

# **ADMINISTRATIVE CHANGE FROM** **BLACKSTONE ARMY AIRFIELD**

**1 AUGUST 2025**

All frequencies listed in this regulation may have changed. Users will check all frequencies with the FLIP to ensure proper communication until this regulation is republished.

# **Fort Pickett Aviation Procedures Guide (FP 95-1)**

Aviation

**Flight**

**Procedures**

**Department of the Army  
Headquarters, Virginia Army National Guard,  
Ft. Pickett, Virginia 23824-9000  
6 April 2018**

# ***SUMMARY OF CHANGE***

Fort Pickett Aviation Procedures Guide (FP 95-1)

This administrative re-write, dated 6 April 2018 —

- Supersedes all previous versions of the Fort Pickett Aviation Procedures Guide (FP 95-1)
- Makes changes to paragraph 5-8 (HTA altitudes)
- Makes changes to paragraph 5-12 (CARS altitudes)
- Makes grammatical changes throughout

Department of the Army  
Headquarters, Virginia Army National Guard,  
Ft. Pickett, Virginia 23824-9000

\* Ft. Pickett Aviation Procedures Guide (FP 95-1)  
Effective 6 April 2018

## Aviation Fort Pickett Local Flying Rules

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**History.** This publication is a  
Revision of the 1 February 2018 edition.  
Changes are listed above.

**Summary.** This regulation establishes  
local flying procedures for Ft. Pickett, VA  
and associated airspace.

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

**Supplementation.** Users may not  
supplement this regulation without  
the approval of the VAARNG  
Safety and Standardization Council.

**Suggested improvements.**

The proponent of this regulation is the  
Fort Pickett Directorate of Plans, Training,  
and Security. All changes to this document  
will be approved by the VAARNG Safety  
and Standardization Council. Send  
comments and suggested improvements to:  
Fort Pickett, ATTN: DPTS  
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**\*This document supersedes all previous versions of the Ft. Pickett Aviation Procedures Guide (FP 95-1)**

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## **Chapter 1**

### **General**

#### **1-1. Purpose**

This regulation establishes procedures, policy, and responsibility for Ft. Pickett –

- a. Crewmember Training
- b. Aviation management
- c. Operations and Safety
- d. Ft. Pickett Aviation Standardization Program
- e. Flight Procedures and Rules
- f. Severe weather plan and mooring and tie down of Army aircraft
- g. Aviation Life Support

#### **1-2. References**

Required and related references are listed in Appendix A.

#### **1-3. Explanation of abbreviations and terms**

The glossary explains abbreviations and terms used in this regulation.

#### **1-4. Responsibilities**

- a. Director of Plans, Training, and Security (DPTS) is the proponent for this regulation.
- b. The VAARNG Safety and Standardization Committee will have the responsibility to -
  - (1) Review annually the content of this regulation.
  - (2) Monitor the VAARNG and Ft. Pickett standardization program.
  - (3) Review the contents and currency of the information on the Ft. Pickett Pilot Tools Website.
- c. The Ft. Pickett Air Traffic and Airspace (AT&A) Officer will have the responsibility to -
  - (1) Receive request for changes or improvements to this regulation.
  - (2) Provide oversight for staffing changes or improvements to this regulation.
  - (3) Be the Ft. Pickett airspace control authority as delegated by the DPTS Commander.

#### **1-5. Deviations**

Deviation from this regulation must be coordinated with and approved through the DPTS.

#### **1-6. ATP Waivers**

Aviation Brigade Commanders have individual waiver authority in accordance with (IAW) AR 95-1 (Aviation Flight Regulations).

## Chapter 2

### Aviation Management

#### Section I General

##### 2-1. Use of Ft. Pickett Facilities by Non-Department of Defense (DOD) Aircraft

Address inquiries and requests for aircraft not exempt by chapter 10 of AR 95-2 (Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control, and Navigational Aids) to: Commander, Ft. Pickett, ATTN: NGVA-MTC, Ft. Pickett, Virginia 23824-9000.

##### 2-2. Static Display and Aerial Demonstrations

Coordinate requests for use of Army aircraft in support of community relations events on and off the installation IAW AR 95-1 and NG PAM 95-5 (Use of Army National Guard Aircraft) through the Virginia National Guard Public Affairs Office (PAO).

a. Static displays and aerial demonstrations will be conducted IAW AR 95-1, NG PAM 95-5, and AR 360-1 (The Army Public Affairs Program).

(1) Landing of aircraft at other than approved helipads for static displays or any other non-tactical purpose, on or off-post, requires a ground safety survey prior to landing. The Commander of the tasked unit is responsible for ensuring the survey is completed.

(2) The tasked unit will provide a copy of the survey through the chain of command to DPTS within five working days prior to the requested landing date for review.

(3) If time does not permit a ground safety survey, the mission will be briefed and approved as a high-risk mission. Appropriate annotations will be completed on the 5484.

b. If required, submit all requests for community relations use of Army aircraft through Commander, Ft. Pickett, ATTN: NGVA-MTC-CDR, Ft. Pickett, Virginia 23824-9000, to Chief, National Guard Bureau. ATTN: ARNG-AVS-SS, 111 South George Mason Drive, Arlington, Virginia, 22204-1382, for approval.

##### 2-3. Aircraft Accountability

a. Ft. Pickett and Blackstone Army Airfield (BAAF) have no tenant aviation units, nor aircraft assigned.

b. All visiting units will:

(1) Provide Ft. Pickett Range Operations, 434-292-2227/8334, with a complete and updated listing of aircraft type and tail number prior to commencing training.

(2) Provide Ft. Pickett Range Operations, 434-292-2227/8334, with a local Point of Contact (POC) and phone number for the duration of training to assist in missing or overdue aircraft, or in the event of an aircraft mishap.

##### 2-4. Medical Transportation and Evacuation (MEDEVAC)

a. This service provides expeditious evacuation of injured personnel to medical facilities by qualified personnel IAW Ft. Pickett 350-2 (Ft. Pickett Range Division Operating Procedures).

(1) Ground evacuation of injured personnel from a field or range site is the individual unit's responsibility. Air –medical evacuation is provided to visiting units by the Virginia State Police. The air-medical evacuation process is initiated by contacting Ft. Pickett Range Operations at 434-292-2227/8334 or on VHF frequency 126.2, FM frequency 34.10 or alternate FM frequency 36.10.

(2) MEDEVAC units planning on conducting training at Ft. Pickett, with fully qualified aircrews, are encouraged to provide MEDEVAC support throughout the duration of their training. If interested, coordinate with Ft. Pickett Range Operations for details.

(3) Table 2-2 lists Medical Transportation and Evacuation Frequencies.

b. Non-MEDEVAC aircraft are authorized to be used for transport when a delay in transporting an injured

person would result in permanent and/or partial disability or death.

**Table 2-1. Medical Transportation and Evacuation Numbers**

| Description                    | Telephone Number |
|--------------------------------|------------------|
| <b>Primary</b>                 | 434-292-2227 or  |
| DPTS Range Operations          | 434-292-8334     |
| <b>Secondary</b>               |                  |
| Provost Marshal's Office (PMO) | 434-292-8444     |

Legend:

DPTS – Directorate of Plans, Training, and Security

**Table 2-2. Medical Transportation and Evacuation Frequencies**

| Description      | Frequency        |
|------------------|------------------|
| <b>Primary</b>   |                  |
| Range Operations | <u>126.2</u> VHF |
| <b>Secondary</b> |                  |
| Range Operations | <u>34.10</u> MHz |
| Range Operations | 36.10 MHz        |

Legend:

MHz – Megahertz

VHF – Very High Frequency Note:

Underlined Frequencies are primary

## 2-5. Flight Violations

Flight violations will be handled at the lowest level of command possible and in accordance with AR 95-1. Submit verbal and/or official Operational Hazards Reports (OHRs) through the unit Aviation Safety Officer (ASO) to the commander IAW AR 95-1. A copy of the OHR will be forwarded to the Ft. Pickett Range Operations.

## 2-6. Mission Approval Process (MAP)

a. Aviation units operating on Ft. Pickett will develop a mission approval process and a training and certification program, with published policies and procedures that ensures standardization and understanding of the mission approval and risk management process IAW AR 95-1, TC 3-04.11 and ATP 5-19. Aviation units supporting operations at Ft. Pickett are responsible for their own aviation mission approval process and will be the Final Mission Approval Authority for those missions IAW AR 95-1.

## 2-7. Noise abatement

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

a. DPTS Range Operations will maintain the installation Hazards/Noise sensitive areas map and will provide current and updated copies to BAAF.

b. Aviators will conduct flights in accordance with (IAW) the altitude and offset requirements established in chapter 5 of this regulation.

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

## 2-8. Aircraft Lighting

a. Aircraft lighting will be IAW AR 95-1 and requirements outlined in the FAA Letter of Exemption number

9845, (appendix B of this regulation) for operations outside of the Ft. Pickett Training Area.

b. Operations conducted within the Ft. Pickett Training Area (FPTA) are required to adhere to the lighting restrictions and requirements found below in Section II, and Chapter 5, of this regulation.

c. **“BLACKED-OUT” AVIATION OPERATIONS ARE PROHIBITED** within the Ft. Pickett, VA local flying area.

## Section II Airspace

### 2-9. Description

a. The Ft. Pickett Reservation Training Area (FPRTA) is depicted on the Ft. Pickett, Virginia “Aviation Special” 1:50:000 Map, Series V734SFTPCKTAVN, (Edition 001) (NSN 7643016624182). This is the authorized aviation tactical map for training in the FPRTA.

(1) The FPRTA consists of Helicopter Training Areas (HTA) Alpha, Bravo, Charlie, Delta, Echo, Foxtrot, Hotel and R-6602 Alpha, Bravo, and Charlie as depicted in figure 2-1 and chapter 5. In addition to the airspace designations, a “Key Pad” system utilized by larger UAS has a floor of 2000’ MSL and overlies the FPRTA. A depiction of this “Key Pad” can be found in Figure 2-9.

(2) The transponder code for manned aircraft in R-6602 is 4000. The transponder code for unmanned aircraft in R-6602 is 1201 to 1204 and will be assigned by Blackstone Tower. These transponder codes have been coordinated with Washington Center.

(3) Aircraft operating in the FPRTA are required to check:

(a) NOTAMS, flight hazard (artillery fire and air strikes), and range information prior to using any HTA for flight training maneuvers off the Corridor Airspace Route Structure (CARS).

(b) Aviation units will monitor the Range Operations frequency of VHF 126.2, FM 34.10, or alternate 36.10 and advise of any planned deviation to approved training activities.

### 2-10. Local Flying Area

Figure 2-3 depicts the Ft. Pickett local flying area and boundaries for rotary wing aircraft.

### 2-11. Scheduled Airspace and Responsibility

All training areas within the Ft. Pickett Reservation Training Area, including HTAs, are scheduled by individual units through DPTS Range Operations by using the Range Facility Management Support System (RFMSS). RFMSS is an automated program used to meet the scheduling needs of units and is available to battalion and company S-3s. MSC scheduling officers use RFMSS to determine availability of resources, access schedules, submit requests and produce reports. In addition to specific training areas, a Restricted Operating Zone (ROZ) may be reserved by requesting a ROZ through DPTS.

a. Scheduling:

(1) Scheduling requests are first come, first served and should be submitted as far in advance of the training event as possible.

(2) Scheduled airspace will be defined laterally by the Training Area depicted on the Ft. Pickett, Virginia “Aviation Special” 1:50:000 Map, Series V734SFTPCKTAVN, (Edition 001) (NSN 7643016624182). Airspace requests will not be accepted from individuals below the Battalion S-3 level.

(3) Scheduled airspace requests will be made NLT 7 working days prior to the event.

(4) Scheduled airspace requests made within 7 working days of the planned event will only be considered for acceptance if submitted by a Battalion Commander or higher.

(5) Deviations to these procedures will be approved by DPTS on a case by case basis.

b. Procedures:

(1) The requesting unit is required to activate and deactivate the scheduled airspace through Ft. Pickett Range Operations. Units will request airspace activation upon occupation, and request deactivation when daily training activities are complete.

(2) Requesting units will monitor the Ft. Pickett Range Operations frequency VHF 126.2 or FM 34.10 during the times that the requested airspace is active.

c. Responsibilities

Units conducting Annual Training (AT) and/or multi-day/week training at Ft. Pickett, and are requesting Ft. Pickett airspace/training areas, will provide a unit representative to attend the daily range scheduling meeting held at DPTS Range Operations, 0830 hrs., M-F, bldg. 3001. Units that are unable to comply with this requirement will coordinate with range operations to make other arrangements. Units will submit airspace requests IAW Ft. Pickett Regulation 350-2 to DPTS Range Division (scheduling).

d. Additional Information

Land group training areas that underlie the HTAs may be reserved separately from the HTAs. Although the potential for a scheduling conflict exists, rarely does it manifest into a conflict. Therefore, when a HTA is scheduled by an aviation unit, the aviation unit is authorized to land within the approved HTA unless specifically restricted by Range Operations. Ft. Pickett Range Operations is the final authority for granting landing privileges within any HTA. If a conflict does exist when an aviation unit "checks in", Range Operations will inform the aviation unit that they are NOT authorized to land in the specific TA that is occupied by a different unit (ex. *"Blackhawk 12345, approved into HTA Bravo, not authorized to land in TA 14, Please confirm."*)

## 2-12. Airfields

a. Blackstone Army Airfield (BAAF).

(1) Figure 2-4 depicts the BAAF traffic pattern. Traffic pattern altitude for fixed wing aircraft is 2000' MSL (1500' AGL). Traffic pattern altitude for Helicopters is 1200' (700' AGL).

(2) Pattern density is at the discretion of BAAF air traffic control.

(3) All aircraft will avoid over-flight of the Ammo Supply Point (ASP), which is 1 mile off the approach end of runway 04 (off-set to the west).

(4) Maximum airspeed in the BAAF traffic pattern is 120 knots indicated airspeed (KIAS) for rotary wing aircraft unless otherwise approved by air traffic control (ATC).

(5) "Alpha Ramp" is rated for C-17 and C-130 parking.

(6) "Bravo Ramp" is approved for H-53's or smaller to land and park.

(7) "Charlie Ramp" is approved for H-60's or smaller to land and park.

(8) Runway 04-22 is rated for 585,000 pounds

(9) Runway 22 is right traffic (rotary wing aircraft and low performance fixed wing aircraft can request left traffic if familiar with local flying procedures).

(10) Runway 04 is left traffic (rotary wing aircraft and low performance fixed wing aircraft can request right traffic if familiar with local flying procedures).

(11) BAAF Helipad is located southeast of the Tower on the south side of C taxiway.

(12) When Blackstone tower is closed, BAAF airspace reverts to class Golf airspace.

(13) Aircraft arriving, departing, or operating within BAAF airspace when Blackstone Tower is closed, will announce their presence on Common Traffic Advisory Frequency (CTAF) frequency 126.2

(14) Instrument Flight Rules (IFR) and Special Visual Flight Rules (SVFR) flights will contact Blackstone Tower prior to entering or departing airspace.

(15) Weather information is available from the Automated Weather Observing System (AWOS) for BAAF or by telephone 434-298-5208.

**Table 2-3. BAAF Frequencies**

|             |                  |  |
|-------------|------------------|--|
| <b>BAAF</b> | Blackstone Tower | (Primary) <u>126.2 VHF</u> , <u>241.0 UHF</u><br>(Alternate) 122.95 VHF, 292.7 UHF |
| <b>CTAF</b> | FPRTA            | 126.2  |

Legend:

BAAF – Blackstone Army Airfield

Notes: Underlined frequencies are primary

### 2-13. Restricted Operations Zones (ROZ)

a. Ft. Pickett has established three ROZs IOT facilitate the launch and recovery of UAS. All three ROZs are depicted on the Ft. Pickett, Virginia “Aviation Special” 1:50:000 Map. The three ROZs are ROZ Castles, which is centered on LZ Castles, (18S TG 4373 0860 - 2.5 KM Radius – [SFC – 2000’MSL]), ROZ 42, which is centered on TA 42, (18S TG 3720 0010 - 1.5 KM Radius – [SFC – 2000’MSL]), and ROZ 53 which is centered on TA 53, (18S TF 4161 9588 - 1.5 KM Radius – [SFC – 2000’MSL]).

b. ROZ Castles, ROZ 42 and ROZ 53 will not be active continuously. Range Operations will activate, then make a call on 126.2 and 34.1 when UAS request to T/O from ROZ Castles. ROZ Castles will remain active until the UAS that took off calls Range Operations and advises that the UAS is above 2000’ MSL. At that point, Range Operations will deactivate the ROZ, then make a call on 126.2 and 34.1 advising of ROZ Status. The reverse will happen when UAS requests to land at ROZ Castles. ROZ Castles will be activated prior to UAS descending below 2000’MSL and deactivated once the UAS has landed. (ex. “Ft. Pickett Traffic, ROZ Castles is now active, surface to 2000 feet, any aircraft in the area remain clear of ROZ Castles”).

