro-Service (PMSV). OL-U provides PMSV support to HPAAF. Call sign "Henry Post Metro." The frequency is 306.5 MHz.

(1) Back-up services are provided by a joint effort between HPAAF Operations (using the Pilot to Dispatch radio, frequency 139.3 MHz), HPAAF ATC Tower and ARAC.

(2) Pilot Reports (PIREP). PIREP are received most frequently through direct PMSV contact and/or relayed from control tower or ARAC.

5-5. Special Visual Flight Rules (SVFR). SVFR are established to expedite the flow of arriving and/or departing aircraft from HPAAF Class D surface area during periods when HPAAF is below VFR minimums (1000-3). Departing aircraft must contact clearance delivery to request SVFR clearance prior to taxi. ATC may approve SVFR aircraft flights only if arriving/departing IFR aircraft are not delayed. When weather conditions in the surface area are less than basic VFR minimum (1000-3), pilot must request SVFR and ATC must approve prior to operating an aircraft within the surface area. The SVFR clearance will not contain a specific altitude, as the pilot must remain clear of the clouds. ATC provides separation between SVFR aircraft and other known traffic. SVFR clearances are effective within the surface area only. ATC does not

provide separation after an aircraft departs the surface area on a SVFR clearance. Tower cannot solicit SVFR from pilots.

a. Forecasted Weather. The pilot-in-command of each flight must have the below stated predominant weather forecast (takeoff/enroute/destination) at ETA through 1 hour after ETA for any VFR/SVFR flight segment when operating within HPAAF Class D/G Surface area airspace.

Table 5-4. SVFR Weather Minimums for HPAAF Class D Airspace

	CEILING	VISIBILITY		CEILING	VISIBILITY
Rotary Wing			Fixed Wing		
Day	Clear of Cloud	1/2 SM	Day	500'	1 SM
Night	500'	1 SM	Night	500'	2 SM

NOTE: Weather minimums for all SVFR aircraft transitioning through the East corridor without the intention of landing at FSI or LAW will be 500-1/2.

NOTE: Fixed wing VFR and SVFR weather minimums are according to AR 95-1 and applicable portions of FAR 91.155 and FAR 91.157.

b. Unforecasted Weather. If weather below the above minimums is encountered, terminate the flight or get an IFR clearance. If you must terminate flights due to deteriorating weather, the pilot-in-command of a Rotary Wing aircraft may elect to continue to HPAAF if it can be done safely and the visibility is ½ SM Day, or 1 SM Night and the aircraft can remain “Clear of Clouds.”

c. Local VFR aircraft entering the Lawton/Fort Sill Surface Area under SVFR conditions for landing at HPAAF will obtain clearance from Fort Sill Approach at or prior to one of the following points:

- South (S) - Walters Airport **Coordinates N34-22.36 W09-24.35** E of I-44
- South West (SW) - Goodyear Plant, **Grid ND 442 285**
- South East (SE) - Southeast Corner HTA, **Grid ND 654 338** (TA 63S)
- North West (NW) - Rabbit Hill HTA, **Grid ND 942 422**, (TA 40)
- North East (NE) - Town of Elgin, **Grid ND 650 485**
- North (N) Lake Ellsworth Dam, **Grid ND 580503**, South end of Lake Ellsworth

d. Rotary Wing VFR weather minimums for operations within Fort Sill R5601 and within uncontrolled airspace at or below 1200 feet AGL are:

- (1) Day. Flight visibility one-half statute mile and clear of clouds.
- (2) Night: Flight visibility one statute mile and 1000' ceiling

(3) If 1000-foot ceilings or less are encountered at night, training will terminate, except those flights for recovery purposes or flights to an area of improved weather.

5-6. Flight Following. Military Rotary Wing Aircraft requesting Flight Following service will contact "Fort Sill Flight Following" on frequencies VHF 126.2 or UHF 268.8. Fort Sill Flight Following can normally provide radar services within 25 nautical miles (NM) of Fort Sill. Traffic advisories may be available beyond 25 NM out to the boundaries of Fort Sill's controlled airspace.

a. Usage. Use of Fort Sill Flight Following (FSFF) is mandatory for all single-aircraft flights on a VFR flight plan, except when under control of unit operations, Henry Post Tower, or other agency (FSS). Flights of two or more aircraft may flight follow internally for echelon aircraft and must monitor and transmit intentions on UHF 242.2 (Air-to-Air) and monitor Range Control (34.50 or 38.50, as appropriate).

b. Required Reports. If FSFF is utilized, the following report procedures apply.

(1) Initial Contact. Give the following information to FSFF upon initial contact: identification (call sign); departure reporting point/arrival reporting point; destination; and type of flight plan (e.g., NVD, night, VFR, local).

(2) Position Reports. Make position reports as required by FSFF or at 30-minute intervals. Aircraft conducting NVD night training will transmit position reports every thirty (30) minutes to FSFF.

(3) The pilot may obtain a 30 minute "BLOCK TIME" to terminate operations at a field site. If aircraft is to remain on the ground longer than 30 minutes, upon arrival at destination, pilots will terminate with FSFF and report the actual position of the aircraft, grid coordinate, or other commonly known landmark. Pilot will notify FSFF that aircraft is on the ground and will give an ETD. If radio contact is unavailable, the pilot will provide FSFF with the appropriate information via land line or any other available communication from the field site. If pilot does not contact FSFF 15 minutes after ETD, FSFF will proceed with overdue aircraft procedures. Aircraft with destinations more than 25 NM from Fort Sill will terminate Flight Following prior to the 25 NM point.

c. Overdue Aircraft Procedures.

(1) Consider aircraft overdue 5 minutes after a required report has not been received.

(2) When an aircraft is overdue, ATC will--

(a) Initiate a communication search.

(b) After an aircraft has been overdue 15 minutes from last required report, notify HPAAF Dispatch that a communications search for the aircraft has been initiated.

(3) If there is a reason to believe that an aircraft is overdue prior to 30 minutes, take appropriate action immediately.

(a) After the aircraft has been overdue 30 minutes, notify HPAAF that communications search has failed to locate the aircraft.

(b) Notify HPAAF Dispatch when communication is reestablished with the overdue aircraft.

(4) HPAAF Dispatch, when notified by the Flight Following facility of an overdue aircraft, will take the following actions.

(a) Contact owning unit operations to inform them of aircraft being 15 minutes overdue and request they perform a ramp check.

(b) If aircraft becomes 30 minutes overdue, initiate search and rescue procedures in accordance with individual unit search and rescue plans.

(5) DPTMS Airfield Division will be responsible for ramp checks and search and rescue for aircraft not permanently assigned at Fort Sill.

(6) When HPAAF Dispatch is closed, FSFF will follow normal procedures, except when an aircraft has been overdue 15 minutes. FSFF will notify the Emergency Operations Center (EOC) that a communication search for the aircraft has been initiated and that they must contact the unit which owns the aircraft. HPAAF Operations will provide the EOC a current listing of aircraft type and serial number of assigned aircraft and points-of-contact telephone numbers, so that overdue secondary procedures can be initiated.

(7) In the event of an Emergency Locator Transmitter (ELT) Signal, the following agencies will take the appropriate actions:

(a) TWR/ARAC will--

(1) Contact Lawton Tower to confirm receipt of an ELT signal and strength to assess location.

(2) Contact Dispatch and advise them of an ELT signal.

(3) Solicit the assistance of other aircraft known to be operating in the signal area.

(b) Base Operations/Dispatch will--

(1) Contact local units and advise them that an ELT signal is being received and to perform a physical check of all their aircraft and personnel ALSE equipment.

(2) Contact transit pilots to check their aircraft if it is determined that the signal may be emanating from on HPAAF.

(3) Attempt to locate the signal by using the portable hand carried ETL receiver available through ARAC.

(c) Aviation Units will--

(1) Direct a physical inspection of all their aircraft.

(2) Report the findings to Base Op/Dispatch once this action is completed.

(d) Aviator responsibilities are as follows:

(1) Pilots operating within the Fort Sill Approach Control Area and within R5601 must maintain clearance from other aircraft, active firing points, and the impact area.

(2) Get range and flight hazard information (artillery fire and air strikes) by telephone (442-2994), by monitoring Range Control Frequency 34.50 (W) 38.50 (E) or 378.4, or upon request from Fort Sill Approach Control. Additionally, units will request and obtain copies of the current day's range overlays from Range Control, Building 2584.

(3) Within Fort Sill's Approach Control Airspace and within the Fort Sill reservation the use of Fort Sill Flight Following is mandatory, except when under the control of HPAAF Tower, Lawton Tower or Approach Control. Notify Fort Sill Flight Following when changing to another agency. When operating within R5601 and communication with Fort Sill Flight Following is hampered, flight-follow with an appropriate ATC facility as soon as practical.

(4) For multiple aircraft operations on the reservation, at least one aircraft in the flight shall monitor Fort Sill Air to Air Frequency 143.1 and relay the information as required.

(5) The transponder code in R-5601 will be assigned by FSFF.

(6) 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 provide exit and entry routing to aircraft.

Table 5-5. Fort Sill Flight Following Frequencies

Call Sign	Frequency
Fort Sill Flight Following	Primary 126.2 VHF
	Secondary 268.8 UHF

5-7. Altitudes – Rotary Wing Aircraft

a. Aircraft may fly at 500 feet AGL and below within the Fort Sill boundaries except when directed by ATC. Coordinate flights above 500 feet AGL while within R5601 with Range Control.

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

c. Due to noise sensitive areas in the local area outside the Fort Sill Military Installation (i.e., Wichita Mountain Wildlife Refuge minimum is 2000' AGL), tactical training below 500 feet AGL is discouraged. Battalion commanders or higher, may authorize tactical flight training below 500 feet AGL, case-by-case when in sparsely populated areas.

d. During off-post flights in airspace 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.

e. Single engine aircraft must maintain an altitude that assures an autorotation 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.

f. Aircraft engaged in over-water flight will adhere to the following requirements: All personnel aboard Army single engine or multiengine aircraft that do not have single engine flight capability that **are flown beyond the gliding distance of land, will wear life preservers**. All other aircraft will have life preservers readily available.

5-8. R5601 General Operating Procedures. R5601 is the restricted airspace above the entire Fort Sill reservation, except the HPAAF Traffic Area. DPTMS Range Division has exclusive user rights and control of R5601. All pilots desiring to fly within R5601 must receive an initial aviation range briefing (except when using the open air corridors, or HPAAF Class D airspace) on command and local directives and range operations and safety procedures. Pilots must request the briefing and local area orientations through DPTMS Airfield Division, ATTN: Airfield Manager or Installation Aviation Safety

Officer located in Bldg 4907, Room 203 (442-4643/2023). Pilots must comply with the requirements of Ft. Sill Reg 385-1.

a. Flights within R5601, the Pilot-in-command (PIC) or the Air Mission Commander (AMC) for multi-ship missions will telephonically call Range Control to obtain current firing point and corridor information.

(1) Before entering R5601, contact Range Control on East Range Area FM 38.50, and West Range Area FM 34.50, or 363.7 UHF for Quanah Range Area. Range Control will issue separate authorization for each of the three Fort Sill ranges areas. WARNING: Authorization to operate over one range area DOES NOT constitute permission to operate over the other two ranges areas.
. **WARNING: Authorization to operate over one range DOES NOT constitute permission to operate over the other two ranges.**

(2) Each pilot must recognize the absence of any positive ATC control of air traffic within R5601. Pilots must monitor the primary air-to-air frequency ~~UHF 242.4~~ and broadcast position reports "in-the-blind" on the primary air-to-air frequency before crossing a corridor, entering or exiting a route, arriving and departing HTAs, or crossing terrain courses.

b. A current Fort Sill Range Map will be on board each rotary wing aircraft. Pilots will update the map with the latest reported hazards. If an aircrew member notices any unlisted hazards, they will notify Airfield Operations at 442-2023 or 442-6160 and/or file an Operational Hazard Report (OHR).

c. Unaided Night Flights. Aircrews flying without NVDs will not descend below 200 feet AGL between sunset plus 30 minutes and sunrise minus 30 minutes except during takeoff and landing.

5-9. R5601 Corridor Airspace Route Structure (CARS). CARS is an air route system used to facilitate the safe, expeditious movement of aircraft to or through approved training locations on the Fort Sill Military Installation and Slick Hill's HTA. CARS consist 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 Artillery Firing or CAS operations are conducted on the Installation (on-post) and apply during specified periods or conditions.

a. Corridor Airspace Route Structure (CARS). Five air corridors exist to allow safe transit through R5601. All corridors, with the exception of the East corridor, are limited to an altitude of 200 feet AGL and below. NVD traffic and unaided traffic will not fly on the same corridor. Pilot will transmit Air to Air on UHF 242.4 when entering or departing an air corridor to warn other aircraft of their position. Locations of the Fort Sill CARS (figures 5-3, 5-4, and 5-5) Fort Sill CARS Routes) follows:

Table 5-6. YELLOW Route

WEST ROUTE (See Figure 5-6)				
ACP	TYPE	LOCATION	DESCRIPTION	ALTITUDE
7	ACP	14S ND 33656 33796		200' AGL and Below
	Turn	14S ND 33680 37941		200' AGL and Below
8	ACP	14S ND 34598 40120	N of City of Cache	200' AGL and Below
<p>General: One Way Traffic, North to South, and will be flown at an altitude no higher than 200' AGL.</p> <p>Corridor Width: No more than 100 meters left/right of centerline.</p> <p><u>Hazards</u>: High tension lines following State Highway 115</p> <p>Remarks: None</p>				

Table 5-7. BLUE Route

BLUE ROUTE (See Figure 5-7)				
ACP	TYPE	LOCATION	DESCRIPTION	ALTITUDE
5	CP	14S ND 41682 33015	Ketch Lake	200' AGL and Below
	Turn	14S ND 41697 34545		200' AGL and Below
	Turn	14S ND 41156 34879		200' AGL and Below
	Turn	14S ND 38863 38402		200' AGL and Below
	Turn	14S ND 39225 39011		200' AGL and Below
	Turn	14S ND 39761 39758		200' AGL and Below
6	CP	14S ND 39771 41411		200' AGL and Below
<p>General. One Way Traffic, South to North at an altitude no higher than 200' AGL.</p> <p>Corridor Width: No more than 100 meters left/right of centerline.</p> <p><u>Hazards</u>: NOE Route</p> <p>Remarks: None</p>				

Table 5-8. RED Route

RED ROUTE (See Figure 5-8)				
ACP	TYPE	LOCATION	DESCRIPTION	ALTITUDE
3	CP	14S ND 519 413		200' AGL and Below
	Turn	14S ND 521 401		200' AGL and Below
	Turn	14S ND 526 386		200' AGL and Below
	Turn	14S ND 526 381		200' AGL and Below
	Turn	14S ND 521 377		200' AGL and Below
	Turn	14S ND 513 374		200' AGL and Below
	Turn	14S ND 510 362		200' AGL and Below
	Turn	14S ND 508 346		200' AGL and Below
	Turn	14S ND 500 346		200' AGL and Below
	Turn	14S ND 497 344		200' AGL and Below
4	CP	14S ND 498 300	Water Tower	200' AGL and Below
<p>General: Bidirectional, and will be flown at an altitude no higher than 200' AGL. Route will be flown using "rules of the road".</p> <p>Corridor Width: No more than 100 meters left/right of centerline</p> <p>Remarks: Avoid flying over the ammunition storage point (ASP)</p> <p>When transitioning from Goodyear Corridor to Red Route, aircraft will transition North at ACP Water Tower then are cleared to fly at or below 200' AGL.</p>				

Table 5-9. GREEN Route

GREEN ROUTE (See figure 5-9)				
ACP	TYPE	LOCATION	DESCRIPTION	ALTITUDE
1	CP	14S ND 64900 39800		200' AGL and Below
	Turn	14S ND 63506 39131		200' AGL and Below
	Turn	14S ND 61419 39222		200' AGL and Below
	Turn	14S ND 60880 39094		200' AGL and Below
	Turn	14S ND 60083 39405	"T" Road Intersection	200' AGL and Below
2	CP	14S ND 58475 39442		200' AGL and Below
<p>General: Bidirectional, and will be flown at an altitude no higher than 200' AGL. Route will be flown using "rules of the road".</p> <p>Corridor Width: No more than 50 meters left/right of centerline</p> <p>Remarks: Expect frequent closing by Range Control due to active small arms ranges</p>				

b. East Air Corridor (See figure 5-4). This corridor is composed of three sectors: VFR, West IFR, and East IFR. The East Air corridor defined on the North by the military Installation from ND 496427 East to ND 593429; on the East by a line extending from ND 593429 to 574382; then South along East Cache Creek to boundary of HPAAF Class "D" Airspace; on the South by the boundary of the Class "D" Airspace on the West by a line extending North from the Class "D" Airspace boundary from ND 524375 to ND 496427 to ND 524 375 to ND 574 382.

(1) VFR Sector. The West boundary is the #54 N-S grid line and East boundary is East Cache Creek.

(2) East/West IFR Sector. The remaining portion of the East Air Corridor excluding the VFR Sector.

(3) VFR Sector will be free of firing activities allowing for safe flow of air traffic.

(4) East/West IFR Sectors. These sectors lower risk by providing airspace protected from firing when weather or emergencies require it. ATC will inhibit (check fire) firing activities in these sectors when arriving or departing aircraft need the airspace for an instrument or emergency procedure.

(5) Weekly Corridor Report. Range Division will provide ATC a weekly corridor report that will list the East Corridor firing schedule.

(a) Restrict requests for check fire in IFR sectors of the East Air Corridor to the following: the weather at HPAAF is below VFR minimums and IFR aircraft are arriving or departing through the East Corridor, or anytime an emergency exists and the pilot or controller believes flight through the IFR sector would enhance safety for aircraft or aircrew.

(b) When a check fire is needed the pilot must request the check fire from ATC not less than 5 minutes nor more than 10 minutes before the time estimated that an aircraft will enter a corridor and wait for ATC approval to enter the corridor. ATC will then call Range Control via their hotline.

(c) After Range Control confirms that the check fire is accomplished, they will notify ATC. ATC will then approve entry into the corridor.

(d) After the aircraft clear the corridor, ATC will notify Range Control via hotline that the check-fire is no longer required.

(e) Range Division will notify ATC when firing in the East Corridor is complete.

(6) Hotline Range Division will have an individual designated to answer the hotline from ATC when there is firing within the corridor. Backup communication for the hotline will be commercial telephone system.

(a) All aircraft will cease operations and depart the range immediately upon request from Range Control.

(b) The pilot-in-command will radio to Range Control when the mission has been completed and the aircraft has departed the range.

5-10. VFR Corridors Departure and Arrival Procedures for HPAAF.

