III ARMORED CORPS & FORT CAVAZOS
REGULATION 95-1

Aviation
Flight Regulations

Department of the Army
Headquarters, III Armored Corps
and Fort Cavazos
Fort Cavazos TX 76544
Date 4 April 2024

UNCLASSIFIED

SUMMARY OF CHANGE

Fort Cavazos 95-1

Flight Regulations

This revision dated TBD Makes Administrative Changes Throughout

Change Fort Hood to Fort Cavazos (multiple)

Change Hood Army Heliport to Yoakum-Defrenn Army Heliport (multiple)

Change Hood Radio to Phantom Radio (multiple)

Change Hood website and email addresses to Cavazos (multiple)

Change Hood MOA to Phantom MOA (multiple)

Change Hood High MOA to Phantom High MOA (multiple)

Change 3d Weather Squadron to 3d Combat Weather Squadron (multiple)

Update Phantom Radio Frequencies (Table 2-2, Table 2-5, Table G-1)

Add Helipad Inspections (Paragraph 2-18)

Add Inspecting Agencies (Table 2-6)

Updated Phone Numbers (Table 2-5 and Table 2-6)

Update Figure 2-6, R6302, Gray, Phantom and Phantom High Military Operations Area / Air Traffic Control Assigned Airspace (Figure 2-6)

Remove NFC 3 (Table 2-6, Figure 2-14)

Update NFC 1 and Glass FARP (Table 2-6, Figure 2-14)

Change Red Line Operations and Artillery Live Fire (Paragraph 2-11, Paragraph 5-14)

Add East/West Frequencies (Paragraph 2-11)

Change Automated Metrological Observing System (AMOS) to Fixed Base Weather Observing System (FBMOS) (Paragraph 2-12)

Change sUAS Operations in R6302 (Paragraph 2-13, Appendix F-6)

Clarified Cantonment Helipad naming (Figure 2-7 thru Figure 2-11)

Update Helipad Glass FARP procedures (Figure 2-14)

Add note (Paragraph 2-13)

Change approval authority/submission requirements for cantonment area altitude restrictions (Paragraph 2-14)

Change Lost Link procedure to comply with lost link points for LSCS and LS50 in Para. 5-29 and Para. 5-20 (Paragraph 3-4)

Change Flight Hazard Map (Paragraph 3-7, 5-3)

Update Figure 3-1, FC 95-11 Flight Hazards Map Update Report (Figure 3-1)

Update Figure 3-2, Test Flight Area III Map (Figure 3-2)

Update Figure 3-3, Test Flight Area IV Map (Figure 3-3)

Update Figure 3-4, Test Flight Area V Map (Figure 3-4)

Update Figure 3-5, Test Flight Area VI Map (Figure 3-5)

Add ATM (Paragraph 4-5)

Add UT/E (Paragraph 4-5, Glossary)

Change from quarterly to semiannual committee meetings (Paragraph 4-14)

Add 3d Weather Squadron phone number (paragraph 5-5)

Change Weather Advisory information (Paragraph 5-5)

Add note (Paragraph 5-10)

Change Minimal Lighting Airspace Activation (Paragraph 5-16)

Remove III AC G32 Air (Paragraph 5-19)

Add lost link points LSCS (Paragraph 5-29)

Add lost link points LS50 (Paragraph 5-30)

Delete Paragraph 6-1 (2) and 6-1 (3) (Paragraph 6-1)

Change approval authority to Division G3 (Paragraph 6-2)

Change III AC to Division G3 and III AC Commander to Division Commander (Paragraph 6-3)

Update Military Helicopter Lights out Training Area (Figure B-1)

Add Glossary Soldier Borne Sensor (SBS)

Add Glossary Unit Trainer (UT)

Add Electronic Warfare (EW) Equipment Impacting Airspace (Paragraph 2-17)

Update Restricted Airspace Description (Appendix E)

Add Soldier Borne Sensor (SBS) (Appendix F, Glossary)

Delete 5-13 e. reference NOTAMs for NFC (Paragraph 5-13)

Add paragraph 5-4. f. to clarify Emergency Procedures for Single Engine Helicopters (Paragraph 4-5)

Department of the Army
Headquarters, III AC and Fort Cavazos
Fort Cavazos, Texas
76544
Date 4 April 2024

III AC & FC REG 95-1

Aviation

Fort Cavazos Flight Regulations

History. This publication is a major revision.

Summary. This regulation establishes flying policies for Fort Cavazos.

Applicability. This regulation applies to aviators and aircraft assigned, attached, tenant, or transient to Fort Cavazos while performing flight operations in the Fort Cavazos local flying area.

Supplementation. Users may not supplement this regulation without the approval of the Fort Cavazos Safety and Standardization Council operating under the III AC Commanders authority.

Suggested Improvements. The proponent of this regulation is the Director of Aviation Operations. All changes to this document will be approved by the Fort Cavazos Flight Safety and Standardization Committee (FCFSSC). Send comments and suggested improvements to: Director of Aviation Operations, Bldg. 90029 Clarke Road, ATTN: AT&A, Fort Cavazos, Texas 76544.

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IAW FC FORM 1853: S

*Supersedes III AC and Fort Hood Regulation 95-1 dated 1 January 2021

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Chapter 1
General

1-1. Purpose
This regulation establishes local procedures, policy, and responsibilities governing manned and unmanned aircraft operations as required by Army Regulation (AR) 95-1, Flight Regulations.

1-2. References
Required and related references are listed in Appendix A.

1-3. Explanation of abbreviations and terms
The glossary explains abbreviations and terms used in this regulation.

1-4. Responsibilities
The Directorate of Aviation Operations (DAO) is the proponent for this regulation. Fort Cavazos Flight Safety and Standardization Committee (FCFSSC) will have the responsibility to –

(1) Review annually, the content of this regulation.
(2) Serve as the approval function for changes to this regulation.
(3) Monitor the III AC and Fort Cavazos standardization program.
(4) Issue III Corp Aviation Safety and Standardization Bulletins to the post.
(5) Receive requests for improvement for this regulation.
(6) Review the contents and currency of the information on the DAO AT&A SharePoint page located at: https://armyeitaas.sharepoint-mil.us/sites/IMCOM-ID-R-USAG-Cavazos/SitePages/DAO_Home.aspx

1-5. Deviations
Deviation from this regulation must be coordinated through the DAO. Changes to this document must be approved through the FCFSSC President.

1-6. Waivers
a. Waivers will be requested and processed in accordance with (IAW) AR 95-1 and Forces Command (FORSCOM) Supplement 1 to AR 95-1.
b. Waivers will be available for Aviation Resource Management Survey (ARMS) review.

Chapter 2
Aviation Management

Section I
General

2-1. Use of Fort Cavazos aviation facilities by non-Department of Defense (DOD) aircraft
Address inquiries and requests for aircraft not exempt by chapter 10 of AR 95-2, (Air Traffic Control, Airfield/Heliport, and Airspace Operations), to the Directorate of Aviation Operations, ATTN: AMIM-CAO-A, Fort Cavazos, Texas 76544-5032.

2-2. Static display, Unimproved Landing Sites, and Aerial demonstrations
Coordinate requests for use of Army aircraft in support of community relations events on and off the installation IAW AR 95-1 through the III AC and Fort Cavazos Public Affairs Office.

a. Static displays, unimproved landing sites, and aerial demonstration will be conducted IAW AR 95-1 and AR 360-1(The Army Public Affairs Program).

(1) Landing of aircraft at other than approved landing sites for static displays or any other non-tactical purpose, on or off-post, requires a ground safety survey prior to landing IAW Fort Cavazos (FC) Regulation 385-12 (III AC and Fort Cavazos Aviation Safety Program). The Commander of the tasked unit is responsible for ensuring the survey is completed and approved at the proper level based on the risk level.

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

(3) If time does not permit a ground safety survey, the mission will be briefed and approved as a high-risk mission. Appropriate annotations will be completed on Department of the Army (DA) Form 5484, (Mission Schedule/Brief).

b. If required, submit all requests for community relations use of Army aircraft through Commander, III AC and Fort Cavazos, ATTN: AFZF-GT-PAV, Fort Cavazos, Texas 76544-5000, to Headquarters (HQ), United States (US) Army Forces Command, AFOP-AV, Building 8-1808, 4700 Knox St, Fort Liberty, NC 28310, for approval.

2-3. Aircraft Accountability
a. Robert Gray Army Airfield (RGAAF) Base Operations will maintain a by tail number list of Fort Cavazos assigned, tenant, mobilizing, and visiting unit aircraft (manned and unmanned).

b. Fort Cavazos tenant, mobilizing and visiting units will:

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

(2) Provide RGAAF Base Operations, 254-288-9200, with a local duty hours, after duty hours, and Battalion/Squadron Command leadership Point of Contact (POC) and phone information while at Fort Cavazos to be used to assist in missing, overdue, or aircraft mishap. The Battalion/Squadron Command Leadership will at a minimum consist of the Battalion/Squadron Commander as primary contact, with back up contact to the Battalion/Squadron executive officer and operations officer.

2-4. Operation Lifesaver
When operational, this service provides expeditious evacuation of injured personnel to

medical facilities by qualified personnel.

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

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

c. Limit the use of non-Lifesaver aircraft to occasions when a delay in transporting an injured person may result in permanent and/or partial disability or death.

Table 2-1. Operation lifesaver contact number

Description	Telephone Number
Primary: DPTMS Range Operations	254-287-3321 or 254-287-3130
Secondary: IOC	254-287-2520
Legend: IOC – Installation Operations Center DPTMS – Directorate of Plans, Training, Mobilization and Security	

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

Description		
Primary Contact:	**Primary Frequency**	**Alternate Frequency**
Lifesaver (Call Sign “EVAC”)	38.30 MHz	All Services 1
Range Operations	30.45 MHz	All Services 1
Secondary Contact:	**Primary Frequency**	**Alternate Frequency**
Phantom Radio	357.5 UHF	141.175 VHF
Yoakum-Defrenn	119.65 VHF	269.45 UHF
Gray Tower	120.75 VHF	285.5 UHF
Gray Approach	120.075 VHF	323.15 UHF
Legend:		
UHF – Ultra High Frequency	EVAC - Evacuation	
VHF – Very High Frequency	MHz - Megahertz	

2-5. Flight Violations

Flight violations will be handled at the lowest level of command possible. Submit verbal and/or official Operational Hazards Reports (OHRs) through the unit Aviation Safety Officer (ASO) to the commander IAW AR 95-1.

2-6. Mission approval process

Aviation units operating on Fort Cavazos will develop a mission approval process and training and certification program with published policies and procedures for the certification and mission approval process to ensure standardization and understanding of the mission approval and risk management process IAW AR 95-1, Training Circular (TC) 3-04.11(Commander’s Aircrew Training Program for Individual, Crew, and Collective Training) and Army Techniques Publication (ATP) 5-19 (Risk Management). Aviation units assigned or attached to III AC and Fort Cavazos that are conducting missions and have received aviator and/or aircraft support from other units will be responsible for the mission approval process and will be the Final Mission Approval Authority for those missions IAW AR 95-1.

2-7. Noise abatement

The noise abatement program is developed to minimize aircraft noise impact on and near the installation and within the local flying area.

a. Yoakum-Defrenn Army Heliport (YDAHP) Base Operations will maintain the installation Hazards/Noise sensitive areas map.

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

c. The noise abatement and fly neighborly program is designed to minimize annoyance to persons, livestock and game preserve animals when missions and safety are not adversely affected.

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

2-8. Aircraft Lighting

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

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

Section II
Airspace

2-9. Description

a. Fort Cavazos airspace is divided into two areas for regulatory purposes: The FCRTA is depicted by the military reservation boundary and Restricted Area 6302 (R6302) as depicted on the current Fort Cavazos Training Map. The most current edition of this map can be verified with Fort Cavazos Range Operations, Integrated Training Land Management office, 254-288-0491. This is the authorized map for training in the FCRTA.

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

(2) The FCRTA consists of RGAAF, YDAHP, North Fort Cavazos (NFC), West Fort Cavazos (WFC), and Training Areas (TAs) within R-6302 as depicted in figure 2-1.

(3) Aviators/Operators operating in the FCRTA are required to check:

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

(b) Get range and flight hazard information (artillery fire and air strikes) by telephone, 254-288-7827, by monitoring VHF 142.9, or upon request from Phantom Radio. Crews should make every effort to receive the range brief prior to flight.

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

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

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

(3) The WTA boundaries are defined as:

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

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

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

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

b. IAW AR 95-2, UAS operations outside of restricted airspace requires an FAA Certificate of Waiver or Authorization (COA), except some operations in Class G airspace.

c. Any section of R6302 used for UAS operations must be activated prior to the UAS entering that area. UAS must remain within the active portion of designated restricted area at all times unless an FAA COA has been issued.

2-10. Local Flying Area

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

Table 2-3 Local Flying Area Boundary

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

2-11. Scheduled airspace and responsibility

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

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

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

(2) (Unmanned) Scheduled airspace 5,500 ft MSL and up will be defined as either R6302 West (R6302A, west of the 23 gridline and R6302C and D) or R6302 East (R6302A east of the 23 gridline).

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

(4) Scheduled airspace request will be made no later than (NLT) 7 days prior to the event.

(5) Scheduled airspace requests will be accepted with less than 3 days when submitted by a Battalion/Squadron Commander or higher.

(6) In no case will scheduled airspace requests be accepted within 24 hours of the event. Scheduled airspace does not include the Redline plus 500 meters for the training area requested. Requests to close the Redline require a unit to specifically request it, except in the case of artillery live fire in training areas that border the redline IAW Para. 5-14f.

b. Procedures:

(1) The requesting unit is required to activate and deactivate the scheduled airspace through Fort Cavazos Range Operations on occupation and daily training activities complete. 24-hour operations will require scheduled airspace activation on occupation and deactivation when training is complete.

(2) All airspace users and aircraft will monitor the appropriate East / West air-to-air frequency (West 46.70 and East 64.35 FM) when conducting operations outside of the Live Fire Area (LFA).

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

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

d. Responsibilities:

(1) Unit representatives requesting the use of Fort Cavazos airspace/training areas shall attend the weekly range scheduling conference held at DPTMS Range Operations, building 56000.

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

e. Additional Information

(1) TA land and airspace are separate requests and must be requested separately. If both land and airspace for a specific TA are needed, the Major Subordinate Command (MSC) must submit a request for both. Land and airspace for the same TA may be reserved by different MSCs if separate requests are not submitted.

(a) Once airspace is scheduled, request a Temporary ROZ IAW Paragraph (Para) 2-13.

(b) Training area requests are submitted through RFMSS.

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

(3) RFMSS is an automated system program to meet scheduling needs of units and

is available to Battalion/Squadron and separate companies. MSC scheduling officers use RFMSS to determine availability of resources, access schedules, submit requests and produce reports.

(4) (Unmanned) Units conducting UAS operations shall notify Range Operations 30 minutes prior to launching their first aircraft of the day to ensure airspace is activated, and when UAS operations are complete.

2-12. Airfields

a. Yoakum-Defrenn Army Heliport.

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

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

(3) Do not hover over the southwest quarter of the sod area bounded by runway 16-34, taxiways B, F, and G. Weather instruments are in this area.

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

(5) Due to the proximity of Helipad 2 to the main runway, simultaneous operations to the runway within 700 feet of H-2 are prohibited when H-2 is occupied and operations to H-2 are prohibited when aircraft are within 700 feet on the runway. H-2 is designated a limited use Visual Flight Rules (VFR) helipad. Cargo Helicopter (CH) 47's are restricted from landing H-2, but they may land west of H-2 on Taxiway G.

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

(a) Aircraft arriving, departing, or operating within YDAHP airspace shall self-announce (make Common Traffic Advisory Frequency (CTAF) calls) on Yoakum-Defrenn tower VHF frequency as prescribed in the Aeronautical Information Manual (AIM) for "Class E" airspace to the surface. IAW 14CFR part 91.129, RGAAF ATC has authorized a deviation on a continuing basis directing pilots to treat YDAHP airspace as class E airspace to the surface when tower is closed. This negates the requirement for pilots to communicate with RGAAF ATC when operating at, to, or from YDAHP while weather is at or greater than 1000 ft ceilings and 3 sm visibility. If weather is below VFR, a Special Visual Flight Rules (SVFR) clearance must be received from RGAAF ATC prior to entering the airspace. Crews should monitor RGAAF ATIS to ensure airspace is VFR.

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

(1) YDAHP management operating hours are 0700 to 1600 local time, Monday through Friday excluding federal holidays. Yoakum-Defrenn Tower hours are published in Department of Defense (DOD) Flight Information Publication (FLIP).

(2) All U.S. Army Rotary Wing aircraft and 302nd Squadron, Royal Netherland Air Force, aircraft stationed at Fort Cavazos are authorized to operate on YDAHP when YDAHP Operations and or Yoakum-Defrenn Tower are closed.

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

(4) Commanders accept the risk of aircraft operating on YDAHP when YDAHP Operations and Yoakum-Defrenn Tower are closed.

(5) Airfield Self Inspections are not completed during hours YDAHP Operations is closed.

(6) The Fort Cavazos Pre-Accident Plan, appendix D of this regulation, is applicable and

will be followed during times of closure.

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

(8) Airfield weather information from the YDAHP Fixed Base Weather Observing System (FBWOS) is available at the following website: https://owsjet26.us.af.mil/portal/private/GuestFtCavazos/KHLRSensorData. No air broadcast frequency capability exists directly from the system.

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

b. Robert Gray Army Airfield

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

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

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

(4) The Southwest, Northwest, and Northeast Sod areas of RGAAF are prohibited to Rotary Wing operations due to numerous obstructions.

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

Table 2-4. YDAHP and RGAAF Frequencies

YDAHP:	**Primary Frequency**	**Alternate Frequency**
YD Tower	119.65 VHF	269.45 UHF
RAPID Refuel	41.50 FM	
GND to GND	41.50 FM	
RGAAF:	**Primary Frequency**	**Alternate Frequency**
Gray Tower	120.75 VHF	285.5 UHF
Gray Approach	120.075 VHF	323.15 UHF
Pilot to Dispatch	125.05 VHF	305.15 UHF
Pilot to Metro	306.5 UHF	
Legend:		
YDAHP – Yoakum-Defrenn Army Heliport	RGAAF – Robert Gray Army Airfield	
UHF – Ultra High	EVAC - Evacuation	
VHF – Very High Frequency	MHz – Megahertz	
GND - Ground		

2-13. Temporary Restricted Operations Zones (ROZ)

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

b. ROZ establishment will generate a NOTAM publication with location, time, dates, altitudes, contact frequency, additional airspace closures, and other restrictions.

c. ROZ airspace rights do not include civilian airfields in the WTA or the airspace within 500 meters of LS-12, LS-41 and LS-22. See Para 2-11a.3. and 4. of this regulation for more information.

d. Units shall use the TA air-to-air frequency (see table 5-3 for individual TA frequencies) to the greatest extent possible when not established on the CARS.

e. (Unmanned) Operators shall use the UAS air-to-air frequency to the greatest extent possible when operating above 5,500 ft MSL in R6302.

f. Non-participating aircraft will coordinate with the owning unit prior to entry into a ROZ.

g. ROZ frequencies and phone numbers will be monitored by the owning unit during periods of ROZ activation. Failure to do so will result in cancellation of the ROZ.

h. Units operating sUAS (Raven, Puma, SBS, etc.) with 24-hour, multi-day ROZ NOTAMS are required to inform Range Operations of first and last flight to activate and deactivate the ROZ NOTAM. Units operating sUAS are required to monitor the East/West Air to Air frequency at all times during operations to relay status to other aircraft.

2-14. Cantonment Area and Landing Strip locations and Controlling Agencies

a. Table 2-5 and 2-6 depicts Fort Cavazos landing areas and controlling agencies. Controlling agencies will ensure these landing areas meet the criteria in Unified Facilities Criteria (UFC) 3-260-01, Airfield and Heliport Planning and Design.

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

c. III AC Safety Office through the III AC G-3 Aviation Officer has the authority to open, close, and inspect helipads and landing strips. Additionally, controlling agencies have the authority to close their helipads. When closed, a NOTAM will be published.

d. The Fort Cavazos cantonment areas consists of all built-up areas on the installation and is depicted on the current Fort Cavazos Training Map. Construction projects for any of these facilities, regardless of location, are considered to be within the cantonment area.

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

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

g. Aircraft using cantonment helipads must climb or descend clear of the corridors. When over cantonment areas, helicopters will not fly below 500 ft Above Ground Level (AGL) except when conducting an approach to or departure from a helipad. Exceptions to altitude restrictions may be approved by the first General Officer in the chain of command for the supporting unit. Communication of the approval will be forwarded to the DAO, Garrison Safety Office, III AC Safety Office, and IIIAC G32 Aviation. Approvals must be submitted a minimum of 30 days in advance of the event. Blanket approvals are not authorized. A separate approval package is required for each event.

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

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

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

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

l. Night landings require the use of:

(1) Helipad lights.
(2) Aircraft landing lights at night when landing or departing helipads.
m. LS Cold Springs (LSCS) and LS-50 are for unmanned aircraft systems (UAS) use only. Helicopter traffic is prohibited from landing at these locations.

2-15. Military landing rights and restrictions

a. Landing off-post is only authorized at civil airports, actual emergencies, approved static displays, or on contracted private land.
b. Landing request for other than the WTA, submit requests to III AC G5.

2-16. Drop Zones

a. Antelope Drop Zone (DZ) (grid square PV0753) (31 12'29.9N 97 52'27.3"W)
b. Hood DZ (grid square PV1052) (31 12'17.5"N 97 50'35.1"W)
c. Rapido DZ (grid square PV1672) (31 22'56.2"N 97 46'45.0"W)

2-17. Electronic Warfare (EW) Equipment Impacting Airspace

a. All planned EW operations within Fort Cavazos' Special Use Airspace (SUA) will be requested prior to requesting approval by external agencies (FAA, USSTRATCOM, SMDC, etc.).
b. Training area use, utilizing units will:
1. Select a training area with the least impact to Aviation Safety.
a. Training areas in R6302C and R6302A (TA40, 41, 42, 43, 44, 45, 46, 47, 48, 50, 51, 52 and 53) should not be considered for use at any time due to military and civil aviation operations into and out of RGAAF.
b. Training areas in R6302D (TA10, 60, 61, 62, 62, 63, 64, 65, 66) may be used (if available) between 2300 and 0600 local.
c. Training areas in R6302A and B (TA8, 13, 14, 15, 16, 20, 21, 22, 23, 24, 25, 31, 32, 33, 34, 35, 36) may be used (if available) 24/7.
2. Schedule training area with Directorate of Plans, Training, Mobilization and Security (DPTMS), Range Operations Scheduling (254) 289-3165, jeffrey.w.stamp.civ@army.mil a minimum of 7 days prior to use.
3. Contact the Air Traffic and Airspace (AT&A) Officer, DSN 738-1424, (254) 288-1424, scott.e.nutter.civ@army.mil a minimum of 7 days prior to the mission so a Local Notice to Air Missions (NOTAM) can be issued.

2-18. Helipad Inspections

a. Helipad inspections will be conducted annually. A copy of the annual inspections will be forwarded to the III AC Safety Office and the IIIAC G3 Aviation Officer.
b. The Inspecting Agency for each helipad (Table 2-6, Remarks) will conduct the annual inspections.
c. If the Inspecting Agency of the assigned helipads is unable to conduct the annual inspections due to deployment, it will notify III AC Safety Office and the III AC G3 Aviation Officer for assistance in completing these annual inspections.

