APPENDIX H-6
EXCERPTS FROM THE LOCAL FLYING RULES

USARHAW IASC SOP

AVIATION LOCAL FLYING RULES

OCT 01
PREVIOUS VERSIONS ARE OBSOLETE

SUMMARY of CHANGE

25th ID (L) USARHAW IASC SOP
AVIATION LOCAL FLYING RULES 1 October 2001

- Information in all parts of the SOP has been rearranged.

- Added:

  - Annex E, Laser Operations R-3109
  - Annex F, Local Flying Area VFR Weather Minimums
  - Annex G, Local Flying Area Communications

- Deleted:

  - Index

- Local Flying Rules

  - Changed TFTA VFR weather minimums
  - Added Grids for the NOE routes (end and mid points) and reference map
  - Changed NOE route black
  - Simulated Engine Failure, Termination with Power and Power Recovery no longer authorized in the TFTA
  - Deleted the IASC signature page

- Appendix B, 25th ID(L) & USARHAW Installation Aviation Standardization Program

  - Added Members:
    - Battalion/Squadron Commanders
    - Commanders of separate companies

  - Added Advisors
    - Battalion/Squadron Standardization Officers
    - Battalion/Squadron Safety Officers
    - Battalion Non-rated crewmember Instructors/Standardization Instructors
    - Civil Air Patrol Representative

- Appendix C, Bradshaw Army Airfield

- C-17s not authorized
- Noise avoidance areas lateral distance changed to 1500 feet
- Moved VFR weather minimums to Appendix F

- Appendix D Wheeler Army Airfield

  - Added:
    - Para drop traffic pattern

  - Deleted:
    - Organizational Chart
    - Physical Security
    - Ramp Procedures
    - Fire Extinguisher Responsibilities
    - Vehicle Operations
    - Vehicle Safety

DEPARTMENT OF THE ARMY
HEADQUARTERS, 25TH INFANTRY DIVISION (LIGHT) AND
UNITED STATES ARMY, HAWAII
Schofield Barracks, Hawaii 96857-6000

25th ID(L) & USARHAW IASC SOP OCT 01

Aviation
LOCAL FLYING RULES

	Paragraph	Page
SECTION I. GENERAL		
PURPOSE	1	3
REFERENCES	2	3
APPLICABILITY	3	3
PROCEDURES FOR CHANGE	4	3
DEVIATIONS	5	3
SECTION II. LOCAL FLYING AREA		
DESCRIPTION	1	3
LOCAL FLIGHT PLANS	2	3
INTER-ISLAND FLIGHTS	3	4
MAINTENANCE TEST FLIGHTS	4	4
FILING/OPEN/CLOSING OF FLIGHT PLANS	5	5
WARNING/RESTRICTED AREAS	6	5
AVOIDANCE AREA	7	6
VISUAL FLIGHT RULE (VFR) WEATHER MINIMUMS	8	6
SECTION III. NOISE ABATEMENT/FLY NEIGHBORLY		
GENERAL	1	6
PROCEDURES	2	6
SECTION IV. HIGH INTENSITY RADIO TRANSMISSION AREAS (HIRTA) PROCEDURES		
PURPOSE	1	8
RESPONSIBILITIES	2	8
PROCEDURES	3	9

SECTION V. MAINTENANCE TEST FLIGHT PROCEDURES (OAHU)

MAINTENANCE TEST FLIGHT AREAS	1	9
PROCEDURES	2	9

SECTION VI. TACTICAL FLIGHT TRAINING AREA (TFTA) PROCEDURES

DESCRIPTION	1	9
SCHEDULING PROCEDURES	2	11
WEATHER REQUIREMENTS	3	11
EQUIPMENT REQUIREMENTS	4	11
COMMUNICATION REQUIREMENTS	5	11
ENTRY PROCEDURES	6	11
FLIGHT FOLLOWING PROCEDURES	7	12
FLIGHT PROCEDURES	8	13
LANDING ZONES	9	16
EXIT PROCEDURES	10	16
EAST RANGE PROCEDURES	11	16
INADVERTENT INSTRUMENT METEORLOGICAL CONDITIONS (IIMC) PROCEDURES	12	17
HELICOPTER UNDERWIRE TRAINING AREA	13	17

SECTION VII. HICKAM AIRFORCE BASE (HAFB) PROCEDURES

18

SECTION VIII. DILLINGHAM PROCEDURES

NOISE ABATEMENT	1	18
GENERAL PROCEDURES	2	18
ARRIVAL PROCEDURES	3	18
TRAFFIC PATTERN	4	19
DEPARTURE PROCEDURES	5	19
DILLINGHAM AIRFIELD TRAFFIC PATTERN DIAGRAM		20

7 Apps

A. REFERENCES
B. 25th ID(L) & USARHAW INSTALLATION AVIATION STANDARDIZATION PROGRAM
C. BRADSHAW ARMY AIRFIELD (BAAF) SOP
D. WHEELER ARMY AIRFIELD (WAAF) SOP
E. LASER OPERATIONS R-3109
F. LOCAL FLYING AREA VFR WEATHER MINIMUMS
G. LOCAL FLYING AREA COMMUNICATIONS

SECTION I. GENERAL

1. PURPOSE. This SOP prescribes flying rules and procedures for the operation of all Army aircraft in the State of Hawaii. Army National Guard units will comply with National Guard Bureau regulations and directives when in conflict with this regulation.