Corridors control the flow of traffic to and from HPAAF. Rules-of-the road apply on all corridors. When arriving and departing, use the appropriate Corridor, reporting point, and altitude (See figure 5-5, VFR Arrival/Departure Corridors) displays the appropriate corridors.

a. Due to the possible high density of rotary wing aircraft operating within R5601 and HPAAF Traffic Area during aviation mobilization training, the following VFR corridors and procedures must be followed: All aviators must monitor Fort Sill's primary air to air frequency of UHF 242.4. Aircraft crews must broadcast positions reports in the blind on primary air-to-air frequencies prior to transitioning any designated HPAAF VFR arrival/departure corridors, entry/exit of any route structure, arrival/departure to and from HTA's, or transitioning any terrain/NOE routes.

b. Aircrews operating in corridors will maintain see and avoid airspeed not to exceed 100 Knots IAS.

c. Aircrews will avoid over flight of all Fort Sill Base housing.

d. Aircrews must contact HPAAF Tower or Fort Sill Flight Following prior to entering or departing HPAAF VFR arrival/departure corridors.

e. Henry Post Army Airfield Arrival and Departure Corridors Routes and procedures are as follows:

(1) Goodyear Air Corridor.

(a) Departure Procedure. Aircraft will depart HPAAF and climb to 500' AGL and proceed direct to ACP Ballpark (ND 527337) then continue to ACP Water Tower (ND 498330) and RP Goodyear (ND 450330). When utilizing RED Route, aircraft will transition North at ACP Water Tower then cleared to fly at 500' AGL and below.

Table 5-10. Goodyear Departure Corridor

ACP	LOCATION	DESCRIPTION	ALTITUDE
BALLPARK	ND 527337	Proceed Direct	Climb to 500' AGL
WATER TOWER	ND 498330	Direct	500' AGL
RP GOODYEAR	ND 450330	Release Point	Cleared to Mission Altitude

(b) Arrival Procedure. Aircraft arriving HPAAF will be at 800' AGL prior to crossing ACP Goodyear (ND 450330) then continue to ACP Water Tower (ND) 498330 and RP Ballpark (ND 527337).

(c) Aircraft transitioning from Red Route North to South, Inbound to HPAAF on Goodyear Corridor must be at 800' AGL prior to arrival at ACP Water Tower (ND

498330). If aircraft is proceeding outbound from Red Route, aircraft must be at 500' AGL prior to crossing ACP Water Tower (See HPAAF Rotary Wing VFR Arrival Departure figure 5-5).

Table 5-11. Goodyear Arrival Corridor

ACP	LOCATION	DESCRIPTION	ALTITUDE
GOODYEAR	ND 450330	Initial Entry Point	800' AGL
WATER TOWER	ND 498330	Direct	800' AGL Outbound from Red CARS 500' AGL prior to ACP Water Tower
RP BALLPARK	ND 527337	Release Point	800' AGL

(2) Lake George Departure Corridor. **Departure Procedure:** Aircraft will depart HPAAF and climb to 500' AGL and proceed direct to ACP Gate 2 (ND 562337) and continue to RP Lake George (ND 605335).

Table 5-12. Lake George Departure Corridor

ACP	LOCATION	DESCRIPTION	ALTITUDE
GATE TWO	ND 562337	Initial Entry Point	500' AGL
RP LAKE GEORGE	ND 605335	Release Point	500' AGL

(3) Flower Mound Arrival Corridor. **Arrival Procedure:** Aircraft will be at 800' AGL prior to ACP Flower Mound (ND 603318) and continue to RP Rogers (ND 561329).

Table 5-13. Flower Mound Arrival Corridor

ACP	LOCATION	DESCRIPTION	ALTITUDE
FLOWER MOUND	ND 603318	Initial Entry Point	800' AGL
RP ROGERS	ND 561329	Release Point	800' AGL

(4) Snow Ridge Corridor. **Departure Procedure.** Aircraft will depart HPAAF and expedite the climb to 500' AGL (for noise abatement), and proceed direct to ACP Medicine (ND 542380) and continue to RP Snow Ridge (ND 525380).

Table 5-14. Snow Ridge Departure Corridor

ACP	LOCATION	DESCRIPTION	ALTITUDE
MEDICINE	ND 542380	Initial Entry Point	Expedite climb To 500' AGL
RP SNOW RIDGE	ND 525380	Release Point	500' AGL

(5) Snow Ridge Corridor. **Arrival Procedure.** Aircraft will be at 800' AGL prior to ACP Snow Ridge and proceed to RP Medicine (ND 542380).

Table 5-15. Snow Ridge Arrival Corridor

ACP	LOCATION	DESCRIPTION	ALTITUDE
MEDICINE	ND 542380	Initial Entry Point	Expedite climb To 500' AGL
RP SNOW RIDGE	ND 525380	Release Point	500' AGL

(6) North Field Corridor. **Departure Procedure.** Aircraft will depart HPAAF and expedite the climb to 500' AGL (For Noise Abatement), and proceed direct to ACP North Field (ND) 538409). Once at ACP North Field aircraft are cleared to fly 500' AGL and below.

Table 5-16. North Field Departure Corridor

ACP	LOCATION	DESCRIPTION	ALTITUDE
NORTH FIELD	ND 538409	Release Point	Expedite climb To 500' AGL

(7) Arrival Procedure: Aircraft utilizing North Field Inbound to HPAAF will be at 800' AGL crossing ACP North Field.

Table 5-17. North Field Arrival Corridor

ACP	LOCATION	DESCRIPTION	ALTITUDE
NORTH FIELD	ND 538409	Initial Entry Point	800' AGL

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

g. It is the aviator's responsibility to be vigilant and maintain constant situational awareness.

5-11. Ceremonies Avoidance Flight Routes.

a. During scheduled ceremonies, HPAAF Tower will follow procedures established by the ATC Chief for practice approaches to HPAAF. West traffic pattern will be used for full stop arrivals. Allow straight-in Runway 17 approaches for full stop arrivals only if the weather conditions and wind directions precludes the use of Runway 35 West traffic patterns. Fixed Wing aircraft taking off to the North must immediately turn right to avoid ceremonies. Arriving and departing rotary wing aircraft will not transition through the East VFR Corridor.

(1) East Avoidance Route. Starts at the sod area of HPAAF; proceeds East along Rogers Lane to East Cache Creek, ND 585329; turns North and follows East Cache Creek to Peach Tree Crossing vicinity ND 568384. Aircraft will remain on the East side of the creek while utilizing this route. (See figure 5-10, Ceremonies Avoidance Flight Routes.)

(2) West Avoidance Route. Aircraft taking off to the South or landing North will use West traffic. The avoidance route continues North over the railroad tracks vicinity ND 532363, crosses Medicine Bluff, and terminates at the intersection ND 531399. Aircraft taking off to the North or landing South will fly a direct route to/from the railroad tracks vicinity ND 532363. (See figure 5-10, Ceremonies Avoidance Flight Routes.)

(3) ATC Chief will determine whether avoidance routes may be utilized or if a no-fly area is to be established. Allow straight-in Runway 17 approach for full stop arrival only if weather condition and wind direction preclude the use of Runway 35 or West traffic pattern. FW aircraft departing to the North must immediately turn right or left to avoid ceremonies. Arriving and departing rotary wing aircraft will use the noise avoidance routes when crossing the cantonment area. Utilize the East sod area or South parallel taxiway for training arrivals and departures.

Table 5-18. Ceremonies Locations

AREA DESIGNATION	LOCATION	REMARKS
POLO FIELD	ND 564353	I-44 and avoid EAST Traffic Pattern
MCNAIR HALL FLAGPOLE	ND 559368	Post Headquarters
OLD POST QUADRANGLE	ND 562368	Retirement Ceremonies
III CA PARADE FIELD	ND 543373	North of III CA Headquarters

5-12. Cantonment Area and Helipads.

a. The authorized helicopter landing areas within the cantonment area are HPAAF and the Reynolds Army Community Hospital (RACH) helipad, which is located at 14S ND 53830 34630.

b. HPAAF ATC Tower will instruct pilots operating helicopters within the cantonment area to call the ATC Tower before departing a helicopter landing areas within the cantonment area. This will assist ATC with aircraft separation when helicopters depart a helicopter landing area and aircraft entering, exiting, or operating within the HPAAF ATA.

c. Paragraph 2-2 static displays and aerial demonstrations outlines procedures for landing at other than approved helipads pads in the cantonment area.

d. CH-47 aircraft and multiple aircraft operations must have approval from the unit ASO before using helipads other than approved cantonment landing sites not listed

in table 2-4. The unit ASO surveys the landing for obstacles, briefs the pilots performing the mission, and advises the Fort Sill Installation Aviation Safety Officer prior to use of helipads (580-442-2023).

e. Aircraft using cantonment helipads must climb or descend clear of HPAAF corridors. When over cantonment areas, helicopters will not fly below 500 feet AGL except when conducting an approach to or departure from a helipad,

f. Do not use RACH helipad for tactical operations. Night landings require the use of helipad lights. Use landing lights at night when landing or departing helipads.

5-13. Training Area (TA) Communication Requirements.

a. Aviators will use appropriate air-to-air frequencies while conducting air operations in all TAs. Table 5-19 lists air-to-air frequencies.

b. Aircraft without an operable frequency modulated (FM) radio must operate with another aircraft that is able to provide air-to-air communications.

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 HPAAF must use the appropriate control tower frequencies. Consult the IFR supplement for hours of operation.

Table 5-19. Fort Sill Range Complex Air-to-Air Frequencies

Fort Sill Air to Air	Primary 143.10 VHF	Secondary 242.4 UHF
----------------------	--------------------	---------------------

5-14. Aided and Unaided Night Operations.

a. Turn on the landing light for all normal night operations at HPAAF. Aided or unaided night operations without landing lights may be conducted on the airfield with air traffic control (ATC) approval, case by case.

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

c. The rotary wing traffic pattern altitude is 1900 feet MSL unless the tower approves a different altitude. The rotating beacon at HPAAF 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 HPAAF 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 anticollision light may be turned off during ground operations with tower

permission. Tower operators may not be able to observe aircraft operating under reduced lighting.

d. Aircraft will maintain contact with each other on air-to-air frequency. Aircraft will comply with lighting and other requirements outlined in FAA Exemption 3946A to FAR 91.73 (a) and (b).

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

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

(3) Planned flight routes will remain clear of airspace not scheduled for lights-out operations, special use airspace, and surface areas of Class E and higher airspace and corridors.

e. For operations under "minimal lighting" or "lights out" conditions on or off the reservation, position lights on steady dim and the anti-collision light off. In formation flights, the anticollision light of the trail aircraft remains on.

f. When using airspace on- or off-post--

(1) Single aircraft will place position lights on steady bright and the anticollision light on.

(2) Formation's trail aircraft position lights will be on steady bright and the anticollision light on. Except when in corridors, other aircraft in the formation may have anticollision lights turned off and position lights on steady dim.

g. Units will establish night flying SOPs for operations under lights-out, if applicable. Aided (NVD) flight training: The following procedures are established for use of NVDs for Fort Sill flight training and apply to aviators who conduct flight training using NVDs:

h. HPAAF Lighting. Keep airfield lighting to the minimum necessary for mission accomplishment.

(1) Rotating beacons must be on constantly between official sunset and sunrise, unless a Notice to Airmen (NOTAM) was issued indicating a beacon is inoperative or will be turned off for training.

(2) Runway lights are required to be on prior to non-NVD aircraft being established on final approach, but not later than 3 NM from Fort Sill.

(3) Obstruction lighting is uncontrollable; therefore, do not turn off for NVD training.

i. Traffic Restrictions. Do not place undue traffic restrictions upon nonparticipating aircraft, but make maximum effort to assist NVD aviators in their training. The following rules apply as indicated:

(1) HPAAF. In the HPAAF Class "D" Airspace and traffic pattern, anti-collision lights will be on and position lights set to BRIGHT at all times. Do not implement special separation or procedures since all aircraft will be fully illuminated. Expect aided aircrews to conduct themselves in the traffic pattern as if unaided and should consider removing NVD's if city lights, airfield lights, or the lights of other aircraft become distracting. Aircrews will advise ATC that they are aided so that controllers and other aircraft can avoid light distractions to aided aircraft to the maximum extent possible.

(2) HTA's. If NVD training is being conducted and an unaided aircraft approaches, the NVD aircraft will turn on position lights to bright until the unaided aircraft departs the area.

j. Authorized Routes.

(1) NVD aircraft transitioning out of HPAAF will transition via the most direct route from HPAAF to one of the established VFR Departure Corridors at an altitude of 500'AGL immediately upon departure from traffic, aircraft must contact Fort Sill Flight Following (FSFF) with their intentions and request traffic advisories.

(2) NVD aircraft transitioning into HPAAF will transition via the most direct route from one of the established VFR Arrival Corridors to HPAAF at an altitude of 2000 feet MSL. (800' AGL) Prior to arrival at the VFR Corridor Entry Point, arriving aircraft will contact HPAAF Tower (If Open) or FS Approach Control with their intentions and request traffic advisories.

(3) Units may conduct NVD "lights out" training in Fort Sill restricted areas, provided that the unit conducting "lights out" training submits a local NOTAM to HPAAF Base Operations NLT 24 hours prior to conducting training.

(4) Follow the below procedures for aircraft lighting:

(a) Navigation lights set to steady dim within R5601, but outside Class D airspace set to NAV lights to steady bright.

(b) Navigation lights as required when off-post IAW FAA Exemption 3946 to FAR 91.209(A)(B).

(c) Anticollision Light as required below 200'AGL and outside HPAAF Class "D" Airspace.

k. NVD Training Aircraft Presence. Use any lights at any time to signal controllers or to warn other aircraft of NVD training aircraft presence. Any aircraft that departs the R5601 restricted area (or other area for NVD training) must comply with FAA regulations for minimum lighting.

l. Weather Minimums. Minimum weather forecast for the flight will be 500' ceiling and 1 statute mile visibility from takeoff until estimated time of return (ETR) plus 1 hour. Terminate flight anytime reported weather or pilot-observed weather is less than these minimums. If you must terminate your flights because of deteriorating weather, the PIC may elect to continue to HPAAF, either SVFR or on an IFR clearance, if it can be done safely.

m. Flight Following. Single aircraft conducting NVD training will flight-follow in accordance with this document. Required reports will be no more than 30 minutes apart.

n. Communication Requirements. All aided aircraft within the HPAAF "D" surface area will make Initial calls/reports to ATC Tower or ARAC will include the remark "NVD FLIGHT" or "AIDED."

o. Inadvertent IMC. Give consideration to the fact that wearing the NVD's could contribute to inadvertent IMC due to the ability to see through thin, partial obstructions such as fog and rain. Remove or flip up the NVD's up once cruise flight is established.

p. Disorientation Procedures. Upon realizing they are disoriented, an aircrew should climb to an altitude that ensures obstacle clearance on a heading that will keep the aircraft clear of the restricted area hot firing points, impact area, and approach paths to HPAAF and Lawton Airport. Adjust aircraft lights as necessary, NVD's removed if desired and an attempt made to reorient the aircraft using navigational aids and visual landmarks. **Contact Fort Sill approach control for assistance in determining position.** You may resume the NVD mission once orientation is reestablished.

5-15. Terrain and NOE Flights. 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 preflight 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.

a. NOE Route Description. The NOE route is a one-way route that begins at start point (SP) (ND 408346) and precedes NNW along the low ground to Checkpoint "Alpha" (ND 388397). The route continues NW to Ketch Lake (ND 370403) turning south along valley passing East of Mount McKinley to a small body of water grid (ND 361375). Turning NNW the route passes through a saddle on the West side of Mount

McKinley to the release point at Fern Mountain (RP) (ND 346398).” (Figure 5-8, West Range NOE Training Route.)

b. Hazard Reconnaissance. Units desiring to use the NOE training route must complete a daylight aerial reconnaissance of the route for new hazards prior to first use and thereafter, once every 60 days. Whenever an aircrew discovers a new hazard, the PIC will note the location, height, and type of new hazards and give that information to their unit ASO. The unit ASO will update their unit’s hazard map, post a notice in their reading file, and give the information to the Fort Sill ASO. The Fort Sill ASO will then notify the airfield operations officer to update the airfield operations hazards map.

c. COORDINATION. All aircrews utilizing this NOE route must make a call in the blind on Fort Sill’s Air to Air Frequency. This call in the blind must be made prior to start point (SP), check point “Alpha”, and at the release point (RP). Prior to use, aircrews will verify with Range Control if Crater Creek Canyon Demolition Area is active. Additionally, aircrews will not utilize the NOE route if route Blue is closed. The NOE route will be posted in HPAAF Base Operations, Flight Planning Room. All units utilizing this route must check and update their hazards map prior to flight.

5-16. Flights Outside Local Flying Areas. Only brigade, battalion or aviation commanders may approve helicopter training flights outside the Fort Sill local flying area (100 NM radius) and fixed wing aircraft training flights beyond a 200 NM radius from Fort Sill

5-17. Helicopter External Loads.

a. Practice external load operations at HPAAF are not authorized.

b. External loads off the Fort Sill Installation require approval by the Director, DPTMS. When such operations are required, select routes that comply with FAA regulations and present the least possible hazard to persons and property.

5-18. Rotary Wing Emergency Procedures Training.

a. HPAAF is the primary location for emergency procedure training. IP's desiring to use the runway or parallel taxiway must visually inspect the surface for suitability.

b. HPAAF may be used for rotary wing emergency procedures training, traffic permitting.

c. Rotary wing IP's and SP's may perform simulated engine failure to termination with power at airfields which meet the requirements of AR 95-1.

5-19. Rotary Wing Procedures when Close Air Support (CAS) Missions are Scheduled in R5601.

a. When CAS missions are active, all rotary wing aircraft must establish radio communications with the FAC, prior to going West of the 50 North-South Grid Line. (Frequency is UHF 356.5 or UHF 344.5 and Call Sign is N18.) NOTE: This is the published procedure in Fort Sill Reg 385-1.

b. Rotary-wing aircraft must stay alert for low-level jet traffic from the North-South Grid Line 34 through the North-South Grid Line 42.

5-20. Close Air Support (CAS) Missions in R5601. Remain clear of all corridors and cantonment area unless otherwise coordinated or directed by Fort Sill Air Traffic Control. Specific altitudes and procedures are included in the ACA's in this document and/or the SPIN documents for each mission which are coordinated with Range Control, the Joint and Combined Integration Directorate (JACI) and Chief of Air Traffic Control Division, DPTMS. (See figures 5-13 through 5-15 for ACA's for R5601)

5-21. No-Fly Areas.

a. Permanent no-fly restricted areas are coordinated with AT&A and listed in this regulation. Aircraft will not over-fly the following areas at less than 1,000 feet AGL: (See figure 5-7, Fort Sill No-Fly Areas.)