Table 2-5. Fort Cavazos Landing Strips

Landing Strip	Location	Controlling Agency
Longhorn Aux Landing Strip	PV 267718 31°22'25.9"N 97°40'03.6"W	North Fort Cavazos OPS 254-553-6992

Shorthorn Aux Landing Strip	PV 262703 31°21’37.3”N 97°40’23.2”W	North Fort Cavazos OPS 254-553-6992
Landing Strip 12 (LS-12) (LZ Hammer)	PV 103539 31°12’50.5”N 97°50’31.4”W	Range Operations 254-287-3616
Landing Strip 22 (LS-22)	PV 375529 31°12’07.6”N 97°33’24.2”W	Range Operations 254-287-3616
Landing Strip 41 (LS-41)	PV 358452 31 07’58.3”N 97 34’32.1”W	Range Operations 254-287-3616
Landing Strip Cold Springs (LSCS) UAS ONLY	PV 299588 31°15’21.8”N 97°38’17.5”W	Range Operations 254-287-3616
Landing Strip 50 (LS-50) UAS ONLY	PV 143557 31°13’49.5”N 97°47’56.6”W	Range Operations 254-287-3616
Legend: UAS – Unmanned Aircraft Systems LZ – Landing Zone		Aux – Auxiliary

Table 2-6. Fort Cavazos Helipads

Helipad	Location	Controlling Agency	Remarks *Inspecting Agency*	Telephone	Landing Direction
CH-1	PV 170452 31°08’05.6”N 97°46’21.9”W	III AC Current Ops	VIP only PPR Required *III AC Safety*	254-287-9470	102°/282°
CH-3	PV 198454 31°08’11.1”N 97°44’40.3”W	1st Army Division West DMOC	PPR Required *Div West*	254-553-4962 254-553-5614	94°/274°
CH-5	PV 161443 31°07’37.61” 97°46’57.68”	CRDAMC	PPR Required *Div West*	254-288-7176	74°/254°
CH-11	PV 162457 31°08’22.2”N 97°46’51.9”W	1st Cav Div	Official Use Only *1st Cav Div*	254-287-9343	94°/274°
CH-13	PV 213465 31°08’46.3”N 97°43’39.0W	Range Operations	Day, Contact YD TWR *1st Cav Div*	254-287-3616	94°/274°
NFC-18	PV 25007231 31°21’34.5”N 97° 41’08.6”W	NFC OPS	Lighting *Div West*	254-553-6992	140°/320°
B-1	PV 385455 31°08’06.9”N 97°32’50.1”W	DCA, CRD	MEDEVAC *Div West*	254-535-3440 254-282-2523	024°/204°
B-2	PV 377463 31°08’33.2”N 97°33’19.9”W	DCA, CRD	MEDEVAC *Div West*	254-535-3440 254-282-2523	050°/230°

B-3	PV 374469 31°08’52.9N 97°33’30.9”W	DCA, CRD	MEDEVAC *Div West*	254-535-3440 254-282-2523	180°/360°
B-4	PV 371470 31°08’56.2”N 97°33’42.2”W	DCA, CRD	MEDEVAC *Div West*	254-535-3440 254-282-2523	174°/354°
B-5	PV 369462 31°08’30.3”N 97°33’50.1”W	DCA, CRD	MEDEVAC *Div West*	254-535-3440 254-282-2523	118°/298°
NFC-1	PV 249711 31°22’03.8”N 97°41’12.0”W	North Fort Cavazos OPS	*Div West*	254-286-5041	175°/355°
Glass FARP	PV 257709 31°21’57.2”N 97°40’41.2”W	North Fort Cavazos OPS	*Div West*	254-286-5041	See FIG 2-15
FARP- W	PV 190674 31°20’05.8”N 97°44’56.9”W	Range Operations	PPR Required *1st Cav Div*	254-287-3616	136’/316’
FARP-E	PV 245679 31°46’47.1”N 97°39’06.8”W	Range Operations	PPR Required *1st Cav Div*	254-287-3616	080’/260’
R-2	PV 155568 31°14’22.9”N 97°47’25.6”W	Range Operations	PPR Required *1st Cav Div*	254-287-3616	174’/354’
R-3	PV 152554 31°13’37.5N 97°47’25.6W	Range Operations	PPR Required *1st Cav Div*	254-287-3616	112’/292’
R-4	PV 162570 31°14’29.1”N 97°46’47.2”W	Range Operations	PPR Required *1st Cav Div*	254-287-3616	138’/318’

Legend:

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

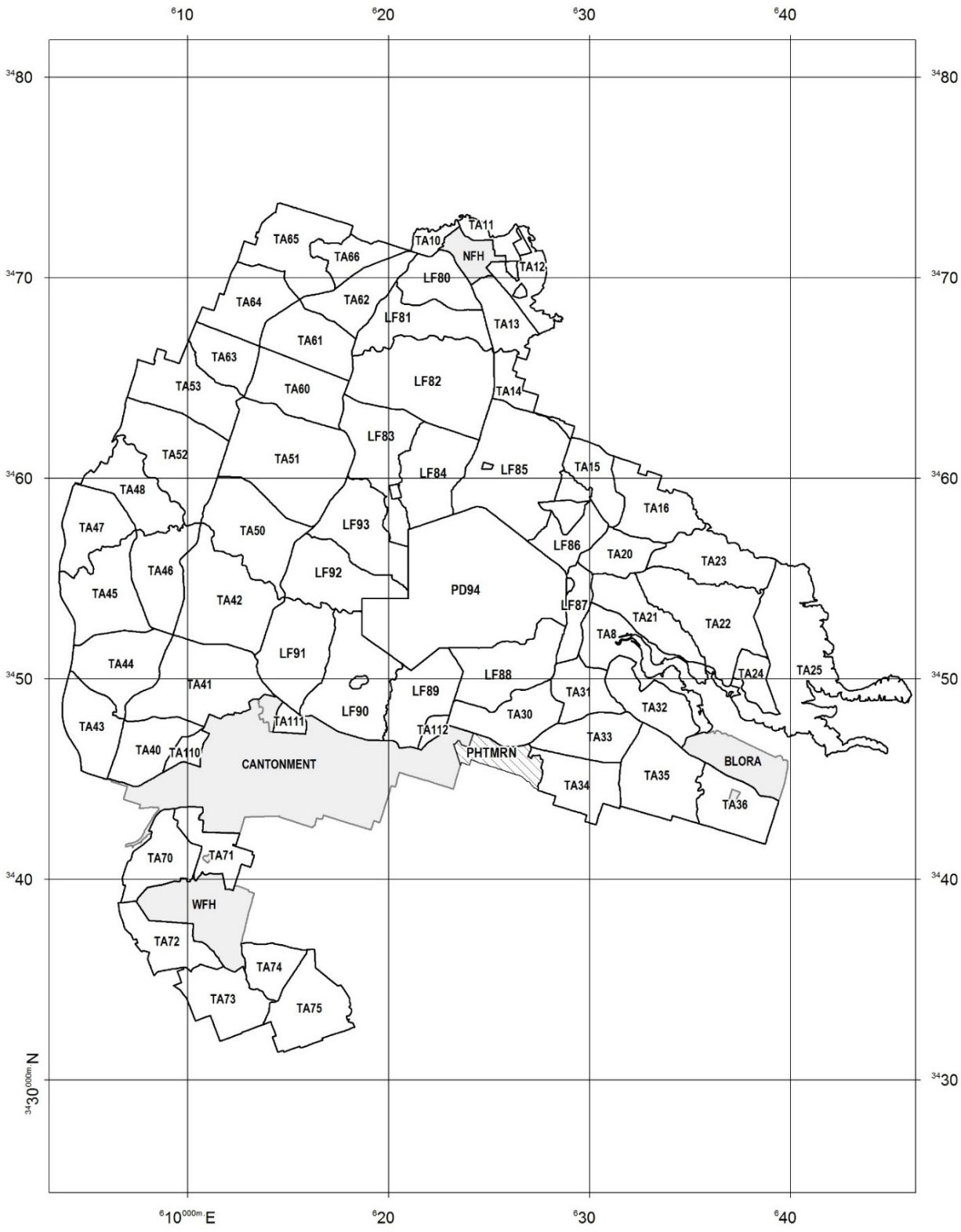


Figure 2-1. Fort Cavazos Reservation Training Areas

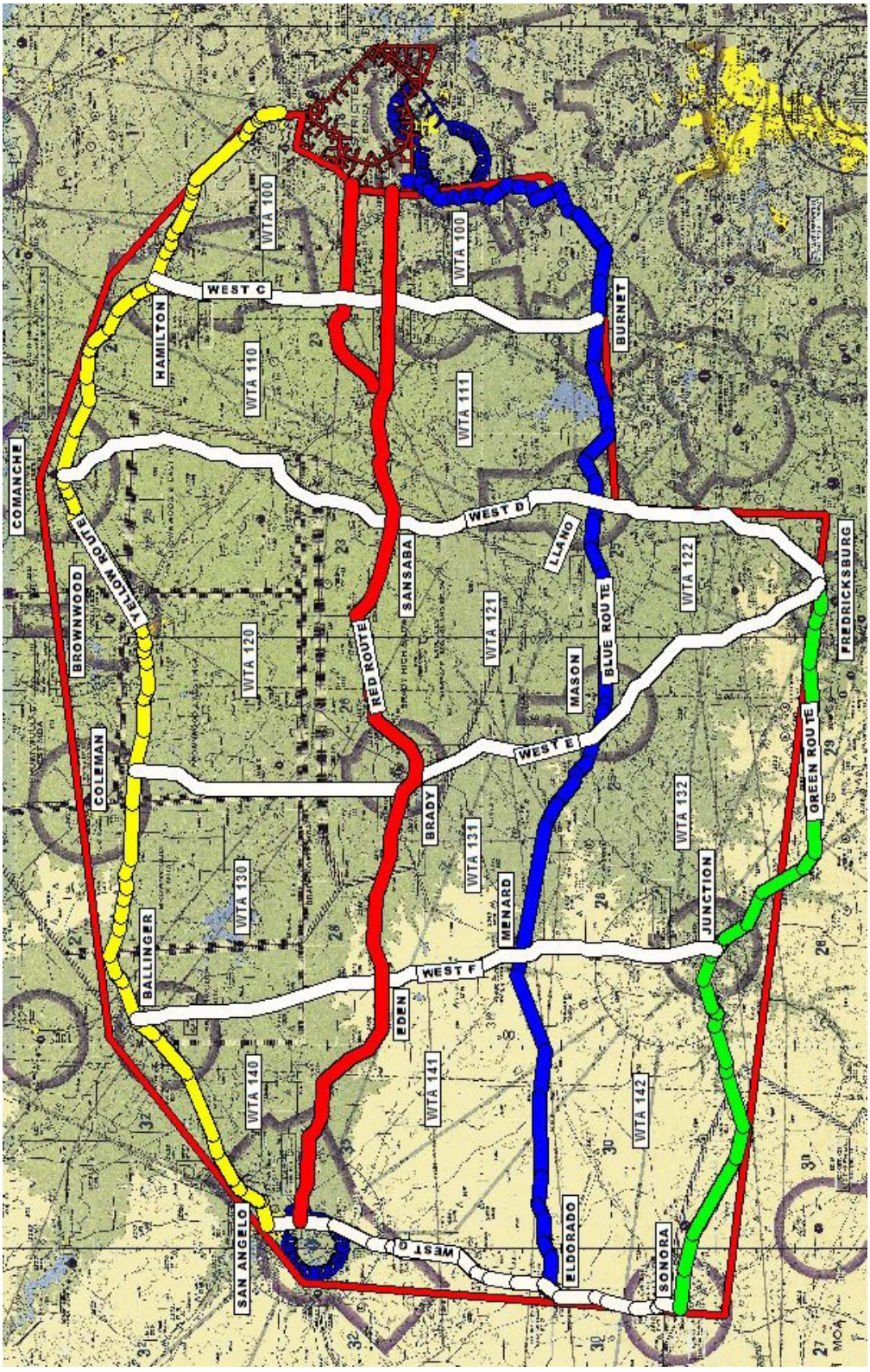


Figure 2-2. Western Training Area

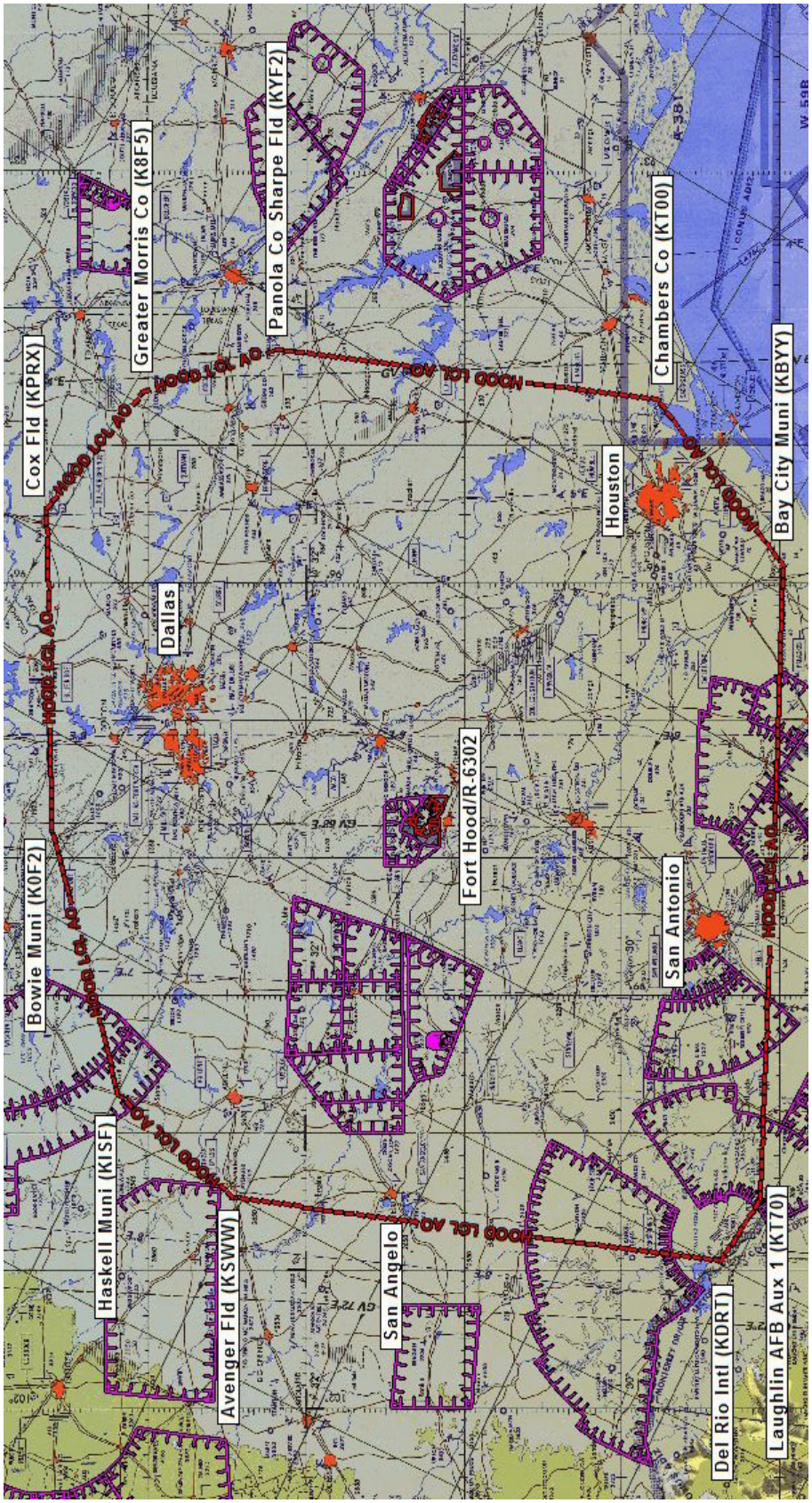
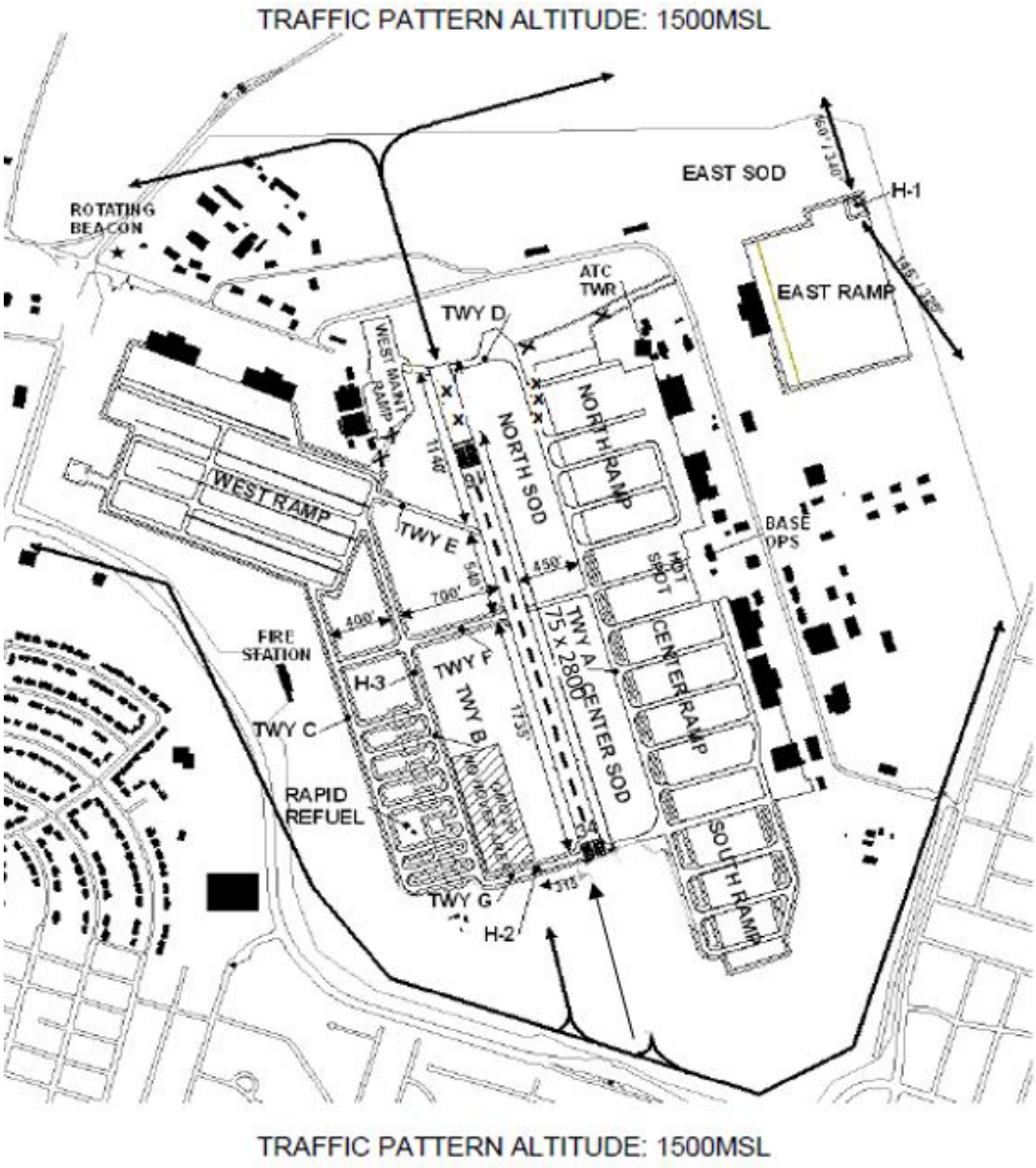


Figure 2-3. Fort Cavazos Rotary Wing Local Flying Area



Note: H-1 headings are recommended headings

Figure 2-4. Yoakum-Defrenn Army Heliport

Traffic pattern altitudes
Rotary Wing 1500' MSL
Fixed Wing 2500' MSL
High Performance 3000' MSL

For ATC purposes only, that area of TWY B from H-3 to north end will be referred to as the "East Parallel". When cleared to land, "East Parallel" aircraft shall ensure not to cross south of H-3.

