

DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY ALASKA
Fort Richardson, Alaska 99505-5000

United States Army Alaska Regulation 95-1

15 July 2000

Aviation

Flight Regulations

Summary. This regulation covering aircraft operations, crew requirements, and flight rules within Alaska and including extracts from Wainwright Army Airfield (WAAF), Bryant Army National Guard Heliport (BANGHP), and Allen Army Airfield (AAAF) standing operating procedures (SOPs) has been updated. Most changes occur in appendixes B, C, and D.

Applicability. This regulation applies to all aviation units and personnel assigned or attached to the United States Army Alaska (USARAK).

Supplementation. Supplementation of this regulation is prohibited without prior approval from the USARAK Aviation Office, Attention: APVR-WPTM-AV.

Interim changes. Interim changes to this regulation are not official unless the Director of Information Management authenticates them. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

Suggested improvements. The regulation's proponent agency is the Directorate of Plans, Training, Security, and Mobilization, USARAK Aviation Office. The USARAK Aviation Office invites users to send comments and suggested improvements on Department of the Army (DA) Form 2028 (Recommended Changes to Publications and Blank Forms) directly to APVR-WPTM-AV (Standards), Fort Wainwright, Alaska 99703-6360.

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*This regulation supersedes United States Army Alaska Regulation 95-1, date 15 January 1994.

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**Chapter 1
Introduction**

1-1. Purpose

This regulation prescribes general flight regulations, requirements, and operating procedures governing the command, control, and operation of Army aircraft within USARAK. This regulation includes all aviation policies and procedures approved by USARAK safety/standardization committees as of 15 October 1999.

1-2. References

Required and related publications are listed in appendix A. Referenced forms are also listed in appendix A.

1-3. Explanation of abbreviations and terms

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

1-4. Aeronautical designation applications

Guidance for application to senior and master aeronautical designations is contained in Army Regulation (AR) 600-105. Applications will be submitted through USARAK Aviation Office to the Commander, 203d Personnel Services Battalion, Fort Wainwright, Alaska 99703.

Chapter 2
General Procedures

Section I
Operations

2-1. Local flying areas and procedures

For information on local flying areas and procedures refer to—

- a. Fort Wainwright—appendix B.
- b. Fort Richardson—appendix C.
- c. Fort Greely—appendix D.

2-2. Emergency, helicopter instrument, recovery procedures

- a. Emergency, helicopter instrument, recovery procedures for primary training areas will be contained in the appropriate airfield appendix.
- b. In all other training areas, commanders are responsible for ensuring that emergency, helicopter instrument, recovery procedures are established before commencing training.

2-3. Dangerous cargo

Fuel may be carried in approved containers aboard USARAK aircraft with or without passengers, provided the container is secured by proper tie down, the lid is sufficiently tight to prevent leakage, and the can is no more than 3/4 full at loading time. Factory-sealed, full containers may be carried full. Fuel samples and other dangerous cargo may be carried on C-12 aircraft per AR 95-27 and Technical Manual (TM) 38-250. Hazardous material certification will be per TM 38-250, attachment 17.

2-4. Range extension tanks

The following policies will be adhered to when using the Extended Range Fuel System (ERFS) on UH-60 aircraft.

- a. The 68th Medical Company is authorized to use the ERFS in support of medical evacuation (MEDEVAC) and military assistance to safety and traffic (MAST) missions when the following conditions are met:

(1) All air crew members will be trained per Strategic Offense Forces message 271945ZJan 98 and Exportable Training Packet 2c-011-0001-A.

(2) ERFS aircraft will be fueled to ensure that out-of-ground-effect hover capability is maintained throughout all phases of flight.

(3) The unit commander will conduct daily briefs per the Strategic Offense Forces message (see para (1) above) to first-up mission crews, emphasizing the associated risk involved with additional fuel in ERFS.

(4) Mission training may be conducted in a fully fueled ERFS aircraft if the requirements in paragraph (1) above are met.

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(5) The 4th Battalion/123d Aviation Regiment commander will conduct all ERFS-training-mission briefs per the Strategic Offense Forces message (see para (1) above), emphasizing the associated risk involved with additional fuel in ERFS.

b. D Company, 4th Battalion, 123d Aviation Regiment is authorized to use the ERFS in support of command and control, contingency, and support missions when the following conditions are met:

(1) All air crew members will be trained per Strategic Offense Forces message 271945ZJan 98 and Exportable Training Packet 2c-011-0001-A.

(2) The battalion commander will conduct all mission briefs per the Strategic Offense Forces message (see para (1) above), emphasizing the associated risk involved with additional fuel in ERFS.

(3) Training flights may be conducted in ERFS aircraft if the requirements in paragraph (1) above are met.

c. When installed, auxiliary fuel tanks, except for Chinook Forward Area Refueling Equipment qualification and currency training in CH-47 aircraft, will be at minimum fuel when participating in air-mobile-assault- or emergency-procedures training. The definition of minimum fuel is "as close to empty as practicable."

2-5. External load operations

a. Supported units are responsible for ensuring that proper rigging and inspection has been conducted per Field Manual (FM) 10-450-3.

b. The pilot in command (PC) will ensure that rigging materials used for practice loads (barrels of concrete, etc.) meet the inspection criteria established in appropriate publications and are free from obvious defects.

c. PCs will ensure that all practice loads are properly rigged before flight.

d. Approval authority for nonstandard load transport will be delegated no lower than the battalion commander (lieutenant colonel). Nonstandard loads are those loads not specified in FM 10-450-3. A certified inspector will inspect all sling loads per message 151435 NOV 96, SUBJECT: Army Sling Load Inspector Certification Course. See the August 1996 Flight fax for additional information on this subject.

2-6. Tactical refueling sites

Before use, the unit airfield safety officer (ASO) or another individual designated by the commander will survey tactical, refuel sites and certify that the sites are in compliance with FM 10-67-1. The petroleum, oils, and lubricants (POL) officer or POL noncommissioned officer in charge will not conduct this inspection.

2-7. Rapid refuel procedures

a. No open-port, hot refuel operations are authorized during peacetime exercises.

b. Refer to the appropriate airfield appendix or tactical SOP for rapid fueling procedures.

2-8. Subzero fuel sample policy

Fuel samples will be taken at all times when the ambient air temperature is 0 degrees Centigrade/ 32 degrees Fahrenheit or warmer. When the temperature is below 0 degrees Centigrade, unit commanders will determine when fuel samples are required. Unit SOPs will outline procedures for taking fuel samples and address, at a minimum, the following items:

a. Equipment requirements.

- b. Other restrictions.
- c. Safety precautions.
- d. Training requirements.
- e. Spill response.
- f. Temperature cutoff.

2-9. Aircraft static displays

Each unit SOP will include guidance on aircraft static displays. At a minimum, it will include—

- a. Crew member responsibilities.
- b. Deactivation of any explosive/activation devices.
- c. Ground survey responsibilities at other than permanent-type airfields.
- d. Disabling battery/auxiliary power.

2-10. Seat and seat belt usage

Seat and seat belt usage will be per AR 95-1.

2-11. Mishap reports and Investigations

- a. Investigating and reporting aircraft mishap procedures are prescribed in DA Pamphlet 385-40, AR 385-40, and United States Army Pacific Command Regulation 385-1.
- b. Collateral investigation procedures are prescribed in DA Pamphlet 385-40, paragraph 2-6 and in appendix E of this regulation.

2-12. Air-crew mission briefings

Scheduled, air-crew mission briefings will be used per AR 95-1.

2-13. Aircraft mooring

Aircraft at Fort Wainwright will be moored using the existing mooring points after flights from 1 May through 31 August. Aircraft remaining on the ramp at Fort Richardson's BANGHP will be moored after flight throughout the year. Aircraft will not remain overnight on the ramp at Fort Greely's AAAF.

2-14. Bird Aircraft Strike Hazard

Each airfield SOP will include Bird Aircraft Strike Hazard (BASH) programs specific for their location. Each program will, at a minimum, address—

- a. Informing new personnel of local hazards.
- b. Citing local conditions that attract birds to the airfield and measures used to reduce the attractiveness.
- c. Outlining bird dispersal procedures.

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d. Defining bird watch codes, implementation procedures, authorization for declaring codes, and flight operations under specified bird watch codes.

e. The Bird Hazard Working Group, which meets semiannually, will be composed of, at least, personnel from the following:

- (1) Post Commander's Office.
- (2) WAAF ASO.
- (3) WAAF Air Traffic Control (ATC) (as applicable).
- (4) Directorate of Public Works.
- (5) Standardization Officer.
- (6) Public Affairs Office (as applicable).
- (7) Military police company.
- (8) An environmental/wildlife biologist.

Section II Flight Limits and Crew Endurance

2-15. Crew endurance policy

Each unit within USARAK will develop a firm but realistic crew endurance policy. Deviations from the guide in AR 95-1 must be justified.

Section III Aviation Life Support Equipment

2-16. General

a. An aviation-life-support equipment (ALSE) noncommissioned officer will be designated, in writing, and scheduled to attend a recognized, ALSE course. They will be responsible for each unit ALSE program, including training on the utilization, acquisition, inspection, and maintenance of all ALSE within that unit. Unit ALSE personnel will be thoroughly familiar with all ALSE, per applicable regulations and publications.

b. ALSE inspections will be conducted per pertinent publications and messages. Assistance visits will be scheduled by the Aviation Logistics Office, Attention: APVR-RDL-MA, Fort Richardson, Alaska 99505-5700.

c. Each unit SOP will include an ALSE program and will contain, at a minimum, the following:

- (1) A list of all required ALSE.
- (2) Procedures for ALSE issue and the location of the keys to gain access to ALSE rooms.
- (3) Inspection criteria and records.
- (4) Replacement items, i.e., medical, food, and other items.

- (5) Controlled or sensitive item security.

2-17. Protective clothing

Requirements established by AR 95-1 may be modified as follows:

- a. Mukluks may be worn in place of leather boots.

- b. Additional military clothing may be worn over or under the Nomex® flight suit. Clothing made of synthetic material other than Nomex® WILL NOT BE WORN UNDER the Nomex® flight suit. It is unauthorized to wear Gortex® while flying.

2-18. Winter survival clothing

Winter survival clothing will be worn or carried by all personnel aboard USARAK aircraft operating in Alaska from 1 October through 30 April. During tactical troop insertions/extractions, supported unit commanders will be responsible for ensuring that troops have appropriate seasonal clothing.

- a. On all aircraft, except multi-engine, fixed wing, the following items are required for winter flights:

- (1) Bag, sleeping, arctic and mountain with cover; or bag, sleeping, type II, extreme cold weather; or bag, sleeping, compressed.

- (2) Boots, vapor barrier.

- (3) Cap, insulating, helmet liner or equivalent headgear.

- (4) Drawers and undershirt, long (wool, thermal, or Nomex®).

- (5) Mitten set, arctic with liner.

- (6) Parka, cold weather, with liner and hood or parka (jacket), flying N3B or N2B.

- (7) Shirt, field, wool, olive green or sweater, wool.

- (8) Socks, heavy wool, two pair.

- (9) Trousers, shell field with liner or trousers, flying, extreme cold weather.

- (10) Civilian personnel will wear or carry equivalent civilian clothing and a sleeping bag. This requirement may be deleted during multi-ship operations or when very-important-person kits are carried on board with appropriate survival equipment for all nonflight personnel.

- b. Passengers on multi-engine, fixed-wing aircraft are required to wear the following items during winter operations:

- (1) Appropriate winter footgear.

- (2) Cap, insulating, helmet liner or equivalent headgear.

- (3) Mitten set, arctic with liner or other appropriate gloves.

- (4) Parka, cold weather, with liner and hood or parka (jacket), flying N3B or N2B.

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(5) Civilian personnel will wear equivalent civilian clothing.

(6) One compressed, survival-type sleeping bag per person will be included in the on-board, cold-climate, survival package carried aboard multi-engine, fixed-wing aircraft.

Note: MEDEVAC/MAST MISSIONS MAY ADJUST THESE REQUIREMENTS AS NECESSARY. ANY CHANGES TO THE ITEM LIST WILL BE ADDRESSED IN UNIT SOP.

c. Unit commanders may waive the requirement for individual survival gear while in the immediate traffic pattern or during multi-aircraft, assault missions. Aircraft survival gear will be on board.

2-19. Summer survival clothing

The following clothing items will be worn or carried by all personnel aboard USARAK aircraft operating in Alaska during the period from 1 May through 30 September. These items are not required on multi-engine, fixed-wing aircraft. During tactical troop insertions/extractions, supported unit commanders will be responsible for ensuring that troops have appropriate seasonal clothing.

- a. Bag, sleeping.
- b. Mosquito head net.
- c. Rubber overshoes.
- d. Two bottles of insect repellent.
- e. Rain suit/poncho.

Chapter 3
Training and Standardization

3-1. Synthetic Flight Training System usage

a. Aviators assigned to rotary-wing aviation positions should utilize the Synthetic Flight Training System on an annual basis. Synthetic Flight Training System program management will be the responsibility of the USARAK Aviation Officer, in coordination with the using units.

b. Aviators experiencing physiological anomalies after flying the visual flight simulator will not participate in aerial flight until all symptoms of such anomalies have dissipated.

c. Briefing officers will annotate on the mission schedule/brief any visual flight simulator period that was completed within 6 hours of aerial flight.

d. Aviators may conduct ground-maintenance, operational checks after flight in the visual flight simulator if no residual effects are experienced.

e. Aviators scheduled for Synthetic-Flight-Training-System periods will arrive 1 hour before the flight for mission planning.

f. Missed Synthetic-Flight-Training-System periods will be reported to the USARAK Aviation Officer. Individuals who miss Synthetic-Flight-Training-System periods will reply by endorsement through their chain of command to the USARAK Aviation Officer or the designated representative.

3-2. Seasonal orientations

Seasonal orientations are training flights or academic-training periods designed to orient and upgrade aviator proficiency in the drastically changing Alaskan environment. Seasonal periods are normally conducted as “summer” being May through September and “winter” being October through April.

a. Each newly assigned aviator will receive initial flight and academic, seasonal orientations as appropriate for the season. An instructor pilot (IP) will conduct the orientations. Subsequent seasonal training will include, as a minimum, the appropriate academic subjects.

b. Seasonal orientations will be done as soon as practical after the beginning of a new season, i.e., when first snows permit blowing snow conditions.

(1) Summer orientation will include:

(a) Muskeg (wet) and tundra (dry) operations (helicopters only).

(b) Glacier and snow-basin operations for selected air crews as deemed necessary by the unit commander (helicopters only).

(2) Winter orientation will include:

(a) Snow operations.

(b) Confined-area operations.

(c) Night operations.

(d) Go-around procedures.

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3-3. Processing waivers for failure to accomplish Army-Training-Program minimum requirements

Requests for waivers for failure to accomplish minimum Army-Training-Program requirements will be submitted to the USARAK Aviation Officer for approval/disapproval.

3-4. Request for standardization instructor pilot/instructor pilot/instrument examiner/maintenance test flight evaluator/maintenance test pilot/standardization instructor nonrated orders

a. Requests for validation, or the initial issue of orders to standardization instructor pilot (SP), IP, instrument examiner (IE), maintenance test flight evaluator (ME), maintenance test pilot (MP*), and standardization instructor nonrated (SI), will be submitted to the Alaska Flight Standardization Committee, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360.

*USARAK MP orders are required if the individual performs test pilot duties in aircraft not assigned to the battalion/regiment.

b. The items required for the issue of orders are—

(1) A memorandum requesting duty appointment/assignments for SPs/IPs/IEs/MEs/MPs/SIs, signed by the unit commander (see fig 3-1) and indicating class number and date of graduation from IP/IE/aircraft maintenance officers' courses.

(2) A copy of the aviators' most recent DA Form 759 (Individual Flight Record and Flight Certificate).

(3) A copy of the aviators' IP or IE orders.

(4) A copy of the DA Form 4507-R (Crewmember Grade Slip) or DA Form 4507-1-R (Maneuver/Procedure Grade Slip) for the evaluation flight administered.

c. Verbal orders to perform IP/SP/IE/ME/MP/SI duties may be granted upon receipt of the request for orders at the USARAK Aviation Office.

d. A memorandum, as shown in figure 3-1, will be used when requesting orders.

3-5. No-notice flight checks

a. Each aviator should receive a no-notice, proficiency flight evaluation annually. The unit commander will manage and determine the specific scope of the no-notice program and post the requirements in the unit SOP.

b. Semiannually (June and December), unit commanders will send a list of those individuals who have received no-notice evaluations. The list will be sent to Commander, USARAK, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6063. The following information will be provided:

(1) Name.

(2) Rank.

(3) Evaluation type.

(4) Overall grades.

(5) Evaluation date.

3-6. Waiver authority

Individual waiver authority is delegated to the USARAK Aviation Officer or first colonel in the chain of command. Requests for waivers will be addressed to USARAK Aviation Officer, Attention, APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360.

3-7. Night vision goggle currency

Standard, air-crew, training manual currency requirements are in effect, except as modified by DA waiver, dated 3 July 1993, which extends currency requirements to 90 days for night vision goggle (NVG) IPs, SPs, and nonrated crew member trainer (SI/flight instructor) in Alaska from 15 May through 15 August annually.

3-8. Mission training documentation

When NVG mission training and crew-coordination training have been completed for an air crew member, the date will be entered on DA Form 759, in the Remarks Section.

3-9. Readiness Level progression

Before performing air crew member duties on bona fide missions, air crew members will, as a minimum, have progressed to Readiness Level 2.

3-10. Disposition of Individual Flight Records Folder for nonoperational aviators

The Individual Flight Records Folder of aviation personnel assigned to nonoperational aviation positions or those otherwise restricted from flying duty will be turned in to the USARAK Aviation Office, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360. The USARAK Aviation Officer will make a determination as to what unit/agency will be responsible for these records.

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APVR-_____ (95-1b)

Date

MEMORANDUM THRU USARAK Standardization Officer

FOR USARAK Aviation Officer

SUBJECT: Request for Designation as SP/IP/IE/ME/MP/SI

1. _____ (Name) _____, _____ (Rank) _____, _____ (Social Security Number) _____, _____ (Unit) _____ has met all requirements for designation indicated below:

- | | |
|----------------------------------|--|
| a. () SP in _____ aircraft. | e. () IE in rotary/fixed wing aircraft. |
| b. () SP/NVG in _____ aircraft. | f. () ME in _____ aircraft. |
| c. () IP in _____ aircraft. | g. () SI in _____ aircraft. |
| d. () IP/NVG in _____ aircraft. | h. () MP in _____ aircraft. |

2. Special instructions/qualifications:

a. Qualified to perform indicated duties from the following stations:

- (1) _____ Pilot's station
- (2) _____ Co-pilot's station
- (3) _____ Other stations, without access to the flight controls.

b. Other instructions, qualifications or limitations:

3. Individual graduated from IP/IE/Aircraft Maintenance Officers Course, Phase II, course number _____ on _____ (Date) _____. A copy of course completion orders/certificate is attached as enclosure 1.

4. A grade slip documenting SP/IP/IE/ME/SI evaluation at Fort Wainwright is attached as enclosure 2.

5. POC is _____ (Name) _____ at _____ (Telephone Number) _____.

SIGNATURE BLOCK OF COMMANDER
GRADE AND BRANCH
TITLE

Figure 3-1. Example of memorandum requesting duty appointment/assignment

Chapter 4
Flight Procedures and Rules

4-1. Manifesting

During tactical operations, the supported commander is responsible for manifesting passengers and equipment. During nontactical operations, use the procedures outlined in AR 95-1.

4-2. Aircraft operations near sensitive borders

Refer to appendix F for information on aircraft operations near sensitive borders.

4-3. Flight following

Aviators will continuously monitor appropriate frequencies and make position reports at least once hourly. When using a flight service station, aviators will make radio contact as soon as possible after takeoff to ensure a flight plan is activated and/or position reporting is initiated. Within the local flying area, the control tower, range control, or base/unit flight operations may be used for flight-following/tracking.

4-4. Army aircraft misuseage

ARs specifically prohibit the use of Army aircraft for recreational purposes. Use of Army aircraft for hunting, fishing, or personal reconnaissance is a direct violation of regulations. USARAK aircraft will not be used to transport moose, caribou, deer antlers, sheep horns, or parts of any wildlife. The transportation of aircraft wreckage, abandoned campsite refuse, or any other items that may be collected for personal use in Army aircraft is also prohibited. Army aircraft will not be used to chase, stalk, or track animals of any type. Any action that disturbs wildlife is considered harassment by Federal and Alaska State law. Harassment includes such things as pursuit with vehicles or aircraft, feeding, and shooting of wildlife. Individuals who harass wildlife are subject to prosecution. Use of Army aircraft will be strictly limited to fulfilling bona fide military requirements.

4-5. Extreme cold temperature operations

a. During periods when outside temperatures are -40 degrees Fahrenheit or less, the USARAK Aviation Officer will be the decision authority for all aircraft missions.

b. Missions at or below -50 degrees Fahrenheit will be extremely limited and normally only MEDEVAC missions will occur.

c. Aviation units will develop policies integrating risk management principles for operation below -20 degrees Fahrenheit.

4-6. Altitude restrictions

a. Army aircraft will comply with altitudes prescribed in the Federal Aviation Regulation (FAR), part 91.119.

b. Army aircraft will avoid noise-sensitive areas. A map depicting such areas will be posted in each aviation operations flight planning area. Maps will be posted for all operation areas. Noise-sensitive areas are contained in the SOPs for each Army airfield.

c. Army aircraft will avoid the overflight of populated areas, livestock, dwellings, and other noise-sensitive areas as addressed in aviation SOPs and publications.

