

Fort Knox Regulation 95-1

Aviation

Local Flight Rules

Department of the Army
Headquarters, United States Army Garrison
Fort Knox, Kentucky 40121-5256
15 August 2022

UNCLASSIFIED

SUMMARY of CHANGE

FKR 95-1
Local Flight Rules

This major revision, dated 15 August 2022 --

- Updates references to Godman Army Airfield as FTK and Muhammad Ali International Airport/Louisville Approach Control as SDF (throughout).
- Adds Fort Knox Form 1077, NOTAM Request Form and appropriate instructions (throughout).
- Adds Fort Knox Form 1078, Godman AAF Training Request Form (throughout).
- Adds 16S in front of grid coordinates (throughout).
- Updates Range frequency to read 136.075 (throughout).
- Adds Records management requirements (para 1-3).
- Updates email addresses for Godman Airfield Operations and Range Operations (para 1-5).
- Updates Fort Knox Class D airspace (para 2-1).
- Updates Fort Knox Class E airspace and the communication requires using the repeater. Also updates the requirements to maintain the repeater and alternate instructions during outages Updates exception timing requirements (para 2-1).
- Updates the approved landing area and temporary landing zone processes and conditions. (para 2-1).
- Adds emergency procedure training announcement requirement (para 2-2).
- Updates Maintenance Test Flight call signs and requirements for filing (para 2-3).
- Replace Department of Defense Form 175 with Department of Defense Form 1801 (para 2-11).
- Updates the requirements for Tenant Flight Operations and the flight schedules. Updates night vision device disorientation procedures (para 2-11).

- Updates the email address for Range Operations (para 2-12).
- Updates Weather Minimums (para 2-14).
- Adds and email address for Fort Knox Weather Station (para 2-15).
- Updates External Load Operations requirements and procedures (para 3-4).
- Adds procedures for Slope Operations on Godman Army Airfield (para 3-5).
- Updates the jettison run-in heading to 330° (para 3-10).
- Updates Live hoist operations requirements in SUA R3704 (Appendix E).
- Updates the end of Green Route to be Aviation Check Point 6 (Appendix F).
- Adds Airfield Drop Zone Depiction (Appendix J)
- Adds North Sling Corridor Map (Appendix K)
- Adds the repeater frequency to Facility Contact Information (Appendix L).
- Updates the Airfield Map (Appendix M).
- Adds Airfield Parking Map and procedures (Appendix N).
- Updates glossary and terms.

Department of the Army
Headquarters, US Army Garrison (USAG)
Fort Knox, KY 40121-5256
Effective 15 August 2022

*Fort Knox Regulation (FKR)
95-1

Aviation

LOCAL FLIGHT RULES

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History. This publication is a major revision.

Summary. This regulation outlines aviation safety, standardization policies, and procedures for Godman Army Airfield and Fort Knox, Kentucky. It is to be used in conjunction with Army Regulation (AR) 95-1, Flight Regulations and AR 95-2, Air Traffic Control, Airfield/Heliport, and Airspace Operations.

Applicability. The regulation applies to USAG Command; Fort Knox major activities, directorates, staff offices/departments, Mission Partners, and Department of Defense (DoD) aviation assets operating on Fort Knox.

Proponent and Exception Authority. The proponent of this regulation is the Directorate of Plans, Training, Mobilization and Security (DPTMS): Airfield Division.

Suggested Improvements. Users are invited to send comments and suggested improvements on Department of the Army (DA) Form 2028, Recommended Changes to Publications and Blank Forms, directly to DPTMS: Airfield Division (AMIM-KNO-A), 283 Pilot Street, Building 5220, Suite 217, Fort Knox, KY 40121-8113.

Distribution. Distribution of this regulation is intended for USAG; Fort Knox major activities, directorates, staff offices/departments, Partners in Excellence, and DoD aviation assets operating on Fort Knox. Distribution is in electronic format only.

*This regulation supersedes FKR 95-1, Fort Knox Flight Rules, 15 April 2019.

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Chapter 1

Introduction

1-1. Purpose

The purpose of this regulation is to establish operational procedures and safety measures for eliminating and mitigating in-flight mishaps for aircraft operating on Godman Army Airfield within Special Use Airspace (SUA)/Restricted Area (SUA R3704 A & B), and the Fort Knox Local Flying Areas (LFA). The Fort Knox LFA is defined as a 35 nautical miles (NM) radius from the center of Godman Army Airfield (FTK). This regulation prescribes aviation policies and procedures for the personnel of Fort Knox Mission Partners in Excellence and transient units operating at Fort Knox or within the Fort Knox LFA. Consult Godman Army Airfield Operations Manual (AOM) for policies and procedures on operations at FTK not covered in this regulation.

1-2. References

References are listed in Appendix A.

1-3. Records management (recordkeeping) requirements

The records management requirement for all record numbers, associated forms, and reports required by this regulation are addressed in the Army Records Retention Schedule-Army (RRS-A). Detailed information for all related record numbers, forms, and reports are located in Army Records Information Management System (ARIMS)/RRS-A at <https://www.arims.army.mil>. If any record numbers, forms, and reports are not current, addressed, and/or published correctly in ARIMS/RRS-A, see DA Pam 25-403 for guidance.

1-4. Explanation of Terms

Acronyms and special terms used in this regulation are explained in the glossary.

1-5. Responsibilities

Commanders are responsible for ensuring each aircrew is properly briefed prior to the execution of any mission within the training areas on Fort Knox. The commander of the aviation unit or designated representative will contact DPTMS within 10 working days prior to the exercise/mission. Commanders will ensure proper coordination has been conducted with Godman Airfield Operations (usarmy.knox.id-training.mbx.godman-aaf-ops@army.mil), Airfield Manager, or Airfield Safety Officer. Aviation units must make direct coordination with DPTMS Range Operations, (usarmy.knox.id-training.mbx.range-ctrl-fire-desk@army.mil) for all range and SUA - Restricted Area (SUA R3704 A/B) training/use. Aviation units will use FKR 385-22, Range Regulation (training/impact areas), for policies and procedures for operating aircraft on Fort Knox ranges. Compliance with these regulations is the key to aviation units continued use of Fort Knox airspace, ranges, and training areas. Non-compliance will result in curtailment of aviation operations and training until problems/issues are resolved with the operating unit.

1-6. General

a. Shared-Use Letter of Agreement (LOA). Aviation units, other than Army, conducting operations within the Fort Knox Range Complex, must sign a LOA prior to operations and/or training on Fort Knox.

b. Exceptions. The Airfield Manager or Range Management Authority is the approval authority for exceptions to the policies and procedures established in this regulation. Written requests for exceptions to policy must include a complete justification and an appropriately signed DD Form 2977, Deliberate Risk Assessment Worksheet (DRAW). Request must be submitted to DPTMS for approval at least 14 working days prior to the exercise/operation. Implementation will be delayed until written approval is received.

c. Orientation Briefings. Prior to conducting aviation operations within the training/restricted areas on Fort Knox, non-tenant aircrews must be briefed on local airspace structure and aviation operation procedures by Airfield Operations Officer or designated personnel. All units will operate using the Fort Knox Military Installation Map (MIM). Refer to para 2-1(b) for further instructions about aviation maps.

d. Passengers in Army Aircraft. Passenger policies and authorizations are per AR 95-1 and Department of Defense Instruction (DoDI) 4515.13, Air Transportation Eligibility.

Chapter 2 Local Flying Rules

2-1. Local Flying Area

a. Airspace Responsibility. Fort Knox airspace is managed by the Fort Knox Air Traffic and Airspace (AT&A) Officer. Hours of operation are listed in the Instrument Flight Rules (IFR) Supplement with changes annotated on a Notice to Airmen (NOTAM). FK Form 1077, NOTAM Request Form will be used for all NOTAM requests. NOTAM are required to be submitted 24 hours prior to activity. NOTAM requests must be received prior to 1500 each day to allow processing, this includes prior to 1500 on Fridays for weekend activities. FK Form 1078, Godman AAF Training Request will be used for FARP and CXT requests that will be located within the Godman AAF boundaries. Fort Knox Forms can be found at the following link:
<https://home.army.mil/knox/index.php/about/Garrison/directorate-human-resources/administrative-services-division/fort-knox-forms>.

(1) Fort Knox Class D airspace is described as the airspace extending upward from the surface up to and including 3,300 feet mean sea level (MSL) within 3.9 NM radius of FTK (grid coordinate 16S EG 9055 9610, latitude/longitude N37°54'43" W85°58'33"). Godman Class D airspace ends at the SUA R3704 western boundary when R3704 is activated. Godman Class D airspace is controlled by Godman Tower. When Godman Tower is closed and Godman Operations is open, Class D airspace reverts to Class E airspace to the surface.

(2) Fort Knox Class E to the surface airspace is in effect when Godman Tower is closed. Aircraft will operate in accordance with (IAW) common traffic advisory frequency (CTAF) procedures while in Class E airspace. Godman Repeater (126.2) will be used for communications with Louisville Approach Control (SDF) for IFR

clearances, releases and arrival times. Washington Hub Flight Service ((800)992-7433) is responsible for Visual Flight Rules (VFR) flight plans.

(3) When the ATIS or Repeater are not operational, the airspace will revert to Class G from surface to 700 feet AGL and Class E above 700 feet. Aircraft will operate in the airspace on CTAF. SDF secondary contact method will be on the phone ((502)375-7499).

(4) SUA R3704 A & B covers the range complex and is activated, on a daily basis/as needed by Range Operations as the “using agency” during range firing and training operations.

(5) Various Unmanned Aircraft System (UAS) operations are conducted in SUA R3704. For further information refer to FKR 95-23, Unmanned Aircraft System (UAS) Flight Rules.

(6) SDF and Indianapolis Center are the Federal Aviation Administration (FAA) controlling agencies for SUA R3704 A & B, respectively.

b. Master copies of the Fort Knox LFA and aviation special maps depicting hazards, training areas, routes, and etcetera are maintained in the flight planning area of Godman Operations. A digital file of the Fort Knox MIM can be provided by Godman Operations, Range Operations, or at <http://www.knox.army.mil/Garrison/dptms/aviation.aspx> with Army Knowledge Online log-in credentials. Grid coordinates and latitude/longitude information is referenced from World Grid System 84. A copy of the MIM must be carried by all aircraft operating in SUA R3704 and training areas.

c. Unit flight operations/flight planning areas will display a LFA map marked with areas restricted to flight.

d. Approved Landing Areas.

(1) All over flights of the cantonment area will be conducted at 500 feet AGL except during takeoff or landing IAW the minimum safe altitude in Code of Federal Regulations (CFR) Title 14, Chapter I, Subchapter F, Part 91, Subpart B, 91.119, Minimum Safe Altitudes: General (Federal Aviation Regulation (FAR) 91.119). Helicopters will not deviate to a lower altitude over the cantonment area without approval.

(2) For landing at an approved area, see Appendix D for approval authority. All requests will be routed through DPTMS Support Branch. Landing at sites other than those listed in Appendix D is prohibited, without proper approval as found in para e. below. Requests for Brooks Field are submitted at www.knox.army.mil/Garrison/scheduler.aspx. Aircraft use will require an additional memorandum for approval.

(3) The Installation Range Management Authority has approval authority for use of all airstrips, training areas, and LZs in the Fort Knox training complex. Aircraft may land for short periods of time at any location within the Fort Knox training complex (outside of the Rodgers Hollows area) as listed on their FK Form 8175 as long as the following conditions are met:

(a) The area is outside of the impact area.

(b) The pilot deems it safe to land.

(c) The pilot overflies the intended landing area to perform a visual check in order to ensure no training personnel or hunters are present.

- (d) The aircraft does not loiter over any stand of trees in a hover.
- (4) Airport/Helipad. FTK is the only approved instrument landing facility on Fort Knox.
 - e. Temporary Landing Zones.
 - (1) Temporary Landing Zone (LZ) within the cantonment area:
 - (a) Submit the request to the Installation AT&A Officer at least seven working days in advance. A safety survey must be completed by the Fort Knox AT&A Officer prior to approval.
 - (b) Temporary LZ in the cantonment area must be approved by the Garrison Commander or designated representative.
 - (2) LZ requests within the Fort Knox training complex, will be submitted to the Installation Range Management Authority with a Unit level Safety Survey in order to obtain approval.

2-2. Runways and Traffic Patterns at Godman Airfield

- a. The primary all-weather runway is Runway 18/36.
 - (1) Standard traffic patterns are established west of the airfield.
 - (2) Non-standard traffic pattern to the east of the airfield can be used for rotary wing traffic to provide separation from fixed wing during periods of higher traffic. East traffic will remain west of Ireland Army Health Clinic due to the proximity to the SUA R3704 boundary.
 - (3) Traffic patterns will be flown to minimize over flight of the US Bullion Depository, DoD schools, and family housing areas. Noise abatement procedures will be adhered to at all times. See para 2-4 and Appendix C.
 - (4) Fixed wing operations will be delayed for train transitions at the north end of the airfield for Runway 36 departures. Runway 18 IFR arrivals are not authorized when a train is present in the runway clear zone.
- b. The secondary runway is Runway 15/33 and is used as a tactical landing strip for Air Force aircraft.
- c. Helicopters operating at FTK may use any safe and clear movement area within the airfield boundary for VFR departures and arrivals when approved by Godman Tower. Operations in the sods will be limited to sods labeled with a letter. If the sod has a name, then it will not be used for aircraft operations. (See Appendix M for Airfield Map.) Helicopters will remain 500 feet from runways when fixed wing aircraft are operating. Aircraft will not fly between buildings or overfly buildings, equipment, vehicles, or aircraft (parked/taxiing).
- d. Traffic pattern altitudes are as follows:
 - (1) Helicopters (standard and non-standard patterns): 1,500 feet MSL downwind, 1,300 feet MSL base.
 - (2) Airplanes: 2,300 feet MSL downwind, 2,000 feet MSL base.
- e. Tactical approaches will be based on density of operations and the discretion of Godman Tower. Maneuvers will be conducted with patterns to the west of the airfield, at a maximum airspeed of 250 knots indicated airspeed, and only when Class D airspace is in use. The following approaches are established as tactical approaches:

(1) Random Shallow Abeam Approach: Runway 15 only at 1,500 feet MSL. Aircraft executing the approach must remain over or north of F Taxiway when inbound from the west to the airfield.