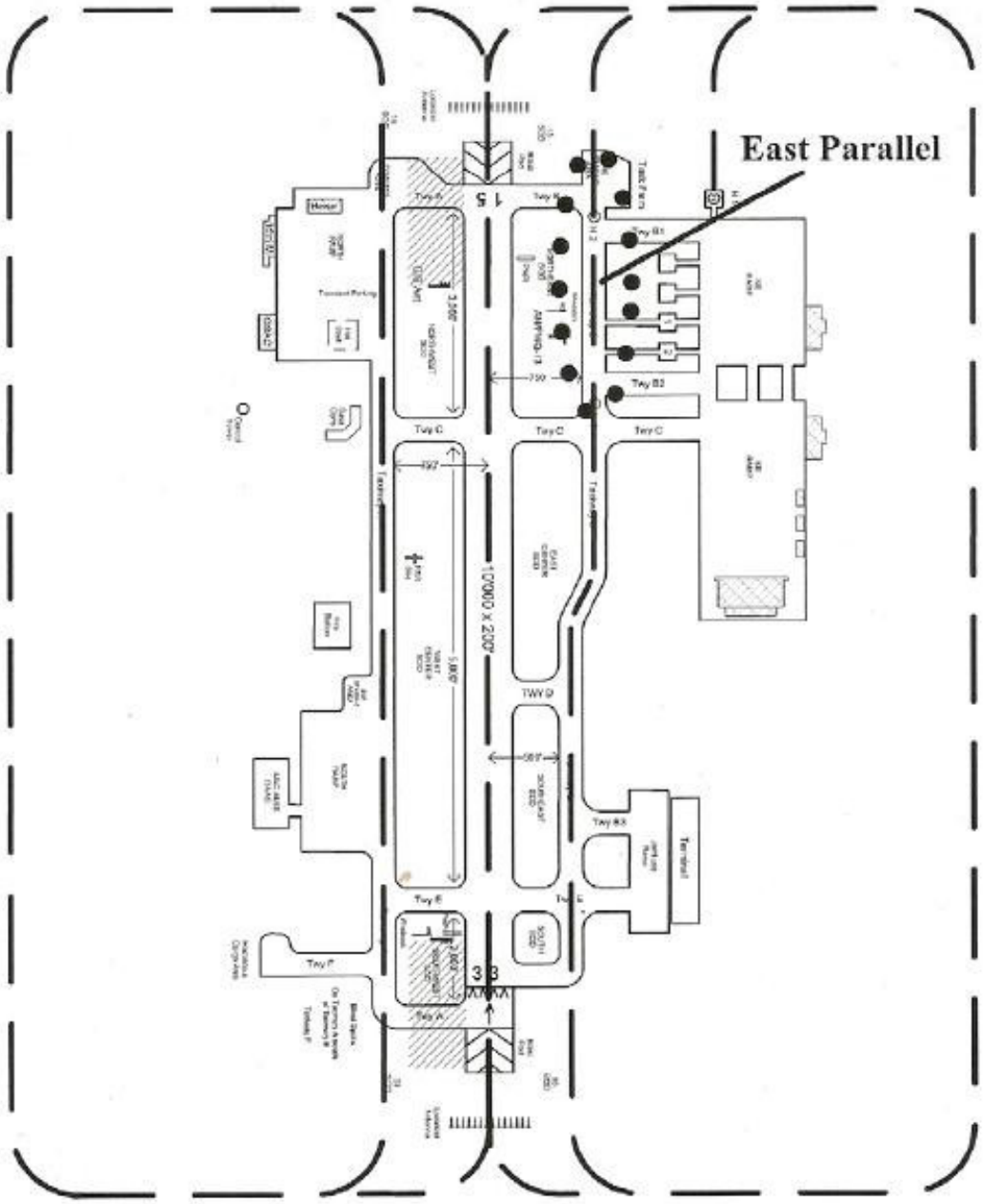


Figure 2-5. Robert Gray Army Airfield



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



Figure 2-7. Cantonment Helipad 1



Figure 2-8. Cantonment Helipad 3



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

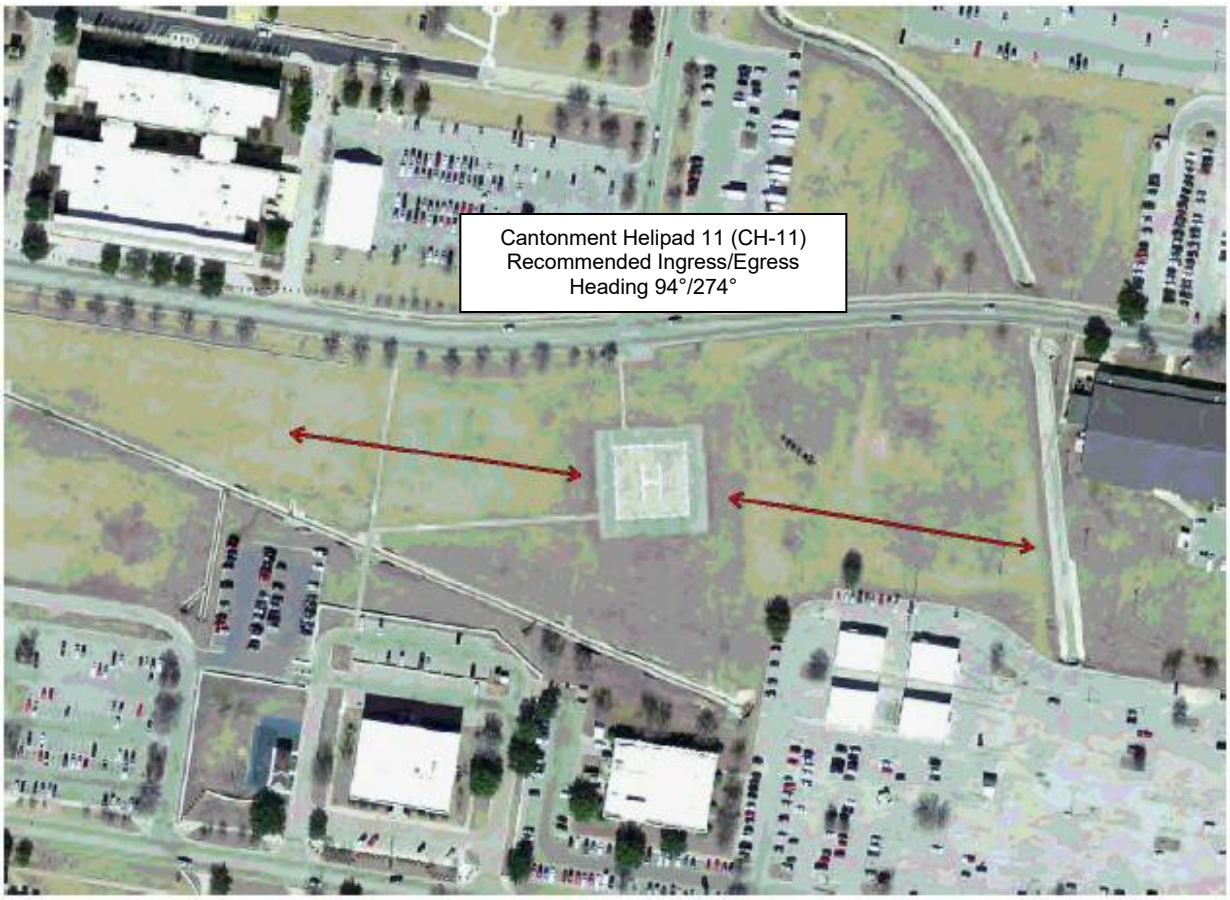


Figure 2-10. Cantonment Helipad 11

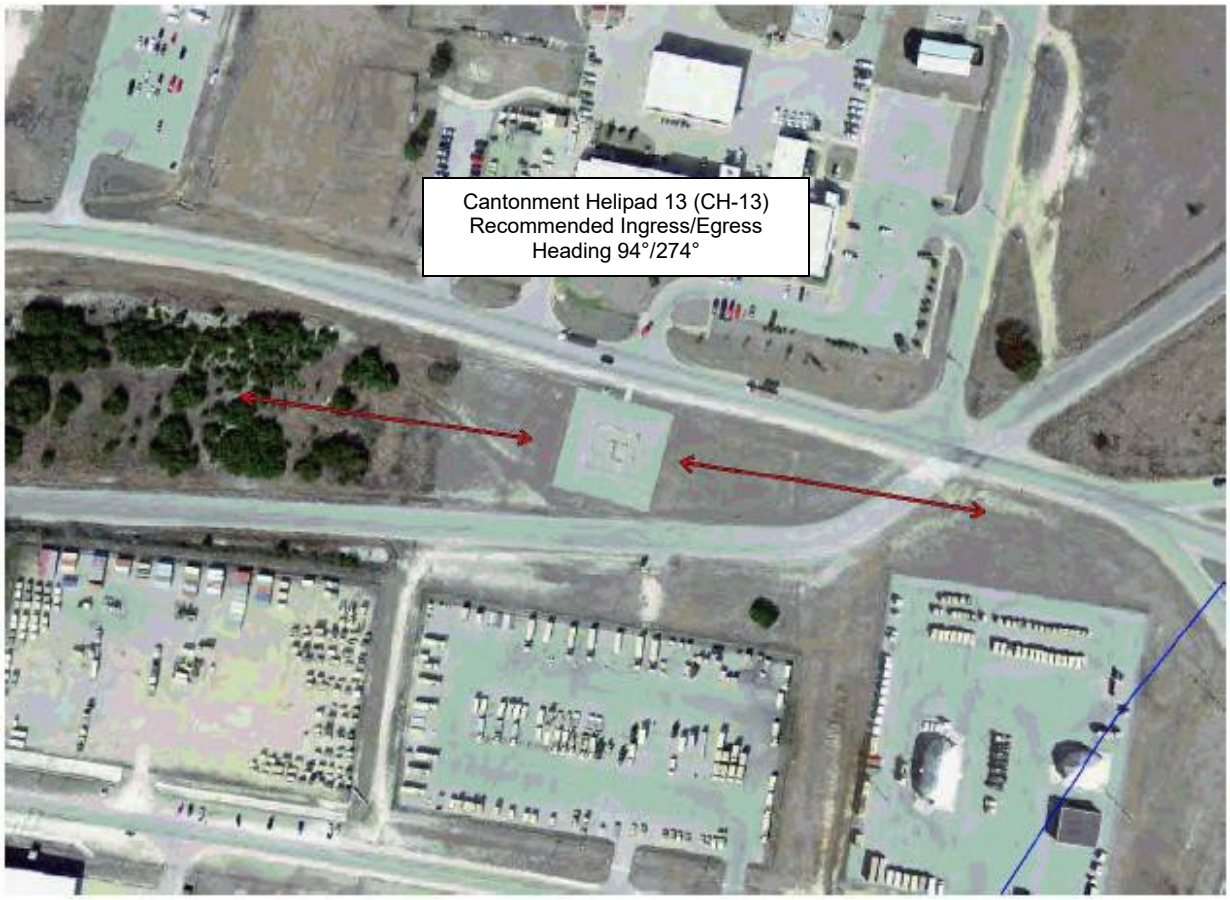


Figure 2-11. Cantonment Helipad 13

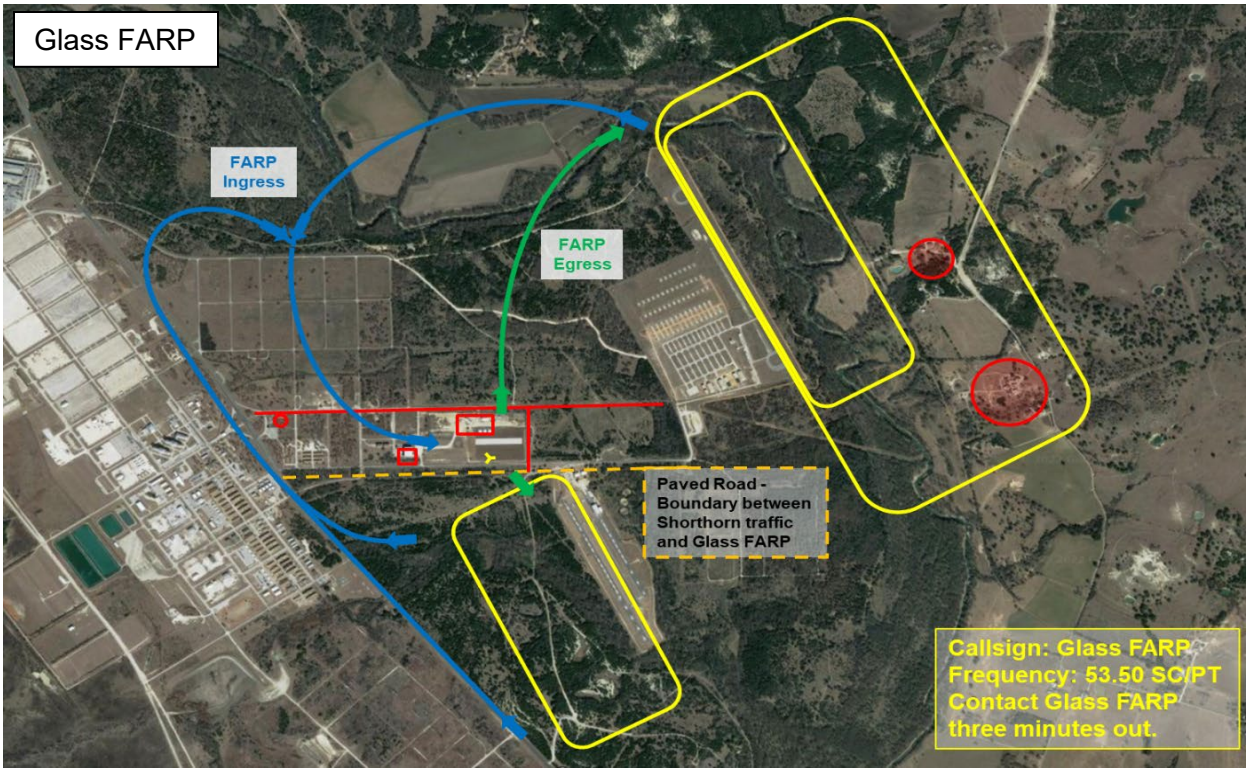


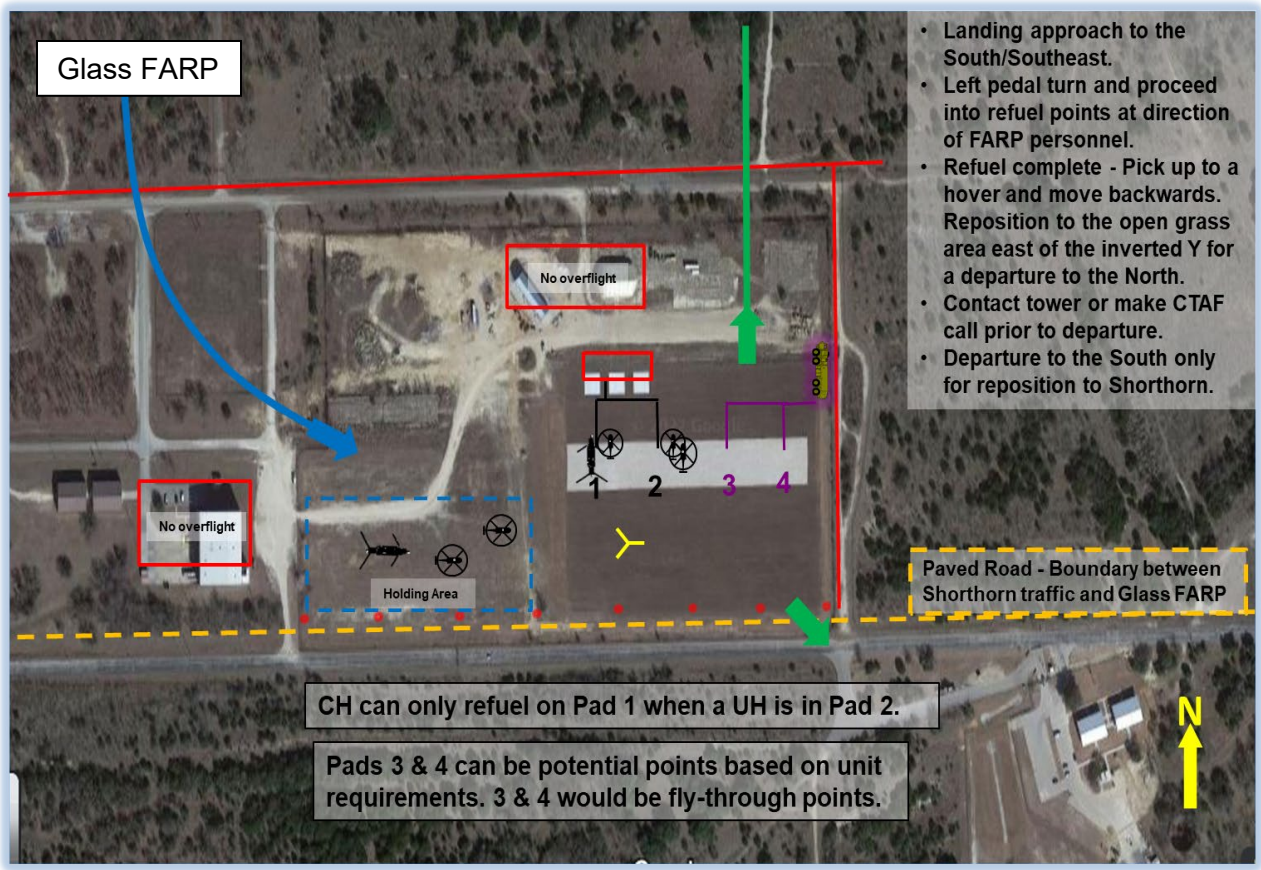
Figure 2-12. NFC Helipad 18



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







Figures 2-14. North Fort Cavazos Helipad NFC-1 and Glass FARP



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



Figure 2-16. FARP-W



Figure 2-17. FARP-E

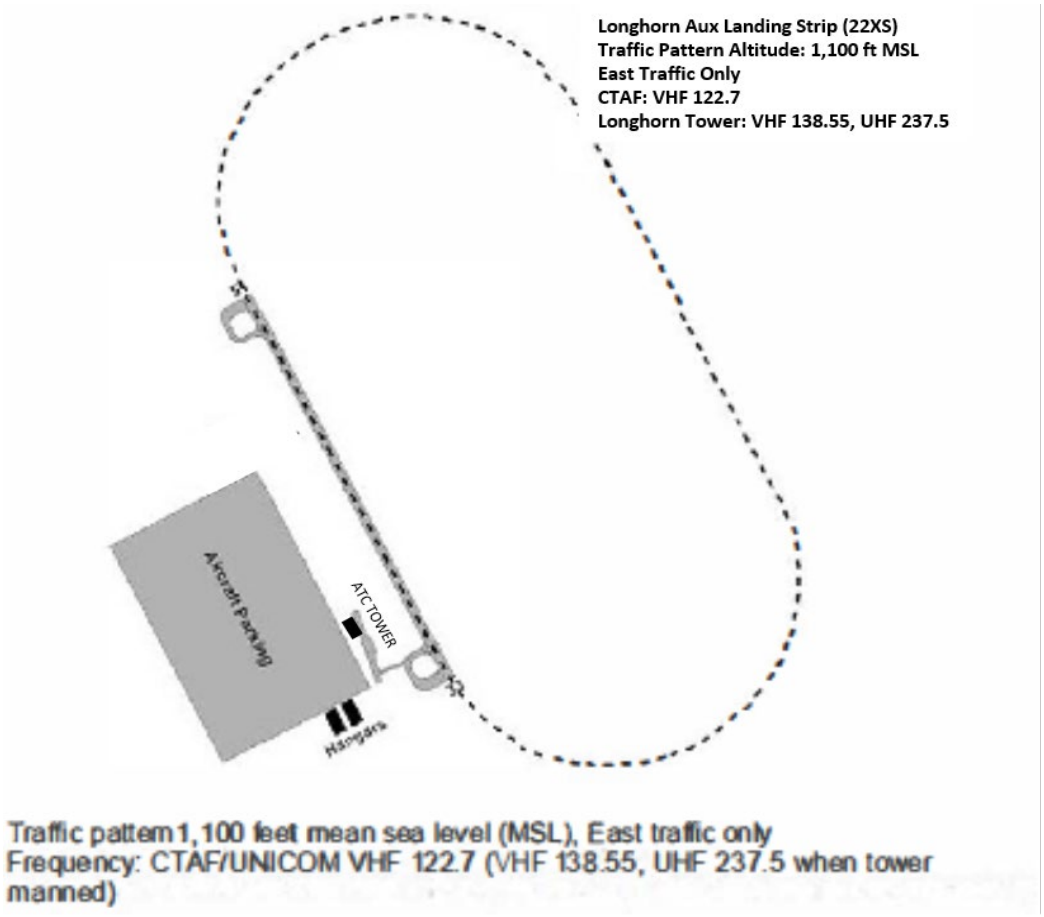
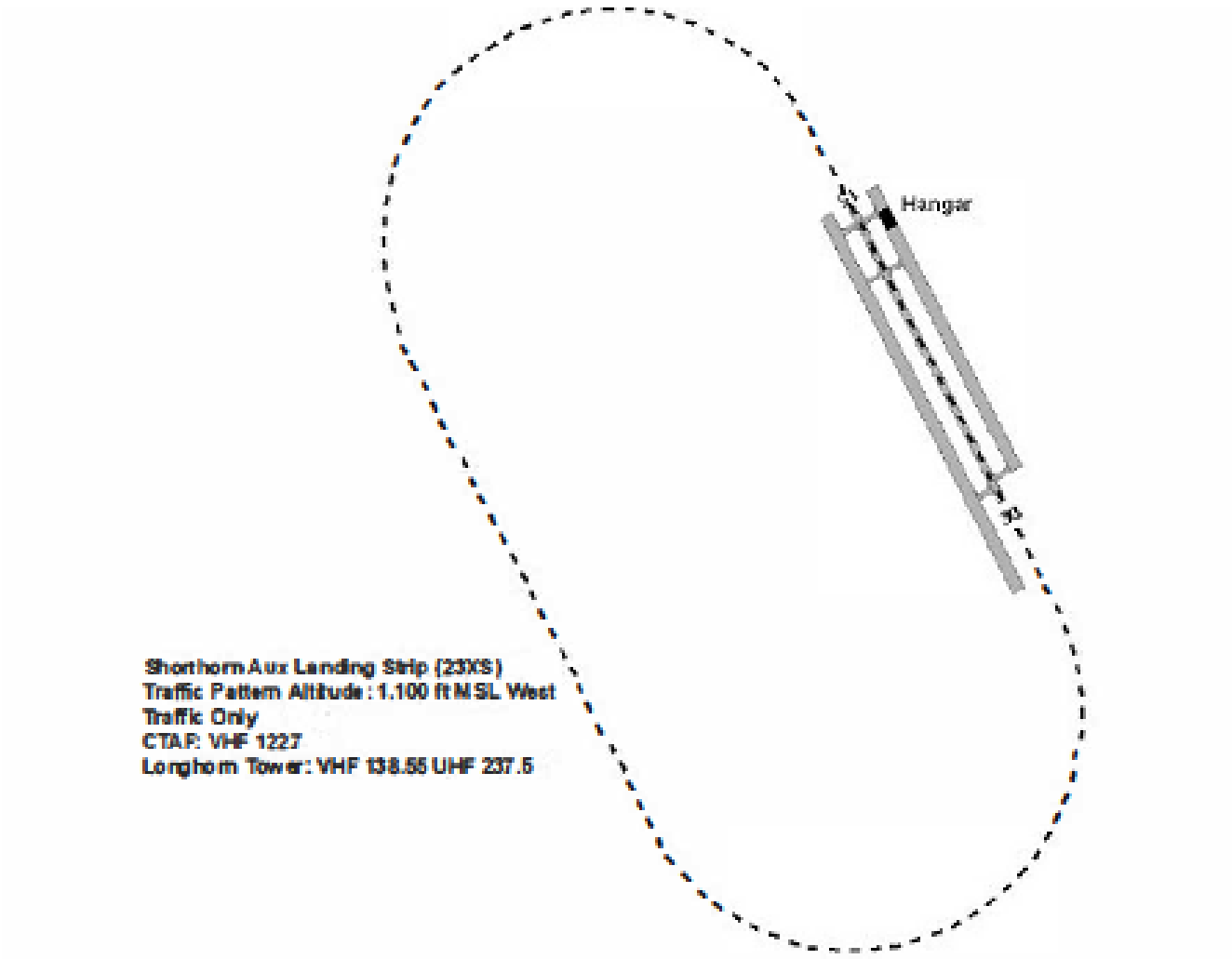


Figure 2-18. Longhorn auxiliary landing strip



Traffic pattern: 1,100 feet MSL, West Traffic only

Frequency: CTAF/UNICOM VHF 122.7, (Contact Longhorn Tower VHF 138.55, UHF 237.5, FM 36.5 when manned)

Figure 2-19. Shorthorn auxiliary landing strip

Chapter 3
Operations and Safety

Section I
Operational Support Airlift

3-1. Scheduling Operational Support Airlift
Use of III AC and Fort Cavazos rotary wing aircraft in other than an operational capacity is subject to the rules and policies governing Operational Support Airlift (OSA). Units should forward rotary wing OSA requests through the installation OSA flight validator at the III AC Secretary of the General Staff (SGS) office according to Department of Defense Directive (DODD) 4500.9E (Transportation and Traffic Management).

Section II
Safety

3-2. III AC Aviation Safety program
a. The III AC Safety Director conducts the aircraft accident prevention safety surveys for each unit and flight facility in conjunction with III AC staff assistance visits. FC 385-12, III AC and Fort Cavazos safety program defines the III AC and Fort Cavazos safety program.

b. Units will:

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

(2) Maintain survey findings and corrective actions for two years.

(3) Present survey findings and corrective actions to the ARMS team for inspection.

(4) Present the survey results and corrective actions at the next unit aviation safety council.

3-3. Aircraft mishap procedures
a. The first person to become aware of an aircraft mishap, forced landing, precautionary landing, or missing aircraft will immediately notify RGAAF Base Operations, the Fort Cavazos Installation Operations Center (IOC), Phantom Radio, Gray ARAC, YDAHP tower or RGAAF tower. RGAAF Base Operations will activate the pre- accident plan according to Appendix D.

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

c. Table 3-1 lists emergency telephone numbers.

3-4. (Unmanned) Aircraft Mishaps and Accident Investigations
a. Lost Link.

(1) All UAS operations must involve a preprogrammed lost link waypoint within R6302 or as established in an FAA COA.

(2) Lost link procedures and waypoints will be executed IAW the approved COA for MQ-1C Operations or IAW LS50 and LSCS lost link points IAW para 5-29 and 5-30.

(3) In the event of lost link, the UAS operator will immediately notify Range Operations and the appropriate ATC agency.

(4) In the event of a Lost Link event, the UAS shall be programed to squawk Mode 3/A

code 7400 until established in their Lost Link area and then squawk Mode 3/A code 0163, unless other transponder codes are required by FAA COA, aircraft air worthiness release, or letter of agreement with ATC.

b. In the event of a downed UAS, the owning unit is responsible for recovery operations. Units must coordinate with Range Operations to conduct movement within live fire and impact areas.

c. All UAS aviation accident investigations will be conducted IAW DA PAM 385-40, Army Accident Investigations and Reporting and AR 385-10, The Army Safety Program.

d. All UAS accidents require the completion of DA Form 2397-U, Unmanned Aircraft System Accident Report. A copy of the completed DA Form 2397-U will be forwarded to the AT&A Officer and, for Class C accidents and above, the III AC Safety Office with appropriate DA Form 2397s.

e. Units operating UAS under a COA may be required to provide the FAA with additional incident, accident, and mishaps reports in accordance with the COA.

f. All incidents and accidents involving UAS will be reported to the AT&A Officer within 24 hours.

Table 3-1. Emergency Telephone Numbers

Contact	Telephone Number
RGAAF Base Operations	254-288-9200/9209
IOC	254-287-2520, 800-531-4654
Legend: RGAAF – Robert Gray Army Airfield IOC – Installation Operations Center	

3-5. Overdue aircraft

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

a. Phantom Radio will advise RGAAF Base Operations of overdue aircraft. (Phantom Radio will continue communications search for overdue aircraft)

b. RGAAF Base Operations will initiate the overdue aircraft/search and rescue checklist and notify the following in order:

(1) Fire and Emergency Services, Central Dispatch.

(2) Flight Operations of aircraft unit of assignment.

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

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

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

3-6. Search and Rescue (SAR)

a. Responsibilities

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

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

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

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

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

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

(7) Fort Cavazos ATC facilities are authorized to request in-flight Fort Cavazos aircraft to provide immediate assistance to SAR operations.

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

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

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

c. Use of Military Aircraft for SAR

(1) Military aircraft assisting in SAR will:

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

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

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

(2) Fort Cavazos aircraft are authorized, at the discretion of the Pilot-in-Command (PC) /Aircraft Commander (AC), to proceed to a known or suspected mishap sight while within the local flying area. The primary duty of the crew is to confirm a mishap and accurately report its location to ATC. The primary concern after locating the aircraft is ensuring MEDEVAC aircraft can locate the crewmembers. Fort Cavazos aircraft will not conduct extended SAR missions without an approved flight mission briefing.

3-7. Flight hazards program

a. YDAHP Base Operations maintains the master flight hazards map, a 1:50,000 map depicting man-made flight hazards (wire and tower hazards). Posted hazards are 50 ft AGL and higher. The Fort Cavazos installation flight hazards map may be found at the DAO AT&A SharePoint page found at: https://armyeitaas.sharepoint-mil.us/sites/IMCOM-ID-R-USAG-Cavazos/SitePages/DAO_Home.aspx
The available files are:

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

(2) Local flying area No-Fly areas.

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

c. Aircrews will report new hazards to the Installation AT&A Officers at 254-288-1424, within 24 hours. Fort Cavazos Form 95-11, Flight Hazards Map Update Report,

is the format for this report. See figure 3-1.

d. The AT&A Officer will evaluate the reports with current NOTAMs and notify the RGAAF and YDAHP, who will post the hazard information to the master flight hazards map as received.

e. RGAAF and YDAHP will conduct a monthly review of flight hazards and annotate the review date on the map.

3-8. Laser/Spotlight/Shots Fired/ Drone Incidents Reporting

a. Aircrews shall report laser, spotlight, shots fired at aircraft, and drone incidents to Phantom Radio. Gather as much information as possible, i.e., location, time, type aircraft, type of laser, spotlight, or drone.

b. Phantom Radio will provide incident details to RGAAF Base Operations.

c. RGAAF Base Operations will provide notification of the incident to the Installation Operation Center (IOC).

d. RGAAF Base Operations will annotate details of the incident in the Daily Duty Log and ensure details are provided to the Air Traffic and Airspace Officer and Airfield Manager.

e. The Air Traffic and Airspace Officer will investigate incidents, coordinate with III AC G32 Aviation and III AC Aviation Safety for the institution of mitigation measures.

3-9. Risk Management

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

3-10. Crew Endurance

The aviation unit commander will have a crew endurance program using AR 95-1 as a guide and consider the recommendations made by the flight surgeon, the unit safety officer, and individual aviators.

Section III
Aircraft Maintenance

3-11. Maintenance test flights and functional ground and flight checks

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

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

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

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

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

3-12. Maintenance Operational Checks

Maintenance Operational Checks (MOC) will be conducted by qualified personnel IAW the appropriate Integrated Electronic Technical Manual, operator's manual, and

operator's manual checklist.

3-13. Maintenance Test Flight plans
MTF flight plans will be filed with RGAAF Base Operations by telephone or with the appropriate control tower by radio using an approved MTF call sign.

3-14. Maintenance Test flight call signs
a. RGAAF Management will manage and issue a block of MTF call signs to aviation brigades and separate battalions/squadrons. The brigades and battalions/squadrons will issue call signs to individual Maintenance Test Pilots (MTP) and provide a by-name list of assigned call signs to RGAAF Management. The by-name list will be updated as changes occur and maintained on-file in RGAAF Base Operations.
b. MTF Call Signs are to be used only for MTFs and in-flight MOCs. Maintenance Evaluators (MEs) may use the MTF call sign while conducting training or evaluation during MTF or in-flight MOC.
c. The misuse of call signs will result in termination of MTF call sign authority for that pilot.

3-15. Maintenance Test flight areas (Manned)
MTF areas are posted on local maps in RGAAF and YDAHP operations. MTP must be familiar with MTF area boundaries and hazards. Designated MTF areas are:
a. Area I. YDAHP closed traffic pattern 1,500 ft MSL or as approved by Yoakum Defrenn Tower. Area II. RGAAF closed traffic pattern 1,500 ft MSL or as approved by Gray tower or Skylark Field closed traffic pattern as published in DOD FLIP or per Army Regulation.
b. Area III. From the southern tip of Belton Lake dam, north to the northern tip of Belton Lake (31°17'N 97°0'W), east to Chilton, south to Barclay, west to the southern tip of Belton Lake dam. Altitude is 1,500 ft MSL and above. Monitor frequency VHF 123.0 due to the proximity of Draughon-Miller Central Texas Regional airport. Note: Tower 2,500 ft MSL at northern boundary (31°17'N 97°13'W). (Figure 3-2)
c. Area IV. Fixed wing use only. (Figure 3-3)
d. Area V. From Oakalla, east along the Lampasas River to Highway 195 and Ding Dong, east on the Lampasas River to Stillhouse Hollow Reservoir, follow the southern boundary of Stillhouse Hollow Reservoir, east by Farm to Market Road 1670, south of Farm to Market Road 2786, west of Interstate 35, then south to Farm to Market Road 487 at Jarrell. West on Farm to Market Road 487 to State Highway 195 at Florence, south on Farm to Market Road 970 through Andice to State Highway 183, south to State Highway 29. West on State Highway 29 to Bertram, Farm to Market Road 1174 north to Farm to Market Road 963 to Oakalla. (Figure 3-4)
e. Area VI. Gatesville northwest on State Highway 36 to Jonesboro, State Highway 217 east approximately 13 kilometers to a North-Northeast/South-Southwest power line, then south-southwest along power lines to Gatesville. Monitor frequency VHF 122.9 due to the proximity of Gatesville Airport. (Figure 3-5)

3-16. Auxiliary Power Unit operations
a. All Auxiliary Power Unit (APU) operations will be conducted IAW the airframe

specific operator’s manual checklist or MTP checklist.

b. Non-rated APU operators training program includes Non-Rated Crew Members (NCMs), Crew Chiefs (CEs), and armament personnel selected for training and designation as an APU operator.

(1) Battalion/Squadrons/Squadrons will develop a non-rated APU training and evaluation program if non-rated APU operators are required to perform APU operations.

(2) The non-rated APU training and evaluation program will be developed through the unit aviation standardization office with input from unit MEs.

(3) The APU training program will include the following:

(a) Classroom APU theory and operations and evaluation.

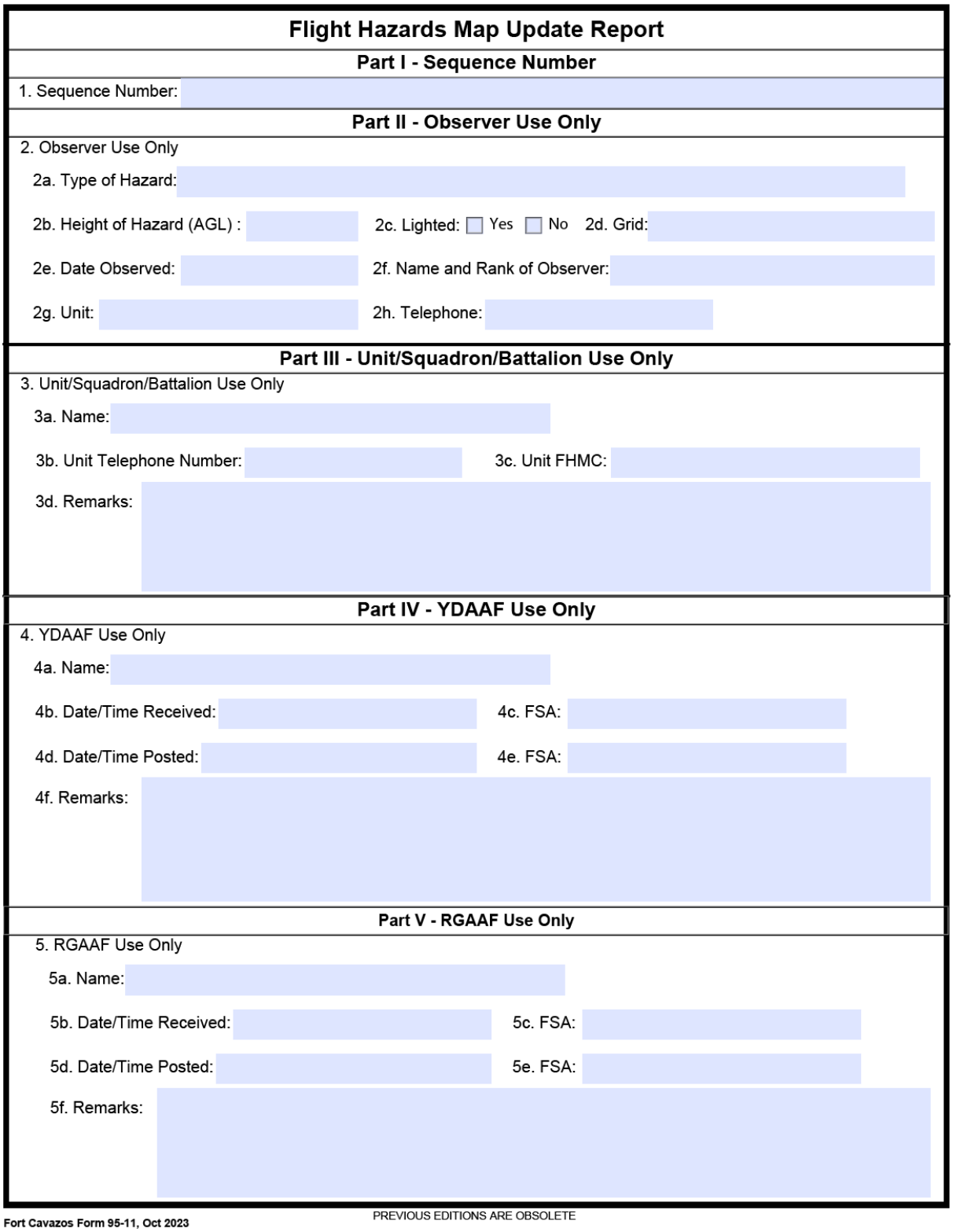
(b) Classroom Emergency procedures and limitations (as required) and evaluation.