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4-7. Required equipment

a. Inoperative heaters. No aircraft with an inoperative heater will be flown at temperatures below 41 degrees Fahrenheit/ 5 degrees Centigrade.

b. Emergency-locator transmitter.

(1) The emergency-locator transmitters (ELTs) will be tested before the first flight of each day by use of the aircraft radio, survival radio, or by contacting ground control or the control tower and coordinating a test.

(2) Aircraft without an operable ELT will not be operated outside the local traffic pattern(s) unless conducting multi-aircraft operations.

c. Skis. Aircraft without skis will not be flown out of local traffic pattern(s) except under the following conditions:

(1) A request is made to, and granted by the USARAK Aviation Officer (colonel) or in his/her absence the Aviation Regiment/Battalion Commander (lieutenant colonel). This cannot be further delegated below the lieutenant colonel level.

(2) The aircraft is mission essential.

(3) The request for exception and the authorization is indicated on the aircraft mission briefing sheet.

4-8. Terrain flight

a. Contour, low-level, and nap-of-the-earth flights may be conducted only on military reservations at Fort Wainwright, Fort Greely, and Fort Richardson.

b. Daytime aerial reconnaissance flights for hazards and built-up areas will be completed for flights below 500 feet above ground level (AGL) before conducting any type of terrain flights off military reservations. (No intentional flight over buildings is allowed.)

c. Aircraft will be operated per the applicable operator's manual and air-crew training manual.

d. Air crews operating within 5 kilometers of established nap-of-the-earth routes will contact the controlling/ flight-following agency to avoid contact with using aircraft.

e. Maps depicting current hazards within the designated, terrain-flight areas will be posted in the unit's operations area and copies will be aboard aircraft conducting terrain flights.

f. Air crews will reference the appropriate airfield SOP before conducting terrain flight operations.

4-9. Weather briefings

Defense Department (DD) Form 175-1 (Flight Weather Briefing) is required for the following flights:

a. All flights outside the unit's local flying area.

b. All instrument-flight-rule (IFR) flights filed on DD Form 175 (Military Flight Plan) or on DD Form 1801 (DOD International Flight Plan).

4-10. Range briefings

For flights within restricted areas or controlled-firing areas, the PC or the Air Mission Commander for multi-ship missions will telephonically call Fort Wainwright Range Control at 353-1266, Fort Greely Range Control at 873-4714, or Fort Richardson Range Control at 384-6230/6011, to obtain current firing point, strafing, and bombing information. Before entry into the airspace controlled by range control agencies at Fort Greely, Fort Wainwright/Eielson Air Force Base, and Fort Richardson, aircraft must check into the range control net and obtain an update on hot firing points or training areas. Contact will be on frequency modulation (FM) 38.30, very high frequency (VHF) 125.3, or ultra high frequency (UHF) 229.4. A complete range update may require radio calls to both Air Force and Army range control agencies. All aviators will be familiar with the contents of USARAK Regulation 350-2, chapter 10.

4-11. Aircraft landings off military land

Aircraft landings at other than authorized airports/heliports and military owned/leased training lands is prohibited unless approved by the USARAK Real Property Office at Fort Richardson. Aircraft making precautionary/emergency landings, conducting authorized rescue operations, MAST operations, and approved missions are exempt from this prohibition. Aircraft conducting high-altitude training in the Denali Wilderness Area within the Denali National Park are authorized to conduct training when coordinated with the National Park Service's Talkeetna Office.

Chapter 5
Flying Hour Programming, Utilization, and Reporting

5-1. General

This chapter prescribes procedures and responsibilities for developing and reporting flying hour programs within USARAK.

5-2. Additional information

A source of further information about programming, utilization, and flying-hour reporting hours is in yearly memorandum, SUBJECT: Flying Hour Program Reports, prepared by the United States Army Pacific Command, Attention: APOP-TR-AV, Fort Shafter, Hawaii 96858-5100.

5-3. Reports

Reports will be addressed to USARAK Aviation Office, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360, and as outlined in the reference in paragraph 5-2.

FOR THE COMMANDER:

OFFICIAL:

KELVIN C. MARSHMENT
COL, GS
Chief of Staff

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LTC, SC
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DISTRIBUTION:

B Plus

100 - APVR- WPTM-AV

25 - APVR-RIM-ASD-PB

5 - MOS Library (Building 658, Fort Richardson)

5 - MOS Library (Army Education Center, Building 21-10, Fort Wainwright)

3 - APVR-RIM-ASD-WB

1 - APVR-GPA-AE (MOS Library, Assistant Directorate of Community Activities, Education Branch,
Attention: Mr. Mauer)

1 - Commander, United States Army Pacific Command, Attention: APIM-OIR
Fort Shafter, Hawaii 96858-5100

**Appendix A
References**

**Section I
Required Publications**

ATC Procedures, Alaska Supplement.....	Cited in paragraphs F-3f and F-4e.
Alaska North American Air Defense Region/Alaskan Air Command (ANR/AAC) Regulation 60-1	(Positive Control of Aircraft Operating Adjacent to the Soviet Union) is cited in paragraphs F-3d, F-5c, and paragraph F-6.
AR 95-1	(Flight Regulations) is cited in paragraph 2-10 and paragraphs 2-12, 2-15, 2-17, 4-1, B-26, B-27a, and paragraphs C-24, D-15a, and D-22a.
AR 95-2	(Air Traffic Control, Airspace, Airfields, Flight Activities and Navigation Aids) is cited in paragraph B-37 and and paragraphs B-51 and D-22b.
AR 95-10	(DOD Notice to Airmen (NOTAM) System) is cited in paragraph B-10b.
AR 95-27	(Operational Procedures for Aircraft Carrying Hazardous Materials) is cited in paragraph 2-3.
AR 385-40	(Accident Reporting and Records) is cited in paragraph 2-11a.
AR 385-95	(Army Aviation Accident Prevention) is cited in paragraphs B-65a and B-69b(4).
AR 600-105	(Aviation Service of Rated Army Officers) is cited in paragraph 1-4.
DA Pamphlet 385-40	(Army Accident Investigation and Reporting) is cited in paragraphs 2-11 and E-1b.
Department of Defense (DOD) Flight Information Publication (FLIP) General Planning Guide	Cited in paragraphs B-27a, B-90a(5), C-36b(1), and paragraphs D-15a and F-4.
DOD FLIP Enroute Supplement (Alaska).....	Cited in paragraphs B-2a, B-3a, B-4, B-6, B-13c, and paragraphs B-14b, B-23a, B-44a(1), C-5, and paragraphs F-4, F-5f(3), and F-6a.
Federal Aviation Administration (FAA) Handbook 7110.65	(Air Traffic Control) is cited in paragraph B-7 and paragraph B-91b.
FAR.....	Cited in paragraphs 4-6a, C-5, F-3, and F-5c.

USARAK Regulation 95-1

North American Air Defense (NORAD) Regulation 55-68	(Identification, Friend or Foe Selective Identification Feature) is cited in paragraph F-4.
TM 5-803-7	(Airfield and Heliport Planning and Design) is cited in paragraph B-69.
TM 38-250	(Preparing of Hazardous Materials for Military Air Shipments) is cited in paragraph 2-3.
FM 10-450-3	(Multiservice Helicopter Sling Load: Basic Operations and Equipment) is cited in paragraph 2-5.
United States Army Pacific Command Regulation 385-1	(United States Army Pacific Command Safety Program) is cited in paragraphs 2-11a and B-47a(7).
USARAK Regulation 115-1	(United States Army Alaska Weather Support) is cited in paragraph B-42.
USARAK Regulation 350-2	(United States Army Alaska Range Regulation) is cited in paragraph 4-10.

Section II Related Publications

A related publication is merely a source of additional information. The user does not have to read it to understand this regulation.

Air Force Manual 15-111	(Surface Weather Observations).
AR 420-90	(Fire and Emergency Services).
FM 1-111	(Aviation Bridges).
FM 1-300	(Flight Operations Procedures).
FM 1-303	(Air Traffic Control Facility Operations and Training).
FM 10-67-1	(Concepts and Equipment of Petroleum Operations).
Training Circular 1-201	(Tactical Flight Procedures).

Section III Referenced Forms

DA Form 759	(Individual Flight Record and Flight Certificate) is cited in paragraphs 3-4b(2) and 3-8.
DA Form 1687	(Notice of Delegation of Authority – Receipt for Supplies) is cited in paragraph B-47d(6).
DA Form 2028	(Recommended Changes to Publications and Blank Forms) is cited in the suggested improvement statement.

USARAK Regulation 95-1

- DA Form 2696-R(Operational Hazard Report) is cited in paragraphs B-65a and C-41.
- DA Form 2765-1(Request for Issue or Turn-In) is cited in paragraph B-47d(3).
- DA Form 4507-R(Crewmember Grade Slip) is cited in paragraph 3-4b(4).
- DA Form 4507-1-R(Maneuver/Procedure Grade Slip) is cited in paragraph 3-4b(4).
- DD Form 175(Military Flight Plan) is cited in paragraph 4-9b.
- DD Form 175-1(Flight Weather Operations) is cited in paragraph 4-9 and paragraph B-44.
- DD Form 1801(DOD International Flight Plan) is cited in paragraph 4-9b.
- FAA Form 5200-7(Bird Strike Incident/Ingestion Report) is cited in paragraph B-94c(2).

Appendix B
Fort Wainwright (Wainwright Army Airfield)

Section I
General

B-1. General

a. The procedures described in this appendix will govern the operation of all personnel and aircraft using WAAF's facilities. The aircraft PC is ultimately responsible for the safe and orderly conduct of the flight per appropriate operations manuals and governing regulations, both military and FAA. All personnel having duties on the airfield and persons intending to utilize the airfield facilities are required to be knowledgeable with the contents of this appendix.

b. The Airfield Operations Officer will function as the Airfield Commander and has the responsibility for all activities conducted on the airfield as well as flight operations within WAAF airspace. The airfield consists of the entire area within the airfield perimeter boundaries as defined by the "RESTRICTED AREA" signs. WAAF Class D airspace is as depicted on aeronautical charts.

B-2. Airfield description

a. WAAF is on the Fort Wainwright military reservation, approximately 2 miles east of Fairbanks, Alaska. See the DOD FLIP Enroute Supplement (Alaska) for geographic coordinates.

b. The airfield consists of one active runway (8,552 feet by 150 feet). The runway heading is 062-242. Seasonal climatic conditions affect the runway's weight-bearing capabilities.

B-3. Operating hours

a. WAAF's operating hours are listed in the DOD FLIP Enroute Supplement (Alaska), Remarks Section.

b. During nonoperating hours, a flight dispatcher will be on call and can be reached through the Emergency Operations Center, Fort Wainwright. This is for emergency operations only.

c. Extended/special operating hours are available (personnel permitting), through written coordination with the Airfield Operations Officer 5 working days before request implementation.

B-4. Airfield lighting

For more information on airfield lighting, refer to the DOD FLIP Enroute Supplement (Alaska).

a. The runway and primary taxiway lights will remain on when the WAAF Tower is closed. The runway light intensity will remain on Step 3 when WAAF Tower is closed or the weather is forecasted to be below basic visual flight rule (VFR) minimums.

b. The rotating beacon is a standard green/split-white beam and will be in operation when WAAF Tower is closed, the weather is below basic VFR minimum, and between sunset and sunrise.

B-5. Flight operations section

a. Airfield Operations is responsible for the safety and operation of all flight activity within WAAF's jurisdiction. It provides services to all aviation units on Fort Wainwright, transient aircraft, and authorized civilian operators.

USARAK Regulation 95-1

b. Airfield Operations is in Building 1558. The Airfield Operations building has limited facilities to assist pilots in filing flight plans, Notices to Airmen (NOTAMs), and information on flight activities on and around WAAF. The 3d Air Support Operations Squadron/Weather Flight is in the same building.

B-6. Radio frequencies

The frequencies for ATC, METRO, ATIS etc., are listed in the DOD FLIP Enroute Supplement (Alaska).

B-7. Air traffic priority

WAAF's mission is to support USARAK aviation activities and other Department of Defense (DOD) aviation activities as necessary. Priority will go to USARAK/DOD, Bureau of Land Management, and then civil aircraft. This priority should not be confused with ATC operational priority. The WAAF Tower will provide ATC service to aircraft on a first-come-first-served basis, as stated in FAA Handbook 7110.65. Common exceptions would be emergencies, LIFE GUARDS, Bureau of Land Management fire calls, and flight checks.

B-8. Very high frequency omnidirectional range receiver/ground check point

A VHF omnidirectional range (VOR) checkpoint is located north of Helipad 6 and east of the windsock; FAI VOR, 051 radial, 10.6 nautical miles (NMs).

B-9. Administrative communications with the WAAF Tower

Under no circumstances will a tenant unit call the WAAF Tower directly. All coordination for support from the WAAF Tower or Ground Control Approach will be directed through Airfield Operations.

B-10. Notices to Airmen

- a. National NOTAMs will be faxed to each tenant unit at the beginning of each duty day.
- b. All NOTAMs involving airfield navigation equipment, closure, no overflight etc., will be published per AR 95-10.
- c. NOTAMs for activities involving WAAF Operations (i.e., no overflight of ceremonies, etc.) must be received by WAAF Operations 10 working days before the scheduled activity. Airfield closure for change-of-command type ceremonies) is reserved for colonel and above or by direction of the chief of staff.

Note: The airfield cannot be closed to MEDEVAC or Bureau of Land Management fire-response aircraft.

B-11. Hazards identification map

- a. WAAF Operations is responsible for maintaining a master hazard identification map of Fort Wainwright training areas. The map is in the flight planning area in Building 1558. Any new hazards not plotted on the master hazard identification map will be brought to the attention of WAAF Operations personnel.
- b. Hazards will be identified to the USARAK Aviation Safety Office. As hazards are identified, they will be posted to the master hazards identification map and the USARAK Safety Office will notify unit flight operations.

B-12. Runway thermistor readings

- a. There are thermistor probes at four sites with 20 points at each site. The probes are located in holes drilled in the centerline of the runway, with the boxes where the readings are taken located 10 meters south of the runway on the grass. The cables from the probes to the box where the readings are taken

are laid in cuts made in the runway surface and covered with tar. These probes provide the temperature of the earth under the runway from surface to 20 feet.

b. Airfield Operations personnel will take readings daily by during initial breakup (generally April through June).

c. Readings are taken to observe the depth of the thaw in the subgrade and to determine the types of aircraft that are authorized to land without damaging the runway.

Section II Airspace Management

B-13. Fort Wainwright surface area

a. Class D airspace is that airspace within 5 NMs of the geographical center of the airport (N64 50.25' W147 36.87') extending upward from the surface to 2,900 feet mean sea level (MSL); except where Fort Wainwright's surface area joins the Fairbanks surface area to the west. This boundary begins where the 5-NM arc meets the Steese Highway to the north, thence south via the Steese Highway to the Chena River, thence west via the Chena River to the Cushman Street Bridge, thence south via Cushman Street /to the point where Cushman Street meets the 5-NM arc. This portion of the surface area is Class D airspace.

b. Class E airspace is that area of the Fort Wainwright surface area that has an instrument approach extension defined as that airspace that extends from the 5-NM arc to the east via lines parallel to, and 2.5 NMs either side of, the CUN 089 radial to a point 5 NMs east of CUN NDB. This portion of the surface area is Class E airspace and not subject to the restrictions of Class D airspace.

c. Fort Wainwright Class D and E surface base airspace reverts to Class G, uncontrolled airspace, when the WAAF Tower is closed. Consult the DOD FLIP Enroute Supplement (Alaska) for WAAF Tower operating hours.

B-14. Active runway

a. The active runway will be the runway most nearly aligned with the wind when the wind is 5 knots or more. Runway 24 is the calm wind and instrument approach runway.

b. Load-bearing capabilities vary with climatic conditions. Per the DOD FLIP Enroute Supplement (Alaska), all transit aircraft require prior permission to land. This authorization will only be given by the Airfield Operations Officer or, in his/her absence, the noncommissioned officer in charge.

B-15. Taxiing, takeoff, and landing instructions

a. NO AIRCRAFT WILL TAXI ON A MOVEMENT AREA, TAKEOFF, OR LAND WITHOUT ATC CLEARANCE WHEN THE WAAF TOWER IS OPERATIONAL. When the WAAF Tower is closed, make all calls in the blind on Common Traffic Advisory Frequency (CTAF) 125.0.

b. No aircraft will be taxied on the airfield without taking appropriate precautions to avoid hazards and other aircraft. Excessive speeds will be avoided. Holding lines are painted at various places on the airfield surface and will be adhered to.

B-16. Airfield helipads

Helipad locations are listed table B-1. Also see figure B-1.

USARAK Regulation 95-1

Table B-1 Helipad locations	
Helipad Number	Location
Pad 1	Bravo Taxiway
Pad 2	Taxiway E
Pad 3	South Taxiway Hangars 2 and 3
Pad 4	Delta Taxiway
Pad 5	South Taxiway Hangars 4 and 5
Pad 6	South Taxiway Hangar 6
Pad 7	South Taxiway Hangars 7 and 8
Hazardous Cargo Pad	Center Taxiway and Taxiway D
C-12 Passenger/Cargo Loading/Unloading	Base Operations Ramp

B-17. Visual flight rules traffic patterns

a. The traffic patterns at WAAF are configured in the interest of safety and noise abatement/community relations. Adherence is mandatory unless an emergency condition exists or the WAAF Tower gives alternate instructions. See figure B-2.

b. The rotary-wing aircraft primary traffic pattern altitude for day and unaided night traffic is 1,200 feet MSL downwind, 900 feet MSL base. Aided night traffic altitude is 900 feet MSL downwind, 700 feet MSL base. Traffic pattern airspeed will not exceed 100 knots indicated air speed.

c. The fixed-wing aircraft primary traffic pattern altitude is 1,500 feet MSL piston engine and 2,000 feet MSL turboprop and jet aircraft.

d. When the WAAF Tower is in operation, the ATC supervisor will determine the maximum aircraft density in north and south traffic. When the control tower is not in operation, the maximum number of aircraft in closed traffic will be three.

e. For safety and noise abatement, loaded Bureau of Land Management tankers will depart Runway 06 when feasible.

B-18. Parachutes

All parachute requests within the Fort Wainwright surface area must be coordinated through the Directorate of Plans, Training, Security, and Mobilization. Prior permission must be requested no later than 10 days before the actual jump. Since a NOTAM of airfield closure is required, last minute changes or delays will not be granted. Final approval for the jump rests with the Airfield Commander. The pilot of the jump aircraft will alert WAAF Tower 5 minutes before the jump. Pilots will monitor WAAF Tower and Fairbanks Approach Control at all times during the jump sequence. Jumps will not be authorized when WAAF Tower is closed.

B-19. Sling loads

a. Anytime sling load operations are conducted on a ramp or aircraft movement area, Base Operations will be notified 24 hours in advance. An Airman Advisory (AIRAD) will be published to alert airfield users of the pre-positioned load to be picked up. Qualified personnel will carefully check sling loads before lifting. Air crews will enter/exit the airfield via Manchu Ditch to and from the Tanana River on the east end of the airfield. This route will be used for day, night, and NVG flights. No more than one aircraft may be on the route at the same time at night unless they are performing multi-ship operations. Under no circumstances will aircraft with sling loads overfly the Badger Road area or the cantonment area.

USARAK Regulation 95-1

b. Bureau of Land Management helicopters are authorized a north-northeast departure from their operations area (with clearance from WAAF Tower as appropriate).

B-20. Terrain flight training areas

a. The primary terrain flight training areas adjacent to WAAF are the Yukon Training Area and the Tanana Flats Training Area.

b. There are three tactical airstrips within these training areas, Blair Lakes Strip (VG 827371), Clear Creek Strip (VG 724477), and Firebird Strip (WG 168660). These airstrips are primarily used by rotorcraft. The landing surfaces may pose hazards for fixed-wing aircraft operations.

B-21. Special use airspace

a. Restricted Areas R-2205 and R-2211 are identified on aviation charts and in the appropriate flight publications.

b. The controlled firing area within the Wainwright Surface Area is "AREA ALPHA". See the Airmen's Information Manual for definition of a controlled firing area.

B-22. Maintenance test flight area

The maintenance test flight area is the area east of the airfield, with a northern boundary of Chena Hot Springs Road, a southern boundary of Peede Road, and an eastern boundary of the 99 grid line. The test flight area includes the area north of Chena Hot Springs Road and within the following coordinates: from a point 64 degrees 53 minutes north, 147 degrees 14.8 minutes west: to 64 degrees 59.8 minutes north, 147 degrees 04.4 minutes west (hill top 2159): to 64 degrees 56.8 minutes north, 146 degrees 56.0 minutes west (hill top 1870): to 64 degrees 52.3 minutes north, 147 degrees 56.0 minutes west (Chena Hot Springs Road and pond). See figure B-3.

B-23. Drop zones

a. There are various parachute drop zones utilized by the Bureau of Land Management, as well as other local organizations that are within close proximity of WAAF. Consult the DOD FLIP Enroute Supplement (Alaska) and NOTAMs for locations and scheduled activities.

b. The military drop zones located within the Yukon Training Area and Tanana Flats Training Area are depicted on tactical training maps (1:50,000). Scheduled activities are disseminated via NOTAMs and range bulletins.