(2) Random Shallow Straight-In Approach: 1,500 feet MSL.

(3) Random Shallow Teardrop Approach: 1,500 feet MSL.

(4) Random Steep Spiral Approach: at or below 10,000 feet MSL. Pilots should inform Godman Tower of the cardinal direction sector entry (for example, from the north, south, etcetera) and request an altitude. On average, aircraft will make one 360° turn on descent for every 4,000 feet MSL.

(5) High-Speed Downwind Approach: at or above 1,800 feet MSL. Aircraft approach the runway of intended landing at a 45° angle prior to reaching downwind.

(6) Overhead (360°) Approach: 2,300 feet MSL.

f. Emergency procedure training, to include autorotations, must be announced. When Tower is open, approval must be received prior to conducting the emergency procedure training.

g. Training flights conducted at FTK require Fire Station #3 personnel and equipment to be on the airfield. Small, fixed wing and rotary wing aircraft require one truck. Large, fixed wing require two trucks. Fire coverage is based on priority permission request (PPR) list the day before operations. A NOTAM will be issued if there is a lack of fire coverage.

2-3. Maintenance Test Flight

a. Maintenance Test Pilots (MTPs) must be listed on approved memo. MTPs must radio or telephone Godman Operations to relay the following flight plan information:

(1) MTF callsign "Maintenance Test XXX (last 3 of tail number)"

(2) Tail number

(3) Proposed departure time

(4) Time enroute

(5) Co-Pilot Name

b. The local Rotary Wing MTF area is depicted on the master LFA map located in Godman Operations. The Rotary Wing MTF area is divided into north and south sectors to enhance SAR efforts and to de-conflict airspace for multiple maintenance test flights. The Rotary Wing MTF area is described below: Proceed on a heading of approximately 355° to I-64 west, follow I-64 west approximately 18 NM and then south/southwest along the Ohio River to Cloverport, KY (horseshoe bend in the river). From Cloverport, proceed south/southeast over Rough River Lake to the Western Kentucky Parkway. Upon reaching the Western Kentucky Parkway, proceed east/northeast along the parkway to Elizabethtown, KY. From Elizabethtown, KY proceed on a heading of approximately 350° to FTK. The MTF area is divided into north and south sectors by a straight line between FTK and Cloverport, KY. The MTF aircrews will radio Godman Tower when transitioning between north and south MTF sectors

2-4. Noise Abatement.

Noise abatement practices and procedures will be briefed during mission planning and adhered to during the mission/operation. All measures possible will be taken to minimize flight activities which will adversely affect quality of life of the citizens in

communities surrounding Fort Knox. Altitude restrictions and safe operation procedures will be IAW CFR Title 14, Chapter I, Subchapter F, Part 91, General Operating and Flight Rules (FAR Part 91) and this regulation. Plan to fly as high as possible based on cloud clearances.

- a. The minimum altitude within the LFA is 500 feet above ground level (AGL).
- b. Traffic pattern noise abatement:

(1) The standard traffic pattern for runways 15/33 and 18/36 is to the west of the airfield. The cross-wind and base legs should be extended to avoid direct over flight of Fort Knox housing areas on the downwind leg.

(2) Non-standard traffic patterns to the east should be minimized as much as possible to avoid over flight of the Fort Knox cantonment area.

- c. For further noise abatement areas see Appendix C.

2-5. Areas Restricted to Flight

a. The US Bullion Depository. Over flight is not authorized, except during an emergency or while executing an instrument approach to FTK. When on straight-in approach to Runway 36 or departure from Runway 18, alter flight path to avoid over flight of the US Bullion Depository property if safety of flight operations can be maintained.

b. Rodgers Hollow (grid coordinates 16S FH 02300 02800, 16S FH 03000 01750, 16S FH 01750 00300, and 16S FH 01100 01100, 16S FH 01500 02000 define the area). Over flight is not authorized except when specifically cleared by Range Operations; remain well clear whenever possible. Approved over flight altitude will be 4,999 feet MSL or above.

c. Muldraugh Ammunition Storage Area (grid coordinates 16S EH 889 002, 16S EH 897 012, 16S EH 902 000, 16S EH 897 993 define the area). Over flight altitude must be at least 1,800 feet MSL to ensure a forced landing outside the fenced area. The ammunition storage area is located approximately two miles north-northwest of FTK.

2-6. Special Use Airspace Restricted Area 3704

- a. Dimensions.

(1) Altitudes.

(a) Area A: surface to 9,999 feet MSL.

(b) Area B: 10,000 to 20,000 feet MSL.

(c) Knox Air Traffic Control Assigned Airspace (ATCAA): 20,001 to 23,000 feet MSL.

(2) Boundary Limits. SUA R3704 A & B are defined by the following latitude/longitude: beginning at N37°59'00" W85°45'00" to N37°47'30" W85°45'00" to N37°47'30" W85°55'30" along US Highway 31W to N37°50'45" W85°57'00" along Wilson Road to N37°55'17" W85°56'46" to N37°55'17" W85°57'16" to N37°56'04" W85°57'33" to N37°56'23" W85°57'00" along Wilson Road to N37°58'00" W85°57'45" along the Illinois Central Railroad to N37°59'00" W85°57'00" to N38°01'00" W85°54'30" along Kentucky Route 44 to N38°00'30" W85°52'00" to N37°59'00" W85°52'00" to the point of beginning.

(3) Aviation Training Sectors. There are five training sectors available in and around SUA R3704. Moving clockwise from aviation check point (ACP) 7 (northern side), the training areas are as follows:

(a) North Sector covers the airspace above training areas 16, 17, and 18. The northern portion of training areas 17 and 18 are outside of SUA R3704 and on the edge of SDF Class C airspace shelf, which starts at 1700' MSL. Primary training areas within the North Sector are Zussman Combined Arms Collective Training Facility, Anaconda Village, Mount Eden Base Camp, Andrews Shoot House, and Red Wings Village is in the vicinity of this sector and the facilities listed above, but physically located just outside the boundary of SUA R3704. As such, no UAS may directly overfly it.

(b) South Sector A covers the airspace above training areas 3, 4, and Atcher DZ.

(c) South Sector B covers the airspace above training area 2, Cedar Creek Airstrip (Forward Area Refuel Point (FARP) location) and Yano range. Units using Yano Range for Gunnery are typically given exclusive use of South B. See Appendix H for Gunnery Corridor.

(d) Central Sector covers the airspace above training areas 5, 6, 7, and 15. Afghan Village and the Home Station Training Lanes (HSTL) are the primary training facilities within this sector.

(e) West Sector covers the airspace above training areas 8, 9, 10, 12, 13, and 14. When Godman Tower is open, West Sector falls within Class D airspace. When Godman Tower is closed, West Sector falls within Class E to surface airspace.

b. Communications.

(1) Frequencies.

(a) Primary: Frequency Modulation (FM) 38.90.

(b) Alternate: FM 41.10.

(c) Alternate: very high frequency (VHF) 136.075.

(d) Air-to-Air (See and Avoid): Ultra High Frequency (UHF) 237.50.

(e) Alternate emergency means of contacting Range Operations is through Godman Tower/Operations VHF 133.35 or UHF 237.50.

(2) Aircraft transponders will be set on code 4000 before entry into SUA R3704.

(3) Aircrew Responsibilities. Aircrews will report checkpoints to the Range Operations firing desk on the assigned frequencies. Range Operations is not a flight following agency and has no radar tracking ability. The primary purpose of the position report is to provide Range Operations with the ability to track aircraft movement in the vicinity of hot ranges or exclusive use training areas. The secondary purpose is to provide situational awareness to other aircraft operating within SUA R3704 and reduce the need for de-confliction on a "see and avoid" basis. The pilots hold the primary responsibility for aircraft de-confliction. Aircrews will comply with FKR 385-22, in addition to this regulation, during ground operations. Additional instructions may be provided by the Range firing desk during operations within SUA R3704.

c. Procedures.

(1) Entry in SUA R3704.

(a) Entry will be no earlier than the requested time on the Fort Knox Form (FKF) 8175. See para 2-12 for instructions.

(b) Entry will only be granted with an approved FKF 8175 and Air Mission Request (AMR) number. Prior to entry ACP, aircrews will contact Range Operations Firing Desk with the approved AMR number, Call Sign, Entry ACP, Route of Flight, Type and number of aircraft in the flight.

(2) Operations within SUA R3704. Exclusive Use Operations. Units having exclusive use of an Aviation Training Sector will enter/exit at the assigned ACP on the FKF 8175. Once established in the training sector, the minimum communication requirement is for the aircraft to maintain two-way communications with Range Operations, Joint Terminal Attack Control, Forward Air Control qualified controller, or Unit Flight operations conducting flight following of all aircraft within the sector. (Example, Battalion flight operations personnel conducting battle tracking of gunnery aircraft.)

Note. One aircraft within the flight will monitor Range Operations frequency.

(a) Training flights and general flight operations will be granted on a space available basis and follow “see and avoid” procedures. Aircraft transitioning at altitude will position report using the ACPs. Clockwise traffic will transition at 1800’ MSL. Counter-clockwise traffic will transition at 1500’ MSL. Aircraft transitioning during terrain flight will position report using a combination of ACPs, LZs, NOE routes, or facilities. Terrain flights (see para 2-8 and Appendix E). NOE flights (see Appendix F).

(b) Landing within SUA R3704 will be at pilot’s own risk. All LZs listed in appendix D may be authorized for landing, day or night, if not reserved for use in Range Facility Management Support System (RFMSS).

(3) Exiting SUA R3704. Aircrews will depart SUA R3704 no later than the approved time and ACP, unless granted a time extension from Range Operations.

d. Unit Flight Operation Centers may provide flight following service to its own aircraft. Flight Operations Centers must be staffed with qualified personnel and operating under a unit standard operating procedure (SOP) which establishes positive flight following procedures and includes the following minimum items:

- (1) Opening and closing procedures.
- (2) Clearly defined routes of flight.
- (3) Procedures for initiating appropriate action on overdue or missing aircraft.
- (4) Procedures for transfer of active flight plans before ceasing operations to Godman Operations, if available.

2-7. Flight Rules

a. VFR will be flown as prescribed in AR 95-1; DoD flight information publications (FLIPs); and FAR Part 91. In addition, the following apply: all flights on the reservation are conducted on a see-and-be-seen basis. All aircraft not under the exclusive use (see para 2-5 note above), will maintain communications with Range Operations Firing Desk and on Fort Knox Air-to-Air UHF 237.5. This requires aircrews to exercise caution while operating on the reservation, transitioning around the restricted area, and through corridors in and out of FTK.

b. Special Visual Flight Rules (SVFR) within Fort Knox Class D/E airspace.

(1) SVFR, CFR Title 14, Chapter I, Subchapter F, Part 91, Subpart B, 91.157, Special VFR Weather minimums (FAR 91.157), permits aircraft to enter and depart Godman Class D/E airspace in weather conditions below VFR minimums if an Air

Traffic Control (ATC) clearance is received before entering or departing any location within the Class D/E airspace. Pilots are responsible for visual separation in formation flights and aircraft separation if the formation breaks up.

(2) SVFR clearances are issued by Godman Tower/Operations, but only at pilot's request. Pilots departing FTK must request SVFR clearance through Godman Tower/Operations prior to departure. Pilots outside the Class D/E airspace must request SVFR clearance from Godman Tower/Operations before entry into the airspace. When Godman Tower/Operations are closed, SVFR clearances and releases must be received from SDF. For instructions, see para 2-1 a (2) for information.

(3) Local SVFR may be authorized IAW FAA Job Order (FAA JO) 7110.65, Air Traffic Control, para 7-5-5, for aircraft to operate within the immediate vicinity of FTK. IFR and SVFR arrival/departures have priority over Local SVFR, the Local clearance will be void during priority operations.

Note. Receipt of an SVFR clearance *is not* a departure clearance. A release from SDF must be obtained by Godman Tower/Operations prior to departure. See para 2-15 for SVFR weather minimums.

c. IFR Flights will be flown as prescribed in AR 95-1; DoD FLIPs; and FAR Part 91. IFR clearances are issued by Godman Tower/Operations. A release from SDF must be obtained by Godman Tower/Operations prior to departure. When Godman Tower/Operations are closed, IFR clearances and releases must be received from SDF. For instructions, see para 2-1 a (2) for information.

d. Godman Tower will ensure aircraft separation by sequencing operations while performing flight following services outside of SUA R3704. Aircraft operating in terrain flight training areas; on arrival/departure routes; and in transition corridors under VFR for day, night, and night vision devices (NVD) are responsible for aircraft separation and obstacle clearance.

2-8. Flight Altitudes

a. Flights on the reservation will be conducted at the appropriate altitude IAW FARs or appropriate service training manuals (TM)/regulations.

b. Off-post flights will be conducted per FAR 91.119.

c. Minimum altitude for flights over the Fort Knox cantonment area is 1,300 feet MSL (500 feet AGL), except during take-off or landing to an approved landing area or as directed by Godman Tower. Inclement weather avoidance is an approved criterion to deviate, notify Godman Tower as soon as feasible.

2-9. Terrain Flight Training Areas

a. Terrain flight conducted on the Fort Knox reservation is restricted to the terrain flight areas depicted on the Fort Knox MIM located in Airfield Operations flight planning area and Range Operations. (See Appendix E for detailed descriptions of Terrain Flight Areas.)

b. Aircrews are responsible for the following requirements while in Terrain Flight Training Area:

(1) Approval from Range Operations prior to entry into and over flight of training areas within SUA R3704. This may be accomplished by having an approved FKF 8175 and obtaining a current range brief from the Range Operations Firing Desk. Aircrews

should review the Range Firing Log located in the Airfield Operations flight planning room when filing a local flight plan into SUA R3704. (See para 2-12 for FKF 8175 instructions.)

(2) In approved training areas, conduct terrain flight at altitudes commensurate with Army training guidelines, unit SOP, or appropriate service guidelines while operating in approved training areas. Non-participating traffic will remain clear of active training areas.

(3) Outside of the Fort Knox reservation, maintain a minimum of 500 feet slant range from all buildings, civilian vehicles, public roads, housing and built-up areas, airports airstrips, fishing lakes, and recreation areas that border or pass through terrain flight training areas. Avoid livestock by a slant range of 1,000 feet.

