

Headquarters, Fort Knox
US Army Garrison Command
Fort Knox, Kentucky 40121-5719

*Fort Knox Regulation 95-1

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Aviation

FORT KNOX FLIGHT RULES


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Commanding

History. This publication is a major revision.

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

Applicability. The regulation applies to US Army Garrison Command; Fort Knox major activities, directorates, staff offices/departments, Partners in Excellence, and Department of Defense aviation assets operating on Fort Knox.

Restrictions. Approved for public release to US Army Garrison Command; Fort Knox major activities, directorates, staff offices/departments, Partners in Excellence, and Department of Defense aviation assets operating on Fort Knox. Local reproduction is authorized.

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

Army Management Control Process. This regulation contains management control provisions in accordance with AR 25-30, but does not identify key management controls that must be evaluated.

Supplementation. Supplementation of this regulation is not permitted by subordinate commands.

Suggested Improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank

*This regulation supersedes Fort Knox Reg 95-1, Fort Knox Flight Rules, 21 Oct 2011

Forms) directly to Directorate of Plans, Training, Mobilization and Security: Airfield Division (IMKN-PLA), 283 Pilot Street Bldg 5220, Suite 217, Fort Knox, KY 40121-8113.

Distribution. Distribution of this regulation is intended for US Army Garrison Command; Fort Knox major activities, directorates, staff offices/departments, Partners in Excellence, and Department of Defense aviation assets operating on Fort Knox. Distribution is in electronic format only.

Summary of Change

FK Reg 95-1
Fort Knox Flight Rules

- Makes administrative changes (throughout).
- Updates Appendix listings (throughout).
- Updates term Air Control Points to Aviation Check Points (throughout).
- Removes Airfield Advisory references, updated areas for Common Traffic Advisory Frequency or Airfield Operations as appropriate (throughout).
- Updates purpose statement Local Flying Area definition (para 1-1).
- Updates current mailbox address for Godman Airfield Operations and Range Branch (para 1-4).
- Updates risk assessment wording (para 1-5).
- Updates orientation briefing personnel listing (para 1-5).
- Revises Local Flying Area airspace types (para 2-1).
- Inserts paragraph referencing Unmanned Aircraft System operations in the Fort Knox area and the covering regulation, Fort Knox Regulation 95-23 (para 2-1).
- Updates Fort Knox special map to the Fort Knox Military Installation Map (para 2-1).
- Adds cantonment area over flight altitude minimum (para 2-1).
- Updates procedures for landing in the cantonment area and range complex (para 2-1).
- Updates use of runways (para 2-1).

- Adds possible delay for fixed wing aircraft operating on runway 18 and 36.
- Adds noise abatement procedures (para 2-3).
- Changes Rodgers Hollow over flight altitude to 4,999 feet MSL (para 2-4).
- Adds use of common traffic advisory frequency when Godman Tower is closed (para 2-8).
- Modifies arrival/departure routes for Godman Airfield (para 2-9).
- Modifies Flight Plans information (para 2-10).
- Updates call sign requirements to follow General Planning Guide (para 2-11).
- Updates weather minimums for Class G airspace to follow Army Regulation 95-1(para 2-12).
- Adds weather briefing contact information for non-operational hours (para 2-13).
- Updates information required on initial contact with Range Control (para 2-15).
- Updates authorization for mixing aided and unaided traffic at Godman Airfield (para 2-17).
- Updates Aircraft External Lighting section (para 2-18).
- Updates Exempted Operations with current information (para 2-18).
- Updates Inadvertent Instrument Meteorological Conditions Recovery procedures to include the Instrument Landing System (para 2-19).
- Updates parachute drop zones; remove Dorret's Run Circular (para 3-1).
- Updates Tower opening 30 minutes prior to parachute operations requirement (para 3-2).
- Updates ROSZOV and Zoomer procedures (para 3-2).
- Updates Rappelling/Stability Operations/Special Purpose Insertion/Extraction System/Fast Rope Insertion/Extraction section for current allowances at Godman Airfield and in R3704 (para 3-3).
- Updates Medical Evacuation (MEDEVAC) request for current procedures. Included closest hospital facilities and Fort Knox MEDEVAC Request Form (para 3-5).
- Updates aircraft mishap information recorded on IMKN-PLA Form 3-R (para 3-6).
- Updates procedures for required Fort Knox contact for aircraft mishap to included contact procedures during hours of Airfield closure (para 3-6).

- Modifies Emergency Procedures for allowance to open areas following an aircraft mishap and remove the requirement to close areas following a precautionary landing without incident (para 3-10).
- Updates Godman Airfield non-capabilities for explosives or hazardous materials (para 3-10).
- Removes of H-64 Target Acquisition and Designation Sight boresight (para 3-11).
- Updates Search and Rescue contact to 8-229th Flight Operations (para 3-12).
- Adds statement for clarification about parking in adjacent spot during refueling operations (para 3-14).
- Formatting changes throughout appendices
- Updates Glossary and Terms

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Glossary

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. This regulation prescribes aviation policies and procedures for the personnel of Fort Knox Partners in Excellence and transient units operating at Fort Knox or within the Fort Knox LFA. Consult Godman Army Airfield's Airport Operations Manual (AOM) for policies and procedures on operations at Godman Airfield not covered in this regulation.

1-2. References

References are listed in appendix A.

1-3. Explanation of Terms

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

1-4. 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 Directorate of Plans, Training, Mobilization and Security (DPTMS) within 10 working days prior to the exercise/mission. Commanders will ensure proper coordination has been conducted with Godman Airfield Operations (usarmy.knox.imcom-atlantic.mbx.godman-aaf-ops@mail.mil), Airfield Manager, or Airfield Safety Officer. Aviation units must make direct coordination with Range Branch, DPTMS (usarmy.knox.imcom-atlantic.mbx.range-control@mail.mil) for all range and Special Use Airspace - Restricted Area (SUA R3704 A/B) training/ use. Aviation units will use Fort Knox Regulation 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.

1-5. General

a. Fighter Management. Aviation units conducting operations at Fort Knox will comply with the unit's fighter management directives, policies, and/or service guidelines to ensure the safe operation of aircraft and equipment during operations and 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 Deliberate Risk Assessment Worksheet. Request must be

submitted to DPTMS for approval at least 10 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 at Fort Knox, non-tenant aircrews must be briefed on local airspace structure and aviation operation procedures by Airfield Operations Officer or designated personnel. Army tenant units will conduct local area orientations in both day night conditions and document the training on the unit form IAW Training Circular (TC) 3-04.11 or other service document. 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 Army Regulation (AR) 95-1 and Department of Defense (DoD) 4515-13-R. All military personnel will have identification tags in their possession. Sleeves will be rolled down, and short sleeve uniforms should not be worn on helicopters conducting contour or Nap of the Earth (NOE) flights. Seatbelt and restraint device use will be per AR 95-1 and applicable service regulations and directives. AR 95-1 list types of flights during which only minimum essential crewmembers will be aboard the aircraft. Other services will comply with established regulations and directives on minimum aircrews and personnel on board aircraft. Aircrews will operate per the guidelines set in AR 95-1, command policies, and service regulations for operations requiring aircraft seat removal.

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).

(1) Fort Knox Class D airspace is described as the airspace extending upward from the surface up to and including 3,300 feet MSL within 5 statute miles (SM) (4.3 NM) radius of Godman Airfield (grid coordinate EG 9055 9610, latitude/longitude N37°54'43" W85°58'33"). 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. Godman Class D airspace ends at the SUA R3704 western boundary when activated.