### 2-14. Temporary Restricted Operations Zones (ROZ)

a. The Installation Commander delegates airspace control authority to the AT&A Officer who designates a ROZ for a specified operational mission or requirement.

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

c. Units shall use their air-to-air frequency to the maximum extent possible.

d. Non-participating traffic will coordinate with the owning unit prior to entry into the ROZ.

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

### 2-15. Cantonment Area and Landing Strip/Zone Locations and Controlling Agencies (DPTS)

a. Table 2-3 and 2-4 depicts Ft. Pickett landing areas and controlling agencies. Cantonment Area helipads do not meet the standard of Unified Facilities Criteria (UFC) 3-260-01 (Airfield and Heliport Planning and Design). Figure 2-6 through 2-8 depict Ft. Pickett Helipads.

b. The DPTS Director and AT&A Officer have the authority to open, close, and inspect helipads and landing strips. Additionally, controlling agencies have the authority to close their helipads. When closed, a NOTAM will be published. Request for use will be IAW Ft. Pickett Regulation 350-2 through DPTS.

c. The Ft. Pickett cantonment area consists of all built-up areas on the installation, including Ft. Pickett (main post), recreation areas, and construction projects.

(1) Paragraph 2-2 outlines procedures for landing at other than approved helipads in the cantonment area.

(2) When over cantonment areas, helicopters will not fly below 500 feet AGL except when conducting an approach to, or departure from, a helipad or landing site. Exceptions to altitude restrictions may be requested through DPTS to the Installation Commander. Outline the event, purpose, location, flight time, and the number of aircraft involved. Be specific in describing where the deviation will begin and route to point where deviation will end. Aircraft will not overfly crowds, occupied buildings, or troop formations. Requests must be submitted a minimum of 30 days in advance of the event. A risk assessment with appropriate command signature will be enclosed with the exception to policy memorandum.

- (3) The use of cantonment helipads for tactical operations is prohibited.
- (4) Night landings require the use of:
  - (a) Helipad lights.
  - (b) Aircraft landing lights at night when landing or departing helipads.
  - (c) Helipads identified as PPR or special use must coordinate with the controlling agency prior to use.
  - (d) Aircraft will move off pads when parking, if possible.
- (5) Table 2-5 lists helipad locations and responsible agencies.
- (6) Table 2-6 list helicopter landing zone locations.

## 2-16. Military Landing Rights and Restrictions

- a. Landing off-post is only authorized at civil airports, for an actual emergency, for an approved static display, or on contracted private land.
- b. Landing requests for off-site landing within the local flying area will be in accordance with AR 95-1. All off-site landing agreements will be submitted to DPTS Range Operations to include grid coordinates and/or LAT/LONG.

## 2-17. Drop Zone (DZs) DPTS

- a. Castles (Dove) DZ (grid square 18S TG 4308) 1.5 KM x 1KM
- b. Blackstone DZ (grid square 18S TG 3707) 1.5 KM x 1 KM

**Table 2-4. Ft. Pickett Landing Strips**

| Landing Strip | Location  | Controlling Agency       |
|---------------|---|--------------------------|
| Castles       | 37° 05' 20.94" N 77° 52' 53.73" W<br>18S TG 43873 08641 | DPTS (434-292-2227/8334) |
| MA 53         | 36° 58' 37.26" N 77° 54' 13.39" W<br>18S TF 41595 95896 | DPTS (434-292-2227/8334) |

Legend:

DPTS – Directorate of Plans, Training and Security  
 L-NOTAMS – Local Notice to Airmen  
 UAS – Unmanned Aerial Systems

**Table 2-5. Ft. Pickett Cantonment Helipads**

| Helipad      | Location                                    | Controlling Agency    | Remarks                 | Telephone                    | Landing Direction |
|--------------|---|-----------------------|-------------------------|------------------------------|-------------------|
| Blackstone   | PV 170452<br>31 08'05.6" N<br>97 46'21.9" W | Blackstone AAF<br>ATC | Day, Contact<br>BKT TWR | 254-287-9470                 | 102'/282'         |
| Mercy        | PV 198454<br>31 08'11.1" N<br>97 44'40.3" W | Range                 | PPR required            | 254-553-4581                 | 94'/274'          |
| "C"<br>(472) | PV 162457<br>31 08'22.2" N<br>97 46'51.9" W | Range                 | Official Use Only       | 254-287-9343<br>254-287-6683 | 94'/274'          |

**Table 2-6. Ft. Pickett Helicopter Landing Zones**

| LZ NAME     | LATITUDE             | LONGITUDE           | MGRS               | DIMENSIONS   |
|-------------|----------------------|---------------------|--------------------|--------------|
| ARIES       | 37° 02' 11.15" North | 77° 55' 56.52" West | 18S TG 39182 02935 | 100' x 100'  |
| BEAVER      | 37° 01' 52.10" North | 77° 55' 35.11" West | 18S TG 39693 02332 | 180' x 150'  |
| BRICK       | 36° 58' 25.42" North | 77° 54' 10.27" West | 18S TF 41595 95896 | 900' x 200'  |
| DUST DEVIL  | 37° 04' 28.63" North | 77° 57' 42.40" West | 18S TG 36698 07255 | 1000' x 190' |
| MOUNTAINEER | 37° 02' 08.81" North | 77° 56' 29.61" West | 18S TG 38375 02889 | 745' x 175'  |
| ZEUS        | 37° 06' 39.38" North | 77° 56' 04.48" West | 18S TG 39241 11210 | 450' x 115'  |

**2-18. Unmanned Aerial Systems (UAS) Procedures**

- a. Unmanned Aircraft Systems (UAS) will be operated IAW AR 95-23 and Ft. Pickett Regulation 95-23.
- b. Procedures for requesting a FAA COA are in AR 95-23.

Separation between manned and unmanned aircraft within the Ft. Pickett restricted area is accomplished by procedural control measures managed by Ft. Pickett Range Operations. In circumstances where manned and unmanned aircraft are sharing the same airspace the following minimum separation criteria will apply:

- (1) Vertical separation between manned and unmanned aircraft will be 1,000 feet (305 meters).
- (2) Lateral separation between manned and unmanned aircraft will be 1KM (3,280 feet).





Figure 2-1. Ft. Pickett Reservation Helicopter Training Areas and Land Groups

CDR\_\_\_\_\_

Plans\_\_\_\_\_

Range\_\_\_\_\_

OPS\_\_\_\_\_

ATC\_\_\_\_\_

## Blackstone AAF Prior Permission Request (PPR)

Prior Permission Request Number\_\_\_\_\_

Estimated Date/Time Arrival\_\_\_\_\_

Call Sign/Tail Number\_\_\_\_\_Aircraft Type\_\_\_\_\_

Flying Unit Designation\_\_\_\_\_Persons on Board\_\_\_\_\_

POC\_\_\_\_\_Phone # (\_\_\_\_\_)\_\_\_\_\_

Landing Location\_\_\_\_\_EST. Ground Time\_\_\_\_\_

Fuel Required: YES\_\_\_\_\_NO\_\_\_\_\_Number of Gallons/Pounds\_\_\_\_\_

VIP Code\_\_\_\_\_Entered into RFMSS Yes\_\_\_\_\_No\_\_\_\_\_

REMARKS:

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Figure 2-2. Ft. Pickett PPR



Ft. Pickett, VA – —  
Local Flying Area (LFA)

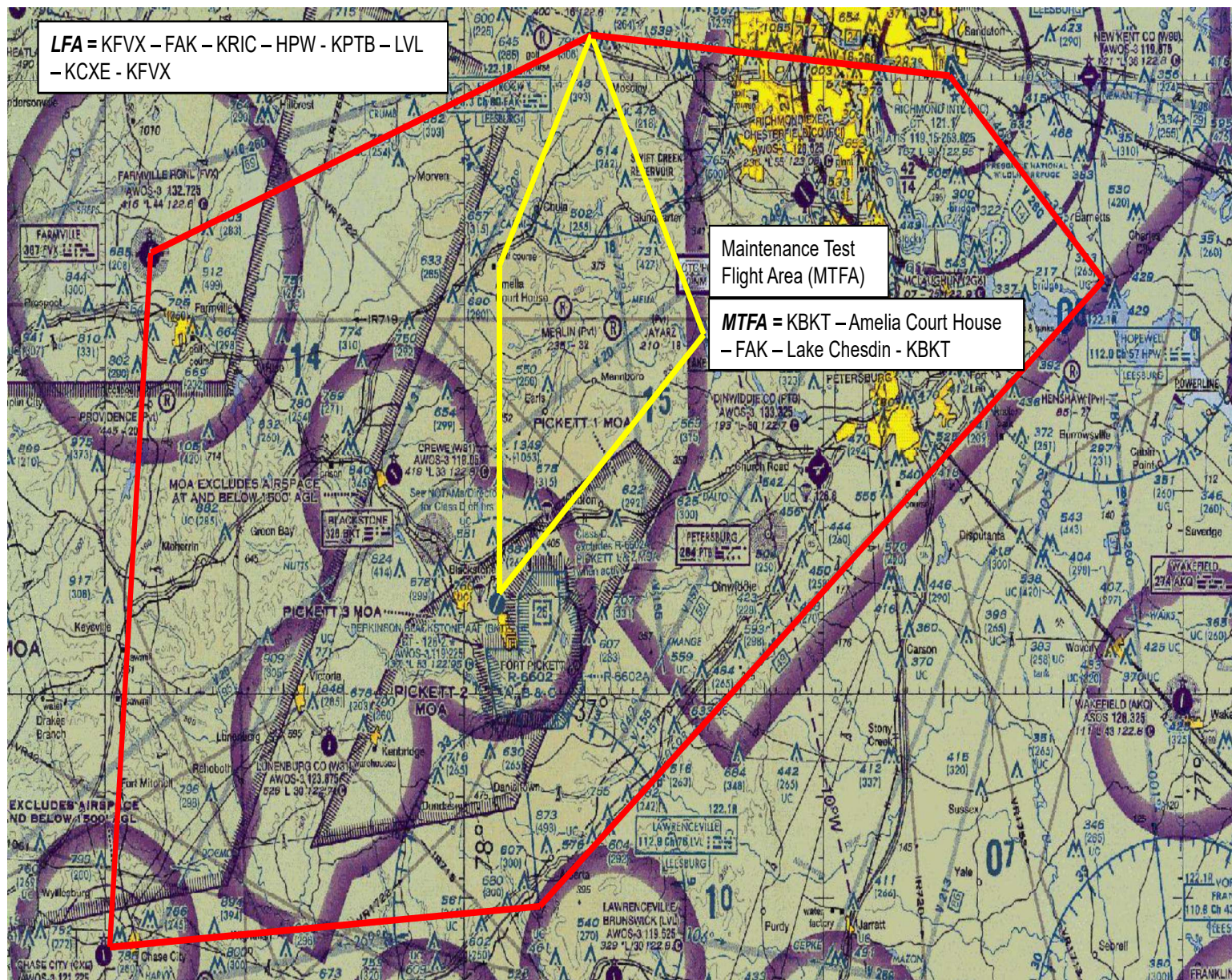


Figure 2-3. Ft. Pickett Rotary Wing Local Flying Area

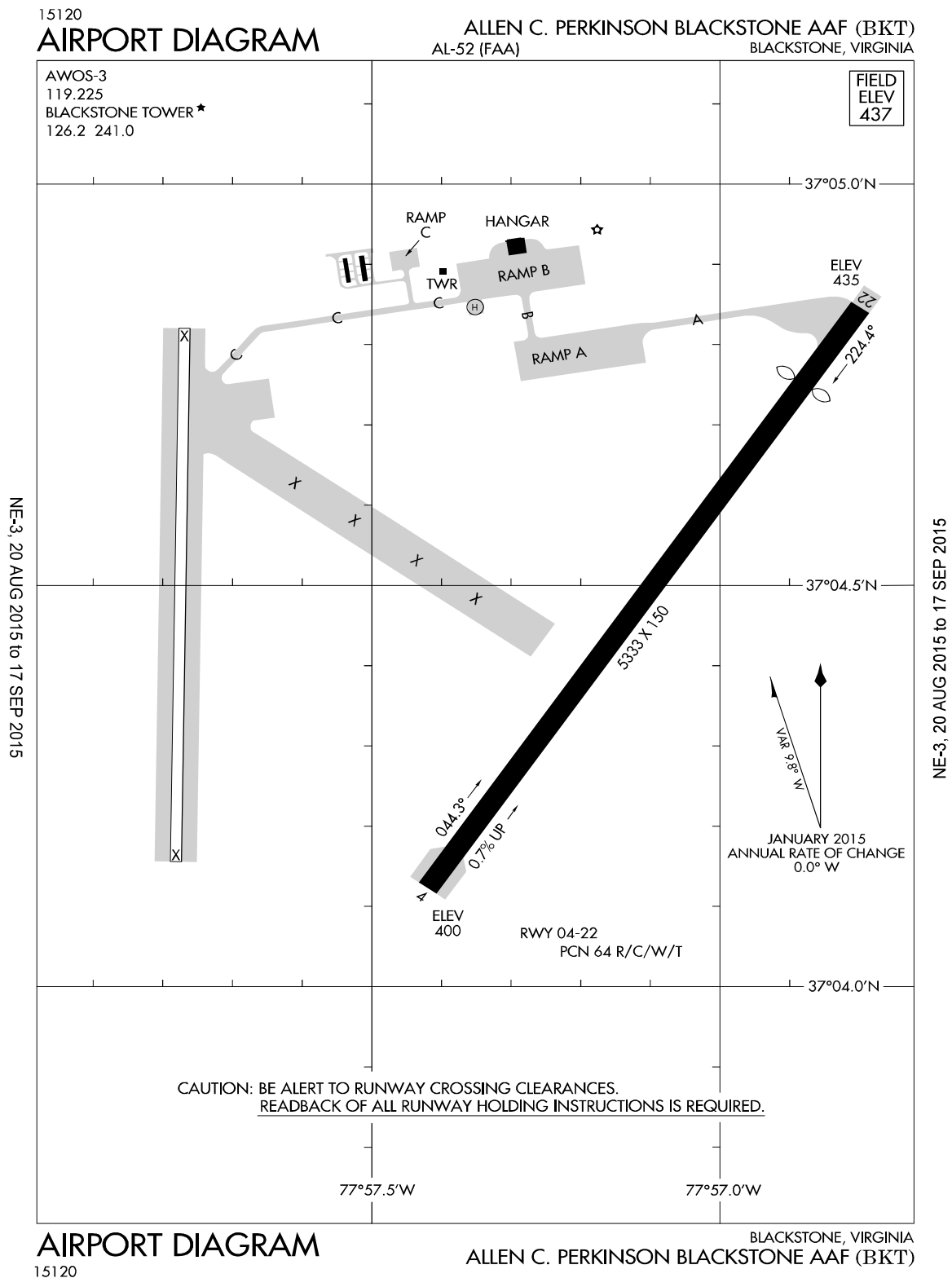
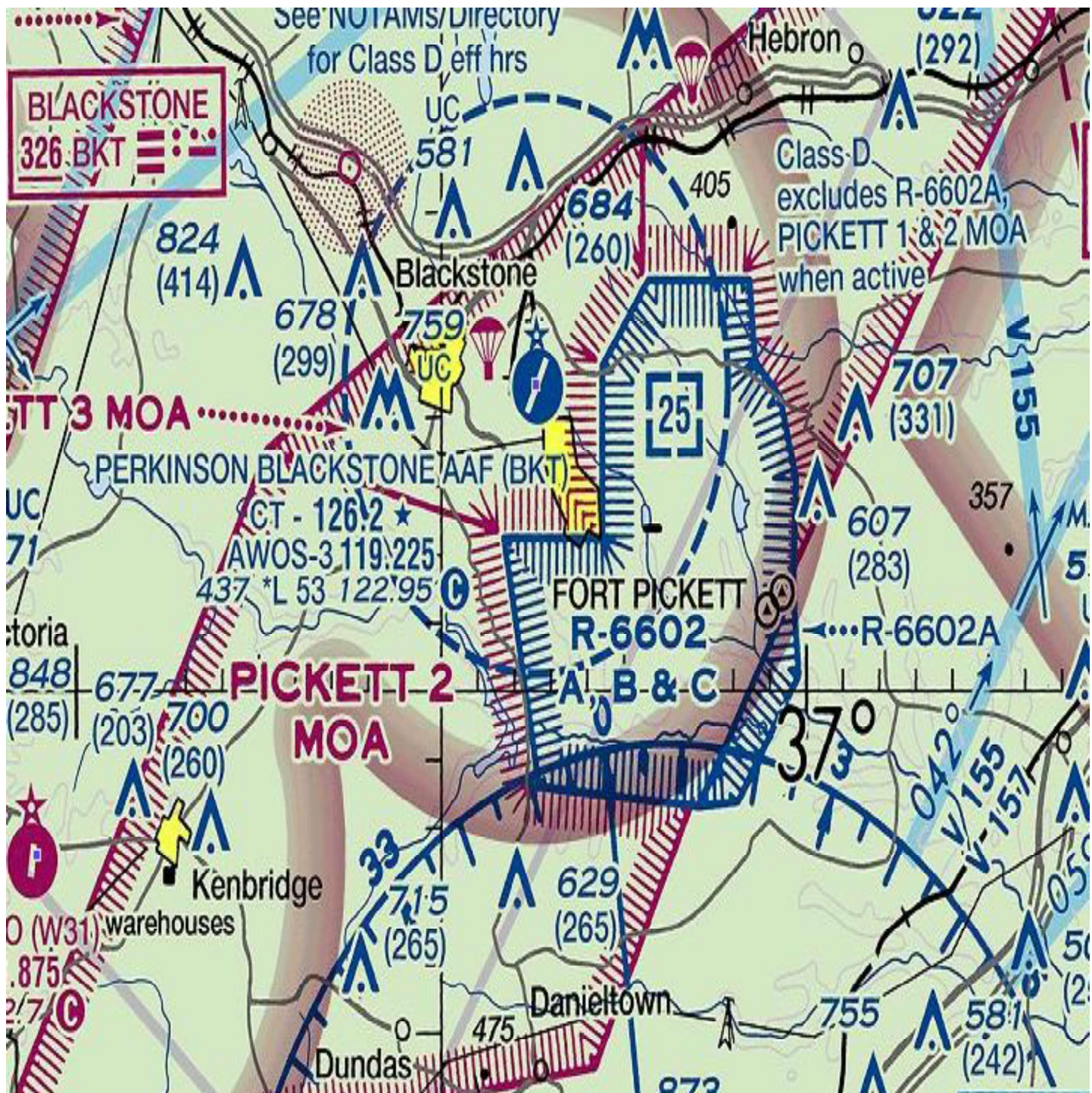