2-10. Flight Routes/Corridors

a. All VFR aircraft proceeding directly to FTK will enter the traffic pattern found in para 2-2. (See Appendix B for a list of ACPs.)

b. Arrival/departure routes to FTK and transition corridors are depicted on the Fort Knox Aviation MIM maps located in the flight planning area of Airfield Operations. Arrival/departure routes at FTK are flown at 1,300 feet MSL inbound and 1,500 feet MSL outbound. Helicopters are expected to follow routes/corridors, except when given alternate instructions by Godman Tower. Requests to deviate from arrival/departure routes will be relayed to Godman Tower.

c. Arrival/departure routes.

(1) North Inbound/Outbound between FTK and R3704.

(a) Inbound: ACP 7 to ACP 6 to FTK.

(b) Outbound: FTK to ACP 6 to ACP 7.

(2) South Inbound/Outbound between FTK and R3704:

(a) Inbound: ACP 16 to ACP 17 to FTK.

(b) Outbound: FTK to ACP 17 to ACP 16.

d. Corridors:

(1) Easy Gap Corridor. Easy Gap is the portion of Brown NOE route bisecting the impact area of SUA R3704 from ACP 18 to ACP 19. Only one aircraft or formation flight will be allowed through Easy Gap corridor at a time. See Appendix F for NOE routes.

(a) Aircrews will report entering and leaving Easy Gap corridor at ACPs to Range Operations.

(b) Aircrews using Easy Gap for transition to FTK will be climbing through 1300 feet MSL at ACP 18 to facilitate entry into the traffic pattern (traffic pattern altitude for helicopters is 1500 feet MSL).

(2) Gunnery Corridor. Cedar Creek Airstrip and Yano Range Transition. See Appendix H for maps of recommended routes and altitudes for the transition. All gunnery transition flights must stay within the installation boundary.

2-11. Flight Plans.

The purpose of the flight plan is to track flights and dispatch SAR, if necessary. Flight plans or flight logs are required for all flights per AR 95-1. Flight plans will be completed per DoD FLIP and this regulation.

Note. Formation flights are NOT allowed to break onto separate flight plans. If separate flights will be conducted, then separate flight plans must be filed with a request to depart together as a formation flight. Aircraft returning to the airfield to terminate will be removed from the formation.

- a. Military VFR cross-country and IFR. DD Form 1801 must be used.
 - (1) File with Godman Operations, when open.
 - (2) When Godman Operations is closed, IFR and VFR cross-country flights must be filed, opened and closed with Washington Flight Service Station (FSS) (1-800-WX-BRIEF) or by an approved unit method.
- b. VFR Local. DD Form 1801 may be used. If operations within SUA R3704 are required, aircrews will use the FKF 8175. FKF 8175 must be approved by Range Operations and assigned an AMR number prior to entering SUA R3704. See paragraph c below for detailed instructions for completion of FKF 8175.
 - (1) The following criteria must be met in order to file a VFR local flight plan:
 - (a) The flight will be conducted VFR only.
 - (b) The flight terminates at the point of origin.
 - (c) There are no stopover landings at airfields other than FTK and/or R3704.
 - (d) The flight plan does not exceed 12 hours.
 - (e) Flights will remain within 35 NM of FTK.
 - (f) Include a phone number in the remarks section, as applicable, to facilitate SAR, if necessary.
 - (g) Planned refuel stops not at Godman AAF or within R3704 will be indicated on the flight plan.
- (2) Tenant aircraft will file VFR Local flight plans with Unit Flight Operations.
 - (a) Unit Flight Operations are required to remain open until all assigned aircraft have closed their flight plans. Unit Flight Operations will have sole responsibility for fuel requests, overdue aircraft procedures and SAR. A unit log will be sufficient for tracking.
 - (b) Units will provide a weekly flight schedule to Airfield Points of Contact for situational awareness.
- (3) Transient aircraft may file VFR Local flight plans with Unit Flight Operations.
 - (a) Unit Flight Operations are required to remain open until all assigned aircraft have closed their flight plans. Unit Flight Operations will have sole responsibility for overdue tracking and SAR duties. A unit log will be sufficient for tracking. A unit log submitted to Godman Operations, may be approved during training events with an operational Unit Flight Operations.
 - (b) When operating from a field site, the PC will ensure proper filing through Unit Flight Operations. Prior to the first flight of the day, Unit Flight Operations will provide a copy of the daily flight schedule to Godman operations, when open.
- c. Maintenance Test Pilots must file by phone or radio with Godman Operations, when open or with Unit Operations, when Godman Operations is closed.
- d. Non-military flight plans will be filed in person with Godman Operations in Building 5220. Non-military aircraft may use, FAA Form 7233-1, US Department of Transportation FAA Flight Plan.

2-12. Fort Knox Form 8175 Use and Instructions

- a. FKF 8175 for the latest version, request a fillable PDF version from email: usarmy.knox.id-training.mbx.range-ctrl-fire-desk@army.mil.
- b. This is the same email address to which a completed form should be sent.
- c. Exercise/mission support flights. Any mission requiring the reservation of a training area, or live fire range, will be requested at least 10 working days prior to execution.
- d. Training flights. Continuation training flights within SUA R3704 should be submitted at least 7 working days prior to the requested start date. FKF 8175 submitted within 7 working days may be denied based on Range Operations workload and will be limited to available Aviation Training Sectors, NOE routes and LZs listed in Table D-2.
- e. Part I & Part II must comply with the requirements listed in VFR Local section above.
- f. Part III- Mission Information.
 - (1) Exercise/mission support flights. A detailed description of the mission should be provided in the summarized mission concept block. If the mission is an internal unit mission and ground support personnel are required, the training must be reserved in RFMSS by the Unit Operations. When submitting the FKF 8175, attach any supporting documents such as LZ site surveys and concept of operations. The supporting documents will allow Range Operations to de-conflict airspace with any adjacent ranges or live fire exercises. The completed FKF 8175 will be emailed to usarmy.knox.id-training.mbx.range-ctrl-fire-desk@army.mil.
 - (2) Training Flights. Training flights must review the current RFMSS firing log to identify any reserved training area, training complex or LZ associated with a training area. Once open areas are identified, aircrews will use the summarized mission concept block to clearly convey the general route of flight (for example, enter ACP 7, Brown Route to ACP 9, Red Wings Village for approaches to the LZ, Andrews Shoot House, then clockwise to ACP 13, Cedar Creek Airstrip, delay over Atcher DZ, Brown Route north, exit at ACP 7). Complete FKF 8175 and email to usarmy.knox.id-training.mbx.range-ctrl-fire-desk@army.mil.
- g. Part IV- Restrictions/Remarks. Part IV will contain any restrictions mandated by Range Operations, approver, date approved, and the AMR number to be provided by the aircrew prior to entry into SUA R3704.

2-13. Aircraft Call Signs

- a. Call signs will be per military service regulations and DoD FLIPs. Unit/tactical call signs will not be used when filing flight plans at FTK unless that call sign meets the criteria outlined in the General Planning Guide, Chapter 4, Item (2)(d).
- b. When there are two aircraft with the same or similar call sign, Godman Tower will inform aircrews of identical or similar call signs operating in Godman airspace.

2-14. Weather Minimums

- a. VFR/SVFR weather minimums in Fort Knox Class D/E airspace.
- b. Weather minimums for flights in Class G airspace must be IAW AR 95-1 and applicable FARs.

**Table 2-1.
Weather Minimums**

SVFR Weather Minimums		
Ceiling	Visibility	
Rotary Wing Aircraft		
Daylight	1/2 mile and clear of clouds	
Night		
Fixed Wing Aircraft		
Daylight	800 feet	1 ½ SM
Night	Not allowed	

2-15. Weather Briefings

a. Weather briefings are required for all Army flights per AR 95-1. Weather briefings will be obtained from a military weather facility.

b. Fort Knox Weather Station is available 7 days a week, 0700-2300 Local at 283 Pilot St, Building 5220, Room 111 or at (502) 624-5517/5653 (Defense Switching Network (DSN) 464-5517/5653). usarmy.knox.id-training.mbx.godman-aaf-wx@army.mil. Closed on Federal Holidays. During non-operational hours, weather briefings will be obtained from Scott Operational Weather Service (OWS) at commercial (618)256-9755 (DSN 573-9755/9702) or online at <https://15ows.scott.af.mil>.

c. DD Form 175-1, Flight Weather Briefing, is recommended for VFR cross-country flights and IFR flights.

2-16. Aviation Mission Approval

Aviation Mission Approval will be completed IAW AR 95-1. Other services will comply with policies and directives of their specific branch or organization.

2-17. Flight Following

Flight following is provided by Godman Tower in the areas west of SUA R3704 within the Fort Knox boundaries. Flight following is provided west of the Fort Knox boundaries upon request. This service is provided to activities such as MTF.

2-18. Formation and Terrain Flight Operations

a. All aircrews will have a current 1:50,000 map of Fort Knox, with wire hazards and avoidance areas posted before conducting formation and terrain flight operations on the reservation. Terrain flight, for the purpose of this regulation, will be flights at or below 200 feet AGL over the Fort Knox Reservation, except for take offs and landings.

b. All aircrews conducting formation and terrain flights on Fort Knox will ensure an FKF 8175/ AMR is completed and current range briefing is received prior to any flight within SUA R3704 A & B.

c. No more than one battalion size unit is authorized to conduct terrain flight in a Fort Knox Terrain Flight Training Area (South, Central, North, West) simultaneously. Requests for exceptions will be processed through Godman Operations and Range Operations.

d. Aircrews will monitor Range Operations frequency while conducting terrain flight training in South, Central, and North Training areas. Aircrews maintain communications with Godman Tower while conducting terrain flight training in West Training area. At least one aircraft in a formation flight will remain on the Range Operations frequency during flight operations.

e. During periods of United States Air Force Close Air Support operations within Fort Knox training, the occupied training area will be closed to non-participating aircraft.

f. Aircrews are requested to provide information to update the wire hazard maps or identify other hazards on the reservation after returning from a mission.

g. NOE Routes. (See Appendix F for a detailed description).

2-19. Night Vision Device Operations

a. The following requirements apply to Army and all other branches of service aircraft using aircraft external lighting:

(1) The NVD Infrared light must be installed and operational for all NVD flights except forward looking infrared aircraft. Failure of the light in flight must be evaluated to determine impact on mission and further NVD flight. The light is not required to be on continuously while training is being conducted.

(2) The PC will determine when the light is required, unless light use is specified in the unit SOP or is included in the mission briefing.

(3) Pilots should not hesitate to use the landing light or search light, whether filtered or unfiltered, if light use is considered essential for flight safety.

b. Godman traffic pattern can be used for NVD training. Rotary wing traffic pattern altitude is 1,500 feet MSL. Traffic patterns will be flown west of the airfield and avoiding housing areas as much as possible. Mixing of aided and unaided traffic is authorized. Airfield lighting will be set to minimum setting acceptable to all traffic. Lighting will not be changed for each approach but may be approved by Godman Tower depending on traffic workload. Arriving and departing IFR aircraft have priority over VFR aircraft, including NVD. When CTAF is in effect, aircrews are responsible for ensuring the traffic pattern requirements are met for safety and separation.

c. Disoriented procedures. Upon realizing they are disoriented, an aircrew should climb to at least maximum elevation figure which will allow for obstacle clearance on a heading that will keep the aircraft clear of the restricted area firing points, impact area, Louisville Class C airspace, and approach paths for FTK. Adjust aircraft lights as necessary, remove NVDs, if desired, and attempt to reorient using navigational aids and visual landmarks. Boundaries for the restricted area are generally contained by Highway 44, I-65, Highway 313, and Highway 31W. Contact SDF for assistance when reorientation is unsuccessful.

2-20. Aircraft External Lighting

Aircraft will follow lighting requirements in AR 95-1 or appropriate service regulation.

a. Additional lighting requirements for Rotary Wing aircraft.

(1) Unfiltered landing lights will be on during all night/NVD run-ups, shutdowns, and taxi operations. It is understood that some aircraft do not have unfiltered landing lights and others can only comply after engine start.

(2) Unfiltered landing lights will be on when arriving and departing FTK. Upon pilot request and when other traffic is not adversely affected, Godman Tower may permit traffic pattern or additional approaches to be flown with the landing light off.

(3) Upon pilot request and when other traffic is not adversely affected, Godman Tower may turn off runway lights for training purposes.

b. Formation lighting.

(1) Only the lead aircraft of night/NVD formation flights are required to have the unfiltered landing light on during approach and departure at FTK. After landing, aircraft will taxi individually to parking or refuel with landing lights on, position lights on steady bright and anti-collision lights on.

(2) Trail aircraft position lights will be on steady bright; position lights of other aircraft may be on steady dim for night formation flights. Trail aircraft position lights for NVD operations may utilize Infrared (IR) lights and IR strobe operations, if installed. Other formation aircraft will have IR position lights on. If appropriately modified, aircraft may selectively turn off the tail light. The trail aircraft's anti-collision light and tail position light *will not* be turned off.

(3) During formation operations, pilots will turn on aircraft lighting, as appropriate, to warn approaching aircraft of the position of the formation.

(4) Exempted Operations for blackout lighting will be conducted in R3704 and IAW AR 95-2, FAA Exemption 9835 and unit SOP. Exemption will be provided upon request to the Airfield Operations Officer.

(a) Coordination must be complete with Range Operations, see para 2-12 for instructions.

(b) For non-participating aircraft, FKF 8175 restriction block will note the area and reason for restriction. (For example, South A & B closed to non-participating aircraft for "lights out" training.)

(c) A NOTAM must be issued prior to operations. FK Form 1077, NOTAM Request Form will be used for all NOTAM requests.

(d) Exempted operations are not allowed at Godman Army Airfield.

2-21. Inadvertent Instrument Meteorological Conditions Recovery

a. These procedures apply only to rotary wing aircraft.

b. When weather conditions are less than 1,000 feet AGL and 3 SM visibility, unit/mission commanders will not permit missions to be flown under visual meteorological conditions unless the following conditions are met:

(1) Aircraft is equipped with navigational equipment required for an instrument approach into FTK and tuned to an airframe appropriate Navigational Aid (NAVAID) for a valid instrument recovery.

(2) FTK approach plates are on board each aircraft.