(2) Fort Knox Class E to the surface airspace is serviced by Airfield Operations when Godman Tower is closed and the Airfield Operations is open. Aircraft will open and close flight plans, to include receive IFR clearance and departure release, with Airfield Operations. Aircraft will operate IAW common traffic advisory frequency (CTAF) procedures while in the local area.

(3) Fort Knox Class E 700 is in effect when Godman Tower and Operation are closed. Aircraft will operate on CTAF. Flight plans will be activated and deactivated with the appropriate agency. Washington Hub Flight Service at (800) 992-7433 is responsible for Visual Flight Rules (VFR) flight plans. Louisville Approach Control (SDF) is

responsible for all IFR flight plans. SDF will be called on the phone at (502) 375-7499 for clearances and releases prior to departure and also upon arrival.

(4) Special Use Airspace 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. Shadow (RQ-7) UAS operations are authorized by Certificate of Authorization at Godman Airfield. For further information refer to Fort Knox Regulation 95-23.

(6) Louisville Approach Control and Indianapolis Center are the Federal Aviation Administration (FAA) "Controlling Agencies" for SUA R3704 A & B, respectively.

b. Master copies of the Fort Knox Local Flying Area (LFA) and Aviation Special maps depicting hazards, training areas, routes, and etcetera are maintained in the flight planning area of Godman Airfield Operations. A digital file of the Fort Knox MIM can be provided by Godman Airfield Operations, Range Operations, or at

<http://www.knox.army.mil/Garrison/dptms/aviation.aspx> with Army Knowledge Online (AKO) log in credentials. Grid coordinates and latitude/longitude information is referenced from World Grid System (WGS) 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) Landing Areas on Fort Knox are divided into two groups: Airport/helipads (cantonment area) and airstrips/landing zones (LZs) within the training complex. See appendix E for approval authorities. 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 Federal Aviation Regulation (FAR) 91.119. Helicopters will not deviate to a lower altitude over the cantonment area without approval.

(2) For landing within the Fort Knox cantonment area, see appendix E for approval authority. All requests will be routed through DPTMS Support Branch. Landing at sites other than those listed in appendix E is prohibited. Requests for Brooks Field are submitted at www.knox.army.mil/Garrison/scheduler.aspx. Aircraft use will require an additional memorandum for approval.

(3) Temporary landing areas must be approved by the appropriate authority. Temporary landing area approvals are valid for 30 days. Continued use for a longer specified period or reuse of a previously approved temporary landing area requires written approval for subsequent dates and mission requirements. A safety survey must be completed in advance by the Unit Safety Officer or other LZ certified unit personnel and verified by the Airfield Safety Officer.

(4) The Installation Range Management Authority has approval authority for use of all airstrips, training areas, and LZs in the Fort Knox training complex.

(5) The Airfield Manager or Airfield Operations Officer has approval authority for use of Godman Airfield.

(6) Airport/Helipad. Godman Airfield is the only approved instrument landing facility on Fort Knox. Ireland Army Community Hospital (IACH) helipad is the only official helipad on Fort Knox. IACH helipad is lighted and maintained by Medical Department

Activity (MEDDAC) and is for air ambulance helicopters only. Use of the IACH helipad for any other purpose must be approved by the Commander, IACH, in advance.

(7) Use of 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 Hospital 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 paragraph 2-3 and appendix D.

4. Fixed wing operations will be delayed for train transitions at the north end of the airfield. 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) Runway 5/23 is designated as daylight, VFR helicopter runway and is the primary UAS runway. Use by pilot request only for those using night vision devices (NVDs). Tenant C-12 maintenance personnel may use Runway 5/23 for engine runs ONLY.

(d) Helicopters operating at Godman Airfield may use any safe and clear movement area within the airfield boundary for VFR departures and arrivals when approved by Godman Tower. Aircraft will not fly between buildings or overfly buildings, equipment, vehicles, or aircraft (parked/taxiing).

(e) Traffic pattern altitudes are as follows:

1. Helicopters (standard and non-standard patterns): 1,500 feet mean sea level (MSL) downwind, 1,300 feet MSL base.

2. Airplanes: 2,300 feet MSL downwind, 2,000 feet MSL base.

(f) 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 (KIAS), 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 Runway 05 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 (i.e., from the north, south, etc.) 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.

(g) Training flights conducted at Godman Airfield requires 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 PPR list the day before operations. A NOTAM will be issued if there is a lack of fire coverage.

2-2. Maintenance Test Flight

a. Maintenance Test Flights (MTF) are conducted by authorized Maintenance Test Pilots (MTPs) and must have a current DD Form 175 on file with Airfield Operations prior to conducting MTFs. MTPs must radio or telephone Airfield Operations to relay required DD Form 175 information and to activate the MTF plan; this procedure will facilitate multiple test flights by MTPs. MTPs are required to update the DD Form 175 at the beginning of each calendar year with Airfield Operations. Unit/Facility call signs are authorized for **MTF's only**.

b. The local MTF area is depicted on the master LFA map located in Airfield Operations. The MTF area is divided into north and south sectors to enhance search and rescue efforts and to de-conflict airspace for multiple maintenance test flights. The 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 Godman Airfield. The MTF area is divided into north and south sectors by a straight line between Godman Airfield and Cloverport, KY. The MTF aircrews will radio Godman Tower when transitioning between north and south MTF sectors

2-3. 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 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.
 - (3) The traffic pattern for runway 05/23 is to the northwest. Southeast patterns are discouraged in order to avoid over flight of the airfield facilities, housing areas, and the Fort Knox cantonment area.
- c. For further noise abatement areas see appendix D.

2-4. Areas Restricted to Flight

a. The US Bullion Depository (Gold Vault). Over flight is not authorized, except during an actual emergency or while executing an instrument approach to Godman Airfield. 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 FH 02300 02800, FH 03000 01750, FH 01750 00300, and FH 01100 01100, 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 EH 889 002, EH 897 012, EH 902 000, 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 2 miles north-northwest of Godman Airfield.

2-5. 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

(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.

b. Aircraft transponder will be set on code 4000 upon entry into SUA R3704, IAW Flight Information Handbook.

c. Aircrews will contact Range Operations Firing Desk with approved Fort Knox (FK) Form 8175/Air Mission Request (AMR) number for clearance into SUA R3704 prior to entry into the restricted area. AMR instructions are found in paragraph 2-10. Use frequencies as follows: Range Operations Frequencies – Primary Frequency Modulation (FM) 38.90, Alternate FM 41.10, and Alternate very high frequency (VHF) 136.075. The alternate emergency means of contacting Range Operations is through Godman Tower/Operations primary VHF 133.35 or secondary ultra-high frequency (UHF) 233.7 as a relay to Range Operations.

d. Aircrews will depart SUA R3704 at approved FK Form 8175 time unless an extension is granted by Range Operations. Aircraft will comply with this regulation and Fort Knox Regulation 385-22 during ground operations in addition to Range Operations instructions while in SUA R3704.

e. Aircrews will contact Range Operations prior to entry into and departure from SUA R3704 and Fort Knox Reservation boundaries.

f. When operating in the Fort Knox Range Complex/SUA R3704, pilots will receive range information from Range Operations before entering SUA R3704. Upon initial contact, pilots will give the following information to Range Operations.