- (1) Areas restricted by NOTAM or L-NOTAM.
- (2) Ammunition storage areas.
- (3) Hospitals.
- (4) Schools.
- (5) Housing areas.

b. Flight hazard maps and the CARS maps will depict no-fly areas listed below:

Table 5-20. No Fly Areas.

NO-FLY AREA #1	
Ammunition Storage Point (ASP)	
Vertex	MGRS (WGS 84)
1	14S ND 51266 36705
2	14S ND 51314 36306
3	14S ND 51919 36399
4	14S ND 52326 36239
5	14S ND 52794 36302
6	14S ND 53419 36635
7	14S ND 53051 37403
8	14S ND 52380 37177

9	14S ND 51611 37272
Restriction: Remain above 2,200 feet MSL	

NO-FLY AREA #2	
Quarry and Limestone Plant	
Vertex	MGRS (WGS 84)
1	14S ND 53000 49000
2	14S ND 53000 47000
3	14S ND 56000 47000
4	14S ND 56000 49000
Restriction: Remain above 2,200 feet MSL when notified by ATC	
Danger: Frequent explosive use (blasting)	

NO-FLY AREA #3	
Crater Creek Demolition Area (Training Area 17)	
Vertex	MGRS (WGS 84)
1	14S ND 36858 35215
2	14S ND 38682 35196
3	14S ND 38648 38281
4	14S ND 37051 38274
Restriction: Remain above 2,500 feet MSL when notified by range control	
Danger: Frequent explosive use (demolition)	
Special Instructions: When the area is in use, range control will broadcast this information on the range control radio net.	

c. When flying between Medicine Park 14S ND 44300 42170 and Rabbit Hill Field (Training Area 40) at or below 1,600 feet MSL, remain within the Fort Sill boundaries.

d. When flying North Boundary line of West Range avoid over flying State Fish Hatchery located at Grid ND 465422 just South of the town of Medicine Park.

NOTE: Flights over The Wichita Mountains Wildlife Refuge. Flights over the Wichita Mountains Wildlife Refuge are highly discouraged. The Wildlife Refuge personnel are highly sensitive to any inadvertent flights into their noise sensitive area. Be good neighbors and do not over-fly the Refuge below 2000' AGL unless flight is approved by Wichita Mountain Wildlife Refuge Management.

5-22. Automated Weather Observing System (AWOS). Fort Sill doesn't have an AWOS. The nearest AWOS system is located at the Lawton-Fort Sill Regional Airport. Lawton AWOS frequency is 120.75.

Chapter 6 Refueling Procedures

6-1. Refueling Overview.

a. Use of HPAAF Refueling Personnel and Equipment.

(1) HPAAF has JP 8 fuel for aircraft refueling services available for DOD aircraft with a DOD Aircraft Identification Card. Aircrews or Flight Operations personnel may request aircraft refueling by contacting HPAAF Dispatch Office at 580-442-5808/6160 during published operating hours. With no prior notice fuel personnel may take two (2) hours to provide aircraft refueling services.

(2) All assigned, attached or mobilization aviation units will insure the refueling of their aircraft is according to the aircraft TM and to FM 10-67-1 standards.

b. Non-refueling personnel will go to a marshaling area at least 50 feet away from the refueling aircraft as directed by refueling personnel.

6-2. Rapid Refueling.

a. HPAAF refuel does not perform hot refueling, but does have six concrete refueling pads available for a unit to set up its own hot refuel operation. The unit will have to supply its own equipment and personnel and submit their FARP plan to HPAAF safety for review.

b. Aircraft departing HPAAF rapid refueling pad will visually clear traffic prior to air taxi to East Sod to taxi to parking or departure.

c. Refer to figure 6-1 for refueling area diagrams of HPAAF

Chapter 7 Test Flight

7-1. Maintenance Test Flights (MTFS).

a. Conduct MTFs under VFR conditions during daylight hours. Test flights conducted under other than VFR conditions require approval of the unit commander. Assigned, attached, or TDY units operating at Fort Sill must follow Fort Sill test flight procedures. Conduct test flights according to AR 95-1 and the appropriate aircraft 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.

c. Do not conduct test flights involving maximum torque airspeed (VH) checks while within HPAAF traffic pattern. Flight checks in excess of 120 KIAS require tower approval.

d. During test flights, aircrews will flight follow with Fort Sill Approach Control.

e. Perform the first auto-rotational revolutions per minute (RPM) check of the day on any aircraft following main rotor maintenance to HPAAF. Maintenance pilots (MP) will request HPAAF Tower to activate Fire Station #2 to standby with appropriate crash rescue equipment designated for emergency procedures training. MP's will immediately request thru HPAAF Tower the release of ARFF personnel when maintenance checks of auto-rotational RPM checks are completed.

7-2. Maintenance Test Flight Plans. MPs will file flight plans with HPAAF Dispatch or ARAC by telephone or with the control tower by radio using test pilot call signs.

7-3. Test Flight Call Signs.

a. Aviation units assigned, attached or transit at HPAAF will designate Maintenance Pilot call signs and numbers to individual MPs. A by-name list of issued call signs and numbers will be provided to HPAAF 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). Maintenance Examiners (ME) 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 will be posted on local maps in unit and airfield operations. Test pilots will know test flight area boundaries and hazards. Designated test flight areas are as follows:

a. Area I. HPAAF closed traffic pattern 1900 feet MSL or as approved by the tower (See figure 4-7, HPAAF Traffic Pattern).

b. Area II. South East Maintenance Test Flight Area. Boundaries are from and including Southeast Corner HTA, East to Pumpkin Center, southeast to Duncan Haliburton Airport, Northeast to Lake Fuqua, Northwest to Rush Springs, Northwest to Cyril, SouthWest to Elgin, and South along the Fort Sill East boundary to Southeast Corner HTA. (Figure 7-1, Maintenance Test Flight Areas.)

c. Area III. South West Maintenance Test Flight Area. Beginning at the Goodyear Tire Plant, West to Cache, West to a point 2NM south of Indianahoma, Southeast to Chattanooga, Northeast to Faxon, North to Goodyear Tire Plant. (Figure 7-1, Maintenance Test Flight Areas.)

d. Pilots performing test flights in the above and other areas will establish and maintain communications with Fort Sill Approach Control or HPAAF Tower on designated flight following frequencies.

Chapter 8 Safety

8-1. Fort Sill Aviation Safety Program.

a. Installation/HPAAF Aviation Safety Officer conducts a safety inspection of all airfield facilities in conjunction with the safety officer of the unit utilizing the area.

b. Aviation units will (if an aircraft accident prevention survey is conducted within their areas of responsibilities)--

(1) Take corrective action within 30 days after receipt of survey results. Corrective actions taken to correct deficiencies found will be returned to the Installation/HPAAF Aviation Safety Office within 7 days after corrective actions has been taken.

(2) Keep survey findings with corrective action on file IAW AR 25-400-2.

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

8-2. Crew Endurance. Each aviation unit commander assigned, attached, or conducting mobilization training at Fort Sill will design a crew endurance program tailored to their unit mission and include it in their standing operating procedures (SOP).

8-3. Risk Management. Units will have a risk management program according to DA Pam 385-30 and FM 5-19.

8-4. Environmental Considerations. Before conducting operations 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. Under Wire Flight Program. Helicopter aviation 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 commander to conduct under wire flight training. Units will maintain a list of authorized sites and provide locations to Fort Sill's Installation ASO.

8-6. Flight Hazard Program.

a. Aircrews have a responsibility to report new hazards that are not posted to Fort Sill's and units flight hazards maps. (See figure 8-1, Sample Flight Hazards Map.)

Aviators submit reports to HPAAF Safety or HPAAF Operations as soon as possible. HPAAF Flight Hazards Map Update Report will be used to report hazards to Installation/HPAAF ASO (See figure 8-2.)

b. The Installation ASO will evaluate the reports with the chart update manual CHUM and NOTAMS and notify the HPAAF Operations Officer and ASO, who will post the information to the master flight hazards map as received. Note the master flight hazard map is maintained at HPAAF Flight Planning Room. The Airfield Operations Officer will forward the information to the Fort Sill AT&A. The IASO will furnish Aviation unit's Flight Operations a copy of local area Flight Hazards Maps whenever the master flight hazard map is reprinted.

c. HPAAF Airfield Operations will maintain a 1:50,000 map and a 1:100,000 map depicting man-made flight hazards 50 feet AGL and higher above the surface.

8-7. Aircraft Mishap Procedures.

a. The first person to become aware of an aircraft mishap, forced landing, precautionary landing, or missing aircraft, notifies HPAAF Base Operations, the EOC, Range Control, Fort Sill Approach Control, or HPAAF tower. HPAAF Tower and/or Army Radar Approach Control activate the Primary Crash Alarm System. HPAAF Airfield Operations Dispatcher (during normal duty hours) or EOC (after normal duty hours) activates the Secondary Crash Alarm System according to Fort Sill Preaccident Plan.

b. HPAAF Airfield Operations and EOC should accept collect calls in the event of an emergency. (Table 8-1 lists emergency telephone numbers.)

Table 8-1. Emergency Telephone Numbers

HPAAF Airfield Operations Dispatch	(580) 442-5808/3012
Fort Sill Army Radar Approach Control (ARAC)	(580) 442-2004
Emergency Operations Center (EOC)	(580) 442-3240/3041/3042
Fort Sill Emergency Dispatcher	911

c. The Fort Sill Aircraft Pre-Accident Plan is located at Annex J to the Fort Sill Emergency Preparedness Plan

8-8. Aviation Life Support Equipment (ALSE). Use ALSE while at Fort Sill according to AR 95-1, MACOM and command directives.

8-9. Operational Hazard Reports (OHR)

Operational Hazards are any condition, action or set of circumstances that compromise the safety of Army aircraft, associated personnel, airfields or equipment. Operational Hazards should be corrected at the lowest level possible.

a. When a written report is to be filed the DA Form 2696 will be used. The individual submitting the report may remain anonymous but will not receive a written response if they choose to do so. If the hazard concerns Fort Sill facilities or personnel the 2696 will be turned into the Installation/Aviation Safety Officer, if the responsibility for the hazard is another unit the 2696 will be turned into their safety officer, but the Installation/HPAAF Aviation Safety Officer will still be made aware of the issue. The receiving safety officer will ensure that OHRs are promptly forwarded to the appropriate agency/commander for action and are returned to the Safety Officer within 10 working days of the date the report was received; ensuring that the completed action is returned to the originator (if known) within 20 working days of the date the report was received.

b. In the event the action cannot be completed within 20 working days, then an interim report is returned to the originator with an updated written report provided every 10 working days until the action is completed.

8-10. Accident Reporting And Investigations

a. All aircraft accidents/incidents and all accidents, regardless of the amount of property damage or the severity of the injury, that happens on HPAAF will be reported through the chain-of-command and to the HPAAF safety officer as soon as possible.

b. Courtesy copies of all AAAR and AGARs will be submitted to HPAAF safety officer for tracking and trend analysis.

8-11. Foreign Object Damage Prevention

a. FOD prevention is everyone's responsibility, if you see FOD pick it up and dispose of it properly.

b. Units operating on HPAAF will conduct FOD walks of their assigned areas at least weekly.

c. When a unit is operating at HPAAF FOD Boxes are available for their use. The boxes consist of a container, a trash receptacle, fuel sample bottles, and a waste fuel container. It is the unit's responsibility to maintain these boxes, i.e. keep lid secure, empty the trash and waste fuel containers.

Chapter 9 Special Procedures

9-1. Overdue Aircraft. Aircraft will make required reports to Fort Sill Flight Following every 30 minutes; after 30 minutes, aircraft are considered overdue. Fort Sill Flight Following will initiate a communication search. If the aircraft is not located, Fort Sill Flight Following advises HPAAF Operations, who initiates a communications and ramp search. If this search is negative, HPAAF operations, HPAAF Operations then notifies the EOC. The EOC will then initiate a search and rescue (SAR). The authority for

launching SAR for military aircraft is the Installations Search and Rescue Coordinator or the Fort Sill's 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 Fort Sill Flight Following at initial contact. Fort Sill Flight Following has the authority to request Army aircraft that are in-flight to provide immediate assistance to the aircraft in distress.

b. The Fort Sill aircraft crash search and rescue ACS&R map is required to be posted in all unit's Flight Operations areas and aboard every helicopter assigned, attached, or transit unit's when flying within Fort Sill's R5601 immediate area. While on the reservation, report locations in 6 or 8 digit military grid reference system MGRS.

c. Fort Sill based aircraft are authorized, at the discretion of the PIC, 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 Sill based 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 the following:

- (1) Pilot briefings and documentation.
- (2) Avoidance.
- (3) HIRTA reports.

b. Fort Sill currently has no HIRTA near Fort Sill. HIRTA briefings are not available from HPAAF Operations personnel. Units should contact their higher headquarters to arrange for HIRTA briefings, if required.

c. 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. HPAAF does not have the proper facilities to handle aircraft with live ordnance. If an aircraft emergency exists that precludes armed aircraft returning to their FARP for dearming the aircraft may return to HPAAF. If conditions permit jettison wing stores in the east or west impact areas, ensure switches for all weapons systems not jettisoned are in the safe position before landing at HPAAF. Once on the ground if possible the aircraft will be positioned on the compass rose orientated 111°.

b. Weather Recovery.

(1) If the ceiling drops below 500 and 2 armed helicopters will return to their FARP, Commanders will then decide if aircraft will wait for the weather to improve or dearm and return to base. If an armed helicopter goes IMC all armament systems will be placed in safe mode and the IMC instructions listed in para 9-5 will be followed. Once the aircraft has landed at HPAAF it will be taxied to the compass rose (decommissioned) and orientated 111° degrees heading.

(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 Compass Rose pad, armed helicopters will park on the South Parallel Taxiway with the aircraft oriented 111 degrees heading.

9-5. Inadvertent Instrument Meteorological Conditions (IIMC) Recovery

Procedures. IIMC procedures apply to the Fort Sill military reservation. Use these procedures when an aircraft encounters unexpected instrument meteorological conditions (IMC).

a. Aircraft flown on Fort Sill in weather below a 300-foot ceiling in the day or a 1000-foot ceiling at night will have--

(1) One radio tuned to Fort Sill Approach Control.

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

(3) AHRS only equipped crews will program an emergency altitude heading reference system (AHRS) approach procedure for HPAAF. AHRS approaches are flown during training in VMC conditions or during actual emergency conditions when the HPAAF precision approach radar PAR is out of service.

(4) Aircraft equipped with Doppler, GPS/INS/EGL navigation or other similar equipment will have HPAAF or Lawton Regional Airport Navigational Aids programmed into their system.

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

(1) Attitude indicator: level the wings, IAW appropriate ATM.

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

(3) Torque meter: adjust to climb power, IAW appropriate ATM.

(4) Airspeed adjusts to climb airspeed: Climb to 3700 feet MSL, squawk Emergency 7700 on the transponder contact Fort Sill 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 were issued when operating North of the 38 East/West grid line within R5601, proceed directly to the trail Nondirectional Beacon (NDB) and perform an instrument approach to HPAAF. When operating south of the 38 East/West grid lines, fly South to intercept and track the 045-degree course to Post NDB. EGI/AHARS-equipped aircraft will comply with the paragraphs 9-5c(1) and (2) procedure except, have the Post NDB waypoint programmed; intercept and fly direct along the 045 course to the Post NDB. Perform instrument approach to HPAAF.

d. Use "simulated IIMC recovery" in the initial transmission to approach control when conducting simulated IIMC operations. Do not use transponder code 7700 during simulated recovery operation. Helicopters participating in simulated IIMC procedures will not receive IFR priority.

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

9-6. VIP Arrival Procedures. The following procedures are established to provide for expeditious service to, and convenience for, arriving VIP codes 1- 7. Give priority to aircraft carrying codes to the extent possible within safety limitations in traffic sequencing. MEDEVAC and aircraft emergencies always have priority over other aircraft.

Pilot- to- Dispatch. Pilots will notify HPAAF DISPATCH via the pilot-to-dispatch radio of their ETA and code on board as soon as radio communications permit. If the Pilot-to-Dispatch radio is not operating, contact HPAAF Tower and provide this information.

9-7. Aircraft with Hazardous Cargo (HC). HC includes explosives, cargo of fuel, highly combustible material, and all chemical, biological and radiological material. Since HPAAF does not have a designated HC area approval for landing aircraft with HC will be on a case by case basis. Aircraft with HC aboard requires a minimum of 48 hrs prior permission request (PPR) before landing at HPAAF. Upon notification that an aircraft with HC requests to land at HPAAF the airfield manager, with input from other Fort Sill agencies if needed, will decide whether to approve or deny the request. If the request is approved the following procedures will be implemented.

a. If hazardous cargo is scheduled to arrive during other than normal hours of operations, HPAAF Operations will ensure Dispatch personnel are on duty from 1 hour prior to the scheduled ETA until completion of the unloading/refueling procedures.

b. HPAAF DISPATCH will--

(1) Notify Airfield Operations Officer as soon as possible of any changes to the flight.

(2) If material transported is for a Fort Sill agency, the agency will be on hand to download and transport the material off the airfield no later than 15 minutes before ETA.

(3) Notify HPAAF Tower with ETA of aircraft and provide the tower with type and amount of hazardous cargo.

(4) Alert Fire Department for on-field standby. Also provide Fire Department type and amount of hazardous cargo.

c. HPAAF Operations Officer will--

(1) Direct Rotary Wing aircraft arriving with hazardous cargo to the compass rose for unloading/refueling. Fixed Wing Cargo Aircraft will use the South run-up area.

(2) Refuel and off load only in the areas designated in (1) above.

(3) Not leave aircraft with hazardous cargo on board unattended at any time.

d. HPAAF Tower personnel will--

(1) Make periodic observations of the parked aircraft and report any unauthorized personnel to the appropriate authority.

(2) Notify the Fire department for on-field standby and all pertinent information.

9-8. Use of HPAAF by Heavy Cargo Aircraft. Based on Airfield pavement evaluation prepared by Corps of Engineers, (figures 9-1, 9-2), the following limitations on the use of HPAAF by heavy cargo aircraft are established.

a. C-5A, C-9, C-17 and C-130H aircraft may use runway 17/35, Taxiway A/B/C/ , , Apron 1, Main Apron and Warm up Apron N & S at their maximum gross weights.