B-24. Noise-sensitive areas

Avoid overflight of the following areas:

- a. Bassett Army Community Hospital located southwest of the airfield (VG 682895).
- b. Ammunition storage areas located northeast of the airfield vicinity Sage Hill (vicinity VG 737932).
- c. Lakloey Hill located east of the airfield, 500 feet AGL, 1000 meter radius (vicinity VG 755893).
- d. Pleasant Valley between WG00 and WG10 grid line on the Chena Hot Springs Road. Avoid the road by 1 NM below 500 feet AGL.

USARAK Regulation 95-1

B-25. Flights over populated areas

Aircraft operating from WAAF will avoid overflying residential areas at altitudes below 1,000 feet AGL (weather permitting).

Section III Flight Plans and Flight Following

B-26. Authority for flights

Authority for all flights at WAAF will be per the AR 95-1 series and appropriate publications.

B-27. Flight plans

a. All pilots must file flight plans per the AR 95-1 series and DOD Flight Information Publication (FLIP), General Planning Guide before departing Fort Wainwright.

(1) During published hours of Airfield Operations, flight plans will be filed with Airfield Operations. VFR flight plans must be received by Airfield Operations no later than 15 minutes before the estimated time of departure. IFR flight plans must be received no later than 45 minutes before the estimated time of departure. Flight plans will be held for 2 hours from the estimated time of departure and will be canceled if not activated within this time.

(2) During all other hours, flight plans must be filed and closed with the Fairbanks Flight Service Station (474-4952).

(3) All air crews planning an intermediate stop to an airfield before returning to WAAF must file a stopover flight plan. A message to that location will not be forwarded without a stopover flight plan, which could result in services not being available at the intermediate stop.

(4) The PC may contact Base Operations on VHF 118.9 to close his/her flight plan during normal duty hours. It is the PC's responsibility to ensure the flight plan has been closed when the flight is completed.

b. The following information will be forwarded to Airfield Operations when filing:

- (1) Aircraft call sign.
- (2) Aircraft type/transponder code.
- (3) Unit of assignment.
- (4) Estimated time of departure.
- (5) Estimated time enroute.
- (6) Hours of fuel.
- (7) Route of flight.
- (8) Last name of PC.
- (9) Number of personnel on board.
- (10) Color of aircraft (civilian only).

(11) Remarks.

B-28. Maintenance test flight plans

- a. Only maintenance test flights may file flight plans with Ground Control on VHF 121.7 or UHF 261.3.
- b. The following information is required for test flights:
 - (1) Aircraft call sign.
 - (2) Aircraft type.
 - (3) Area where flight is to be conducted.
 - (4) Estimated time enroute.
 - (5) Last name of PC.
 - (6) Number of personnel on board.
 - (7) Fuel on board.
 - (8) Unit of assignment.
- c. Test flight aircraft will remain on WAAF Tower or advisory frequency at all times while conducting the test flight.

B-29. Flight following procedures

- a. Flight following may be conducted with the WAAF Tower during normal operating hours. Fairbanks Flight Service can provide standard position reporting at all other times.
- b. Radio contact while flight following with the WAAF Tower will be made at least every 30 minutes unless otherwise requested.

**Section IV
Visual Flight Rule/Special Visual Flight Rule Weather Minimums**

B-30. Visual flight rule weather minimums

VFR weather minimums for WAAF is a ceiling of 1,000 feet and 3 miles visibility.

B-31. Special visual flight rules minimums

Within the WAAF surface area, special visual flight rule (SVFR) minimums are:

- a. Rotor-wing aircraft.
 - (1) Day—300-1/2.
 - (2) Night—500-1.

USARAK Regulation 95-1

b. Fixed-wing aircraft.

(1) Day—500-1.

(2) Night—not authorized.

B-32. Special visual flight rule procedures

a. Aircraft departing WAAF in weather below basic VFR will request an SVFR clearance.

b. Aircraft inbound to WAAF in weather below basic VFR will request and obtain an SVFR clearance before entering the surface area.

B-33. Special visual flight rule arrival and departure routes

a. Arrivals.

(1) Bonnifield One SVFR arrival is a route beginning at Initial Point (IP) Salchaket (VG 654792) then to a point where the Bonnifield Winter Trail intersects the north shore of the Tanana River (VG 668856) then via direct to a point 1/4 mile east of Fort Wainwright Fire Station One. Enter traffic pattern as assigned by ATC. See figure B-2.

(2) Nordale One SVFR arrival is a route beginning at IP Bridge (where the Nordale Road bridge crosses the Little Chena River VG 809924) then via direct to the approach end of Runway 24.

(3) Aircraft arriving from the east and south will utilize SVFR arrival routes. Arrivals from other directions will be cleared appropriately by ATC.

b. Departures.

(1) Montgomery One SVFR departure. Depart the southeast corner of the traffic pattern and proceed directly to the intersection of Badger Road and the Richardson Highway (vicinity VG 729873), then maintain a track of 130 degrees until crossing the Tanana River to Reporting Point (RP) River (vicinity VG 745810). See figure B-2.

(2) Actual MEDEVAC/MAST missions may request SVFR departure to the north.

c. These SVFR routes will be used for flight operations day, night, and NVG during SVFR conditions.

Note: AN SVFR CLEARANCE IS NOT A TAKEOFF CLEARANCE.

Section V Night/Night Vision Goggle Operations

B-34. Inbound/outbound corridors

a. Flight corridors expedite and regulate the safe flow of air traffic and include the airspace, unless noted elsewhere, 200 meters on either side of the centerline. To enhance aircraft separation within the surface area, airspeed will not exceed 100 knots indicated air speed. Rapid or abrupt altitude or attitude changes are prohibited. Pilots will comply with corridor altitudes unless weather conditions require lower altitudes.

Note: Night/NVG corridors are colocated with SVFR routes.

USARAK Regulation 95-1

b. All night/NVG training aircraft departing the Fort Wainwright traffic pattern will depart at the southeast corner of the pattern and proceed directly to the intersection of Badger Road and the Richardson Highway (vicinity VG 729873), then maintain a track of 130° until crossing the Tanana River to RP River (vicinity VG 745810). Night aided traffic will maintain 900 feet MSL, unaided traffic will maintain 1200 feet MSL. After passing RP River, mission profile is authorized. See figure B-3.

c. Traffic south of the Tanana River will enter the south inbound corridor at IP Salchaket (VG 654792). Proceed from IP Salchaket to WAAF via the Bonnifield One SVFR Arrival. Upon arriving at IP Salchaket, all aircraft position lights will be steady bright with the anti-collision lights on.

Note: Lighting intensity may be modified for meteorological and safety considerations. At IP Salchaket, aided traffic will be at 900 feet MSL and unaided traffic will be at 1200 feet MSL.

d. Traffic north of the Tanana River will enter the east inbound corridor at IP Bridge (vicinity VG 809924, the intersection of Nordale Road Bridge and the Little Chena River). Proceed from IP Bridge direct to the approach end of Runway 24. Upon arriving at IP Bridge, position lights will be steady bright with the anti-collision lights on.

Note: Lighting intensity may be modified for meteorological and safety considerations. At IP Bridge, aided traffic will be at 900 feet MSL and unaided traffic will be at 1200 feet MSL inbound.

e. Aircraft with sling loads will arrive and depart via Manchu Ditch to and from the Tanana River on the east end of the airfield. Under no circumstances will aircraft with sling loads overfly the Badger Road area or the cantonment area. No more than one aircraft may be on the route at the same time, unless they are transitioning in the same direction. All aircraft will contact WAAF Tower or make calls in the blind on the CTAF when WAAF Tower is closed, before entering Manchu Ditch.

Note: “Rules of the Road” apply to all corridors discussed.

B-35. Transition corridor

A transition corridor is established allowing aircraft to transition between the Yukon Training Area and the Tanana Flats Training Area. This transition is a recommended corridor between the two training areas and is established to avoid built-up areas around North Pole. No more than one aircraft may be on the route at the same time at night, unless they are performing multi-ship operations. Entry and exit advisory calls on 231.9 are mandatory. The corridor begins at IP Island (vicinity VG 832733), and proceeds north-east, direct to RP Bluff (vicinity VG 893781). The corridor for departing the Yukon Training Area to the Tanana Flats Training Area begins at IP Chena Dam (vicinity VG 916853) and proceeds southwest along the east side of the Chena Dike to RP Railroad (vicinity VG 873778).

Note: Avoid built-up areas and notify Eielson Tower before entering the Eielson Air Force Base surface area.

B-36. Radios

a. A functioning VHF radio is required for aircraft operating in the WAAF traffic pattern when the WAAF Tower is closed. This radio will be tuned to the airfield CTAF 125.0. Standard airport advisory procedures will apply.

b. A functioning UHF radio is required for aircraft performing night/NVG operations in the Yukon and Tanana Flats training areas. Advisory calls will be made on UHF 231.9.

c. The radio requirements listed in paragraphs a and b above will be met by at least one aircraft of all night/NVG formation flights.

USARAK Regulation 95-1

d. All aircraft participating in NVG operations will use the term "goggle" preceding the aircraft call sign (i.e., "Goggle 234").

B-37. Aircraft external lighting

a. Totally "blacked out" operations, including operations with infrared position lights only, are not authorized within the Fort Wainwright flight training areas, except when all provisions of AR 95-2, paragraph 9-2, are met.

b. All unaided night/NVG single aircraft and the lead aircraft of formations inbound to WAAF will turn on the landing light (unfiltered) at least 1 kilometer before to IP Salchaket and IP Bridge, respectively, until positive identification with WAAF Tower is made.

c. The following external lighting configurations are mandatory for all single-ship night/NVG flights within the WAAF surface area.

(1) Position lights will be on steady bright.

(2) Anti-collision lights will be on. UH-60 and CH-47 aircraft may turn off the lower anti-collision light during NVG flights.

d. The following external lighting configurations are mandatory for multi-ship night/NVG flights within the WAAF surface area and within the Fort Wainwright flight training areas.

(1) Trail aircraft position lights will be on steady bright; position lights of other aircraft will be on steady bright or dim per AR 95-2, paragraph 9-2.

(2) Trail aircraft will have the anti-collision lights on. UH-60 and CH-47 aircraft may turn off the lower anti-collision light during NVG flights.

Note: The above lighting policy is mandatory and will be adhered to unless meteorological conditions dictate otherwise.

Section VI Transient Aircraft

B-38. Prior permission required

Due to the limited aircraft services available at WAAF, all transient aircraft not organic to Fort Wainwright must request a prior permission required a minimum of 24 hours before arrival.

B-39. Transportation and accommodations

Transient, very-important-person, air crews are urged to contact the Protocol Office, 353-6679, to arrange transportation and accommodations at Fort Wainwright.

B-40. Visiting very important people

Arrangement for accommodations, transportation, and formalities for arriving very important people must be coordinated through the Protocol Office. Flight Operations personnel will assist as time and personnel permit.

B-41. Aircraft parking and security

Limited transient aircraft parking is available. Transient aircraft with very-important-people will park on the Operations Ramp unless directed otherwise. All aircraft will be locked and chocked before the crew departs the airfield. Transient air crews will ensure Base Operations personnel have a point of contact, location of crew billeting, and telephone number for emergency notification purposes.

Section VII

Weather Support Detachment

B-42. General

To fully support flight operations conducted by the aviation units of USARAK, timely weather information must be made available to air crews with a minimum of delay and inconvenience. The following outlines the responsibilities of 3d Air Support Operations Squadron/Weather Flight and the WAAF Operations. Weather support requirements and capabilities are defined in USARAK Regulation 115-1.

B-43. Definitions

- a. Limited-duty weather station. A weather station with less than 24-hours-a-day operation.
- b. Basic weather watch. A mode of operation in which official surface observations are taken by personnel whose duties include other essential tasks that detract from or preclude a continuous weather watch.
- c. Cooperative weather watch. An observing program in which air traffic controllers and other non-weather personnel assist in monitoring weather conditions. Responsibilities include advising aircraft of actual weather conditions and notifying the weather station of differences or changes from those reported in the latest weather observation.

B-44. Responsibilities

- a. The 3d Air Support Operations Squadron/Weather Flight will provide the following services:
 - (1) Operate a limited-duty weather station employing basic weather watch hours. Operation hours are listed in the DOD FLIP Enroute Supplement (Alaska).
 - (2) Provide, upon request, local weather briefings, DD Form 175-1 weather briefings, and/or mission control forecasts.
 - (3) Transmit via the automated weather distribution system or via the telephone as back up, to the WAAF Tower, all locally disseminated products.
 - (4) Issue weather warnings/watches and weather advisories.
 - (5) Coordinate with the Alaska Weather Operations Center, Elmendorf Air Force Base to provide DD Form 175-1 and weather warnings via telephone during hours when 3d Air Support Operations Squadron/Weather Flight forecasters are not on duty.
 - (6) Be responsible for housekeeping duties in their area and jointly for common use areas according to a duty roster worked out by the Weather Station Chief, and the noncommissioned officer in charge of WAAF Operations.
 - (7) Advise the Airfield Operations Officer, in writing, of any deficiencies in weather observations that are due to the observation site's location.

USARAK Regulation 95-1

(8) Use of the following priority listing in weather station operations:

- (a) Emergency War Orders tasks.
- (b) Aircraft emergency tasks and ground emergency tasks.
- (c) Take, record, and locally disseminate surface observations.
- (d) Answer Pilot to Metro Service calls.
- (e) Disseminate weather warning, watch, and weather advisories locally.
- (f) Disseminate Pilot Reports locally.
- (g) Transmit surface observations and Pilot Reports longline.
- (h) Provide mission-control forecasts.
- (i) Prepare and issue terminal forecasts locally and longline.
- (j) Provide flight weather briefings and perform other duties.

b. The WAAF Operations will—

(1) Ensure that runway condition readings are provided to the weather station for inclusion in observations per Air Force Manual 15-111.

(2) Ensure a cooperative weather watch is established per FM 1-303 and Air Force Manual 15-111.

(3) Ensure all Pilot Reports received by WAAF Tower personnel are relayed to the base weather station.

Section VIII Aircraft Refueling Procedures

B-45. General

This section's purpose is to provide standard procedures for the WAAF South Refueling Point. The Airfield Commander has overall responsibility, but the Airfield Services Section has direct responsibility for the refueling point's safe operation. WAAF's Airfield Services Section personnel will conduct refueling at the South Point.

B-46. Refueling priority

a. Priority for refueling will be MEDEVAC aircraft, receiving bulk fuel, USARAK/transient aircraft, and then fuel trucks. If there are more than one aircraft at South Point at the same time, POL will take all safety precautions and perform refuel operations based on these priorities.

b. Before multi-aircraft fueling operations, units should coordinate with the Airfield Services Section. Failure to coordinate may cause delays in refueling.

B-47. Refueling procedures

a. Crew chiefs and flight engineers will be properly trained in WAAF fueling operations by the WAAF POL noncommissioned officer in charge or the designated representative before refueling aircraft at South Point. Training can be scheduled by direct coordination with the Airfield Services Section noncommissioned officer in charge at 353-6950. All aircraft using South Point will follow the procedures below.

(1) During refueling operations, passengers will exit the aircraft and move to the passenger marshaling area.

(2) Hover or ground taxi to the "NO HOVER" line marked in front of the refueling points. CH-47 and UH-60 aircraft will ground taxi into POL to reduce the effect of rotor wash. UH-1 and UH-60 aircraft will park facing south. CH-47s will park facing east. If there is adverse wind, air crews can contact the WAAF Tower for repositioning aircraft to reduce the wind's effects.

(3) All aircraft will be GROUNDED using approved clamps/prongs BEFORE ANY FUEL RECEPTACLE ON THE AIRCRAFT IS OPENED.

(4) Bottom pulsating lights/strobes will be turned off (UH-60 and CH-47).

(5) AIRFIELD POL PERSONNEL WILL REFUEL THE AIRCRAFT.

(6) Aircraft will remain grounded until the flow of fuel has been shut off, the nozzle has been disconnected, the fuel ports closed, and the dust covers replaced.

(7) Open-port, hot refueling is not authorized per United States Army Pacific Command Regulation 385-1.

b. The following procedures will be used when hot refueling at South Point.

(1) UH-1 and UH-60 aircraft.

(a) A minimum of three people (per FM 1-111 and FM 10-67-1) is required for the refueling process. One person will take a position at the fire extinguisher/emergency cutoff fuel switch, one WAAF POL person will refuel the aircraft, and one person will take a position with fire extinguisher near the refuel nozzle.

(b) The pilot will prepare aircraft for hot refueling per the unit SOP and aircraft-operating manual.

(c) All personnel, except pilot(s) at the controls, will EXIT the aircraft and move to the passenger marshaling area.

(2) CH-47 aircraft.

(a) A minimum of four people is required. One WAAF POL person will take a position at the fire extinguisher/emergency cutoff fuel switch, one WAAF POL person and an air crew member will refuel the aircraft, and one air crew member will take a position with a fire extinguisher near the refueling nozzle.

(b) Pilots will prepare aircraft for hot refueling per the unit SOP and aircraft-operating manual.

(c) All personnel, except pilot(s), will EXIT the aircraft and proceed to marshaling area.

USARAK Regulation 95-1

c. The following procedures will be followed when cold refueling at South Point.

(1) UH-1 aircraft.

(a) Aircraft must be completely shut down and all personnel must exit the aircraft.

(b) See paragraph b(1)(a) above for personnel requirements.

(2) CH-47 and UH-60 aircraft must be shut down with the following exception: the aircraft's auxiliary power unit may be left on solely to provide a heat source for personnel. Only the minimum crew is authorized to remain in the aircraft. See paragraph b(2)(a) above for personnel requirements.

Note: This applies only to closed circuit refueling.

d. To receive fuel from South Point POL, all tank vehicles must have—

(1) A copy of updated sample results on the filter separator. If the sample is not up to date, only 400 gallons will be issued for the purpose of recirculating the tank vehicle to get an updated sample.

(2) A clean drip pan.

(3) A properly filled out DA Form 2765-1 (Request for Issue or Turn-in).

(4) Any adapters that may be needed to bottom load the tank vehicle. At no time will top load be used.

(5) Tank-vehicle supervisors will ensure that the vehicle is properly marked at all times.

(6) Each using unit will supply South Point POL with a DA Form 1687 (Notice of Delegation of Authority - Receipt for Supplies).

B-48. Safety considerations

a. No refueling will be done when lightning is reported within 5 NMs of the airfield.

b. No one should be on/in the aircraft during refueling operation (except as discussed above).

c. There will be NO SMOKING at anytime within 50 feet of refueling operations.

d. There will be NO RADIO transmissions (except emergency) during refueling operations.

e. NO HOT REFUELING will be done when surface temperature is colder than 0 degrees Fahrenheit (-18 degrees Centigrade) as reported by Air Force weather. If Air Force weather is not available, use aircraft's free air temperature gauge.

f. Personnel assisting/conducting refueling operations will have their sleeves rolled down, helmet visors down, and gloves on. Flashlights will be utilized during hours of darkness.

B-49. Fire

The actions described below are the basic response POL/crew members should adhere to if there is a fire during refueling operations at South Point.

a. STOP THE FLOW OF FUEL. Trip the emergency-shutoff button at the fuel point.

USARAK Regulation 95-1

- b. NOTIFY THE CREW AND ATTEMPT RESCUE. Use the fire extinguisher to provide a fire-free escape route for personnel. DO NOT FIGHT THE FIRE.
- c. EVACUATE THE AREA. Move away from the fire as quickly as possible.
- d. NOTIFY THE FIRE DEPARTMENT by any means possible.
- e. REMAIN A SAFE DISTANCE FROM THE ACCIDENT.
- f. DO NOT ATTEMPT TO REPOSITION THE AIRCRAFT.

B-50. Fuel spills

Every spill, no matter how small, SHOULD BE TREATED AS A POTENTIAL SOURCE OF FIRE. In general, the basic actions listed below should be considered and carried out. In the case of a—

- a. *Small priming spill* (less than 18 inches in any direction)—clean up as much as possible and then allow the rest of the spill to evaporate.
- b. *Small spill* (less than 10 feet in any direction)—stop refuel operations at the spill site. Do not move the aircraft. Evacuate the area, leaving a minimum amount of personnel to contain the spill area. ALERT THE FIRE DEPARTMENT AND THE ENVIRONMENTAL PROTECTION AGENCY.
- c. *Large spill*—stop the flow of fuel if possible. Stop operations in the area and NOTIFY THE FIRE DEPARTMENT AND THE ENVIRONMENTAL PROTECTION AGENCY.

Section IX Civil Aircraft Operations

B-51. General

- a. Use of WAAF by civil aircraft will be per AR 95-2, which is on file at WAAF Base Operations.
- b. Civil aircraft operators meeting the requirements outlined in AR 95-2 may apply for landing and/or parking space approval at Airfield Operations. All required forms are available at WAAF Base Operations. All forms must be completed and submitted for approval before landing an aircraft at WAAF. It is required that landing permits are updated annually and it is the civil aircraft owner's responsibility to ensure that this is completed before the each agreement's expiration date.
- c. Parking for all civil aircraft (except Bureau of Land Management) is in the area west of the WAAF Tower.
- d. Civil aircraft are not entitled to services for POL, maintenance, hangar space, or allied support except in an emergency.
- e. Civil aircraft must maintain radio communications with the WAAF Tower or advisory during all operations.
- f. All civil aircraft parked at WAAF must be tied down and have at least one wheel chocked. Additionally, all aircraft must have the ignition key removed and the doors locked to preclude unauthorized use.
- g. It is the responsibility of the civil aircraft owners to police the aircraft parking area and dispose of used POL products per current Environmental Protection Agency and USARAK regulations. At no time will fuel samples or used oil be emptied onto the ground.
- h. Failure to comply with the above will result in the loss of parking and/or landing privileges at WAAF.