- (1) Call sign.
- (2) Position.
- (3) Route of Flight.
- (4) Type and number of aircraft in the flight.
- (5) AMR number.

g. Aircrews will report location and time departing the range complex.

h. 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.

Note: Units granted exclusive use of a range or operating area (that is, Yano or South Bravo, etc.) must designate a controlling entity (Joint Terminal Attack Controller (JTAC), Forward Air Control (FAC), Flight Lead, etc.) to maintain a communications link between Range Operations Firing Desk and all aircraft operating within their designated, exclusive use area. Additionally, this controlling entity will field requests from non-participating aircraft to enter the exclusive use area. This is the only exception to the requirement for individual aircraft to maintain communications.

2-6. Flight Rules

a. Visual Flight Rules (VFR): As prescribed in AR 95-1; DOD flight information publications (FLIPs); and FAR, Part 91. In addition, the following apply:

(1) All flights on the reservation are conducted on a see-and-be-seen basis. All aircraft not under the exclusive use (see paragraph 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 Godman Airfield.

(2) Airspeeds will be per applicable operator's manuals/aircrew training manuals (ATM). Evaluators/trainers/Pilots-in-Command may adjust airspeeds to conform to published training procedures and to meet basic task requirements.

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

(1) SVFR (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 Godman Airfield 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.

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

Note: Local SVFR operations are not authorized when Godman Tower and Operations are closed.

(4) SVFR Weather Minimums:

	<u>Ceiling</u>	<u>Visibility</u>
Rotary Wing Aircraft:		
Daylight:	300 feet	1/2 SM
Night:	500 feet	1 SM
Fixed Wing Aircraft:		
Daylight:	800 feet	1 1/2 SM
Night:	Not allowed	

Note: Receipt of an SVFR clearance **IS NOT** a departure clearance. A release from Louisville Approach Control must be obtained by Godman Tower/Operations prior to departure.

c. Instrument Flight Rules (IFR) Flights: As prescribed in AR 95-1; DoD FLIPs; and FAR, Part 91. IFR clearances are issued by Godman Tower/Operations. A release from Louisville Approach Control must be obtained by Godman Tower/Operations prior to departure.

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 NVDs are responsible for aircraft separation and obstacle clearance.

e. Transition flights around the Fort Knox reservation traveling in a clockwise direction require aircrews to maintain an altitude of 1,800 feet MSL and when traveling in a counter-clockwise direction require aircrews to maintain an altitude of 1,500 feet MSL. (See para 2-8 and appendix F for Terrain flights.) (See appendix G for NOE flights.)

2-7. Flight Altitudes

a. Flights on the reservation will be conducted at the appropriate altitude IAW FARs and TC 3-04.11 or appropriate service training manuals/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.

2-8. 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. All flights in Godman Class D airspace require establishment of two-way communications with Godman Tower when open. Common traffic advisory frequency is in effect when Godman Tower is closed. (See appendix F for detailed descriptions of Terrain Flight Areas.)

b. Terrain Flight Training Area Requirements: Aircrews will be responsible for the following:

(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 FK Form 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 paragraph 2-10 for FK Form 8175 instructions.)

(2) 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) 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.

2-9. Flight Routes/Corridors

a. Arrival/departure routes at Godman Airfield 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.

Note: Aviation Check Points (ACPs) are listed in appendix C.

(1) North Inbound/Outbound:

(a) Inbound: ACP 7 (grid coordinate EH 9465 0550, latitude/longitude N37°59' W85°55') to ACP 6 (grid coordinate EH 9040 0440, latitude/longitude N37°59' W85°58') to Godman Airfield.

(b) Outbound: Godman Airfield to ACP 6 (grid coordinate EH 9040 0440, latitude/longitude N37°59' W85°58') to ACP 7 (grid coordinate EH 9465 0550, latitude/longitude N37°59' W85°55').

(2) South Inbound/Outbound:

(a) Inbound: ACP 17 (grid coordinate EG 9410 9100, latitude/longitude N37°55' W85°51') to ACP 16 (grid coordinate EG 9750 8680, latitude/longitude N37°49' W85°53') to Godman Airfield.

(b) Outbound: Godman Airfield to ACP 16 (grid coordinate EG 9750 8680, latitude/longitude N37°49' W85°53') to ACP 17 (grid coordinate EG 9410 9100, latitude/longitude N37°55' W85°51').

b. Arrival/departure routes to Godman Airfield and transition corridors are depicted on the Fort Knox Aviation MIM maps located in the flight planning area of Airfield Operations.

(1) Aircrews will report ACPs to Godman Tower when open for ACPs 1, 2, & 4-6 and Range Operations Firing Desk for ACPs 3 & 7-19.

(2) Aircrews may deviate from routes and corridors when operational safety cannot be maintained. Deviations must be reported immediately to appropriate section.

c. Transition Corridor Easy Gap:

(1) Easy Gap: From ACP 18 (grid coordinate EG 9610 9620, latitude/longitude N37°54' W85°54') to ACP 19 (grid coordinate EH 9990 0060, latitude/longitude N37°56' W85°51') to transition through the SUA R3704. Only one aircraft or formation flight of aircraft will be allowed through Easy Gap corridor at a time.

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

(3) Aircrews using Easy Gap for transition to Godman Airfield 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).

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

2-10. Flight Plans

The purpose of the flight plan is to track flights and dispatch search and rescue (SAR) if necessary.

a. Flight plans or flight logs are required for all flights originating from Godman Airfield per AR 95-1. Flight plans will be completed per DOD FLIP and this regulation. Flight plans must be filed with Godman Airfield Operations. Completed DD Form 175s and flight logs will be retained IAW regulatory requirements.

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.

b. During tactical field training originating from Godman Airfield, aircraft may file local flight plans with unit operations. Godman Airfield Operations must receive the flight plans or flight logs prior to the aircraft departure.

c. Flight plans cannot be filed by radio except for MTPs who have a valid maintenance test flight plan on file in Airfield Operations. MTPs must coordinate with Airfield Operations to "open" and "close" a maintenance test flight plan for each aircraft that may be flown by the MTP.

d. A DD Form 175 and 175-1 (Flight Weather Briefing) is required for all IFR flights and VFR cross-country flights (defined as flights that extend beyond 35 NM depicted on the Fort Knox crash grid map and are planned to terminate other than Godman Airfield). DD Form 175 may be used for VFR Local flights that will not enter SUA R3704.

e. Transient aircrews may file via radio through Airfield Operations when the previously filed outbound leg on a stopover flight plan has been dropped from the system.

f. Non-military aircrews will operate per current FAA and FAR guidelines. Flight plans are required and will be filed in person with Godman Operations in Building 5220. Non-

military aircraft may use FAA Form 7233-1. Flight plans will not be filed by phone, fax or in the air.

g. Local VFR flight plans and FK Form 8175. The FK Form 8175 is used as a flight plan for coordination with Range Operations. FK Form 8175 can be found at <http://www.knox.army.mil/Garrison/dptms/aviation.aspx>. Coordination with Range Operations must be completed prior to entering SUA R3704. AMR must be submitted at least 7 calendar days prior to the requested start date. FK Form 8175 procedures are as follows:

(1) Aircrews may use the FK Form 8175 Section I & II or DD Form 175 for local flights. For operations within SUA R3704, aircrews must coordinate with Range Operations for Section III approval.