(3) Aviators are instrument qualified and current.

(4) Two pilots will be aboard each attack, utility, and cargo aircraft.

(5) Weather must be forecasted to be no lower than weather minimums in para 2-6.

c. Initial inadvertent instrument meteorological condition procedures are:

(1) Establish control of aircraft.

(2) Climb to minimum 3,000 feet MSL.

- (3) Set transponder to 7700.
- (4) Contact SDF 132.075. Godman Tower is available for relay, when open, if unable to contact SDF directly. If unable to establish contact with ATC, call on emergency guard frequency.

Chapter 3

Aviation Operations

3-1. Parachute Operations

a. There are six authorized drop zones (DZ) on Fort Knox: ROSZOV, Zoomer, Matero Circular, Tracy Circular, Atcher and Medley.

(1) ROSZOV DZ: located on FTK (grid coordinate 16S EG 90156 96128, latitude/longitude N37°54'61" W85°58'46"). Only available in Class D airspace.

(2) Zoomer DZ: located on FTK (grid coordinate 16S EG 90178 95914, latitude/longitude N37°54'50" W85°58'45"). Only available in Class D airspace.

(3) Matero Circular DZ: located within Godman Class D in the vicinity of Otter Creek Airstrip (grid coordinate 16S EG 8667 9358, latitude/longitude N37°53'14" W86°00'87"). Units and organizations must have approval from Godman Operations and Range Operations in order to conduct parachute operations in Matero DZ. Only available in Class D airspace.

(4) Tracy Circular DZ: located in SUA R3704 in the vicinity of Yano Range (grid coordinate 16S FG 0859 8628, latitude/longitude N37°49'05" W85°49'37").

(5) Atcher DZ: located in SUA R3704 south of Hackett Range (grid coordinate 16S FG 0060 8690, latitude/longitude N37°49'46" W85°51'17").

(6) Medley DZ: located in SUA R3704 south of Hackett Range and west of Atcher DZ (grid coordinate 16S FG 0048 8655, 16S FG 0146 8654, 16S FG 0148 8590, 16S FG 0047 8591).

b. Only Department of the Army (DA) and/or DoD sponsored parachute clubs and military personnel are authorized to perform parachute operations on Fort Knox. Units and organizations must coordinate with and have an approved FKF 8175 from Range Operations to conduct parachute operations within SUA R3704.

c. Aircraft conducting parachute operations at ROSZOV/Zoomer DZ will maintain contact with Godman Tower and call before and after each drop.

d. Non-participating aircraft will not operate within ROSZOV DZ and Zoomer DZ until all parachutes are secured, and a clearance is received from the DZ officer-in-charge (OIC)/non-commissioned officer-in-charge (NCOIC) and Godman Tower. Aircraft operations and movement outside the DZ are permitted. Godman Tower remains responsible for keeping aircraft clear of the DZ when it is in use.

e. Non-participating aircraft will not operate within 1NM of any DZ within R3704 until all parachutes are secure and a clearance is received from the DZ OIC/NCOIC. A NOTAM will be issued for all parachute operations. FK Form 1077, NOTAM Request Form will be used for all NOTAM requests.

3-2. ROSZOV and Zoomer Drop Zones

a. ROSZOV and Zoomer DZs at FTK will be scheduled with Godman Operations. (see Appendix J)

b. Parachute activities will be coordinated through the Godman Operations Officer ((502)624-5813) and all requirements formalized using RFMSS Request Summary Form. Contact External Unit Service and Support for form information.

c. Execution of parachute activities will be controlled by Godman Tower. Godman Operations will post a NOTAM and coordinate the activation and de-activation of the DZ in RFMSS thru the Godman Operations Officer.

d. Godman Tower must be open for parachute operations. Normal operating hours are 0700-2300 Monday-Friday or as updated in a NOTAM. Godman Tower must be open 30 minutes prior to parachute operations and the DZ must be clear at least 15 minutes prior to closing. Any request for afterhours must be submitted to Godman Operations Officer, 21 days prior to the operation. The unit/organization will be required to pay a minimum of 2 hours of overtime for 2 Air Traffic Controllers to ensure safe operation of the DZ.

e. Drop Zone Safety Officer (DZSO)/Drop Zone Support Team (DZST) will report to Godman Operations, Building 5220, to sign out radios, receive briefings, and gain access to the DZ.

(1) ROSZOV DZ:

(a) Location. The DZ is 1,000 feet by 1,000 feet. The eastern edge is parallel to Runway 18/36. The southern boundary is at Bravo Taxiway. The western boundary contains Runway 15/33. The northern boundary begins at perimeter road.

(b) Use. The DZ is used for static-line parachute operations.

(c) Procedures. Use of the DZ requires prior coordination with Godman Operations and Godman Tower. Drops will not be authorized if a DZ commander is not on location. The DZ will be protected by Godman Tower when jump operations are in progress. During static-line operations (low altitude) non-participating aircraft, personnel, equipment and vehicles should remain clear of the DZ boundaries. DZSO consideration will be given to equipment and vehicles that are operating within the DZ boundaries with two-way communications with Godman Tower. Godman Tower should post a message on the Automated Terminal Information Service (ATIS) informing all aircraft of the parachute operation and applicable times.

(d) Operations will be conducted IAW FAA JO 7110.65, Godman AOM, and Godman Tower/123rd Airlift Wing Memorandum of Understanding.

(2) Zoomer DZ:

(a) Location: The DZ has a circular shape with a 1,620 feet radius. The center point of impact (PI) is located 286 feet from the Taxiway C/Runway 15 intersection at 100°.

(b) Use. The DZ is used to conduct equipment and High Altitude Low Opening (HALO) parachute operations.

(c) Procedures VFR. Use of the DZ requires prior coordination with Godman Operations and Godman Tower. Drops will not be authorized if a DZ commander is not on location. The DZ will be protected by Godman Tower when jump operations are in progress. During HALO, non-participating aircraft, personnel, equipment and vehicles should remain clear of the DZ boundaries. DZSO consideration will be given to equipment and vehicles that are operating within the DZ boundaries with two-way communications with Godman Tower. Aircraft operations on the numbers of Runway33, and 36 along with key holes east of the tower, Very Important Persons (VIP) and Red

Ramp, Taxiways A and B are not considered a factor during HALO jumps. Godman Tower should post a message on the ATIS informing all aircraft of the parachute operation and applicable times.

(d) Procedures IFR. *DZ Must Be Clear*. Additionally, aircraft operations in the key holes east of the tower are not considered a factor. All other areas are considered a factor. Weather minimums for IFR drops are 300 feet and ½ SM.

Note. Aircrews will notify Godman Tower 10 minutes prior to releasing personnel. Aircrews will notify Godman Tower of personnel away and number of personnel for each drop.

3-3. Rappelling/Stability Operations/Special Purpose Insertion/Extraction System/Fast Rope Insertion/Extraction System Operations

a. Army aircraft will be rigged IAW Training Circular (TC) 21-24 for rappelling operations, applicable operator's manuals, airworthiness releases will be used for Rappelling/Stability Operations/Special Purpose Insertion/Extraction System/Fast Rope Insertion/Extraction System training and missions. Other services will operate per applicable aircraft operator's manual, service regulations, policies, and directives as appropriate.

b. Rappelling is the only operation in this section allowed at FTK.

c. All operations listed in this section are allowed in SUA R3704 with FKF 8175 approval required.

3-4. External Load Operations

a. All services conducting external load operations at Godman Airfield and Fort Knox will follow policies, directives, restrictions, and SOPs, as appropriate, for their service and command. All External Load Operations will be conducted west of RWY 15/33 in I and J sods.

b. Sling Load Operations:

(1) Sling load training flights in the FTK traffic pattern are prohibited.

(2) Overflight of runway 15/33 and 18/36 with an external load is prohibited.

(3) The Pilot will announce all calls with their callsign and "with load" to allow for maximum situational awareness to ATC and other area traffic.

(4) Training flights within R3704 will utilize the north sling load arrival and departure corridor. This corridor will only be used for sling load training.

(5) Sling load training can be conducted in approved range areas. See para 2-12 for FKF 8175 instructions. When conducting external load operations in R3704, the pilot is required to annotate the training in the "summarized mission concept" block of FKF 8175. If the sling block is to be left in the training complex for any time, the unit must have previously scheduled the training area/facility and the pilot must follow the procedures and meet the requirements outlined in FKR 385-22 Range Regulation to occupy/sign-on to the facility for training. External loads containing hazmat, ammunition, fuel as defined in AFJM 24-204/TM38-250 may be performed in R3704 only.

(6) External loads departing the Fort Knox Local Area will arrive and depart using North Sling Corridor or ACP 4 inbound/outbound and avoid overflight of residential areas and runways. The following information must be annotated on the flight plan:

- (a) Route of Flight.
- (b) Type of Cargo.
- c. The North Sling Corridor
 - (1) Dimensions/grid:
 - (a) Width: 200 meters
 - (b) Height: 300ft AGL and below
 - (c) Maximum airspeed 100KIAS
 - (d) Sling Point 1: 16S EG 8942 9685
 - (e) Sling Point 2: 16S EH 9270 0487
 - (f) ACP7: 16S EH 9465 0550
 - (2) Procedures:
 - (a) One way only. Once a direction has been established, the direction of flight will be maintained until all aircraft have exited the corridor.
 - (b) The North Sling Corridor will be flown to avoid over flight of residential areas and to facilitate entry into R-3704. (See Appendix K for North Sling Corridor Map).
 - (c) Sling Point 1 is defined as the North-Western most corner of the airfield fence-line off the departure end of RWY 33. Aircrews will fly paralleling on the west side of RWY 33 to Sling Point 1, then fly direct to Sling Point 2.
 - (d) Sling Point 2 is defined as the South side of the power lines located on the hill crossing between 31W and the Salt River, Approx. 1KM North of Main Range Rd and south of the Fort Duffield Park and Historic Site. When transitioning from Sling point 1 to Sling point 2, aircrews will avoid overflight of the Brandenburg Station Road Gate located on the North Side of Godman Army Airfield.
 - (e) Aircrews will enter R3704 using ACP 7.
 - (f) Return to the airfield will reverse the procedures.
- d. Hoist Operations:
 - (1) Hoist training conducted on the airfield when Godman Tower is open, will be coordinated with Airfield Operations for reservation of the area needed for training.
 - (2) Hoist operations at Godman Airfield should be primarily west of 15/33 and within I and J Sod.
 - (3) Hoist operations with live people (live hoist) will provide a copy of their Medical Coverage Plan to Airfield Operations Officer prior to the initial training.
 - (4) Live Hoist operations shall announce "live hoist" for Godman Tower/CTAF awareness and de-confliction, during periods when pilot response will be limited.
 - (5) When Godman Tower is closed during live hoist, a NOTAM will be issued to increase the awareness of other aircraft operating in the area. FK Form 1077, NOTAM Request Form will be used for all NOTAM requests.
 - (6) Hoist training can be conducted in approved range areas. See para 2-12 for FK Form 8175 instructions. The unit must have previously scheduled the training area/facility where the training is to be conducted and the pilot must follow the procedures and meet the requirements outlined in FKR 385-22 Range Regulation to occupy/sign-on to the facility for training.

3-5. Slope Operations

Slope operations on FTK will be conducted at H Slope, I Slope, and J Slope. H Slope and I Slope will be vacated during fixed wing operations to RWY 15/33.

3-6. Medical Air Evacuation

a. The primary means of air ambulance support is from civilian Medical Air Evacuation (MEDEVAC) and can be requested through Godman Operations, Range Operations, or 911 Center. The Godman Airfield Aviation Pre-Accident Plan incorporates procedures to request MEDEVAC support for reported aviation accidents or incidents. Each unit should review procedures in FKR 385-22 prior to conducting training events/missions. Commanders are strongly urged to use MEDEVAC when *urgent* circumstances exist and surface evacuation might result in lengthy delays or increased injuries/trauma.

b. Contact Range Operations to request MEDEVAC (FM 38.90, Alt FM 41.10 or Alt VHF 136.075 or call (502)624-2125) or Godman Operations (VHF 126.2 or call (502)624-5545). If there is no contact, call 911 and request MEDEVAC.

c. Hospital facilities by distance:

(1) Hardin Memorial Hospital (1KY1): located 12.4 NM south of FTK.

(2) University of Louisville Hospital (26KY) Level 1 Trauma Center: located 23.1 NM northeast of FTK.

d. Request for MEDEVAC will contain the information on the Fort Knox MEDEVAC Request Form available from Range Operations.

3-7. Actions Following an Aircraft Mishap

a. Immediate action will be taken by the first person aware of such an event to activate the Godman Army Airfield Pre-Accident Plan.

b. Notify Godman Tower or Godman Operations. The information reported will include the following:

(1) Call sign.

(2) Aircraft type.

(3) Nature of emergency.

(4) Location of mishap.

(5) Number of personnel crew/passengers.

(6) Fuel on board.

(7) Other useful information: time and date of the mishap, extent of aircraft damage, tail number, if other than call sign.

c. If unable to contact Godman Tower/Operations and during hours of Airfield Division closure, call 911 and then contact Installation Operations Command (IOC) at (502)624-2806 with the above information.

3-8. Post-Mishap Medical Examinations

There is no hospital facility at Fort Knox and the Health Clinic has limited ability to conduct post mishap medical examinations.

3-9. Severe Weather Protection

a. Severe weather is any weather condition that can cause damage to aircraft while flying, taxiing, or parked.

b. Upon notification of a local weather advisory, watch, or warning, the commander or designated representative will determine if aircraft are required to be hangared. Godman Tower/Operations/Range Operations will notify aircrews in flight that a weather

advisory, watch, or warning has been issued. Godman Operations will notify remaining overnight (RON) aircrews of impending severe weather. The RON aircrews are responsible for mooring aircraft and/or assisting in the movement of unit aircraft into Hangar 1, Building 5220, on a space-available basis.

c. Hangar 1 will be used to hangar tenant C-12 airplanes and as many transient aircraft, on a priority system, that can be accommodated. Tenant UH-60 helicopters will be hangared in buildings 5222, 5256, and 5253. All remaining aircraft on the flight line will be moored per aircraft technical manuals. All other measures possible will be taken to protect aircraft.