(c) Preflight and APU Run-up/Shutdown procedures, Demo-Perform.

(d) Preflight and APU run-up/Shutdown procedure, Evaluation.

(e) Orders production and records keeping procedures.

(4) Non-rated APU operators will not operate the aircraft APU unless trained, evaluated, current and qualified in APU operations.



Flight Hazards Map Update Report

Part I - Sequence Number

1. Sequence Number:

Part II - Observer Use Only

2. Observer Use Only

2a. Type of Hazard:

2b. Height of Hazard (AGL) :

2c. Lighted: ☐ Yes ☐ No

2d. Grid:

2e. Date Observed:

2f. Name and Rank of Observer:

2g. Unit:

2h. Telephone:

Part III - Unit/Squadron/Battalion Use Only

3. Unit/Squadron/Battalion Use Only

3a. Name:

3b. Unit Telephone Number:

3c. Unit FHMC:

3d. Remarks:

Part IV - YDAAF Use Only

4. YDAAF Use Only

4a. Name:

4b. Date/Time Received:

4c. FSA:

4d. Date/Time Posted:

4e. FSA:

4f. Remarks:

Part V - RGAAF Use Only

5. RGAAF Use Only

5a. Name:

5b. Date/Time Received:

5c. FSA:

5d. Date/Time Posted:

5e. FSA:

5f. Remarks:

PREVIOUS EDITIONS ARE OBSOLETE

Fort Cavazos Form 95-11, Oct 2023

Figure 3-1. FC Form 95-11 (OCT 2023) Flight Hazards Report

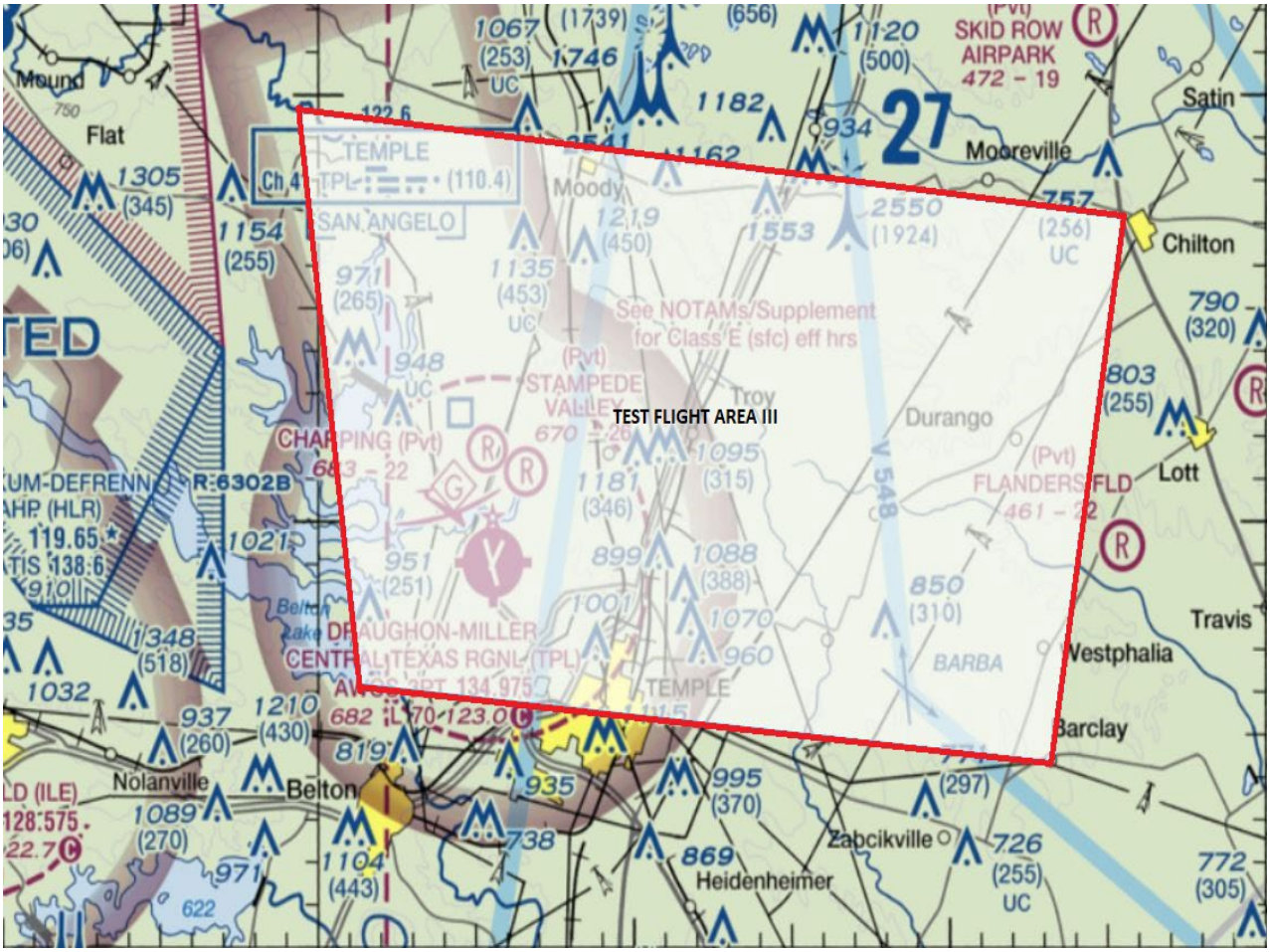


Figure 3-2. Test Flight Area III

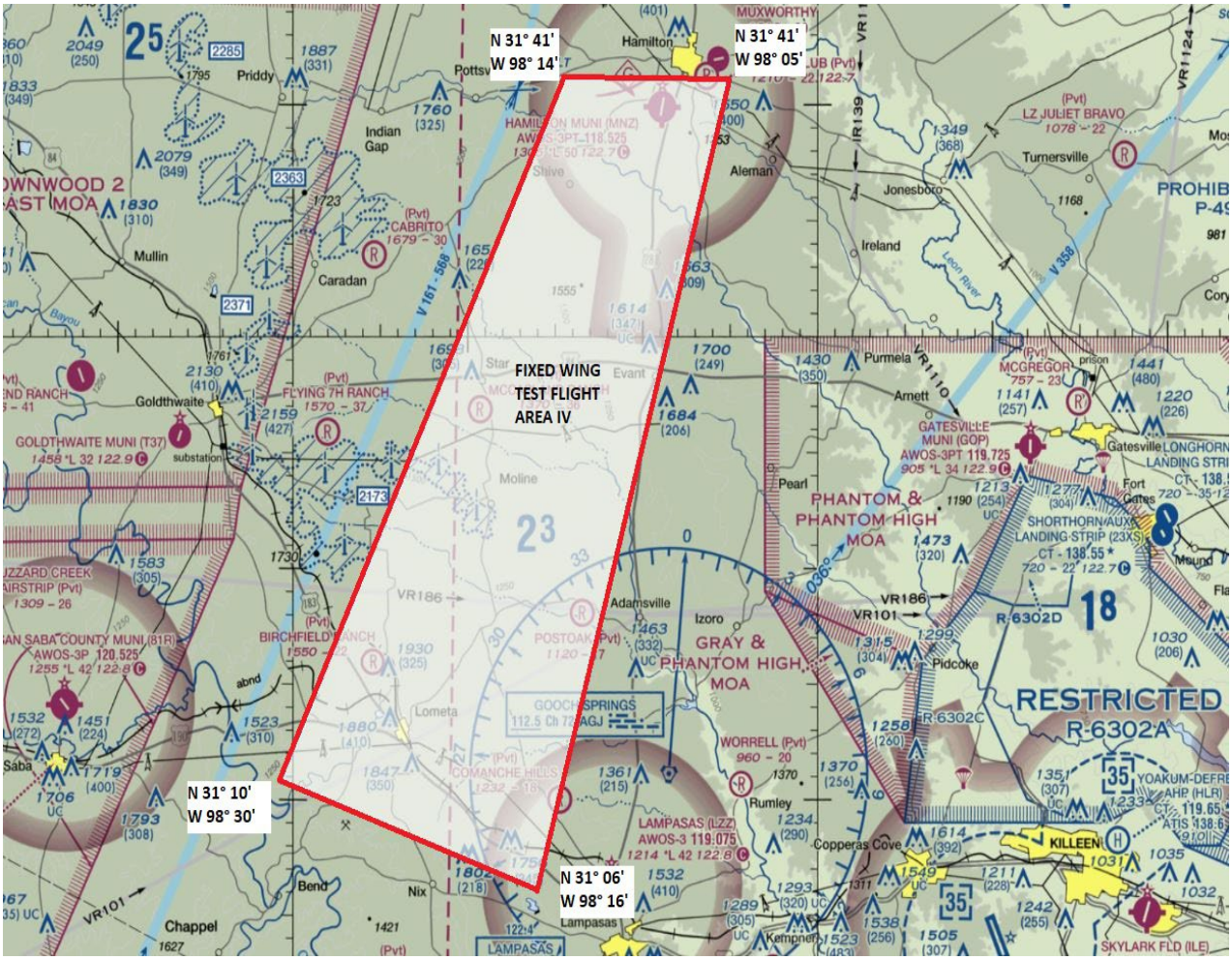


Figure 3-3. Test Flight Area IV

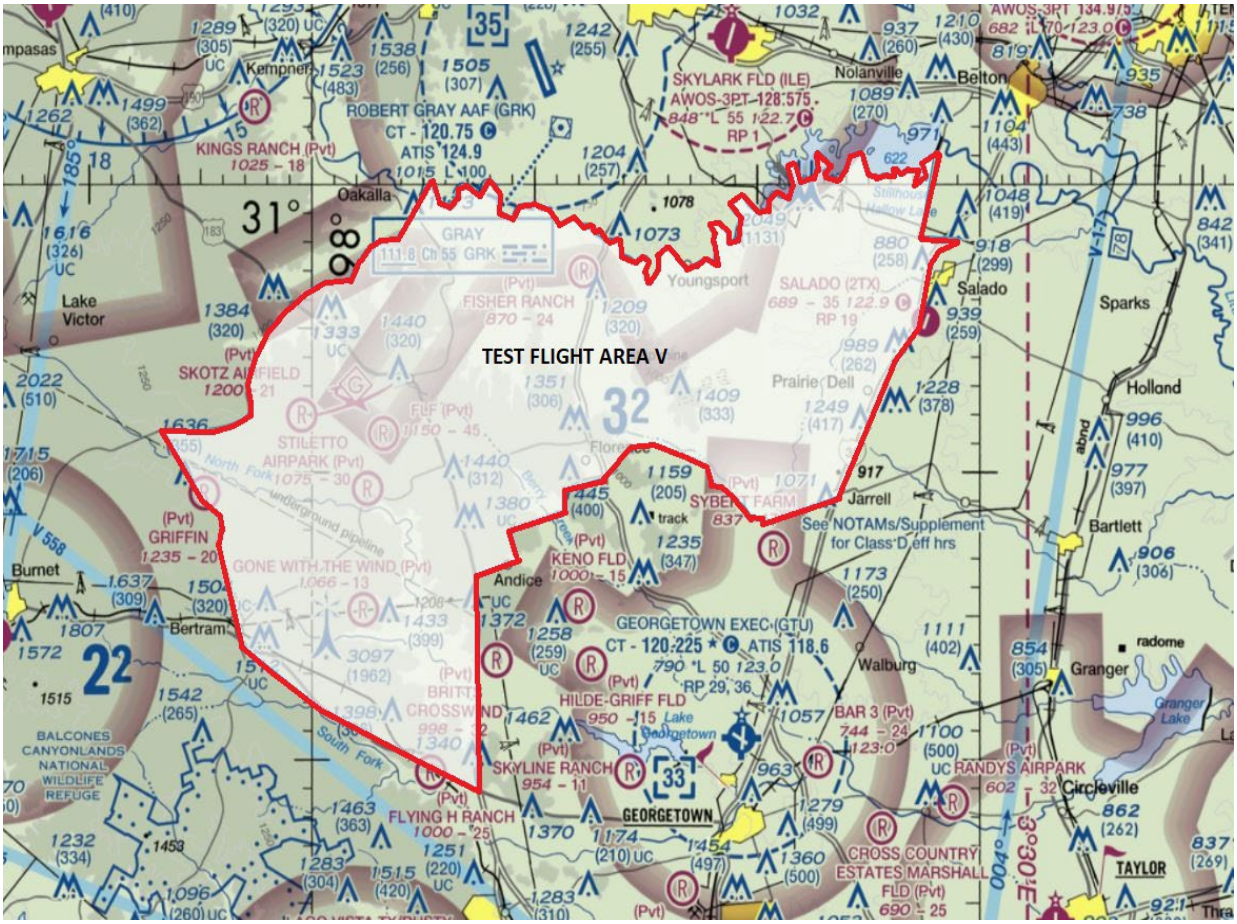


Figure 3-4. Test Flight V

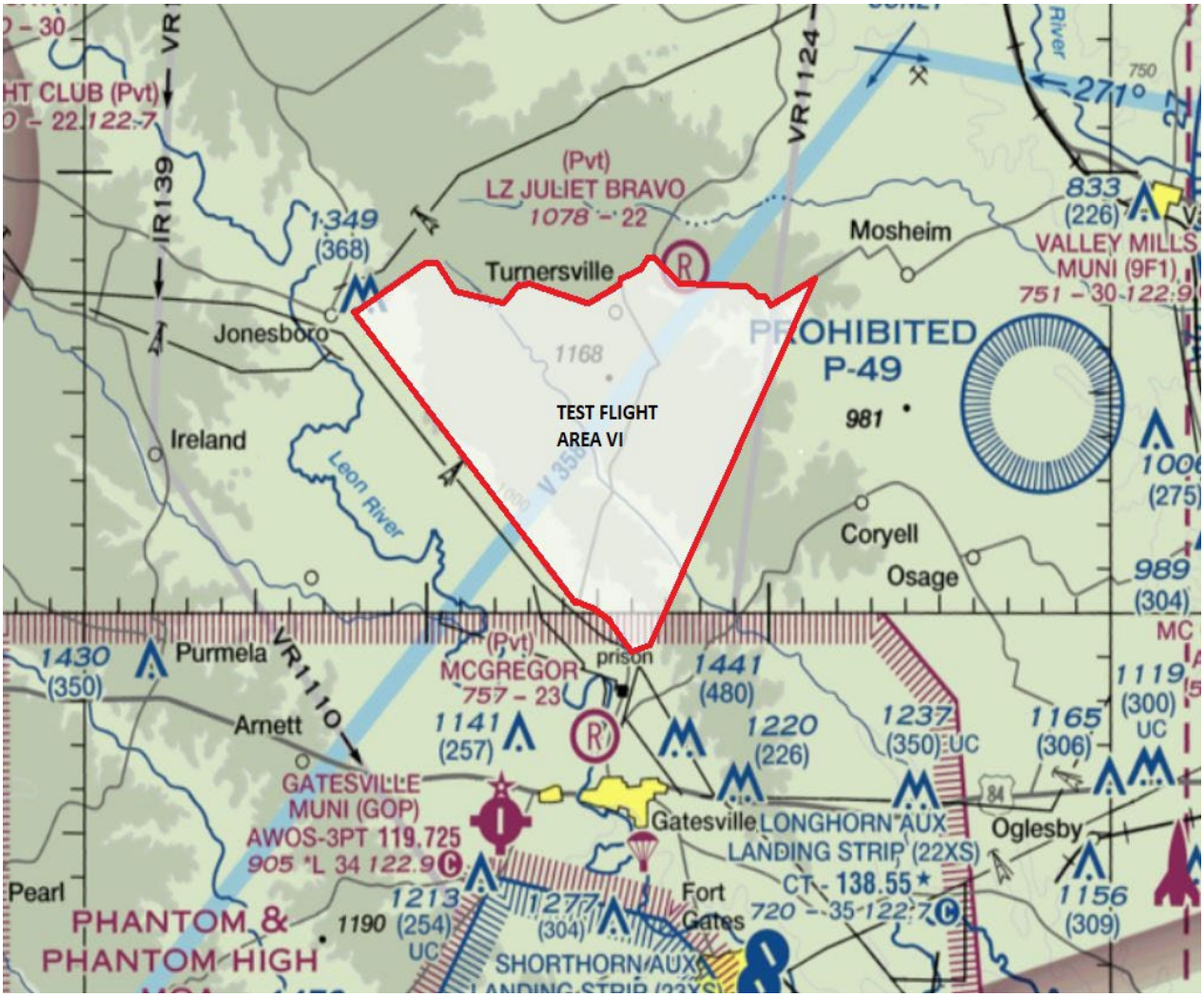


Figure 3-5. Test Flight Area VI

Chapter 4
Training

Section I
Training Program and Literature

4-1. Unit Standard Operating Procedures
Each aviation unit will develop a unit Standard Operating Procedure (SOP) IAW AR 95-1 and FORSCOM Regulation 350-1(Training in United States Army Forces Command Units).

4-2. Aircrew reading file
Each aviation unit will develop and maintain an aircrew reading file IAW AR 95-1, TC 3-04.11, and TC 3-04.8 (Individual Flight Records Folder Management). The latest III AC and FCFSSC and subordinate unit safety and standards meeting minutes will be incorporated into the unit aircrew reading file.

4-3. Evaluations
Initial evaluations for Instructor Pilot (IP), Standardization Pilot (SP), Instrument Examiner (IE), Standardization Instructor (SI), Standardization Operator (SO), Instructor Operator (IO), ME, and MTP will be coordinated with the brigade standardization section. The brigade standardization section has first right of refusal to perform these evaluations, however, they may delegate the evaluation down to a lower level.

4-4. Local Area Orientation and Aircrew Orientation Course
a. (Manned) Fort Cavazos Local Area Orientation (LAO)/Aircrew Orientation Course (AOC) are available on the DAO AT&A SharePoint page at. https://armyeitaas.sharepoint-mil.us/sites/IMCOM-ID-R-USAG-Cavazos/SitePages/DAO_Home.aspx
b. Transient units will receive their AOC/LAO brief from a tenant unit with oversight of the transient unit.
c. Newly assigned aviators to Fort Cavazos must complete the Fort Cavazos AOC in addition to the requirements outlined in AR 95-1 and TC 3-04.11 prior to progression to Readiness Level (RL) 1.
d. (Unmanned) Prior to operating a UAS at Fort Cavazos, all operators must receive a local area orientation briefing. Unit Trainers can obtain this briefing from the Air Traffic and Airspace (AT&A) Officer and train his/her unit UAS operators.
e. The AOC is designed to be conducted collectively at the aviation brigade or battalion/squadron level for standardization purposes.
f. Aviators previously assigned to Fort Cavazos and/or deployed Fort Cavazos unit aviators returning to Fort Cavazos who have conducted flight operations as a PC/AC on the FCRTA and WTA in the previous 18 months only require an academic procedural and airspace update with a tenant aviation standardization section to verify any procedural updates.
g. Aviators who have not conducted flight operations in the previous 18 months will complete the Fort Cavazos AOC and LAO.

4-5. Emergency procedures training (Rotary Wing)
a. Rotary wing emergency procedures will be conducted IAW AR 95-1 and appropriate ATM.

b. RGAAF is the primary location for emergency procedures training.

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

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

(1) Any suitable airfield, airstrip or landing strip in the local flying area which meets the requirements of AR 95-1.

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

e. Commanders may authorize, on a case-by-case basis, emergency procedures training conducted to the ground outside the local flying area to any suitable airfield, airstrip, or landing strip.

f. For single engine helicopters, crash rescue must be on duty and operational on the airfield while training is being conducted.

4-6. Flight Simulators

a. Commanders will ensure all training periods are filled.

b. Aircrew actions:

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

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

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

Table 4-1. Flight Simulation Contact Numbers

Contact	Telephone Number
Branch Chief	254-288-6936
UH-60	254-287-3748
CH-47F TFPS	254-288-6717
Longbow Crew Trainer	254-288-6883
Legend:	
UH – Utility Helicopter	CH – Cargo Helicopter
TFPS - Transportable Flight Proficiency Simulator	

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

d. Flight Simulation operator.

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

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

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

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

4-7. Environmental considerations

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

prepared.

a. Aircrew training program commanders will develop and implement environmental training into their aircrew training program IAW TC 3-04.11. Blowing sand/dust and possibly snow, temperature, effects of wind and terrain may be areas of consideration for training.

b. Aircrew members need to be prepared for blowing dust and/or brown out conditions while operating in the Fort Cavazos training areas.

4-8. Underwire flight

Units may conduct underwire flight training IAW the following:

a. Underwire flight must be included in the Units training program.

b. The unit ASO must complete a site safety survey.

c. Site safety surveys must be approved by the using aviation brigade commander or III AC Safety Director.

d. Unit standardization pilots will conduct underwire flight training IAW the appropriate ATM.

e. Units will maintain a list of authorized sites and provide locations to the III AC AMSO.

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

a. Department of the Army Civilians:

(1) Will be integrated, progressed and evaluated IAW AR 95-1, AR 95-20, TC 3-04.11 and the appropriate ATM.

(2) May conduct training and evaluation that their specific duty positions allow.

b. Contract aviators will be:

(1) Trained and evaluated IAW the duty position and responsibilities defined in the contract.

(2) May conduct evaluations IAW the duty position defined in the contract.

Section II
Flight Crewmembers

4-10. Rated Aircrew Members

All Fort Cavazos Rated Aircrew Members (RCM) may act in the capacity authorized on the individual DA Form 7120-R, Commander's Task List, part II, Duties and Responsibilities while flying in support of a different unit on Fort Cavazos. 2000 and/or 3000 Series tasks will not be conducted unless the RCM has been trained and evaluated in that task.

4-11. Instructor / Evaluator

All Fort Cavazos IPs, SPs, IEs, IOs, SOs, MEs, and SIs are considered III AC Instructor/Evaluators and may conduct training and evaluation on or with any unit on Fort Cavazos, pending coordination with appropriate Commands.

4-12. Maintenance Test Pilot (Manned)

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

4-13. Non-rated Crewmembers

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

Section III
Aviation Standardization

4-14. Fort Cavazos Flight Safety and Standardization Committee

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

(1) Form an aviation safety and standardization committee.

(2) Attempt to resolve issues at the lowest level possible.

(3) Transmit minutes of its meetings to the FCFSSC chairperson.

(4) Transmit unresolved safety issues to the III AC Safety Director.

(5) Send a representative to the semiannual FCFSSC meeting.

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

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

c. Membership of the FCFSSC consists of representatives from:

(1) FCFSSC Chairperson

(2) III AC Safety Director

(3) Brigade, Battalion/Squadron Safety and Standardization

(4) Chief ATC

(5) Airfield Managers (RGAAF and YDAHP)

(6) Airfield Operations Officers

(7) Airfield ASO

(8) AT&A Officer

(9) Operational Test Command, Aviation Officer

(10) Range Operations

(11) Weather

(12) Fire and Emergency service

(13) Brigade/Regimental Aviation Officer

(14) III AC G-3 Aviation

(15) Director of Aviation Operations

4-15. Fort Cavazos Aviation Safety and Standardization Bulletins

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

a. Fort Cavazos DAO AT&A SharePoint page https://armyeitaas.sharepoint-mil.us/sites/IMCOM-ID-R-USAG-Cavazos/SitePages/DAO_Home.aspx

b. Emailed to the members of the FCFSSC.

c. ASSBs will:

(1) Be numbered using a date, time, and issue method.

(2) Be a discussion topic at the next FCFSSC meeting.

(3) Be part of the unit reading file, current information, until reviewed and published in the meeting minutes.

(4) Be incorporated into updated versions to the FC 95-1.

4-16. Flight records and aviation status

a. Aircrew flight records will be maintained IAW AR 95-1, TC 3-04.11, TC 3-04.8 (Individual Flight Records Folder Management), and unit SOP.

b. Aviators assigned to a non-operational flying position will turn their Individual Flight Records Folder and Individual Aircrew Training Folder into 1st Air Cavalry Brigade Standardization.

Chapter 5
Flight Procedures and Rules

Section I
General

5-1. Call signs

a. Call signs used when operating under the control of RGAAF or YDAHP terminal area ATC (i.e. Tower, Ground, etc.), Phantom Radio, or Fort Cavazos Range Operations will be the aircraft name (Apache, Blackhawk, Chinook) and last five digits of the aircraft tail number.

b. MEDEVAC aircraft on mission will substitute “EVAC” for the aircraft name.

c. All Army rotary wing aircraft operating under civil control/communication, to include RGAAF Approach control, will use “Army Copter” and last five digits of the aircraft tail number.

d. (Unmanned) Unmanned aircraft operating form RGAAF may use call signs as coordinated with the ATC Division Chief and Airfield Management.

5-2. Notice to Air Missions

NOTAMs are published on the Defense Internet NOTAM Service website at https://www.notams.jcs.mil

a. RGAAF base operations maintains NOTAM files.

b. NOTAMs: The installation AT&A Officer is the primary point of contact to publish, amend, and/or cancel NOTAMs for all Fort Cavazos training areas; RGAAF Airfield Management is the alternate point of contact.

c. The respective Airfield Manager is the POC for NOTAMs at RGAAF (KGRK) and YDAHP (KHLR). RGAAF base operations is the after-hours point of contact for safety of flight NOTAMs for RGAAF and YDAHP.

(1) NOTAM for Fort Cavazos training areas which are not airfield specific will be published under YDAHP (KHLR).

(2) NOTAM do not schedule airspace or approve activity/missions, they only provide advisories that potential hazards may exist.

(3) NOTAMs will be requested NLT 7 days prior to the event/mission to ensure submission.

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

(5) To request a NOTAM, forward the following information to the Installation AT&A Officer via phone (254)288-1424 or email scott.e.nutter.civ@army.mil :

(a) Unit

(b) Point of Contact

(c) Local Phone Number

(d) Location Activity
(e) Altitudes needed for activity/mission
(f) Time(s) of event
(g) Date(s) of activity
(h) Frequency
(i) Call Sign

5-3. No-Fly areas

a. Permanent no-fly restricted areas are coordinated with the AT&A Officer and are posted on the DAO AT&A SharePoint page: https://armyeitaas.sharepoint-mil.us/sites/IMCOM-ID-R-USAG-Cavazos/SitePages/DAO_Home.aspx. The available files are:

(1) An excel file listing the wire and tower hazards on the Fort Cavazos installation and the Local area no-fly areas.

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

b. Other No-fly restricted areas:

(1) Areas restricted by NOTAM
(2) Ammunition storage areas
(3) Hospitals
(4) Schools
(5) Housing Areas
(6) Belton Lake Outdoor Recreational Area (BLORA)

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

5-4. Flight Plans

The term “local” in this paragraph is not related to the local flying area as described in Chapter 2, Sec II, Para 2-10.

a. Cross Country: Flight operations which require coordination within the national airspace system such as flight service or ATC.

(1) IFR operations require a properly completed Department of Defense (DD) Form 1801, (Flight Plan) to be filed with RGAAF Base Operations. RGAAF Base Operations will input the flight plan into the Automated Information System-Replacement (AIS-R).