(2) Local flights must remain within the **35 NM area** depicted on the Fort Knox crash grid map posted in Airfield Operations. Flight plans will reflect a route of flight and sufficient details to facilitate search and rescue operations.

(3) The flight will originate and terminate at to the point of origin (FTK).

(4) Total mission time including ground time may not exceed 12 hours.

(5) Delays will be explained in the remarks section. Additionally, aircrews will report landings and proposed departure times from location to Godman Operations.

(6) Specify refueling locations or explain circumstances whenever total flying time exceeds available fuel on board.

(7) Include a phone number in the remarks section, as applicable, that will facilitate SAR if necessary.

h. Aircrews operating from a field location/range within SUA R3704, where the unit is providing unit operations, are responsible for maintaining a flight log for all flights operating from a field location/range.

2-11. Aircraft Call Signs

a. Call signs will be per military service regulations and DoD FLIPs. Army unit/tactical call signs will not be used when filing flight plans at Godman Airfield unless that call sign meets the criteria outlined in the General Planning Guide, chapter 4, Item (2)(d).

b. Unit or tactical call signs will not be used when communicating with Godman Tower/Operations.

c. When an initial call is made to Godman Tower/Operations, call signs will consist of branch and the last five digits of the tail number. Subsequent calls may be reduced to branch and last three digits of the tail number. Standard call signs will be used in all other situations.

d. 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.

2-12. Weather Minimums

a. See VFR/SVFR weather minimums in Fort Knox Class D/E airspace, para 2-6.

b. Weather minimums for flights in Class G airspace must be IAW AR 95-1 and applicable FARs.

2-13. Weather Briefings

a. Weather briefings are required for all flights per AR 95-1 for Army aircrews. Weather briefing void time will be 1 hour 30 minutes from briefing time.

b. A DD Form 175-1 (Flight Weather Briefing) is recommended for VFR flights which will terminate off the Fort Knox Reservation (Stopover Flight Plan) and for all IFR flights. Weather information for DD Form 175-1 will be obtained from a military weather facility. Fort Knox Weather Station is available 7 days a week (closed on Federal Holidays), 0700-2300 local at 283 Pilot St., Bldg. 5220, Room 111 or (502) 624-5517/5653 (DSN 464-5517/5653).

c. 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>.

2-14. 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.

2-15. 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 in areas to the west of Fort Knox upon request. This service is provided to activities such as MTF.

2-16. Formation/Multi-ship 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, multi-ship, 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, multi-ship, and terrain flights on Fort Knox will ensure an FK Form 8175/ AMR is completed and current range briefing is received prior to any flight within SUA R3704 A & B.

c. Formation/multi-ship operations are limited to six aircraft per flight, with a minimum separation of 1 minute between flights.

d. 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 Airfield Operations and Range Operations.

e. Aircrews will monitor Range Control 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 Control frequency during flight operations.

f. During periods of United States Air Force (USAF) Close Air Support (CAS) operations within Fort Knox training areas, no rotary wing terrain flight operations are authorized in the same training areas, except as an integral part of the CAS mission.

- g. Aircrews are requested to provide information to update the wire hazard maps or identify other hazards on the reservation after returning from a mission.
- h. Nap of the Earth Routes. (See appendix G for a detailed description.)

2-17. Night Vision Device Operations

a. In addition to criteria in TC 3-04.11 for Army aircraft using night vision devices (NVDs), the following requirements apply to Army and all other branches of service aircraft using aircraft external lighting:

(1) The operational infrared (IR)-filtered search/landing light requirement means the light must be able to extend and retract; the light is not required to be on continuously while training is being conducted.

(2) The Pilot-in-Command (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) Should the light fail while the mission is in progress, the PC will evaluate the situation and either continue or abort the mission.

(4) 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 work load. 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 aircrews should immediately notify Range Operations and Godman Tower/Operations of their situation and follow the appropriate procedures listed below.

(1) West Training Areas. Climb to 1,800 feet MSL and fly direct to the Non-Directional Beacon (NDB).

(2) Godman Traffic Pattern. Climb to 1,800 feet MSL and fly direct to the NDB.

(3) North Training Area. Climb to 1,800 feet MSL, fly heading 360° until intercepting Highway 44. If contact is not made with Highway 44 within 2 minutes, revert to Inadvertent Instrument Meteorological Conditions (IIMC) procedures. (See paragraph 2-19 for Inadvertent IMC procedures.)

(4) Central Training Area. Climb to 1,800 feet MSL, fly heading 270° until intercepting Highway 31W or Highway 447. If contact is not made with either highway within 2 minutes, revert to inadvertent IMC procedures. (See paragraph 2-19 for IIMC procedures.)

(5) South Training Area. Climb to 1,800 feet MSL, fly heading 180° until intercepting Highway 31W or Highway 313. If contact is not made with either highway within 2 minutes, revert to inadvertent IMC procedures. (See paragraph 2-19 for IIMC procedures.)

d. Weather Minima.

(1) Night Vision Device/System qualification and training flights may be conducted when ceiling and visibility are forecasted not to be less than 1,000 feet AGL and 3 SM

visibility from estimated time of departure (ETD) through 1 hour after estimated time of arrival (ETA).

(2) Mission, continuation training, and operational missions may be initiated only when weather is reported or forecasted to be not less than SVFR (500 feet AGL and 1 SM visibility) IAW AR 95-1 and para 2-6 of this regulation.

2-18. Aircraft External Lighting

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

(1) Additional lighting requirements.

(a) 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.

(b) Unfiltered landing lights will be on when arriving and departing Godman Airfield. 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.

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

(2) Multi-ship lighting.

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

(b) Trail aircraft position lights will be on steady bright; position lights of other aircraft will be on steady dim for night formation flights. Trail aircraft position lights for NVD operations will have IR lights and IR strobe operational; 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.

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

(3) Exempted Operations. See appendix B for Exemption.

(a) IAW FAA Exemption 9835, as amended, allows the Army to operate at night without the use of aircraft position lights.

(b) Pilots are required to abide by the conditions and limitations contained in the exemption.

(c) For non-participating aircraft, FK Form 8175 restriction block will note the area and reason for restriction. (that is, South A & B closed to non-participating aircraft for "lights out" training.)

(d) IAW the exemption a NOTAM must be issued prior to operations.

2-19. Inadvertent Instrument Meteorological Conditions Recovery

a. The existence of an Inadvertent Instrument Meteorological Conditions (IIMC) recovery plan in no way implies command approval of flights into Instrument Meteorological Conditions (IMC) without meeting Army (or other service) and FAA requirements for such flights.

b. Each pilot is also reminded that no single procedure or recovery plan can cover all circumstances that may be encountered on a flight that enters IIMC. Good judgment and common sense must be used in conjunction with the recovery plan/procedure.

c. These procedures apply only to rotary wing aircraft.

d. 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 (VMC) unless the following conditions are met:

(1) Aircraft is equipped with an operable transponder, UHF or VHF radio and navigational equipment required for an instrument approach into Godman Airfield.

(2) Godman Airfield 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 AR 95-1, Table 5-1.

e. Air mission commander will brief IIMC and formation break up procedures in detail. As a minimum, the following will be briefed when weather conditions exist or are forecasted to be less than 1,000 feet AGL and 3 SM visibility:

(1) The ATC facilities to be contacted.

(2) Approaches available.

(3) Lost communication procedures.

(4) Formations to be used and break-up procedures.