USARAK Regulation 95-1

B-52. Civil aircraft emergencies

Civil aircraft declaring an emergency will be granted permission to land at WAAF per FAA regulations.

Section X

Hazardous Cargo Operations

B-53. Hazardous Cargo Pad

The Hazardous Cargo Pad is at the intersection of Taxiway D and Center Taxiway. All hazardous cargo will be handled in this area. Note that the hazardous cargo pad will not be used for loading and unloading troops with basic issue ammunition only.

B-54. Priority

Hazardous Cargo Pad usage will be on a first-come-first-served basis, with consideration given to the priority of the supported missions.

B-55. Coordination procedures

To ensure all safety requirements are met, the following coordination must be done:

a. Submit a written request to Airfield Operations at least 3 working days in advance. The request will include the—

- (1) Date and time of intended use.
- (2) Type of ammunition and amount (be specific).
- (3) Type and number of vehicles that will be working the Hazardous Cargo Pad.
- (4) Reason for use. This will determine the priority of use if two or more units requested times conflict.
- (5) Point of contact for further coordination.

b. The Airfield Commander will determine which blast zone will be in effect and if any portion of the airfield needs to be temporarily closed. The Airfield Commander will be responsible for notifying the fire department, military police, and all facilities within the blast zone.

B-56. Blast zones

The following is a brief description of the blast-zone types that affect closure of certain areas of the airfield during hazardous-cargo operations. In all cases, ammunition is limited to 30,000 pounds at one time.

a. 1.4—This blast zone extends 100 feet horizontally and vertically and is used mostly for Class C ammunition, with some Class A and B.

b. 1.3—This blast zone extends 215 feet horizontally and vertically. This zone is used for Class B ammunition.

c. 1.2—This blast zone has four categories:

(1) 1.2 (cat 04)—This blast zone extends 400 feet horizontally and vertically. This zone is used mostly for Class A and C ammunition.

USARAK Regulation 95-1

(2) 1.2 (cat 08)—This blast zone extends 800 feet horizontally and vertically. This zone is used mostly for Class A and B ammunition.

(3) 1.2 (cat 12)—This blast zone extends 1,200 feet horizontally and vertically. This zone is used mostly for Class A ammunition.

(4) 1.2 (cat 18)—This blast zone extends 1,800 feet horizontally and vertically. This zone is used mostly for Class A ammunition.

d. 1.1—This blast zone extends 1,245 feet horizontally and vertically. This blast zone is used mostly for Class B and C ammunition.

B-57. Vehicle access

Base Operations personnel will escort vehicles with the hazardous material to and from the Hazardous Cargo Pad. **Under NO CIRCUMSTANCES will personnel or vehicles enter or leave the airfield without a Base-Operations escort.**

Section XI Snow Removal Plan

B-58. Responsibilities

a. During periods of heavy snowfall, personnel from Airfield Operations will measure snow depth on the runway every 3 hours during normal duty hours. The depth will be reported to the WAAF Tower and the 3d Air Support Operations Squadron/Weather Flight detachment.

b. When the snow depth reaches 2 inches and snow removal is delayed, Airfield Operations personnel will publish a AIRAD to read:

"RUNWAY SNOW DEPTH IN EXCESS OF 2 INCHES."

B-59. Snow measurement procedures

A measurement will be taken from three points along the runway: at the approach end of 06 and 24 and at Taxiway C. Snow depth will be measured from the center line and each side of the runway at each of the three points. The three readings at each point will be averaged and the worse condition of the three areas sampled will be reported as the runway snow depth.

B-60. Runway and ramp closure

a. The runway will remain closed to all traffic while snow-removal equipment is operating on the runway. The runway will not be reopened until a runway foreign object damage (FOD) check is completed by Airfield Operations personnel. The Airfield Commander and the Airfield Operations shift supervisor are the only persons authorized to re-open the runway.

b. Hangar ramps will be closed to all nonessential mission aircraft and ground operations during snow-removal operations.

B-61. Snow removal

a. Airfield Operations will be responsible for the coordination of snow removal on WAAF. Airfield Operations will be the liaison between tenant units and the Directorate of Public Works for snow removal.

USARAK Regulation 95-1

b. The Directorate of Public Works will do snow removal per the published snow-removal plan (unless otherwise instructed by the Airfield Commander or his/her representative due to immediate operational needs).

B-62. Snow removal equipment

a. Only equipment operated by the Directorate of Public Works, Bureau of Land Management, or Base Operations personnel are authorized to remove snow from the airfield. Any deviation from this policy will be submitted to the Airfield Commander.

b. Snow-removal-equipment operators must have approval from the WAAF Tower (when open) before movement on the airfield. Snow-removal equipment must maintain two-way radio communications with the WAAF Tower while working on the airfield when WAAF Tower is open.

Section XII Safety

B-63. Responsibilities

The Airfield Commander has overall responsibility for accident prevention. The USARAK Aviation Safety Officer is the WAAF Aviation Safety Officer.

B-64. Airfield accident prevention program

Because of the unique operational relationship between the tenant aviation units and WAAF Airfield Operations, this section primarily addresses safety procedures and practices associated with the airfield, its facilities, and operations. Tenant units are responsible for maintaining a unit safety program per the AR-385 series.

B-65. Safety hazard reporting

a. DA Form 2696-R (Operational Hazard Report) will be used to report any condition or act that affects or may affect the safe operation of Army aircraft or associated equipment or personnel on WAAF. All tenant aviation units or transient air crews operating from the airfield are encouraged to submit operational hazard reports to the ASO for appropriate action. The ASO will process the DA Form 2696-R per AR 385-95.

b. Individuals will make immediate on-the-spot corrections of any unsafe acts or conditions on the airfield. The person making the correction will identify himself/herself and then contact the appropriate supervisory personnel at the tenant unit and provide complete details to the Airfield Operations Officer, or ASO, as to what necessitated the action. It is not the intent of this provision to harass individuals, but rather to prevent any unsafe act or condition from producing a mishap.

c. Air crews will immediately advise Airfield Operations personnel of any debris or FOD that pose a hazard to safety so that corrective action can be quickly directed to the problem area.

B-66. Airfield accident prevention surveys

A comprehensive airfield safety survey will be conducted semiannually by the ASO. The surveys will be conducted by using the United States Army Safety Center Guide and any other United States Army Pacific Command-approved safety checklists. Appropriate action will be taken to correct all faults.

B-67. Static grounding points

The ASO is responsible for ensuring that airfield parking static grounding/tiedown points are tested and maintained per TM 5-803-7. Records will be maintained at Base Operations and copies will be distributed to individual units upon request.

B-68. Foreign Object Damage Control Program

a. The Airfield Operations Officer provides overall supervision and guidance for the airfield FOD Control Program, and as a minimum, his/her specific responsibilities include—

(1) Ensuring that all tenant users of the airfield are aware of their areas of responsibility in FOD control and that periodic spot checks are conducted in these areas. Problem areas will be directed toward either unit FOD-control officer or unit safety officers.

(2) Conduct, as a minimum, one airfield FOD check each workday or at other times as deemed necessary. All unit operations will be notified of any serious FOD problems if immediate corrective actions are to be taken or a hazard to flight exists.

b. The ASO ensures that unit safety officers are pursuing an aggressive FOD-control program through their respective FOD-control officers. The ASO will inform the Airfield Commander of any significant problems encountered in this area and assist in taking corrective action where necessary.

c. Unit safety and FOD-control officers will ensure that unit FOD-control programs are aggressively carried out and as a minimum, conduct a weekly police call of their area of responsibility. They will seek assistance from Airfield Operations on any problems that cannot be resolved at unit level.

d. Air crews will immediately advise Airfield Operations personnel of any debris or FOD that pose a safety hazard so that corrective action can be quickly directed to the problem area.

e. Headgear will not be worn on the flight line. The exception is headgear that is secured by straps (Kevlar® helmet). During cold weather conditions, headgear may be worn for warmth.

B-69. Pre-Accident Plan

a. The WAAF Pre-Accident Plan is published as a separate document. The plan is distributed to all parties in the primary and secondary alarm systems.

b. The Airfield Commander is responsible for establishing and implementing the Pre-Accident Plan. That plan will ensure—

(1) Coordination between all personnel.

(2) Familiarization of all unit personnel with the crash alarm.

(3) Regular (minimum quarterly) tests of the plan (coordinated through or by the WAAF ASO).

(4) That AR 385-95, AR 420-90, and FM 1-300 are used as guidance.

(5) That units operating as a tenant activities on WAAF develop and coordinate plans to fulfill all Army requirements.

c. The plan will be updated semiannually or as published telephone numbers are changed.

USARAK Regulation 95-1

B-70. Emergency locator transmitter activation

- a. When notified of an ELT signal, the WAAF Tower will—
 - (1) Notify Airfield Operations that an ELT signal has been reported or heard.
 - (2) Attempt to locate the signal utilizing airborne aircraft if possible.
- b. Airfield Operations will—
 - (1) Notify all units of an ELT signal.
 - (2) Conduct a ramp search if the ELT signal persists for 1 hour.
 - (3) Notify Elmendorf Rescue Coordination Center when/if—
 - (a) An ELT signal is first reported.
 - (b) They are unable to locate the ELT signal.
 - (c) The ELT signal has been eliminated or located.
 - (d) Requesting assistance in locating the ELT.
 - (4) Log all action taken to locate the ELT.
- c. Unit operations will—
 - (1) Physically check all ELTs that the unit is responsible for.
 - (2) Notify Airfield Operations when complete.

B-71. Search and rescue

If there is an overdue or missing aircraft, search and rescue procedures will be coordinated with the Elmendorf Rescue Coordination Center and appropriate FAA agencies.

Section XIII Airfield Security

B-72. Airfield Physical Security Plan

- a. The Airfield Physical Security Plan is a coordinated effort between Airfield Operations personnel, tenant units, and the military police. This plan is established to aid in identifying and preventing sabotage to airfield facilities and aircraft and to prevent the unauthorized use of Army aircraft.
- b. The following control measures are established:
 - (1) During normal ATC operating hours, WAAF Tower personnel, as noted in paragraph (4) below, visually check the airfield premises. The Airfield Commander and/or noncommissioned officer in charge will personally investigate any suspicious or questionable activity.

USARAK Regulation 95-1

(2) During normal duty hours, on an unscheduled basis, the Airfield Commander or noncommissioned officer in charge will perform airfield-premises checks. These will include, as a minimum, a daily tour of all ramps, taxiways, and parking areas. This also includes at least one check of the airfield road net.

(3) WAAF will comply with USARAK threat condition measures. At Threat Condition Charlie, Measure 33, WAAF will require a ramp pass for all personnel working on WAAF. This will include the Bureau of Land Management, the Directorate of Public Works, and all units that work directly with WAAF. Unit commanders are responsible for providing Airfield Operations with a list of personnel authorized on ramp areas. Airfield Operations will provide a list of names of personnel who are authorized access on WAAF and who may work around transit aircraft to guard mount.

(4) ATC personnel observing any suspicious or unusual activity on the flightline or around parked aircraft will try to ascertain the aircraft number (if applicable) and the location of the suspicious activity. The WAAF Tower will then call Airfield Operations to see if a flight plan is filed or if other legitimate activity has been cleared, either with Airfield Operations or unit operations. If no knowledge is available of any legitimate activity, the military police will be called to investigate the suspected, unauthorized activity or to block the departure of an unauthorized flight. A report of suspicious activity will be filed on the Airfield Operations dispatchers' daily log for later reference if required.

B-73. Military police

a. If notified by WAAF Tower or Airfield Operations personnel, the military police will respond to the location of the reported suspicious/unauthorized activity and take appropriate action.

b. If an unauthorized-aircraft departure is attempted (as determined by ATC or Airfield Operations personnel), the military police will try, with the use of vehicle lights and by physically blocking the taxiways or runways, to prevent the departure. If all attempts to stop the unauthorized departure fail, a report will be made per the military police SOP and the USARAK Emergency Operations Center will be contacted for further instructions.

B-74. Aircraft security

a. Locking devices will be installed on all military aircraft.

b. Aircraft that cannot be locked will be secured in unit maintenance hangars.

Section XIV

Pedestrian and Vehicular Traffic

B-75. General

a. The hard surfaced areas, including ramps and runways of WAAF, are considered RESTRICTED AREAS. NO PERSONNEL ARE PERMITTED TO ENTER THE AIRFIELD PERIMETER WITHOUT CLEARANCE FROM BASE OPERATIONS OR WAAF TOWER.

b. Vehicular-traffic control by the WAAF Tower is limited to that operating on or across runways, thresholds, or other identified movement areas. All vehicle operators must therefore understand the hazards involved when operating on the airfield and maintain continual awareness in the positive control area.

B-76. Responsibilities

a. Airfield Commander or Operations noncommissioned officer in charge will—

(1) Establish and enforce the provisions on vehicle operations set forth in this regulation.

USARAK Regulation 95-1

(2) Provide assistance as needed to units on implementing the airfield drivers' training program and administer the WAAF drivers' examination.

(3) Ensure airfield-vehicle-operations training for Airfield Operations personnel is conducted and that Airfield Operations personnel are thoroughly knowledgeable of all aspects of this regulation.

b. Commanders of units or operating agencies will—

(1) Limit the number of vehicles and personnel required on the airfield to the minimum necessary to accomplish the mission.

(2) Ensure unit training includes a review of airfield-vehicle operations.

c. Military police will—

(1) Respond to Base Operations for apprehension and/or disposition of unauthorized vehicles on the flight line as required.

(2) Ensure that all drivers assigned are familiar with airfield vehicle operations.

B-77. Prohibited activity

The following activities are strictly prohibited on WAAF:

a. Bicycles, motorcycles, motorscooters, motorbikes, and recreational-use snow machines.

b. Animal transportation (horses, dog sleds, etc.).

c. Hiking, jogging (except on the physical training route during authorized times), sightseeing, snow-shoeing, or cross-country skiing.

d. Pedestrian traffic not in the performance of duty.

B-78. Vehicular traffic usage

Vehicles are permitted to operate on the airfield only when justified by performance of duties.

Note: AT NO TIME WILL ANY VEHICLE BE OPERATED ON THE AIRFIELD FOR THE PURPOSE OF CONVENIENCE OR AVOIDING TRAFFIC CONTROL DEVICES ON BASE ROADS.

B-79. Privately owned vehicle operation on Wainwright Army Airfield

Under NO CIRCUMSTANCES will a privately owned vehicle be driven onto the airfield, including parking ramps, without prior authorization from Base Operations.

B-80. Right-of-way

a. Right-of-way priorities are established in the following sequences:

(1) Emergency vehicles with red (red/blue) lights flashing.

(2) Aircraft at all times.

(3) Snow-removal equipment and airfield-maintenance equipment.

- (4) All other authorized vehicular traffic.

B-81. Speed limits

The airfield speed limit is 5 miles per hour on ramps or when near aircraft. At other places on the airfield, 40 miles per hour will not be exceeded, except as follows:

- a. Emergency vehicles responding to an emergency.
- b. Snow-removal equipment requiring a higher speed for proper functioning.
- c. Follow-me trucks and Airfield Operations personnel in the performance of duties (POL response, runway-braking-action testing, runway FOD check, BASH program, etc.).

B-82. Lighting requirements

a. If the primary mission dictates the vehicle be operated on the airfield, the vehicle will be equipped with a pulsating/rotating beacon or a portable beacon for vehicles. The beacon will be amber or aviation yellow. All other vehicles will be equipped with hazard-warning lights.

b. Exterior lighting, preferably yellow and flashing, will be turned on at all times, unless the vehicle is parked in a designated parking area with the engine turned off. Lighting selection will be as follows.

(1) Primary—pulsating or rotating yellow beacon required at night or when visibility is low.

(2) Secondary—four-way flashers, except at night or in low visibility when a beacon is a requirement.

(3) Other—low-beam headlights will be turned on if the driver is disoriented in fog or blowing snow. Under no circumstances will a ground-vehicle operator direct headlights toward taxiing aircraft.

B-83. Operation on runway and positive control movement areas

a. No vehicle will proceed on or across a runway or threshold unless specifically approved to do so by the WAAF Tower.

b. Vehicle operators are expected to visually check the runway/overrun in both directions before proceeding across it. Aircraft always have the right of way.

c. Until WAAF Tower approval is received, vehicles on the taxiway or off the pavement will hold short of the painted/dyed hold lines or 100 feet from runway if the lines are not visible.

B-84. Traffic routes

a. When vehicles must operate on a taxiway, operators will follow basic rules of the road and remain to the right of the taxiway centerline.

b. All vehicles, except emergency vehicles responding to an emergency, will stop before entering or crossing a runway and wait for WAAF Tower clearance.

c. During emergencies, nonemergency-response vehicles will either depart the airfield or stop. **UNDER NO CIRCUMSTANCES WILL A VEHICLE PROCEED IN FRONT OF EMERGENCY-RESPONSE VEHICLES.**

USARAK Regulation 95-1

B-85. Vehicle parking

a. No vehicle will be left parked or unattended with the motor running in the vicinity of aircraft (within 25 feet).

b. Wheel chocks will be used on the front and rear of at least one wheel of all vehicles parked on the flight line in the vicinity of aircraft. In the case of tandem-wheeled vehicles, a large aircraft-type chock may be placed between the drive wheels instead.

c. In case of mechanical breakdown on the airfield, the vehicle operator will attempt to avoid blocking a runway or taxiway, leave exterior flashing lights on, and ensure that Airfield Operations is notified of the situation.

B-86. Authorization procedures

a. Vehicles possessing direct, FM or VHF radio contact with the WAAF Tower may operate on or across runways and thresholds at any location, SUBJECT TO RESTRICTIONS BY THE WAAF TOWER. Use these procedures:

(1) Notify the WAAF Tower for clearance when ready to enter the positive control movement area.

(2) Proceed as directed by the WAAF Tower.

(3) Notify the WAAF Tower when off the runway or threshold if out of view from the WAAF Tower.

b. Vehicles without direct, radio contact with the WAAF Tower are prohibited from operation on or across runways or positive-control, movement areas unless escorted by a vehicle that has direct, radio contact with the WAAF Tower OR THE FOLLOWING COORDINATION HAS BEEN MADE (SINGLE-VEHICLE MOVEMENT ONLY):

(1) Notify of Base Operations personnel via telephone for clearance from the WAAF Tower.

(2) Base Operations personnel will obtain clearance instructions from the WAAF Tower and relay them to the requester.

(3) When cleared, proceed as directed and follow instructions from the WAAF Tower/Base Operations.

c. In the case of multiple-vehicle movement (moving two or more vehicles at one time) and the requesting unit does not have a ground vehicle with direct, FM or VHF radio contact per paragraph a above, the following coordination should take place before movement on the airfield:

(1) Notify Base Operations as to the place and time of movement.

(2) Have all vehicles and aircraft ready for movement.

(3) Base Operations will provide a follow-me vehicle for escort.

d. Vehicles will not cross the runway unless the WAAF Tower is open. Exceptions are emergency vehicles and the follow-me truck.

B-87. Restrictions

Bulk fuel vehicles and buses are prohibited from crossing runways and overruns at any location. The only exception is buses escorted by a follow-me vehicle.

B-88. Snow chain usage on the airfield

a. Commanders and supervisors may authorize the use of tire chains on tugs, tractors, and K-loaders operating on the airfield during the winter, snow season when they are required to accomplish the mission. Other exceptions must be coordinated with the Airfield Commander or his/her designated representative.

b. Chains must be checked before and after each operation to ensure serviceability. When a broken chain is discovered, that vehicle must not be driven on the airfield until the chain is replaced or repaired. If links are missing, a search will be initiated to retrieve them. If they are not found, they will be reported to Base Operations.

B-89. Enforcement procedures

Personnel violating the provisions of this section may be apprehended by military police or removed and detained by Airfield Management personnel.

**Section XV
Emergencies**

B-90. Emergency, helicopter instrument, recovery procedures

a. The following is to be considered an emergency procedure and should be used for recovery only when the aircraft is already in instrument meteorological conditions or, if in the PC's judgment, attempting to maintain VFR could result in an unsafe situation. If instrument meteorological condition is imminent or has been encountered while flying in the Yukon Training Area or Tanana Flats Training Area, the pilot will execute emergency, helicopter instrument, recovery procedures per the appropriate, air-crew training manual and the following:

(1) Set transponder to 7700 as soon as possible after establishing aircraft control.

(2) Contact Fairbanks Approach Control. If unable, use VHF or UHF Guard.

(3) Climb to 4,500 feet MSL in the Yukon Training Area and 3,000 feet MSL in Tanana Flats Training Area.

(4) Upon contact with Fairbanks Approach Control, request precision approach radar to WAAF, precision approach radar into Eielson Air Force Base, or vectors to the NDB-A final approach course at WAAF.

(5) In the event of lost communications, comply with lost communication procedures contained in the DOD FLIP General Planning Guide.

b. Commanders will ensure inadvertent instrument meteorological condition breakup and recovery procedures are briefed for all multi-ship operations. As a minimum, the following items will be included:

(1) Lead aircraft's actions upon entering instrument meteorological conditions.