Table 9-1. Aircraft Weights

	PCN 61 R*	PCN 65 R	PCN 68 F	PCN 67 R	PCN 49 R
TYPE AIRCRAFT ACN (Max WT)	R17/35 RUNWAY	TAXI- WAY B	TAXI- WAY A- C	APRON 1	MAIN APRON
C-5A R=32 F=37	837,000	837,000	837,000	837,000	837,000
C-9 R=31 F=27	108,000	108,000	108,000	108,000	108,000
C-17A R=54 F=49	530,000	530,000	560,000	530,000	530,000
C-130A R=37 F=30	175,000	175,000	175,000	175,000	175,000

Legend * R = Rigid pavement (Concrete) F = Flexible pavement (Asphalt)

References for the weight restrictions are based on EDRC/GSL SR-06-1 Airfield Pavement Evaluation, Henry Post Army Airfield, Fort Sill, Oklahoma dated February 2006.

b. This information describes the aircraft loading capabilities of the airfield pavements only. Operational limitations imposed upon the aircraft, particularly runway length, taxiway width, density altitude, etc., must be coordinated between the requesting unit and US Air Force Military Airlift Command.

9-9. ATC Procedures During Nonavailability of Aircraft Rescue and Fire Fighting Equipment (ARFF).

a. The Fort Sill Fire Department requires, on occasions, the use of personnel and equipment normally covering the airfield to respond to other emergencies. Should the need arise to utilize this procedure, the Fire Department will notify HPAAF Tower or (ARAC when tower is closed). If Fort Sill Fire Department is unavailable for ARFF standby, ATC will terminate all nonstandard maneuvers.

b. In case of emergency or crash, the ATC Tower or ARAC will notify the Fire Department, by Primary Crash direct line (PCAS) or radio (Fire Dept Net) or by calling Fort Sill Emergency # 911. The Fire Department dispatcher will notify the senior fire officer, who will determine if Fort Sill firefighters can respond or if he/she must activate the mutual aid agreement with Lawton for dispatch of their crash units.

c. The Airfield Operations Officer is responsible for issuing an Air Advisory (AIRAD) if ARFF equipment and personnel are not available after 8 hours, and a NOTAM if the condition exists beyond 10 days.

d. Once equipment is available again, the Fire Department will notify the HPAAF DISPATCH during normal duty hours. HPAAF DISPATCH will notify the ATC Chief and

the Airfield Operations Officer. After normal duty hours the Fire Department will contact ARAC, 442-2004.

e. The Airfield Operations Officer will notify HPAAF Airfield Manager and Safety Officer when issuing an Air Advisory (AIRAD) for nonavailability of ARFF capability.

9-10. Fixed Wing Rotary Wing VIP Parking Procedures.

a. HPAAF Dispatch will coordinate with ATC personnel to give priority of use for VIP parking pads (normally A-1, to aircraft with code arrivals and departures. ATC will restrict use of the diagonal taxiway between the parallel taxiway and the VIP parking pads to small Fixed Wing aircraft. Rotary Wing traffic with VIP's on board will be directed down the parallel taxiway to Bravo (B) or Charlie (C) parking pads for Rotary Wing VIP parking.

b. Aviators arriving/departing HPAAF will coordinate with HPAAF DISPATCH or ATC before utilizing the A-1, parking pads (VIP). Aviators will advise ATC if carrying a code passenger and will comply with ATC instructions concerning VIP parking procedures.

c. Move aircraft utilizing Hot Spot if not departing with passengers within 30 minutes unless approved by Airfield Management. Do not leave aircraft parked unnecessarily on VIP parking pads.

d. airfield Management will close taxiway B (from the parallel Taxiway A-Conto Apron 1) to Rotary Wing aircraft when Fixed Wing aircraft are parked on VIP parking pads A-1 ATC Tower will request rotary wing aircraft not to utilize Taxiway B South of Airfield Base Operations for noise reduction procedures. (See figure 9-2.)

Chapter 10

Severe Weather Plans and Mooring and Tie Down of Army Aircraft

10-1. Weather Definitions.

a. Fort Sill Regulation 115-9 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. Fort Sill Regulation 95-1 requires that weather warnings be issued. The text of the weather warning defines aerial coverage and may include only certain areas of the Fort Sill complex, the entire complex to include HPAAF, the main cantonment area and the training reservation. When weather warnings include the possibility of weather phenomena that are not within the capabilities of the aircraft being flown, recall the aircraft. Moor and hangar aircraft as directed in paragraph 10-3 of this regulation. With

the exception of lightning warnings and thunderstorm warnings for the Fort Sill Training Area, 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 Fort Sill Training Area 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. Area weather advisories, unless specified otherwise in the text of the advisory, are valid for the area enclosed by a circle of a 20 nautical mile radius centered on Building 4907 on HPAAF. Terminal weather advisories are valid for areas enclosed by circles of a 5 nautical mile radius centered at HPAAF. 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.

d. Official weather observations for HPAAF may contain weather information that might adversely affect aircraft operations or safety of flight.

10-2. HPAAF Severe Weather Plans.

a. Severe weather is defined as follows: Tornadoes or severe thunderstorms. Maximum wind gusts of 50 knots or greater, hail three-quarter inch or more in diameter, or both.

b. Upon receipt of a severe weather warning, units will recall and ground all aircraft. Commanders will update the Emergency Operations Center (EOC) 442-3240/3241/3242 every 15 minutes until all aircraft and flight line equipment is secure.

c. Commanders will provide clear and complete guidance in staff duty instruction book. Include recall procedures for key individuals in severe weather plans. Ensure that personnel monitor weather activity full time after the receipt of any weather warning or advisory.

d. Commanders of aviations units assigned, attached or conducting mobilization training at HPAAF will within 12 hours of aircraft arrival provide HPAAF Operations Officer or Management with a Unit's Severe Weather telephone contact roster. This is to insure unit personnel can be rapidly contacted in the event of Severe Weather Warnings.

e. Upon receipt of weather warning for lightning or when lightning is observed within 7 miles, commanders will take necessary actions to protect personnel and equipment. All aircraft fueling operations will cease when lightning is observed within 7 miles. A lightning warning will not by itself inhibit aircraft flight operations.

f. Commanders when notified of the potential for windstorms in excess of 50 knots will take appropriate actions as prescribed in TM 1-1500-250-23.

g. Hangar and secure all aircraft for any weather warnings with winds as listed below:

(1) Check mooring of aircraft not in a hangar and secure all loose items and materials if winds are forecast from 35-49 knots.

(2) If unable to evacuate to a safe haven, aircraft will be placed in hangar as soon as possible when winds are forecast at 50 knots or greater. Aircraft will be placed in HPAAF hangars in the following priority:

(a) Hangar priority of transit OSA fixed wing aircraft is as follows: 1st; UC35, 2nd; C-21 and 3rd; C-12.

(b) Hangar priority for rotary wing aircraft is as follows: 1st: OH-58D/C/A, 2nd: AH-64D/A, 3rd: UH-60, 4th AH-1 all series, 5th UH-1V/H and 6th CH-47.

(c) Hangar priority for special operations is as follows: 1st; MH/AH-6, 2nd; MH-47, 3rd; MH-60 and 4th: OH-6.

NOTE: For helicopters with more than two main rotor blades, if feasible, the blades will be removed or folded to maximize available hangar space.

(3) All aircraft not placed within HPAAF hangars will be tied-downed and moored IAW appropriate procedures described in TM 1-1500-250-23. When feasible, units will face the aircraft into forecasted wind direction before mooring.

(4) Commanders will take appropriate additional protective measures to protect aircraft that cannot be moved into hangars, to include, the use of shelters or artificial barriers such as trucks, tanks, buses, berms, and/or personnel carriers. Face aircraft into the forecast wind when possible.

(5) HPAAF is located within an area that may experience very high winds and occasional dust storms. Commanders will have procedures for aircrews to tie down aircraft blades after each flight and moor aircraft after the last flight of the day regardless of the weather forecast. If aircraft are not to be flown, they will be left tied down and moored.

(6) HPAAF designated parking pads located on the main ramp or temporary sod parking areas will have required mooring points installed. Units assigned, attached, or mobilization will ensure each aircraft has the appropriate amount of blade tie down and mooring chains, adjusters, ropes and CGU-1B Webbing Binder (Tie-down, Cargo Aircraft).

NOTE: HPAAF has a limited amount of mooring tie-down hardware for emergency use by transit aircraft. Commanders of aircraft should contact HPAAF Operations Officer, 580-442-6160/6014 or located in Building 4907 for availability of mooring equipment.

i. According to AR 95-1, paragraph 5-2 c(3), aircraft will not be intentionally flown into thunderstorms. Upon encountering thunderstorms or other severe weather phenomena, aircrews will--

(1) Terminate training and exit the affected area as soon as possible. If continued flight is not practical, attempt to contact ATC, land and shut down, or land and continue to operate the aircraft according to the operator's manual.

(2) Assess aircraft damage.

(3) Contact unit as soon as possible to report status.

(4) Contact HPAAF Weather and submit a pilot information report PIREP.

j. When aircraft are away from this installation, commanders will have a specific severe weather plan.

10-3. Mooring and Tie Down.

a. Moor or hangar assigned, attached, mobilization and transient aircraft at the end of the last flight of each day. Tie down and secure blades and covers. Moor aircraft not in hangars according to operators' manuals and TM 1-1500-250-23. If commanders deem prescribed procedures to be inappropriate, submit requests for deviation through the HPAAF Manager, Airfield Operations Division, DPTMS, to the Garrison Commander, ATTN: IMWE-SIL-ZA, Fort Sill, OK 73503-5000.

b. Commanders will take reasonable precautions in mooring aircraft that remain over night (RON) away from installation airfields. In areas where tie-downs are not available, 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.