3-10. Emergency Procedures

a. Crash Grid Map. A current crash grid map is located in Godman Operations and Godman Tower. All Godman Tower, Godman Operations, military police, firefighters, and ambulance personnel will be familiar with the Crash Grid Map and Fort Knox area, to include prominent terrain features and check points.

b. Mayday Calls. If a Mayday call or other distress signal is received, all assistance possible will be provided to the aircraft in distress. Godman Tower/Operations will be notified immediately.

c. Godman Tower/Operations personnel will activate the primary and a secondary crash alarm systems for all emergencies and distress calls.

d. If an aircraft in distress makes an emergency landing at FTK, the airfield will be closed for the duration of the emergency response. Airfield management or designated representative will assess the situation and re-open runways and/or landing areas as necessary based on the emergency and coordination with the onsite Incident Commander. An airfield inspection must be completed prior to re-opening.

e. Precautionary landings do not require airfield closure if the aircraft lands without incident and is able to continue to parking unassisted.

f. Landings with live munitions at FTK will be only as a last resort. Emergency situations may require aircrews to expend ordnance and/or jettison the armament systems within the impact areas of SUA R3704 before returning to the airfield. Impact armament jettisoning primary location is grid coordinate 16S FG 0450 9300; secondary location is grid coordinate 16S FG 0400 9750. Once cleared to jettison from Range Operations, follow a standard run-in of magnetic heading 330° at 1700 feet MSL if able. If not, advise Range Operations. Aircrews should verify that ranges are in a cease fire status prior to over flight of the impact area.

(1) If an aircrew makes an emergency landing at FTK with live munitions (last resort), the aircrew will park the aircraft facing on a 005° to 010° heading at the approach end of Runway 18. Godman Operations personnel will contact the IOC and Range Operations Firing Desk (see Appendix I).

(2) Godman Operations will contact the aircraft's unit. The unit will be responsible for disposal and transportation of any ordnance after the unit armament crew has removed the ordnance from the aircraft. Security and accountability of the ordnance remains a unit responsibility.

(3) FTK is *not* capable of loading or unloading explosive or hazardous materials, to include small arms ammunition.

g. Emergencies requiring a foamed runway will use the following airports, in the priority order listed, if possible.

(1) Fort Campbell Army Airfield, KY (KHOP), 11,800 feet runway length.

(2) Wright Patterson Air Force Base, OH (KFFO), 12,600 feet runway length.

(3) Louisville International Airport KY (KSDL), 10,000 feet runway length. SDF use will be as a last resort only.

3-11. Laser and Other Directed Energy Hazards

a. Commanders will ensure that all aircrews are briefed on laser-directed energy hazards (L/DEH), approved areas of operation and establish and implement unit procedures for safe operation of L/DEH on Fort Knox.

b. The PC will ensure the crew is briefed on range procedures and comply with the safety requirements when operating L/DEH on ranges.

c. Use of an external laser at FTK is not authorized. Use of an external laser is restricted to approved ranges and facilities within the range complex with approval by Range Operations.

3-12. Search and Rescue

Aviation units will be prepared to conduct SAR operations for missing or overdue aircraft within the Fort Knox LFA. Godman Operations will contact aviation units operating at Fort Knox and Aviation Support Facility Knox Flight Operations to request aircraft support to search for downed or missing aircraft.

3-13. Reporting Unusual Activities

Pilots and crewmembers observing unusual activities such as forest fires, suspected criminal activities, breaches in security, suspected terrorist activities, or intrusions into range areas will report observations to Range Operations and Godman Tower/Operations. Reported information will be in the “who, what, where, and when” format and passed immediately to Fort Knox IOC.

3-14. Aircraft Refueling/Defueling Operations

a. Aircraft engines will not be started when refuel operations are in progress on adjacent parking areas. Taxiing into an adjacent parking spot during fueling operations is not authorized.

b. Aircraft will not be fueled when lightning is reported within 5 NM of the airfield. Godman Operations will inform fuel handlers when lightning is reported within 5 NM and when it has moved beyond 5 NM from FTK. Range Operations will notify aviation units in the training complex of lightning observations.

c. Personnel *will not* be aboard an aircraft during fueling operations, unless the aircraft is a type which requires fuel quantity gauges to be monitored or it is standard procedure for other services.

d. Speed limit for all vehicles is 5 miles per hour in the vicinity of aircraft. Extreme caution should be exercised whenever operating a vehicle in the vicinity of aircraft.

e. Aircraft Rapid Refueling.

(1) Fuel handlers will use a closed circuit refueling (CCR) nozzle for rapid refuel operations. Aircraft not equipped with CCR receptacles will be required to shut down for

open port refueling. An aircrew member must be at the aircraft during refueling operations when there is only one person on the refueling truck.

(2) The provisions of Army Techniques Publication (ATP) 4-43, Petroleum Supply Operations, will govern the setup of dispensing equipment, pad spacing requirements, grounding points, grounding procedures, lighting requirements, and firefighting equipment requirements. Aircrews will use procedures for the individual aircraft type flown.

(3) Military personnel operating fueling points will wear eye protection (goggles), hearing protection (earplugs or aural protectors), gloves, leather boots, and long-sleeved uniforms with sleeves rolled down. Cotton coveralls authorized in common table of allowances (CTA) (CTA 50-900) for petroleum, oils, and lubricants handlers may be worn; if unavailable, Army combat uniform/battle dress uniform with sleeves down are authorized.

(4) Aircraft crewmembers involved in refuel operations will wear helmets with visors down (except during NVD operations).

(5) Smoking is prohibited within 50 feet of aircraft and fuel dispensing equipment. Personnel are prohibited from carrying ignition sources (lighter, matches, etcetera) within 50 feet of an aircraft being refueled.

(6) The PC is responsible for ensuring passengers are properly briefed and escorted to a marshalling area before refueling begins.

(7) Refuel personnel will ensure a serviceable fire extinguisher is available at each fuel point before commencing operations.

(8) Sufficient water or a water source will be available to wash spilled fuel from personnel or to wet fuel-soaked clothing.

f. In the event of fire in the refuel area, the following procedures apply:

(1) Refuel fire location. The PC will shut down and exit the aircraft. Crewmembers will assist, as necessary.

(2) Aircraft or other refuel points. Cease refuel operations immediately. A crewmember outside the aircraft will disconnect all grounding cables and close the fuel cap. The PC will determine if a safe departure can be made; fly or taxi the aircraft to a safe location. If aircraft cannot be moved safely, shut the aircraft down and exit the aircraft. Crewmembers will assist, as appropriate.

g. FARP operations at FTK are permitted after coordination with Godman Operations. FARP operations will be located along D Taxiway at the concrete dike site. The unit conducting FARP operations will complete a DRAW. For FARP operations when Godman Operations and the Godman Tower are closed, requests must be submitted through the Operations Officer 14 working days in advance with a unit completed DRAW to the Garrison Commander for approval. Before FARP operations, the unit Aviation Safety Officer must notify Godman Operations Officer or Airfield Safety Officer that the fuel site has been inspected and all requirements for safe operations have been met.

(1) During FARP operations, all crewmembers will comply with service appropriate regulations.

(2) Anti-collision lights will be off during refuel and position lights will be on steady bright. The unfiltered landing light may be on during refuel operations.

(3) Aircraft doors and windows will be positioned IAW the operator's manual, unit directive, or service guidelines.

h. Defuel procedures will be per ATP 4-43.

(1) Defuel operations will be conducted at FTK, if possible. If an aircraft must be defueled at a field location, all precautions will be taken to ensure safety and environmental protection guidelines are met.

(2) Before defueling an aircraft at FTK, the fire department will be notified.

(3) Disposition of fuel removed from an aircraft during defuel operations will be as follows:

(a) Non-contaminated fuel will be sampled and taken from the aircraft into a fuel service tank or truck.

(b) Contaminated fuel will be removed from the aircraft and stored in appropriate fuel storage containers for proper disposal. The contaminated fuel will be protected and accountability maintained until turned in.

Appendix A References

Section I Publications

AR 95-1
Flight Regulations

AR 95-2
Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control (ATC), and Navigational Aid

AR 95-27
Operational Procedures for Aircraft Carrying Hazardous Materials

AR 385-10
The Army Safety Program

AR 385-63
Range Safety

ATP 4-43
Petroleum Supply Operations

DA Pam 385-90
Army Aviation Accident Prevention Program

DoDI 4515.13
Air Transportation Eligibility

FAA JO 7110.65
Air Traffic Control

CFR Title 14, Chapter I, Subchapter F, Part 91 (FAR Part 91)
Federal Aviation Regulations – General Operating and Flight Rules

CFR Title 14, Chapter I, Subchapter F, Part 105 (FAR Part 105)
Parachute Operations

Fort Knox Regulation 385-22
Range Regulation (Training/Impact Areas)

Godman Airfield Operations Manual

TC 3-04.11

Commander's Aviation Training and Standardization Program

TC 3-04-16

Airfield Operations

Section II**Prescribed Forms****FKF 1077**

Fort Knox NOTAM Request (KFTK or R3704)

FKF 1078

Godman AAF Training Request

FKF 8175

Local Flight Plan/SUA R3704 AMR (prescribed in para 2-5).

Fort Knox MEDEVAC Request Form (prescribed in para 3-5).

Section III**Referenced Forms****DA Form 2028**

Recommended Changes to Publications and Blank Forms

DD Form 175-1

Flight Weather Briefing.

DD Form 1801

International Flight Plan, DoD.

DD Form 2977

Deliberate Risk Assessment Worksheet

FAA Form 7233-1

US Department of Transportation FAA Flight Plan.

RFMSS Request Summary

**Appendix B
ACP**

Table B-1

ACP	GRID	Description
1	16S EG 8693 8629	Hwy 144 Road Intersection
2	16S EG 8672 9340	Otter Creek Airstrip
3	16S EG 9255 9790	Brave Rifles & Wilson Road
4	16S EG 8689 9921	Road Intersection
5	16S EH 8460 0131	River Bend & Railroad
6	16S EH 9040 0440	West Point Airstrip
7	16S EH 9465 0550	Road & River Intersection
8	16S FH 0029 0732	Road in Valley
9	16S FH 0387 0435	Road Intersection Mt. Eden
10	16S FH 1070 0610	River Bend & Lake
11	16S FG 0926 9913	Beech Grove Rd Intersection
12	16S FG 1064 9395	Hwy 251 Road Intersection
13	16S FG 1025 8483	I-65 & 313 Loop
14	16S FG 0068 8218	Hwys 434 & 251 Intersection
15	16S EG 9549 8366	31W & Hwy 313 Intersection
16	16S EG 9785 8692	Douglas Lake
17	16S EG 9431 9091	Road & Saunders Lake
18	16S EG 9611 9627	Road Intersection
19	16S FH 0003 0060	Road & River Intersection

Appendix C

C-1. Flight in these areas will be IAW minimum safe altitude standards found in FAR 91.119 para (b), (c) and (d).

Table C-1.
Noise Abatement Areas

NAME	GRID
Lebanon Junction, KY City Limits	16S FG 118 880
Radcliff, KY City Limits	16S EG 926 880
Shepherdsville, KY City Limits	16S FH 129 049
Elizabethtown, KY Near Airport	16S EG 962 728
Vine Grove, KY City Limits	16S EG 899 850

C-2. Check local NOTAMs for additional avoidance areas and updates.

Appendix D

D-1. All requests for Cadet Park, Flagg Field, and Maude Complex will be routed through DPTMS Support Branch for staffing. Requests must be received a minimum of six weeks prior to the requested use dates for adequate routing time.

Note. Brooks Field requests are submitted online at www.knox.army.mil/Garrison/scheduler.aspx. Aircraft use requires an additional memorandum for approval.

Table D-1
Approved Landing Areas

Location Name	GRID	LAT/LONG	TYPE	Approval Authority
Brooks Field, & Cadet Park	EG 9230 9475	N37 54 45 W85 57 05	Parade Field LZ	Garrison Commander/ DPTMS Director
Flagg Field	EG 9195 9530	N37 54 00 W85 57 00	USAREC Headquarters Field	USAREC
Maude Complex **	EG 9407 9550	N37 54 00 W85 55 00	Complex LZ	Commander Maude Complex

** Maude Complex is located within the R3704 boundary and requires additional coordination with Fort Knox Range Management Authority.

D-2. Requests for approved landing zones/areas within the range and training complex will be submitted to the Range Operations Firing Desk on FKF 8175 prior to use. Users must check the Firing Log for availability (located in Airfield Operations) prior to submission.

**Table D-2.
Training Complex Approved Landing Areas**

NAME	GRID	TYPE
HLZ 17A	16S FH 0319 0452	Field HLZ
HLZ 17B	16S FH 0169 0550	Field HLZ
HLZ 17C	16S EH 9993 0459	Field HLZ
Anaconda	16S FH 0425 0131	MOUT Site
Andrews Shoothouse	16S FH 0506 0276	MOUT Site
Cedar Creek	16S FG 0357 8640	Airstrip
Chappel Ridge	16S FH 03645 0414	Airstrip
HSTL	16S EG 9399 9336	MOUT Site
Mount Eden Church	16S FH 0418 0472	Airstrip
Otter Creek	16S EG 8671 9346	Airstrip
Red Wings	16S EH 9995 0492	MOUT Site
Twin Knobs	16S FG 0907 8898	LZ
West Point	16S EH 9051 0444	Airstrip
Zoweto	16S FH 0376 0176	MOUT Site
Zussman Mock Afld	16S FH 0329 0171	Mock Airfield

Appendix E

Terrain Flight Training Areas

Aircrews will request operations in SUA R3704 using the AMR process found in para 2-12 of this regulation. Aircrews will call the Range Operations Firing Desk with approved entry and exit points for SUA R3704. Live hoist operations within SUA R3704 will be coordinated with Range Operations at least 10 days in advance. Maximum aircraft density without prior approval from Range Operations is four aircraft per sector. For example, a unit with 4 aircraft can operate in South A and another 4 aircraft can operate in South B. However, if eight aircraft want to operate simultaneously in South A and B, prior coordination must be made with Range Operations. Aviation units may request exclusive use of any training area airspace through Range Operations on FKF 8175/AMR. Airspace approval is dependent on active ranges and training areas within the requested airspace.