(5) Minimum obstruction clearance altitude and climb altitudes for the area of operation.

(6) Known obstacles.

f. When weather is forecasted to be less than VFR at ETA, the aircraft should be tuned to an airframe appropriate Navigational Aid (NAVAID) from the following list before mission execution.

(1) Godman NDB (396.0).

(2) Godman Very high frequency Omni-directional Receiver (VOR) (109.6).

(3) Localizer frequency is 108.95 (Channel 26Y).

(4) Area Navigation Global Positioning System (RNAV GPS).

g. Initial IIMC procedures are:

(1) Establish control of aircraft.

(2) Climb to 3,000 feet MSL.

(3) Set transponder to 7700.

(4) Contact Louisville Approach Control (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 (DZs) on Fort Knox: ROSZOV, Zoomer, Matero Circular, Tracy Circular, Atcher and Medley.

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

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

(3) Matero Circular DZ: Located within Godman Airfield Class D in the vicinity of Otter Creek Airstrip (grid coordinate EG 8667 9358, latitude/longitude N37°53'14" W86°00'87"). Units and organizations must have approval from Airfield 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 FG 0859 8628, latitude/longitude N37°49'05" W85°49'37").

(5) Atcher DZ: Located in SUA R3704 south of Hackett Range (grid coordinate 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 FG 0048 8655, FG 0146 8654, FG 0148 8590, 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 FK8175 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 the Atcher DZ until all parachutes are secure and a clearance is received from the DZ OIC/NCOIC.

3-2. ROSZOV and Zoomer Drop Zones

a. ROSZOV and Zoomer DZs at Godman Airfield will be scheduled with Godman Operations.

b. Parachute activities will be coordinated through the Airfield Operations Officer at (502) 624-5737 and all requirements formalized using Range Facility Management Support System (RFMSS) Reservation Contract Form. Contact External Unit Service and Support (EUSS) for form information.

c. Execution of parachute activities will be controlled by Godman Tower. Airfield 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. 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 Airfield Operations Officer, 21 days prior to the operation. The unit/organization will be required to pay a minimum of two hours of overtime for two 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 (Bldg 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 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 Letter of Agreement.

(2) Zoomer DZ:

(a) Location: The DZ has a circular shape with a 1,620 feet radius. The center (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 Airfield 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 Runway 23, 33, and 36 along with key holes east of the tower, 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 and on the numbers of Runway 23 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 TC 21-24 for rappelling operations, applicable operator's manuals, airworthiness releases will be used for Rappelling/Stability

Operations (STABO)/Special Purpose Insertion/Extraction System (SPIES)/Fast Rope Insertion/Extraction System (FRIES) 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 Godman Airfield.
- c. All operations listed in section are allowed in SUA R3704 with FK Form 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.
- b. All sling load operations will avoid over flight of all residential areas, the cantonment area and the US Bullion Depository.
- c. Sling load training flights in the Godman Airfield traffic pattern are prohibited. Execution of sling load training will be controlled by Godman Tower and will not be authorized when the tower is closed. Sling load training conducted solely at Godman Airfield will remain within the airfield boundaries.
- d. Sling load arrivals and departures to Godman Airfield will be flown to avoid over flight of residential areas and the general directions of north and northwest.
- e. Sling load training can be conducted in approved range areas. (See paragraph 2-10 for FK Form 8175 instructions.)

3-5. Medical Air Evacuation

- a. The primary means of air ambulance support is from contract Medical Air Evacuation (MEDEVAC) and can be requested through Airfield 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 Fort Knox Regulation 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 Control 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) Ireland Army Community Hospital: located in the cantonment area.
 - (2) Hardin Memorial Hospital (1KY1): located 12.4 NM south of Godman AAF.
 - (3) University of Louisville Hospital (26KY) Level 1 Trauma Center: located 23.1 NM northeast of Godman AAF.
- d. Request for MEDEVAC will contain the information on the Fort Knox MEDEVAC Request Form available from Range Control.

3-6. 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 or 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.

3-7. Post-Mishap Medical Examinations

- a. All Army crew members and other personnel that may have contributed to a Class A, B, or C mishap must receive an immediate medical examination, to include blood alcohol and drug testing IAW AR 385-10. Other services will follow set procedures, directives, and guidelines, as appropriate.
- b. If a mishap classification cannot immediately be determined, and it may possibly be a Class C or above, Army commanders will require crew members to be medically examined immediately.

3-8. 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 Control 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 (Bldg 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.

3-9. Command and Control of Installation Operations Center Aircraft

- a. Aviation units operating at Fort Knox will be prepared to support Fort Knox IOC with assigned aviation assets during actual emergency situations.
- b. During emergency operations, a single command aircraft will be established. The aircrew will be responsible for the assignment of missions, operating altitudes, flight following, and communications with all aircraft, Godman Tower/Operations, Range Operations, and Fort Knox IOC.

c. Initial contact will be made with Range Operations for operations within SUA R3704 before entering. For operations to the west of SUA R3704, initial contact will be established with Godman Tower/Operations. Range Operations/Godman will issue traffic and weather advisories to the control aircraft. All supporting aircraft will remain in contact with the control aircraft.

d. The control aircraft will be the sole source of tasking for aircrews on the operation. Anytime the control aircraft has to break station, the control function will be passed to another aircrew on station until the control aircraft returns. Control aircraft will use "Control" as part of their call sign.

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 Godman Airfield, 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 Godman Airfield 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 FG 0450 9300; secondary location is grid coordinate FG 0400 9750. Once cleared to jettison from Range Operations, follow a standard run-in of magnetic heading 320 ° at 1700 feet MSL if able- if not, advise. 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 Godman Airfield 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 J).

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

(3) Godman Airfield is NOT capable of loading or unloading explosive or hazardous materials.

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 Pilot-in-Command (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 Godman Airfield 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 search and rescue 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 (ASF) 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 Godman Airfield. 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 (MPH) 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.

(2) The provisions of Army Techniques Publication (ATP) 3-04.94 and ATP 4-43 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 50-900) for petroleum, oils, and lubricants handlers may be worn; if unavailable, Army Combat Uniform (ACU)/Battle Dress Uniform (BDU) 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, etc.) 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. Forward area refuel point (FARP) operations at Godman Airfield are permitted after coordination with Godman Operations for location and site layout. The unit conducting FARP operations will complete a risk assessment before beginning fuel operations. 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 Godman Airfield, 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 Godman Airfield, 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 and Forms

Section I

References

AR 95-1, Flight Regulations, 11 Mar 14.

AR 95-2, Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control (ATC), and Navigational Aids, 10 Apr 07 (with RAR 001, 16 Oct 08).

AR 95-27, Operational Procedures for Aircraft Carrying Hazardous Materials, 11 Nov 94.

AR 385-10, The Army Safety Program, 27 Nov 13.

AR 385-63, Range Safety, 30 Jan 12.

ATP 3-04.94, Army Techniques Publication for Forward Arming and Refueling Points, 26 January 12.

ATP 4-43, Petroleum Supply Operations, 6 Aug 2015.

ATP 5-19, Risk Management, 14 Apr 14.

DA Pam 385-90, Army Aviation Accident Prevention Program, 28 Aug 07 (with RAR 002, 24 Feb 10).

DOD 4515.13-R, Air Transportation Eligibility, Nov 94.

FAAO 7110.65, Federal Aviation Administration Handbook, 19 Feb 14.