(2) VFR operations which terminate or involve engine shutdown at locations outside the Fort Cavazos reservation or WTA require a DD Form 1801 to be filed with RGAAF Base Operations. RGAAF Base Operations will input the flight plan into the AIS-R.

b. Local: Flight operations which do not require coordination within the national airspace system. The term “local” is the first item in the route of flight section of DD Form 1801, followed by the route of flight. When possible, use “TA” for flights on the reservation or “WTA” for flights in the WTA as prefixes on local flight plans. Specific Navigation Aids/Waypoints may also be listed in the route of flight. Operations which meet the following criteria may be filed as a “Local”:

(1) Flights originating and terminating on Fort Cavazos or the WTA.
(2) Flights outside Fort Cavazos or the WTA not involving engine shutdown.
(3) Flights to Mathis Field, San Angelo and Brownwood listing the WTA in the route of flight section of DD Form 1801.
(4) Flights to/from Temple/KTPL.
(5) Flights to/from Killeen/KILE

c. Aircrews on stand-by missions may request a “Hold Status Until – time” in the remarks section of the Local DD Form 1801 to prevent a two-hour cancellation. (This will not be used for ATM training flights)

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

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

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

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

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

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

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

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

e. Filing of DD Form 1801 flight plans. DD Form 1801 flight plans may be filed with RGAAF Base Operations by fax at 254-288-1930, via email at: usarmy.cavazos.usag.mbx.rgaaf-base-ops-center@army.mil, or in person. In the unusual circumstance when flight plans are unable to be submitted by fax, email, or in person, they may be called in to RGAAF Base Operations by phone at (254) 288-9200/9209.

f. Other requirements:

(1) Flights that do not depart within two hours of the estimated time of departure will have flight plans canceled except as indicated in Para 5-4, c.

(2) Each aircraft within multi aircraft formations will file an individual DD Form 1801 unless coordinated with and approved in advance by RGAAF Management.

(3) PCs and AC’s are highly encouraged to include a cell phone number in the remarks section of DD Form 1801 flight plans to aid in overdue aircraft searches.

(4) DD Form 1801 flight plan maximum validity period is 12 hours listed in the ETE block.

(5) All subsequent flight legs will be annotated on DD Form 1801 continuation sheet.

5-5. Weather and Weather Briefs

a. All VFR/IFR DD Form 1801 flight plans require a weather brief from an appropriate weather facility IAW AR 95-1. Aviators are the only person(s) authorized to receive an official weather brief.

b. Weather briefings may be in person or telephonically at 254-288-9400/9620. In all cases, a weather void time of one and one-half hours apply. The weather void time may be extended IAW AR 95-1.

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

d. IFR: A local weather brief is authorized for all IFR flights within a 50 nautical miles radius of RGAAF for helicopters and 80 nautical miles for RGAAF for fixed winged

aircraft. DD Form 175-1 is required when outside a 50 nautical mile radius of RGAAF for helicopters and 80 nautical miles for RGAAF for fixed winged aircraft.

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

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

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

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

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

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

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

g. Helicopter SVFR weather minimums for RGAAF or YDAHP Class D airspace are:

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

(2) Night: no minimum ceilings, 1 mile visibility.

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

i. Observed Weather Advisory for thunderstorms will be issued for the whole WTA.

j. UAS VFR (non-sUAS)

(1) A DD Form 175-1 is required for all VFR flights. The weather briefing will meet the requirements of AR 95-1.

(2) Weather information for DD Form 175-1 will be obtained from a military weather facility. If a military forecaster is not available, obtain a weather forecast according to Department of Defense (DOD) Flight Information Publications (FLIPs).

Note: Units may use a Mission Execution Forecast produced by a military weather forecaster in lieu of filling out a DD 175-1, however this does not eliminate the requirement for a flight weather briefing.

(3) UAS will not operate under Special Visual Flight Rules.

(4) UAS flight will not be conducted outside the limitations of AR 95-1, the aircraft's technical manual, or the aircraft's air worthiness release.

k. sUAS VFR

(1) Prior to launch of any sUAS, the operator will, at a minimum, obtain wind and precipitation data for the area of flight and planned flight duration.

(2) Operators of sUAS are responsible for compliance with flight weather restrictions listed in the Operator's Manual of the sUAS flown, the Aircrew Training Manual (ATM), and the air worthiness release of the sUAS flown.

5-6. Local Area Surface Weather Observation Stations

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

b. 3d Combat Weather Squadron forecasters incorporate the information from these sites for use in weather briefings.

c. AWOS information may be used to assist aviators for flight planning in the local

flying area; however, AWOS information provides current "observed" weather phenomena only and does not constitute a valid forecast or weather briefing according to the requirements of AR 95-1 or this regulation.

Table 5-1. Local Area Surface Weather Observation Stations:

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

5-7. Flight following

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

b. Flight following with Phantom Radio is mandatory when operating within the FCRTA and WTA, except when under the control of Yoakum-Defrenn or Gray tower, Gray ARAC, Range Operations or as directed by Phantom Radio. Notify Phantom Radio prior to a frequency change to another agency.

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

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

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

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

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

(2) The mode 3/A transponder code for manned aircraft operations in R-6302 is 4000 and 0100 for unmanned aircraft.

e. Aviators must contact Range Operations for clearance prior to crossing the red-line or entering ranges, unless in contact with the unit operations controlling the range. Range Operations or unit operations will provide exit and entry routing to aircraft.

Table 5-2. Phantom Radio frequencies

Primary	357.500 UHF
Alternate	141.175 VHF
Lometa Repeater Remote Radio Site	245.6 UHF 143.150 VHF
Legend: VHF – Very High Frequency	UHF – Ultra High Frequency

5-8. Training Area Communication Requirements

a. Aviators will use appropriate air-to-air frequencies while conducting air operations in all training areas. Table 5-3 lists air-to-air frequencies.

b. Aircraft without an operational FM radio are restricted from conducting single-ship flight operations on the Fort Cavazos reservation. Aircraft without an operational FM radio may conduct flight operations as part of multiple aircraft operations as long as all elements of the formation remain together in a single TA.

c. Aircraft operating within the same TA will coordinate training space with each other on the assigned frequency.

d. Aircraft within Class D airspace at YDAHP or RGAAF must use the appropriate control tower frequency. Consult the IFR supplement or Local NOTAMs for current hours of operation.

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

46.70 FM	All TAs West of the Redline (TA40-48; TA50-53; TA60-66; TA110-111)
64.35 FM	All TAs East of The Redline (TA8; TA10-16; TA20-25; TA30-36; TA112)
44.40 FM	All TAs south of U.S. HWY 190 (TA70-75)
44.40 FM	All Test Flight Areas
Legend: FM – Frequency Modulated TA – Training Area U.S. HWY – United States Highway	VHF – Very High Frequency

5-9. Altitudes

a. Unless operations are in an approved under wire flight area, flights off the Fort Cavazos reservation will maintain a minimum altitude of at least 500 ft AGL with a 500 ft slant range from buildings, livestock, or other man-made obstructions.

b. In WTAs 100, 110, and 111, tactical training below 500 ft AGL is discouraged due to the amount of civilian population. Battalion/Squadron/Squadron commanders or higher, may authorize tactical flight training below 500 ft AGL.

c. During WTA terrain flight operations at or below 200 ft AGL, aviators will not intentionally fly within a 500 ft slant range of buildings, livestock, or other manmade obstructions, except while performing an instrument approach or departure, during takeoff or landing, or when mission requirements dictate.

d. Aided night operations below 200 ft AGL outside the FCRTAs require a day light reconnaissance of the intended flight route within 3 days of use.

e. Due to known Bald Eagle habitat area, terrain flight IAW Para 5-10a. will not be

conducted within 1000 meters of the Belton Lake shoreline in TA 25.

f. No UAS will operate below 5,500 ft MSL anywhere in R6302 except when conducting launch and recovery operations from within an established ROZ, at authorized field sites or when transiting the FAA COA UAS corridors.

g. sUAS flight altitudes will vary based on mission requirements, hazards, and system limitations. In all cases, to ensure proper separation from other aircraft, sUAS must remain 500 ft below the ceiling of the ROZ in which they are operating.

h. Separation between manned and unmanned aircraft within R6302 is established by use of ROZs and blocks of altitude. In those incidents where manned and unmanned aircraft are sharing the same airspace, except when conducting observer or Manned -Unmanned Teaming (MUM-T) operations, the following minimum separation criteria will apply:

(1) Vertical separation between manned and unmanned aircraft is 1000 ft.

(2) Lateral separation between manned and unmanned aircraft is 1 kilometer (km).

i. Separation between unmanned aircraft within R6302 is established by use of ROZs and blocks of altitude. In those incidents where unmanned aircraft are sharing the same airspace the following minimum separation criteria will apply:

(1) Vertical separation between unmanned aircraft is 1000 ft.

(2) Lateral separation between unmanned aircraft is 1 km.

5-10. Terrain flight

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

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

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

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

e. Aircraft will monitor the air-to-air frequency as appropriate and announce aircraft movement in and out of TAs, direction of flight and/or intentions (see table 5-3 for individual TA frequencies).

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

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

h. Unscheduled TAs maximum aircraft density is four at night.

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

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

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

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

5-11. Numbered VFR Corridors - Airfield Corridors (Manned)

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

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

points for YDAHP.

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

b. When entering a numbered corridor from a TA, proceed to the nearest reporting point and arrive at the appropriate altitude prior to entry into the corridor.

c. Procedures:

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

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

d. YDAHP:

(1) Use of Numbered VFR corridors 1, 2, 3, 4, or the redline from checkpoint Bridge will be used for entry and exit of YDAHP controlled airspace except while performing an instrument approach or departure or VFR departures to the south.

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

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

(b) Numbered corridors 1 and 4, altitude Counterclockwise (CCW) to/from YDAHP is 1800 ft MSL.

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

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

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

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

e. RGAAF:

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

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

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

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

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

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

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

Table 5-4. Yoakum-Defrenn Army Heliport (YDAHP) corridor reporting points

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

Legend:
YDAHP – Yoakum-Defrenn Army Heliport
N – North
W – West
PV – 100,000 meter Military Grid Reference System identifier

Table 5-5. Robert Gray Army Airfield (RGAAF) corridor reporting points

Corridor	Reporting Point	Via	To
2	Main Gate (PV 172439) 31°07’23.3”N 97°46’14.9”W	Direct	RGAAF
5	Turkey Run (PV 115474) 31°09’19.0”N 97°49’48.7”W	Jack (PV 112455) 31°08’17.4”N 97°50’00.7”W	RGAAF
6	Bridge (PV 038305) 31°00’12.6”N 97°54’46.4”W	Ivey Gap (PV 085352) 31°02’43.8”N 97°51’46.7”W	RGAAF
7	Calvary (PV 189309) 31°00’20.5”N 97°45’16.2”W	Spray (PV 178367) 31°03’29.3”N 97°45’55.3”W	RGAAF

Legend:
RGAAF – Robert Gray Army Airfield
PV – 100,000-meter Military Grid Reference System identifier
N – North
W - West

5-12. Corridor Air Route Structure (Manned)

The CARS is an air route system used to facilitate the safe, expeditious movement of aircraft to or through the FCRTA and the WTA. CARS consist of designated routes,

altitudes, and procedures which generally serve as transitions from airfield corridors to specific TAs or transitions between TAs. Procedures may vary dependent on whether operations are conducted on the FCRTA or in the WTA and apply during specified periods or conditions. Intersections describe junctions of routes or points at which routes change direction. Intersections may be used as reporting points for flight following, traffic control, or adverse weather conditions. CARS procedures are used in conjunction with other provisions of this regulation. Figures 5-1 thru 5-3 depict CARS route locations.

a. FCRTA CARS:

(1) Use is mandatory when transitioning the reservation. It is the aviators' responsibility to maintain separation from other aircraft.

(2) Make all required position reports to Phantom Radio as required.

(3) Aircrews will not fly directly over intersections or reporting points on the CARS. Altitudes described below provide a minimum of 100 ft separation between scheduled airspace on the routes.

(4) Two named CARS transit from YDAHP through R-6302. CARS East and West. Each have four points East/West 1 through 4. The CARS is 1km wide (500 meters either side of centerline) and aircraft will fly to the right of the centerline. The CARS are point-to-point and do not follow terrain features. The CARS is depicted on the current Fort Cavazos Training Map. When aircraft performance permits, all published climbs and descents will be executed without delay at a rate of 500 ft per minute or greater.

(5) CARS altitudes are:

(a) Clockwise altitude from YDAHP is 1500 ft MSL.

(b) Counterclockwise altitude is 1800 ft MSL.

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

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

b. WTA CARS:

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

(a) Colored routes transition East/West.

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

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

(3) Altitudes:

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

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

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

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

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

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

(7) WTA Separation.

(a) Route Red North is for westbound traffic only.

(b) Route Red South is for eastbound traffic only.

(c) All other routes are bi-directional. Right-hand rules of the road (150 meters to the right) are mandatory while using WTA CARS routes.

(d) Aircraft within 2 nautical miles of WTA intersections begin a Counterclockwise maneuver to circumnavigate intersections.

(8) Right-of-way.

(a) When converging at the same altitude, the aircraft on the right has the right-of-way. Each aircraft will alter its course to the right when approaching.

(b) When overtaking another aircraft pass to the right. The aircraft being passed has the right-of-way.

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

5-13. North Fort Cavazos (NFC)

NFC is a training cantonment area located on the north end of R-6302, between CARS checkpoint East 4 and West 4. NFC has three helipads (NFC-1, Glass FARP and H-18) and Longhorn and Shorthorn Auxiliary Landing Strips. NFC airspace is controlled by Longhorn tower when operational, by NOTAM, during tactical ATC operations. See Table 5-6 for frequencies.

a. NOTAM will indicate when Longhorn tower is operational and indicate special instructions for use and entry.

b. Procedures: (Figure 5-2 depicts reporting points for Longhorn and Shorthorn Aux Landing Strips)

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

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

(3) Low Level Entry to NFC is ACP Straw when west of NFC and ACP Langford from the east of NFC. (Use caution for Redline and FARP East traffic).

c. The NFC cantonment area and the live fire range Redline are in close proximity to Longhorn and Shorthorn Auxiliary Landing Strips. Vigilance and situational awareness must be maintained.

d. NOTAM requests for NFC Helipads, Longhorn and Shorthorn Auxiliary Landing Strips will be sent to the AT&A Officer IAW paragraph 5-2.

Table 5-6. North Fort Cavazos (NFC) Controlling Agency and Frequencies

Agency	Frequencies
Longhorn Tower	138.55 VHF (Primary) 237.50 UHF 38.90 FM
CTAF/UNICOM	122.7 VHF
Legend: VHF – Very High Frequency FM – Frequency Modulated UNICOM – Universal Communications	UHF – Ultra High Frequency CTAF – Common Traffic Advisory Frequency

5-14. Red Line Operations

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

a. Aircraft flying the Redline CW will fly along the red line outside the LFA. Aircraft flying the Redline CCW will parallel the red line remaining 500 meters off the red line.

b. Aircraft using the Redline as a route are not required to contact Longhorn Tower prior to transitioning NFC.

c. Aircraft southbound on the east side Redline to YDAHP will contact YDAHP Tower prior to check point Bridge and either request a low-level entry into YDAHP or depart the Redline at check point Bridge and climb to 1800 ft MSL.

d. Aircraft southbound on the west side Redline to YDAHP must depart the Redline in time to arrive at 1800 ft MSL prior to checkpoint Henry.

e. Aircraft will monitor the appropriate TA frequency and will comply with procedures in Para 5-7e., prior to penetration of the red line.

f. The red line will be closed in training areas that border the red line during artillery live fire operations.

5-15. Procedural control

a. Procedural controls enhance safety during marginal weather conditions on the Fort Cavazos reservation and in the WTA.

(1) When weather conditions at YDAHP or RGAAF are less than 1000 ft ceiling and/or 3 Statute Miles (SM) visibility, Phantom Radio will state that procedural controls are in effect in the range information.

(2) Report all intersections, altitudes, and flight routes to Phantom Radio.

(3) If unable to maintain CARS altitudes, immediately report deviations to Phantom Radio.

(4) If altitude deviation requires penetration of scheduled airspace, notify the using unit on appropriate air-to-air frequencies or Phantom Radio prior to entry.

(5) Phantom Radio advises aircraft of opposite direction traffic and altitudes.

b. If unable to contact Phantom Radio, make required calls in the blind on the appropriate frequencies. Once in positive contact with any Fort Cavazos ATC agency, notify them of the lost contact with Phantom Radio.

5-16. Aircraft Lighting

(Manned) Units will establish night flying SOPs IAW TC 3-04.4 (Fundamentals of Flight) to include black-out operations if applicable. Training area lighting will be IAW FAA Exemption 9835 to 14CFR 91.209(A) (B).

a. YDAHP:

(1) A maximum of two aircraft may conduct closed traffic operations while NVD are in use.

(2) Landing lights will be on for all night operations at YDAHP.

(3) Aided or unaided night operations without landing lights may be conducted on the airfield with Yoakum-Defrenn (Gray Tower during closure hours) approval.

b. RGAAF:

(1) A maximum of six aircraft, three in each pattern, may conduct closed traffic

operations while NVD are being used.

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

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

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

(5) Lights may be dim on short final, 100 ft AGL or less. After landing, position light to steady bright. The anti-collision light may be turned off during ground operations with ATC approval. Tower operators may not be able to observe aircraft operating under reduced lighting.

c. RGAAF numbered corridors require the use of Landing/Search light. FCRTA: LS-22, LS-41, Shorthorn and Longhorn Auxiliary Landing Strips lighting requirements are the same as RGAAF.

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

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

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

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

(2) Request for NOTAM will clearly define the area of operations or TA. Requests for NOTAM will be submitted to the AT&A Officer 7 working days prior to conducting blackout operations.

(3) Crews will advise Phantom Radio when they are operating Blacked Out.

(4) Operational areas and flight routes will remain clear of airspace not scheduled for lights-out operations, flight strips, special use airspace, ROZs, and surface areas of Class E and higher airspace and numbered VFR corridors.

(5) Mixing of lighted and unlighted aircraft is not authorized. One fully lighted, non-tactical aircraft (high bird) will be dedicated to over watch scheduled airspace ROZ in the immediate vicinity of the blackout operations to preclude the mixing of lighted and unlighted aircraft. The high bird will watch for non-participating air traffic incursion of the scheduled airspace.

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

(7) Unscheduled airspace/ROZ incursions by non-participating aircraft will be announced on the common frequency and all blackout aircraft will execute full night lighting until the incursion can be resolved.

(8) Commanders will ensure that risk assessment reflects additional risk associated with blackout operations.

g. When using other than scheduled airspace on or off-post:

(1) Single aircraft: Position lights will be on steady bright and anti-collision lights on.

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

h. Mobilizing and/or transient units will operate with anti-collision lights on, position lights bright, and formation lights bright during collective training events unless approved by the validating/evaluating unit. NVD formation flights may be conducted with anti-collision lighting IAW 5-16g(2).

i. Appendix B of this regulation prescribes additional night flight requirements.

j. Units conducting UAS operations within R6302 will comply with the following:

(1) UAS position lights and anti-collision lights will be on.

(2) All UAS equipment within the ground operations area will be lighted if over 20 ft AGL during hours of darkness.

k. Night operations for UAS operating in the National Airspace System will comply with the provisions in the FAA COA.

l. Units conducting sUAS operation within R6302 will comply with the following:

(1) sUAS equipped with position and/or anti-collision lights will be on.

(2) sUAS not equipped with lighting, units are encouraged but not required to use supplemental lighting IAW the airworthiness release for the sUAS type flown.

m. Night operations outside of R6302, other than those in compliance with an approved FAA COA, will only be conducted IAW AR 95-2.

5-17. Helicopter external loads

a. External load operations for ATM training purposes (other than Bambi Bucket) are not authorized at YDAHP or RGAAF.

b. Operational external load operations (Real world or simulated) at YDAHP or RGAAF require coordination with the respective Airfield Manager. Airfield Management will de-conflict with other missions, approve pickup or drop-off sites, and brief arrival and departure procedures.

c. Aircrews will avoid overflight of roads and built-up areas on or adjacent to airfields during all external load missions.

d. External loads off the Fort Cavazos reservation require approval by the Brigade Commander or higher headquarters. If approved, select routes that comply with FAA regulations and present the least possible hazard to persons and property.

e. External load operations from LS-41 to the north across Lake Belton may be conducted with the following restrictions:

(1) A current risk assessment must be completed.

(2) The most direct North/South route will be used.

(3) Overflight of BLORA, recreational activities, and other activities on or around Lake Belton is prohibited.

5-18. Water Bucket (bambi) operations

a. When engaged in fire-fighting support, aircraft will take directions from either:

(1) Range Operations

(2) Range Area Fire Chief.

(3) Range OIC.

b. The Range Area Fire Chief will request stand-by aircraft bambi bucket support from the IOC.

c. Organic aircraft pre-positioned to provide bambi bucket support will report availability to Range Operations according to Tab 6, Appendix D, FC (Range Operations Operating Procedures).

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

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

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

(a) Location of fire.

(b) Number and type of aircraft on station and rendezvous procedures.

(c) Primary and alternate water sources.

(d) Direction of race-track, Clockwise /Counter Clockwise, north – south, east – west, etc.).

(e) Methods of delivery (high or low drop).

(f) Airspeeds.

(g) Location of ground crews and personnel.

(h) Frequency and call-signs for Fire Chief and air-to-air.

(3) Appropriate risk control measures are implemented.

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

(1) Responsibilities.

(2) Crew qualification and training requirements.

(3) Preflight and preparation of aircraft.

(4) Communications and fire line coordination procedures.

(5) Normal procedures.

(6) Emergency procedures such as notes, cautions, and warnings.

(7) Post flight procedures.

(8) Safety considerations.

Note: Serious injury may result if a concentration of water is dumped on ground personnel. Avoid over flight of personnel and equipment.

5-19. Flights outside the local flying area

Only Battalion/Squadron or Brigade commanders may approve helicopter training flights outside the local flying area and fixed wing aircraft training flights beyond a 300 nautical mile radius from Fort Cavazos.

5-20. Fixed wing aircraft

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

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

5-21. Precautionary and Emergency Landing

See Appendix C for detailed information.

5-22. Inadvertent Instrument Meteorological Conditions

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

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

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

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

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

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

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

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

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

(1) If approach clearance was given prior to lost communications, continue according to ATC instructions.

(2) If no instructions are given:

(a) Operating West of the 23 North/South grid line, proceed directly to the OKEST INT while climbing to 3000 ft MSL, and perform an instrument approach to RGAAF.

(b) Operating East of the 23 North/South grid lines, fly southeast to intercept East 1 while climbing to 4,500 ft MSL, then then direct to HINSI and then perform an instrument approach to RGAAF.

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

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

f. UAS landing at RGAAF will use the following procedures:

(1) Maintain mission/scheduled altitude within R6302 until weather improves

(2) If unable to remain at altitude notify Phantom Radio

(3) Squawk emergency (7700) on the transponder and declare an emergency.

(4) Follow ATC instructions for departing the restricted area and landing at RGAAF.

g. UAS landing at either LS50 or LSCS will follow the following procedures:

(1) Maintain mission/scheduled altitude within R6302 until weather improves

(2) If unable to remain at altitude notify Phantom Radio/Range Operations

(3) Squawk emergency (7700) on the transponder and declare an emergency.
(4) Land only after you have confirmed the airspace below you is cleared.
(5) sUAS will land immediately upon encountering IIMC.

Section II
Special Procedure

5-23. High Intensity Radio Transmission Area

a. Aircrews, regardless of aircraft flown, must be knowledgeable of High Intensity Radio Transmission Area (HIRTA) procedures. Units will develop procedures which address the contents of specialized training for crewmembers from United States Army Aviation and Missile Command and DA messages pertaining to HIRTA Procedures include:
(1) Pilot briefings and documentation.
(2) Avoidance.
(3) HIRTA reports.

b. If HIRTAs are posted on local flying area maps in a non-secure area, they must be marked in a manner that will not describe the purpose of the restriction or distinguish them from other types of areas.

5-24. (Unmanned) Disaster Relief and Emergency Response

a. Gray Eagle (MQ-1C) UAS will operate IAW the approved FAA COA within the Killeen Class E airspace, during disaster relief and emergency response operations as directed by the Fort Cavazos Senior Commander and under the jurisdiction of Robert Gray Army Radar Approach Control.

b. Area of operations will be restricted to geographical boundaries of the Robert Gray Army Airfield Class D airspace as described in Federal Aviation Administration Joint Order 7400.9 at or below 5,000 ft MSL.

c. Approval for Disaster Relief and Emergency Response operations resides with the Fort Cavazos Senior Mission Commander

5-25. Aircraft Emergency and Recovery

a. RGAAF is the emergency recovery airfield for aircraft with live ordnance. Aircraft landing with live ordnance will land and proceed to the Hazardous Cargo Ramp on the southwest side of RGAAF and orient to the southwest and shutdown. If required, and conditions permit, jettison wing stores.

b. Emergency jettison/fuel dump area is located 13.5 NE of GRK VOR in PD94 IVO 31° 13’ 36.94” N 097° 40’ 56.35” W (14R PV 245 555) if situation permits or an area away from personnel and manmade objects.

c. Weather recovery.

(1) If it is necessary to recover armed rotary wing aircraft at RGAAF due to inclement weather, the aircraft will park on the Hazardous Cargo Ramp on the southwest side of RGAAF and orient the aircraft to the southwest. Power off armament systems, if possible, place armament systems on “safe”, and shutdown.

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

(3) If circumstances prohibit use of Hazardous Cargo Ramp, armed rotary wing aircraft will execute the above outlined procedures with the exception that landing and

shutdown will be on the south end of Taxiway Alpha with aircraft nose oriented southwest.

5-26. Co-Use Unmanned Aircraft System Operations

a. Multiple UAS units may conduct training utilizing the same training areas and restricted airspace, provided:

(1) Unit that has the TA/Airspace scheduled approves the co-use agreement and notifies Range Operations Scheduling and the AT&A Officer.

(2) Units conduct coordination prior to co-use.

b. Co-use UAS operations conducted outside of the restricted area will comply with the provisions of the FAA COA.

5-27. Requests for Class G airspace notification in lieu of a Federal Aviation Administration Certificate of Waiver or Authorization for operations outside of Restricted Areas (Class G)

a. The DoD/FAA UAS Memorandum of Agreement authorizes a Class G airspace notification in lieu of a COA for UAS weighing 55 pounds or less operating in Class G airspace over military bases, reservations, or land protected by purchase, lease, or other restrictions. The UAS must remain more than 5 nautical miles from any civil use (public or private) airport or heliport and within clear visual range of the operator or certified observer in contact with the operator.

b. Units which believe their planned operations would fall under this policy will contact the Fort Cavazos AT&A Officer who will in turn contact the DAR for confirmation.

c. Upon verification, the unit must submit a Class G airspace memorandum signed by first O-6/civilian equivalent in the chain of command along with the current airworthiness release to the AT&A Officer who will review and submit the request to the DAR in the FAA COA Application Processing System (CAPS). Upon completion of the review by the DAR, the request will be adjudicated by either the FAA or USAASA, depending on which entity has designated oversight for the airspace requested.

d. The UAS commander will ensure that a NOTAM is requested though the AT&A Officer NLT than 7 days prior to the event starting. The AT&A Officer will assist the unit in requesting the appropriate NOTAM from flight service. The UAS commander will verify that a NOTAM was issued before beginning operations.