E-1. West Training Areas (TAs 8, 9, 10, 12 and 14) (ACPs 2, 4, 5, 6) – West Training Area is primarily used for rotary wing terrain flight task and consist of NOE Green Route and West A, B, and C sectors. The West Training Area lies within the Godman Class D surface area. All aircraft should operate at an altitude not to exceed 500' AGL. Aircraft may request for higher altitudes from Godman Tower. Range Operations frequency should be monitored while operating in the West Training Area. During times of high volume traffic at FTK (C-130 and rotary wing in the pattern), aircraft within the training area will give way to landing or departing airfield traffic. Hoist or LZ operations within the West Training Area will be coordinated with Range Operations at least 48 hours prior to occupation.

E-2. North Training Areas (TAs 15, 16, 17, and 18) (ACPs 7, 8, 9, 19) – North is primarily used for rotary wing and UAS training. Two-way radio communications with Range Operations must be established prior to entering SUA R3704 North Training Area.

E-3. Central Training Area (TAs 5, 6, and 7) (ACPs 3, 17 & 18). The Central Training area is located in SUA R3704 and the Godman Class D airspace. The restricted area takes precedence over the Class D airspace when it is activated. Afghan Village Military Operations on Urban Terrain (MOUT) site and part of NOE Brown Route are within the Central Training Area. All participating aircraft are required to maintain radio contact with Range Operations within the Central Training Area

E-4. South Training Area (TAs 2, 3, and 4) (ACPs 13-16). South A and B are primarily used for rotary wing and UAS training. Two-way radio communications with Range Operations must be established prior to entering SUA R3704 South Training Area. During Atcher DZ operations, there will be no rotary wing operations with the exception of ground operations at Cedar Creek Airstrip or Yano Range.

a. South A (TA 3 & 4) – South A contains the start point for NOE Brown Route and Atcher DZ.

b. South B (TA 2) – South B contains Cedar Creek Airstrip which is utilized for UAS or Gunnery FARP operations. During aerial gunnery operations, South B may be closed to facilitate the safe movement of participating aircraft from Cedar Creek FARP to Yano Range.

Appendix F NOE Routes

NOE Routes – As depicted on the Fort Knox MIM maps located in the Flight Planning Area of Godman Operations. All NOE Routes are expected to be flown at 250 feet AGL and below. Brown and Blue Routes are both managed by Range Operations. Approval must be requested on FKF 8175/AMR and aircrews must request permission from the firing desk on FM 38.90 prior to entering Brown or Blue Route. Aircrew coordination is the primary means for de-confliction along the routes.

F-1. Green Route (West Training Area) – Green Route will be flown south to north only. Green Route is the only route within the Godman Airspace and as such Godman Tower is the controlling agency. All aircraft should operate at an altitude not to exceed 500' AGL. Aircraft may request for higher altitudes from Godman Tower. For times when the Godman Tower is closed, participating aircraft will coordinate route direction between aircraft on CTAF 133.35 and monitor Knox UHF air-to-air frequency, 237.50. In general, Green Route begins at ACP 2 (16S EG 8660 9340), picks up Otter Creek, and proceeds northbound. Upon reaching the pumping station (16S EG 857 955), *climb to an altitude that will allow the aircraft to clear two sets of power lines* along Highway 60, but not lower than 50 feet above the power lines, cross wires at the pole (minimum altitude 900 feet MSL). Aircraft will clear buildings north of Highway 60 (Camp Carlson) before descending to NOE altitude at (16S EG 853 953). Continue to follow NOE route northbound until crossing Highway 1638. Upon crossing Highway 1638, turn right and follow Camp Sky High Road. Once past the compressor station turn northeast and follow the draw to the opening of Hog Hollow and pick up the pipeline cut to the northeast to release point (RP) Green (16S EH 8836 0357) and then continues to ACP 6 (16S EH 9040 0440, West Point Airstrip).

F-2. Brown Route (South A, Central, and North) – Brown Route may be flown either direction; however, once a direction has been established, all other aircraft must fly the same direction and enter the route behind the first aircraft on the route. The route direction may not be changed until the using aircraft calls clear of the route. From ACP 16 (16S EG 9779 8712) pick up Mill Creek and follow to ACP 18 (16S EG 9612 9628). Contact Range Operations prior to traversing Easy Gap Corridor (ACP 18 to ACP 19 as depicted on the map) and request "Is the Gap Hot?" If Easy Gap is hot, the route is closed from ACP 18 to ACP 19. If cleared for the Gap after crossing the Salt River, follow the 00 easting grid line until crossing Chappel Ridge Road (16S EH 9917 0252), intercept Cedar Point Branch (stay north of impact area) and follow to intercept the Salt River to ACP 7 (16S EH 9465 0553).

F-3. Blue Route (East Side Boundary of Fort Knox) – Blue Route may be flown either direction; however, once a direction has been established, all other aircraft must fly the same direction and enter the route behind the first aircraft on the route. The route direction may not be changed until the using aircraft calls clear of the route.

From hill at (16S FH 076 041) fly east of the baseline for Wilcox Range then pick up the firebreak starting at (16S FH 089 027) then follow south to Bolton Knob (16S FG 1000 8990). Upon arrival at Bolton Knob, climb as necessary to rejoin the ACP altitudes or 500 feet minimum altitude for off post flight.

Appendix G

The appendix is a graphic representation of the local flight areas, SUA R3704 and Godman Army Airfield.

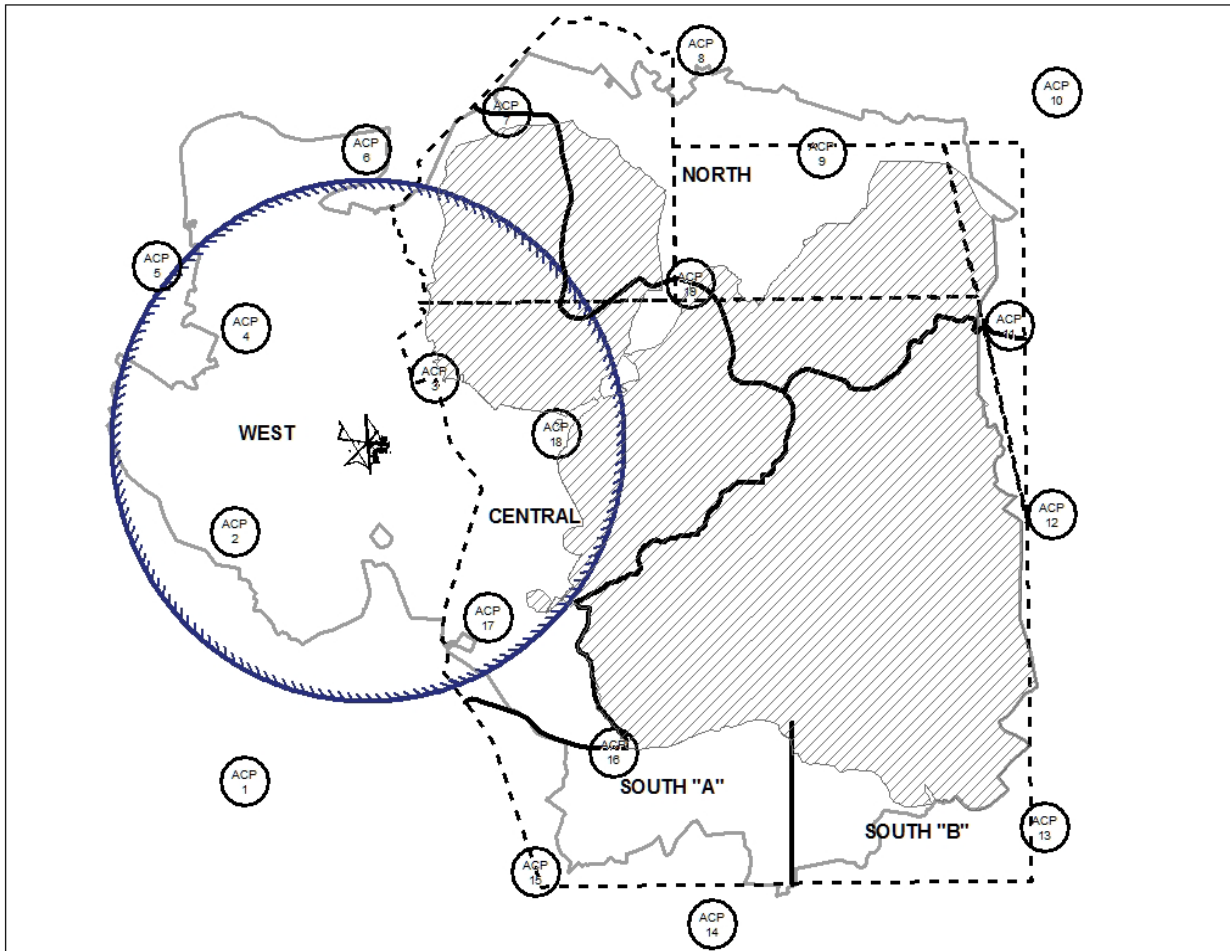


Figure H-1. Fort Knox Aviation Training Area Map.

Appendix H

Cedar Creek Airstrip to Yano Range. See below for the recommended ingress/egress routes between Yano Range Multi-Purpose Range Complex – Heavy and Cedar Creek Airstrip (FARP).

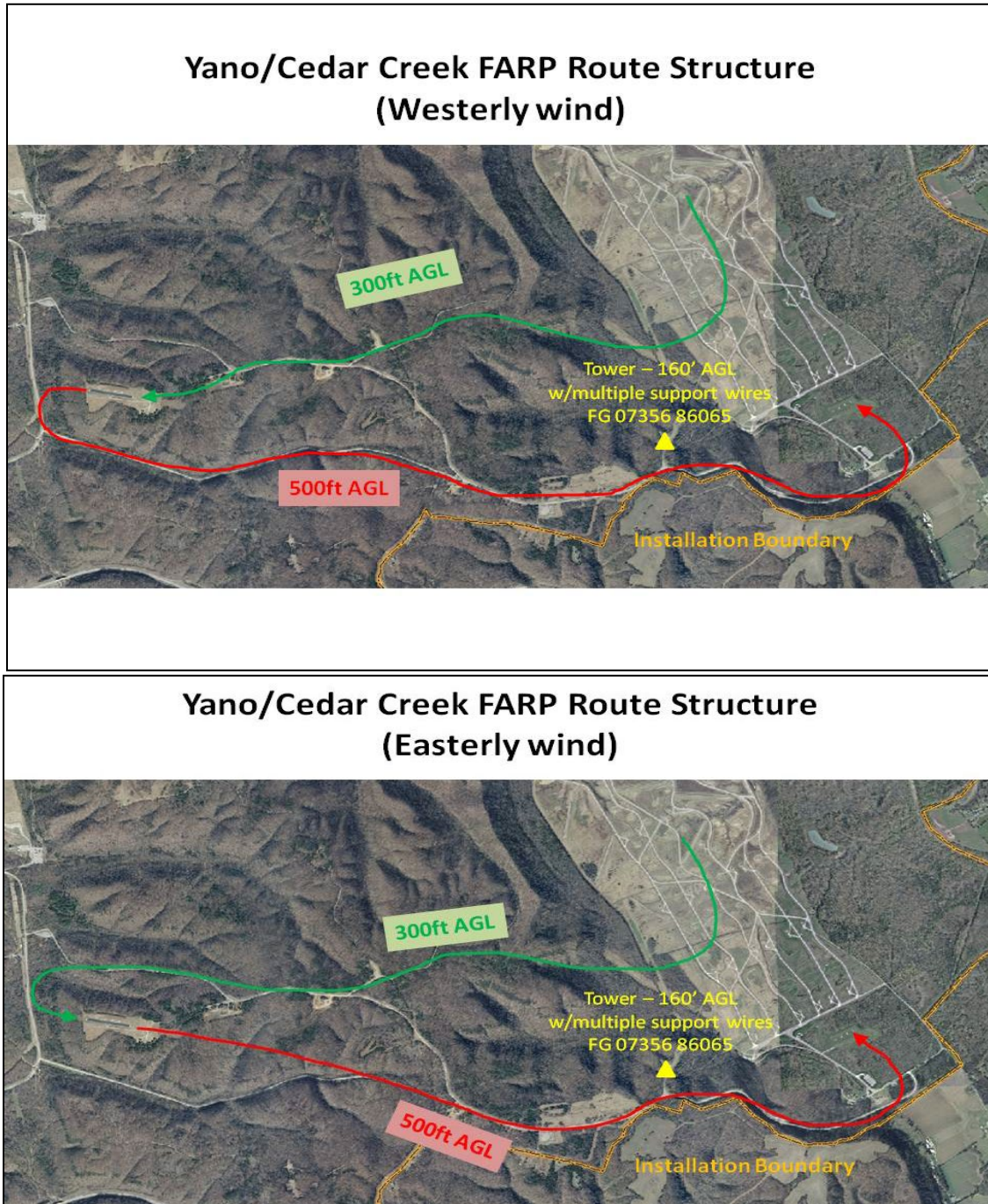


Figure H-1. Map of the Gunnery Corridor.

Appendix I

Emergency Landings with Live Ordnance see para 3-10, landing as last resort only.