FAR Part 91, Federal Aviation Regulations – General Operating and Flight Rules, Dec 97.

FAR Part 105, Parachute Jumping 26 Feb 63.

Fort Knox Regulation 385-22, Range Regulation (Training/Impact Areas), 1 Dec 00.

TC 3-04.45, Combat Aviation Gunnery, 29 Jan 14.

Field Manual 3-04.300, Airfield and Flight Operations Procedures, 12 Aug 08.

Godman Airfield Operations Manual, 12 Jun 15.

TC 3-04.11, Commander's Aircrew Training Program, 19 Nov 09.

TM 1-1500-250-23, Aviation Unit and Aviation Intermediate Maintenance for General Tie-Dow and Mooring on all Series Army Models, AH-64, UH-60, CH/MH-47, UH-1, AH-1, OH-58 Helicopters, 24 Aug 90.

**Section II
Prescribed Forms**

FK Form 8175 Local Flight Plan/SUA R3704 Air Mission Request (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, 1 Feb 74.

DD Form 175, Flight Plan, Military 1 May 86.

DD Form 175-1, Flight Weather Briefing, 1 Oct 02.

DD Form 1801, International Flight Plan DOD, 1 May 87.

FAA Form 7233-1, US Department of Transportation FAA Flight Plan, 1 Aug 82.

APPENDIX B

Lighting section with use for the exemption below can be found on page 14, para 2-18.



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave. S.W.
Washington, D.C. 20591

March 18, 2013

Exemption No. 9835B
Regulatory Docket No. FAA-2002-13066

Mr. L.S. Dibble
Director of Plans, Policy and Programs
Department of Army
9325 Gunston Road, Suite N319
Fort Belvoir, VA 22060-5582

Dear Mr. Dibble:

This letter is to inform you that we have granted your petition to extend Exemption No. 9835, as amended. It explains the basis for our decision, describes its effect, and lists the conditions and limitations.

The Basis for Our Decision

By letter dated January 23, 2013, you petitioned the Federal Aviation Administration (FAA) on behalf of the Department of the Army (Army) for an extension of Exemption No. 9835, as amended. That exemption from § 91.209(a)(1) and (2) of Title 14, Code of Federal Regulations (14 CFR) allows the Army to operate at night without the use of aircraft position lights.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested extension of the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to the Army.

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 9835, as amended, remains valid with respect to this exemption and is in the public interest. Therefore,

Figure B-1: FAA Exemption 9835B

under the authority provided by 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I grant your petition, subject to the following conditions and limitations.

Conditions and Limitations

1. This exemption is limited to night vision flight training in Army tactical helicopters.
2. Safety Observers.
 - a. An airborne training operation --
 - (1) may be conducted in a flight of two or more helicopters with a dedicated observer on duty aboard each helicopter. The flight shall be conducted in such a manner as to enable the observers collectively to survey fully about the entire flight for nonparticipating aircraft; or
 - (2) shall be escorted by a properly lighted aircraft serving as an observation platform dedicated to surveillance for nonparticipating aircraft.
 - b. Traffic notifications from the observer to the training flight shall be timely commensurate with the position and speed of the observed nonparticipating traffic.
 - c. When nonparticipating traffic is relevant, the pilot of each training flight aircraft shall light that aircraft's position lights and keep them lighted until the traffic is no longer relevant.
3. Airborne operations may not be conducted above 500 feet above the surface and must be contained within a prescribed and publicized area that --
 - a. is simply defined, e.g., the radius area of a point or location;
 - b. is established in an area of low traffic density;
 - c. is not within 4 nautical miles of any public use airport;
 - d. does not infringe upon FAA-designated airspace areas; and
 - e. has been coordinated with the appropriate FAA region's Air Traffic Division and Flight Standards Division offices.
4. Notwithstanding paragraph 3 above, each operation must be conducted in accordance with 14 CFR § 91.119, Minimum safe altitudes: General.
5. Ground (airport/staging area) operations under this exemption may be conducted at locations where only the holder's aircraft involved in night vision flight training are operating, and suitable alternative measures for collision avoidance are instituted.
6. The holder shall establish procedures for collision avoidance for its aircraft operating pursuant to this exemption, including observer aircraft.
7. Each pilot who will conduct operations under this exemption must be thoroughly familiar with its provisions.

Figure B-1: FAA Exemption 9835B (continued)

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8. The holder shall advertise all currently approved training areas, and any subsequently approved training areas, to operators at all airports within 50 miles of the area for 60 days preceding their initial use.
 9. The holder shall provide notice through the use of Notice to Airmen (NOTAMs)/Special Notices disseminated at least 72 hours in advance of scheduled exercises. The training airspace will be identified by name (if applicable) or by latitude/longitude. The NOTAMs will advise that, during the course of flight planning, potential users of the operational area will be provided with information on the time and place of the proposed lights-out operations. The NOTAMs must be made available to the civil aviation community and must be capable of being disseminated among civil users of the National Airspace System.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 9835, as amended, to March 31, 2016, unless sooner superseded or rescinded.

Sincerely,

/s/

John S. Duncan
Deputy Director, Flight Standards
Service

Figure B-1: FAA Exemption 9835B (continued)

APPENDIX C

Table C-1: Aviation Check Points (ACP)

ACP	GRID	LAT/LONG	Description
1	EG 8693 8629	N37 49 11 W 86 00 44	Hwy 144 Road Intersection
2	EG 8672 9340	N37 53 02 W 86 00 49	Otter Creek Airstrip
3	EG 9255 9790	N37 55 26 W 85 56 49	Brave Rifles & Wilson Road
4	EG 8689 9921	N37 56 10 W 86 00 40	Road Intersection
5	EH 8460 0131	N37 57 19 W 86 32 13	River Bend & Railroad
6	EH 9040 0440	N37 59 57 W 85 58 14	West Point Airstrip
7	EH 9465 0550	N37 59 32 W 85 55 19	Road & River Intersection
8	FH 0029 0732	N38 00 29 W 85 51 27	Road in Valley
9	FH 0387 0435	N37 58 51 W 85 49 02	Road Intersection Mt. Eden
10	FH 1070 0610	N37 59 44 W 85 44 21	River Bend & Lake
11	FG 0926 9913	N37 55 59 W 85 45 23	Beech Grove Rd Intersection
12	FG 1064 9395	N37 53 11 W 85 44 30	Hwy 251 Road Intersection
13	FG 1025 8483	N37 48 15 W 85 44 51	I-65 & 313 Loop
14	FG 0068 8218	N37 46 53 W 85 51 23	Hwys 434 & 251 Intersection
15	EG 9549 8366	N37 47 43 W 85 54 55	31W & Hwy 313 Intersection
16	EG 9785 8692	N37 49 28 W 85 53 17	Douglas Lake
17	EG 9431 9091	N37 51 38 W 85 55 40	Road & Saunder Lake
18	EG 9611 9627	N37 54 32 W 85 54 23	Road Intersection
19	FH 0003 0060	N37 56 50 W 85 51 41	Road & River Intersection

APPENDIX D

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

Table D-1: Noise Abatement Areas

NAME	GRID	LAT/LONG
Lebanon Junction, KY City Limits	FG 118 880	N37 50 W 85 41
Radcliff, KY City Limits	EG 926 880	N37 49 W 85 55
Shepherdsville, KY City Limits	FH 129 049	N37 58 W 85 43
Vine Grove, KY City Limits	EG 899 850	N37 48 W 85 59

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

APPENDIX E

All requests for Cadet Park, Flagg Field, IACH Heliport, and Maude Complex will be routed through DPTMS Support Branch for staffing. Requests must be received a minimum of 6 weeks prior to the requested use dates for adequate routing time.