5-28. Private and Commercial Use of Unmanned Aircraft Systems (UAS).

a. Private use of model aircraft including drones (quadcopters) on Fort Cavazos is prohibited.

b. Commercial use of UAS on Fort Cavazos shall be IAW FAA JO 7200.23 and must be approved by the following:

(1) Directorate of Emergency Services.

(2) Directorate of Plans, Training, Mobilization and Security (DPTMS), Force Protection Office.

(3) Garrison Commander

(4) COA request through USAASA

c. Garrison organizations and unit commanders are responsible for requesting approval for commercial use of UAS though their directors or chain of command.

5-29. Unmanned Flight Operations from Landing Strip Cold Springs (LSCS)

a. Maintain the UAS within the ROZ during launch and recovery operations as defined in table 5-7 and as depicted in figure 5-4.

b. Ensure collision avoidance with non-participating aircraft and safety of persons and property on the surface with respect to the UAS.

c. Establish and maintain two-way radio communications with Crittenberger Multi-Use Range Complex (CMPRC) when manned.

d. Notify CMPRC of and coordinate all launch and recovery operations.

e. Coordinate all operations that might interfere with CMPRC with the using unit.

f. To the extent possible, all UAS operations will be conducted in the southern area of the ROZ to prevent interference with operations at CMPRC.

g. Monitor the air-to-air frequency for the east side (see table 5-3).

h. The preprogrammed lost link recovery points for operations at LSCS will be 14R PV 26888 59573 or 14R PV 28871 57586 at AVs approved altitude.

5-30. Unmanned Flight Operations from Landing Strip 50 (LS-50)

a. Maintain the UAS within the ROZ during launch and recovery operations as defined in table 5-8 and as depicted in figure 5-5.

b. Ensure collision avoidance with non-participating aircraft and safety of persons and property on the surface with respect to the UAS.

c. Establish and maintain two-way radio communications with Clabber Creek Multi-Use Range Complex (CCMU) and Jack Mountain Multi-Use Range Complex (JMMU) when manned.

d. Notify CCMU and/or JMMU prior to all launch and recovery operations.

e. Coordinate all operations that might interfere with CCMU and/or JMMU with the using unit.

f. Monitor the appropriate air-to-air frequency for the west side (see table 5-3).

h. The preprogrammed lost link recovery points for operations at LS50 will be 14R PV 16677 56369 or 14R PV 16500 53240 at AVs approved altitude.

5-31. Unmanned Flight Operations from Shorthorn Auxiliary Landing Strip

a. All operations will be IAW the FAA COA.

b. Ensure collision avoidance with non-participating aircraft and safety of persons and property on the surface with respect to the UAS.

c. Establish and maintain two-way radio communications with Range Control.

d. Broadcast intentions prior to launch and landing on the Common Air Traffic Advisory Frequency (CTAF) for Longhorn Auxiliary Landing Strip.

e. Monitor the appropriate CTAF for Longhorn Auxiliary Landing Strip.

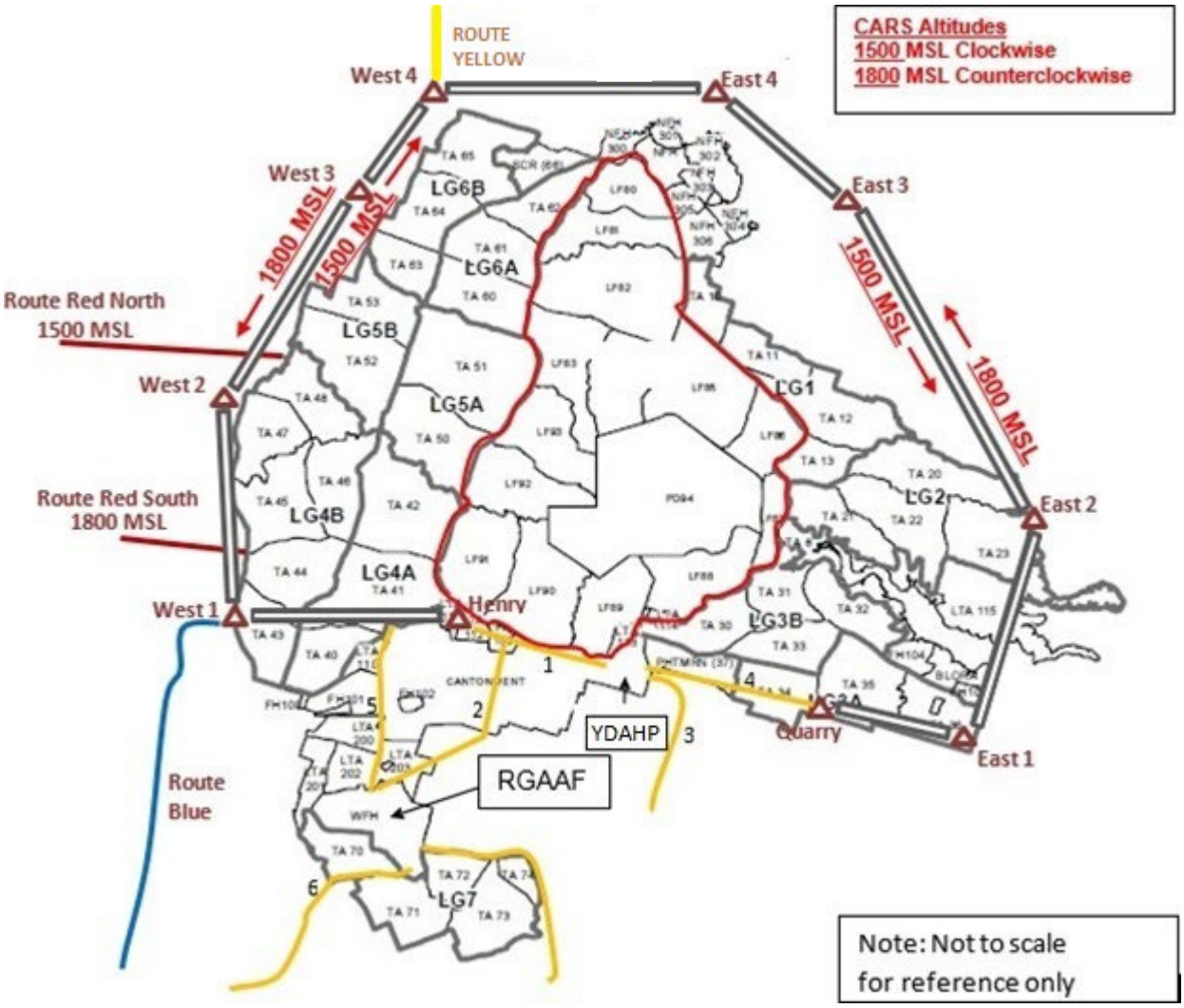


Figure 5-1. Fort Cavazos Reservation Training Area CARS and Airfield Corridors

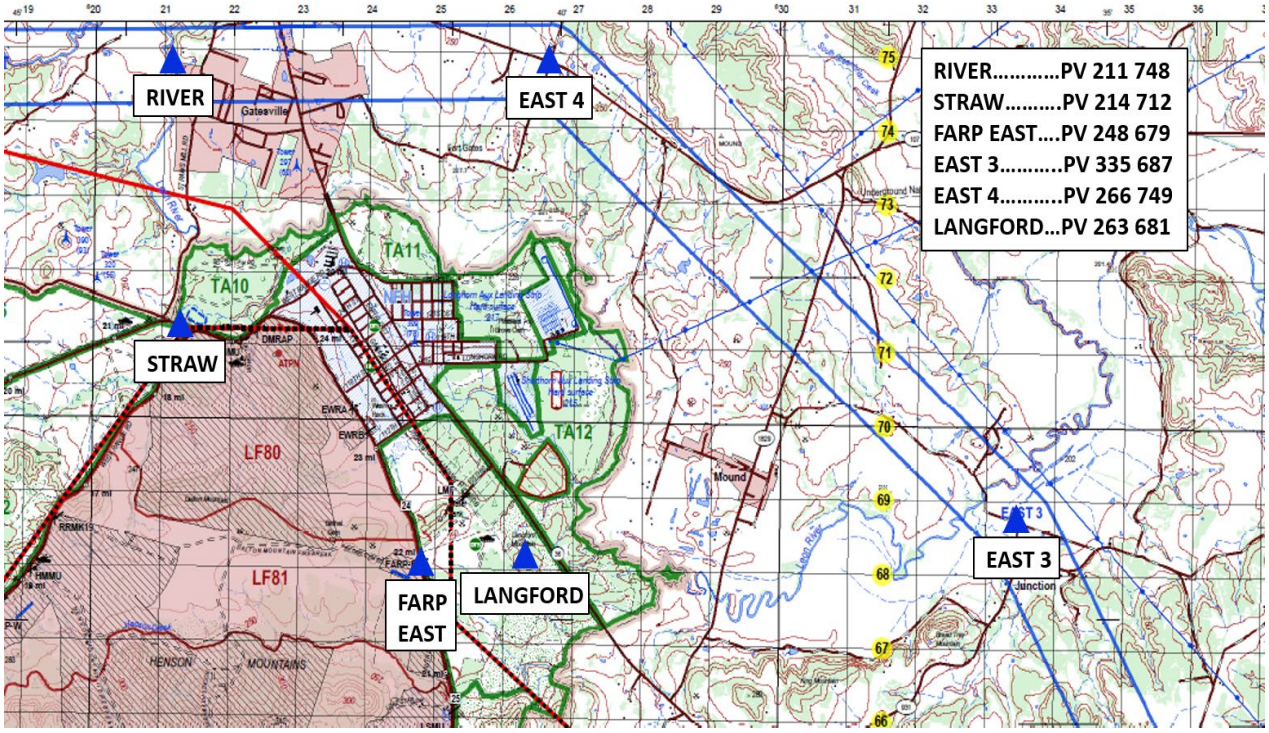


Figure 5-2. North Fort Cavazos (NFC) Reporting Points

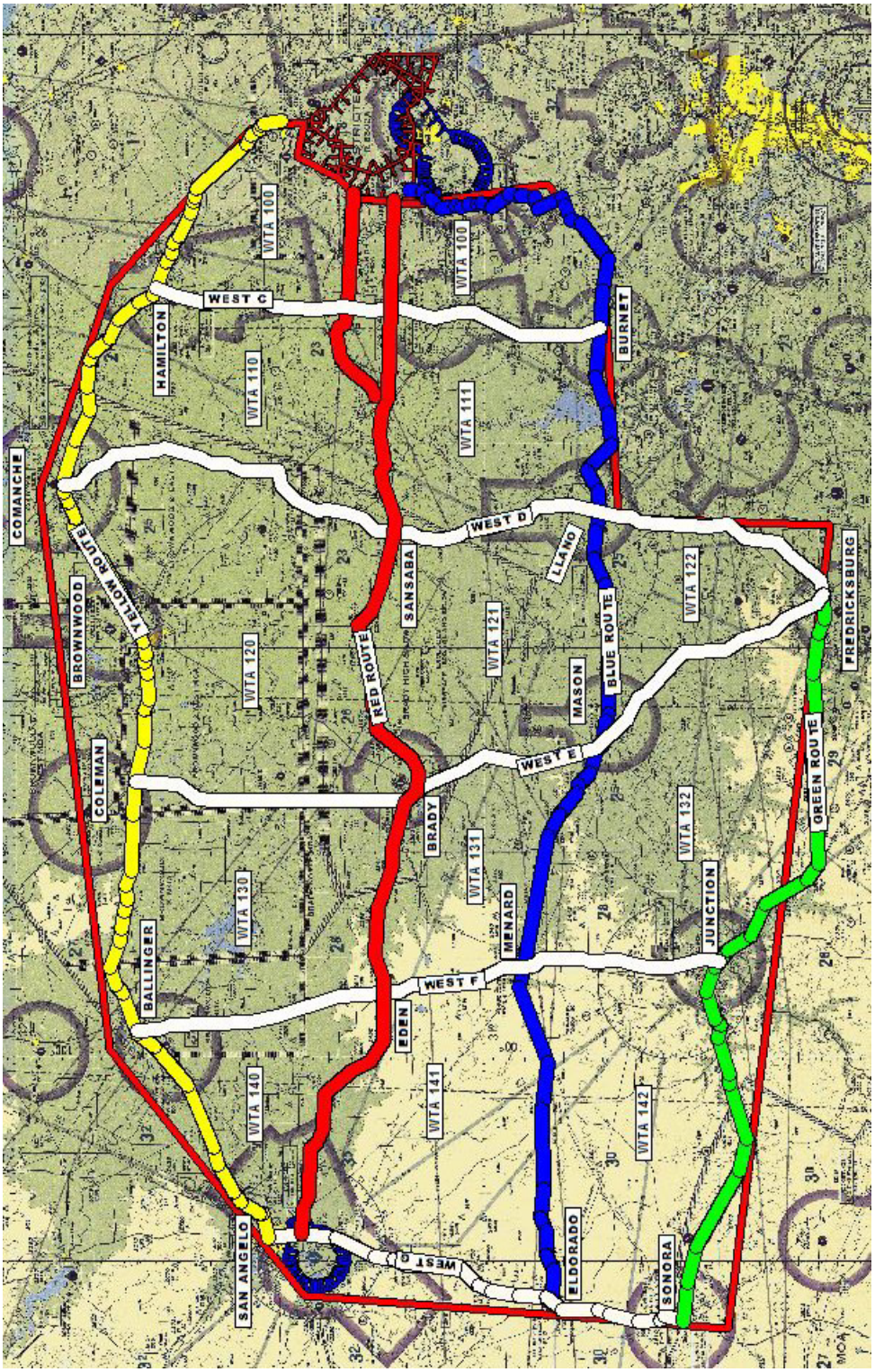


Figure 5-3. WTA Corridor Airspace Route Structure (CARS)

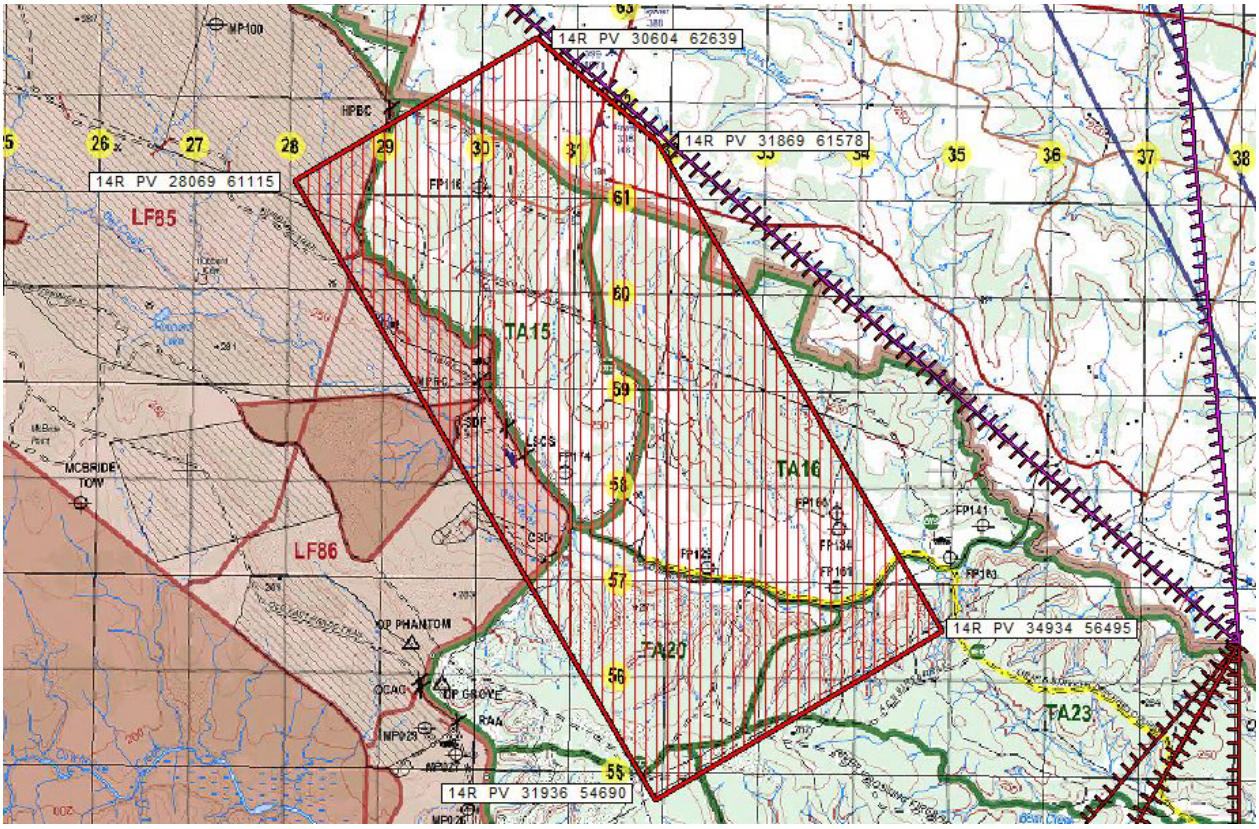


Figure 5-4, Landing Strip Cold Springs Restricted Operating Zone.

Table 5-7, Landing Strip Cold Springs UAS Restricted Operating Zone

Latitude / Longitude (Lat/Long)	Military Grid Reference System
31° 13’ 08.08”N 97° 36’ 53.52”W	14R PV 31936 54690
31° 16’ 38.28”N 97° 39’ 16.68”W	14R PV 28069 61115
31° 17’ 26.74”N 97° 37’ 40.11”W	14R PV 30604 62639
31° 16’ 51.78”N 97° 36’ 52.79”W	14R PV 31869 61578
31° 14’ 05.46”N 97° 34’ 59.36”W	14R PV 34934 56495

Surface to Scheduled mission altitude, See Figure 5-4

Legend:

N - north
lat – latitude
long – longitude
W – west
UAS – unmanned aircraft systems
LS – landing strip

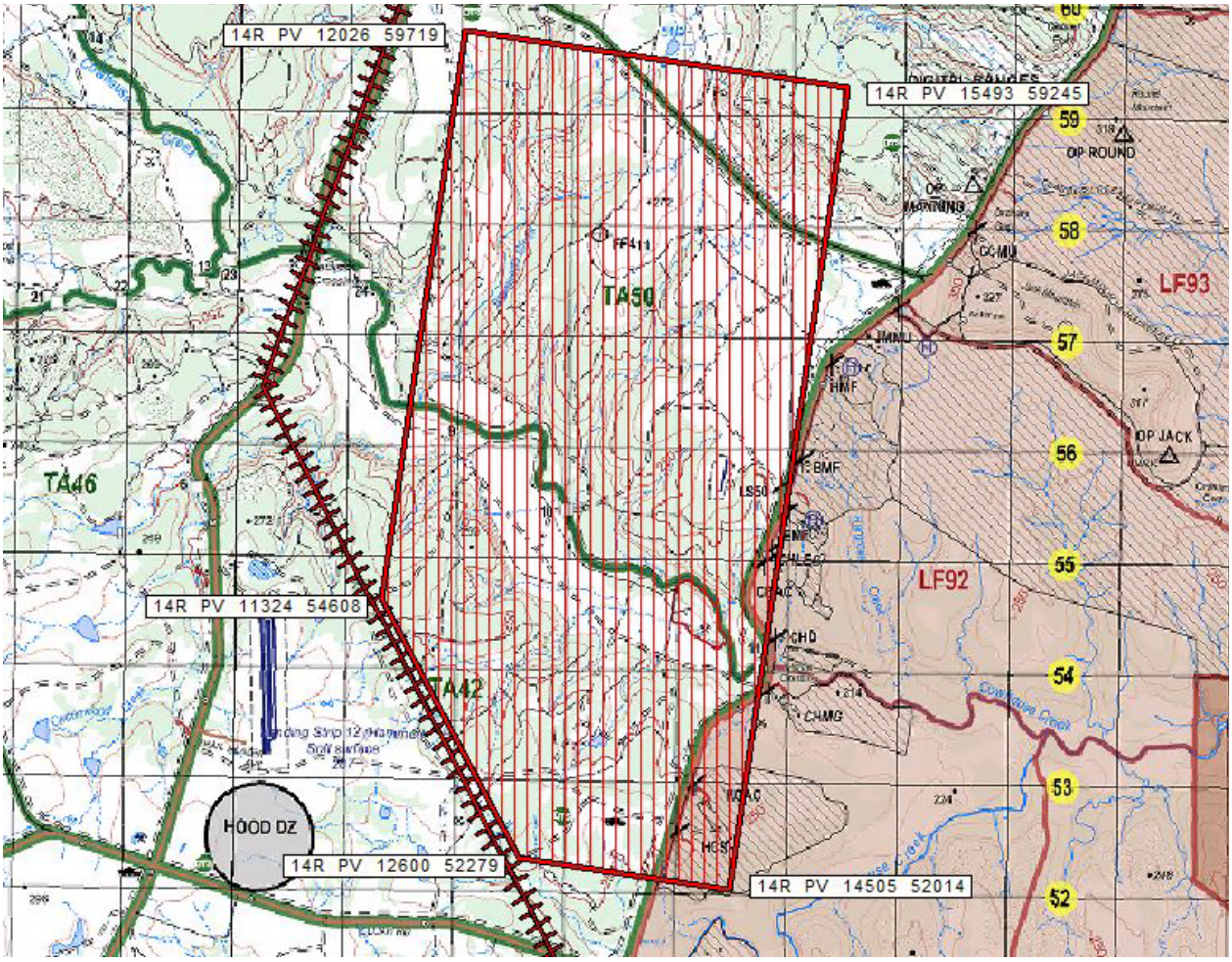


Figure 5-5, Landing Strip 50 Restricted Operating Zone

Table 5-8, Landing Strip 50 Restricted Operating Zone

Latitude / Longitude (Lat/Long)	Military Grid Reference System
31° 15’ 58.90”N 97° 49’ 23.84”W	14R PV 12026 59719
31° 15’ 42.28”N 97° 47’ 12.96”W	14R PV 15493 59245
31° 11’ 47.81”N 97° 47’ 53.28”W	14R PV 14505 52014
31° 11’ 57.08”N 97° 49’ 05.15”W	14R PV 12600 52279
31° 13’ 13.16’N 97° 49’ 52.42”W	14R PV 11324 54608

Surface to Scheduled mission altitude, See Figure 5-5

Legend:

N – north
lat – latitude
long – longitude
W – west
UAS – unmanned aircraft systems
LS – landing strip

Chapter 6

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

6-1. Weather definitions

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

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

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

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

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

6-2. Severe weather plans

a. Brigade Commanders will establish severe weather plans for their commands in accordance with this regulation.

b. Severe weather plans will include provisions for mooring and/or hangaring when predicted weather poses significant risk of damage to aircraft.

c. Division G3 Aviation will develop and maintain a severe weather evacuation plan for assigned aviation assets.

(1) The evacuation plan will direct aircraft to locations out of the path of severe weather.

(2) The Division severe weather plan will include decision points and triggers for launching and recovery of aviation assets.

(3) The Division CG or G3 is the decision authority for execution of the severe weather evacuation plan.

Table 6-1. Severe Weather Warning – High Risk

Note: Actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column

Warning	Action
1. Tornados 2. Severe Thunderstorms: Damaging wind 45 knots or greater and/or hail half Inch or more in diameter 3. Damaging surface wind not associated thunderstorms 45 knots or greater	* Recall/ground aircraft * Hangar and Moor aircraft * Secure equipment * Update IOC every 60 minutes until all aircraft and flight line with equipment is secure.
Aircraft Actions in Flight	
1. Aircraft operating within R-6302 and/or WTA. a. If associated weather warning conditions are not present, immediately return to RGAAF, YDAHP, or tactical field site. b. If associated weather warning conditions are present, the PC/AC will determine the best course of action and notify Phantom Radio of intentions. 2. Aircraft in the local flying area (outside of 1 above): upon receipt of a weather warning, the PC/AC will determine the best course of action and notify the command as soon as practicable. 3. Operating within the area of the warning: a. If associated weather warning conditions are not present, immediately return to RGAAF, YDAHP, or tactical field site. b. If associated weather warning conditions are present, the PC/AC will determine the best course of action and notify Phantom Radio of intentions. 4. If briefed and approved for Moderate Risk level, PCs/ACs may continue the briefed mission outside the area of the warning as long as they do not encounter weather conditions associated with the warning.	
Legend: IOC – Installation Operations Center RGAAF – Robert Gray Army Airfield WTA – Western Training Area	 PC – Pilot in Command YDAHP – Yoakum-Defrenn Army Heliport AC – Aircraft Commander

Table 6-2. Severe Weather Warning – Moderate Risk

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

Warning	Action

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

Table 6-3. Lightning Warning

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

Warning	Action
Lightning warning or observed lightning within 5 miles (8.05 kilometers)	* All aircraft refueling will cease * Commanders will take necessary action to protect personnel and equipment.

Aircraft Actions in Flight

1. PCs/ACs will determine the best course of action to prevent airborne lightning strikes.
2. PCs/ACs may continue the briefed mission outside the area of the warning as long as they do not encounter weather conditions associated with the warning.
3. Aircrews should avoid all known thunderstorms by at least 20 nautical miles (NM)

Legend:
PC – Pilot in Command
AC – Aircraft Commander
NM – Nautical Miles

Table 6-4. Weather Watches and Advisories

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

Actions for Severe Weather Watches and/or Advisories
1. Aviation operations may occur in areas covered by a weather watch or advisory however, commanders will establish recovery procedures in the event a warning is issued for the weather phenomena contained in the watch and/or advisory. 2. PCs will establish and maintain radio/telephone contact every 30 minutes or at intermediate stops with their unit flight operations.

Legend: PC – Pilot in Command

6-3. Aircraft Mooring and Hangaring Plan

a. Moor and/or hangar assigned and transient aircraft following the last flight of each day. Moor aircraft according to the operator's manual and Technical Manual (TM) 1-1500- 250-23, Aviation Unit and Aviation Intermediate Maintenance for General Tie-Down and Mooring on all Series Army Models, AH-64, UH-60, and CH-47 Helicopters. If commanders deem prescribed procedures inappropriate, submit requests for deviation through Division G3 Aviation to the Division Commanding General. "First-up" MEDEVAC aircraft do not need to be moored at the end of each flight unless a severe weather warning listed in Table 6-1 is in effect.

b. Priority for aircraft hangaring will be determined by the Commander. Individual units are responsible to establish an aircraft hangar plan which includes aircraft priorities.

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

d. Commanders will take reasonable precautions to protect aircraft which Remain Overnight (RON) away from installation airfields. In areas where mooring points are not available, commanders should consider hangaring aircraft. When possible, aircrews should plan to RON at airports which are able to provide mooring points and/or hangar space when traveling cross-country.

e. Commanders will include mooring or securing aircraft in a tactical environment in their unit Tactical Standing Operating procedures (TACSOPs). ARNG, Reserve Component (RC), mobilizing and visiting units will utilize available shelter to capacity, (i.e., the clamshells located on Longhorn and Shorthorn). If more space is needed units will contact III AC G-3 Air and coordinate for available hangar space across Ft. Cavazos.

Chapter 7

Aircraft Refuel procedures

7-1. Overview

Refuel aircraft according to the aircraft TM, Petroleum Supply Operations, Concepts and Equipment of Petroleum Operations and YDAHP and RGAAF Airfield Operation Manuals.

a. Follow ATC instructions when entering/exiting Rapid Refuel facilities.

b. Only authorized refueling personnel will operate the refueling pump override hand control, referred to as the “dead man” switch.

c. Refueling personnel will act as fireguards.

d. Non-refueling personnel will go to a marshaling area at least 50 ft (15.24 meters) away from the refueling aircraft as directed by refuel personnel.

e. Refuel personnel will be in possession of a Fort Cavazos fuel handler’s card when performing refuel operations.