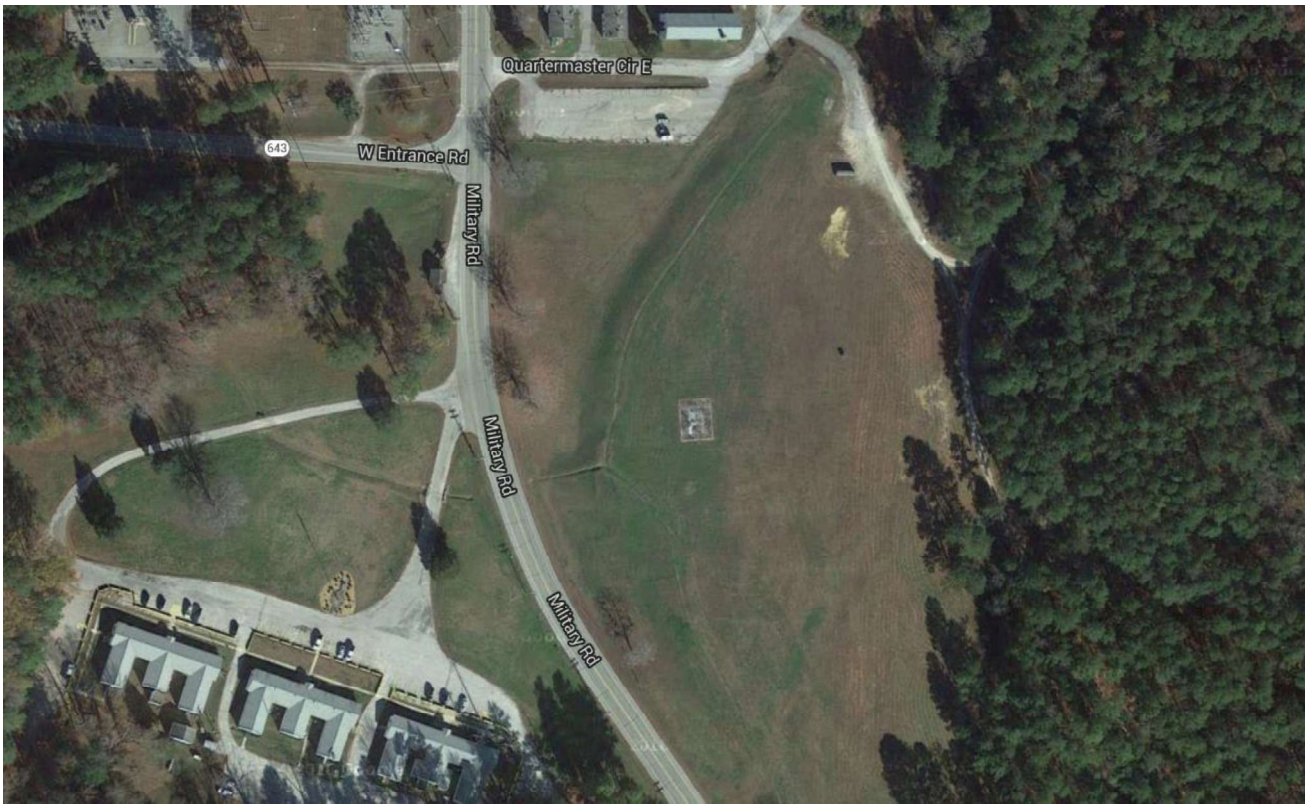
Figure 2-4. Blackstone Army Airfield (BAAF)





**Figure 2-5. R6602, Ft. Pickett Restricted Area**





**Figure 2-6. "C" (Helipad 472)**  
**18S TG 35817 05539**



**Figure 2-7. Mercy Helipad**  
**18S TG 38029 04522**



**Figure 2-8. Blackstone Army Airfield Helipad**  
**18S TG 37071 07110**



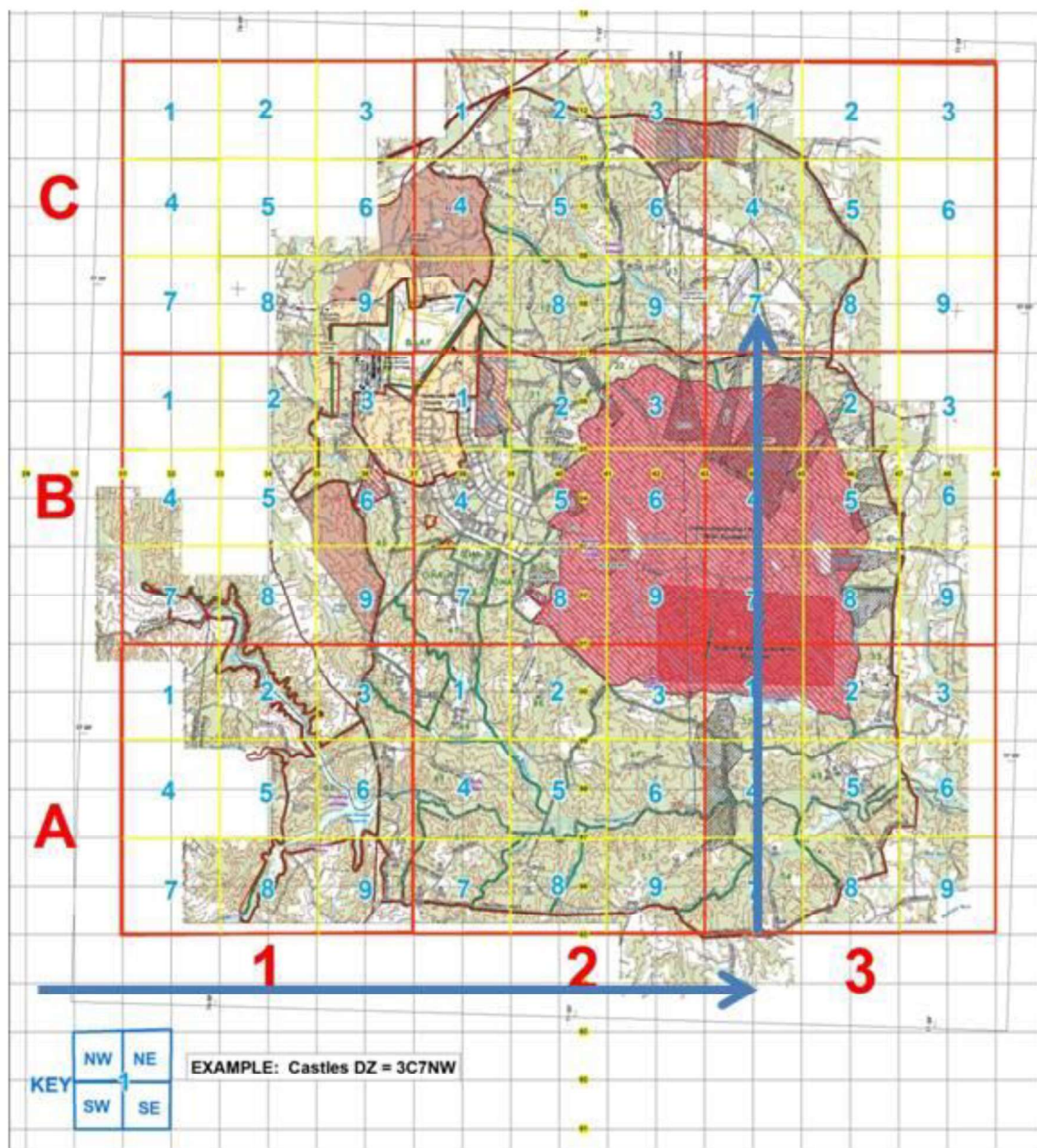


Figure 2-9 Fort Pickett Key Pad

## Chapter 3

### Operations and Safety

#### Section I

##### Operational Support Lift

#### 3-1. Scheduling Operational Support Airlift (OSA)

Ft. Pickett has no assigned rotary or fixed wing aircraft and therefore cannot support Operational Support Airlift requests. Transient aircraft are subject to the rules and policies governing Operational Support Airlift (OSA) as outlined in DoDI 4500.43.

#### Section II Safety

#### 3-2. Ft. Pickett Aviation Safety program

a. The Blackstone Army Airfield Safety Officer conducts the aircraft accident prevention safety surveys for BAAF in conjunction with DPTS. National Guard Regulation 385-10 (Army National Guard Safety Program) defines the safety program.

b. Units will:

- (1) Take corrective action within 30 days after receipt of a survey.
- (2) Maintain survey finding and corrective actions for two years.
- (3) Present survey finding and corrective actions to the ARMS team for inspection.
- (4) Present the survey result and corrective actions at the next unit aviation safety council.

#### 3-3. Aircraft Mishap Procedures

a. The first person to become aware of an aircraft mishap, forced landing, precautionary landing, or missing aircraft will immediately notify Range Operations, BAAF tower, or Washington Center. Range Operations or BAAF Tower (if open) will activate the pre-accident plan IAW Appendix D.

b. Table 3-1 lists emergency telephone numbers.

**Table 3-1. Emergency Telephone Numbers**

| Contact           | Telephone Number  |
|-------------------|-------------------|
| Range Operations  | 434-292-2227/8443 |
| Blackstone Tower  | 434-292-2047      |
| Washington Center | 703-771-3492      |

#### 3-4. Overdue Aircraft

Aircraft will transmit position reports to Range Operations every 15 minutes; after 30 minutes, if the aircraft has not contacted Range Operations, the aircraft will be considered overdue. Range Operations will then initiate a communications search. If Range Operations is unable to contact the overdue aircraft, the Ft. Pickett overdue aircraft procedure will be initiated:

- (a) Range Operations will advise BAAF Tower (if open).
- (b) BAAF Tower will initiate a communications and ramp check.
- (c) BAAF Tower will notify Range Operations of the result
- (d) If the aircraft is still unaccounted for, Range Operations will initiate a search and rescue (SAR).

The authority for launching SAR for military aircraft is Range Operations.

### **3-5. Flight Hazards Program**

a. Range Operations maintains the master flight hazards map, a 1: 50,000 map depicting man-made flight hazards (wire and tower hazards). Posted hazards are 50 feet AGL and higher. The Ft. Pickett installation flight hazards may be found on the Aviation Section of the Ft. Pickett website

<https://www.vko.va.ngb.army.mil/ftpickett/mtc/dpts/aviation>. The available files are:

- (1) Wire and tower hazards on the Ft. Pickett installation.
- (2) Local area no-fly areas.
- (3) Falcon view files and manual chart update manual (CHUM) files.
- (4) No-fly area draw files.

All flight hazards and files are updated quarterly. Contact the AT&A Officer for more information.

b. Aircrews will report new hazards to the BAAF Operations Officer immediately. Ft. Pickett Form 95-X11 (Flight Hazards Map Update Report) is the format for this report. See figure 3-1.

c. The BAAF Operations Officer reviews the hazard report for accuracy, and forwards the report to the AT&A Officer within 24 hours.

d. The AT&A Officer will evaluate the reports with current CHUM and NOTAMS and notify Range Operations who will post the hazard information to the master flight hazards map as received.

e. Units may submit reports to DPTS Range Operations when the BAAF Operations Officer is unavailable.

f. DPTS Range Operations will conduct a quarterly review of flight hazards and annotate the review date on the master aviation flight hazards map.

### **3-6. Composite Risk Management**

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

### **3-7. Crew Endurance**

Aviation unit commanders will establish and manage a crew endurance program IAW AR 95-1. Commanders should consider recommendations made by the flight surgeon, the unit safety officer and individual aviators when constructing their program.

## **Section III**

### **Aircraft Maintenance**

### **3-8. Maintenance Test Flights and Functional Ground and Flight Checks (MTFs)**

All test flights will be conducted IAW AR 95-1 and the aircraft training manual (ATM).

a. Test flights will be conducted in the appropriate test flight area.

b. Maintenance test flights should be conducted during Day/VFR conditions. All test flights will be conducted IAW the Ft. Pickett test flight procedures in this chapter.

c. MTFs will originate and terminate at BAAF unless prior approval has been granted by DPTS Range Operations.

d. Maximum torque airspeed (Vh) checks in the BAAF traffic pattern require tower approval.

e. Test flight areas are posted in BAAF Operations and Range Operations. Aircrews conducting test flights must be familiar with test flight area boundaries and hazards. Designated test flight areas are: KBKT (BAAF) to Amelia Court House, to FAK (Flat Rock) VOR, to Lake Chesdin, direct back to KBKT (BAAF). The BAAF traffic pattern will be in accordance with chapter 2 of this regulation.

f. Test flight aircraft will monitor 126.2 when able. Aircraft operating above 2,500' MSL will contact

Washington Center, (118.75 VHF 377.1 UHF), for flight following.

g. The first auto-rotational revolutions per minute (RPM) check conducted following main rotor maintenance will be conducted at BAAF.

### **3-9. Maintenance Operational Checks (MOC)**

Maintenance operational checks will be conducted by qualified personnel IAW the appropriate IETM, operator's manual and operator's manual checklist.

### **3-10. Flight Plans (MTF)**

MTF flight plans will be copied to BAAF Operations via e-mail at [nq.va.vaarnq.mbx.blackstone-aaf@mail.mil](mailto:nq.va.vaarnq.mbx.blackstone-aaf@mail.mil), in person, telephone, or with the control tower by radio.

### **3-11. Auxiliary Power Unit (APU) operations**

a. Crewmembers will conduct APU operations IAW the airframe specific operator's manual, checklist, or maintenance test pilot checklist.

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

c. "Locally produced" and modified APU checklists derived from the airframe specific operator's manual checklist with all pertinent emergency procedures may be used by non-rated APU operators.