Table E-1: Cantonment Approved Landing Areas

Other Cantonment Areas	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
IACH Heliport	EG 9325 9560	N37 54 07 W85 56 23	MEDEVAC Helipad	Commander, IACH
Maude Complex	EG 9407 9550	N37 54 00 W85 55 00	Complex LZ	Commander Maude Complex

Table E-2: Training Complex Approved Landing Areas

NAME	GRID	LAT/LONG	TYPE
Anaconda	FH 0414 0122	N37 57 W 85 54	Mount Site
Cedar Creek	FG 0355 8630	N37 49 W85 49	Airstrip
Chappel Ridge	FH 0366 0439	N37 58 W85 49	Airstrip
Mount Eden Church	FH 0370 0220	N37 58 W85 49	Airstrip
Otter Creek	EG 8660 9340	N37 88 W86 01	Airstrip
Red Wing	EH 9986 0503	N37 59 W85 51	Mount Site
Twin Knobs	FG 0900 8925	N37 51 W85 46	Airstrip
West Point	EH 9090 0390	N37 59 W85 58	Airstrip
Zussman Mock Afld	FH 0305 0180	N37 58 W85 49	Mock Airfield

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

APPENDIX F

Terrain Flight Training Areas

Aircrews will request operations in SUA R3704 using the AMR process found in paragraph 2-10 of this regulation. Aircrews will call the Range Operations Firing Desk with approved entry and exit points for SUA R3704. 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 4 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 (8) 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 FK Form 8175/AMR. Airspace approval is dependent on active ranges and training areas within the requested airspace.

F-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 Green Route and West A, B and C sectors. The West Training Area lies within the Godman Class D surface area. All participating aircraft are required to maintain radio contact with Godman Tower while operating within the West training areas. Range Operations frequency should be monitored while operating in the West Training Area. During times of high volume traffic at Godman Airfield (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.

F-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.

F-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

F-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 G

Nap of the Earth (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. Routes 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. Brown and Blue Routes are both managed by Range Operations. Approval must be requested on FK Form 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.

a. Green Route (West Training Area) – Green Route is the only route within the Godman Airspace and as such Godman Tower is the controlling agency. For times when the Godman Tower is closed participating aircraft will de-conflict between each other on the Knox UHF Primary air-to-air frequency, 237.50 or on CTAF 133.35. In general Green Route begins at ACP 2 (EG 8660 9340), picks up Otter Creek, and proceeds northbound. Upon reaching the pumping station (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 (recommended minimum altitude 165 feet AGL, 900 feet MSL). Aircraft will clear buildings north of Highway 60 (Camp Carlson) before descending to NOE altitude at (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. Once established on the pipeline, follow the route as depicted on NOE map to (EH 8620 0540).

b. Brown Route (South A, Central, and North) – From ACP 16 (EG 9779 8712) pick up Mill Creek and follow to ACP 18 (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 (EH 9917 0252), intercept Cedar Point Branch (stay north of impact area) and follow to intercept the Salt River to ACP 7 (EH 9465 0553).

c. Blue Route (East Side Boundary of Fort Knox) – From hill at (FH 076 041) fly east of the baseline for Wilcox Range then pick up the firebreak starting at (FH 089 027) then follow south to Bolton Knob (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 H