7-2. Rapid Refuel Facility Procedures

Use rapid refueling for normal mission requirements. Operational times will be published in DOD FLIPs or NOTAMs. All communication with rapid refuel personnel will be via FM 41.50. Refuel personnel will adhere to facility/operational requirements prescribed by the airfield Rapid Refuel Facility SOP.

a. Pilot requirements for rapid refueling are: AH-64, CH-47, and UH-60: an aviator must be at the controls in each seat. For LUH-72 airframes a current, qualified aviator must be at the controls in the left seat.

b. During refueling, the pilot at the controls will:

(1) Monitor the ATC ground frequency and will not transmit except in an emergency. Conduct rapid refuel operations IAW the operator’s manual checklist.

(2) Aircraft departing YDAHP rapid refuel will visually clear traffic prior to moving onto taxiway C.

c. Refer to figures 7-1 for refueling area diagrams of YDAHP.

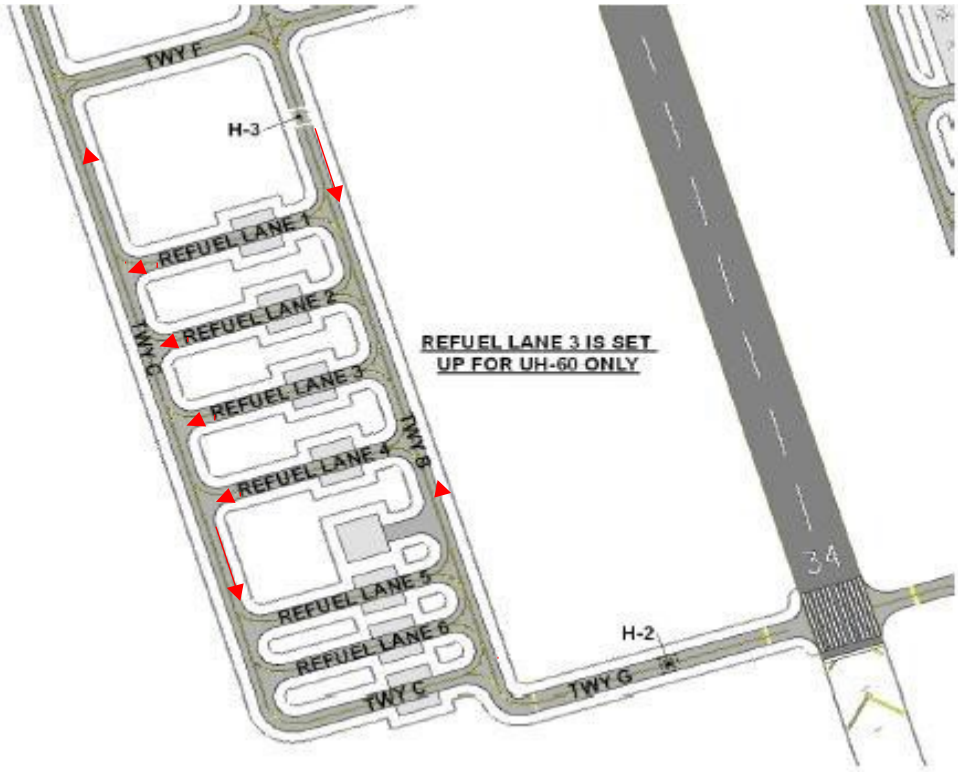


Figure 7-1. Yoakum-Defrenn Army Heliport (YDAHP) Rapid Refuel Facility

Chapter 8

Aviation Life Support

8-1. Aviation Life Support Equipment
Use Aviation Life Support Equipment IAW AR 95-1.

8-2. Protective clothing, uniform and equipment
a. Rotary wing and tactical fixed wing aircrews will wear clothing and equipment prescribed by AR 95-1 and FORSCOM Supplement to AR 95-1.

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

(1) Flight suits, identification tags, and leather boots.

(2) Helmets and survival vests are not required.

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

8-3. Survival equipment
a. Prior to conducting aircraft operations in environments uncommon to Fort Cavazos, such as desert, mountain, or cold weather, commanders will ensure aircrews are familiar with environmental conditions. Each aircraft will have survival equipment for the specific operational environment in which flight occurs.

b. Aircraft will be equipped with survival equipment IAW AR 95-1.

Appendix A
References

Section I. Required Publications

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

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

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

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

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

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

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

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

DoD and FAA Memorandum of Understanding for unmanned aircraft operations in the National Airspace System cited in Para. 5-27a

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

FC Regulation 115-1 Weather Support to III AC and Fort Cavazos cited in para 6-1a

FC Regulation 350-40 Range Operations Operating Procedures cited in para 5-18c

FC Regulation 385-12 III AC and Fort Cavazos Aviation Safety Program, cited in para 2-2a(1), 3-2a

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

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

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

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

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

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

TM 1-1500-250-23 Aviation Unit and Aviation Intermediate Maintenance for General Tie-Down and Mooring on all Series Army Models, AH-64, UH-60, CH-47, UH-1, OH-58 Helicopters, cited in para 6-3a

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

Section II. Related Publications

14CFR 91
Title 14, Code of Federal Regulations, Part 91

AR 25-400-2
The Army Records Information Management System (ARIMS)

AR 385-10
The Army Safety Program

AR 600-105
Aviation Service of Rated Army Officers

DA PAM 385-90
Army Aviation Accident Prevention Program

Section III. Prescribed forms

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

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

DD Form 1801 Flight Plan, cited in para 5-4a(1), 5-4a(2), 5-4b, 5-4b(3), 5-4c, 5-4e, 5-4f(2), 5-4f(3), 5-4f(4), 5-5a

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

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

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

Section IV. Referenced Forms

FC Form 1853
Distribution Scheme

DA Form 5484-R
Mission Schedule/Brief

Appendix B

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

Under the authority contained in 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I hereby grant the Department of the Army an exemption from 14CFR 91.209(a)(1) and (2) to the extent necessary to conduct certain night flight military training operations without lighted aircraft position lights, subject to the conditions and limits described below.

Conditions and Limitations

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

b. Safety Observers.

c. An airborne training operation –

(1) May be conducted in a flight of two or more helicopters with a dedicated observer on duty aboard each helicopter. The flight shall be conducted in such a manner as to enable the observers collectively to survey fully about the entire flight for nonparticipating aircraft; or

(2) Shall be escorted by a properly lighted aircraft serving as an observation platform dedicated to surveillance for nonparticipating aircraft.

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

e. When nonparticipating traffic is relevant, the pilot of each training flight aircraft shall light that aircraft's position lights and keep them lighted until the traffic is no longer relevant.

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

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

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

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

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

has been coordinated with the appropriate FAA region's Air Traffic Division and Flight Standards Division offices.

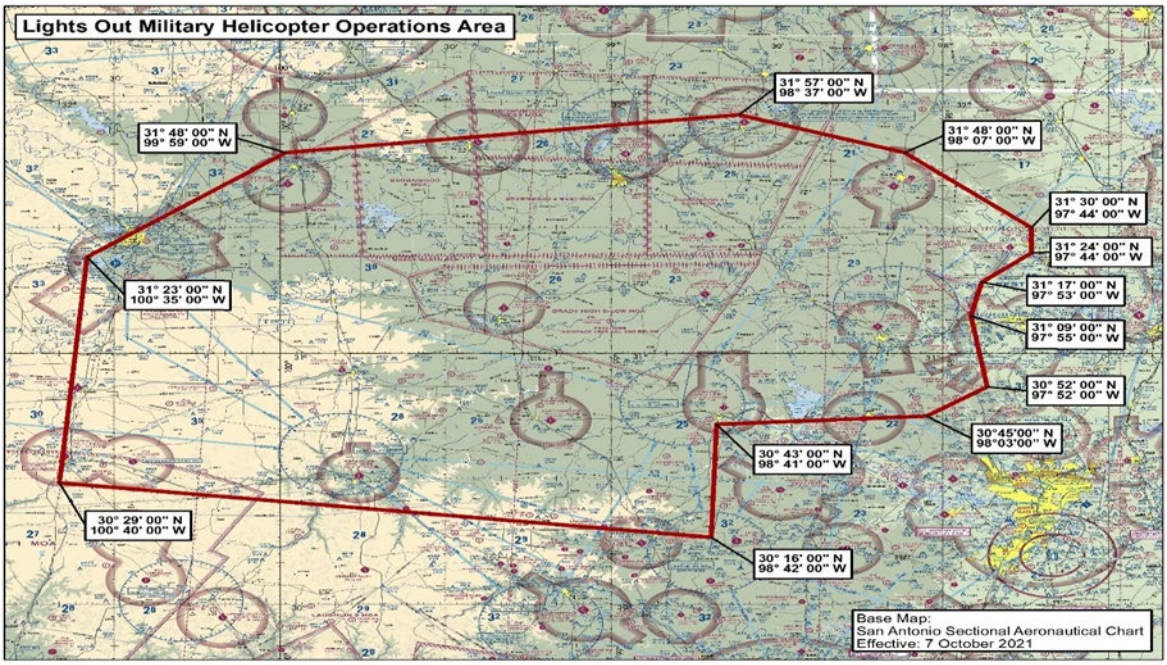
g. Notwithstanding paragraph 3 above, each operation must be conducted in accordance with 14CFR 91.119, Minimum safe altitudes: General.

h. Ground (airport/staging area) operations under this exemption may be conducted at locations where only the holder's aircraft involved in night vision flight training are operating, and suitable alternative measures for collision avoidance are instituted. The holder shall establish procedures for collision avoidance for its aircraft operating pursuant to this exemption, including observer aircraft. Each pilot who will conduct operations under this exemption must be thoroughly familiar with its provisions.

i. The holder shall advertise all currently approved training areas, and any subsequently approved training areas, to operators at all airports within 50 miles of the area for 60 days preceding their initial use.

j. The holder shall provide notice through the use of NOTAMs/Special Notices disseminated at least 72 hours in advance of scheduled exercises. The training airspace will be identified by name (if applicable) or by latitude/longitude. The NOTAMs will advise that, during the course of flight planning, potential users of the operational area will be

provided with information on the time and place of the proposed lights-out operations. The NOTAMs must be made available to civil users of the National Airspace system.



CENTRAL AND SOUTHWEST TEXAS

Effective. Continuous with NOTAM

The U.S. Army/National Guard conduct “lights out” tactical helicopter training. These operations are conducted day and night. The night operations are conducted without the use of exterior aircraft lights from the surface up to 500 FT AGL, outside four (4) nautical miles from any public-use airport, and with the boundaries depicted below.

Low Level, Lights out Military Helicopter Training Area

Boundaries. Beginning at lat. 31°24'00” N., long. 097°44'00” W. / North Fort Cavazos; to lat. 31°30'00” N., long. 097°44'00” W.; to lat. 31°48'00” N., long. 098°07'00” W.; to lat. 31°57'00” N., long. 098°37'00” W.; to lat. 31°48'00” N., long. 099°59'00” W.; to lat. 31°23'00” N., long. 100°35'00” W.; to lat. 30°29'00” N., long. 100°40'00” W.; to lat. 30°16'00” N., long. 098°42'00” W.; to lat. 30°43'00” N., long. 098°41'00” W.; to lat. 30°45'00” N., long. 098°03'00” W.; to lat. 30°52'00” N., long. 097°52'00” W.; to lat. 31°09'00” N., long. 097°55'00” W.; to lat. 31°17'00” N., long. 097°53'00” W.; to point of origin.

Altitudes. Surface to 500ft AGL.

Times of use. Activated by NOTAM at least 72 hours prior to scheduled exercise.

Controlling agency. N/A (class G airspace).

Using agency. US Army, Fort Cavazos, TX

Figure B-1. Military Helicopter Lights Out Training Area

Appendix C

Precautionary and Emergency Landing Information

Purpose

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

Background

a. It is important to understand that the term "precautionary landing" is a military term only. The FAA and civil aviation community do not use and seldom recognize the term “precautionary landing”. This fact has resulted in a misunderstanding of the terms by aviators at Fort Cavazos.

b. When communicating with a civil aviation agency and you declare a precautionary landing, you can normally expect them to sound confused and ask if you are declaring an emergency or exactly what assistance you are requiring. Military airfields normally cover these procedures and responses through SOPs and Letters Of Agreements (LOAs) between ATC, Safety, and the appropriate response agencies. Although most military airfields’ SOPs are similar, they are not all exactly the same. Following are the local Fort Cavazos, RGAAF, and YDAHP procedures.

Definitions

a. Emergency: An event for which an individual perceives that a response is essential to prevent or reduce injury or property damage according to AR 385-10, (The Army Safety Program). This is a condition or situation one level short of the “May-Day” call when a crash landing, damage or destruction to the aircraft, and injury or death to personnel is imminent.

b. Precautionary Landing (PL): A landing resulting from an unplanned event which makes continued flight inadvisable per AR 385-10.This compares to the International Civil Aviation Organization (ICAO)/FAA call of “Pan-Pan”.

What to declare

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

b. Precautionary Landings are declared when the aircrew perceives that the current situation is unlikely to cause damage to the aircraft or injury to person(s), nor is it likely that the situation will lead to damage or injury; however, further flight is inadvisable.

c. It is imperative that aircrews declaring a PL make every attempt to either report "down and safe" or "landing assured" to ATC. If the call cannot be made prior to loss of radio contact with ATC, the crew should attempt to notify ATC of their status by aircraft relay, guard frequencies, telephone, or using their survival radio as soon as possible. This will allow ATC to terminate the precautionary, saving resources, and manpower. If, in your judgment, you need assistance, do not hesitate to declare an emergency or a precautionary landing. When the situation is under control and assistance is no longer needed, please advise ATC.

Table C-1. Emergency agency action and responsibilities

Ag	Cond	Action
Crewmember	Emergency	To the extent that collateral and/or visible damage to the aircraft(s) has occurred, all crewmembers involved in the mishap are to recover onboard the MEDEVAC aircraft or ambulance at the scene. Continued flight is not authorized until the appropriate authority releases aircraft.
	Precautionary	Recognize the condition or situation under which further flight is no longer advisable (i.e. deteriorating weather, questionable reliability of the aircraft, chip-light, etc. Flight may continue as authorized by the commander.
ATC	Emergency	Acknowledge the emergency, get appropriate information, activate the crash alarm system, and dispatch appropriate emergency vehicles.
	Precautionary	Acknowledge the precautionary, get appropriate information, and request the aircraft call "down and safe" or "landing assured, no damage, no injury". Activate the crash alarm system with "All stations (airfield name) has a precautionary in progress". Once the aircraft is down and safe, ATC will terminate the precautionary. If the aircraft cannot be confirmed down and safe, ATC will dispatch all emergency vehicles.
Crash rescue, EMS, Lifesaver and MEDEVAC	Emergency	Acknowledge the emergency, get appropriate information and dispatch appropriate emergency vehicles. Be prepared to receive injury victims.
	Precautionary	Acknowledge the precautionary, get appropriate information, and place appropriate emergency response personnel in a high state of readiness.
Legend: ATC – Air Traffic Control MEDEVAC – Medical Evacuation EMS – Emergency Medical Service		Note: *As seen in the* above textual descriptions, the major difference in response between an emergency and a precautionary is dispatching all appropriate vehicles verses placing the appropriate personnel in a high state of readiness

Appendix D

Fort Cavazos Aviation Pre-Accident and Crash Rescue Plan

D-1 General This appendix prescribes procedures and establishes responsibilities for a quick, systematic rescue effort, at the installation level, when an aircraft emergency or accident occurs on or near the Fort Cavazos military reservation and airfields. This appendix does not prescribe unit level procedures nor does it preclude the regulatory requirement for a unit level pre-accident plan or post-accident notification process. This guide also pertains to ground accidents when the severity requires response by EMS or other agencies.

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

D 1-2 Who to Call Any person observing or receiving a report of an aircraft emergency or accident will notify:

- RGAAF Base Operations at (254) 288-9200/9209.
- Installation Operations Center toll free at 1-800-531-4654 or collect; or long distance at (254) 287- 2506/2520.
- Dial 911.
- Range Operations at (254)287-3130/3321
- Any civilian or military air traffic control facility. These agencies will immediately contact RGAAF Tower or RGAAF Base Operations to activate the Primary Crash Alarm System (PCAS).

D 1-3 What to Report Any person observing or receiving a report of an aircraft emergency or accident will report:
Location.

- Aircraft type and identification, if known.
- Description of damage, if fire is involved, and severity of injuries.
- Accessibility to aircraft's location by ground vehicle.
- Name, rank, organization, location, and telephone number, or aircraft call sign of the individual reporting the accident.
- Other known agencies notified or proceeding to the site.

D 1-4 Security Aircraft Wreckage may contain hazardous materials or ammunition on board which could present a hazard to personnel.

- Personnel not engaged in crash rescue operations will remain clear of the crash area.
- Anyone desiring entry into the crash area must receive a clearance from the accident investigation board by coordinating with the III AC Safety Director or the Directorate of Aviation Operations/Aviation Safety Officer.
- Do not move or disturb wreckage except to facilitate the removal of injured

personnel or wreckage to alleviate another emergency.

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

D 1-5 Release of Information No one will release any information or notify the next of kin without prior coordination with the III AC Adjutant General and the Public Affairs Office.

D-2 Primary Crash Alarm System (PCAS).

General. Units listed in this plan will ensure personnel are familiar with their responsibilities and are properly trained on all aspects of crash rescue operations, including the health hazards associated with a crash site and the proper PPE required to enter the site.

- Post this plan and any necessary local area maps near the designated agency telephone.
- The PCAS consists solely of those agencies involved in life saving and minimizing injury or property damage.
- The appropriate airfield control tower will activate the PCAS when a pilot declares an emergency, or an aircraft accident is observed or reported, giving full details of the emergency or accident and assistance needed.
- If a PCAS agency cannot be reached by closed circuit, the control tower will call the agency by telephone.
- RGAAF and YDAHP airfield control towers will test the system daily.
- Personnel making notification of an aircraft accident will be instructed to:

(a) Keep personnel away from the scene for their own safety due to pyrotechnic and composite material hazards

(b) Render first aid, if possible

(c) Secure and control the accident site to the best of their ability

(d) Refrain from answering media questions; politely refer all questions to the Public Affairs Officer

(e) Remain at the accident site until properly relieved.

D 2-1 Responsibilities RGAAF

Base Operations will:

- Notify the appropriate control tower when a report of an aircraft emergency or accident is received.
- Be the point of contact for the collection and dissemination of accident/response data.
- Contact the III AC Installation Operations Center via the Secondary Crash Alarm System.
- Notify the 3d Combat Weather Squadron forecaster and obtain a weather observation from the date/time of the accident.

RGAAF or YDAHP Tower will:

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

- Ensure the runway or airfield is closed, as appropriate, until the emergency is terminated, the aircraft is removed, and a Foreign Object Damage (FOD) check is complete.
- Notify Gray Approach Control of the situation and airfield status.

Aircraft Fire and Crash Rescue will:

- Respond immediately to the alarm for accidents within their response area as directed by the installation fire chief.
- Assume command of the incident site until terminated or released to the appropriate Aviation Safety Officer.
- Notify the appropriate agency when MEDEVAC and/or LIFEFLIGHT is required.
- Advise Airfield Management/RGAAF Base Operations if dangerous or hazardous cargo warrants the presence of specialists (for example, ordnance officer, chemical officer, radiation protection officer).
- Notify ATC when the emergency has terminated.

Emergency Medical Service will:

- Respond immediately to the alarm if the accident is within the local area, or notify the appropriate control tower and request assistance from local agencies if an ambulance is unable to respond to the emergency. Notify appropriate agencies when MEDEVAC/LIFEFLIGHT is required.
- Request assistance from the staff physician in the emergency room to dispatch local medical personnel/equipment as needed.
- Transport personnel to the appropriate medical facility for treatment or samples.

Military Aeromedical Evacuation (if applicable) and/or Fee for Service Medevac will:

- Respond immediately to the alarm for accidents in the local flying area, or notify the appropriate control tower. If an aircraft is unable to respond they will request assistance from other agencies.
- Radio preliminary report of crash site and map coordinates to the appropriate control tower or Phantom Radio to aid ground rescue operations.
- Transport injured personnel to the appropriate medical facility.

Range Operations will:

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

The Directorate of Emergency Services (DES) will:

- Notify appropriate agencies when MEDEVAC/LIFEFLIGHT is required.
- Provide crowd control assistance upon request.
- Dispatch a radio-equipped vehicle to aircraft accident sites along with adequate personnel to provide security until the aviation unit is able to provide security.
- Coordinate with civil law enforcement agencies to obtain assistance for guarding off-post aircraft accident sites.

Secondary Crash Alarm System

D-3 General The secondary crash alarm system is composed of those units which require notification and may be involved in performing support missions during and after the aircraft emergency or accident.

D 3-1 Responsibilities

The Installation Operations Center will sequentially notify the following:

- III AC Safety Director.
- Owning unit Commander.
- Garrison Commander
- III AC Command Group.
- III AC Adjutant General Casualty Branch.
- III AC Public Affairs Office.
- Crisis Reaction Battalion/Squadron (CRB) to secure crash site pending relief by the owning unit.
- III AC Air Force Air Mobility Liaison Office if the mishap involves a U.S. Air Force aircraft.
- Range Operations
- Installation Industrial Hygiene for a site survey.

The owning unit Commander or Aviation Safety Officer will:

- Provide the Airfield Safety Officer or III AC Aviation Safety Manager with information from the DA FORM 7305 (Worksheet for telephonic notification of aviation accident/incident) immediately. All information is desired but will not delay notification.
- Assume command of the accident site after the fire chief and Airfield Safety Officer/III AC Safety Director releases it.
- Provide guards to secure the site and preserve evidence and control access.
- Secure all aircraft records and crewmember flight records and equipment.
- Recover the aircraft after its release by the accident investigation board.
- Be prepared to brief the Installation Commander, within 48 hours, on all Class A accidents.
- Provide resources and assistance to the accident board as necessary.

The Airfield Safety Officer or III AC Aviation Safety Manager will:

- Notify the United States Army Combat Readiness Center and FORSCOM according to AR 385-10 and FORSCOM Regulation 385-1.
- Proceed to the accident scene get information necessary to notify secondary crash alarm units and assist and advise the site commander.
- Notify, or request Installation Operations Center notify selected Secondary Crash Alarm agencies.
- Establish the aircraft accident investigation board according to AR 385-10.
- If required, notify the FAA according to AR 95-30 (Participation In a Military or Civil Aircraft Accident Safety Investigation).

The III AC Surgeon is the point of contact for medical information regarding injured or

deceased personnel. The Surgeon will delegate a flight surgeon to serve on an accident investigation board as required.

The Flight Surgeon On Call (FSOC) is responsible to serve as the initial Medical Mishap Officer (MMO) and will facilitate appropriate services and to begin the flight surgeon investigation process to include toxicology. They will maintain these duties until relieved by the mishap board appointed MMO or unit FS/APA.

The DAO Safety Officer will respond (if available) to emergencies or accidents to provide technical assistance, and serve on accident investigation boards, as required.

Phantom Radio will:

- Notify Range Operations to cease-fire if the accident is near the impact area or firing operations.
- Advise aircraft to maintain one kilometer from or 3,000 ft MSL above the accident site, except for accident site support aircraft.

The Public Affairs Office will proceed to the accident site to coordinate with and escort news media representatives to the aircraft accident site.

The Adjutant General Casualty Services Branch will:

- Initiate notification of next-of-kin and other related actions in accordance with AR 600-8-1 (Army Casualty Operation, Assistance, Insurance).
- Provide a copy of reports to the accident investigation board.

The Photographic Laboratory will:

- Provide photo CD ROM and photo prints to the accident investigation board president within one duty day of the accident.
- The photographer will document the accident site as directed by the ASO in charge.

The Directorate of Public Works will coordinate engineer support, which may include construction of access roads to the accident site, clearing, earth moving, digging, and environmental evaluations. The Air Force Air Mobility Liaison Office will notify the appropriate individuals in the event that the mishap involves a U.S. Air Force aircraft and will serve as the US Army-US Air Force liaison throughout the accident investigation.

Air Traffic Control will:

- Secure the control tower, flight following, and Army Radar Approach Control voice and data tapes.
- Provide a transcript to the accident investigation board president (if requested).
- Request a Temporary Flight Restriction over the accident site until advised that is no longer necessary

The Staff Judge Advocate Claims Office will:

- Dispatch a claims officer to the aircraft accident scene to obtain information on damage to civilian property.
- Provide the aircraft accident investigation board with property damage cost for

completing aircraft accident report.

The 3d Combat Weather Squadron will:

- Take a special weather observation IAW AFMAN15-129 volume 2, Air and Space Weather Operations-- Exploitation.
- Save all applicable and available weather data IAW AFMAN15-129 Volume 2, Air and Space Weather Operations—Exploitation.
- If weather is a suspected or known factor, provide a qualified weather forecaster as a member of the aircraft accident investigation board.

The Logistics Assistance Office will provide technical assistance to the aircraft accident investigation board, as required.

The III AC Engineers will:

- Provide supervision for topographic products and survey support.
- Get maps and charts for use in navigation and crash site location.
- Direct tasking of engineer units that possess survey teams and Global Positioning System receivers, and nuclear dosimeters, conventional survey equipment, and heavy cranes or required recovery equipment.

The Fort Cavazos Industrial Hygiene section will:

- Respond to accidents involving aircraft containing advanced composite materials or hazardous waste clean-up to determine if individual protective equipment is required.
- Recommend suitable protection equipment for the operation.
- Conduct sampling operations as dictated by the aircraft recovery operations.

The Installation Radiation Protection Officer will:

- Survey the accident site for radioactive aircraft components and parts.
- Provide or arrange for cleanup of all radioactive waste at the accident site.

*****Fort Cavazos is currently using fee for service MEDEVAC services. A request for MEDEVAC may be sent through Range Operations on the appropriate frequency or telephonically. You may also request MEDEVAC by dialing 911. DES maintains MEDEVAC launch authority.***

Appendix E

Restricted Airspace description

The Fort Cavazos restricted airspace consists of R6302A, R6302B, R6302C, R6302D and R6302E.

R-6302A Fort Cavazos,

TX Boundaries.

Beginning at

lat. 31°09'01"N, long. 97°45'01"W; to lat. 31°10'01"N, long. 97°48'01"W; to lat. 31°14'15"N, long. 97°50'33"W; to lat. 31°18'25"N, long. 97°48'48"W; to lat. 31°18'23"N, long. 97°45'43"W; to lat. 31°20'00"N, long. 97°45'23"W; to lat. 31°22'09"N, long. 97°43'27"W; to lat. 31°22'08"N, long. 97°41'56"W; to lat. 31°21'01"N, long. 97°41'01"W; to lat. 31°20'01"N, long. 97°41'01"W; to lat. 31°14'01"N, long. 97°33'01"W; to lat. 31°08'01"N, long. 97°37'01"W; to lat. 31°08'01"N, long. 97°39'01"W; to lat. 31°10'01"N, long. 97°41'01"W; to lat. 31°09'01"N, long. 97°43'31"W; to the point of beginning.

Designated altitudes: Surface to 9.2km (Surface to but not including 30,000 feet) MSL

Designated times of use: Continuous

R-6302B Fort Cavazos,

TX Boundaries.