SEQUENCE NR. \_\_\_\_\_  
FLIGHT HAZARDS MAP UPDATE REPORT

=====

OBSERVER USE ONLY

TYPE OF HAZARD: \_\_\_\_\_

HEIGHT OF HAZARD (AGL) \_\_\_\_\_ LIGHTED: YES ☐ NO ☐ GRID: \_\_\_\_\_

DATE OBSERVED: \_\_\_\_\_

NAME/RANK OF OBSERVER: \_\_\_\_\_

UNIT OF OBSERVER: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

=====

UNIT/SQUADRON/BN USE ONLY

NAME: \_\_\_\_\_

UNIT PHONE NUMBER: \_\_\_\_\_

UNIT FLIGHT HAZARDS MAP COORDINATOR: \_\_\_\_\_

REMARKS: \_\_\_\_\_

=====

BAAF USE ONLY

NAME

DATE/TIME RECEIVED: \_\_\_\_\_

FSA: \_\_\_\_\_

DATE/TIME POSTED: \_\_\_\_\_

FSA: \_\_\_\_\_

REMARKS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Ft. Pickett Flight Hazard Report, December 2015 (AVN)

**Figure 3-1. Flight Hazards Report**



Ft. Pickett, VA – —  
Local Flying Area (LFA)

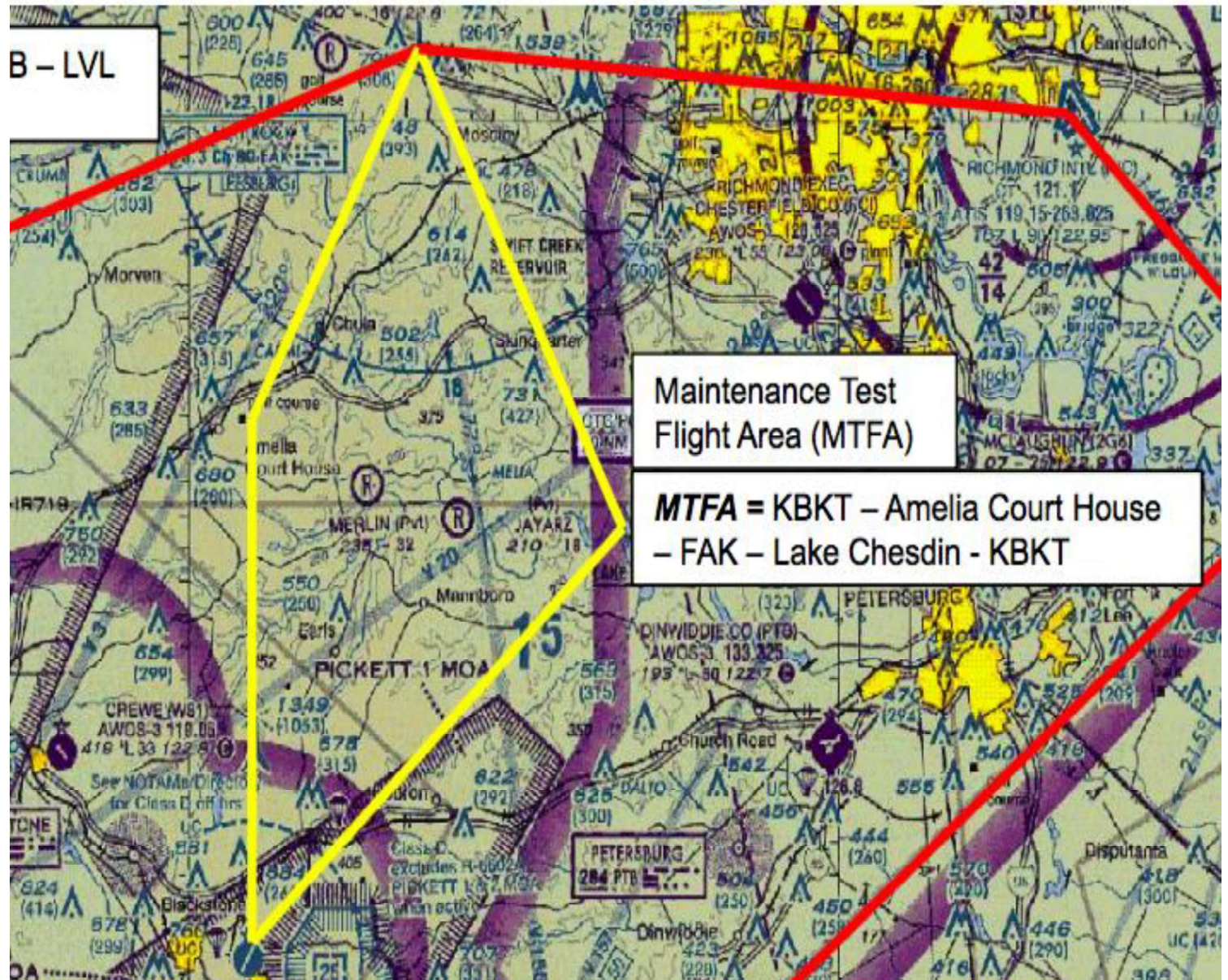


Figure 3-2. Test Flight Area I

## Chapter 4 Training

### Section I

#### Training Program and Literature

##### 4-1. Unit Standing Operating Procedures (SOP)

Aviation units will develop a unit SOP IAW AR 95-1 and FORSCOM Regulation 350-1 (Active Duty Training for FORSCOM Units).

##### 4-2. Aircrew Reading File

Aviation units will develop and maintain an aircrew reading file IAW AR 95-1, TC 3-04.11 and FM 3-04.16.

##### 4-3. Local Area Orientation (LAO) / Pilot Orientation Course (POC)

###### a. Purpose

Outlines policies and procedures that ensure visiting aircrews and aviation units receive an orientation prior to operating aircraft on and around Ft. Pickett.

###### b. Objective

Establishes an effective program that ensures safe aviation operating procedures for aircrews operating in and around the Ft. Pickett reservation.

###### c. Applicability

The procedures established in this directive are applicable to all aviation units and aircrews temporarily stationed, or participating in training at Ft. Pickett.

###### d. Responsibility

Commanders of aviation units temporarily stationed, or participating in training at Ft. Pickett, are responsible for ensuring that personnel under their command are thoroughly familiar with, and adhere to, the policies and procedures established in this regulation.

###### e. Range Orientation Procedures

- (1) The Directorate of Plans, Training, and Security is the proponent for the LAO.
- (2) Aviators will receive an annual range orientation briefing prior to performing aviation operations within the Ft. Pickett reservation and/or R-6602.
- (3) At a minimum, each aviator must complete the range orientation briefing within 12 months of their last brief. Aviators that have not completed the Ft. Pickett annual range orientation briefing within 12 months, are prohibited from performing aviation operations in and around the Ft. Pickett reservation and/or R-6602.
- (4) The aviation orientation course is designed to be conducted collectively at the aviation brigade or battalion level for standardization purposes, but may be completed at the company/troop level or below as necessary.
- (5) Aviation unit commanders may conduct the Ft. Pickett range orientation briefing at the unit level. Upon completion of training, the unit commander will submit a Memorandum for Record, to Ft. Pickett Range Operations, stating that his/her unit has been trained. The memorandum must state the specific unit that has been trained, and may be e-mailed to ***ng.va.vaarng.mbx.blackstone-aaf@mail.mil***.
- (6) Ft. Pickett local area range orientation briefing is available on the Ft. Pickett "Pilot Tools" webpage: ***vko.va.ngb.army.mil/fortpickett/mtc/dpts/aviation.htm***.
- (7) Units requiring an "in person" brief may contact Ft. Pickett Range Operations at 434-292-2227/2143 to schedule the Ft. Pickett range orientation briefing.
- (8) Units scheduled for live fire exercises in R-6602 will comply with Ft. Pickett Reg. 350-2.

- (9) The PC or unit operations officer will contact Ft. Pickett Range Operations for an update of current operating procedures within R-6602 if more than 180 days have elapsed since the individual or unit's last flight in R-6602.

#### **4-4. Emergency Procedures Training (Rotary Wing)**

Rotary wing emergency procedure training will be conducted IAW AR 95-1 and chapter 5 of this regulation.

#### **4-5. Synthetic Flight Training System (SFTS)**

Ft. Pickett has no SFTS facilities.

#### **4-6. Environmental Considerations**

Ft. Pickett experiences a wide range of environmental conditions throughout the year. ATP Commanders must ensure that their aircrews are prepared.

- a. Aircrew Training Program (ATP) commanders will develop and implement environmental training into their ATPs IAW TC 3-04.11.
- b. Blowing sand/dust, snow, temperature, effects of wind, and terrain may be areas of consideration for training.
- c. Aircrew members should be prepared for blowing dust and/or brown out conditions while operating in the Ft. Pickett training areas.

#### **4-7. Underwire Flight**

Underwire flight training within the Ft. Pickett Reservation Training Area is not authorized.

### **Section II**

#### **Aviation Standardization**

#### **4-8. Aviation Safety and Standardization Committee**

BAAF will have designated representatives as members of, and participate in, the Ft. Pickett and VAARNG Safety and Standardization Committees.

- a. Airfield Commander, AT&A Officer and ATC Chief will:
  - (1) Attempt to resolve issues at the lowest level possible.
  - (2) Transmit minutes of its meetings to the Ft. Pickett Commander.
  - (3) Transmit unresolved safety issues to the Ft. Pickett Installation Safety and Occupational Health Director (Installation Safety Officer).
  - (4) Send a representative to the quarterly VAARNG Safety/Standardization meeting.
- b. DPTS is the proponent for any updates/changes to the Ft. Pickett 95-1, however, the VAARNG Safety/Standardization Committee will review any proposed changes to Ft. Pickett 95-1 and provide feedback and recommendations.

#### **4-9. Flight records and aviation status**

Aviators assigned to Ft. Pickett, VA will turn their Individual Flight Records Folder (IFRF) and Individual Aircrew Training Folder (IATF) into the Army Aviation Support Facility (AASF) in Sandston, Virginia. Aviators have 14 working days to turn in their flight records.



## Chapter 5

### Flight Procedures and Rules

#### Section I

##### General

#### 5-1. Call Signs

- a. Call signs for aircraft operating within the Blackstone Army Airfield (BAAF) airspace or when flight following with “Blackstone Tower” or Ft. Pickett range operations will be the aircraft name (Longbow, Blackhawk, Chinook...) and last five digits of the aircraft tail number.
- b. Call signs for aircraft operating out of Fort Pickett on a “Local” VFR flight plan will be aircraft name (Longbow, Blackhawk, Chinook...) and the last five digits of the aircraft tail number. MEDEVAC aircraft on an actual MEDEVAC mission will substitute “EVAC” for the aircraft name.
- c. All Army or National Guard aircraft operating under civil control/communication will use “Army Copter” or “Guard Copter” and last five digits of the aircraft tail number, unless assigned an FAA approved call sign.

#### 5-2. Notice to Airmen (NOTAM)

NOTAMs are submitted through the FAA and are published on the Defense Internet NOTAM Service website at <https://www.notams.jcs.mil>

- a. BAAF airfield operations maintains all BAAF NOTAM files.
- b. NOTAMS: The BAAF Operations Officer is the primary point of contact to publish NOTAMS for all Ft. Pickett training areas.
  - (1) Requesting a NOTAM to be published does not schedule airspace or approve activity. Publishing a NOTAM only provides advisories that a hazard may exist.
  - (2) NOTAMS should be requested no later than 7 days prior to the event IOT ensure publication.
  - (3) To request a NOTAM for Ft. Pickett or BAAF, contact BAAF at 434-292-2193/8622/or 2047 and forward the following information to the BAAF Operations Officer at FAX: 434-292-8624:
    - (a) Unit
    - (b) Point of Contact
    - (c) Local Phone Number
    - (d) Location
    - (e) Activity
    - (f) Altitudes requested
    - (g) Time(s) ROZ active
    - (h) Dates of Use
    - (i) Frequency and Call Sign

### 5-3. No-Fly Areas

a. Permanent no-fly areas are coordinated through the AT&A Officer and are posted on the installation hazards map, located in Ft. Pickett Range Operations as well as BAAF operations. Currently, there is only one no-fly area on Ft. Pickett, and that is the ammunition supply point (ASP). The no-fly area over the ASP extends from the surface up to 500' AGL and has a radius of .75KM from (18S TG 3610 0416). The Ft. Pickett installation no-fly areas may be found in the AKO Public folder at US Army Organizations, FORSCOM, Fort Pickett, Garrison, Garrison DAO, Garrison DAO files, Safety, Hazards Maps. The available files are:

- (1) Wire and tower hazards on the Fort Pickett installation.
- (2) Local no-fly areas.
- (3) Falcon view files and manual chart update manual (CHUM) files.
- (4) No-fly area draw files.

b. Ft. Pickett has established three ROZs IOT facilitate the launch and recovery of UAS. All three ROZs are depicted on the Ft. Pickett, Virginia "Aviation Special" 1:50:000 Map. *(See Para 2-3, pg. 6 for ROZ procedures)*

### 5-4. Flight Plans

Ft. Pickett, VA nor BAAF have a Base Operations staff. Therefore, all units operating at Ft. Pickett must file flight plans through their organic Flight Operations section, or directly with the FAA. The terms "cross country" and "Local flight" are defined below, along with the minimum requirements for flight plan filing. Pilots in Command (PC) are highly encouraged to include a cell phone number in the remarks section of the flight plan.

a. Cross Country Flight: Flight operations which require coordination with either ATC or a Flight Service Station and/or are within the national airspace system.

- (1) IFR operations require a properly completed DD Form 175 filed with the unit's Flight Operations and filed with the FAA.
- (2) VFR operations that terminate or involve engine shutdown at locations outside the Fort Pickett LFA require a DD Form 175 to be filed with the aircraft's organic flight operations.

b. Local Flight: Flight operations which remain within the Ft. Pickett LFA and that do not require coordination within the national airspace system. Operations which meet the following criteria may be filed as "Local":

- (1) Flights originating from and terminating at Fort Pickett or BAAF.
- (2) Flights remaining within the Ft. Pickett LFA. When an aircraft has shut down at an airfield or field site within the Ft. Pickett LFA, it is the PC's responsibility to contact the flight operations where their flight plan is on file, upon arrival and prior to departure, for flight following purposes.

### 5-5. Weather Requirements and Weather Briefs

Ft. Pickett, VA nor BAAF have an operational weather squadron or weather briefing capability. Therefore, all VFR/IFR flights originating from Ft. Pickett, require a weather brief from a U.S. military weather facility IAW AR 95-1.

a. Weather Minimums: Helicopter VFR weather minimums for operations at Ft. Pickett in uncontrolled airspace at or below 1200 feet AGL are:

- (1) Day: no minimum ceiling, one-half mile visibility.
- (2) Night: 500' ceiling, one-mile visibility.

b. Helicopter SVFR weather minimums for BAAF Class D airspace are:

- (1) Day: no minimum ceilings, one-half mile visibility.
- (2) Night: 500' ceiling, one-mile visibility.

c. Fixed wing VFR and SVFR weather minimums are IAW AR 95-1 and applicable portions of 14 CFR 91.155 and 14 CFR 91.157.

### 5-6. Automated Weather Observing System (AWOS)

AWOS-3 information may be used to assist aviators for flight planning in the local flying area; however, AWOS-3 information provides current "observed" weather phenomena only and does not constitute a valid forecast or weather briefing according to the requirements of AR 95-1 or this regulation.

**Table 5-1. Automated AWOS 3**

| Location   | Telephone Number | Frequency |
|--|------------------|-----------|
| Allen C. Perkinson<br>Blackstone AAF,<br>Ft. Pickett, VA | 434-292-1400     | 119.225   |

[http://www.faa.gov/air\\_traffic/weather/asos/?state=VA](http://www.faa.gov/air_traffic/weather/asos/?state=VA)

### 5-7. Flight Following

- a. Aircrews operating within the Pickett MOAs and R-6602 have a responsibility to maintain clearance from other aircraft, active firing points, and the “impact area”.
- b. Flight following with Ft. Pickett Range Operations is mandatory when operating on Ft. Pickett except when under the control of BAAF tower, Washington Center, or as otherwise directed by Ft. Pickett Range Operations. Notify BAAF or Ft. Pickett Range Operations when frequency changing to another agency. When operating within the Ft. Pickett LFA and communication with Ft. Pickett Range Operations is not possible, flight follow with an appropriate ATC facility as soon as practical.
- c. Flight following procedures are initiated upon initial contact with BAAF Tower (when open) or Ft. Pickett Range Operations. Aircrews will provide aircraft type, the last five digits of all aircraft tail numbers in the flight, departure point, route of flight, destination, and number of personnel onboard each aircraft. BAAF Tower and/or Ft. Pickett Range Operations require aircraft to provide position reports at 15-minute intervals, and may request additional reports. Upon arrival at the destination or intermediate stops, aircrews must advise BAAF Tower and/or Ft. Pickett Range Operations and report the aircraft location by range number, training area, grid coordinate, or any other commonly recognized feature. Table 5-2 lists Ft. Pickett and BAAF radio frequencies.
- d. Multi-aircraft operations on the reservation require at least one aircraft in the flight to monitor BAAF Tower and/or Ft. Pickett Range Operations, and relay information as required.
- e. The transponder code utilized by aircraft operating within R-6602 is 4000.

**Table 5-2. Ft. Pickett, VA Radio Frequencies**

| Status                | Frequency   |
|-----------------------|-------------|
| Blackstone Tower      |             |
| Primary               | VHF 126.200 |
| Alternate             | UHF 241.000 |
|                       | VHF 121.500 |
|                       | UHF 243.000 |
| Ft. Pickett Range OPS |             |
| Primary               | VHF 126.200 |
| Alternate             | FM 34.1     |
| (Tertiary)            | FM 36.1     |

#### Legend:

FM - Frequency Modulated

UHF – Ultra High Frequency

VHF – Very High Frequency

### 5-8. Helicopter Training Area (HTA) Operations

The Ft. Pickett, VA military reservation has been divided into eight HTAs (A-H) that overly the numbered ground training areas within the Ft. Pickett installation boundary. The maximum number of aircraft allowed in any one HTA at a time is six. Deviations from this standard may be approved by Ft. Pickett Range Operations after appropriate risk mitigation has been completed. All HTAs include the airspace from the surface up to and including 200 ft. above ground level (AGL). The altitudes associated with HTA operations allows for a “buffer” between rotary wing traffic and

the base of the “Key Pad” system (2000’ MSL) utilized by some UAS operators. The HTAs are detailed below.