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

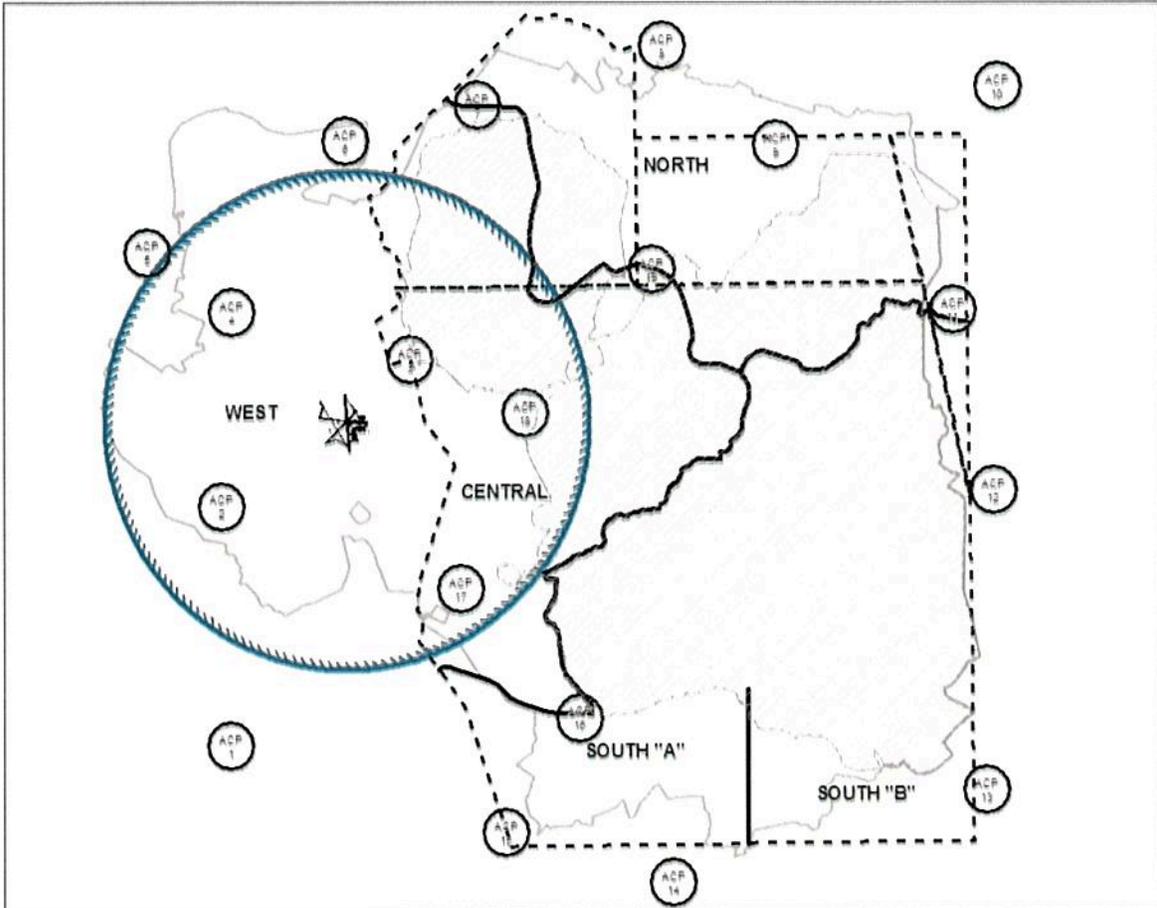


Figure H-1: Fort Knox Aviation Training Area Map

APPENDIX I

Cedar Creek Airstrip to Yano Range

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

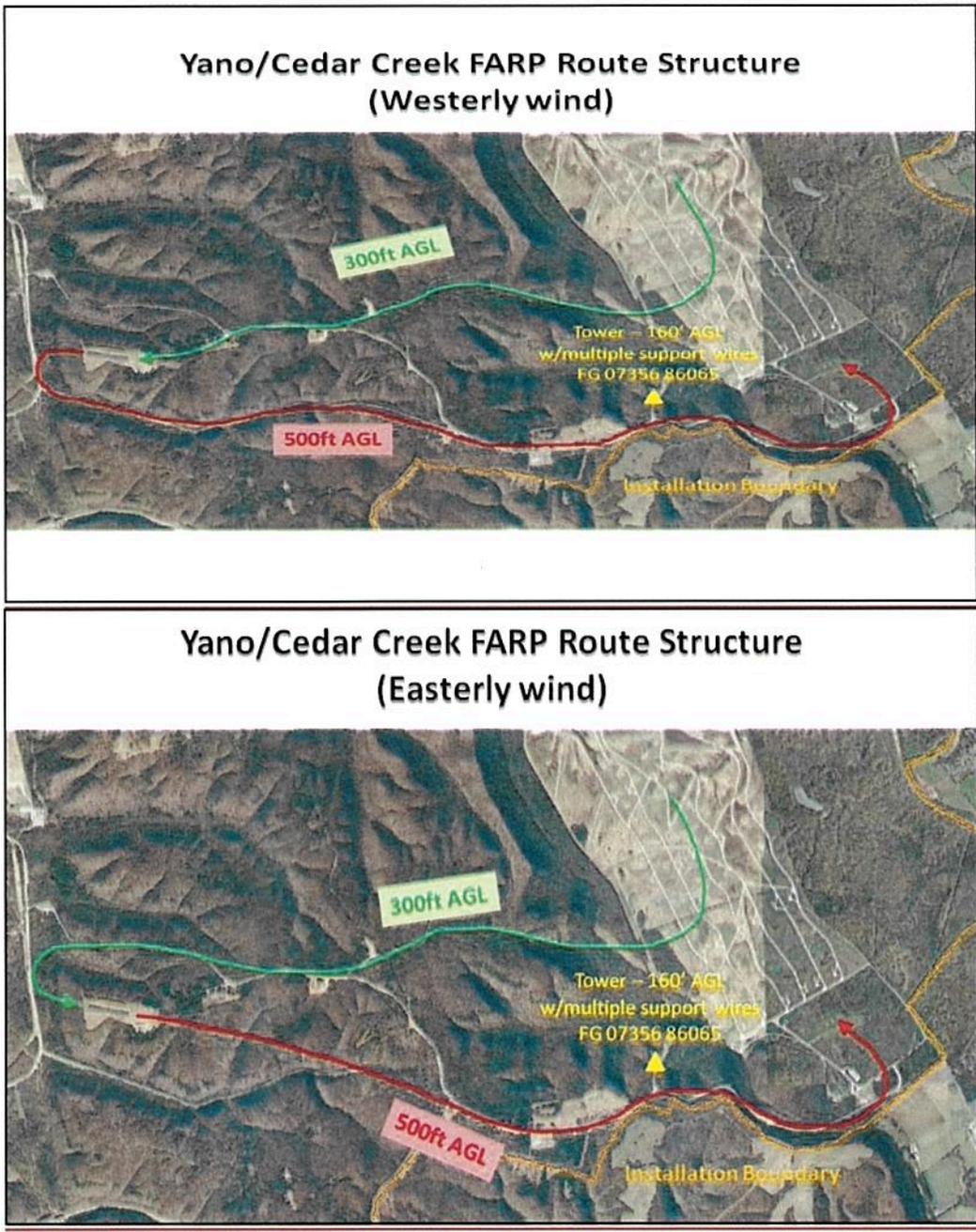


Figure I-1: Gunnery Corridor

APPENDIX J

Emergency Landings with Live Ordnance see page 34, para 3-10 (f)



Figure J-1: Emergency Landing with Live Ordnance

APPENDIX K

Figure K-1 is used as a 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 (*Godman Operations monitors when Tower closed)	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 Weather/METRO	139.65				(502) 624-5653
ATIS	109.60				
Range Operations	136.07		38.90	FM 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 AFB					(618) 256-9698
Flight Service-Washington Hub					800-WX BRIEF (992-7433)
Fort Knox IOC					(502) 624-2806

NAVAIDS			
	VOR	NDB	ILS
KFTK	109.6	396	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

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

Minimum Altitude in 35 NM LFA
500' AGL

Figure K-1: Pilot Quick Reference Guide

Glossary

Section I

Acronyms and Abbreviations

ACP	Aviation Check Point
ACU	Army Combat Uniform
AFB	Air Force Base
AGL	above ground level
AH	attack helicopter
AKO	Army Knowledge Online
AMR	Air Mission Request
AOM	Airfield Operations Manual
AR	Army Regulation
ASF	Aviation Support Facility
AT&A	Air Traffic and Airspace Officer
ATC	air traffic control
ATIS	Automated Terminal Information Service
ATM	aircrew training manual
ATP	Army Technical Publication
BDU	Battle Dress Uniform
BLDG	Building
CAP	civil air patrol
CAS	close air support
CCR	closed circuit refuel
CH	cargo helicopter
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
DSN	defense switching network
DZ	drop zone
DZSO	Drop Zone Safety Officer
DZST	Drop Zone Support Team
EOD	Explosive Ordnance Detachment
EUSS	External Unit Service and Support
ETA	estimated time of arrival
ETD	estimated time of departure
FAA	Federal Aviation Administration
FAC	Forward Air Control
FAR	Federal Aviation Regulation
FARP	forward area refuel point
FLIP	flight information publication
FM	Frequency Modulation

FRIES	Fast Rope Insertion/Extraction System
FTK	Godman Army Airfield (FAA Identifier)
GPS	Global Positioning System
HALO	High Altitude Low Opening
HWY	highway
IACH	Ireland Army Community Hospital
IAW	In accordance with
IFR	instrument flight rules
ILS	instrument landing system
IMC	instrument meteorological conditions
IOC	Installation Operations Center
IR	infrared
JO	Job Order (FAA)
JTAC	Joint Terminal Attack Control
KIAS	knots indicated airspeed
LFA	local flying area
L/DEH	lasers/directed energy hazards
LZ	landing zone
MEDDAC	Medical Department Activity
MEDEVAC	medical evacuation
MH	Special Operations Helicopter
MIM	Military Installation Map
MOUT	Military Operations on Urban Terrain
MPH	miles per hour
MPRC-H	Multi-Purpose Range Complex-Heavy
MSL	mean sea level
MTF	maintenance test flight
MTP	maintenance test pilot
NAVAID	navigational aid
NCOIC	non-commissioned officer in charge
NDB	non-directional beacon
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
RFMSS	Range Facility Management Support System
RNAV	Area Navigation
RON	remain over night
SAR	search and rescue
SM	statute mile
SOP	standing operating procedure
SPIES	Special Purpose Insertion/Extraction System

STABO	Stability Operations
SUA	special use airspace
SVFR	special visual flight rules
TA	training area
TC	training circular
TM	Training Manual
UAS	Unmanned Aircraft System
UH	utility helicopter
UHF	ultra high frequency
USAF	United States Air Force
VFR	visual flight rules
VHF	very high frequency
VMC	visual meteorological condition
VOR	Very High Frequency Omni Directional Receiver
WGS	World Grid System

**Section II
Terms**

METRO	Local weather station
ROSZOV	Drop Zone name
USAREC	United States Army Recruiting Command
Zoomer	Drop Zone name