(2) Heading each aircraft will turn to if instrument meteorological conditions are encountered.

(3) Altitude that will ensure obstacle clearance for all aircraft.

(4) Primary recovery airfield.

USARAK Regulation 95-1

B-91. Emergency procedures

a. If an emergency develops, all aircraft on the ground will hold their position and maintain radio silence unless instructed by the WAAF Tower. Aircraft in the air will follow the instructions of the WAAF Tower and take whatever actions are necessary to avoid the emergency. These procedures apply for as long as the emergency exists.

b. Any pilot declaring an emergency necessitating an immediate landing will be cleared to land on any runway or suitable helicopter landing area at the pilot's discretion. When the emergency becomes known, the WAAF Tower shall handle it according to FAA Handbook 7110.65 and the controller's best judgment. A pilot declaring an emergency enroute to WAAF will be given priority over all traffic. The WAAF Tower will ascertain the following when possible:

- (1) Call sign.
- (2) Type aircraft.
- (3) Position/altitude.
- (4) Nature of emergency.
- (5) Point of intended landing.
- (6) Fuel on board (time).
- (7) Number of personnel on board.
- (8) Estimate time of arrival.
- (9) Type of cargo.

B-92. Lost communication procedures

Aircraft returning to WAAF will fly along the right side of the landing runway, 1500 feet MSL, rocking wings/rotor until reaching end of the runway. The pilot will turn downwind and check the WAAF Tower for a green light on base leg and final approach for landing clearance. During the hours of darkness, pilots should flash landing/search lights when making runway overflight.

Section XVI

Bird Aircraft Strike Hazard

B-93. General

a. The grass-covered areas of WAAF provide cover for a wide variety of migratory waterfowl as well as gulls that reside in the local area. The birds feed on seeds dropped by the weed population and grasshoppers that breed in the airfield's grasses.

b. These birds represent a safety hazard to aviation activities on WAAF, thus the need to minimize the hazard. Section XVI will be considered the BASH Program for WAAF.

B-94. Responsibilities

a. The Airfield Commander or ASO will—

- (1) Establish and enforce the provisions of the WAAF BASH Program.

USARAK Regulation 95-1

(2) Provide assistance to tenant aviation units, the Bureau of Land Management, and the WAAF Tower in the detection of birds on the airfield.

b. The ATC WAAF Tower shift supervisor will—

- (1) Maintain a separate log of bird activity, including the type and area of airfield affected.
- (2) Notify aircraft of bird hazards per appropriate FAA directives/SOPs.
- (3) Notify the Airfield Commander or ASO of problem areas.

c. PCs and other airfield users will—

- (1) Notify WAAF Tower of bird activity on the airfield, especially during take offs, landings, and hover work.
- (2) If there is a bird strike, the PC will complete FAA Form 5200-7 (Bird Strike Incident/Ingestion Report) and turn in the completed form to Base Operations or the unit ASO.

B-95. Bird hazing and depredation

a. The WAAF Tower will notify Base Operations of birds congregating on the runway. Base Operations will dispatch the follow-me truck to haze the birds off the runway and adjacent areas. The WAAF Tower will notify aircraft of hazing attempts and determine the runway’s usability.

b. The primary method for BASH on WAAF is not to mow the grass areas of the airfield. This has proven to discourage the nesting activities of most species, and has proven very helpful controlling the problem in the past.

c. Bird hazing is the preferred method of removing species that the tall grass does not deter. Hazing is done by using the follow-me truck to aggravate the birds into departing the area. If this method fails, cracker shells (more commonly known as blanks) will be fired from shotguns as noisemakers to disturb the birds and cause them to depart the area. Propane cannons will be utilized as necessary to deter birds from landing. Moving cannons frequently will minimize the bird’s conditioning to the cannons’ noise.

d. Bird depredation on WAAF will only happen after all attempts at hazing fail. The Airfield Commander will be the sole depredation authority. Depredation will be carried out per current depredation permit(s).

B-96. Bird watch conditions

The United States Air Force Bird Watch Condition published in the Flight Information Handbook has been expanded below to reflect the Alaskan Command’s current policy. WAAF Tower will use the guidance in table B-1 for reporting bird activity in the bird exclusion zone:

Table B-1 Bird Watch Conditions			
Phase	Low (5 large/15 small)	Moderate (5-15 Large/15-30 small)	Severe (any large bird on/over runway or sod area around runway)
<i>Takeoffs</i>	Normal operations	Avoid bird activity in departure route	Birds will be dispersed before any operations
<i>Patterns</i>	Normal operations	No overhead/radar patterns straight-in to full stop	Birds will be dispersed before any operations
<i>Landings</i>	Normal operations	Avoid bird activity in arrival route	Birds will be dispersed before any operations

USARAK Regulation 95-1

B-97. Bird Aircraft Strike Hazard Working Group

a. The WAAF BASH Working Group has been established to help control bird activity in and around the airfield. Members will meet as directed by the president of the group, as a minimum before the spring migration and once after the fall migration.

b. The following personnel are designated members of the BASH Working Group.

(1) Post Executive Officer (President).

(2) Airfield Commander (Member).

(3) Bureau of Land Management Flight Operations (Member).

(4) Chief, ATC (Member).

(5) Chief, WAAF Tower (Member).

(6) Director, Golf Course (Member).

(7) Military Police, Wildlife (Member).

(8) Public Affairs Officer (Member).

(9) Public Works, Natural Resources (Member).

(10) 4th Battalion, 123d Aviation Regiment ASO (Member).

(11) USARAK ASO (Member).

(12) USARAK SP (Member).

B-98. Bird exclusion zone/bird watch area

a. The bird exclusion zone is defined as the runway, the sod on both sides of the runway including runway lights, and the area surrounding the high-intensity runway lights on each end of the runway.

b. The bird watch area is defined as the area of the airfield that includes all grassy areas, taxiways, and ramp areas.

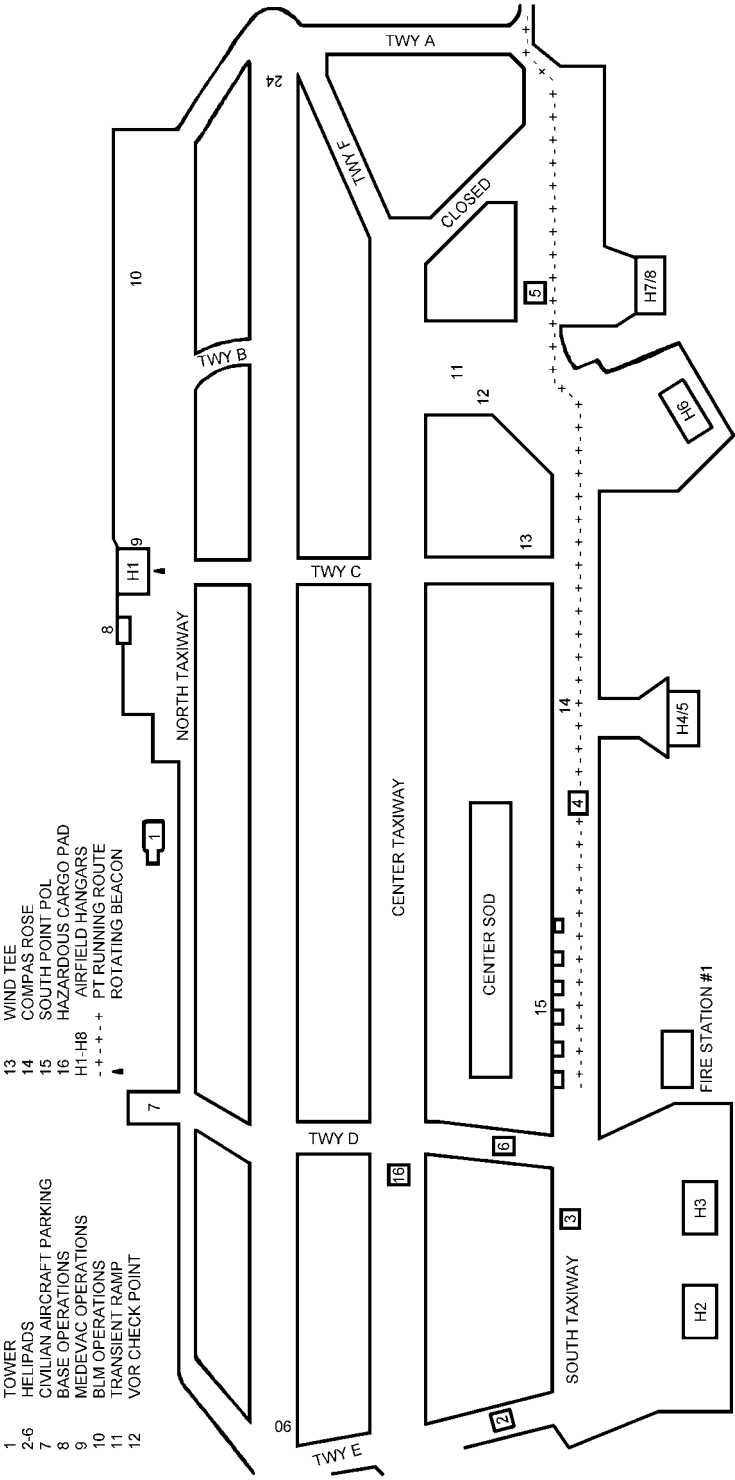


Figure B-1. Helipad locations

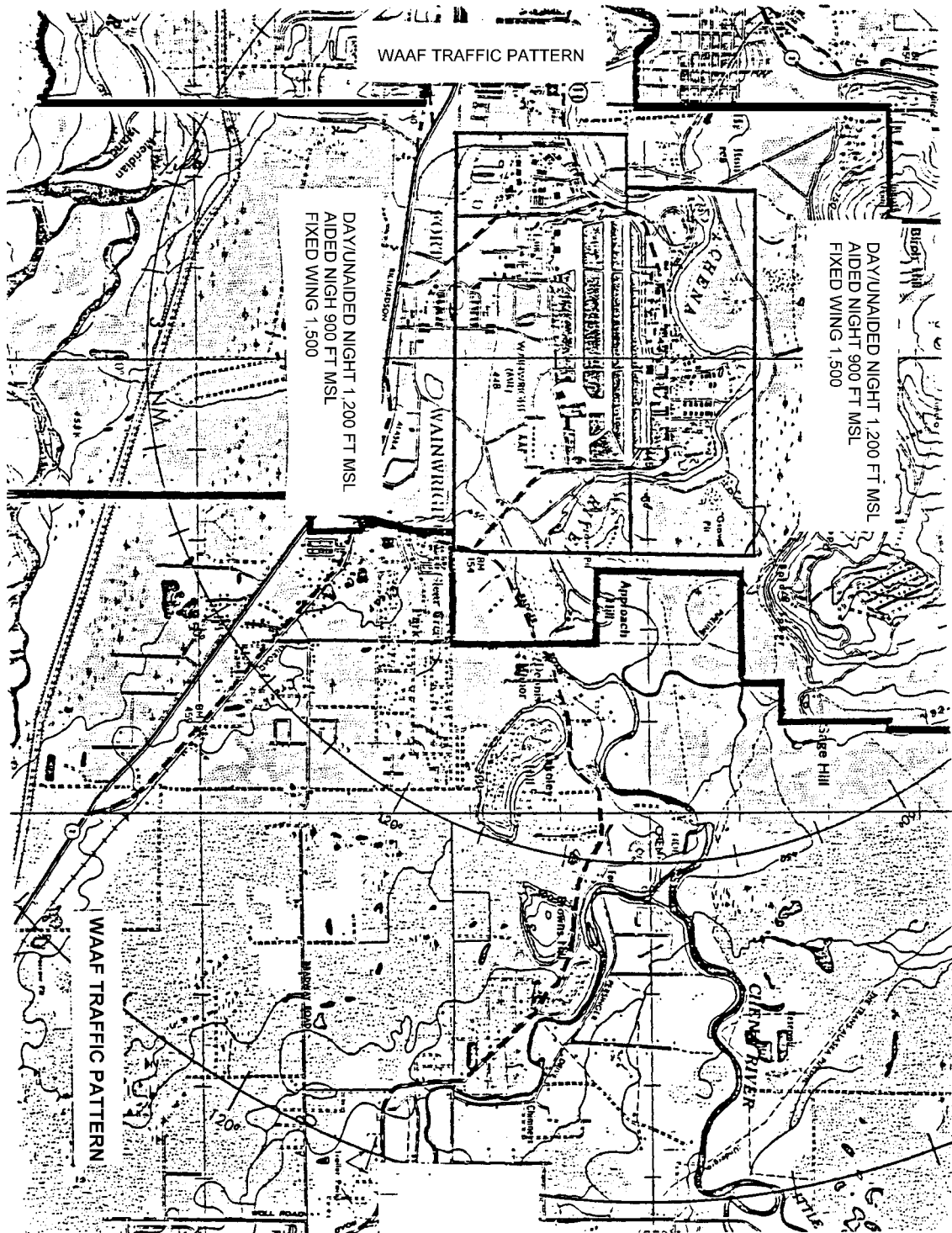


Figure B-2. Wainwright Army Airfield traffic patterns

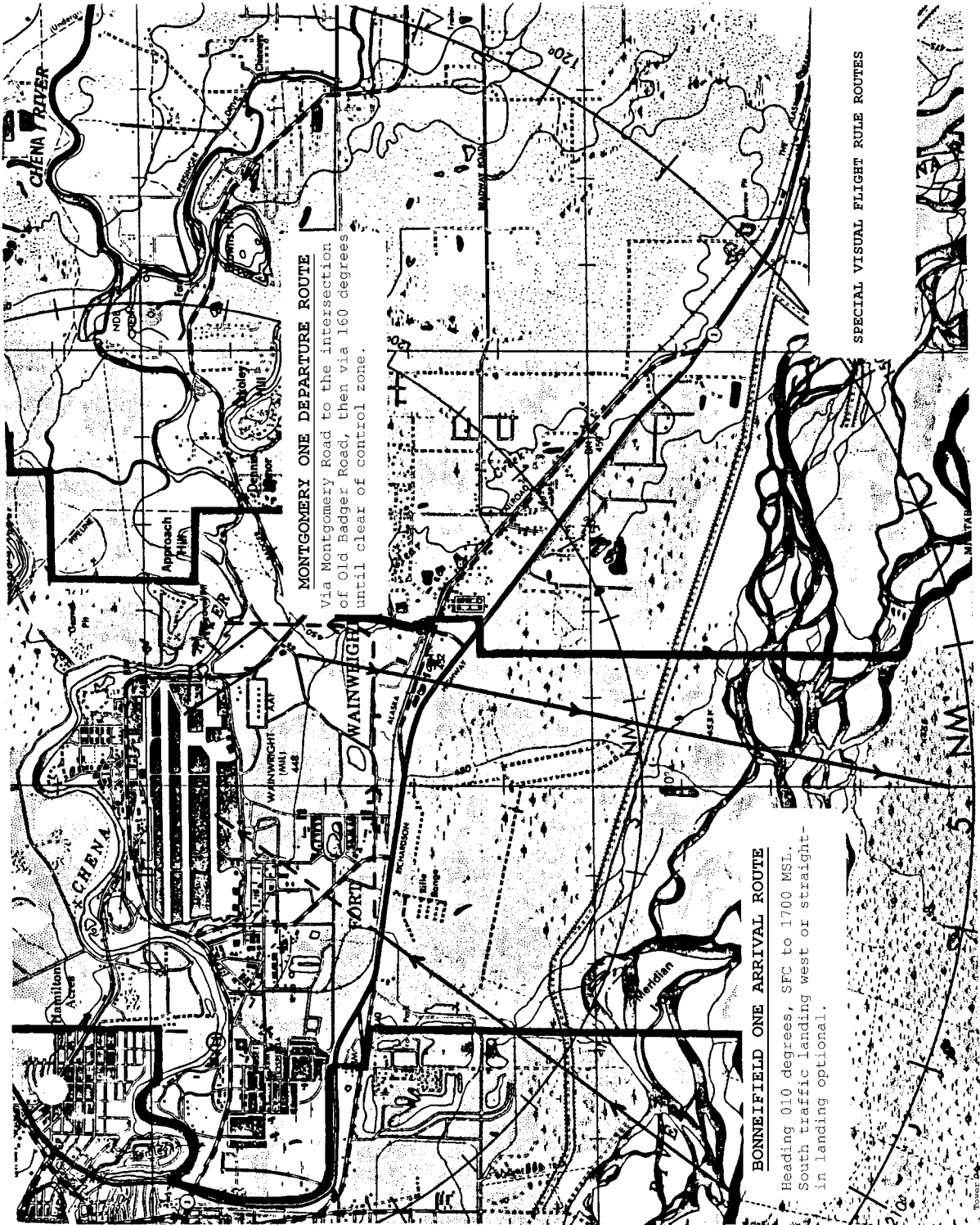


Figure B-3. Bonnefield One special visual flight rule arrival and Montgomery One special visual flight ruled departure

Appendix C
Fort Richardson (Bryant Army National Guard Heliport)

Section I
General

C-1. Policies and procedures

This appendix prescribes aviation policies and procedures for personnel assigned or attached to USARAK and flight procedures for all personnel utilizing BANGHP airspace and related aviation facilities. The objectives of this appendix are to—

- a. Establish routine procedures for Army aviation operations and implement aviation standardized airspace at Fort Richardson.
- b. Promote the safe and expeditious flow of air traffic while minimally affecting tactical flight operations.

C-2. Aircraft operations aspect

This appendix describes the aspects of aircraft operations within the Fort Richardson area as follows:

- a. Local flying rules are in section II.
- b. BANGHP traffic patterns are in section III.
- c. SVFR procedures are section IV.
- d. Night-/NVG-operating procedures are in section V.
- e. Aircraft-refueling procedures are in section VI.
- f. Maintenance test flights are in section VII.
- g. Emergency, helicopter instrument, recovery procedures are in section VIII.
- h. Safety procedures are in section IX.

Section II
Local Flying Rules

C-3. General

Flights conducted within the traffic segment at BANGHP shall be governed by the contents of this appendix and by the direction of the ATC Tower. Instructions of the ATC Tower shall be followed at all times, regardless of the instructions contained in this appendix or the BANGHP SOP. This is not a restriction of the authority of any pilot to take whatever action he/she may feel is necessary in an emergency situation.

C-4. Class D airspace

The BANGHP segment of the Class D airspace is that portion of the greater Anchorage Terminal Area designated as the airspace extending upward from the surface to, but not including, 2500 feet MSL. It is bounded by a line beginning at the intersection of Loop Road and the southern boundary of R2203, proceeding south on Loop Road to a point 1/2 mile south of the Glenn Highway, thence northeast along a line 1/2 mile south and east of the Glenn Highway to its intersection with a line 1/2 mile east of and

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parallel to BANGHP Runway 16/34: thence northeast along this line to its intersection with the south boundary of R2203; thence west along the southern boundary of R2203 (also the northern boundary of the Anchorage Class D airspace) to the intersection of Loop Road.

C-5. Operations in segments of Bryant Army National Guard Heliport airspace

Aviators operating in any segment (Class D, E, or G airspace), of BANGHP airspace will comply with the provisions of FAR, part 93. Regulatory notices summarizing special air traffic rules or patterns in effect are listed in the DOD FLIP Enroute Supplement (Alaska). Reference NOTAMs and the DOD FLIP Enroute Supplement (Alaska) for effective dates and times. Also, see the Anchorage Visual Flight Rule Terminal Area Chart.

C-6. Taxi instructions

No aircraft will taxi on the heliport surface without taking the appropriate cautions to avoid ground hazards and other aircraft. Areas north of "C" row are classified as nonmovement areas so movements will be at the operator's own risk. Excessive speeds will be avoided. Holding lines are painted at various places on the heliport surface and no aircraft, airplane, or helicopter will be taxied across any of these holding lines without ATC Tower or Ground Control clearance.

C-7. Active runway

Unless notice is given to the contrary, normally both runways will be active at the same time. All pilots should use caution to land on the runway to which they are cleared. Runway 16/34 is the active runway of fixed-wing traffic. Runway 06/24 may be utilized upon request. Rotary-wing traffic may use Runway 16/34 or Runway 06/24 as directed by the ATC Tower.

C-8. Takeoff and landing instructions

All aircraft operating at BANGHP must receive takeoff or landing clearances for each operation conducted. No uncontrolled operations are authorized. Clearance to "launch and go" will satisfy the requirement for landing/takeoff clearance, but the pilot should understand that a "touch and go" clearance authorizes no holding time on the ground. Takeoff is required immediately after touchdown has been established. Operations conducted during the hours, when the ATC Tower is not operational, will utilize VHF 125.0 for alerting other traffic of intentions. A call will be made "in the blind" before takeoff, landing, or commencing taxi operations.

C-9. Helipads

Helipads 1 through 5, on the east/west taxiway, are controlled areas requiring a clearance. Helipads 6 and 8 are located in nonmovement areas not observed from the ATC Tower so landings will be at the pilot's discretion. Helipad 8 is located off of the heliport, on the Alaska National Guard Armory.

C-10. Entry and departure routes

No specific entry and departure routes are in effect, except as provided for in section IV of this appendix.