Figure 2-1. Cantonment Helipad / Landing Sites

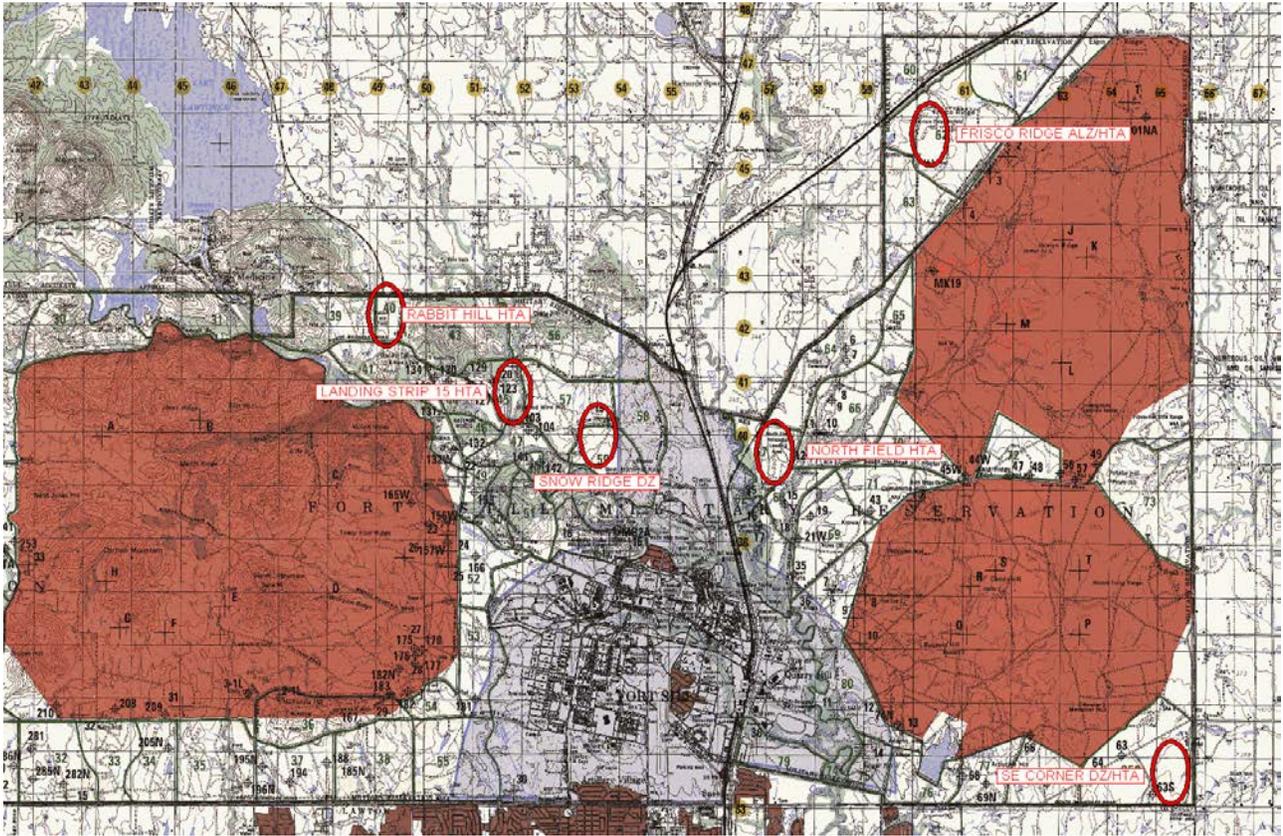


Figure 2-2. Drop Zones (DZS), Landing Zones (LZS) and Installation HTA's

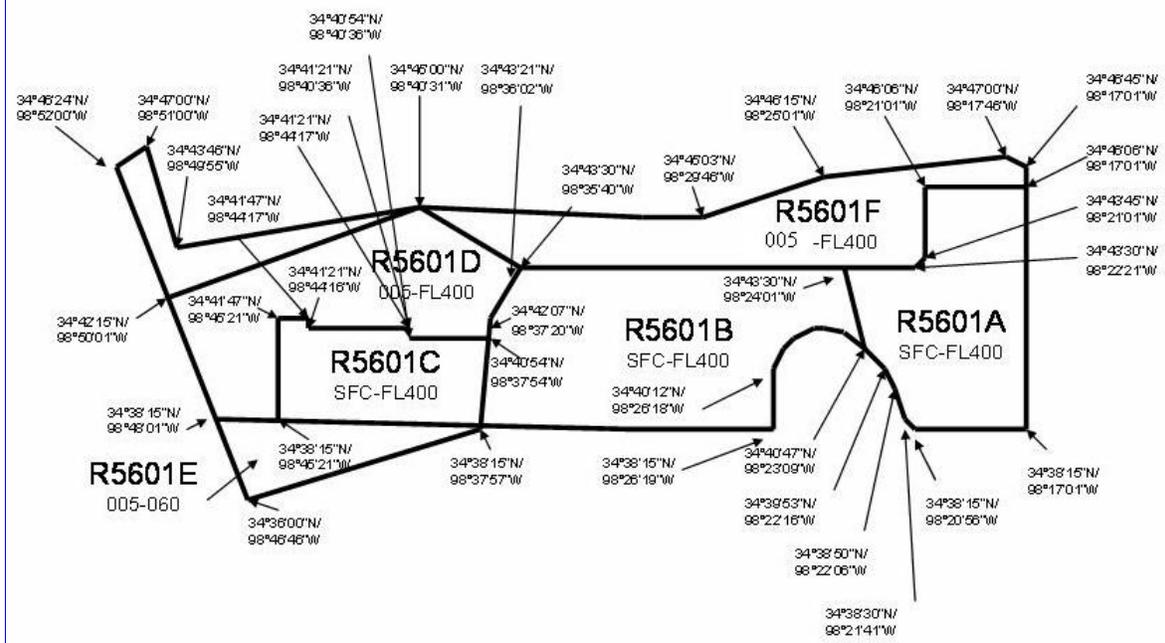


Figure 4-1. Fort Sill Restricted Area 5601 Special Use Airspace

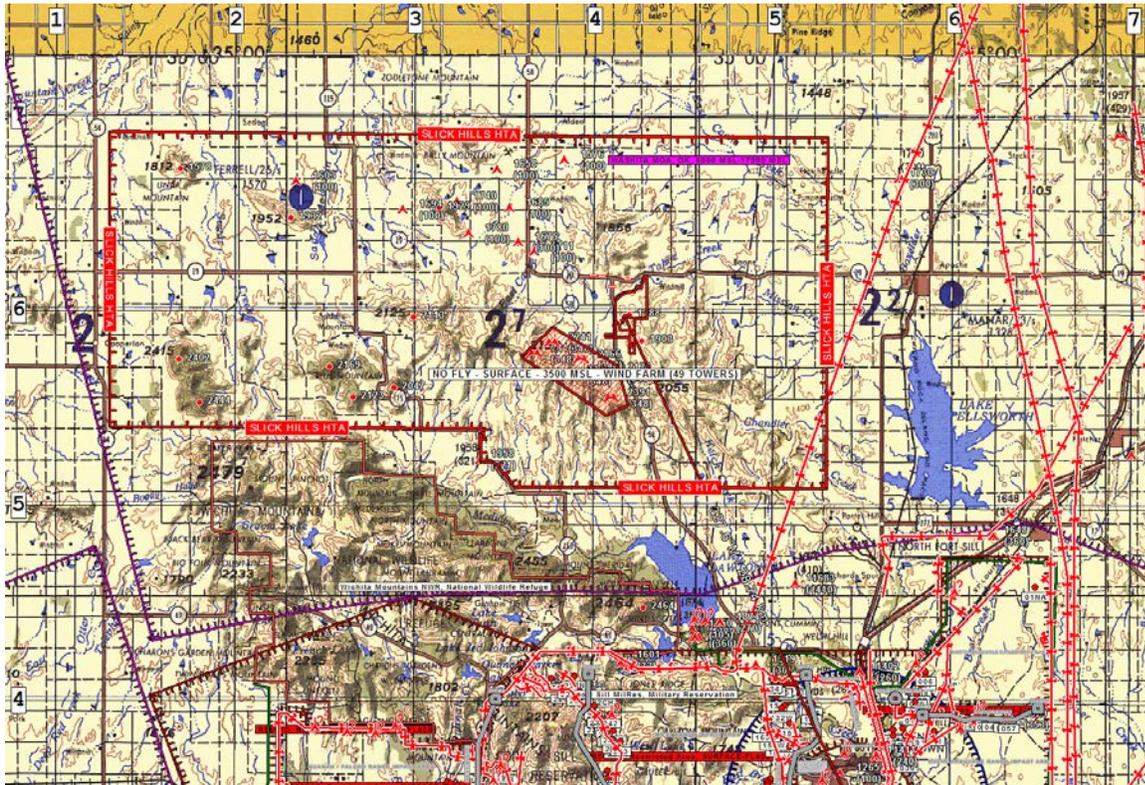


Figure 4-2. Slick Hills Helicopter Training Area HTA

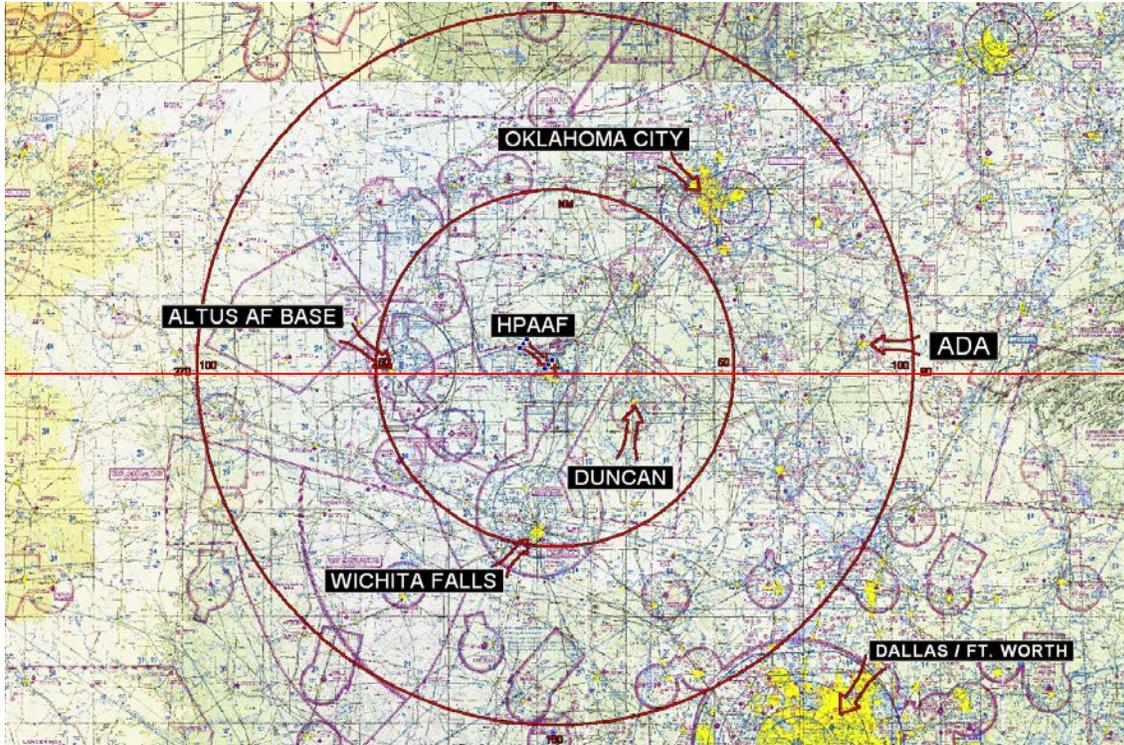


Figure 4-4. Rotary Wing Local Flying Area

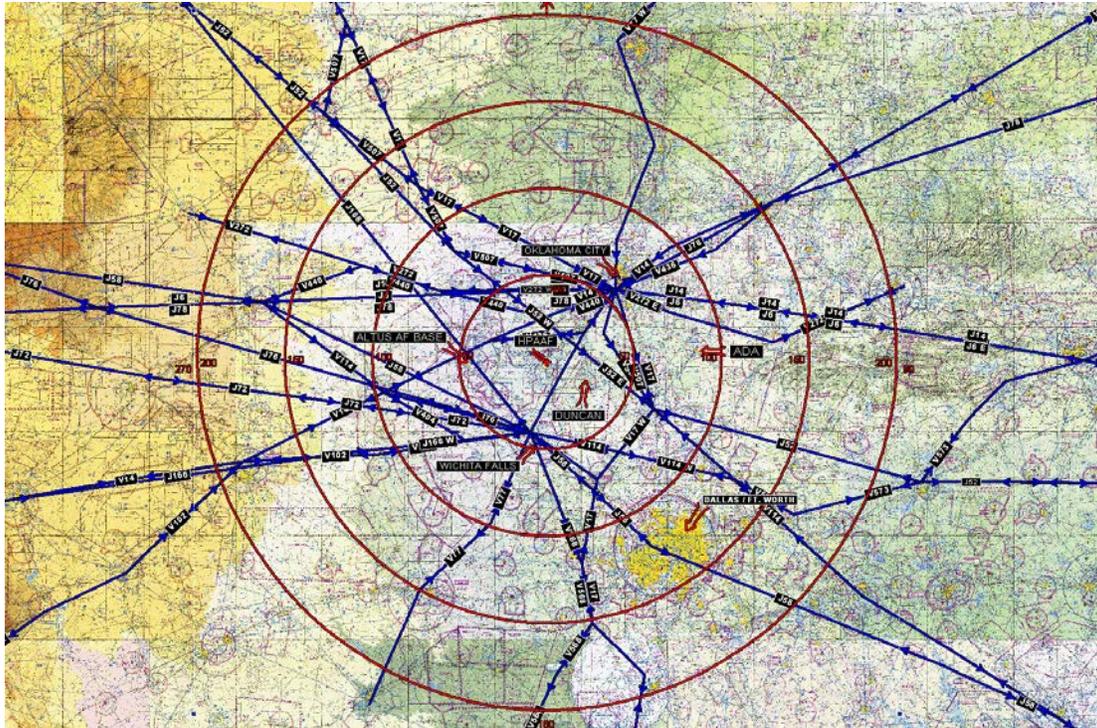


Figure 4-5. Fixed Wing Local Flying Area

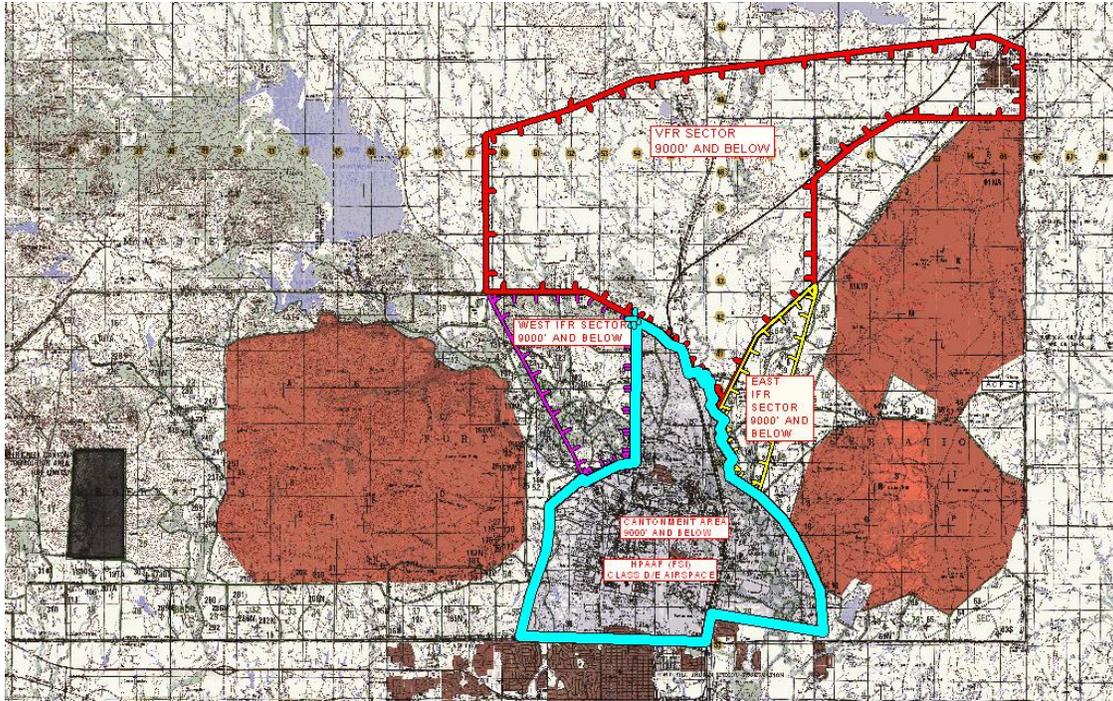


Figure 4-6. HPAAF Surface Area and East Air Corridor



Figure 4-7. HPAAF Traffic Pattern

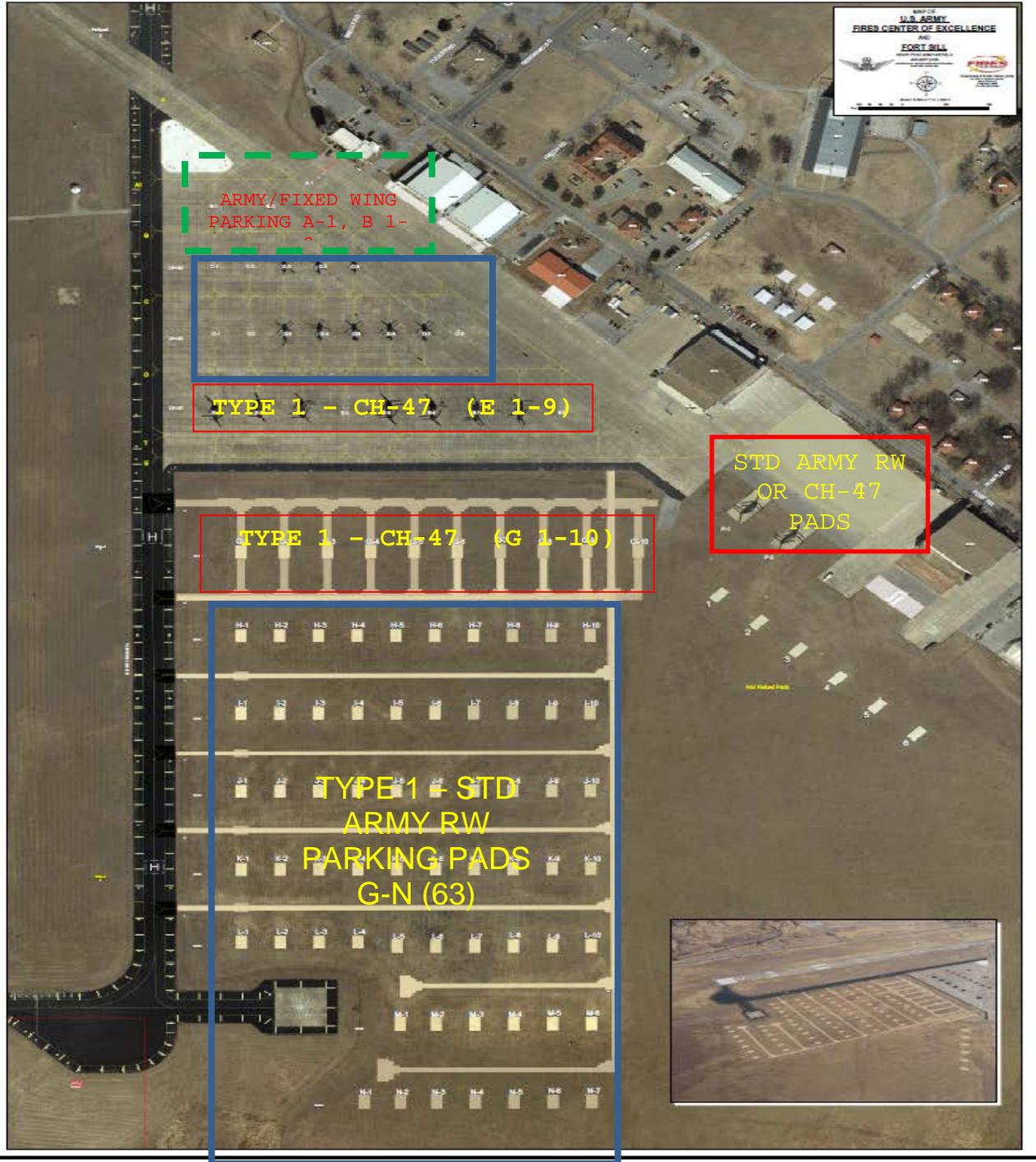


Figure 4-8. HPAAF Designated Parking Areas for Army Fixed and Rotary Wing Aircraft

HPAAF SEVERE WEATHER NOTIFICATION PLAN

HPAAF BASE OPERATIONS

NORMAL DUTY HOURS

(0700 – 1600 HRS) Mon-Fri. exc. Fed Hol.



HPAAF BASE OPERATIONS

AFTER-NORMAL DUTY HOURS

(1600 – 0700 HRS) Mon-Fri. exc. Fed Hol.

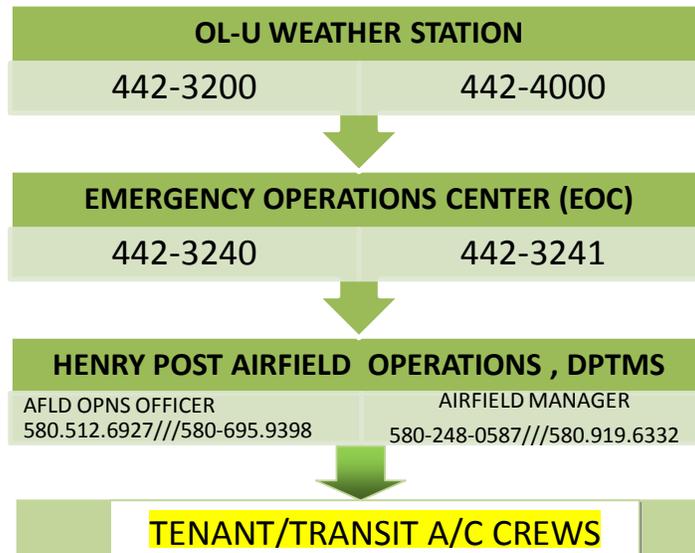


Figure 5-1. HPAAF Severe Weather Notification Plan

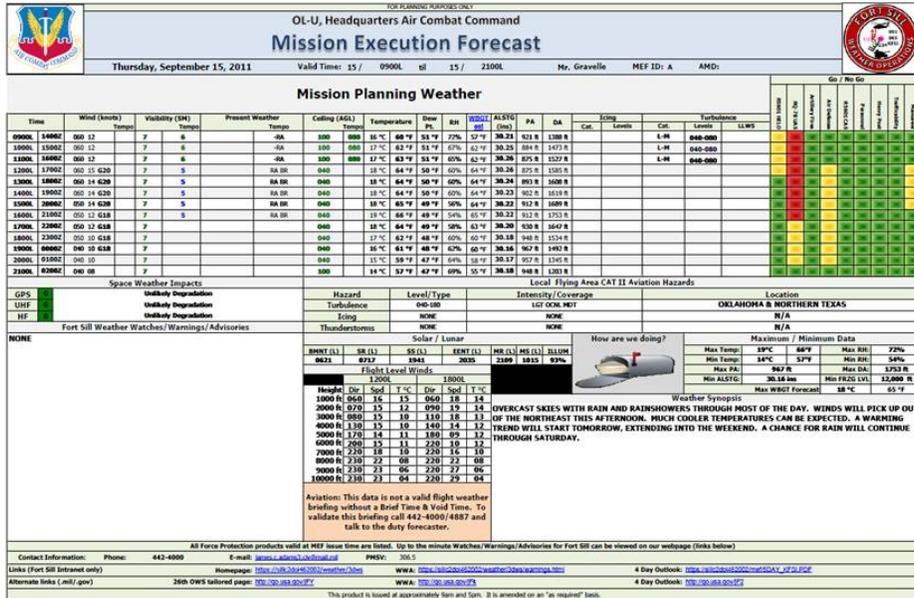


Figure 5-2. OL-U MEF

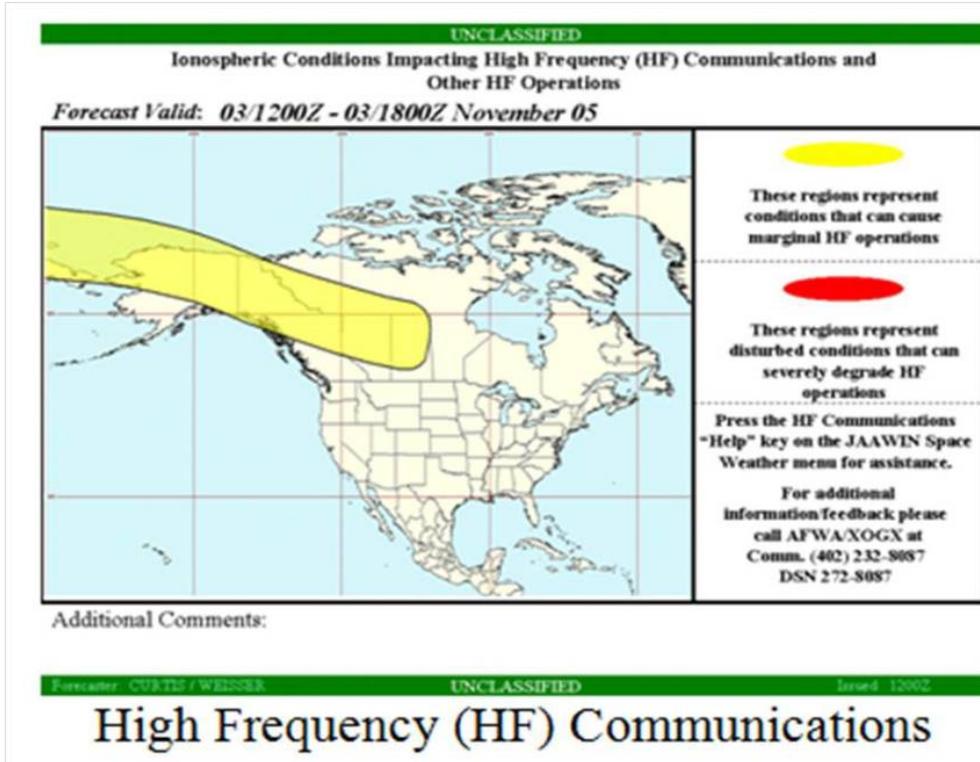


Figure 5-3. HF COM Forecast

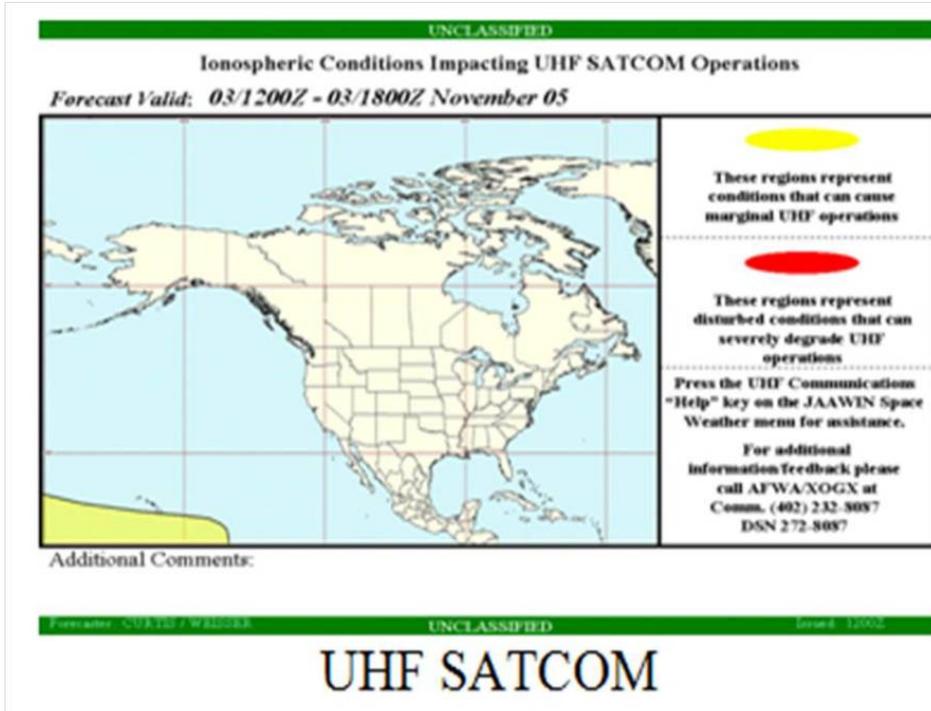
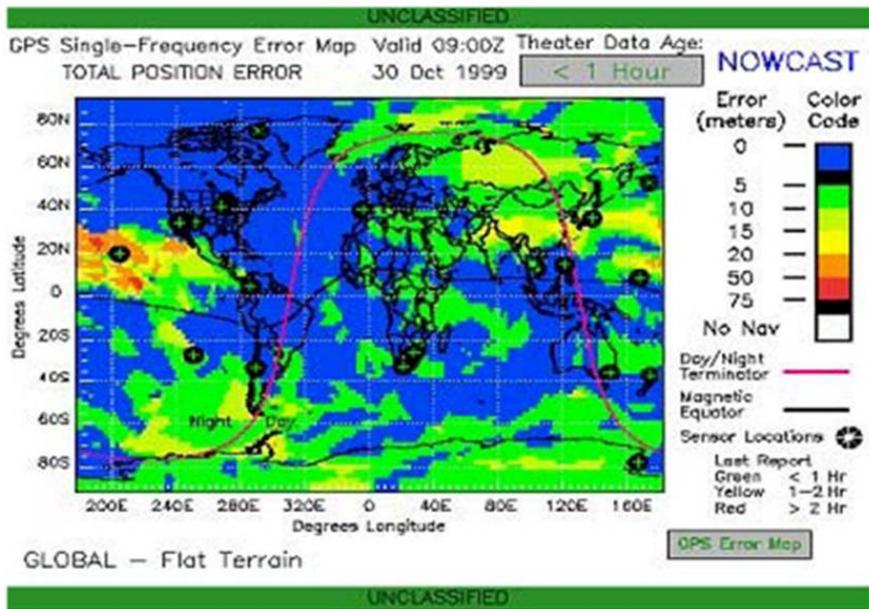