- a. HTA Alpha – Encompasses the airspace that overlies training areas 11 and 12.
- b. HTA Bravo – Encompasses the airspace that overlies training areas 13 and 14.
- c. HTA Charlie – Encompasses the airspace that overlies Blackstone Army Airfield and training areas 10, 20, 21, 22, 30, and 40.
- d. HTA Delta – Encompasses the airspace that overlies the Ft. Pickett Danger Area (impact area).
- e. HTA Echo – Encompasses the airspace that overlies training areas 23 and 33.
- f. HTA Foxtrot - Encompasses the airspace that overlies training areas 41, 42, 43, 44, and 46.
- g. HTA Golf - Encompasses the airspace that overlies training areas 32, 47, and 48.
- h. HTA Hotel - Encompasses the airspace that overlies training areas 45, 50, 51, 52, 53, 54, 55, and 60.

### Transitioning HTAs

Transitioning from one HTA to another can be accomplished in two different ways.

- (1) Aircrews may exit one HTA and transition along the CARS to the checkpoint nearest the HTA that they wish to use. Upon arrival at the checkpoint, aircrews will utilize and descend within the corridor associated with that checkpoint, and re-enter the reservation.
- (2) Aircrews may transition from one HTA to another without exiting the reservation or utilizing the CARS. The following rules will be adhered to:
  - (a) When transitioning clockwise to a non-adjointing HTA, aircraft will transition at 400 ft. AGL.
  - (b) When transitioning counter-clockwise to a non-adjointing HTA, aircraft will transition at 700 ft. AGL.
  - (c) Aircrews will notify BAAF Tower or Range Control on 126.2 (alt. 34.100) that they are transitioning from “HTA XXX to HTA XXX”, their direction of travel (clockwise or counter-clockwise), the TA they are vacating, and the TA they are moving to occupy. (ex. “Ft. Pickett Range OPS, Blackhawk 12345 transitioning clockwise from Alpha to Foxtrot”.)

### 5-9. Helicopter Training Area (HTA) Communication Requirements

- a. Aircraft operating in assigned training areas will monitor BAAF tower (if open) or Ft. Pickett range operations on VHF 126.2. Aircraft utilizing the same training area as another aircraft or flight, will deconflict with the other flight on FM 34.100.
- b. Aircraft operating within the Class Delta airspace at BAAF must use the appropriate control tower frequency of 126.2. BAAF normal hours of operation are Mon – Fri 1200-2030z++.

Note: BAAF may be open at other times by request from supported units.

### 5-10. Altitudes

To support the noise abatement and “fly neighborly” programs, flights operating off the Ft. Pickett reservation will maintain a minimum altitude of at least 500 feet AGL, with a 1000-foot slant range from buildings, livestock, or other man-made obstructions. Unit commanders may authorize flights below 500 feet AGL on a case-by-case basis.

### 5-11. Terrain Flight

The Ft. Pickett Reservation has the capacity to accommodate rotary wing terrain flight operations in conjunction with other non-aviation training activities. Terrain flight is authorized within the Ft. Pickett reservation boundaries as well as in R-6602. **Terrain flight will not be conducted outside of the Ft. Pickett reservation.** Terrain flight is defined as sustained flight at or below 200 feet AHO. Terrain Flight will be conducted IAW applicable Aircrew Training Manuals (ATM) and TC 3-04.4. In addition to the requirements listed below, an updated aviation hazard map is required by aircrews, onboard the aircraft, while conducting terrain flight operations.

- a. Thoroughly brief flight hazards in Air Mission Briefs (AMBs), Team briefs and Crew briefings.
- b. Plan flight routes IAW the restrictions in paragraphs 5-3 and 5-10 of this regulation.
- c. Aircraft will monitor BAAF Tower and/or Ft. Pickett Range Operations frequencies as appropriate, and

announce aircraft movement in and out of training areas, as well as direction of flight and/or intentions.

d. Aircrews are prohibited from monitoring commercial broadcasting stations during terrain flight operations.

e. Refer to paragraph 5-14 for lighting requirements.

f. Single engine aircraft must maintain an altitude that assures an autorotative descent to a suitable landing area when operating over built-up areas or water. Overwater flights must carry survival equipment if autorotational descent to a suitable landing cannot be maintained IAW AR 95-1.

## **5-12. Corridor Airspace Route Structure (CARS)**

The CARS is an air route system that provides procedural control to help facilitate the safe and expeditious movement of VFR rotary wing aircraft arriving, departing or operating in and around BAAF and the Ft. Pickett reservation. The CARS consists of named checkpoints with designated routes, altitudes, and procedures that serve as transitions to and from BAAF and the Ft. Pickett reservation, to a specific HTA, or to aid aircraft that are transitioning between HTAs. CARS procedures are used in conjunction with other provisions of the Ft. Pickett Regulation 95-1. Figure 5-1 depicts the CARS checkpoint locations.

### **Ft. Pickett CARS:**

(1) Use is mandatory when transitioning to or from BAAF or the Ft. Pickett reservation. Each aircrew is responsible for maintaining visual separation from other aircraft.

(2) All corridors and transitions are 1KM wide (500M either side of center line). "Rules of the road" apply (pass to the right of oncoming aircraft). The mandatory CARS altitudes described below provide vertical separation between aircraft traveling in opposite directions, as well as provides a buffer between aircraft transitioning along the CARS and overlying airspace.

(3) Aircrews will not fly directly over intersections or reporting points when utilizing the CARS. Aircraft will fly to the right of the centerline.

(4) An aircraft's route of flight along the CARS will be coordinated with BAAF Tower (when open) or Ft. Pickett Range Operations.

(5) Aircraft utilizing the CARS will maintain the appropriate VFR cloud clearance and flight visibility requirements IAW AR 95-1 Table 5-1. If unable to maintain cloud clearance and/or visibility requirements IAW AR 95-1, aircrews will inform BAAF Tower (when open) or Ft. Pickett Range operations along with their intentions.

(6) Any time the reported ceiling and/or visibility at Ft. Pickett are less than 1400' and/or 3 SM, aircrews utilizing the CARS will report their arrival at each checkpoint to BAAF Tower (when open) or Ft. Pickett Range Operations.

(7) If unable to contact BAAF Tower (when open) or Ft. Pickett Range Operations, make required calls "in the blind" on the appropriate frequencies.

(8) The CARS is designed for point to point navigation, but uses terrain features to aid in orientation while transitioning between points. The Ft. Pickett CARS checkpoints are listed in table 5-3 of this document and depicted on the Ft. Pickett, Virginia "Aviation Special" 1:50:000 Map, Series V734SFTPCKTAVN, (Edition 001) (NSN 7643016624182) located in the Ft. Pickett Range Operations building and the BAAF operations building.

(9) Climbs and descents while transitioning the CARS will be executed without delay at a rate greater than 500 feet per minute (FPM).

(10) CARS altitudes are depicted in MSL and described below:

(a) Aircraft traveling counter-clockwise along the CARS will fly at 1700' MSL.

(b) Aircraft traveling clockwise along the CARS will fly at 1400' MSL.

(c) Aircraft traveling "inbound" (toward the reservation) on all transitions will fly at 1100' MSL.

(d) Aircraft traveling "outbound" (away from the reservation) on all transitions will fly at 800' MSL.

(11) Right-of-way

(a) When overtaking another aircraft, pass to the right. The overtaken aircraft has the right-of-way.

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

(c) If aircraft are traveling in opposite directions along a transition, the aircraft traveling "inbound" will fly at 1100' MSL until passing the "outbound" aircraft. Once the "outbound" aircraft is no longer a "factor", the "inbound" aircraft may begin its descent toward the reservation or airfield.

(12) Ft. Pickett reservation training area entry into the CARS:

(a) When a TA adjoins the CARS, exit or enter the route at that point.

(b) When the TA does not adjoin the route, use the most direct course from or to the route at the appropriate altitude.

(13) When exiting the Ft. Pickett reservation, aircrews will utilize the CARS and exit at the most logical checkpoint for their planned direction of flight.

**Table 5-3. Ft. Pickett, VA Corridor Airspace Route Structure (CARS) Checkpoints**

| Reporting Point | Location                                   | To                   |
|-----------------|--|----------------------|
| Spider          | 18S TG 4482 1396<br>N 37 08.23 W 077 52.37 | FT. Pickett/<br>BAAF |
| Cavalier        | 18S TG 3931 1439<br>N 37 08.37 W 077 56.09 | FT. Pickett/<br>BAAF |
| Keydet          | 17S QB 6455 1154<br>N 37 06.77 W 078 01.36 | BAAF                 |
| Flame           | 17S QB 6178 0593<br>N 37 03.79 W 078 03.35 | FT. Pickett          |
| Eagle           | 17S QA 644 9977<br>N 37 00.42 W 078 01.68  | FT. Pickett/<br>BAAF |
| Hokie           | 18S TF 3472 9180<br>N 36 56.10 W 077 58.71 | FT. Pickett          |
| Bulldog         | 18S TF 4240 9234<br>N 36 56.52 W 077 53.56 | FT. Pickett          |
| Panther         | 18S TF 5091 9603<br>N 36 58.65 W 077 47.90 | FT. Pickett          |
| Monarch         | 18S TG 5076 0297<br>N 37 02.39 W 077 48.14 | FT. Pickett          |
| Ram             | 18S TG 5015 0858<br>N 37 05.41 W 077 48.66 | FT. Pickett          |

Legend:

*BAAF – Blackstone Army Airfield*

### **5-13. Named VFR Corridors - Airfield Corridors**

Named VFR Corridors control the flow of traffic to and from BAAF and FT. Pickett. Each Corridor has the same name as the checkpoint along the CARS where it originates. (Ex. Rams corridor begins at checkpoint Rams) “Rules-of-the-road” apply (pass to the right of oncoming aircraft) in all corridors. When arriving and departing, use an appropriate corridor, reporting point, and altitude. Table 5-3 lists reporting points for BAAF and the Ft. Pickett reservation.

a. Altitudes: Altitudes in the named corridors are in reference to “inbound” or “outbound” traffic from BAAF or the Ft Pickett reservation.

(1) The assigned altitude in named corridors “outbound” from BAAF and FT. Pickett is 800 feet MSL.

(2) The assigned altitude in named corridors “inbound” to BAAF and FT. Pickett is 1100 feet MSL.

b. Procedures:

(1) Maximum airspeed in named VFR corridors for rotary wing aircraft is 130 KIAS.

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

(3) Night: Use of the landing light, position lights on “bright”, and anti-collision light is mandatory in named VFR corridors when “single ship”. For multi-ship operations, the lead aircraft may have its position lights in the “dim” position and anti-collision light “off”. The trail aircraft will have its position lights on “bright” and anti-collision light “on”.

#### 5-14. Aircraft Lighting

Units will establish night flying SOPs IAW TC 3-04.4 (Fundamentals of Flight). Training area lighting will be IAW FAA Exemption 9835C to 14 CFR 91.209(A) (B).

a. Minimum aircraft lighting for night operations on the Ft. Pickett reservation is position lights on “IR Dim” and the anti-collision light “on”. In formation flights, the anti-collision light of the trail aircraft must remain “on”.

**“Blacked-out” operations on the Ft. Pickett reservation are not authorized.**

b. When using other than scheduled airspace:

(1) Single aircraft: Place position lights on steady bright and the anti-collision light “on”.

(2) Formation: Trail aircraft position lights will be on steady bright and the anti-collision light “on”.

c. BAAF: The landing light will be on for all night operations when multiple aircraft are operating at BAAF.

“Aided” or “unaided” night operations may be conducted at the airfield without landing lights if coordinated with other participating aircraft, or with ATC approval. “Mixed traffic” (aided/unaided) is not authorized at BAAF.

d. BAAF: A maximum of six aircraft may use BAAF traffic pattern at any one time. Airfield lighting will be set to the minimum intensity requested by participating aircraft, and consistent with other requirements. Aided aircraft in the BAAF traffic pattern will have position lights on “steady bright”. Lights may be dim with approval from the tower (when open) or other participating aircraft. The anti-collision light may be turned “off” during ground operations with ATC approval, however, tower controllers may not be able to observe aircraft operating under reduced lighting.

e. During night operations, aircrews utilizing named corridors and/or transitioning from a HTA to BAAF are required to use a landing light. Aircrews may utilize their search light during night operations when transitioning from BAAF to a HTA.

f. Appendix B addresses additional night flight requirements.

#### 5-15. Emergency Procedure Training

Aircraft emergency procedure training is authorized at BAAF and on the Ft. Pickett reservation. Emergency procedure training will be conducted IAW applicable ATMs, and AR 95-1. Crash and fire rescue is provided at BAAF by the Ft. Pickett Fire Department on an “as needed” basis. Aircrews requiring crash and fire rescue standby support should contact the BAAF Operations Officer at 434-292-2193/2047 NLT 24 HRS in advance for scheduling and to check on availability.

#### 5-16. Helicopter External Loads

a. External load operations, to include Bambi Bucket, are authorized at BAAF as well as on the Ft. Pickett reservation. External load operations will be conducted IAW applicable ATMs, TM 4-48.09, TM 4-48.10, TM 4-48.11, and TC 3-04.4. External load operations require coordination with BAAF or Ft. Pickett Range Operations personnel. Aircrews will avoid over flight of roads and built-up areas adjacent to airfields or training areas.

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

#### 5-17. Water Bucket (Bambi) Operations

a. Training flights for water bucket operations are permitted on the Ft. Pickett reservation. Training flights are usually conducted in HTA “A” at Engineer Pond, or in HTA “H” at Nottaway Reservoir. These flights will be coordinated through Ft. Pickett Range Operations prior to execution.

b. Units conducting training at Ft. Pickett that have Bambi Bucket capability, and are willing to support a potential fire on the Ft. Pickett reservation, should inform Range Operations of their availability.

c. In the event of a fire on the Ft. Pickett reservation, the first individual who identifies the fire will report it to Range Operations. If the fire is on a range, then the range fire marshal will request Range Operations to alert water bucket crews (if available) for potential support.

d. Should an Aircrew be tasked with fire-fighting support, they will be briefed, at a minimum, the following information:

(1) Location of fire

(2) Number and type of aircraft on station and rendezvous procedures

(3) Primary and alternate water sources

(4) Direction of race-track, clockwise (CW) /counter clockwise (CCW), North to South, East to West, etc.)

- (5) Methods of delivery (high or low drop)
- (6) Airspeeds
- (7) Location of ground crews and personnel
- (8) Frequency and call signs for the fire marshal and air-to-air
- e. Should an Aircrew be tasked with firefighting support, that crew will take its direction from either:
  - (1) Range Operations
  - (2) Range area Fire Marshal
  - (3) Range Fire Marshal (ground)
  - (4) Range Fire Marshal (airborne)
  - (5) Range OIC
- f. SOPs: Units providing water (Bambi) bucket support, will maintain an SOP outlining the following minimum information:
  - (1) Responsibilities
  - (2) Crew qualification and training requirements
  - (3) Preflight and preparation of aircraft
  - (4) Communications and fire line coordination procedures
  - (5) Normal procedures
  - (6) Emergency procedures such as notes, cautions, and warnings
  - (7) Post flight procedures
  - (8) Safety considerations

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

#### **5-18. Flights Outside of the Local Flying Area**

Aviation unit commanders are the approval authority for flights conducted outside of the Ft. Pickett local flying area.

#### **5-19. Fixed-wing Aircraft**

Fixed wing aircraft are authorized to train at BAAF and on the Ft. Pickett reservation. Aircrews wishing to schedule the use of R-6602 A, B, or C, should contact Ft. Pickett Range Operations at 434-292-2227/2143. Scheduling of Pickett MOAs 1, 2, or 3, will be IAW Area planning AP/1A. Aircrews should contact the BAAF Operations Officer at 434-292-2193/2047.

#### **5-20. Precautionary and Emergency Landing**

See Appendix C for detailed information.

#### **5-21. Inadvertent Instrument Meteorological Conditions (IIMC)**

Prior to VFR flight, the AMC/PC will brief, at a minimum, the minimum safe altitude(s) (MSA), location(s) of special use airspace (SUA), the controlling agency(s) and frequencies for airspace along the route of flight, and recovery airfield(s). When continued flight under VFR is no longer possible, **land and wait for the weather to improve**. Inadvertent instrument meteorological conditions (IIMC) is an unplanned entry into IMC when a safe landing under VFR cannot be accomplished. **Entering IIMC is an emergency**. Flight crews must treat it as such and execute IIMC procedures IAW the appropriate Aircrew Training Manual and unit SOP.

#### **5-22. Lost Communications Procedures (Lost COMMO)**

**NOTE:** Prior to declaring an emergency for "lost COMMO," all available radios (to include one of the crewmember's survival radios) should be used to communicate with ATC or the controlling agency. BAAF Tower monitors 121.50 and 243.00.

- a. If an aircraft has a total communication failure while operating IFR, that aircraft will comply with chapter "A" of the Flight Information Handbook (FIH).
- b. If an aircraft experiences a total communication failure while operating VFR, that aircraft should land at the nearest suitable landing area requiring the least amount of communication (e.g. training area, uncontrolled airport). If



it is necessary to land at a controlled airfield, the aircraft should maintain visual separation from all other aircraft and follow all visual signals from the tower or controlling agency (e.g. light gun signals).