C-11. Local flying area

The Fort Richardson "local flying area" will be bounded by an arc starting at a point 80 NMs from Fort Richardson at 62 degrees 1 minute north and 147 degrees 18 minutes west, northeast to the road intersection at 62 degrees 18 minutes north and 145 degrees 21 minutes west, then south to include the Gulkana Airport along and including the Richardson Highway to Valdez. From Valdez southwest to include the Valdez Arm to a point 60 degrees 54 minutes north and 147 degrees west. From that point at the entrance to the Valdez Arm, initiate an 80-NM arc from Fort Richardson south to a point at 60 degrees

2 minutes north and 150 degrees 39 minutes west near the southeast tip of Lake Tustumena. Extend a line southwest along the north side of Kachemak Bay to include Homer and then along the shore of the Cook Inlet to a point at 60 degrees 15 minutes north and 151 degrees 24 minutes west. Continue the 80-NM arc from that point around to the west and north to the point of origin.

C-12. Flights over populated areas

a. Any tenant organization receiving aircraft noise complaints will refer the caller to the Installation Public Affairs Office. All appropriate courtesy will be extended in assisting each caller in such matters.

b. In keeping with the Army's "Fly Friendly Policy," the following have been designated as densely populated areas: Anchorage, Eagle River, Palmer, Knik Glacier Valley, and all other built-up areas. In an effort to minimize complaints, no training will be conducted in Davis Range between 2200 and 0700 hours local. A map showing these designated areas is in BANGHP Flight Operations. Designated areas will not be overflown at an altitude less than 1,000 feet AGL, weather permitting.

c. It is vitally important that we do our share to help reduce noise disturbances created by our aircraft and maintain a good rapport with our neighbors.

C-13. Ramp checks

All tenant aviation units at BANGHP are responsible for maintaining current accountability procedures for all aircraft assigned and will be able at any time during operating hours to provide Flight Operations with a complete physical accounting upon request.

C-14. Field closure without prior notice

Flight Operations, through the ATC Tower, has the option at any time of closing BANGHP to air traffic without prior notice. Upon notification that the field is closed, no aircraft will takeoff or land without permission from the Heliport Commander or his/her authorized representative. Aircraft inbound into BANGHP should land at an alternate heliport and attempt to determine, by telephone, when the field is expected to reopen. Flight Operations will make every effort to reopen the field as soon as the problem is resolved.

C-15. Emergency procedures

If and when an emergency develops, all aircraft on the ground will stop and hold their position, maintaining radio silence, unless otherwise instructed by the ATC Tower. Aircraft in the air will immediately follow the ATC Tower's instructions and will take whatever actions are necessary to avoid the emergency. Radio traffic will be held to an absolute minimum for safety. These procedures will apply as long as the emergency condition exists.

Section III Bryant Army National Guard Heliport Traffic Patterns

C-16. Traffic patterns

a. The BANGHP traffic patterns are as depicted in figure C-1. The configuration of the patterns is in the interest of safety and noise abatement and community relations. Helicopter traffic will fly at 1,000 feet MSL and fixed-wing traffic at 1,400 feet MSL.

b. West Traffic Runway 16/34. This is the only authorized pattern for Runway 16/34. The 16 crosswind and 34 base legs will be flown after the aircraft reaches a point in line south of the corner of 6th Street and Dyea Avenue. The downwind legs will be flown in a line generally running along 6th Street from 6th Street and Dyea Avenue to a point extending north to the RCA telephone line north of BANGHP. At all times, minimum noise levels should be maintained.

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c. North traffic for the east/west taxiway (Auxiliary Runway 06/24). The pattern will be flown to avoid overflight of housing areas, the stockade, and other buildings. This is the only authorized pattern.

Section IV Special Visual Flight Rule Procedures

C-17. Special visual flight rule minimums

Within the BANGHP control zone, SVFR minimums are:

a. Rotary-wing aircraft.

(1) Day— 300-1/2.

(2) Night—500-1.

b. Fixed-wing aircraft.

(1) Day—500-1.

(2) Night—not authorized.

C-18. Special visual flight rule procedures

a. Aircraft departing BANGHP in weather below 1,000 feet/3 statute miles (SMs) visibility will request an SVFR departure.

b. Aircraft inbound to BANGHP in weather less than 1,000 feet/3 SMs visibility IFR will request and obtain SVFR clearance before entering any portion of the control zone.

C-19. Designated special visual flight rule route

There are NO designated SVFR routes in to or out of BANGHP. PCs are responsible for knowing their location at all times and being able to respond to ATC on their location.

Section V Night/Night Vision Goggle Operating Procedures

C-20. General

The following procedures will be utilized during NVG operations conducted on BANGHP and the Fort Richardson training areas:

a. Coordination will be made with Flight Operations (384-2558/9) at least 1 working day before conducting NVG training to ensure NOTAMS dissemination and to coordinate ATC support, if necessary.

b. All aircraft must have an operational VHF and UHF radio when operating within 5 SMs of BANGHP or when entering or exiting by any of the NVG-transition routes. Two-way communication will be maintained between participating aircraft while operating outside of the 5-SM radius of BANGHP. VHF 142.875 and UHF 231.9 (UHF is preferred) are designated for NVG operations. Aircraft operating in the BANGHP traffic pattern when the ATC Tower is not in operation will make calls "in the blind" on VHF 125.0, using a "goggle" call sign (e.g., Goggle 875).

c. NVG air crews will coordinate with their unit operations as to which training areas will be used.

d. Unit operation personnel will have procedures established to ensure that overdue aircraft are located quickly and that aircraft mishaps are handled per unit pre-accident plans.

e. During tactical field operations, where a flight coordination center or flight operations center is used, coordination will be done through tactical ATC.

f. The mixing of aided and unaided traffic is prohibited. If this conflict arises, one aircraft will remain on the ground until the other aircraft departs the pattern, or if both are in flight, one aircraft will remain outside of and clear of the traffic pattern until the other aircraft has landed or departed from the traffic pattern. The ATC Tower will coordinate this procedure if in operation. If the ATC Tower is closed, the aircraft pilots (or air mission commanders of flights) will coordinate this procedure between each other.

C-21. Airfield lighting

Minimal airfield lighting will be used when conducting NVG operations within the airfield traffic pattern. The degree of runway or taxiway lighting may be adjusted through coordination between the ATC Tower controller and the aircraft PC. As a minimum, the rotating tower beacon will remain illuminated during all NVG operations. Adjustments of lighting for arrivals and departures of nonparticipating aircraft will occur during periods specified by the Airfield Commander and at other times at the discretion of ATC.

C-22. Aircraft lighting

a. Position lights will be in the bright position for single-aircraft operations and the dim position for multi-aircraft operations and must be on at all times, except as noted in paragraph b below. Anti-collision lights will remain on except when meteorological conditions present a hazard, or as noted in paragraph b below. During multi-aircraft operations, ONLY the trail aircraft will have its anti-collision lights on. CH-47 aircraft may operate with the lower anti-collision lights off and with position lights bright during all NVG operations.

b. Blackout, NVG operations with position lights and anti-collision lights off may be conducted in R2203 when—

(1) The unit has scheduled the airspace in R2203, through Range Control, from the surface to 5,000 feet. All non-blackout air activities must be coordinated through the scheduled unit.

(2) R2203 is active.

(3) The aircraft conducting blackout operations are the only aircraft operating in that training area.

(4) All pilots operating in the training area have been briefed in person as a group.

(5) Below 200 feet AGL.

(6) The unit has an SOP for blackout, NVG operations.

c. Blackout, NVG operations are not authorized in the Davis Range or the BANGHP traffic pattern.

C-23. Traffic restrictions and density

The following traffic restrictions apply to NVG operations within the Fort Richardson training areas and BANGHP:

a. NVG aircraft will not operate in the BANGHP 34/16 closed traffic pattern. (See para d below for the NVG pattern.)

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b. Time frames for departure and arrival of nonparticipating aircraft will be established to assist the nonparticipating aircraft in causing minimal interference with NVG operations.

c. The following are the maximum number of aircraft that may operate within the Fort Richardson training areas:

- (1) BANGHP traffic pattern maximum is three.
- (2) Malemute Drop Zone maximum is three.
- (3) Davis Range/Air Force Pinnacle maximum is three.
- (4) Chena Lake North* maximum is three.
- (5) Chena Lake South* maximum is three.
- (6) Low Level Training Area 4 (A-D) maximum is five.

*The boundary between Chena Lake North and Chena Lake South is the 05 grid line. The boundaries of Low Level Training Area 4 are as depicted on the training area map maintained at BANGHP Flight Operations.

Note: For aircraft density purposes, formation flights will be counted as a single aircraft.

d. Runway 06/24 will be used for all NVG operations when the ATC Tower is not in operation. Aircraft will utilize north traffic only at an altitude of 700 feet MSL. Aircraft will follow the same pattern listed in paragraph C-1 (except for altitude).

e. The following is a list of the departure/arrival routes to be used to and from BANGHP:

(1) Outbound. Depart the traffic pattern and enter the NVG route at the IP Road intersection (UC55849627), maintain an altitude of at least 700 feet MSL until arrival at the RP Landing Zone 16.

(2) Inbound. Enter the route at a minimum altitude of 700 feet MSL at the IP Hill 385 (UC60209920). Enter the traffic pattern after arrival at RP Road intersection (UC58669632).

f. The following is a list of the departure/arrival routes to be used to and from Davis Range and Air Force Pinnacle:

(1) Outbound. Depart the traffic pattern and enter the NVG route at the IP (vicinity UC58209470) and maintain an altitude of at least 700 feet MSL until arrival at the RP Dishno Pond (UC57879170).

(2) Inbound. Enter the route at 700 feet MSL at the IP Moose Run Club House (UC57039165). Enter the traffic pattern after arrival at the RP Road intersection (UC57659438).

g. The following is a list of the departure/arrival routes to be used to and from Low Level Training Area 4:

(1) Outbound. Depart the traffic pattern and enter the NVG route at the IP Road intersection (UC55849627). Fly direct to the north corner of Otter Lake (UC53679833), then direct to the RP Dried Lake (vicinity UCS1 509975). Maintain an altitude of at least 700 feet MSL on the entire route.

(2) Inbound. Enter the route at a minimum altitude of 700 feet MSL at the IP Six-Mile Lake (UC50209799). Enter the traffic pattern after arrival at the RP Davis Highway Road intersection (UC55709500).

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(3) Aircraft transitioning across any segment of Low Level Training Area 4 will maintain 500 feet AGL until reaching their assigned segment.

Note: ANY DEVIATION FROM THE ABOVE PUBLISHED ROUTES WILL BE COORDINATED WITH BANGHP OPERATIONS BEFORE CONDUCTING FLIGHT. Aircraft will determine runway or landing direction in use before initiating any of the above transition routes. Before entering the area depicted on the Anchorage Sectional Aeronautical Chart as the BANGHP Control Zone (if the ATC Tower is closed), aircraft must utilize VHF 125.00 to communicate with other traffic or advise intentions.

C-24. Weather minimums

NVG aircraft operating outside the BANGHP traffic pattern or inside the traffic pattern when the ATC Tower is not in operation will adhere to AR 95-1 and the unit SOP. If operating inside the BANGHP traffic pattern with the ATC Tower in operation, ceiling will be at least 1,000 feet and visibility at least 3 miles. (This does not preclude pilots from requesting an SVFR clearance to enter or exit the control zone.)

C-25. Emergency procedures

Aircraft experiencing emergencies while on the ground at BANGHP will turn all external lights to bright to aid crash and rescue teams in locating the appropriate aircraft. All other aircraft will obey instructions issued from the ATC Tower, if in operation. Aircraft experiencing emergencies in flight will contact the nearest air traffic control facility for expeditious handling (recommend Elmendorf Air Force Base Tower 127.2).

C-26. Air traffic control training

The ATC Facility Chief will coordinate with the Airfield Operations Officer for NVG controller training. Before NVG use, controllers will train in goggle use and in the procedures established for NVG aviator training. Training will be done on an annual basis by a supported aviation unit.

C-27. Air traffic control night vision goggle usage

A least one set of NVGs will be available in the ATC Tower during of all NVG operations. NVGs will not be worn by controllers, but used the same as binoculars. Training will be per paragraph C-26.

C-28. Off-reservation training

Low Level Training Area 4 is posted in BANGHP Flight Operations and will be maintained in each unit's operations.

Section VI Aircraft Refueling Procedures

C-29. Refueling procedures

Transient aircraft should coordinate directly with the unit for fuel arrangements. CH-47 aircraft should give the unit 48 hours notice before needing fuel. National Guard aircraft are serviced by the National Guard Army Aviation Support Facility. All aircraft refueling and defueling operations will conform to procedures outlined in appropriate TMs and regulations.

USARAK Regulation 95-1

Section VII Maintenance Test Flights

C-30. Maintenance test flight plans

All active military, National Guard, and Fort Richardson flying activity test flights are authorized to file a maintenance test flight plan. The following are required:

- a. Aircraft tail number.
- b. Aircraft type.
- c. Maintenance test flight number.
- d. Number of personnel on board.
- e. Area where flight is to be conducted .
- f. Estimated time enroute.
- g. Fuel on board.

C-31. Test pilot/maintenance call sign lists

Units will submit a list of test pilots or maintenance call signs to BANGHP Operations and will update this list as changes occur.

C-32. Maintenance test pilot flight plans

Maintenance test pilots may file flight plans with ATC Tower or by telephone.

C-33. Weather/Notice to Airmen information

All maintenance test pilots must receive current weather and NOTAMs information.

C-34. Maintenance test pilot frequencies

Maintenance test pilots will remain on tower and company frequencies at all times during test flights.

C-35. Test flight areas

- a. Test Flight Area A. See figure C-2.

(1) Test Flight Area A is that portion of Fort Richardson east of the Glenn Highway and south of Ski Bowl Road.

(2) When Davis Range is "HOT," aircraft must remain above 700 feet AGL when over the Davis Range fan area or the Biathlon Range fan area.

- b. Test Flight Area B. See figure C-3.

(1) Test Flight Area B is that area of R2203 bordered on the south by Fossil Creek, on the west by the Alaska Railroad until it crosses the Fort Richardson boundary, and then the off-post area bordered on the west by the Fort Richardson boundary until Cleo Lake, bordered on the north by a line even with the

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southern edge of Cleo Lake to UD642075, bordered on the east by a direct line between UD642075 and UD619032 and then along the Fort Richardson boundary until reaching Fossil Creek.

(2) Flight will not be conducted off post below 500 feet AGL except as authorized by this regulation.

c. The UH-60 Alaska National Guard Test Flight Area.

(1) The UH-60 Alaska National Guard Test Flight Area is located over the Knik Arm flats.

(2) Test flights in this area avoid all populated areas and airport traffic areas.

Section VIII

Emergency, Helicopter Instrument, Recovery Procedures

C-36. Fort Richardson military reservation

a. This emergency, helicopter instrument, recovery procedures apply to the Fort Richardson military reservation. However, before operating in the mountainous terrain east of the Glenn Highway, the PC will determine appropriate headings and altitudes to avoid known terrain and obstacles. Once clear of the mountainous terrain, comply with the following procedures:

(1) Perform procedures per the air-crew training manual.

(2) Turn to heading 340 degrees.

(3) Climb to 2,500 feet MSL.

(4) Squawk 7700 on transponder.

(5) Contact Anchorage Approach Control on 119.9 or 363.8; if unable, attempt contact on National Guard 121.5 or 243.0.

b. If lost communication (VOR equipped):

(1) Comply with lost-communication transponder procedures in DOD FLIP General Planning Guide.

(2) Proceed to Big Lake VORTAC (112.5 BGQ).

(3) Upon arrival at Big Lake, proceed to the Hyson intersection via the published transition and execute the ILS RWY 5 approach or localizer to Elmendorf Air Force Base.

c. If lost communication (automatic direction finder only):

(1) Comply with paragraph b(1) above.

(2) Proceed to Campbell Lake NDB (338 CMQ).

(3) Proceed to Bruck locator outer marker via the published transition and execute the NDB RWY 6R approach at Anchorage International Airport.

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C-37. Low Level Training Area 4

- a. The following emergency, helicopter instrument, recovery procedure applies to Low Level Area 4:
 - (1) Perform procedure per air-crew training manual.
 - (2) Turn to heading 090 degrees.
 - (3) Climb to 5,500 feet MSL.
 - (4) Squawk 7700 on transponder.
 - (5) Contact Anchorage Approach Control on 119.1 or 363.8; if unable, attempt contact on Guard 121.5 or 243.0.
 - (6) Request an ATC clearance for an IFR approach.
- b. If Low Level Training Area 4 lost communication (VOR equipped):
 - (1) Comply with communication transponder procedures in DOD FLIP General Planning Guide.
 - (2) Proceed to the Hyson intersection and execute the ILS RWY 5 approach or localizer to Elmendorf Air Force Base.
- c. If Low Level Training Area 4 lost communication (automatic direction finder only):
 - (1) Comply with paragraph b(1) above.
 - (2) Proceed to Campbell Lake NDB (338 CMQ).
 - (3) Proceed to Bruck locator outer marker via the published transition and execute the NDB Runway 6R approach at Anchorage International Airport.

Section IX Safety

C-38. General

The BANGHP Commander has overall responsibility for accident prevention.

C-39. Heliport Accident Prevention Program

Because of the unique operational and supervisory relationship between the tenant aviation units and Heliport Operations, the Heliport Accident Prevention Program primarily addresses safety procedures and practices associated with BANGHP facilities and operation. Each tenant organization is responsible for maintaining a unit safety program. The BANGHP Commander is responsible for the Heliport Accident Prevention Program.

C-40. Heliport accident prevention surveys

A comprehensive heliport safety survey will be conducted at least once quarterly. It is the responsibility of the Heliport Safety Officer to ensure performance of this survey. The survey will be conducted by using a hazard inventory log and will be maintained by the BANGHP Safety Officer until the next quarterly survey is completed. The BANGHP Commander will be informed of all deficiencies and corrective actions.

C-41. Operational hazard report

DA Form 2696-R will be used to report any condition or act that affects or may affect the safe operation of Army aircraft or associated equipment or personnel. All tenant aviation units or transient air crews operating from BANGHP are encouraged to submit DA Forms 2696-R to BANGHP Flight Operations for appropriate action. If corrective measures cannot be effected by Heliport Operations, the DA Form 2696-R will be forwarded to the appropriate command level. The BANGHP Commander will notify the originator of the DA Form 2696-R within 15 days of the action taken or contemplated.

C-42. Simulated aircraft mishaps

To determine the effectiveness of the pre-accident plan, the BANGHP Safety Officer will schedule a simulated aircraft mishap at least monthly. Simulated mishaps should focus on typical missions associated with BANGHP. They shall be conducted more frequently if necessary to correct deficiencies in notification procedures or panicking unit preparedness. The results of these exercises will be recorded by the BANGHP Safety Officer and forwarded to the BANGHP Commander. These results will be filed in BANGHP Operations and briefed during BANGHP safety and operations tenant unit and users meetings.

C-43. On-the-spot corrections

The BANGHP Commander encourages any individual who observes an unsafe act or condition on BANGHP to either correct it on the spot and or notify appropriate supervisory personnel. The individual should provide complete details to BANGHP Operations and the appropriate tenant unit. It is not the intent of this provision to harass individuals, but rather to prevent any unsafe act or condition from producing a mishap.