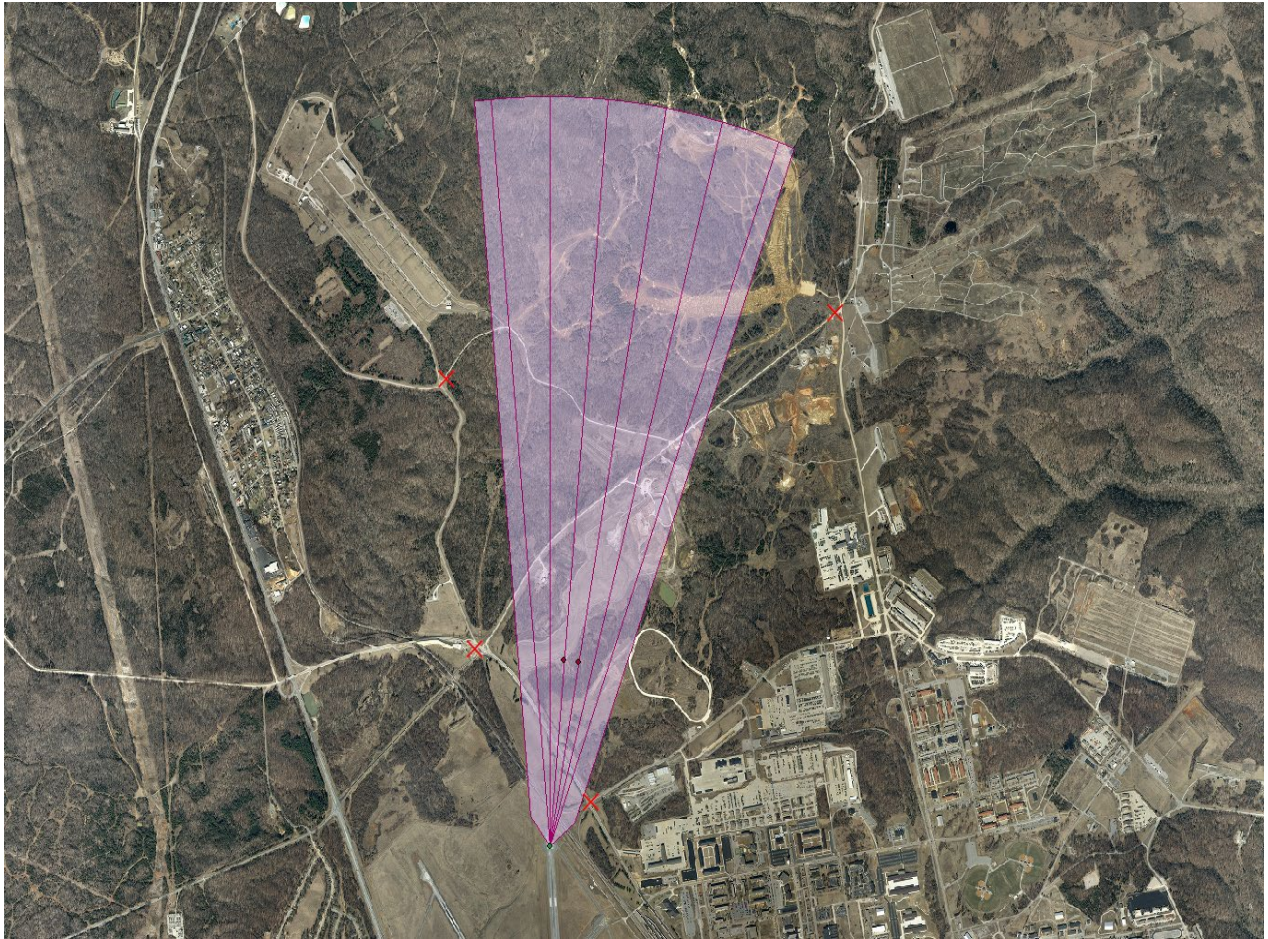


Figure I-1. Emergency Landing with Live Ordnance.

Appendix J

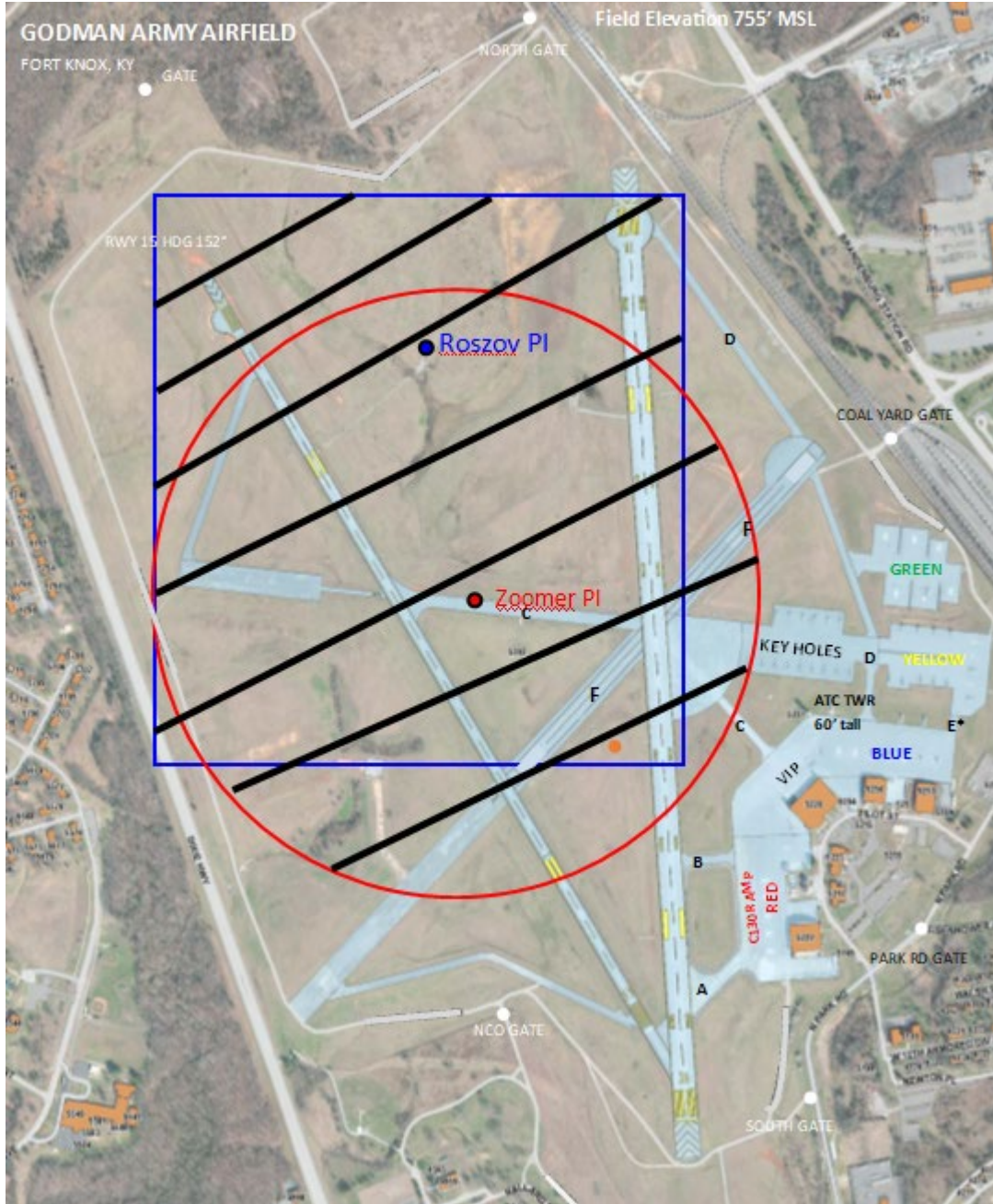


Figure J-1. Airfield Drop Zone Depiction

Appendix K

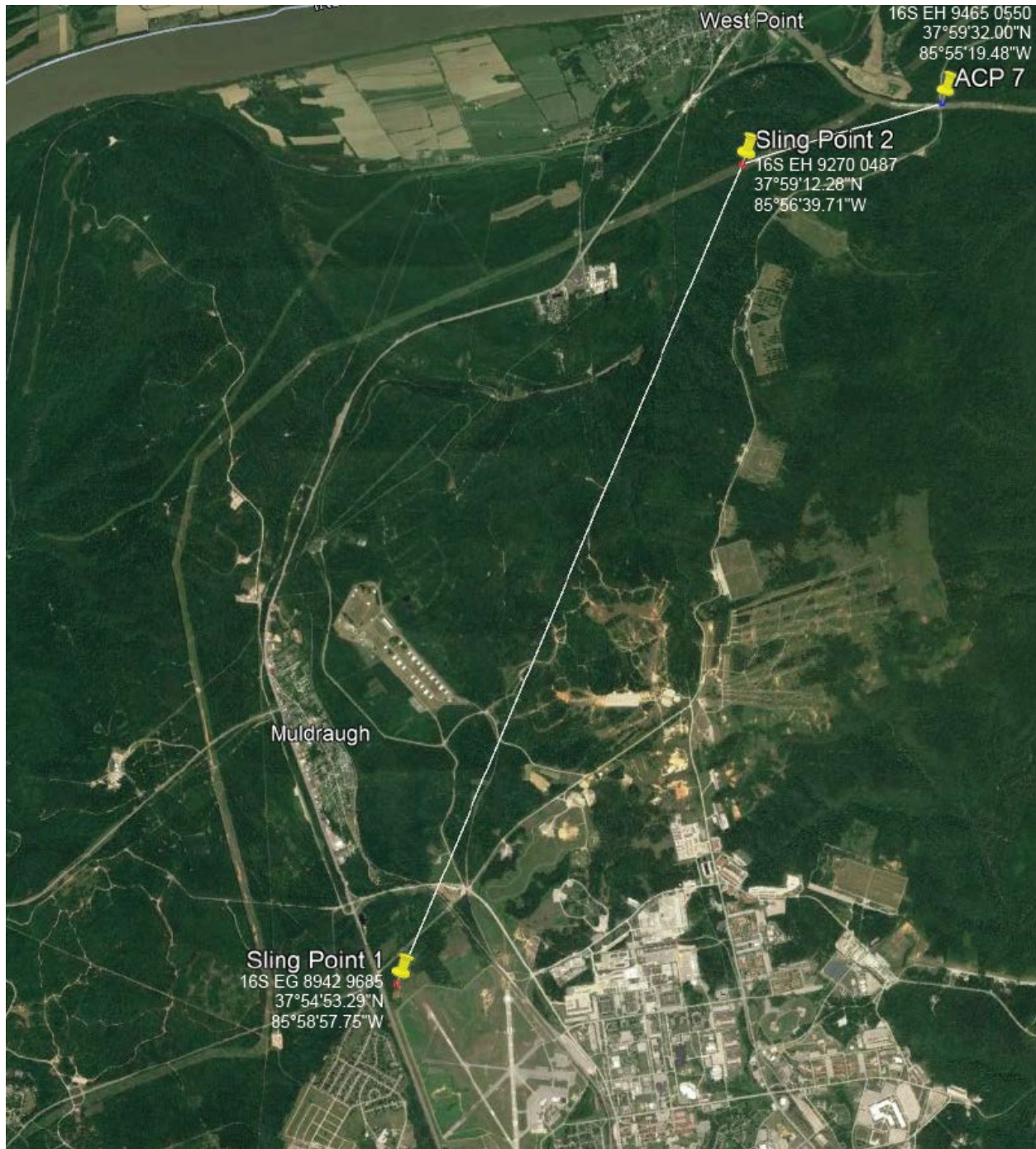


Figure K-1. North Sling Corridor Map

Appendix L

Quick reference guide for pilots operating in the Fort Knox LFA. The figure includes the frequencies and phone numbers will be needed during operations at Godman Army Airfield and within SUA R3704.

Facility Contact Information					
Facility	VHF	UHF	FM	Alt	Phone
Godman Tower	133.35	233.7			(502) 624-1717
CTAF	133.35				
Pilot Controlled Lighting	133.35				
Godman Ground	121.9	239.3			(502) 624-1717
Godman Operations	126.2	234.4			(502) 624-5545
Godman Repeater	126.2				
Godman Weather/METRO	139.65				(502) 624-5653
ATIS	109.60				
Range Operations	136.075		38.90	41.10	(502) 624-2125
Knox Air to Air		237.50			
Louisville Approach	132.07	327.00		123.67	(502) 375-7499
Weather after hours: 15 th OWS, Scott Airforce Base					(618) 256-9698
Flight Service					800-WX BRIEF (992-7433)
Fort Knox IOC					(502) 624-2806

NAVAIDS		
	VOR	ILS
KFTK	109.6	108.9
New Hope (EWO)	110.8	
Mystic (MYS)	108.2	

Traffic Patterns	
Fixed Wing	2300' Downwind Altitude
	2000' Base Altitude
Rotary Wing	1500' Downwind Altitude
	1300' Base Altitude

Minimum Altitude in 35 NM LFA
500' AGL

Aircraft Lighting
ALL Aircraft: Anti-collision lights ON when engines are running.

Figure L-1. Pilot Quick Reference Guide

Appendix M

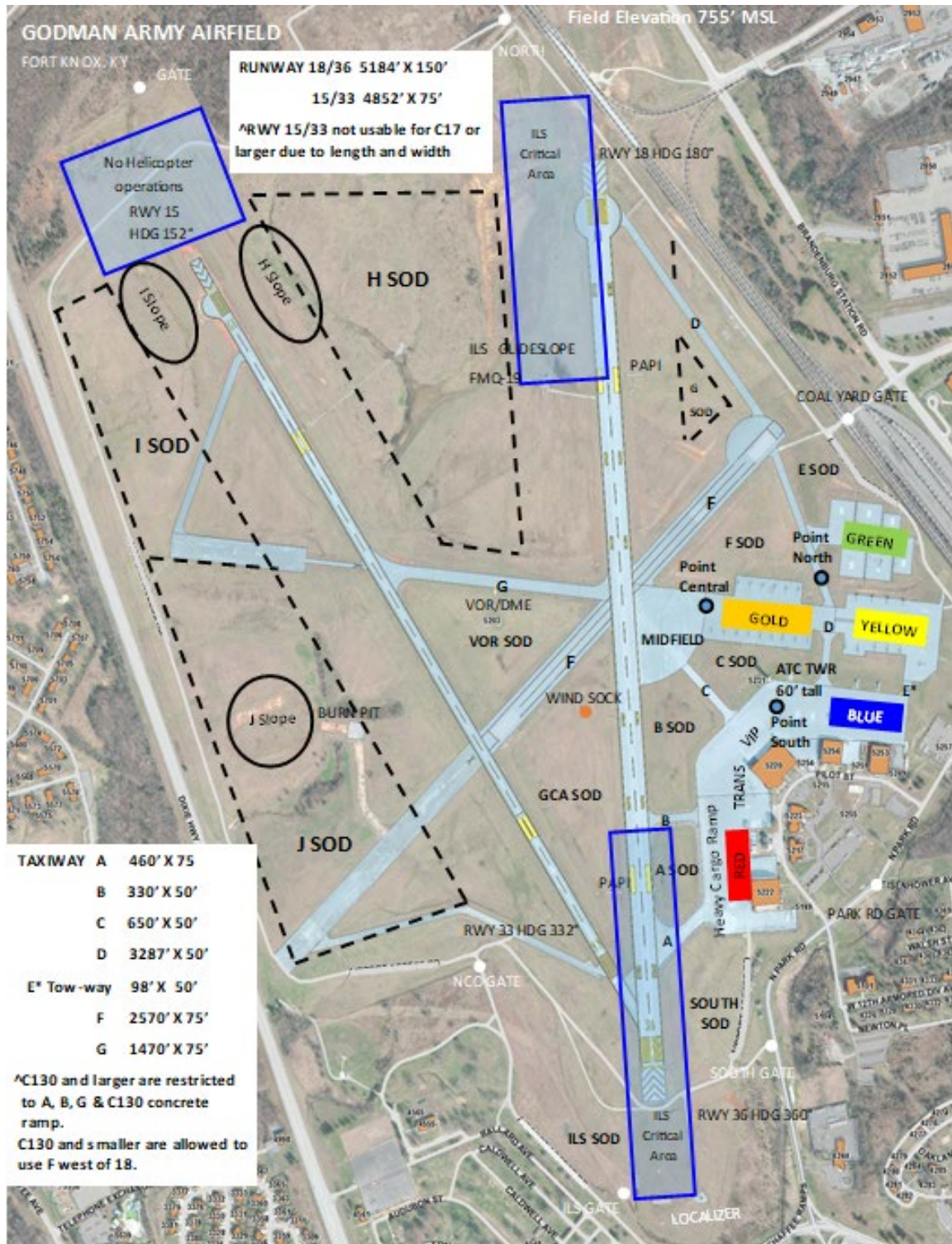


Figure M-1. Godman Army Airfield Map.