### **5-23. Parachute Operations**

Ft. Pickett has two designated parachute operations drop zones (DZ). The two DZs are Blackstone DZ (BAAF) and Dove DZ (Castles Airstrip). Dove DZ is described in Area Planning AP/1A. Scheduling of DZs is done by contacting Ft. Pickett range operations at 434-292-2227/2143.

a. Jump Aircraft requirements:

(1) Parachute operations are governed by FAR Part 105 and will be IAW TC 3-21.220, which covers operating procedures, required radio transmission, and cloud clearance for jumpers, etc.

(2) Parachute operations will not be conducted at BAAF or Ft. Pickett without prior coordination with BAAF tower or Ft. Pickett Range Operations.

b. Non-Participating Aircraft requirements:

(1) Static line parachute operations: Non-participating aircraft will not be flown closer than 1KM (1000 M) to an active DZ or to an aircraft engaged in parachute operations.

(2) HALO Clearance will be determined from the center of the selected landing point. Clearance will be a one statute mile radius from that point. If BAAF and the pilots of the non-participating aircraft both have visual with all jumpers, the lateral clearance may be reduced to 1/2 statute mile.

(3) Ground Operations: When parachute operations are being conducted at BAAF, helicopters at BAAF will contact tower (when open) prior to engine start and/or aircraft movement. If BAAF tower is closed and there are parachute operations being conducted, aircrews will monitor airfield radio communications prior to engine start and deconflict with aircraft participating in parachute operations to ensure the safety of all jumpers.

## **Section II**

### **Special Procedure**

### **5-24. Search and Rescue – Military Aircraft**

FT. Pickett Range Operations or BAAF Tower may request aircraft that are in-flight at Ft. Pickett or BAAF to provide immediate assistance to an aircraft in distress, should the need arise.

a. Military aircraft assisting in SAR will:

(1) Establish contact with the nearest ATC facility

(2) Attempt to coordinate penetration of scheduled airspace prior to takeoff. If coordination is not possible, the aircrew will advise Ft. Pickett Range Operations on initial contact.

b. The aircraft crash, search, and rescue (ACS&R) map for BAAF and FT. Pickett is the Ft. Pickett, Virginia "Aviation Special" 1:50:000 Map, Series V734SFTPCKTAVN, (Edition 001) (NSN 7643016624182). While on the reservation, locations will be reported in 8 or 10-digit military grid reference system (MGRS).

c. Aircraft operating from Ft. Pickett, are authorized, at the discretion of the PC, to proceed to a known or suspected aircraft mishap sight while within the local flying area. The primary duty of the responding crew is to confirm a mishap and accurately report its location to ATC. Aircraft operating out of Ft. Pickett will not conduct extended SAR missions without an approved flight mission briefing.

### **5-25. High Intensity Radio Transmission Area (HIRTA)**

a. Although there are no known HIRTA sites on the Ft. Pickett reservation, all aircrews should be knowledgeable about HIRTA procedures. Any suspected HIRTA incident will be immediately reported to Range Operations. Units will develop procedures that address the contents of specialized training for crewmembers from the United States Army Aviation and Missile Command (AMCOM) and DA messages pertaining to HIRTA. Procedures should include:

(1) Pilot briefings and documentation

(2) Avoidance

(3) HIRTA reports

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

## **5-26. Live Ordnance Recovery**

a. Aircraft and ordnance emergency. BAAF is the emergency recovery airfield for aircraft with live ordnance. Aircrews with live ordnance will advise BAAF Tower (if open) or Ft. Pickett Range Operations of their intentions and land on the Northwest side of BAAF at 18S TG 3795 0785 with the nose of the aircraft facing 120 degrees and shutdown. If required, and conditions permit, jettison wing stores in the range impact area or an area away from personnel and man-made objects.

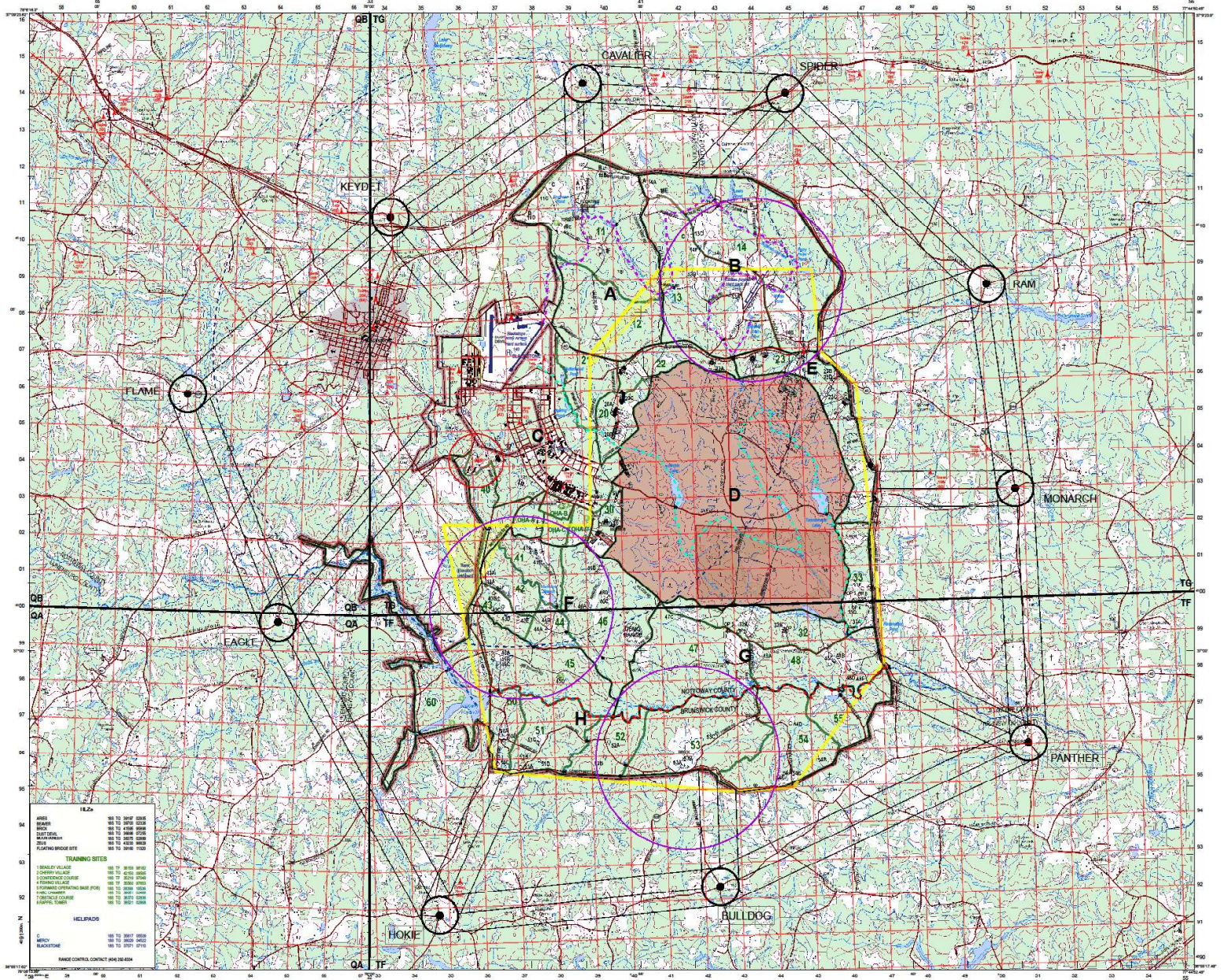
b. Weather recovery.

(1) If it is necessary to recover armed helicopters at BAAF due to inclement weather, aircrews will advise BAAF Tower (if open) or Ft. Pickett Range Operations of their intentions, land on the Northwest side of BAAF at 18S TG 3795 0785 with the nose of the aircraft facing 120 degrees, power off armament systems if possible, place armament systems on "safe", and shutdown.

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

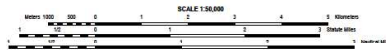
(3) If circumstances prohibit use of the ammunition upload pad, armed helicopters will execute the above outlined procedures except for landing and shutdown will be on the south end of taxiway Alpha.





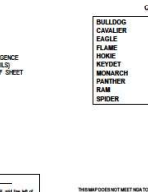
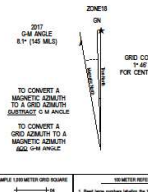
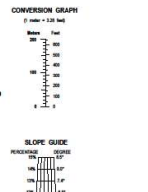
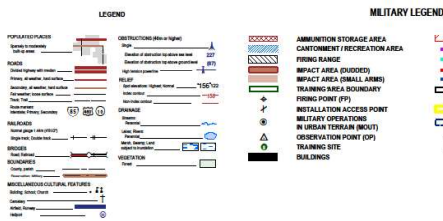
ALL ROADS HAVE WIRES

Class D excludes R-6602 when active



MILITARY OVERPRINT INFORMATION  
AS OF 3-2017

MILITARY LEGEND



| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

| GRID   | UTM    | Easting   | Northing |
|--------|--------|-----------|----------|
| 18S 17 | 18S 17 | 2725 0010 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4815 0080 | 18S 17   |
| 18S 17 | 18S 17 | 4973 0080 | 18S 17   |

WGS 84

Figure 5-1. Fort Pickett Reservation Training Area CARS and Airfield Corridor



## Chapter 6

### Severe Weather Plan and Mooring and Tie Down of Army Aircraft

#### 6-1. Weather definitions

- a. AR 115-10 (Weather Support and Services for the U.S. Army) details specific weather information and support requirements.
- b. Table 6-1 through 6-4 defines specific action to be taken in the event of severe weather.
- c. Weather Warning: A special notice provided to a supported agency when an established weather condition of such intensity as to pose a hazard to property or life, for which the supported agency must take protective action, is occurring or may occur.
  - (1) The text of the weather warning defines the coverage area and may include the entire, or only specific areas, of Ft. Pickett.
  - (2) With the exception of lightning and tornado warnings for Ft. Pickett, and thunderstorm warnings for the local area, only one weather warning is valid at a time; however, the warning may contain more than one weather phenomena.
  - (3) Lightning and tornado warnings for Ft. Pickett, and thunderstorm warnings for the local area may be in effect along with another warning.
- d. Weather Advisory: A special notice provided to a supported agency to alert that agency about weather conditions that affect their operations. Advisories alert supported agencies that weather conditions are occurring which could affect their operations.
  - (1) Weather phenomena detailed in the weather advisory may not be evident in the entire advisory area.
  - (2) Area weather advisories, unless specified otherwise in the text of the advisory, are valid for the area enclosed by a circle of 50 nautical mile radius centered on Range Operations, Building 3001 on Ft. Pickett.
  - (3) Terminal weather advisories are valid for areas enclosed by a circle of 5 nautical mile radius centered BAAF.
- e. Weather Watch: A special notice provided to a supported agency to alert that agency of the potential for severe weather before issuing a weather warning.
  - (1) A watch provides advanced notice of the potential for those extremely hazardous weather phenomena that are disruptive to operations.
  - (2) Weather watches do not indicate severe weather is imminent, only that the potential for severe weather exists.
  - (3) Weather watches are valid for the entire Ft. Pickett reservation.

#### 6-2. Severe Weather Plan

- a. Aviation Commanders will establish severe weather plans for their commands in accordance with this regulation.
- b. Severe weather plans will include provisions for mooring and/or hangaring aircraft when forecast weather poses significant risk of damage to aircraft.
- c. Units training at Ft. Pickett will develop and maintain a severe weather evacuation plan for their aviation assets.
  - (1) This plan will direct aircraft to locations out of the path of severe weather.
  - (2) The using unit's severe weather plan will include decision points and triggers for the launch and recovery of aviation assets.
  - (3) The aviation unit's Commander or S3 is the decision authority for execution of the severe weather evacuation plan.

**Table 6-1. Severe Weather Warning – High Risk**

Note: Actions listed in the “Action” column apply to each of the warnings listed in the “Warning” column.

| Warning   | Action  |
|---|---|
| 1. Tornadoes and Tropical Storms  |   |
| 2. <u>Severe Thunderstorms</u> :<br>- Damaging winds 45 knots or greater and/or hail half inch or more in diameter  | <ul style="list-style-type: none"> <li>* Recall/ground aircraft</li> <li>* Hangar and Moor aircraft</li> <li>* Secure equipment</li> <li>* Update range operations every 60 minutes until all aircraft and flight line equipment is secure</li> </ul> |
| 3. Damaging surface winds not associated with thunderstorms 45 knots or greater   |   |
| <b>Aircraft Actions in Flight</b>   |   |
| 1. Aircraft operating within R-6602, or immediate area:<br>a. If associate weather warning conditions are not present, immediately return to BAAF or tactical field site.<br>b. If associate weather warning conditions are present, the PC will determine the best course of action and notify BAAF or Ft. Pickett Range Operations of intentions. |   |
| 2. Aircraft in the local flying area (outside of 1 above): upon receipt of a warning, the PC will determine the best course of action and notify the command as soon as practicable.  |   |

Legend:

PC – Pilot in Command

BAAF – Blackstone Army Airfield

**Table 6-2. Severe Weather Warning – Medium Risk**

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

| Warning  | Action  |
|--|---|
| 1. <u>Moderate Thunderstorms</u> :<br>- High wind greater than 35 knots but less than 45 knots or greater and/or hail quarter inch or more in diameter but less than half Inch or more in diameter   | <ul style="list-style-type: none"> <li>* Within operational capabilities of each aircraft, aviation operations conducted in these warnings may occur; however, these missions are an automatic Medium Risk. Battalion commander (O-5) and above may approve on a case-by-case basis.</li> </ul> |
| Strong surface wind not associated with thunderstorms greater than 35 knots but less than 45 knots.  | <ul style="list-style-type: none"> <li>* Commanders will ensure all aircraft and flight line equipment is secure.</li> </ul>  |
| 2. Freezing precipitation  |   |
| <b>Aircraft Actions in Flight</b>  |   |
| 1. Operating within the area of the warning:<br>If associated weather warning conditions are not present, immediately return to BAAF or tactical field site.   |   |
| 2. If associate weather warning conditions are not present, the PC will determine the best course of action and notify Range Operations of intentions. PCs may continue the briefed mission outside the area of the warning if they do not encounter weather conditions associated with the warning. |   |

Legend:

PC – Pilot in Command

BAAF – Blackstone Army Airfield

### Table 6-3. Lightning Warning

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

| Warning  | Action   |
|--|--|
| 1. Lightning warning or observed lightning<br>Within 5 miles (8.05 kilometers)         | * All aircraft refueling will cease<br>* Commanders will take necessary action to protect personnel and equipment. |
| <b>Aircraft Actions in Flight</b>  |  |
| 1. PCs will determine the best course of action to prevent airborne lightning strikes. |  |
| 2. PCs will not takeoff in areas covered by a lightning warning.                       |  |
| 3. Aircrews should avoid all known thunderstorms by at least 20 nautical miles (NM)    |  |

#### Legend:

PC – Pilot in Command

NM – Nautical Miles

### Table 6-4. Weather Watches and Advisories

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

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

#### Legend:

PC – Pilot in Command

### 6-3. Mooring and Hangar Plans

a. Moor or hangar aircraft at the end of the last flight of each day. Moor un-hangared aircraft according to the operator’s manual and TM 1-1500- 250-23 (Aviation Unit and Aviation Intermediate Maintenance for General Tie-Down and Mooring on all Series Army Models, AH-64, UH-60, CH-47, LUH-72 Helicopters). If commanders deem prescribed procedures inappropriate, submit requests for deviation through Range Operations. The “first-up” MEDEVAC helicopter does not need to be moored at the end of each flight unless a severe weather warning listed in Table 6-1 is in effect.

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

c. Commanders will consider taking additional protective measures to protect aircraft that cannot be hangared to include:

(1) Face aircraft into the wind if possible.

(2) Use of shelters or artificial barriers such as trucks, buses, tanks, berms, and/or personnel carriers.

d. Commanders will take reasonable precautions when mooring aircraft that remain overnight (RON) away from installation airfields. In areas where tie-downs are not practical, commanders should consider flying aircraft to hangar or a ramp tie down area. When possible, aircrews should plan to RON at airports that can provide tie down or hangar space when traveling cross-country.

e. Commanders will include mooring or securing aircraft in a tactical environment in their unit tactical standing operating procedures (TACSOPs).

## **Chapter 7**

### **Refueling procedures**

#### **7-1. Overview**

- a. Aircraft will be refueled IAW aircraft TMs, ATP 4-43, and BAAF/Ft. Pickett SOPs.
- b. Follow instructions into and out refuel.
- c. Only authorized refueling personnel will operate the refueling pump override hand control, referred to as the “dead man” switch.
- d. Refueling personnel will act as fireguards.
- e. Non-refueling personnel will go to a marshaling area at least 50 feet (15.24 meters) away from the refueling aircraft as directed by the refueler.