TRAFFIC PATTERNS FOR BRYANT ARMY NATIONAL GUARD HELIPORT
(NOT TO SCALE)

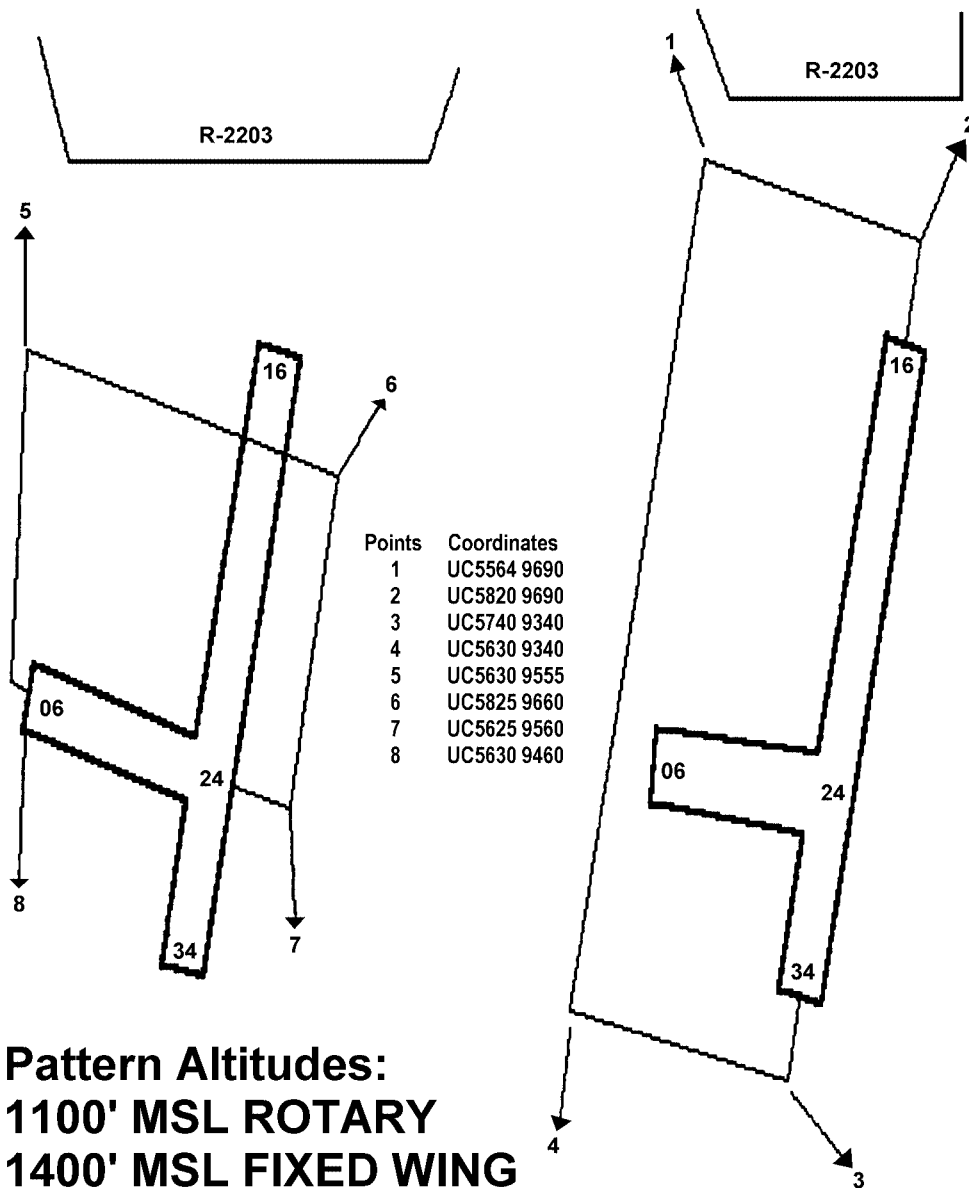


Figure C-1. Bryant Army National Guard Heliport traffic patterns

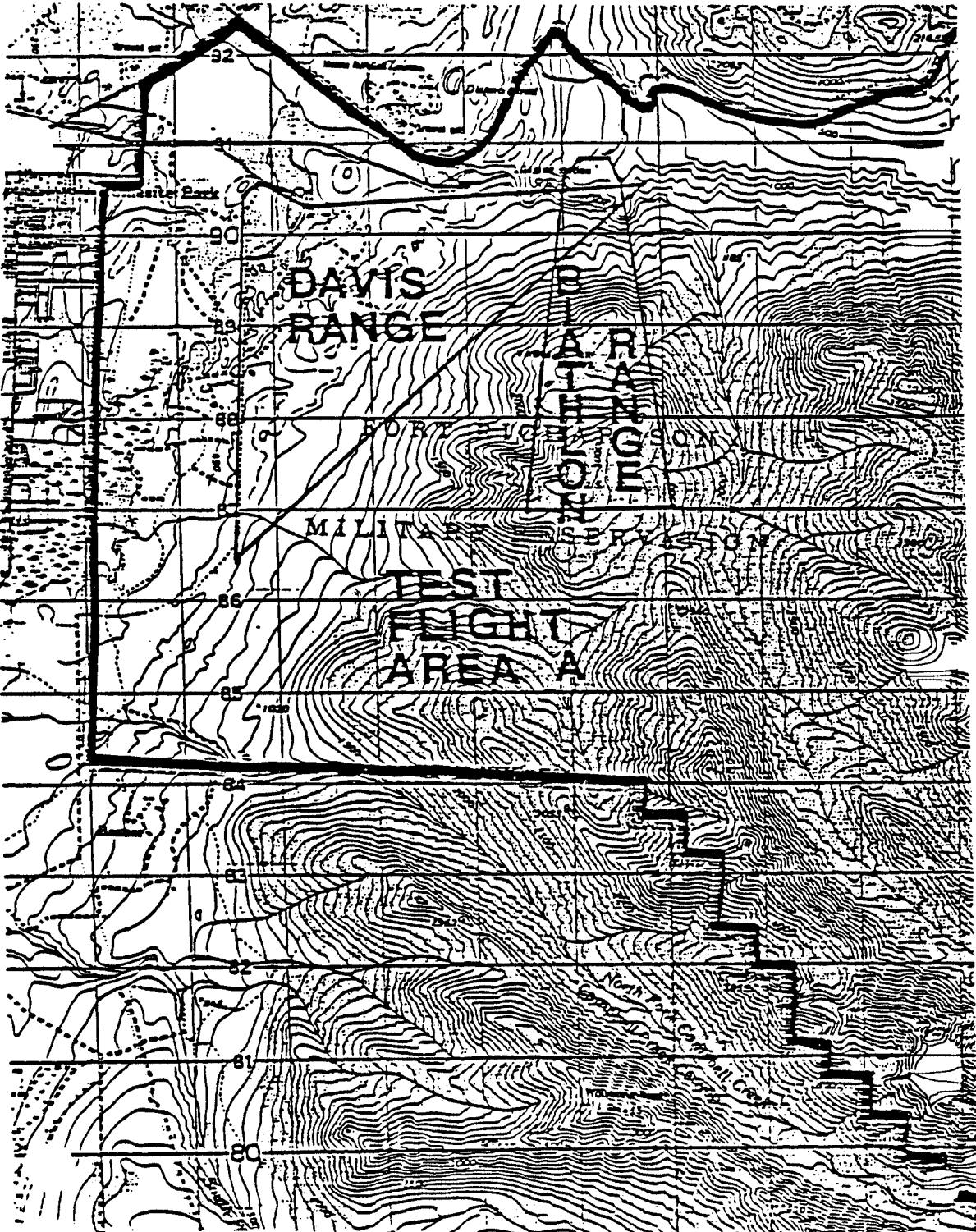


Figure C-2. Fort Richardson Test Flight Area A

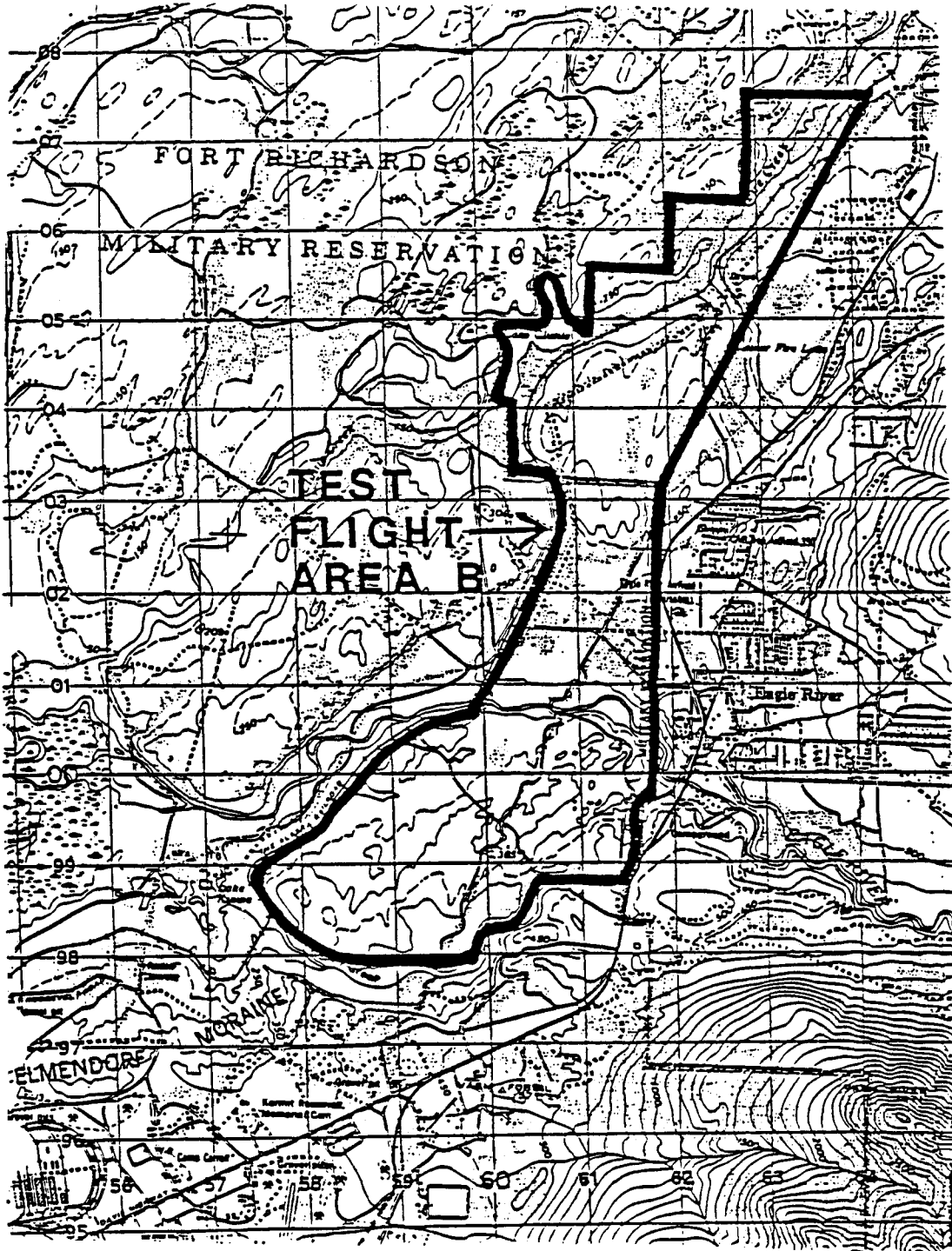


Figure C-3. Fort Richardson Test Flight Area B

Appendix D
Fort Greely (Allen Army Airfield)

Section I
General

D-1. Policies and procedures

This appendix prescribes aviation policies and procedures for personnel utilizing AAAF airspace and the related aviation facilities. The objectives of this appendix are to—

- a. Establish routine procedures for Army aviation operations at Fort Greely.
- b. Promote the safe and expeditious flow of air traffic while minimally affecting tactical flight operations.

D-2. Aircraft operations aspects

This appendix describes the following aspects of aircraft operations within the Fort Greely area:

- a. Airspace and local flying areas are in section II.
- b. AAAF traffic patterns are in section III.
- c. SVFR procedures are in section IV.
- d. Night/NVG operating procedures are in section V.
- e. Aircraft-refueling procedures are in section VI.
- f. Maintenance test flights are in section VII.
- g. Emergency, helicopter instrument, recovery procedures are in section VIII.
- h. Safety procedures are in section IX.

Section II
Local Flying Rules

D-3. Local flying area

AAAF is Class E surface airspace.

D-4. Local flight training areas

- a. The primary flight training area is the Fort Greely military reservation and R-2202 when in a cold status.
- b. The areas listed below have been surveyed for use by military aircraft:
 - (1) Donnelly Assault Airstrip (vicinity WF625784).
 - (2) Beales Landing Area (vicinity WF594917).
 - (3) Bolio Landing Area (vicinity WF573906).

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- (4) Sullivan Airstrip (vicinity WF298995).
- (5) Delta Assault Airstrip (vicinity WF301095).
- (6) Observation Point 26 Landing Area (vicinity WF365984).
- (7) Bennett Airstrip (vicinity WF255754).
- (8) Black Rapids Airstrip (vicinity WF576454).
- (9) Gulkana/Isabell Airstrip (vicinity WF750085).
- (10) Gerstle Landing Site (vicinity WF971753).

D-5. Special use airspace

a. Restricted Areas 2202 A, 2202 B and 2202 C are just west of AAAF. Information concerning activity can be obtained through Fort Greely Range Control.

b. There is a controlled firing area within the AAAF advisory area. The boundary of the AAAF controlled firing area is west of the Richardson Highway from WF526950 to WF582910 to WF618976 to WF584984.

c. The maintenance test flight area is 1 mile north of AAAF (intersection of Jarvis Creek and the Richardson Highway) north along the Richardson Highway to the military reservation boundary (vicinity 73 east-west grid), east along the military reservation boundary (vicinity 69 north south grid), northeast along the military reservation boundary (Granite Creek) (vicinity 9078 grid northwest) along the military reservation boundary to the Alaska Highway (vicinity 9966) grid west to Jarvis Creek and the Richardson Highway.

D-6. Drop zones

a. Buffalo Drop Zone/Landing Zone is located 2 kilometers east of AAAF (grids WF647964, WF665970, WF668961, WF659958, WF663951, and WF657947). NOTAMs are disseminated on scheduled activities through the Fairbanks Flight Service Station and Fort Greely Range Control.

b. Eddy Landing Zone/Drop Zone is located 4 NMs southeast of AAAF (grids WF686915, WF692915, WF682900, and WF685899). NOTAMs are disseminated on scheduled activities.

c. Bear Drop Zone is located 11 NMs south of AAAF (grids WF620762, WF630762, WF618741, and WF630741). NOTAMs are disseminated on scheduled activities.

d. Sally Drop Zone is located 10 NMs southwest of AAAF (grids WF550790, WF538772, WF644768, and WF558785). NOTAMs are disseminated on scheduled activities.

D-7. Noise sensitive areas

Avoid overflight of the following areas:

- a. The area south of AAAF, consisting of the main post, is a no-fly area below 3,500 feet MSL.
- b. The Fox Farm (3 NM-radius vicinity grid WF540160) is designated as a no-fly area below 4,000 feet MSL.
- c. The sensitive test ammunition storage area 1.5 NMs southeast of AAAF is a no-fly area.

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d. Remain 500 feet AGL and 500 meters away from big game animals. Avoid flying in a way that will frighten wild animals or people. Flights for government agencies involved with tracking animals are exempt from this restriction.

D-8. Flight over populated areas

Aircraft operating from AAAF will, whenever possible, avoid overflying residential areas at altitudes below 1,000 feet AGL.

D-9. Hazards identification map

a. AAAF Operations is responsible for maintaining a hazards map of Fort Greely. The map is in the flight planning of area of Building T-100.

b. Hazards will be identified to the USARAK Aviation Safety Office.

D-10. Helipad locations

a. Pad 1 is at the east end of the ramp.

b. MEDEVAC Pad is at the east end of the hanger.

c. Pad 2 is at the west end of the ramp.

d. Hazardous Cargo Pad is at the northeast corner of the ramp.

Note: Hovering is not allowed between the solid white line and the hanger.

D-11. Sod landing areas

AAAF has limited areas for rotary-wing sod landing and autorotation.

D-12. Paradrops

All paradrop requests within AAAF advisory area boundaries will be coordinated through the Director of Plans, Training, Security and Mobilization and approved by the Airfield Commander. Prior permission must be granted 48 hours before the actual jump. Since NOTAMs are required for higher altitude jumps, last minute changes or delays cannot be accepted. Final approval for the jump rests with the AAAF Commander. The jump aircraft will maintain positive communications with the Fairbanks Flight Service Station and make advisory calls on the CTAF at all times during the jump sequence and will alert the tower 5 minutes before to the jump. Jumps will not be authorized when contact with the Fairbanks Flight Service Station is not maintained.

D-13. Sling loads

Qualified personnel will carefully check sling loads before lifting. Aircraft conducting external load operations at AAAF will adhere to the following procedures:

a. The primary corridor for external load operations is the taxiway leading from Pad 1.

b. Sling loads with ammunition will be from the Hazardous Cargo Pad to the east, then follow the east bank of Jarvis Creek.

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D-14. Flight-following procedures

a. Flight following within the local area may be done through use of AAAF Base Operations, the Fairbanks Flight Service Station, Eielson Air Force Base or Fort Greely Range Control.

b. Radio checks will be made at least every 1/2 hour unless otherwise requested. If an aircraft has not been heard from in over 45 minutes, it will be considered missing. Operations personnel will contact the Fairbanks Flight Service Station and inquire about any contact that may have been made with the aircraft.

c. Test flight aircraft will remain on advisory frequency at all times.

d. VFR flights through the range complex must receive clearance from Fort Greely Range Control. If an SVFR clearance is approved, the necessary coordination with Range Control must also be done.

D-15. Flight plans

a. All pilots must file flight plans per AR 95-1 and the DOD FLIP General Planning Guide before departing Fort Greely.

b. Flight plans may be filed with either the Aviation Detachment Flight Operations or the Fairbanks Flight Service Station.

D-16. Emergency procedures

If an emergency develops, all aircraft on the ground will hold their position and maintain radio silence. Aircraft in the air will continue safe flight operations and take actions necessary to avoid the emergency in progress. Radio traffic will be held to an absolute minimum. These procedures will apply for as long as the emergency condition exists.

D-17. Lost communication procedures

The proper procedure for aircraft returning to AAAF with communications failure will be to enter a normal traffic pattern, remain at traffic pattern altitude, and fly once over the runway. On the second pattern, set up a normal landing. The aircraft should rock its wings (rotor) and turn on its landing light/searchlight.

Section III

Allen Army Airfield Traffic Patterns

D-18. Visual flight rules traffic patterns

a. Rotary-wing traffic is 2,000 feet MSL downwind, 1,700 feet MSL for crosswind and base legs. Fixed-wing aircraft traffic is 2,800 MSL feet indicated downwind, 2,500 MSL crosswind and base legs.

b. South traffic for Runway 06-24 and east traffic for Runway 18-36 is NOT authorized.

c. The NVG traffic pattern for rotary-wing traffic is 1,700 feet MSL.

Section IV

Special Visual Flight Rule Procedures

D-19. Weather minimums

a. Visual flight rule minimum. The VFR weather minimum for AAAF is a ceiling of 1,000 feet and 3 miles visibility.

b. Special visual flight rule minimum. Within the controlled airspace at AAAF, SVFR minimums are:

(1) Rotary-wing aircraft.

(a) Day—500-1.

(b) Night—500-1.

(2) Fixed-wing aircraft.

(a) Day—500-1.

(b) Night—not authorized.

D-20. Special visual flight rule procedures

a. Aircraft arriving, departing, and conducting traffic pattern operations SVFR within the AAAF Class E airspace will request SVFR clearance from Anchorage Center on 135.3 or 322.5.

b. Either a single SVFR departure or arrival is authorized. Simultaneous departure with arrival is prohibited.

c. Arrival traffic.

(1) North, east, and west. IP Jack, intersection of the Richardson Highway and Jack Warren Road, at WG063052 south along the Delta River to AAAF, 147 degrees.

(2) South. IP Pump, intersection of the Richardson Highway and Pump Station Nine, at WF602897, north along the highway to AAAF, 352 degrees.

d. Departing traffic.

(1) North, east, and west. Depart 067 degrees, to RP Clearwater (WF717957), intersection of the Alaska Highway and Clearwater Road.

(2) South. Depart 155 degrees, to RP Alyeska (WF614884), south on the east side of the pipeline to intersection of MSR and Bolio Lake Road.

Note: These SVFR routes will be used for all flight operations day, night, or NVG.

**Section V
Night Vision Goggle Operating Procedures**

D-21. Radios

a. A functioning VHF radio is required for aircraft operating in the AAAF traffic pattern. This radio will be tuned to the airfield CTAF 122.9. Standard airport advisory procedures will apply.

b. A functioning UHF radio is required for aircraft performing NVG operations in the Fort Greely training areas. This radio will be tuned to frequency 241.0 and advisory calls will be made.

c. The above-listed radio requirements will be met by at least one aircraft of all NVG formation flights. The communications responsibilities of the crew of this aircraft will be included in the mission briefing.

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d. All aircraft crews participating in NVG operations will use the term "goggle" preceding the aircraft call sign.

D-22. Aircraft external lighting

a. Aircraft lighting requirements will be per AR 95-1.

b. Totally blacked out operations are not authorized on the reservation, except when the provisions of AR 95-2, paragraph 9-2 are met.

c. Position and anti-collision lights will be on and may be taped or painted in per applicable -10, modification work order or air worthiness release. UH-60, EH-60, and CH-47 aircraft may turn off the lower anti-collision light.

d. The lead aircraft in multi-ship flights will have its landing light (unfiltered) on when operating within AAAF and its corridors.

e. The trail aircraft in multi-ship flight will have its anti-collision light on.

D-23. Night vision goggle flight corridors

a. Outbound corridors.

(1) East outbound corridor. All NVG aircraft departing AAAF to the east will depart on a heading of 060 degrees and proceed direct to RP Buffalo (WF667962), at 1,700 feet MSL.

(2) West outbound corridor. All NVG aircraft departing AAAF to the west will depart on a heading of 240 degrees and proceed direct until reaching RP Southridge (WF543965), at 1,700 feet MSL.

(3) South outbound corridor. All NVG aircraft departing AAAF to the south will depart Runway 18 on a heading of 180 degrees along the right-hand side of the Richardson Highway until reaching the intersection of Meadows Road and the Richardson Highway, RP Meadows (WF598887) at 1,700 feet MSL.

b. Inbound corridors.

(1) Southeast inbound corridor. The southeast inbound corridor is a route along Jarvis Creek, to a point about 2,000 meters northwest of Eddy Drop Zone, IP Jarvis (WF670920) at 1,500 feet MSL.

(2) Northwest inbound corridor. The northwest inbound corridor is a route direct to a point on the northern ridge west of the Delta River, IP Northridge (WF555016). After passing IP Northridge, fly a heading of 090 degrees direct to AAAF at 1,500 feet MSL.