Figure 5-4 UHF SATCOM Forecast



GPS ERROR

Figure 5-5 GPS ERROR Forecast

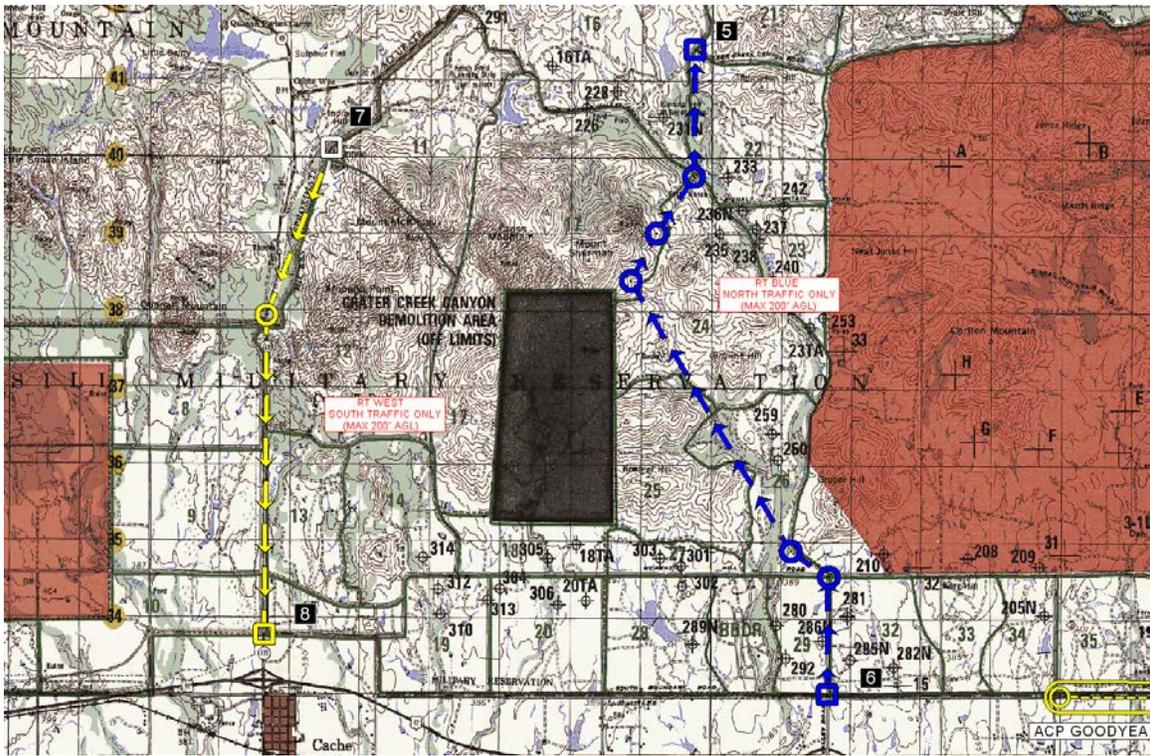


Figure 5-6. Yellow / Blue Routes

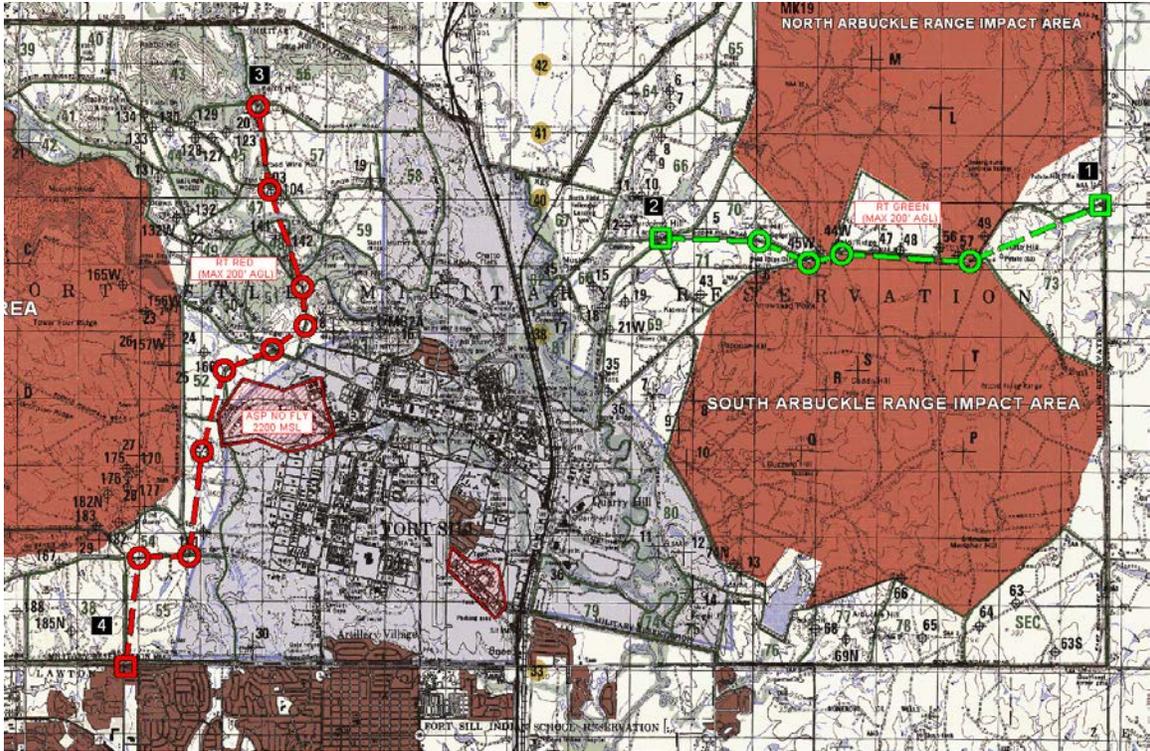


Figure 5-7. Red / Green Routes

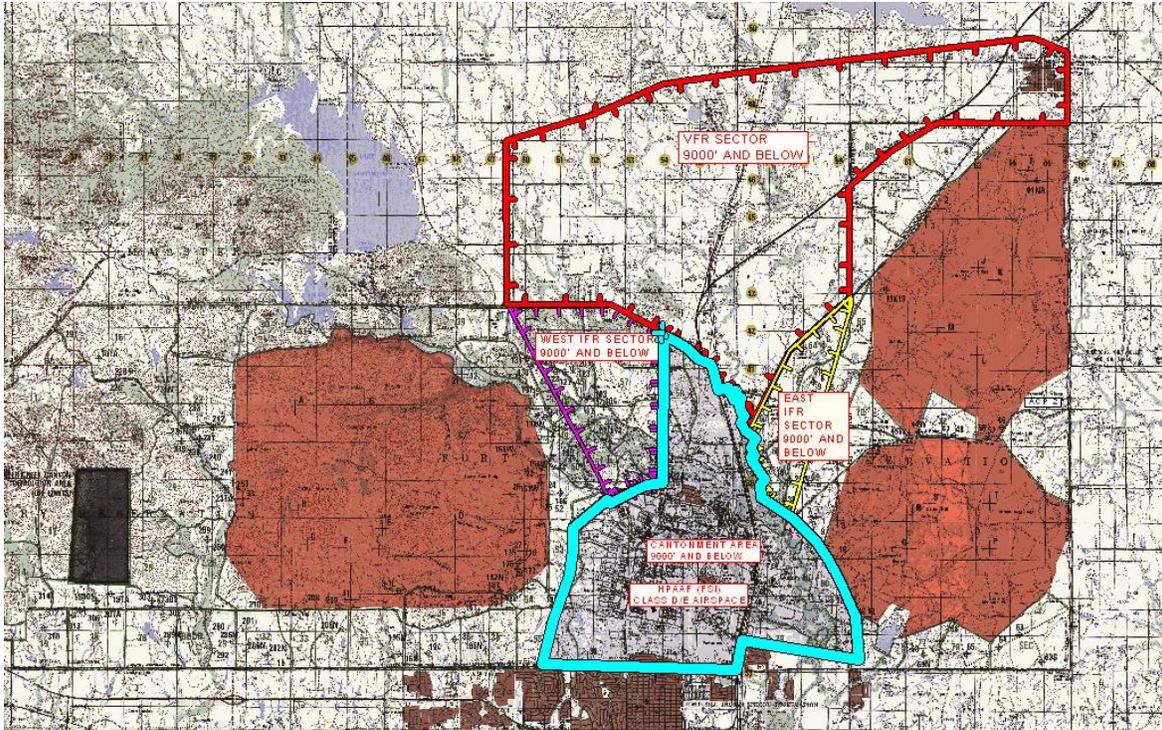


Figure 5-8. East Air Corridor (East/West/VFR Sector)

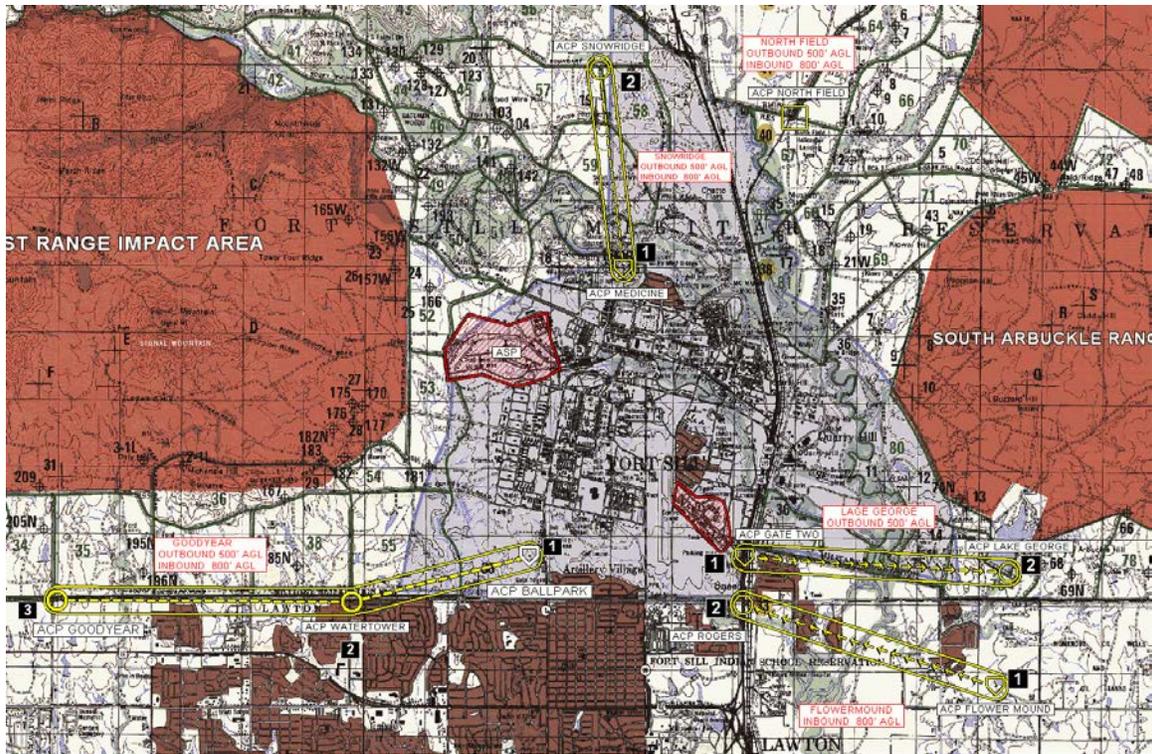


Figure 5-9. VFR Arrival/Departure Corridors

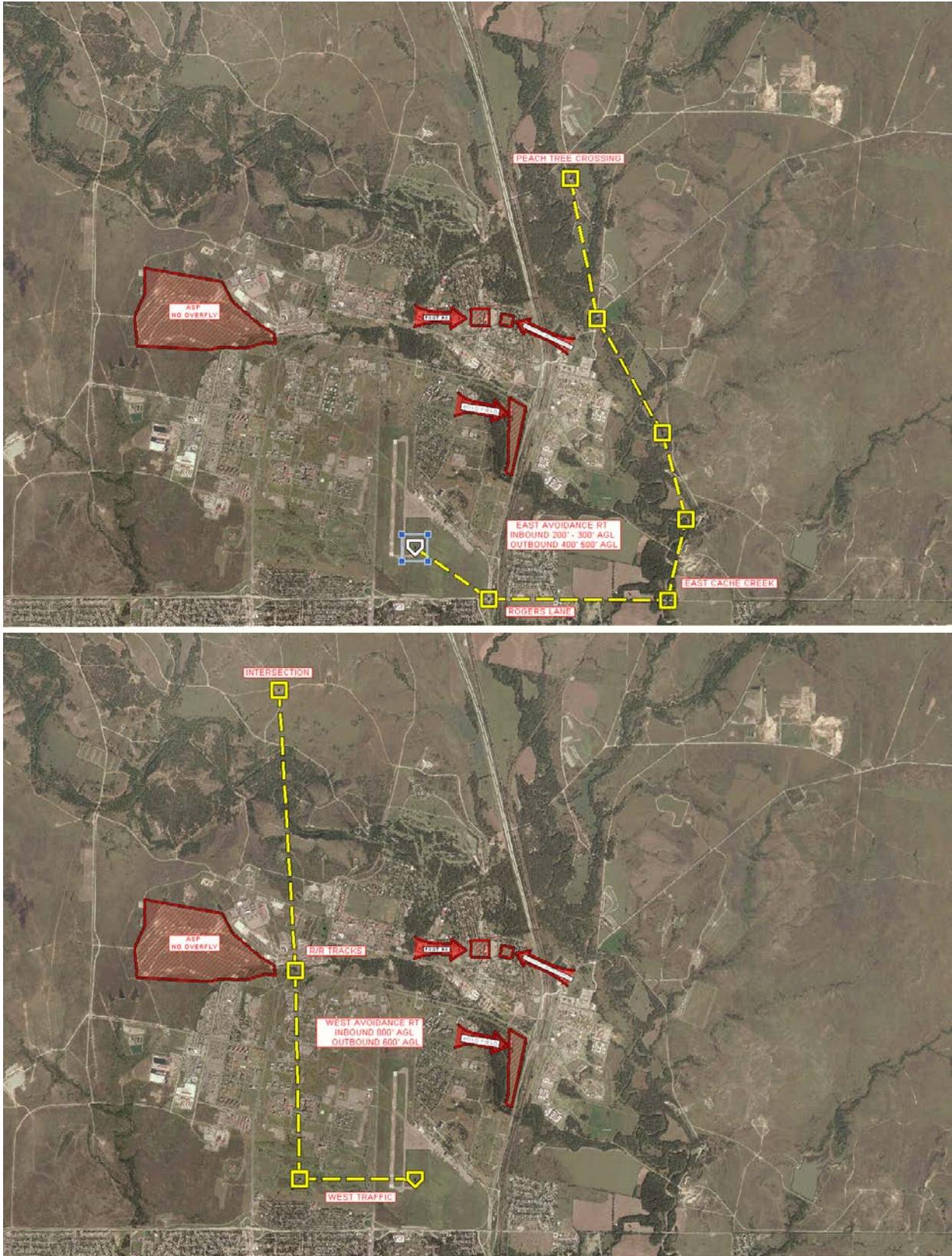


Figure 5-10. Ceremony Avoidance Routes (East / West)