#### **7-2. Aircraft Rapid Refueling Procedures. (BAAF)**

- a. Unit commanders requesting to establish a Forward Area Refuel, Re-Arm Point (FARP) must adhere to the following:
  - (1) Submit a request through the BAAF Operations Officer and /or Ft. Pickett Range Operations.
  - (2) The FARP must be established at the area designated by the BAAF Operations Officer or Range Operations.
  - (3) NCOICs in charge of FARP operations must ensure that all vehicles and equipment, (i.e. secondary containment units), are in proper working order and able to prevent fuel or oil spills from leaking onto the ground.
  - (4) FARP operations will be certified by an Aviation Safety Officer (ASO) prior to use or change of configuration. If an ASO is not available, the commander will designate an appropriately trained individual to certify the FARP according to the FARP checklist in Ft. Pickett Regulation 95-1.
- b. Unit commanders will publish guidelines for the operation of organic aircraft during rapid refueling operations. As a minimum, the guidelines will emphasize appropriate operator manual procedures and cockpit switch positions where safety is the prime consideration. Crewmembers performing fireguard duties will have received training for the equipment being used.
- c. The Pilot-in-Command is responsible for ensuring that rapid refueling procedures are followed. The following procedures will be adhered to:
  - (1) Three personnel are required during refueling: The first person operates the fuel nozzle, the second person remains at the emergency fuel shutoff valve, and the third person stands outside the main rotor disk of the aircraft at a point where both the pilot at the controls and refueler with the nozzle is visible. The third person may be from the FARP or one of the aircraft crewmembers.
  - (2) Smoking, open flames, or spark producing devices are prohibited in the refueling or marshalling area.
  - (3) Refuelers must wear protective clothing consisting of a serviceable fire-retardant uniform with sleeves rolled down and the HGU-24/P or HGU-25/P (Helmet Assembly, Rearming Refueling Personnel [HAARP]. The Army Combat Helmet (ACH) may be worn if the HAARP is not available). Splash proof goggles will be worn if the HAARP, including eye protection, is not available. Both earplugs and ear protectors will be worn. Petroleum resistant gloves must be worn at all times during refuel operations. Fire retardant boots will be worn. Boots will not have metal on the sole or have a worn-down sole.
  - (4) Passengers on board aircraft being refueled, will be escorted to the marshalling area prior to refueling operations being started.
  - (5) Anti-collision light(s) will be “OFF”. During night operations, position lights will be on “Steady DIM” and Landing/Searchlight will be “OFF”. During night operations, turning the anti-collision light “OFF” signifies to the refueler that it is now safe to approach the aircraft and start refueling procedures. During the refueling process crews will not transmit on any radio or cell phone.
  - (6) Aircraft will be properly grounded by attaching the bonding cable of the fuel-dispensing nozzle to the aircraft receptacle before the filler cap is removed.
  - (7) Open port rapid refueling is prohibited.
  - (8) Pilot and copilot will remain at the flight controls in aircraft that require two pilots.
  - (9) Fuel flow will start and stop at the Pilot-in-Command or crewmember signals.

- (10) Crewmembers will observe radio listening silence during refueling. Crewmembers will ensure the HF Radio is set to radio listening silence or standby during refueling.
  - (11) Passengers will be escorted back to the aircraft after the filler cap has been replaced, ground cables removed, and fuel nozzle returned to its storage position.
- d. Emergency fire procedures: In the event of fire at a rapid refueling operation, the following emergency guidelines are recommended:
- (1) Aircraft on Fire:
    - (a) The refueler will cease fuel flow, evacuate the area and notify the fire department as soon as possible.
    - (b) The fireguard will signal "cut engines" to the aviator(s) on board and aid the refueling crew in evacuation as necessary.
    - (c) The fireguard will use the fire extinguisher to attempt to retard the fire sufficiently to allow the refueler and personnel on board to abandon the aircraft.
    - (d) Aviators will initiate an emergency shut down as prescribed in the appropriate operators' manual.
  - (2) Other aircraft in the refuel area:
    - (a) Fireguards will notify the refueler of the fire.
    - (b) Refueler will cease fuel flow, remove the refuel hose, close the fuel port, remove the bonding cable, and exit the area.
    - (c) The fireguard will give the aviators on board the signal to depart when the refueler is clear and will in turn exit the area ensuring that all passengers are escorted out of the marshalling area.
    - (d) The aviator on the controls of the aircraft will depart the refueling point straight ahead and contact ATC for further instructions.



| <b>BAAF /FT.PICKETT TACTICAL REFUELING SITE</b><br><b>INSPECTION CHECKLIST</b><br>ATP 3-04.94 (FM 3-04.104), ATP 4-43  |   | Date & Time of Inspection   |             |             |             |
|--|---|---|-------------|-------------|-------------|
| Activity   |   | Site Location<br><input type="checkbox"/> BAAF <input type="checkbox"/> Ft. Pickett |             |             |             |
| This checklist will be used as a guide in conjunction with ATP 3-04.94 (FM 3-04.104). The Officer in Charge will accompany the Aviation Safety Officer during the site inspection. As indicated in the yes/no check block, appropriate initials by both parties are required. All blocks will be YES or N/A before refueling operations are allowed to commence; |   |   |             |             |             |
| ITEM NO.   | CHECKLIST ITEM  | YES   |             | NO          |             |
|  |   | P<br>O<br>L   | A<br>S<br>O | P<br>O<br>L | A<br>S<br>O |
| 1  | Are all sources of bulk fuel positioned/ placed within secondary containment devices?   |   |             |             |             |
| 2  | Are all hoses sections and couplings used in FARP will be from an HTARS kit?  |   |             |             |             |
| 3  | Are fire extinguishers present, one for pump & one for each nozzle? (Minimum size is 20:BC UL rating and serviceable)   |   |             |             |             |
| 4  | Is sufficient water available to wash spilled fuel from personnel or to wet fuel- soaked clothing prior to removing the clothing as prescribed in ATP 3- 04.94 (FM 3-04.104)?   |   |             |             |             |
| 5  | Are spill clean-up materials available on- site, in the event of a spill? (Minimum: 50 lbs. oil soak, (1) flat shovel (1) push broom, large plastic bags)   |   |             |             |             |
| 6  | Are grounding rods/points available for use with pumps, filter separators, and at each dispensing point?  |   |             |             |             |
| 7  | Does each nozzle have a 100-mesh screen, dust cap and bonding wire attached?  |   |             |             |             |
| 8  | Are drip pans available at each dispensing point to be used for nozzles that might be seeping when not in use?  |   |             |             |             |
| 9  | Have hoses been inspected for blisters, tears, bulges, dry rot, nick, cuts? (Numerous cords showing in hose is a NO-GO)   |   |             |             |             |
| 10   | Is refueling site equipped with appropriate lighting for night operations e.g., Y directional markers, refueling point markers? (Lighting options may include bean bags, illumination sticks, reverse polarity paper) |   |             |             |             |
| 11   | Have air traffic control procedures been established?   |   |             |             |             |

| Item NO. | CHECKLIST ITEM  | YES         |             | NO          |             |
|----------|---|-------------|-------------|-------------|-------------|
|          |   | P<br>O<br>L | A<br>S<br>O | P<br>O<br>L | A<br>S<br>O |
| 12       | Has the site been cleared of FOD, vehicles and equipment that might be an obstruction to aircraft on the refueling pads?  |             |             |             |             |
| 13       | If using tank vehicles, are they located at least 100 feet from the dispensing point? Do vehicles have drip pans under engines and dispensing compartments?   |             |             |             |             |
| 14       | Has required pre-operational checks been performed on tank vehicles if used, per Equipment TM and the ATP 3-04.94 (FM 3-04.104)? Has a complete PMCS been conducted each day on tank truck vehicles prior to dispensing fuel?   |             |             |             |             |
| 15       | Does the site layout insure proper spacing between aircraft refueling points IAW ATP 3-04.94 (FM 3-04.104)?<br><u>MINIMUM DISTANCE ROTOR HUB TO ROTOR HUB</u><br>CH-47                      Side by side                      180 feet<br>Nose to tail                      140 feet<br>UH-60, AH-64, OH-58                      100 feet |             |             |             |             |
| 16       | Have all aircrews and refueling personnel involved been briefed on procedures to be used for moving air traffic into and out of the FARP?   |             |             |             |             |
| 17       | Has a visual sample been taken from each dispensing nozzle prior to the start of FARP operations each day?  |             |             |             |             |
| 18       | Has an Aqua-GLO sample been taken from the outlet side of the filter separator after entire system recirculation and results recorded daily?  |             |             |             |             |
| 19       | Have fuel/filter separator elements been installed within the last 36 months?   |             |             |             |             |
| 20       | Have pressure differential gauges been checked and readings recorded daily?   |             |             |             |             |
| 21       | Have filter separators been stenciled with the date elements were changed?  |             |             |             |             |
| 22       | Is blowing dust or snow a problem at the refueling site?  |             |             |             |             |
| 23       | Are "Passenger Marshalling Area", and "No Smoking" signs posted?  |             |             |             |             |
| 24       | Are refueling personnel familiar with emergency procedures in the event of a spill?   |             |             |             |             |
| 25       | Do personnel understand that aircraft will move in and out of FARP area, only after obtaining <b>clearance</b> to do so?  |             |             |             |             |

| Item<br>NO. | CHECKLIST<br>ITEM  | YES         |             | NO          |             |
|-------------|--|-------------|-------------|-------------|-------------|
|             |  | P<br>O<br>L | A<br>S<br>O | P<br>O<br>L | A<br>S<br>O |
| 26          | Are Tactical Standing Operating Procedures TACSOP's on-hand to provide guidance on the various aircraft refueling procedures and do aircrews have standardized hot refueling checklist?  |             |             |             |             |
| 27          | Have refueling personnel received documented training on first aid, firefighting and crash rescue? Do refueling personnel understand they must remain in constant radio contact with the tower at Simmons while conducting FARP ops on the airfield?   |             |             |             |             |
| 28          | Are sufficient personnel assigned and available to tend the pumps, refuel aircraft, and perform fireguard duties?<br>Two per refuel point one at fuel source   |             |             |             |             |
| 29          | Are petroleum supply personnel wearing appropriate protective fire-retardant clothing IAW ATP 3-04.94 (FM 3-04.104) and 29 CFR 1910.133? (Sleeves rolled down, gloves impervious to fuel, chemical splash goggles (ANSI approved) and hearing protection when noise hazard is present above 85db)? |             |             |             |             |
| 30          | Has the complete system been checked for proper operation prior to first aircraft arriving? (i.e., pump, hoses, couplings for leaks, fuel recirculated, grounding wires, dust caps, daily aqua-glo testing, monthly Millipore testing)   |             |             |             |             |
| 31          | If FARP equipment is to be used over a period of several days, can fuel be removed from the dispensing hoses when the site is left unattended?   |             |             |             |             |

| <b>QUALITY ASSUARANCE OF FUEL</b>   |                     |                            |
|-------------------------------------|---------------------|----------------------------|
| <i>SOURCE#</i>                      | <i>AQUA-GLO/PPM</i> | <i>PRESS. DIFF READING</i> |
|                                     |                     |                            |
|                                     |                     |                            |
|                                     |                     |                            |
|                                     |                     |                            |
| Chain of Command for FARP Personnel | Unit                | Phone                      |

**NOTE:**

- An Aviation Safety Officer must inspect the initial set up
- At a minimum at least one E5 must be present at the FARP during all periods of operation**
- All Fuel Spills will be reported IMMEDIATELY to the Fort Pickett Environmental Office.  
(Environmental office will help contain spill if over 25-Gallions. Unit is responsible for cleanup and payment of outside tech assistance, i.e. Safety Keen, PWBC contractors)
- The following OPS are not allowed on BAAF
  - No pyrotechnics on FARP
  - No sling loads in or out of FARP
  - No live ammunition or Hazardous Cargo
  - Hoses will not be set up within 50ft of a drain
  - Truck must be inside Secondary Containment with all sides up
  - If Two-Way communication is lost with Aircraft and FARP, operation will stop
  - There must be Two-Way communication between FARP and BAAF

| <b>Contact Information</b><br><b><u>EMERGENCIES DIAL 911</u></b> |           |
|--|-----------|
| Blackstone Base Operations ..... 434-292-2193 / 8622 / 2047      |           |
| Army Airfield Safety Officer ..... 434-292-2193 / 8622 / 2047    |           |
| PRINTED NAME OF POL OIC/NCOIC                                    | SIGNATURE |
| PRINTED NAME OF AVIATION SAFETY INSPECTOR                        | SIGNATURE |

Blackstone AAF 1-MAY-2016

**Figure 7-1 Tactical Refuel Site Inspection Checklist**



**Figure 7-2. Blackstone Army Airfield (BAAF) rapid refuel area**

## **Chapter 8**

### **Aviation Life Support**

#### **8-1. Aviation Life Support Equipment**

Use ALSE IAW AR 95-1.

#### **8-2. Protective Clothing, Uniform and Equipment**

a. Rotary wing and tactical fixed wing aircrews use clothing and equipment IAW AR 95-1 and FORSCOM Supplement to AR 95-1.

b. OSA multi-engine fixed wing aircraft clothing and equipment for flights are:

- (1) Flight suits, identification tags, and leather boots.
- (2) Helmets and survival vests are not required.
- (3) Other uniforms may be substituted for paragraph 8-9b (1) above as mission dictates.

#### **8-3. Survival Equipment**

a. Before conducting operations in environments uncommon to Ft. Pickett, such as desert, mountain, or cold weather regions, unit commanders must ensure aircrews are familiar with environmental conditions. Each aircraft will have survival equipment for the specific operational environment in which flight occurs.

b. Aircraft will be equipped IAW the requirements of AR 95-1.

## Appendix A References

### Section I. Required Publications

**14 CFR 91.155** Title 14, Code of Federal Regulations, Part 91.155, cited in para 5-5c

**14 CFR 91.157** Title 14, Code of Federal Regulations, Part 91.157, cited in para 5-5c

**14 CFR 91.209 (a) (b)** Title 14, Code of Federal Regulations, Part 91.209 (a) (b), cited in para 5-14

**AR 115-10** Weather Support for the U.S. Army, cited in para 6-1a

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

**AR 95-1** Flight Regulations, cited in para 1-6, 2-2, 2-2a, 2-5, 2-6a, 2-6b, 2-8a, 2-15b, 3-7, 3-8, 4-1, 4-2, 4-4, 5-5, 5-5c, 5-6, 5-11f, 5-12(5), 5-15, 8-1, 8-2a, 8-3b

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

**AR 95-23** Unmanned Aircraft System Flight Regulations, cited 2-17a

**Area Planning AP/1A** Special Use Airspace North and South America, cited 5-19, 5-23

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

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

**DoDI 4500.43** Operational Support Airlift, cited in para 3-1

**FAA Letter of Exemption number 9845** Aircraft Lights, cited 2-8a, 5-14

**FAR Part 105** Parachute Operations, cited in para 5-23a (1)

**Flight Information Handbook** DoD Flight Information Publication (enroute), cited in para 5-22a

**TC 3-04.4** Fundamentals of Flight, cited in para 5-11, 5-14, 5-16a

**TC 3-04.16** Airfield Operations, cited 4-2

**Forces Command (FORSCOM) Supplement 1 to AR 95-1** Flight Regulations, cited in para 8-2a

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

**FORSCOM Regulation 385-1** Forces Command Safety Program, cited in para 3-6

**Fort Pickett Regulation 350-2** Policy, Procedures, and Standards at Fort Pickett Maneuver Training Center, cited 2-4, 2-11c, 2-14b, 4-3e (8)

**Fort Pickett Regulation 95-23** Unmanned Aerial Vehicle Flight Regulations, cited 2-17a, 2-17b

**NG PAM 95-5** Use of National Guard Aircraft, cited in para 2-2, 2-2a

**NGR 385-10** Army National Guard Safety, cited in para 3-2a

**TC 3-04.11** Commander's Aviation Training and Standardization Program, cited in para 2-6a, 4-2, 4-6a

**TC 3-21.220** Static Line Parachuting Techniques and Training, cited in para 5-23a (1)

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

**TM 4-48.09** Multiservice Helicopter Sling Load: Basic Operations and Equipment, cited in para 5-16a

**TM 4-48.10** Multiservice Helicopter Sling Load: Single-Point Load Rigging Procedures, cited in para 5-16a

**TM 4-48.11** Multiservice Helicopter Sling Load: Duel-Point Load Rigging Procedures, cited in para 5-16a

**Unified Facilities Criteria (UFC) 3-260-01** Airfield and Heliport Planning and Design, cited in para 2-14a

## **Section II. Related Publications**

### **14CFR 91**

Title 14, Code of Federal Regulations, Part 91

### **AR 25-400-2**

The Army Records Information Management System (ARIMS)

### **AR 385-10**

The Army Safety Program

### **AR 360-1**

The Army Public Affairs Program

### **AR 385-40**

Accident Reporting and Records

### **AR 385-95**

Army Aviation Accident Prevention

### **AR 600-105**

Aviation Service of Rated Army Officers

## **Ft. Pickett Medical Evacuation SOP**

## **Section III. Prescribed forms**

**Fort Pickett Form 95-X11**, cited in Para 3-5b

Flight Hazards Map Update Reports

**DD Form 175**, cited in Para 5-4a (1), 5-4a (2)

Flight Plan, Military

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

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

## **Section IV. Referenced forms FP Form**

### **1853**

Distribution Scheme



## Appendix B

### Excerpts from Federal Aviation Administration FAA Letter of Exemption Number 9845

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

#### Conditions and Limitations

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 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.