Section VI Aircraft Refueling Procedures

D-24. General

This section provides the standard and safe procedures for units and personnel utilizing the refueling facilities at AAAF.

a. Fuel requests. All aircraft will give AAAF Operations a 24-hour advance notice when requesting fuel. This allows the POL Section to provide for personnel to support the mission.

b. On-the-spot corrections. Any individual can and will make on-the-spot corrections for any unsafe acts or conditions at the AAAF refueling points. The person making the correction will identify himself/

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herself and contact the appropriate supervisor. It is not the intent of this person to harass individuals, but to prevent unsafe acts that might produce an accident.

c. Safety. These safety requirements will be strictly enforced at the AAAF refueling points:

- (1) There will be no smoking or open flames within 50 feet of the refueling.
- (2) No refueling will be done when lightning is reported within 5 NMs of the refueling operation.
- (3) All refueling equipment, including the aircraft, will be GROUNDED AND BONDED before refueling.
- (4) Fire extinguishers will be manned at an appropriate distance from the aircraft.
- (5) No one will be on or in the aircraft, including MEDEVAC, during cold refueling. During hot refueling, only the minimum number of crew members will remain in the aircraft.
- (6) All refueling will be conducted outdoors.
- (7) The minimum personnel to conduct the refueling mission are a refueler and a fireguard.
- (8) No hot refueling will be conducted when the temperature is below 0 degrees Fahrenheit/ -18 degrees Centigrade.
- (9) Check all refueling equipment, including hoses and nozzles, for leaks, blisters, and loose clamps before, during, and after each refueling operation.
- (10) The pump will remain OFF until the nozzle is bonded and secured in the aircraft.
- (11) Refueling personnel will wear appropriate clothing to guard against injury in an emergency situation. This includes hearing and eye protection. During winter months, cold-weather clothing will be worn.
- (12) All rotor blades will be secured during cold refueling.
- (13) Any abnormal or unusual problems, including safety violations, should be reported to the officer in charge or the noncommissioned officer in charge immediately.

D-25. Fuel spills

Each spill situation must be treated individually because of the differences in size, type of fuel involved, wind conditions, weather, equipment available, involvement of aircraft, and other variables. AAAF has limited, spill-response personnel. The Fort Greely Fire Department will assist. In general, the following actions should be carried out:*

- a. Stop the flow of fuel if possible.
- b. Evacuate aircraft if any aircraft are involved.
- c. Shut down operations in the area of the spill or the whole refueling point, if necessary.
- d. Call for help immediately. Base Operations is your point of contact.
- e. Notify the fire-fighting support activity.

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- f. Post a fireguard and do not allow personnel or any operations in the area until the area is free of fuel and vapors.
- g. If the spill was in or on the aircraft, check thoroughly for fuel vapors trapped in the aircraft before it is returned to service.
- h. Absorb spilled fuel or allow it to evaporate before continuing any refueling missions. This reduces the chances of a safety hazard.
- i. No further operations will be conducted unless the fire chief or person in charge declares the area safe.

D-26. Fire safety

There are no hard and fast rules in case of a fire. Too much depends on where the fire breaks out in the system and on your specific situation. The actions described below are basic actions you should follow in case of a fire.

- a. Stop the flow of fuel. Turn the emergency shut-off switch at whatever point you are working from.
- b. The fire guard or individual manning the shut-off switch needs to inform the pilot in the aircraft of the situation through hand and arm signals.
- c. Attempt rescue. Use the fire extinguisher to provide a fire-free escape route for personnel. **DO NOT FIGHT THE FIRE!**
- d. Give the alarm by pulling the alarm system. This will notify the Fire Department, rescue units, and personnel of the emergency. Evacuate the area. Have everyone and any equipment not involved in the fire move a safe distance from the accident.

Section VII Maintenance Test Flights

D-27. Flight plan filling

Maintenance test flights may file flight plans on 134.45 or 241.0.

D-28. Flight plan information requirements

The following information is required for flight plans:

- a. Aircraft call sign.
- b. Aircraft type.
- c. Estimated time enroute.
- d. Name of the maintenance test pilot.
- e. Fuel on board.
- f. Unit.

D-29. Flight Operations frequency

Test flight aircraft will remain on Flight Operations frequency at all times while conducting flight.

D-30. Maintenance test flight area

The maintenance test flight area is described in section II.

Section VIII

Emergency, Helicopter Instrument, Recovery Procedures

D-31. Emergency, helicopter instrument, recovery procedures

The following is to be considered an emergency procedure and should be used for recovery purposes only when the aircraft is already in instrument meteorological conditions or if in the PC's judgment, attempting to maintain visual meteorological conditions could result in an unsafe situation:

a. If instrument meteorological conditions are imminent or have been encountered, the pilot will—

(1) Perform inadvertent instrument meteorological conditions/emergency, helicopter instrument, recovery procedures per the appropriate air-crew training manual.

(2) Set the transponder to 7700 as soon as possible after establishing aircraft control.

(a) When operating west of the Big Delta River, aircraft will climb to 8,000 feet MSL and turn to a heading of 330 degrees. When operating east of the Big Delta River, aircraft will climb to 6,000 feet MSL and turn to a heading of 330 degrees.

(b) Contact the Anchorage Center on VHF 135.30 or UHF 322.50 to obtain IFR clearance.

Note: If unable to contact the Anchorage Center on above frequencies, attempt to contact Fairbanks Radio on VHF 122.2.

(c) In the event of lost communication, comply with lost communication transponder procedures and if VOR equipped, proceed to the Big Delta VOR and execute VOR RWY 18 approach to AAAF. If automatic direction finder equipped, proceed to Delta Junction NDB and execute NDB-A to AAAF.

D-32. Instrument meteorological condition breakup recovery procedure

Air mission commanders will ensure that an inadvertent instrument meteorological condition breakup recovery procedure is briefed for all multi-ship operations. As a minimum, the following items will be included:

a. Lead aircraft's actions upon entering instrument meteorological conditions.

b. Heading of each additional aircraft will return to if instrument meteorological conditions are encountered.

c. Altitude that will ensure obstacle clearance for all aircraft.

d. Primary recovery airfield.

e. Aviators executing this procedure will report the circumstances to the AAAF Commander for safety review purposes.

**Appendix E
Collateral Investigations**

E-1. General

a. The appendix's purpose is to enhance uniformity of disposition and to encourage command emphasis on flight safety within USARAK.

b. The criteria for determining when a collateral investigation must be conducted are contained in DA Pamphlet 385-40, paragraph 2-6 and appendix A. Additionally, this regulation must be adhered to while conducting the collateral investigation.

E-2. Appointing authority

The appointing authority for all Class A and B collateral investigations within USARAK is the Chief of Staff. The commander who has special court martial authority for the unit that had the mishap will appoint all other collaterals. The aircraft operator's commander or supervisor will be responsible for contacting the USARAK Aviation Officer (APVR-WPTM-AV) to request a collateral investigation.

a. Commanders must ensure that when a collateral officer is appointed, his/her primary duty will be to conduct an investigation. This is necessary to ensure that the report is completed in a timely manner.

b. Once the investigating officer receives appointing orders, he/she will be certain to receive a briefing from the Staff Judge Advocate Office before beginning the investigation.

E-3. Report disposition

Before final action by the appointing authority, the investigating officer will ensure that the report is staffed through the Staff Judge Advocate Office for legal review.

a. Collateral investigation reports will be completed and forwarded to: Commander, USARAK Aviation Office, Attention: APVR-WPTM-AV, Fort Wainwright, Alaska 99703-6360, not later than 60 workdays from the date of the aircraft mishap.

b. If the investigating officer experiences a delay that prevents the report from being submitted within the 60-workday period, he/she will telephonically inform the Aviation Office (353-7095/7) of the delay and will follow with written justification, explaining in full, the reason for the delay. Additionally, the investigating officer must contact the Aviation Office telephonically 30 workdays from the date of the aircraft mishap to provide a progress report on the investigation. This will allow the command to identify any problem areas that might result in the delay of the investigation.

c. The original report and one copy must be sent through the chain of command to the address in paragraph a above. The Aviation Office will send one copy to: Commander, United States Army Pacific Command, Attention: APOP-TR-AV, Fort Shatter, Hawaii 96859-5100. One copy will remain at the USARAK Aviation Office headquarters.

Appendix F Flights Near Sensitive Borders

F-1. Purpose

This appendix prescribes policies and procedures to be followed while operating Army aircraft near sensitive borders.

F-2. Applicability

This appendix applies to all Army aviators conducting flights near sensitive borders.

F-3. Terms and their sources

a. "ADIZ" stands for air defense identification zones, which are areas of airspace over land or water in which the ready identification, location, and control of (civil) aircraft is required in the interest of national security. (See FAR, part 99.11.)

b. The Alaskan "DEWIZ" is the Distance Early Warning Identification Zone. (See FAR, part 99.43.)

c. Alaskan Domestic ADIZ. (See FAR, part 99.43.)

d. A 'buffer zone' is an area in which flying operations by United States military aircraft are restricted and for which special approval, clearance, and operating procedures are directed. (See Alaska North American Air Defense Region (ANR)/Alaska Air Command (AAC) Reg 60-1.)

e. A "nonfree flying area " is an area normally delineated by an international boundary or the adjacent territorial water, wherein penetration by United States military aircraft is likely to result in the aircraft being fired upon with warning.

f. The Alaskan Buffer Zone, the Alaska Nonfree Flying Area, Pass to Air Defense Radar, Buffer Zone Traffic, and Top Cover 5 are described in the ATC Procedures, Alaska Supplement.

F-4. Planning requirements

a. Flights that are planned to operate in the Alaskan Buffer Zone (e.g., Little Diomedes, Saint Lawrence Island, Tin City) require approval from USARAK Command Operations Center. A minimum of 24 hours notice is required.

b. Crew members being briefed will have a security clearance commensurate with the briefing. At a minimum, both the pilot and the copilot must have a confidential clearance. The PC will be issued the confidential codes for Mode 3, required by NORAD Regulation 55-68.

c. Aircraft being utilized for the flight will be equipped with an operable two-way radio; identification, friend or foe-selective identification feature (IFF-SIF) transponder; fully operational instruments, and navigational radios and equipment.

d. Both the pilot and copilot will have a current instrument qualification and be qualified in the aircraft being operated.

e. The flight plan will be either IFR (preferred) or defense visual flight rule (DVFR). Under NO CIRCUMSTANCES will a VFR flight plan be filed for any portion of the flight within the buffer zone or the ADIZ. Pilots filing flight plans to a destination within the buffer zone will include an alternate airport that is outside the buffer zone. DVFR flight plans will be filed per the DOD FLIP General Planning Guide and the DOD FLIP Enroute Supplement (Alaska), i.e., no intermediate stops are authorized. If an intermediate

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stop is made, the DVFR flight plan will be canceled by the pilot and will be refiled before departure. The Aerospace Defense Command advises that an "air-filed" flight plan makes the aircraft subject to interception for positive identification. Pilots are therefore strongly urged, for security control, to file DVFR flight plans either in-person or by telephone before takeoff. The Remarks Section of the flight plan will contain "Pass to Air Defense Radar - Buffer Zone Flight" to ensure that the flight plan is passed on to the Air Force. "Top Cover 5" will also be added to the remarks section to provide adequate radar assistance. The aviators will be familiar with ATC Procedures, Alaska Supplement.

f. The following maps, charts, and related documents are considered to be the minimum for flights within the purview of this appendix:

(1) Maps (aeronautical charts).

(a) Bethel—1:500,000.

(b) Nome—1:500,000.

(c) Cape Lisburne—1:500,000.

(2) Charts. Enroute Low Altitude, Alaska L-3 and L-4.

(3) Documents.

(a) Current chart from NORAD Regulation 55-68.

(b) Listing the IFF-SIF codes.

(c) Appropriate DOD FLIP General Planning Guide and DOD FLIP Enroute Supplement (Alaska).

g. The maps, charts, and documents listed above will be reviewed and updated as necessary. Commanders will establish procedures that will ensure full utilization and cross check of every available navigational aid, including radar facilities of the Alaska NORAD Region sites, by all aircraft operating in the area north of 62 degrees north latitude and west of 162 degrees west longitude.

F-5. Conduct of the flight

a. Unless otherwise specified by ATC or Air Force radar sites, the modes and codes provided during the briefing will be used. If there is a conflict of modes and codes between those received from ATC and Air Force radar sites, those from ATC will prevail.

b. The use of codes obtained from the briefing is determined by the aircraft ground track. A 5-degree overlap is provided to minimize changing of codes and provide for minor errors caused by changing winds.

c. Position reports are normal except for maintaining radio contact with aircraft control and warning stations while operating within the zones, except to make position reports to the FAA Air Route Traffic Control Center, or for landing, takeoffs, or operating within an airport control zone (ANR/AAC Reg 60-1). Before penetration, the pilot will report the time, position, and altitude at which the aircraft passed the last RP before penetration and the estimated time of arrival over the next appropriate RP along the flight route (FAR, part 99). (For responsibilities and procedures of the flight using aircraft control and warning radar assistance, refer to Alaska North American Air Defense Region/AAC Reg 60-1.)

d. Flights to Little Diomedede Island will use the Tin City nondirectional radio beacon as the primary means of radio navigation. Radio contact will be maintained with Tin City radio unless otherwise directed. Flights will be aborted whenever ceiling or visibility prohibits visual contact with the island after departure

from the mainland. UNDER NO CIRCUMSTANCES will the flight path extend beyond the western edge of the traffic pattern established for Little Diomed Island. Prior notification of the National Guard unit at Little Diomed is required to ensure that a suitable runway is marked. The runway will be marked with 55-gallon drums.

e. All flights to and from Saint Lawrence Island will use appropriate tactical air navigation/VOR channels as the primary means of navigation. Flights terminating west of Northeast Cape may proceed to destination, but no further west than the traffic pattern at Gambell Field, providing that voice contact is maintained with Northeast Cape radio, unless otherwise directed, and the flight can proceed under VFR. Departure from Saint Lawrence Island will be made only after an IFR or DVFR flight plan has been filed, approved, and accepted. Every effort will be made to file the required flight plan before takeoff from Saint Lawrence Island.

f. Unreliable features of navigational equipment.

(1) Automatic direction finder signals. Pilots will be on constant guard for navigational emissions from an unfriendly source. The "to/from" indicator of the VOR, in conjunction with the course needle, is the best indication. A stronger signal on the automatic direction finder and a steady course identification from an originally erratic course indication should be accepted with caution. The best method of combating the above is the use of the Air Force radar sites to aid in navigation along the western edge of Alaska and flights to the islands. Always compute time/distances as a backup and follow flight progress visually with an appropriate map whenever possible.

(2) Magnetic compass deviations. Extreme variations in compass deviations may be experienced due to magnetic storms in a zone bounded on the north by a line from Point Barrow to Whitehorse, Yukon Territory and on the south by a line from Kodiak Island to Saint Lawrence Island.

(3) Navigational aid disturbances. Radio beacons and low frequency ranges are subject to disturbances that result in false and displaced or multiple courses, automatic direction finder needle deviations, signal fades, and interference from distant stations, particularly during night operations. Pilots are cautioned to be alert for these conditions, particularly in mountainous terrain and when operating in the North Slope area of Alaska where numerous nondirectional radio beacons are operating with minimum frequency service volume protection. On some VORs, minor course needle fluctuations and brief flag signals may be observed. (Some receivers are more subject to these irregularities than others are.) Certain propeller revolutions-per-minute settings can cause VOR course deviation fluctuations as much as 6 degrees. Slight changes to the revolutions-per-minute settings will normally smooth out the roughness. Helicopter rotor speeds may also cause VOR disturbances. Pilots are urged to check for these phenomena before reporting VOR malfunction. Pilots flying over unfamiliar routes are cautioned, in particular, to use the "to-from" indicator to determine positive stations passage (see DOD FLIP Enroute Supplement (Alaska)).

F-6. Emergency procedures

a. If the loss of the two-way radio occurs before entering the buffer zone, pilots will comply with the two-way radio procedures in the DOD FLIP Enroute Supplement (Alaska), except that the route will be via flight-planned route to 187 degrees west longitude then direct to the destination, if it is outside the buffer zone, or the filed alternate airfield. Pilots will not enter the buffer zone without an operational two-way radio. If two-way radios fail while aircraft are operating within the buffer zone, pilots will comply with two-way radio failure procedures in the DOD FLIP Enroute Supplement (Alaska), except that they will immediately proceed directly to their destination, if it is outside the buffer zone, or the filed alternate airfield. The only exception to this restriction is that aircraft destined for Saint Lawrence Island may continue the mission after radio contact with aircraft control and warning is lost, provided visual contact with the island has been established and can be maintained until landing. (See ANR/AAC Reg 60-1.)

USARAK Regulation 95-1

b. Pilots will NOT enter the buffer zone when the IFF-SIF is inoperative. If an IFF-SIF malfunction occurs when they are already in the buffer zone, they will depart the zone on an easterly heading, unless aircraft control and warning stations are able to maintain positive radar contact. (See ANR/AAC Reg 60-1.)

c. If disorientation occurs, the PC will immediately turn to the magnetic heading of 090 degrees until the aircraft position is positively established, unless otherwise directed by the FAA or ANR. Flight track to avoid weather may be established between 045 and 135 degrees magnetic.

d. If an emergency occurs that requires immediate decision and action for the safety of the flight, the PC of an aircraft may deviate from the rules to the extent required by that emergency.

F-7. Reports

Any deviation from the procedures prescribed will be reported as soon as possible by radio or telephone, and necessary relay to the USARAK Aviation Office. This notification will provide the essential facts of what, where, when, who, and why. This notification will be followed by a written report to this headquarters, Attention: APVR-WPTM-AV, within 72 hours.

Glossary

**Section I
Abbreviations**

AAC	Alaskan Air Command
AAAF	Allen Army Airfield
ADIZ.....	air defense identification zones
AGL.....	above ground level
AIRAD.....	Airman Advisory
ALSE.....	aviation life support equipment
ANR	Alaska North American Air Defense Region
AR.....	Army Regulation
ASO	airfield safety officer
ATC.....	Air Traffic Control
BANGHP	Bryant Army National Guard Heliport
BASH	Bird Aircraft Strike Hazard
CTAF	common traffic advisory frequency
DA.....	Department of the Army
DD.....	Defense Department
DEWIZ	Distance Early Warning Identification Zone
DOD.....	Department of Defense
DVFR	defense visual flight rule
ELT	emergency-locator transmitter
ERFS	Extended Range Fuel System
FAA.....	Federal Aviation Administration
FAR.....	Federal Aviation Regulation
fig.....	figure
FLIP	Flight Information Publication
FM.....	Field Manual/frequency modulation

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FOD	foreign object damage
IE	instrument examiner
IFF-SIF.....	identification, friend or foe selective identification feature
IFR	instrument flight rule
IP	instructor pilot/Initial Point
MAST	military assistance to safety and traffic
ME	maintenance test flight evaluator
MEDEVAC.....	medical evacuation
MP	maintenance test pilot
MSL	mean sea level
NM	nautical mile
NORAD.....	North American Air Defense
NOTAM.....	Notice to Airmen
NVG	night vision goggle
para.....	paragraph
PC.....	pilot in command
POC	point of contact
POL.....	petroleum, oils and lubricants
Reg	Regulation
RP	Reporting Point
SI	standardization instructor nonrated
SM	statute mile
SOP	standing operating procedure
SP	standardization instructor pilot
SVFR	special visual flight rule
TM.....	Technical Manual
UHF	ultra high frequency

USARAK..... United States Army, Alaska
VFR..... visual flight rule
VHF..... very high frequency
VOR..... very high frequency omnidirectional range
WAAF Wainwright Army Airfield

**Section II
Terms**

Buffer zone

An area in which flying operations of United States military aircraft are restricted and for which special approval, clearance and operating procedures are directed.

Crew day

A specified period of time, not to exceed 14 hours, that an individual may be expected to perform as a crew member. A crew day begins at the same time the duty period begins and ends when released from crew duty.

Crew rest

Uninterrupted, specified period between duty periods/crew days wherein a crew member will not normally be required to perform duty. Crew members should be afforded a minimum of 10 hours crew rest before to commencing a crew day.

Crew member

An individual logging flight time under an authorized crew member duty symbol.

Duty period

A time period that begins 30 minutes before report time and ends when released from duty, including the first day of emergency deployment readiness exercise/field exercises. Once in a field environment, it is that period when called for duty until released from duty.

Environmental relative factors

Factors assigned to a mode of flight that represents an increase in fatigue over a standard flight-hour (i.e., 1 hour of NVG flight equals 1.6 day-flight hours).

Flight time limit

The maximum number of flying hours that may be flown during a specified period, military, civilian, or a combination of both.

Maintenance personnel

Personnel performing aviation maintenance, servicing, and/or production work associated with the readiness of aircraft for training or combat missions.

Minimum fuel

As close to empty as practicable.

Nonfree flying area

An area, normally delineated by an international boundary or the adjacent territorial water, wherein penetration by United States military aircraft is likely to result in the aircraft being fired upon with warning.

USARAK Regulation 95-1

Standby duty

This duty is divided into two categories:

a. Mission standby. Maximum duty periods do not apply to crew members performing mission standby duty. Crews may be placed on mission standby for a 24-consecutive-hour period with the following restrictions:

(1) Crew members shall not perform or participate in scheduled flying duties while on mission standby.

(2) Crews may be placed on consecutive 24 hour standby periods when they are allowed uninterrupted rest during the last 10 hours of the standby period.

(3) When crews are required to fly, the mission standby rules no longer apply. Normal duty period limits apply.

b. Medical evacuation standby.

(1) First-up crews. Crews may be placed on consecutive 24 hour standby periods when allowed 10 hours of crew rest during the standby period. A 192-hour-consecutive-standby period is the maximum allowable, after which crews will be afforded 24 hours of rest before being assigned regular or standby duty.

(2) Crew day beginning when called for duty, i.e., any training and/or MEDEVAC missions.

(3) Crew rest period begins immediately following any flight.

(4) The MEDEVAC unit commander has authority to waive MEDEVAC standby requirements for total consecutive standby limitations indicated in paragraph a above on a case-by-case basis.