Appendix N

Airfield Parking Plan and Parking Procedures.

N-1. Hangar Locations. Godman Army Airfield (GAAF) has four hangars.

a. Bldg. 5222 Hangar – The southernmost hangar, located adjacent to Red Ramp. This facility is managed by ASF. This is used by Aviation Support Facility (ASF) Knox, rotary-wing contract maintenance, and for tenant ARAC unit (C/5-159th GSAB MEDEVAC) H-60 parking.

b. Bldg. 5220, Hangar No.1 – Located adjacent to VIP Ramp south of the Tower and north of Bldg. 5222. This facility is managed by GAAF. GAAF Airfield Operations, GAAF Weather Office, Contract fuel resides in this hangar. Tenant ARAC unit C/6-52 TAC (located on the second floor) BE20 parking and maintenance and transient maintenance parking.

c. Bldg. 5256, Murphy Hangar – Located east of Hangar No.1 adjacent to Blue Ramp and southeast of the Tower. This facility is managed by ASF. This is used by ASF Knox and provides maintenance for tenant ARAC rotary-wing aircraft.

d. Bldg. 5253, Thunderbolt Hangar – Located east of Murphy Hangar adjacent to Blue Ramp. This facility is managed by ASF. This is used as the operations building for tenant ARAC units (8-229th AHB and C/5-159th GSAB MEDEVAC) and the ASF. There is limited parking available in this hangar.

N-2. Parking Areas. Airfield Operations is responsible for the airfield parking plan IAW this manual. No Aircraft will depart directly from pads.

Note: Apron Edge markings (double solid continuous yellow lines) adjacent to the buildings on RED and Blue ramps is a “No Penetration” line where no part of the aircraft should go past. The “No Penetration” intent does not apply to all other ramps.

Note: RED pads 1-5 and Blue pads 1-7 are ground taxi only (no hover operations).

a. Red Ramp (Non-Movement Area) – This area has five concrete pads with tie-downs and electrical grounding points. It is located on the southern section of Godman AAF. The area runs from south to north along Bldg. 5222 Hangar and West of the F-24 Above Ground Storage Tanks (AGST). Red pads 1-5 are ground taxi only. On these pads, aircraft will pull in facing east and will be turned to face west to depart. Aircraft can turn on pad under own power so long as the adjacent pad is empty, and no part of the aircraft goes past the Apron Edge markings. If unable to turn around without crossing Apron Edge markings, the aircraft must be turned by tug to face north in order to depart. Most pads in this area are not in sight from the Tower.

b. Transient Parking (Movement Area) – Transient parking is managed by Airfield Operations. This area has three asphalt parking spaces primarily for fixed winged aircraft. They are marked with a yellow “T” and they have tie-downs and electrical grounding points. It is located west of the Hangar No. 1. Pads 1 and 3 are for primary use. All aircraft will normally park facing to the west. If unable to turn around without crossing Apron Edge markings, the aircraft must be turned by tug.

c. VIP Ramp – VIP Ramp parking is managed by Airfield Operations. This area has two asphalt parking spaces with tie-downs and electrical grounding points. It is located to the northwest of the Hangar No.1. VIP Spot 1 is located farthest southwest and is abeam the concrete sidewalk. VIP Spot 2 is to the northeast of VIP Spot 1 on the yellow taxi line. All VIP aircraft will park facing to the southwest.

d. Blue Ramp (Non-Movement Area) – This area has 10 concrete parking pads with tie-downs and electrical grounding points. It is located north of Murphy Hangar and Thunderbolt Hangar and east of the Tower. The parking pads are marked with a “B” and number indicating the parking number of Blue 1, 2, 3, etc. This parking area is reserved for tenant ARAC units. Parking spot B1 is reserved for tenant BE20 parking and maintenance. Blue pads 1-7 are ground taxi only. On these pads, aircraft will pull in facing south and will be turned to face north to depart. Aircraft can turn on pad under own power so long as the adjacent pad is empty and no part of the aircraft goes past the Apron Edge markings. If unable to turn around without crossing Apron Edge markings, the aircraft must be turned by tug to face north in order to depart. Blue pads 8 and 9, aircraft will pull in facing north. To depart, conduct a 180 degree hover turn (tail away from opposite pad) and ground taxi thru Blue ramp. Blue pads 10 and 11 are for GSE only. Blue pad 12 is tow in / out only.

e. Yellow Ramp (Non-Movement Area) – This area has 15 concrete parking pads with tie-downs and electrical grounding points. It is located north of Blue Ramp and east of Taxiway D. The parking pads are marked with a “Y” and number indicating the parking number of Yellow 1, 2, 3, etc. This parking area is reserved for tenant ARAC rotary wing units. Yellow pads 1-5 will pull in facing south. To depart, hover backwards until tail is over ramp centerline, conduct a 90 degree pedal turn to the west and ground taxi out Yellow ramp. Yellow pads 6-9 will pull in facing north. To depart; option one, if Green pads 1, 2, and 3 are empty, hover straight out over the sod and ground taxi thru Green ramp. Second option, if any aircraft are parked on Green pads 1, 2, or 3 then hover backwards until tail is over ramp centerline, conduct a 90 degree pedal turn to the west and ground taxi thru Yellow ramp. Yellow pads 10, 11, 12, and 15 are tow in / out only. Yellow pads 13 and 14 will pull-in and park facing east, aircraft can turn on pad under own power so long as the adjacent pad is empty. To depart, the aircraft must be turned facing west by tug.

f. Green Ramp (Movement Area) – This area is managed by Airfield Operations and is reserved for transient rotary wing aircraft (Tenant units may request use from Ground or Base Operations). Air and maintenance crews must coordinate with Ground or Base Ops prior to operating within the movement area. It has 6 concrete parking pads with tie-downs and electrical grounding points. It is located north of Yellow Ramp and east of Taxiway D.

g. Gold Ramp (Non-Movement Area) – This area has 15 concrete parking pads with tie-downs and electrical grounding points. It is located north of the Tower between Midfield Area and Taxiway D. This parking area is reserved for tenant ARAC rotary wing units. Gold pads 1-9 will pull in facing south. To depart, hover backwards until tail is over ramp centerline, conduct a 90 degree pedal turn and ground taxi thru Gold ramp. Gold pads 10-15 will pull in facing north. To depart, Hover taxi straight out over F sod.

h. Heavy Cargo Ramp (Movement Area) – C130/C17 aircraft shall park on the western-most edge of the ramp near Red Ramp between Taxiway A and Taxiway B. The Heavy Cargo Ramp is concrete. No tie-downs are available but it does have grounding points. Coordination with ASF must be made to clear Red Ramp prior to C17 Parking.

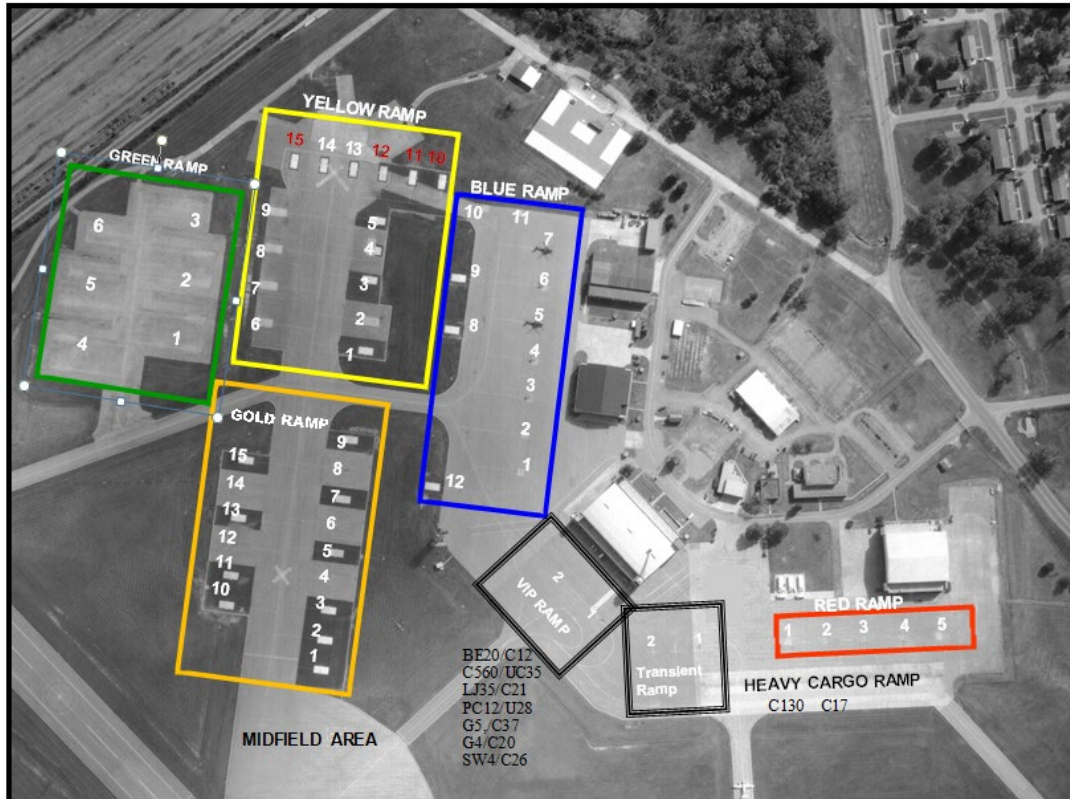


Figure N-1. Airfield Parking Map

Glossary

Section I Acronyms and Abbreviations

ACP

Aviation Check Point

AGL

Above Ground Level

ATCAA

Air Traffic Control Assigned Airspace

AMR

Air Mission Request

AOM

Airfield Operations Manual

AR

Army Regulation

AT&A

Air Traffic and Airspace Officer

ATC

Air Traffic Control

ATCAA

Air Traffic Control Assigned Airspace

ATIS

Automated Terminal Information Service

ATP

Army Technical Publication

CCR

Closed Circuit Refuel

CFR

Code of Federal Regulations

CTA

Common Table of Allowances

CTAF

Common Traffic Advisory Frequency

DA

Department of the Army

DD

Department of Defense (form)

DoD

Department of Defense

DPTMS

Directorate of Plans, Training, Mobilization, and Security

DRAW

Deliberate Risk Assessment Worksheet

DSN

Defense Switching Network

DZ

Drop Zone

DZSO

Drop Zone Safety Officer

DZST

Drop Zone Support Team

FAA

Federal Aviation Administration

FAA JO

Federal Aviation Administration Job Order

FAR

Federal Aviation Regulation

FARP

Forward Area Refuel Point

FKF
Fort Knox Form

FKR
Fort Knox Regulation

FLIP(s)
Flight Information Publications

FM
Frequency Modulation

FSS
Flight Service Station

FTK
Godman Army Airfield FAA Identified

HALO
High Altitude Low Opening

HSTL
Home Station Training Lanes

IAW
In Accordance With

IFR
Instrument Flight Rules

ILS
Instrument Landing System

IOC
Installation Operations Center

IR
Infrared

LFA
Local Flying Area

L/DEH

Lasers/Directed Energy Hazards

LOA

Letter of Agreement

LZ

Landing Zone

MEDEVAC

Medical Evacuation

MIM

Military Installation Map

MOUT

Military Operations on Urban Terrain

MTF

Maintenance Test Flight

MTP

Maintenance Test Pilot

NAVAID

Navigational Aid

NCOIC

Non-Commissioned Officer-in-Charge

NM

Nautical Mile

NOE

Nap of the Earth

NOTAM

Notice to Airmen

NVD

Night Vision Device

OIC

Officer-in-Charge

OWS

Operational Weather Squadron

PI

Point of Impact

PC

Pilot-in-Command

PPR

Priority Permission Request

RFMSS

Range Facility Management Support System

RON

Remain Over Night

SAR

Search and Rescue

SDF

Louisville Approach Control and Airport FAA Identifier

SM

Statute Mile

SOP

Standing Operating Procedure

SUA

Special Use Airspace

SVFR

Special Visual Flight Rules

TC

Training Circular

TM

Training Manual

UAS

Unmanned Aircraft System

UHF

Ultra High Frequency

VFR

Visual Flight Rules

VHF

Very High Frequency

VIP

Very Important Persons

VOR

Very High Frequency Omni Directional Receiver

Section II**Terms****Code of Federal Regulations (CFR) Title 14, Chapter I, Subchapter F, Part 91, Subpart B, 91.119, Minimum Safe Altitudes: General**

FAR 91.119

FTK

Godman Army Airfield (FAA Identifier)

HWY

Highway

KFFO

Wright Patterson Air Force Base, OH

KHOP

Campbell Army Airfield, KY

KSDF

Louisville International Airport KY

METRO

Local Weather Station

ROSZOV

Drop Zone Name

SDF

Louisville Approach Control

USAREC

United States Army Recruiting Command

Zoomer

Drop Zone Name