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 civil users of the National Airspace system.

## Appendix C

### Emergency and Precautionary Landing Information

#### 1. Purpose

To clarify what responses or actions occur in the Ft. Pickett area when an aircrew declares an “emergency” or a “precautionary landing” (PL).

#### 2. Background

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

b. When communicating with a civil aviation agency, and an aircrew declares a “PL”, one can normally expect that agency to sound slightly confused, and possibly ask, “*Are you declaring an emergency?*” or “*What assistance do you require?*” Military airfields cover these procedures and responses using SOPs and letters of agreements (LOAs) between ATC, Safety, and the appropriate response agencies. The following are the Ft. Pickett procedures.

#### 3. Definitions

a. An emergency is defined as an event for which an individual perceives that a response is essential to prevent or reduce injury or property damage according to AR 385-10, (Accident Reporting and Records). This is a condition or situation one level short of the “*May-Day*” call. The “*May-Day*” call is made when a crash landing, damage or destruction to the aircraft, and injury or death to personnel is imminent.

b. A precautionary landing (PL) is a landing that results from an unplanned event that makes continued flight inadvisable per AR 385-10. This compares to the International Civil Aviation Organization (ICAO)/FAA call of “*Pan-Pan*”.

#### 4. What to declare

a. Emergencies are declared when an aircrew perceives that their current situation has the potential of causing or developing into a situation that may cause damage to the aircraft, or injury to personnel.

b. PLs are declared when an aircrew perceives that their current situation is unlikely to cause damage to the aircraft, or injury to personnel, however, further flight is inadvisable.

c. It is imperative that when an aircrew declares either an emergency or a PL, that the aircrew make every attempt to report "down and safe" or "landing assured" to the controlling agency if able. If the call cannot be made prior to loss of radio contact with the controlling agency, the aircrew should attempt to notify the controlling agency of their status by any means possible, to include aircraft relay, guard frequencies, telephone, or using their survival radio as soon as possible. Reporting the status of the aircrew to the controlling agency allows for a more tailored response and allows the controlling agency the ability to conserve resources, and manpower. An aircrew should not hesitate to declare an emergency, or a precautionary landing, should they determine that the associated type of response is required.

**Table C-1 Emergency Agency Action and Responsibilities**

| Agency                                   | Condition     | Action  |
|--|---------------|---|
| Crewmember                               | Emergency     | To the extent that collateral and/or visible damage to the aircraft(s) has occurred, all crewmembers involved in the mishap are to recover onboard the MEDEVAC aircraft or ambulance at the scene. Continued flight is not authorized until the appropriate authority releases aircraft.  |
|  | Precautionary | Recognize the condition or situation under which further flight is no longer advisable (i.e. deteriorating weather, questionable reliability of the aircraft, chip-light, etc.) Flight may continue as authorized by the commander.   |
| ATC                                      | Emergency     | Acknowledge the emergency, get appropriate information, activate the crash alarm system, and dispatch appropriate emergency vehicles.   |
|  | Precautionary | Acknowledge the precautionary, get appropriate information, and request the aircraft call "down and safe" or "landing assured, no damage, no injury". Activate the crash alarm system with "All stations (airfield name) has a precautionary in progress". Once the aircraft is down and safe, ATC will terminate the precautionary. If the aircraft cannot be confirmed down and safe, ATC will dispatch all emergency vehicles. |
| Crash Rescue, EMS, Lifesaver and MEDEVAC | Emergency     | Acknowledge the emergency, get appropriate information and dispatch appropriate emergency vehicles. Be prepared to receive injury victims.  |
|  | Precautionary | Acknowledge the precautionary, get appropriate information, and place appropriate emergency response personnel in a high state of readiness.  |

Legend:

ATC – Air Traffic Control

EMS – Emergency Medical Service

MEDDAC – Medical Department Activity

MEDEVAC – Medical Evacuation

**Note:** As seen in the above textual descriptions, the major difference in response between an emergency and a precautionary is dispatching all appropriate vehicles verses placing the appropriate personnel in a high state of readiness

## **Ft. Pickett Aviation Pre-Accident and Crash Rescue Plan**

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

**D-1-1 Evaluation** The Directorate of Aviation Operations (DAO) Installation Aviation Safety Manager (IASM) periodically evaluates this plan during actual or simulated emergencies. During simulated emergency evaluations, only primary stations will respond.

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

- Range Operations at (434) 292-2227.
- Dial 911.
- Any civilian or military air traffic control facility. These agencies will immediately contact the BAAF control tower, or Range Operations to activate the primary crash alarm.

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

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

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

- Personnel not engaged in crash rescue operations will remain clear of the crash area.
- Anyone desiring entry into the crash area must receive a clearance from the accident investigation board by coordinating with the Virginia National Guard Safety Office.
- Do not move or disturb wreckage except to facilitate the removal of injured personnel or wreckage to alleviate another emergency.
- The aircraft accident investigation board president is the releasing authority for movement of the wreckage.

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

### **D-2 Primary Crash Alarm System.**

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

- Post this plan and any necessary local area maps near the designated station telephone.
- The primary crash alarm system consists of stations or units involved in life saving and minimizing injury or property damage.
- The appropriate airfield control tower will activate the primary crash alarm system when a pilot declares an emergency, or an aircraft accident is observed or reported, giving full details of the emergency or accident and assistance needed.
- If one of the agencies cannot be reached by closed circuit, the control tower will call the agency by telephone.
- BAAF airfield control tower will test the system daily.

- Personnel making notification will be instructed to:
  - a. Keep others away for their own safety due to pyrotechnic and composite material hazards
  - b. Render first aid, if possible
  - c. Secure and control the accident site to the best of your ability
  - d. Advise them that help is on the way
  - e. Do not answer media questions; politely refer all questions to the Public Affairs Officer
  - f. Remain at the accident site until properly relieved.

#### **D-2-1 Responsibilities**

##### **Range Operations will:**

- Notify the BAAF control tower when a report of an aircraft emergency or accident is received.
- Be the point of contact for the collection and dissemination of data.
- Contact State Aviation Safety Officer

##### **BAAF Tower will:**

- Initiate the primary crash alarm system for any aircraft emergency or accident and relay information to primary stations.
- Alert traffic to the emergency and grant traffic priority to rescue aircraft and/or vehicles.
- Ensure the runway or airfield is closed, as appropriate, until the emergency terminates, the aircraft is removed, and foreign object damage check is complete.
- Notify Washington Center of the situation and airfield status.

##### **Aircraft Fire and Crash Rescue will:**

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

##### **Emergency Medical Service will:**

- Respond immediately to the alarm if the accident is within the local area, or notify the appropriate control tower and request assistance from local agencies if an ambulance is unable to respond to the emergency. Notify appropriate agency that MEDEVAC/LIFEFLIGHT is needed to respond.
- Request assistance from the staff physician in the emergency room to dispatch local medical personnel/equipment as needed.
- Transport personnel to the appropriate medical facility for treatment or samples.
- On order, remove deceased personnel and transport to McGuire Army Medical Center.

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

- Respond immediately to the alarm for accidents in the local flying area, or notify the appropriate control tower. If an aircraft is unable to respond they will request assistance from other agencies.
- Radio preliminary report of crash site and map coordinates to the airfield control tower or flight following to aid ground rescue operations.
- Transport injured personnel to the appropriate medical facility.
- On order, remove deceased personnel and transport to McGuire Army Medical Center.

##### **The Provost Marshal will:**

- Notify appropriate agency that MEDEVAC/LIFEFLIGHT is needed to respond.
- Provide crowd control assistance upon request.
- Dispatch a radio-equipped vehicle to any aircraft accident site with adequate personnel to provide security



until the unit can provide security.

- Coordinate with civil law enforcement agencies to obtain assistance for guarding off-post aircraft accident sites.

### ***Secondary Crash Alarm System***

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

D-3-1 **Responsibilities** Range Operations will sequentially notify:

- Installation Aviation Safety Manager
- The owning unit Commander
- Garrison Commander
- The Virginia Adjutant General's Office
- Virginia National Guard Public Affairs Office
- Air Force Air Liaison Office if the mishap involves a U.S. Air Force aircraft
- Contact the Installation Environmental office for a site survey

#### **The owning unit Commander or Aviation Safety Officer will:**

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

#### **The State Safety Manager will:**

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

**The State Flight Surgeon** is the point of contact for medical information regarding injured or deceased personnel, and will provide information to the aircraft accident board.

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

#### **Range Operations will:**

- Call a cease-fire if the accident is near the impact area or firing operations.
- Advise aircraft to maintain one kilometer from or 3,000 feet mean sea level above the accident site, except for accident site support aircraft.

**The Public Affairs Office will:**

- Proceed to the accident site to coordinate with and escort news media representatives to the aircraft accident site.
- Provide a photographer to proceed to the aircraft accident site.
- Provide photo CD ROM and photo prints to the accident investigation board president within one duty day of the accident.
- The photographer will document the accident site as directed by the ASO in charge.

**The Adjutant General Casualty Services Branch will:**

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

**The Directorate of Public Works** will coordinate engineer support, which may include construction of access roads to the accident site, clearing, earth moving, digging, and environmental evaluations.

The Air Force Air Liaison Office will notify the appropriate individuals if the mishap involves a U.S. Air Force aircraft, and be the liaison throughout the accident investigation.

**Air Traffic Control will:**

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

**The Staff Judge Advocate Claims Office will:**

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

**The 15<sup>th</sup> Observation Weather Squadron will:**

- Take a special weather observation IAW AFMAN 15-129 volume 2, Air and Space Weather Operations--Exploitation.
- Save all applicable and available weather data IAW AFMAN 15-129 Volume 2, Air and Space Weather Operations—Exploitation.
- If weather is a suspected or known factor, provide a qualified weather forecaster as a member of the aircraft accident investigation board.

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

**The Fort Pickett GIS Office will:**

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

**The Ft. Pickett Industrial Hygiene section will:**

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

**The Installation Radiation Protection Officer will:**

- Survey the accident site for radioactive aircraft components and parts.

- Provide or arrange for cleanup of all radioactive waste at the accident site.

**\*\*Ft. Pickett is currently using “fee for service” MEDEVAC services. A request for MEDEVAC may be sent through Range Operations on the appropriate frequency or telephonically. You may also request MEDEVAC by dialing 911. Medevac Launch Authority is a Directorate of Emergency Services (DES) function.**

## **Glossary**

### **Section I. Abbreviations**

#### **ACS&R**

Aircraft Crash, Search, and Rescue

#### **AFSS**

Automated Flight Service Station

#### **AGL**

Above Ground Level

#### **AHRS**

Altitude Heading Reference System

#### **AIM**

Airmen Information Manual

#### **AIS**

Automated Information System

#### **ALSE**

Aviation Life Support Equipment

#### **AKO**

Army Knowledge Online

#### **AMCOM**

Aviation and Missile Command

#### **AOC**

Aircrew Orientation Course

#### **APART**

Annual Proficiency and Readiness Test

#### **APU**

Auxiliary Power Unit

#### **AR**

Army Regulation

#### **ARAC**

Army Radar Approach Control

#### **ARIMS**

Army Records Information Management  
System

**ARMS**

Aviation Resource Management Survey

**ARNG**

Army National Guard

**ASO**

Aviation Safety Officer

**AT**

Annual Training

**AT&A**

Air Traffic and Airspace

**ATC**

Air Traffic Control

**ATIS**

Automated Terminal Information Service

**ATM**

Aircrew Training Manual

**ATTN**

Attention

**AWOS**

Automated Weather Observing System

**BAAF**

Blackstone Army Airfield

**BG**

Brigadier General

**CAA**

Controlled Access Area

**CARS**

Corridor Airspace Route Structure

**CE**

Crew Chief

**CFR**

Code of Federal Regulations

**CHUM**

Chart Update Manual

**COA**

Certificate of Waiver or Authorization

**CCW**

Counter Clockwise

**CW**

Clockwise

**DA**

Department of the Army

**DARR**

Department of the Army Regional  
Representative

**DOD**

Department of Defense

**DOL**

Directorate of Logistics

**DMWR**

Directorate of Morale, Welfare, and  
Recreation

**DPTS**

Directorate of Plans, Training, and Security

**DZ**

Drop Zone

**EGI**

Embedded GPS Inertial

**EMS**

Emergency Medical Service

**ETD**

Estimated Time of Departure

**EVAC**

Evacuation

**FAA**

Federal Aviation Administration

**FAAO**

Federal Aviation Administration Order



**FAR**

Federal Aviation Regulations

**FARP**

Forward Area Refueling/Rearming Point

**FHMC**

Flight Hazards Map Coordinator

**FLIP**

Flight Information Publication

**FM**

Frequency Modulated

**FOD**

Foreign Object Damage/Debris

**FORSCOM**

United States Army Forces Command

**FP**

Ft. Pickett

**FPFSSC**

Ft. Pickett Flight Safety and Standardization  
Committee

**Fq**

Frequency

**FS**

Flight Simulator

**FT PICKETT MIM**

Fort Pickett Military Installation Map

**GP**

General Planning

**GPS**

Global Positioning System

**GSP**

Gunnery Standardization Program

**HIRTA**

High Intensity Radio Transmission Area

**HQ**

Headquarters

**IATF**

Individual Aircrew Training Folder

**IAW**

In Accordance With

**ICAO**

International Civil Aviation Organization

**IE**

Instrument Examiner

**IFR**

Instrument Flight Rules

**IIMC**

Inadvertent Instrument Meteorological  
Conditions

**ILAN**

Installation Local Area Network

**IMC**

Instrument Meteorological Conditions

**INS**

Inertial Navigation System

**IP**

Instructor Pilot

**IPBC**

Infantry Platoon Battle Course

**JOGAIR**

Joint Operations Graphic (Air)

**KBKT**

ICAO identifier for Blackstone Army Airfield

**KIAS**

Knots Indicated Airspeed

**LG**

Land Group

**LAO**

Local Area Orientation

**LOA**

Letter of Agreement

**LS-53**

Landing Strip 53

**LZ**

Landing Zone

**MA**

Maneuver Area

**MAIS**

Military Aviation Information System

**MATES**

Mobilization and Training Equipment Site

**ME**

Maintenance Evaluator

**MEDEVAC**

Medical Evacuation

**MGRS**

Military Grid Reference System

**MHz**

Megahertz

**MOA**

Military Operations Area

**MOC**

Maintenance Operational Checks

**MOUT**

Military Operations on Urbanized Terrain

**MP**

Maintenance Pilot

**MPRC**

Multi-purpose Range Complex

**MSC**

Major Subordinate Command

**MSL**

Mean Sea Level

**MTF**

Maintenance Test Flight

**NCM**

Non-rated crewmember

**NDB**

Non-Directional Radio Beacon

**NLT**

No Later Than

**NM**

Nautical Mile

**NOTAM**

Notice to Airmen

**NVG**

Night Vision Goggle

**OHR**

Operational Hazard Report

**OPS**

Operations

**OPLANS**

Operations Plans

**OSA**

Operational Support Airlift

**OTC**

Operational Test Command

**PAO**

Public Affairs Office

**PAR**

Precision Approach Radar

**PC**

Pilot-in-Command

**PCAS**

Primary Crash Alarm System

**PL**

Precautionary Landing

**POC**

Point of Contact

**POI**

Program of Instruction

**PPR**

Prior Permission Required

**RCM**

Rated Aircrew Member

**RFMSS**

Range Facility Management Support System

**ROA**

Remotely Operated Aircraft (a generic term for any UAS, RPV, etc.)

**RON**

Remain Over Night

**ROZ**

Restricted Operation Zone

**RPM**

Revolutions per Minute

**SAR**

Search and Rescue

**SGS**

Secretary of the General Staff

**SI**

Standardization Instructor

**SOA**

Special Operations Aircraft

**SOP**

Standing Operating Procedure

**SP**

Standardization Pilot

**SVFR**

Special Visual Flight Rules

**TA**

Training Area

**TACSOP**

Tactical Standing Operating Procedure

**TC**

Training Circular

**TDY**

Temporary Duty

**TERPS**

Terminal Instrument Procedures

**TM**

Technical Manual

**TOC**

Tactical Operations Center

**T-UAS**

Tactical Unmanned Aerial Systems

**T-UAV**

Tactical Unmanned Aerial Vehicle

**TWY**

Taxiway

**UAS**

Unmanned Aerial Systems

**UAV**

Unmanned Aerial Vehicle

**UFC**

Unified Facilities Criteria

**UHF**

Ultra High Frequency

**UNICOM**

Universal Communication

**US**

United States

**USA**

United States Army

**USAF**

United States Air Force

**USAR**

United States Army Reserve

**UT**

Unit Trainer

**VFR**

Visual Flight Rules

**Vh**

Maximum Torque Airspeed

**VHF**

Very High Frequency

**VIP**

Very Important Person

**VMC**

Visual Meteorological Conditions

**VOR**

VHF Omni-Directional Range

**w/FCR**

with/Fire Control Radar