Beginning at

lat. 31°14'01"N, long. 97°33'01"W; to lat. 31°06'01"N, long. 97°33'01"W; to lat. 31°08'01"N, long. 97°39'01"W; to lat. 31°08'01"N, long. 97°37'01"W; to the point of beginning

Designated altitudes. Surface to 3.4km (11,000 ft) MSL

Designated times of use: 1800-0600 local time, Monday-Saturday; other times by NOTAM

R-6302C Fort Cavazos,

TX Boundaries.

Beginning at

lat. 31°09'01"N, long. 97°45'01"W; to lat. 31°09'01"N, long. 97°55'01"W; to lat. 31°16'01"N, long. 97°54'01"W; to lat. 31°19'01"N, long. 97°51'01"W; to lat. 31°18'25"N, long. 97°48'48"W; to lat. 31°14'15"N, long. 97°50'33"W; to lat. 31°10'01"N, long. 97°48'01"W; to the point of the beginning

Designated altitudes. Surface to 9.2km (Surface to but not including 30,000 ft) MSL

Designated times of use: 0700-1900 local time, Monday-Friday; other times by NOTAM

R-6302D Fort Cavazos,

TX Boundaries.

Beginning at

lat. 31°18'25"N, long. 97°48'48"W; to lat. 31°19'01"N, long. 97°51'01"W; to lat. 31°24'01"N, long. 97°48'01"W; to lat. 31°23'01"N, long. 97°43'01"W; to lat. 31°22'08"N, long. 97°41'56"W; to lat. 31°22'09"N, long. 97°43'27"W; to lat. 31°20'00"N, long. 97°45'23"W; to lat. 31°18'23"N, long. 97°45'43"W; to the point of the beginning

Designated altitudes. Surface to 9.2km (Surface to but not including 30,000 ft) MSL

Designated times of use: 0700-1900 local time, Monday-Friday; other times by NOTAM

R-6302E Fort Cavazos,

TX Boundaries.

Beginning at

lat. 31°22'08"N, long. 97°41'56"W; to lat. 31°21'01"N, long. 97°41'01"W; to lat. 31°20'01"N, long. 97°41'01"W; to lat. 31°14'01"N, long. 97°33'01"W; to lat. 31°08'01"N, long. 97°39'01"W; to lat. 31°10'01"N, long. 97°41'01"W; to lat. 31°09'01"N, long. 97°43'01"W; to lat. 31°09'01"N, long. 97°45'01"W; to lat. 31°10'01"N, long. 97°48'01"W; to lat. 31°14'15"N, long. 97°50'33"W; to

lat. 31°18'25"N, long. 97°48'48"W; to lat. 31°18'23"N, long. 97°45'43"W; to lat. 31°20'00"N, long. 97°45'23"W; to lat. 31°22'09"N, long. 97°43'27"W; to the point of beginning

Designated altitudes. 9.2km (30,000 ft) MSL to 13.7km (45,000 ft) MSL

Designated times of use: By NOTAM 48 hours in advance

Legend:

ft – foot/feet	km – kilometers	lat – latitude
long – longitude	MSL – mean sea level	N – north
NOTAM – notice to airmen	R – restricted area	TX – Texas
W – West		

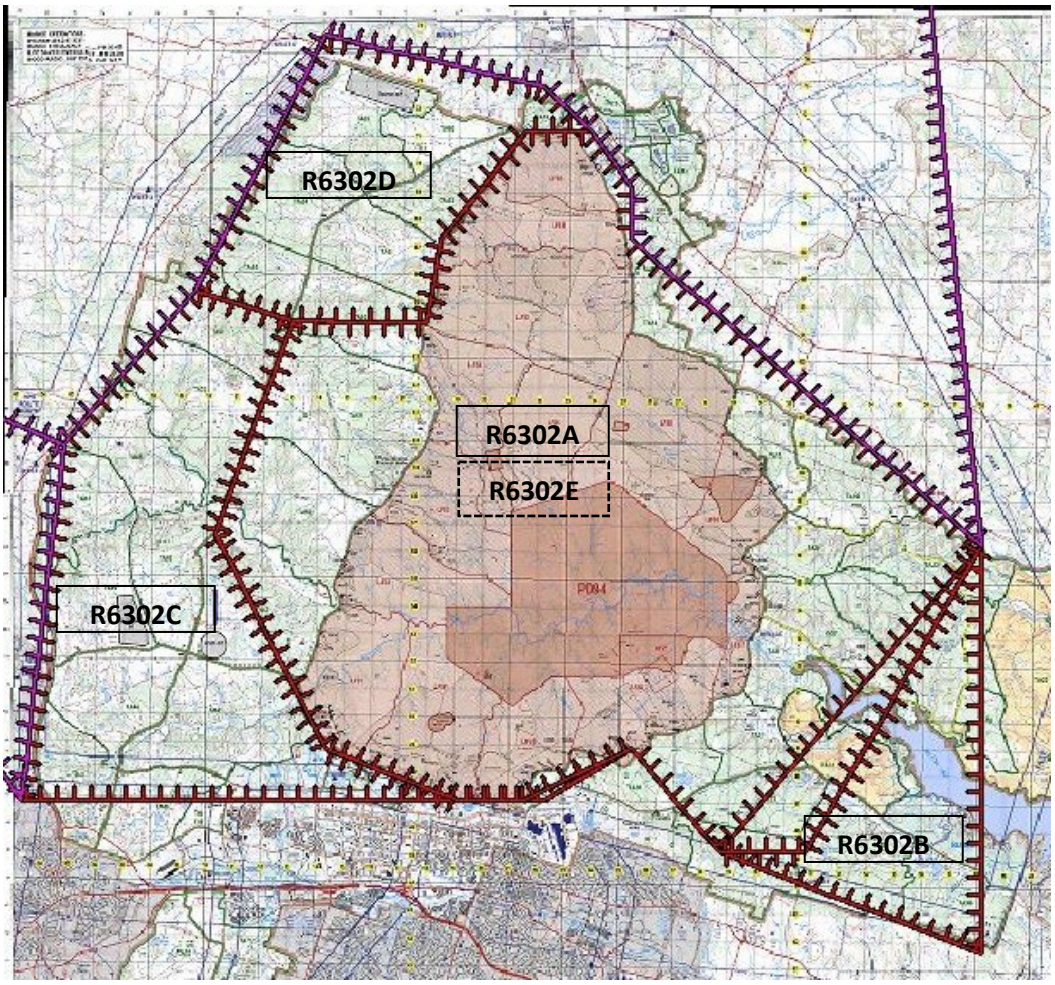


Figure E-1. Fort Cavazos Restricted Airspace R6302

Appendix F
Small Unmanned Aircraft Systems (sUAS) Restricted Operating Zone(s) (ROZ)

F-1. sUAS (to include SBS UAS) ROZ(s), may be established for specified operational missions or requirements.

F-2. Once a ROZ is established, a NOTAM will be published IAW FC95-1.

F-3. Not all of Fort Cavazos's TAs are within the Fort Cavazos SUA. sUAS ROZs will not be established outside of active restricted airspace.

F-4. ROZ not required for operations solely within the live fire area.

F-5. Table F-1 list sUAS TA ROZs with flight restrictions.

F-6. 24 hour, multi-day sUAS ROZ NOTAMs may be submitted for the duration of unit FTX, CPX, etc., however the ROZ will only be activated when the unit notifies range operations 30 minutes prior to sUAS aircraft launch. Upon landing of the last sUAS aircraft, the unit will again notify range operations to deactivate the ROZ. IAW FC 350-40, units are required to contact range operations 30 minutes prior to their first mission (first flight), maintain contact with range operations for the duration of the mission, notify range operations upon the completion of the last mission (last flight), and continuously monitor the air-to-air frequency for the location of the ROZ (see table 5-3 for individual TA frequencies). Range Operations will notify Phantom Radio of ROZ status.

Table F-1. Small Unmanned Aircraft Systems (sUAS) training area (TA) restricted operating zone(s) (ROZ[s])

TA/ROZ	Flight Restrictions and/or Route Closures
TA 8	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 10	No sUAS allowed
TA 11	No sUAS allowed
TA 12	No sUAS allowed
TA 13	No sUAS allowed
TA 14	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 15	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 16	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 20	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 21	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM and that area outside of active restricted airspace
TA 22	Excludes that area outside of active restricted airspace
TA 23	Excludes that area outside of active restricted airspace
TA 24	No sUAS allowed

TA 25	No sUAS allowed
TA 30	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM and that area outside of active restricted airspace
TA 31	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 32	Excludes that area outside of active restricted airspace
TA 33	Excludes that area outside of active restricted airspace
TA 34	No sUAS allowed
TA 35	No sUAS allowed
TA 36	No sUAS allowed
TA 40	No sUAS allowed
TA 41	No sUAS allowed
TA 42	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM and that area outside of restricted area R-6302A
TA 43	No sUAS allowed
TA 44	No sUAS allowed
TA 45	No sUAS allowed
TA 46	No sUAS allowed
TA 47	No sUAS allowed
TA 48	No sUAS allowed
TA 50	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 51	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 52	No sUAS allowed
TA 53	No sUAS allowed
TA 60	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 61	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 62	Excludes that area within 500 meters of the redline unless otherwise stated in the NOTAM
TA 63	No restrictions
TA 64	No restrictions
TA 65	No restrictions
TA 66	No restrictions
TA 70 – TA 75	No sUAS allowed
TA 110 – TA 112	No sUAS allowed

Note: All sUAS ROZ(s) have the same geographical boundary as the associated TA and start at the surface and extend upward to, not to exceed, 2,500 AGL (3,500 MSL) or as indicated in the NOTAM.

Legend:

NOTAM – notice to airmen
sUAS – Small unmanned aircraft system
TA – training area
ROZ – restricted operating zone

Appendix G

Table G-1. Contact Numbers

Entity	Telephone Number	Radio Frequency
Range Operations	254-287-3321/3130	FM 30.45
Phantom Radio	254-288-9111	UHF 357.5 VHF 141.175
IOC	800-531-4654 254-287-2506/2520	
Robert Gray Base Operations	254-288-9200/9209	
Robert Gray Base Ops FAX	254-288-1930	
Killeen Municipal Terminal Operations	254-501-8750	
RGAAF Weather Station	254-288-9400/9620	
ITAM	254-288-0491	
AT&A Officer	254-288-1424 800-841-5792	

Glossary

Section I. Abbreviations

AC
Aircraft Commander

AC S&R
Aircraft Crash, Search, and Rescue

AGL
Above Ground Level

AIS-R
Automated Information System, Replacement

AKO
Army Knowledge Online

AMOS
Automated Meteorological Observing System

AOC
Aircrew Orientation Course

APU
Auxiliary Power Unit

AR
Army Regulation

ARAC
Army Radar Approach Control

ARMS
Aviation Resource Management Survey

ARNG
Army National Guard

ASO
Aviation Safety Officer

ASSB
Aviation Safety and Standardization Bulletins

AT&A

Air Traffic and Airspace

ATC
Air Traffic Control

ATM
Aircrew Training Manual

ATNAVICS
Air Traffic Navigation, Integration and Coordination System

ATP
Army Techniques Publication

ATTN
Attention

AUX
Auxiliary

AWOS
Automated Weather Observing System

BLORA
Belton Lake Outdoor Recreation Area

CARS
Corridor Air Route Structure

CE
Crew Chiefs

CFR
Code of Federal Regulations

CH
Cargo Helicopter

CHUM
Chart Update Manual

CCW
Counterclockwise

CRB
Crisis Reaction Battalion/Squadron

CRD
Community Recreation Division

CTAF
Common Traffic Advisory Frequency

CW
Clockwise

DA
Department of the Army

DAO
Directorate of Aviation Operations

CRDAMC
Carl R. Darnall Army Medical Center

DCA
Directorate of Community Activities

DES
Department of Emergency Services

DOD
Department of Defense

DODD
Department of Defense Directive

DPTMS
Directorate of Plans, Training, Mobilization, and Security

DZ
Drop Zone

EGI
Embedded GPS Inertial

EMS
Emergency Medical Service

EVAC
Evacuation

FAA
Federal Aviation Administration

FARP
Forward Arming and Refueling Point

FARP-E
Forward Arming and Refueling Point – East

FARP-W
Forward Arming and Refueling Point – West

FC
Fort Cavazos

FCFSSC
Fort Cavazos Flight Safety and Standardization Committee

FHMC
Flight Hazards Map Coordinator

FLIP
Flight Information Publication

FM
Frequency Modulated

FOD
Foreign Object Damage

FORSCOM
United States Army Forces Command

FCRTA
Fort Cavazos Reservation Training Area

FT CAVAZOS MIM
Fort Cavazos Military Installation Map

FT
Feet

GPS
Global Positioning System

GRK
Three letter FAA identifier for Robert Gray AAF

YDAHP

Yoakum-Defrenn Army Heliport

HIRTA
High Intensity Radio Transmission Area

HLR
Three letter FAA identifier for Yoakum-Defrenn AAF

HQ
Headquarters

PR
Phantom Radio

HWY
Highway

IAW
In Accordance With

ICAO
International Civil Aviation Organization

IE
Instrument Examiner

IFR
Instrument Flight Rules

ILAN
Installation Local Area Network

IIMC
Inadvertent Instrument Meteorological Conditions

IO
Instructor Operator

IOC
Installation Operations Center

INS
Inertial Navigation System

IP
Instructor Pilot

JOGAIR
Joint Operations Graphic (Air)

KGRK
ICAO identifier for Robert Gray Army Airfield

KHLR
ICAO identifier for Yoakum-Defrenn Army Heliport

LAO
Local Area Orientation

LAT
Latitude

LFA
Live Fire Area

LOA
Letters of Agreement

LONG
Longitude

LS
Landing Strip

LSCS
Landing Strip Cold Springs

LZ
Landing Zone

MATES
Mobilization and Training Equipment Site

ME
Maintenance Evaluator

MEDEVAC
Medical Evacuation

MGRS
Military Grid Reference System

MHz
Megahertz

MOC
Maintenance Operational Checks

MTP
Maintenance Test Pilot

MSC
Major Subordinate Command

MSL
Mean Sea Level

MTF
Maintenance Test Flight

N
North

NCM
Non-rated crewmember

NDB
Non-Directional Radio Beacon

NFC
North Fort Cavazos

NLT
No Later Than

NOTAM
Notice to Air Missions

NVD
Night Vision Device

OHR
Operational Hazard Report

OPS
Operations

OSA
Operational Support Airlift

PC

Pilot-in-Command

PCAS
Primary Crash Alarm System

PL
Precautionary Landing

POC
Point of Contact

POI
Program of Instruction

PPR
Prior Permission Required

PT
Physical Training

PV
100,000 meter Military Grid Reference System identifier

R
Range Helipad

RC
Reserve Component

RCM
Rated Aircrew Member

RFMSS
Range Facility Management Support System

RGAAF
Robert Gray Army Airfield

RL
Readiness Level

RON
Remain Over Night

ROZ
Restricted Operation Zone

SAR
Search and Rescue

SBS
Soldier Borne Sensor

SGS
Secretary of the General Staff

SI
Standardization Instructor

SO
Standardization Operator

SOP
Standing Operating Procedure

SM
Statute Mile

SP
Standardization Pilot

sUAS
Small Unmanned Aircraft System

SVFR
Special Visual Flight Rules

TA
Training Area

TACSOP
Tactical Standing Operating Procedure

TC
Training Circular

TERPS
Terminal Instrument Procedures

TFPS
Transportable Flight Proficiency Simulator

TM
Technical Manual

TOC
Tactical Operations Center

TX
Texas

UAS
Unmanned Aircraft Systems

UFC
Unified Facilities Criteria

UH
Utility Helicopter

UHF
Ultra High Frequency

UNICOM
Universal Communication

US
United States

UT/E
Unit Trainer / Evaluator

VFR
Visual Flight Rules

Vh
Maximum Torque Airspeed

VHF
Very High Frequency

VIP
Very Important Person

VMC
Visual Meteorological Conditions

VOR
VHF Omni-Directional Range

W

West

WFC
West Fort Cavazos

WTA
Western Training Area

WWA
Weather Watch, Warning, and Advisory

XO
Executive Officer

Section II.
TERMS

Acceptance flight
A flight made to accept a contractor-produced aircraft or one on which a contractor or Army Depot has performed maintenance or contract modification before return to the operational inventory. It can also be a flight made by the receiving unit upon transfer of aircraft between components and units.

Active Duty Guard and Reserve
Guard members and Reservists on full-time active duty for periods of 180 days or more to provide full-time support to the Reserve Components.

Aerobatic flight
Intentional maneuvers involving an abrupt change in an aircraft's altitude, abnormal attitude, or abnormal acceleration not needed for normal flight. These flights do not include a maneuver that conforms to the helicopter flight manual such as combat maneuvering or a tactical or training maneuver when part of an approved training exercise.

Aircraft
Title 49 of the United States Code (49 USC) § 40102 defines an aircraft as any contrivance invented, used, or designed to navigate, or fly in, the air. Code of Federal Regulation, Title 14 (14 CFR) § 1.1 defines an aircraft as a device that is used or intended to be used for flight in the air.

Aircrew duty
Any duty related to the operation of an aircraft and defined by the duty symbols of paragraph 2–6*a*.

Aircrew training manual
A publication that contains approved aircrew training task for individual, tactical, mission, maintenance, instructor, and leader tasks.

Aircrew training program
Training program used by U.S. Army aviation units designed to ensure standardized training and evaluation requirements.

Airland
Move by air and disembark, or unload, after the aircraft has landed or while an aircraft is hovering. An airland operation includes infiltration/exfiltration techniques which do not require additional special equipment for either the aircraft or the passenger including, but not limited to, parachutes, ladders, hoists, SPIES/FRIES, and amphibious operations.

Airplane
An engine-driven FW aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings.

Alleged violations
Those infractions of applicable FAA, ICAO, and host country flight regulations that create an unsafe condition or result in an incident or accident.

Armed Forces
The Army, Navy, Air Force, Marine Corps, and Coast Guard, including their ACs, RCs, and members serving without component status.

Army aviation disaster, search, and rescue unit
A temporarily organized unit employed during an emergency. The unit equips, supplies, safeguards, maintains, and operates Army aircraft during a disaster, air search, or rescue.

Army aviation flight standardization
Includes all aspects of the ATP and aviator cockpit performance, aircrew teamwork, tactics, maintenance, and safety. Standardization achieved through the publications and training of standardized literature, a disciplined instructor pilot/operator force, written test, flight checks, and command involvement and supervision of the ATP.

Army aviation standardization
The use of uniform established procedures and techniques to attain a high level of readiness and professionalism in operation and employment of Army aircraft.

Army aviator
An aeronautical designation awarded to members of the U.S. Army by the SECARMY or designated officers.

Army National Guard
That part of the organized militia of the several states and territories, Puerto Rico, and the District of Columbia, active and inactive, that is a land force; is trained, and his its officers appointed, under the sixteenth clause of Section 8, Article I, of the Constitution of the United States; is organized, armed, and equipped wholly or partly at Federal expense; and is federally recognized, regardless of duty status.

Army National Guard of the United States
The reserve component of the Army all of whose members are members of the Army National Guard, regardless of duty status.

Aviation officer
An Army or DAC aviator who commands an aviation unit or is a member of a commander's staff and advises or supervises Army aviation functions.

Bonafide absence
Periods of time the commander is unavailable and a decision is required before they are reached.

Cabin attendant
A member of the aircrew, primarily to ensure cabin safety and comfort of passengers.

Casualty evacuation
Evacuation of injured Soldiers or civilians and is used to denote the emergency evacuation of injured personnel from a war zone. The casualty evacuation aircraft are not equipped with specific lifesaving equipment or specially trained medical staff. Their primary purpose is to ferry personnel from the battlefield to the nearest appropriate medical facility available as quickly as possible.

Category (of aircraft)
Aircraft designated as either airplane or helicopter synonymous with type.

Category II operations
Concerning the operation of aircraft, means a straight-in ILS approach to the runway of an airport under a Category II ILS instrument approach procedure issued by the administrator or other appropriate authority.

Chain of command
Personnel in documented leadership positions with responsibility for the health and welfare of assigned personnel, control, and accountability of Army equipment and mission accomplishment. When used for final mission approval authority, it includes such positions as platoon leaders, commanders, directors, supervisors, and so on that meet the definition.

Civil aircraft
Aircraft other than public aircraft.

Code of Federal Regulations
14 CFR 91 contains Federal Air Regulations Part 91.

Command/staff aviation officer
A special staff officer designated by the commander to provide advice or manage aviation assets, aviation standardization, and aviation safety.

Commercial use unmanned aircraft

Unmanned aircraft (Drone) weighing less than 55 pounds that is used for non-hobby and non-recreational purposes

Crewmember
Status assigned to Soldiers who perform duties aboard an aircraft and are essential to the operation of the aircraft. They work with rated aviators under the team concept and according to the principles of aircrew coordination training. This term can be used to infer some/all rated and nonrated personnel that preform flight duties. This status can also be used in reference to UAS operators and maintainers that perform flight duties and maintenance on UAS systems.

Cross–country flight
A flight extending beyond the local flying area or within the local flying area which is planned to terminate at a place other than the location of origin.

Department of the Army Civilian pilot (Department of the Army Civilian aviator)
A civil service employee who holds appropriate qualifications and who must comply with this regulation and other DA aviation-related regulations.

Drone
A term used to describe small private and commercial unmanned aircraft such as quadcopters.

Dunker
A simulation device used to train aircrews which can be abruptly lowered into the water in a controlled environment to replicate an aircraft ditching emergency. These devices provide the capability of comfortable cockpit or cabin reconfigured that replicates various army planes. Also referred to as a SWET or METS.

Emergency breathing system
A device such as a helicopter emergency egress device used to supply oxygen to a person after ditching.

Flight crew station
A station in aircraft that a flight crewmember occupies to perform their flight duty; for example, pilot stations specified in operator’s manuals.

Flight surgeon
The medical officer who has graduated from an approved military course in aviation medicine. References to FSs do not include aeromedical physician’s assistant.

Graphical forecast for aviation
Formerly known as area forecast. A weather message product of the National Weather Service in the United States. Encompasses the weather conditions over a large regional area and is considered one of the better sources of information for enroute weather.

Helicopter

A rotorcraft that, for its horizontal motion, depends principally on its engine-driven rotors.

Infiltration/exfiltration
RW aircraft infiltration/exfiltration includes, but is not limited to, those skill sets required to successfully conduct: rappel, FRIES, SPIES, stabilized body operations, ladder, helocast, hoist, air assault, and airland operations.

Installation
For U.S. Army Aviation Standardization Program purposes, the term includes AC forts, posts, camps, or stations with Army aircraft resident; ARNG individual states; and Army Reserve commands. For other than standardization purposes include RC facilities.

Large aircraft
An aircraft of more than 12,500 pounds maximum certificated takeoff weight.

Maintenance operational check
Systems check made on the ground through engine run-up and taxiing. Checks made using auxiliary power or testing equipment to simulate, in so far as possible, actual conditions under which the system is to operate. These steps are done to ensure that aircraft systems or components disturbed during an inspection or maintenance have been repaired or adjusted satisfactorily.

Master task list
Listing of training and evaluation requirements which specify aviation training needs for U.S. Army flight crewmembers in support of the ATP.

Modular egress training simulator
A simulation device used to train aircrews, which can be abruptly lowered into the water in a controlled environment, to replicate an aircraft ditching emergency. These devices provide the capability of comfortable cockpit or cabin reconfigured that replicates various Army aircraft. Also referred to as a dunker or SWET.

National Airspace System
The airspace above the surface of the earth over the United States and its possessions.

Noncrewmember
Status assigned to Soldiers whose duties directly relate to the in-flight mission of the aircraft but are not essential to the operation of the aircraft.

Nonrated personnel
An officer or enlisted Soldier who has not been awarded the aeronautical rating of Army aviator or FS, or a Soldier with an aeronautical rating (aviator or FS) who is no longer in aviation service.

Nonstandard aircraft
Aircraft used to fill operational requirements instead of standard Army aircraft. Army standard aircraft reconfigured or altered for special use (for example, testing, special mission, and

modification) are not normally classified as nonstandard aircraft within the context of this regulation.

Officer
Both commissioned or warrant officers unless otherwise specified.

Operational flying
Flying performed by rated personnel primarily for mission support or training while serving in assignments in which basic flying skills normally are kept current while performing assigned duties. All flying by rated members of the RC not on extended active duty is operational flying.

Operational tempo
Hours flew per crew per month in MTOE RW aircraft assigned to ACOM, ASCC, DRU, and ARNG.

Parachute
A device used or intended to be used to retard the fall of a body or object through the air.

Passenger
Any occupant of the aircraft not performing an aircrew duty and logging flying time under paragraph 2–6. Passengers on Army aircraft authorized by chapter 3 of this regulation. Do not enter passenger names on the DA Form 2408–12.

Patient
A sick, injured, wounded, or other person requiring medical and/or dental care or treatment to include personnel receiving medical care for training.

Public aircraft
Aircraft operated by or on behalf of the U.S. Government, a state, the District of Columbia, a territory or possession of the United States, or a political subdivision of one of these governments. Exceptions for commercial purposes used to carry an individual other than a crewmember or a qualified noncrewmember, or not used exclusively for the U.S. Government.

Qualified for aviation service
A volunteer aviation status requisite to entitlement for operational flying.

Rated personnel
Aviators and officers described in this regulation and AR 600–105.

Shallow water egress trainer
A simulation device used to train aircrews, which can be abruptly lowered into the water in a controlled environment, to replicate an aircraft ditching emergency. These devices provide the capability of comfortable cockpit or cabin reconfigured that replicates various Army aircraft. Also referred to as a dunker or METS.

Small Unmanned Aircraft
A subset of Unmanned Aircraft Systems. See: Unmanned aircraft systems groups.

Soldier Born Sensor
an unmanned aircraft weighing less than 0.55 pounds, flying at or below 100 feet AGL, and flying at or less than 30 knots.

Standardization instructor pilot
A qualified IP designated by the commander, in writing, to perform standardization duties.

Standardization Operator
A qualified IO designated by the commander, in writing, to perform standardization duties.

Synthetic flight training system
A group of high-fidelity instrument and visual flight simulators capable of providing basic, advanced, and tactical training in either manual or automated modes.

Tactical environment (actual)
An active theater or area of combat operations.

Tactical environment (simulated)
An operational area established for training and simulated combat operations.

Training mission
Mission flights for qualification or refresher training, ATP requirements, and authorized training exercises.

Unit trainer/Evaluator
A pilot or crewmember designated to instruct in areas of special training to assist in unit training programs and achieve established training goals.

Unmanned aircraft
An aircraft that does not carry a human operator and is capable of flight with or without human remote control. Also called UA.

Unmanned aircraft system
That system whose components include the necessary equipment, network, and personnel to control an unmanned aircraft. Also called UAS.

Unmanned aircraft systems groups
The UAS group system establishes the foundation for joint UAS terminology. It provides a common reference to compare UAS. UAS are grouped based on the physical and performance characteristics of weight, operating altitude, and airspeed. UAS groups are determined without regard for payload, mission, command relationship, or Service. All UAS fall into one of five groups. See ATP 3–01.81 for more information.

Weather forecaster

Any person approved by the U.S. Air Force or U.S. Navy Air Weather Services, or by the National Weather Service, to forecast aviation weather for flight planning.

Section III

Special Abbreviations and Terms
This section contains no entries.