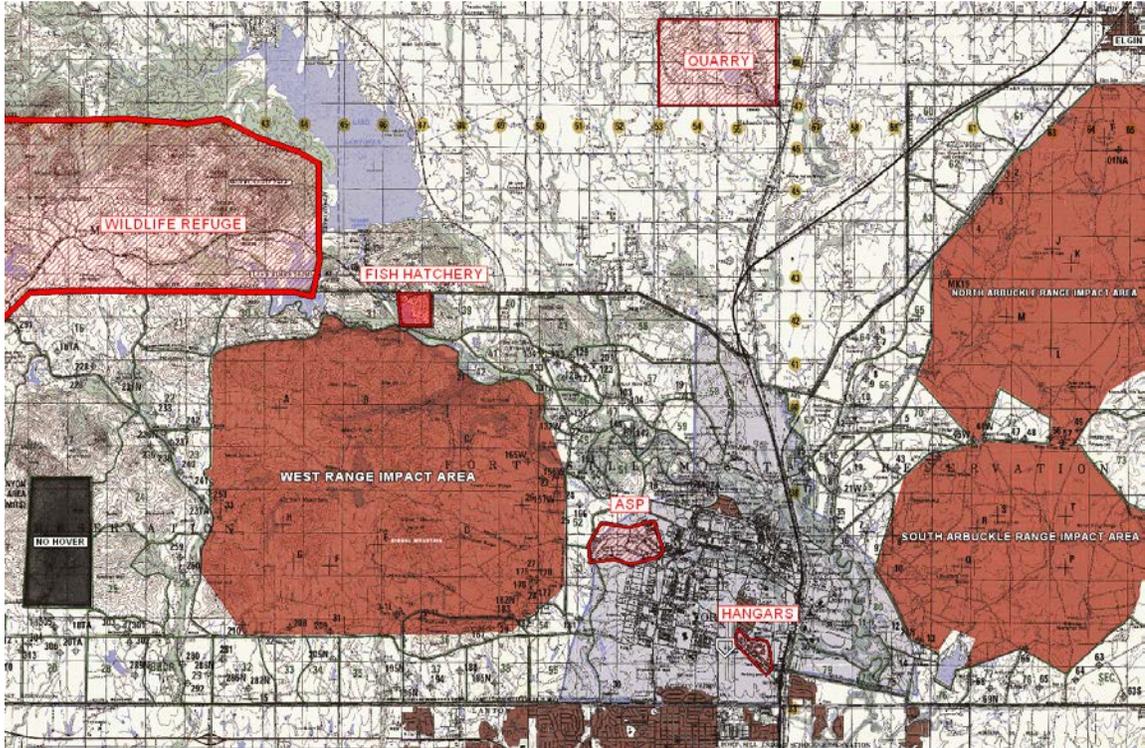


Figure 5-11. Fort Sill No-Fly Areas

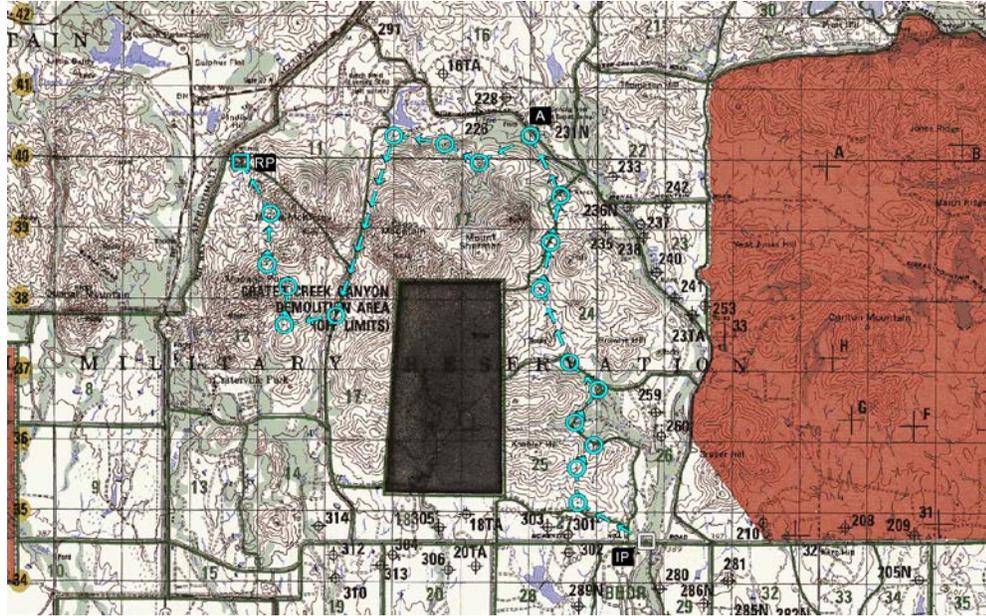


Figure 5-12. West Range NOE Training Route

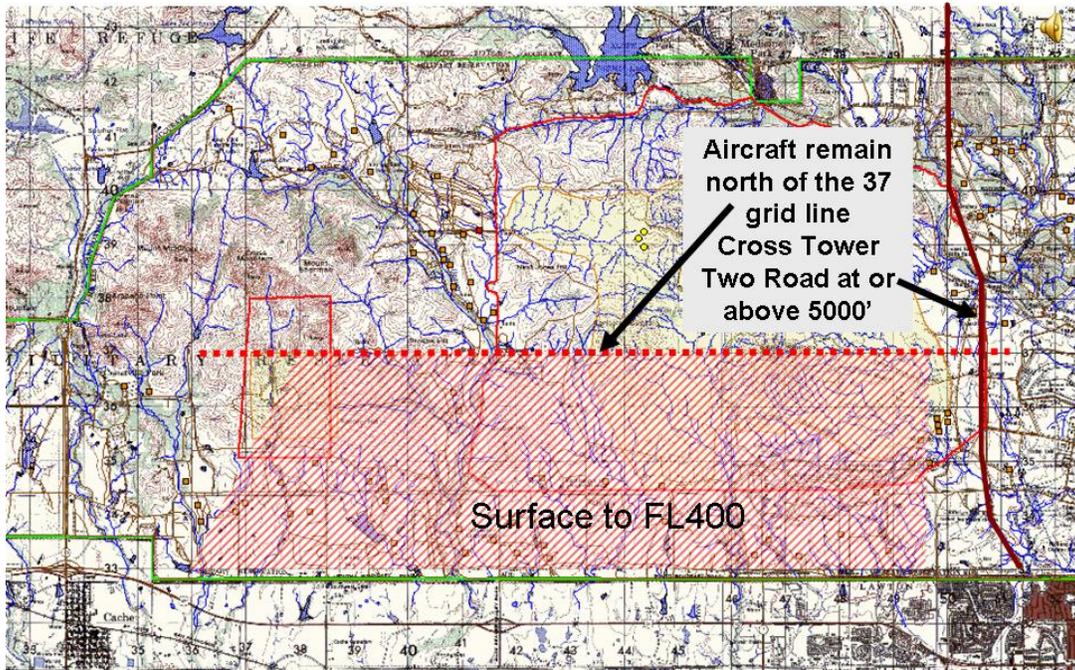


Figure 5-13. ACA Carlton

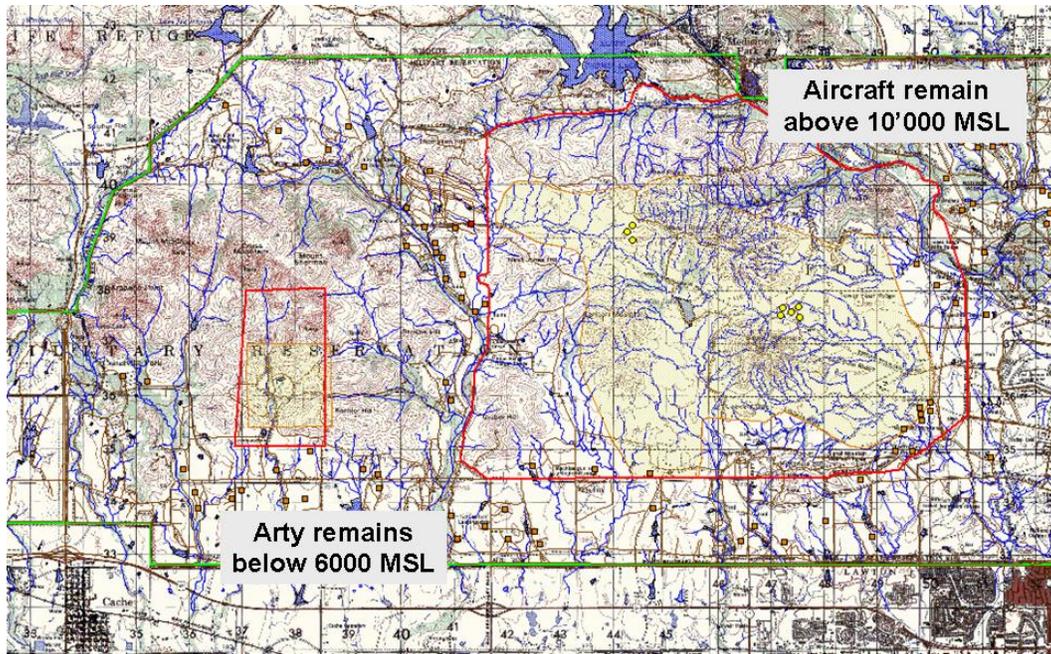


Figure 5-14. ACA Williams

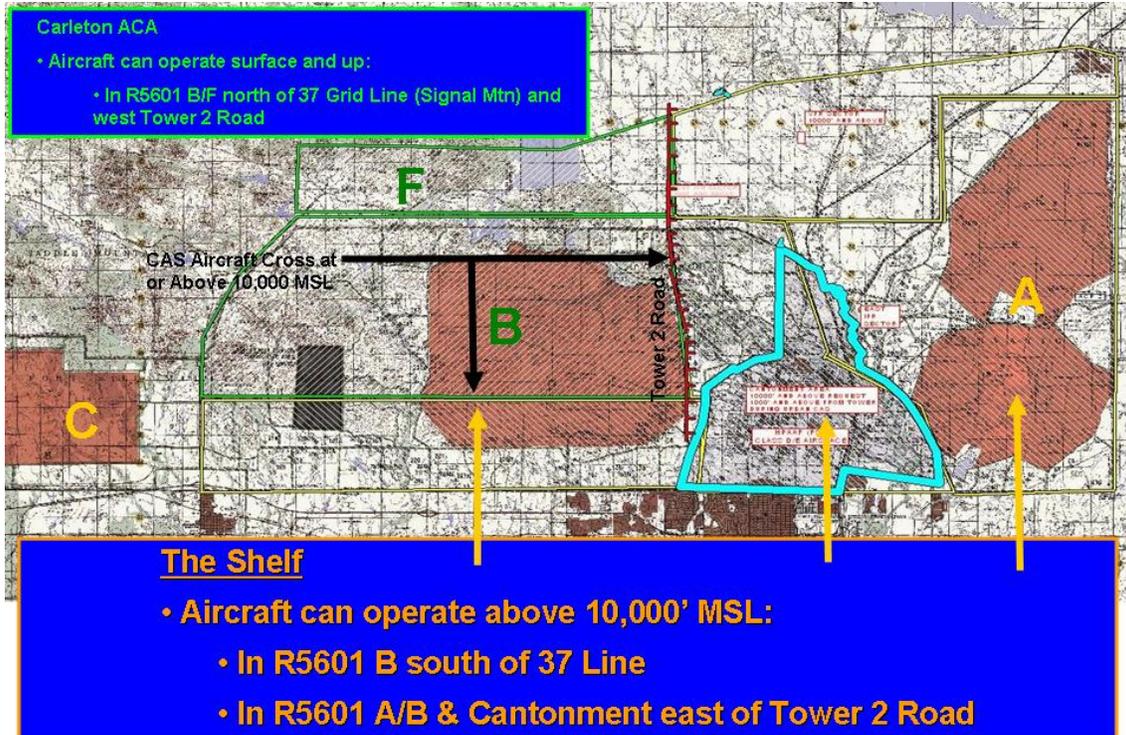


Figure 5-5. ACA Carlton Plus “The Shelf”



Figure 6-1. HPAAF Rapid Refuel Area (Tactical)

50 MILE MAP

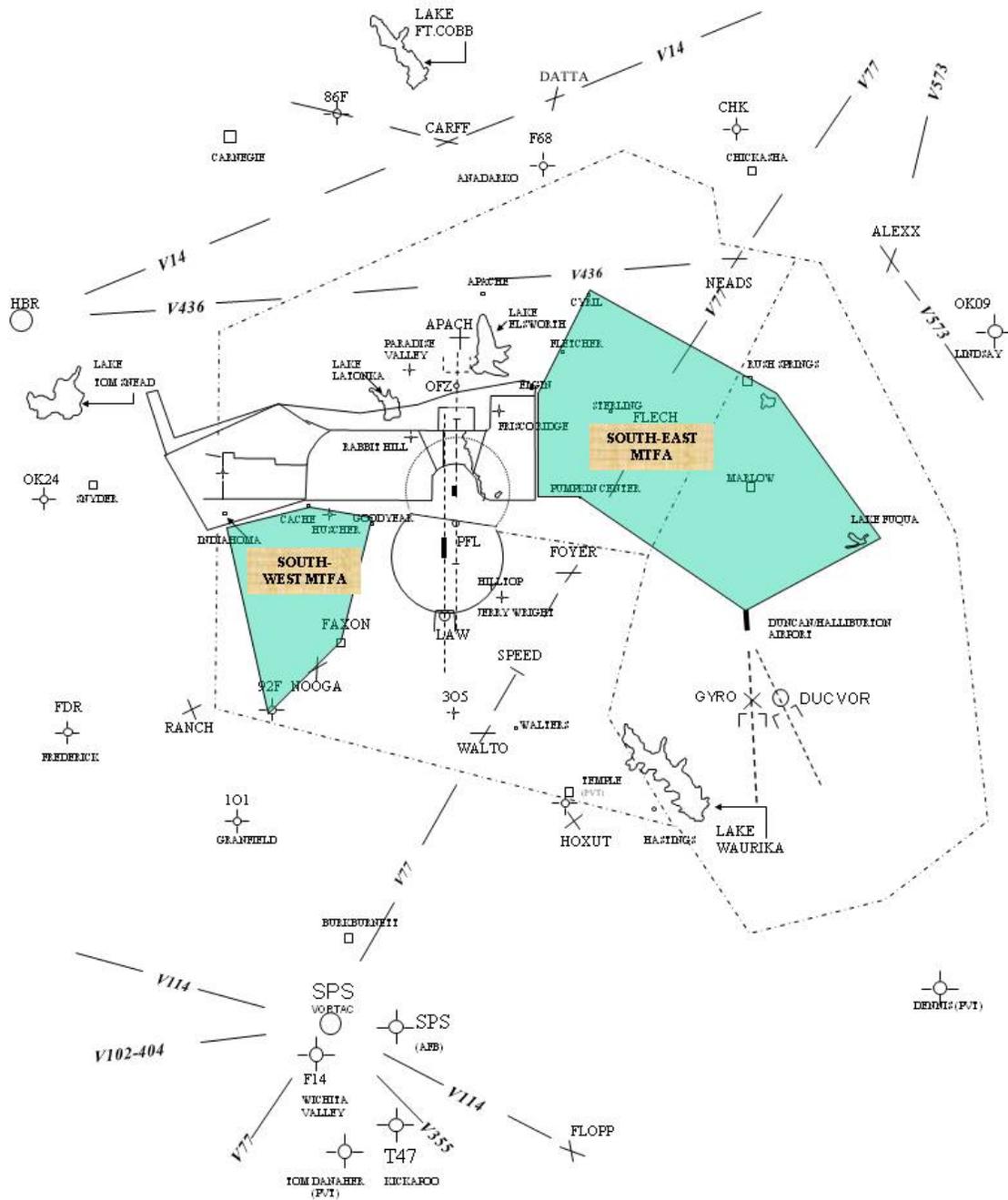


Figure 7-1. South-East and South-West Maintenance Test Flight Areas

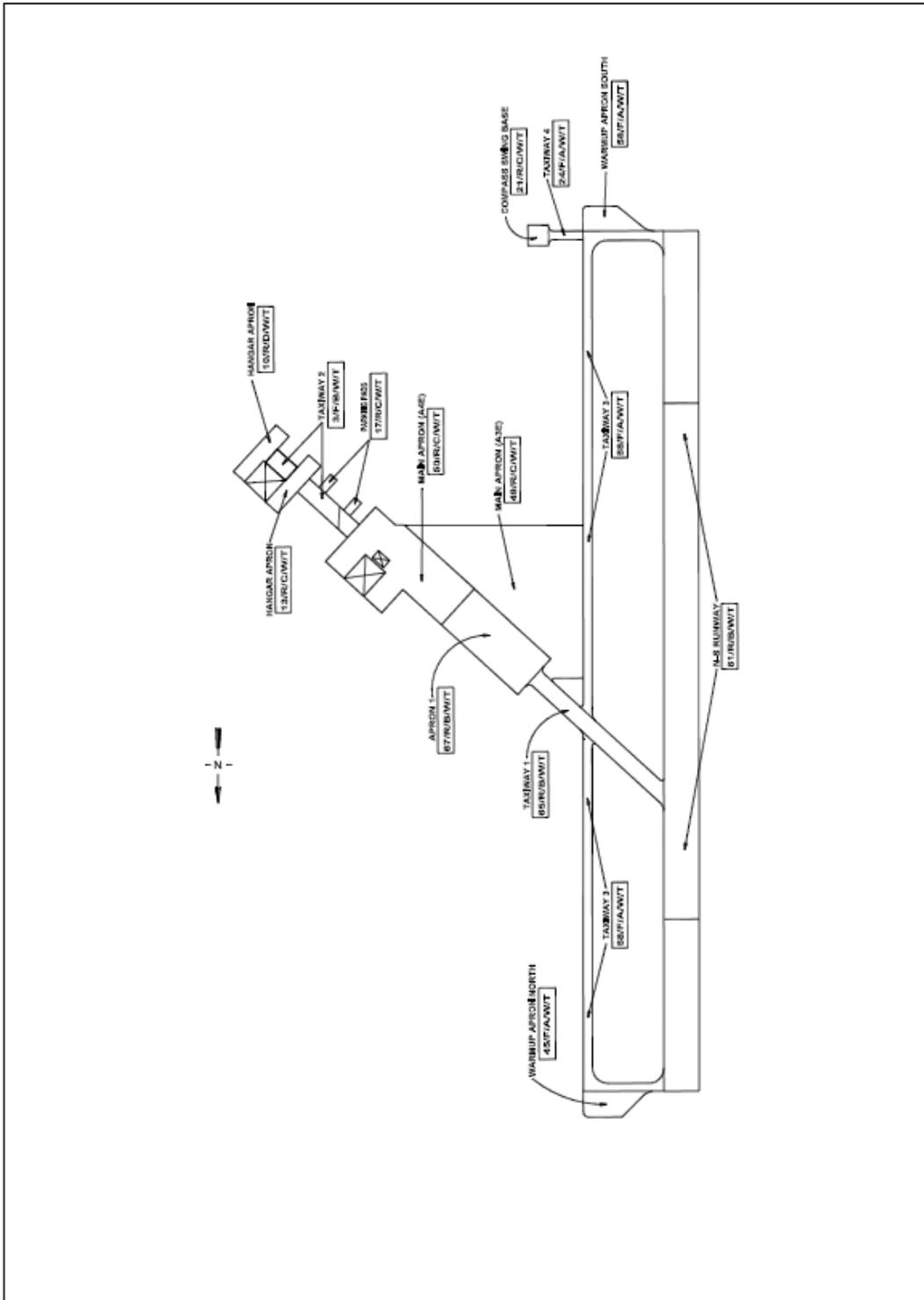


Illustration 1. Airfield Pavement Evaluation Chart

Figure 9-1. HPAAF Pavement Evaluation Chart W/PCN



Figure 9-2. HPAAF RW Noise Abatement Area

Appendix A References

Section I Required Publications

AR 95-1

Aviation: Flight Regulations

AR 95-2

Air Traffic Control, Airspace, Flight Activities and Navigational Aids

AR 360-61

Community Relations

AR 385-40

Accident Reporting and Records

AR 385-95

Army Aviation Accident Prevention

FAR 91.157

Federal Aviation Regulation, Part 91

USAFACFS Reg 385-1

Safety Post Range Regulation

USAFACFS Reg 420-90

Fire Regulations

FORSCOM Reg 350-1

Specialized Training in FORSCOM Active Army and Reserve Component Units

FORSCOM Suppl 1 to AR 95-1

Aviation: Flight Regulations

FM 10-67-1

Aircraft Refueling

TM 1-1500-250-23

General Tie down and Mooring on All Series Army Models

Section II Related Publications

AR 25-400-2

Army Records Information Management System

AR 600-105

Aviation Service of Rated Army Officers

FAR 91.209

Aircraft Lights

Fort Sill Regulation 115-9

USAFACFS Weather Support

TC 1-210

Aircrew Training Program Commanders Guide

UFC 3-260-01

Airfield and Heliport Planning and Design

Section III

Prescribed forms

DA Form 759

Individual Flight Record and Flight Certificate – Army

DA Form 7120-R

Commander's Task List

DD Form 175

Military Flight Plan

DD Form 175-1

Flight Weather Briefing

Fort Sill Flight Hazards Report Worksheet

Flight Hazards

Section IV

Reference Forms

This section contains no entries.

Appendix B

Precautionary and Emergency Landing Information

B-1. Purpose. To provide information to clarify what responses or actions occur in the Fort Sill area when an aviator declares a precautionary or an emergency landing.

B-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 can result in a misunderstanding of the terms by aviators at Fort Sill.

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 Agreement (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 Sill and HPAAF procedures.

B-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 385-40, Accident Reporting and Record. 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 385-40. This compares to the ICAO/FAA call of "Pan-Pan."

B-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.

Appendix C
Fort Sill Regulation 95-1/5601 Range Safety Briefing

C-1. Range Safety Briefing. Fort Sill Regulation 95-1/5601 RANGE SAFETY BRIEFING Officers shall utilize the outline below. Aviation 95-1/5601 Range Safety briefings are required prior to the first flight mission within Fort Sill's R5601 Airspace. Following this briefing a local area orientation will be given by a qualified local area orientation pilot. This requirement is mandatory for all aviators assigned, attached, mobilizing or transit at Fort Sill. This briefing/local area orientation is valid for 1 year. A by name roster of all personnel who received a complete briefing and orientation flight will be maintained by the HPAAF Operations Officer and Installation Aviation Safety Officer.

C-2. Range Briefing Outline.

a. Fort Sill has some of the most dangerous airspace in the United States; strict situational awareness to hazards is essential to safe operations.

b. Layout of the Fort Sill Range Area.

(1) Boundary Locations.

(a) Fence type.

(b) Signs.

(c) Firebreak description.

(d) Gates.

(2) Restricted Area R5601.

(a) Subdivisions.

(b) Controlling Agencies are Range Control, ARAC, and Quanah/Falcon Range (USAFR).

(c) Wichita Mountain Wildlife Refuge

(3) AIRAD/NOTAM Notification.

c. Ranges.

(1) Small Arms Ranges.

- (2) Artillery/Indirect Fire.
 - (a) Training Area Method.
 - (3) Laser Ranges.
 - (a) Laser Points.
 - (b) Laser Boxes.
 - (4) CAS/Bomber Ranges.
 - (5) EOD Range.
 - (6) CS Training Area.
 - (7) HTA's On Post, Off Post
 - (8) Range Air Corridors, Green, Red, Blue and West
 - (9) NOE Training Route
- d. Hazards/Hazard Protection Controls.
- (1) Artillery trajectories, fuses, blast danger area, and safety boxes.
 - (2) Duds in impact areas.
 - (3) Duds outside impact areas (South of Mow-Way House, EOD valley, Quanah/Falcon Range).
 - (4) Wires.
 - (5) Towers.
 - (6) Antennas.
 - (7) HIRTA.
 - (8) Lasers.
 - (9) Mid-air collision avoidance.
 - (10) Direct Fire Weapons.
 - (11) Illumination and flare parachutes.

e. Communications.

(1) Mandatory Frequencies (Underlined is preferred Frequency).

(a) Range Control: West Range 34.50, 356.50, East Range 38.50, 356.50.

(b) Air-to-air: 242.4.

(c) Fort Sill Flight Following (if single ship) 125.7, 290.375.

(2) Services Provided.

(a) Range Control is not a flight following agency, it has no air traffic controllers. Range Control provides telephonic range advisories before take-off and radio updates during flight. Range Control only needs to know if you are in R5601 airspace. Position reports are discouraged.

(b) Air-to-air is for collision avoidance. Advisory position reports for corridors and boundaries with direction of flight are sufficient to alert other aircraft on the range.

(c) Fort Sill Flight Following provides positive (FSFF assigned transponder code) and procedural flight following with a 30 minute "operations normal" call with the same air traffic controllers manning Fort Sill approach.

(3) Other Available Frequencies.

(a) Commercial Air Evacuation Helicopter on Range Control Freq. 143.125

(b) Quanah/Falcon Range: 363.7 (P) 342.3 (S) or 143.75 (P) 141.85 (S)

(c) Fort Sill METRO: 375.20.

f. Henry Post Army Airfield (HPAAF) Class D Airspace, Weekdays 0700-2200, Class E Airspace from 2200-0700L Weekday & 0001 to 2400 Weekends & Holidays.

(1) Dimensions.

(2) Facilities.

(3) Services.

(4) Communications.

(5) Traffic Pattern.

- (6) Refueling.
- (7) Entry and exits.
- (8) HPAAF Corridors
- g. Air Safety.
 - (1) Frequency cards. ATIS 135.425 or 354.025
 - (2) Fort Sill maps.
 - (3) Hazard maps.
 - (4) Aircraft Crash Search and Rescue (ACS&R) Maps.
 - (5) Minimum safe altitude. (3500 Ft MSL)
 - (6) IMC procedure.
 - (7) Flight plans.
 - (8) Preaccident plan.
 - (9) Crash rescue.
 - (10) SAR.

Appendix D Aircraft Emergency Plan

D-1. Purpose. This plan prescribes the procedures to be followed in the event of an aircraft emergency during the conduct of range firing.

D-2. Procedures. Anyone who is involved in or witness to an aircraft emergency will immediately declare a "Cease-Fire" and advise Range Control.

a. Report any emergency immediately to Range Control and Airfield Operations in accordance with USAFACFS Aircraft Preaccident Plan.

b. The Range OIC will ensure that the following is accomplished:

(1) Designate one aircraft to remain over the site (or fly chase to maintain communications and assist air or ground rescue teams).

(2) Direct uninvolved aircraft away from the scene with anticollision lights on.

(3) Notify Range Control and request an Emergency Medical Personnel as required. Notification should include--

(a) Location and time of emergency.

(b) Nature and number of injuries.

(c) Type aircraft and nature of emergency.

(4) Forward information thru the crash net and request Air or Ground Ambulance as required.

(5) Notify Installation Aviation Safety Officer.

c. Any aircraft emergency resulting in visible damage to systems or components will be considered an accident and investigated as such.

D-3. In-Flight Emergency. Report immediately any aircraft emergency to any Fort Sill ATC facility.

D-4. Lost Communications.

a. In the event of lost communications, the PILOT-IN-COMMAND will accomplish the following:

(1) Clear the range area.

*FS Regulation 95-1, 8 August 2012

(2) Follow prescribed lost communications procedures in accordance with existing regulations.

(3) Report to the Fort Sill ATC upon landing.

b. ATC will call a "Check-Fire" until the aircraft is located.

Appendix E Aerial Laser Operations

E-1. Aerial Laser Operations. This appendix establishes the procedures to be followed to ensure safe aerial lasing and compliance with the following references:

- a. AR 40-46, Control of Health Hazards from Lasers and other High Intensity Optical Sources.
- b. AR 385-9, Safety Requirements for Military Lasers.
- c. AR 385-63, Policies and Procedures for Firing Ammunition for Training, Target Practice, and Combat.
- d. TB Med 524, Occupational and Environmental Health; Control of Hazards to Health from Laser Radiation.
- e. USAFACFS Reg 385-1, Post Range Regulation.

E-2. Range Operations.

- a. Do not conduct laser operations without a certified Laser Range Safety Officer (LRSO) continuously on the firing range. Maintain strict adherence to this regulation and the above listed references. Any special/supplemental instructions/limitations/warnings issued for specific aircraft by appropriate authority must be understood and complied with by all participating personnel.
- b. Checklists for laser operations on Fort Sill are contained in this appendix. Checklists are required for use by all key personnel involved in laser operations.
- c. Do not permit laser firing if standing water or reflective materiel is detected within 30 meters of the target area.
- d. Laser operations will cease when any unsafe condition may exist.

E-3. LRSO Certification. Company/troop/battery commanders may certify rated pilots to perform as LRSOs on Fort Sill after thorough training in the provisions of this regulation, the references listed above, and the Operator's Manual of all assigned lasing aircraft. Document this certification in memorandum format and hand carry to Fort Sill Range Control Office.

E-4. Range Responsibilities.

- a. LRSO will--
 - (1) Maintain responsibility for the overall operation of the range and enforcement of range safety.

(2) Be thoroughly familiar with the range layout, applicable directives, and the Aircraft Emergency Plan (appendix E).

(3) Ensure all required support activities are in place (if applicable) and all personnel are briefed as required.

(4) Ensure all participating personnel have laser eye protection (glasses and/or visors). Ensure all participating magnifying devices used to observe the targets have appropriate laser safety filters in the optical train of the magnifying filters.

(5) Maintain continuous positive two-way communications with Range Control.

b. Range Officer-in-Charge (OIC) will--

(1) Be responsible for the preparation and briefing of all aircrews prior to any laser operations.

(2) Supervise the overall operation and safety procedures of aircraft under his/her control and assist the LRSO to resolve conflicts.

(3) Appoint each PILOT-IN-COMMAND to act as the LRSO of his/her aircraft.

(4) Ensure at least one person is performing range OIC and LRSO duties.

E-5. Terminology and Definitions.

a. Use the following standard terminology to enhance lasing safety:

(1) Switches "COLD:" Laser switch is "STANDBY" or "OFF."

(2) Switches "HOT:" Laser switch is "ARM," "ARMED," or "ON."

b. Definitions.

(1) Maximum Hover Altitude (MHA). The flight altitude above ground level, at a maximum, that an aircraft may obtain prior to illuminating the target.

(2) Minimum Lasing Altitude (MLA). The flight altitude above ground level, at a minimum, that the aircraft must maintain before illuminating the target.

(3) Aircraft Operational Control Area (AOCA). The area that the aircraft can tactically maneuver and simultaneously conduct laser operations.

(4) Target Location Area (TLA). The area defined by DPTMS Range Division as authorized to fire as laser into.

E-6. Conduct of Firing.

- a. Conduct a complete range and safety briefing (USAFACFS Reg 385-1, figure 3-3) prior to all laser operations.
- b. Conduct a radio check-in on FM or UHF IAW USAFACFS Reg 385-1, paragraph 3-5d.
- c. Firing will be IAW USAFACFS Reg 385-1, paragraphs 3-25 through 3-32.
- d. Checklists (figures 3-2 and 3-3) in USAFACFS Reg 385-1.
- e. The only authorized AOCAs on Fort Sill are listed in USAFACFS Reg 385-1, figure 3-5.
- f. Check-Out with Range Control (Same as C-6b) before leaving the range.

**APPENDIX F
FREQUENCIES AND PHONE NUMBERS**

FACILITY/NAME	UHF	VHF	NOTES
FORT SILL APPROACH (VFR) DUNCAN SECTOR 442-4002	290.37	118.6 118.4	Local flying area VFR other than Flight following. Examples: East Test Flight Training Area. Clearance Delivery
FORT SILL FLIGHT FOLLOWING 442-4002	268.8	126.2	Used when operating within R-5601.
FORT SILL APPROACH (IFR) LAWTON SECTOR 442-4002	322.4	120.55	These are the frequencies that are standard for aircraft that are on IFR flight plans within the Lawton/Fort Sill areas.
FORT SILL APPROACH FORT SILL SECTOR	307.27	127.3	These frequencies are used as GCA frequencies. However they are always monitored.
FORT SILL FINAL CONTROLLER (GCA)	263.2 326.5 307.27	119.45	These frequencies are permanently assigned as GCA frequencies.
HENRY POST TOWER 442-4004	229.4	124.95	Airborne aircraft, aircraft using or wanting to use the active runway or as instructed.
HENRY POST GROUND	279.575	121.7	Ground movement while at Henry Post AAF.
HENRY POST ATIS	354.02	135.42	ATIS for Henry Post AAF.
LAWTON ATIS/AWOS	N/A	120.75	Lawton Fort Sill Regional ATIS. 580-581-1351
SHEPPARD APPROACH	269.02 349.0	118.2 127.55	South of Chattanooga Airport
SHEPPARD ONE MOA CONTROLLER	236.82	124.85	The Sheppard One MOA is southwest of FSI and starts at 8000'.
SHEPPARD TWO MOA CONTROLLER	290.5	124.02	The Sheppard Two MOA is southeast of FSI and starts at 8000'.
ALTUS APPROACH	257.72	125.1	Altus airspace begins west of R-5601.
OKLAHOMA CITY APPROACH	266.8	124.6	Airspace north of Chickasha and Anadarko.
FORT WORTH FLIGHT SERVICE 1-800-992-7433		122.55 122.1 122.2	East North West
Range Control 442-2994/6191	356.5		FM 34.50 (West) 38.50 (East)
Range Control for Air-Evacuation		143.12 123.02	Used by civilian Air Evacuation. For Air Evac call 1-800—522-0212 or 458-2770
Falcon Tower	143.75	363.7	

*FS Regulation 95-1, 8 August 2012

	141.85	342.3	
Reynolds Army Hospital and PAPI lights at HPAAF	124.95		PCL
Air-to-Air		242.4	
Forward Air Controller during CAS		356.5 344.5	
Hacker RSU at Fredrick Muni	122.8	285.7	Expect high volume FW traffic.
Joint Operational Support Airlift Command (JOSAC) 442-6160/4643			
HFAAF Operations Officer 442-6160/4643			
HPAAF DISPATCH	139.3		442-5808/3012 FAX 442-7928
HPAAF WEATHER		306.5	442-4000/3200 AUTOMATED VOICE OBS 442-7021 Barksdale AFB WX: DSN 781-4775 COMM 318-456-4775 (FAX 3493)
IOC			442-3240/3241/3242
DEPT OF LOGISTICS			442-6044
POLO FIELD			442-2404
FRISCO RIDGE			442-6191
AVIATION SAFETY			442-2023/4643
FORT WORTH CENTER	323.0 269.37	124.75 128.4	East of Duncan, Oklahoma Overlying Ft. Sill

Glossary

Section I Abbreviations

26 OWS

26th Operational Weather Squadron

3DRC

3d Research Corporation

ACC

Air Combat Command

ACIP

Aviation Career Incentive Pay

AFB

Air Force Base

FAMAN

Air Force Manual

AIS

Aeronautical Information System

AISR

Aeronautical Information System Revised

AMC

Air Mission Commander

AOS

Alternate Observing System

ARNG

Army National Guard

ASD

Administrative Services Division

ASO

Aviation Safety Officer

ARAC

Army Radar Approach Control

AT

Air Traffic or Advanced Training

ATC

Air Traffic Control

AVCATT

Flight Simulator

AWOS

Automated Weather Observing System

CARS

Corridor Airspace Route Structure

CAS

Close Air Support

COR

Contracting Officer's Representative

DA

Department of the Army

DHR

Directorate of Human Resources

DPTMS

Directorate of Plans, Training, Mobilization, and Security

DPW

Directorate of Public Works

DOD

Department of Defense

DZS

Drop Zones

ELT

Emergency Locator Transmitter

EMS

Emergency Medical Services

ETA

Estimated Time of Arrival

ETD

Estimated Time of Departure

FAA

Federal Aviation Administration

FAR

Federal Aviation Regulation

FSASC

Fort Sill Aviation Safety Council

FSFF

Fort Sill Flight Following

FSS

Flight Service Station

GP

General Planning

HPAAF

Henry Post Army Airfield

HTA

Helicopter Training Area

IATF

Individual Aircrew Training Folder

IASO

Installation Aviation Safety Officer

IE

Instrument Examiner

IFR

Instrument Flight Rules

IMC

Instrument Meteorological Conditions

EOC

Emergency Operations Center

IP

Instructor Pilot

JOSAC

Joint Operational Support Airlift Command

KIAS

Knots Indicated Airspeed

L-NOTAM

Local Notice to Airmen

LZS

Landing Zones

ME

Maintenance Evaluator

MEDDAC

Medical Department Command

MP

Maintenance Pilot

MPD

Military Personnel Division

NOE

Nap of the Earth

NOTAM

Notice to Airmen

N-TFS

New Tactical Forecast System

NVD

Unaided Night Flight

NVG

Night Vision Goggle

OHR

Operational Hazard Report

OPCON

Operational Control

OSA

Operational Support Airlift

PAO

Public Affairs Officer

PAR

Precision Approach Radar

PC

Pilot in Command

PIREP

Pilot Report

PMSV

Pilot-to-Metro-Service

POI

Program of Instruction

PPP

Prior Permission Request

RACH

Reynolds Army Community Hospital

RFMSS

Range Facility Management Support System

SI

Standardization Instructor

SOP

Standard Operating Procedures

SP

Standardization Pilot

SVFR

Special Visual Flight Rules

SWOP

Severe Weather Operation Plan

TA

Training Area

TAF

Terminal Aerodrome Forecasts

TSB

Training Support Battalion

TWR

Tower

UFC

United Facilities Criteria

USAF

United States Air Force

USAG

United States Army Garrison

USAR

United States Army Reserve

UT

Unit Trainer

Section II

Terms

This section contains no entries.

Section III

Special Abbreviations and Terms

This section contains no entries.

IMSI-PLA



JAMES A. MILLER
Director of Human
Resources

PAUL S. HOSSENLOPP
COL, FA
Garrison Commander