2. REFERENCES. A list of required and related publications is at appendix A, along with a list of referenced forms.

3. APPLICABILITY. The provisions of this SOP apply to all units and organizations operating U.S. Army aircraft in the State of Hawaii. Procedures pertaining to flight operations within the tactical flight training area (TFTA) are applicable to other services when signing under the provisions of a memorandum of agreement.

4. PROCEDURES FOR CHANGE. Forward all requested changes to the 25th Infantry Division (Light) and United States Army, Hawaii (25th ID(L) & USARHAW) Installation Aviation Standardization Committee (IASC), ATTN: APVG-YZB-CO, Wheeler Army Airfield (WAAF), Hawaii 96854-6000, for approval. Recommended changes will be submitted on DA Form 2028 (Recommended Changes to Publications and Blank Forms).

5. DEVIATIONS. Deviations from the policies and procedures contained herein will be made only in an emergency or upon approval from the 25th ID(L) & USARHAW Aviation Officer. Deviations for emergency reasons will be reported to the 25th ID(L) & USARHAW Aviation Officer as soon as possible via the chain-of-command.

SECTION II. LOCAL FLYING AREA

1. DESCRIPTION. The local flying area is defined as the islands of Oahu and Hawaii. They are divided into numbered sectors. Maps defining these sectors are located in Wheeler Army Airfield flight operations for the island of Oahu and in Bradshaw Army Airfield flight operations for the island of Hawaii.

2. LOCAL FLIGHT PLANS. For the purpose of filing "Local" flight plans, the local flying area is defined as the island of Oahu (when operating on Oahu) and the island of Hawaii (when operating on Hawaii).

a. Use a DD Form 175 with the word "LOCAL" in the ROUTE OF FLIGHT block followed by the route of flight. File with WAAF base operations or unit flight operations.

b. Submit flight plans to WAAF Base Operations at least 15 minutes prior to estimated time of departure (ETD)

c. Define the specific route of flight using established checkpoints, airports, navigational aids (NAVAIDS), prominent geographical features, latitude/longitude coordinates or military grid reference system (MGRS) coordinates, via the numbered sectors. This speeds search/rescue

procedures.

d. The following restrictions apply to local flight plans:

(1) Local flight plans will not exceed 8-hours.

(2) Local flight plans originate and terminate at the same location unless terminating to a field site for a tactical exercise.

3. INTER-ISLAND/OFF-ISLAND FLIGHTS. An inter-island flight is defined as a flight in which an aircraft departs one island and intentionally lands on a second island. An off-island flight is defined as a flight that departs, flies over water beyond 3 nm of that island and returns to the same island. Maneuvering offshore under ATC direction when conducting Shipboard Operations, or to set up for an Instrument Approach Procedure, is not considered off-island flight. Aircraft that fly inter-island/off-island will file a VFR flight plan (DD Form 175 or FAA Form 7233-1) with the Honolulu Flight Service Station (Honolulu FSS). Filing will be accomplished through WAAF or BAAF Operations during normal duty hours when departing from WAAF or BAAF. Aircraft will also request and use the Island Reporting Service (IRS) or will establish and maintain contact with Honolulu Air Route Traffic Control Center (Honolulu ARTCC) for VFR advisories. Flights departing Oahu (VFR/IFR) must file with WAAF Operations. Pilots will note their intent to use the Island Reporting Service as "Req IRS" in the remarks section of the flight plan. During normal operating hours, all flight plans that require notification/filing with FSS will be filed with WAAF Base Operations. Flight plans will be submitted to WAAF Base Operations at least 30 minutes prior to estimated time of departure (ETD).

4. MAINTENANCE TEST FLIGHTS. Units will submit a list of authorized maintenance test pilots to WAAF Base Operations providing, unit, designated call sign, name, rank, and social security number of authorized maintenance test pilots. Submit changes as they occur, but update at least every 6 months. Test pilots filing directly with WAAF Base Operations will adhere to the following procedures:

a. Flight plans will be for the WAAF traffic pattern/maintenance test flight area and will not exceed 2 hours per aircraft.

b. Prior to each test flight, obtain current weather forecast and NOTAMs.

c. Contact Pineapple Control by radio or telephone, and provide aircraft tail number(s), MTF call sign, and all other information required by AR 95-1.

d. Close flight plans upon termination.

5. FILING/OPENING/CLOSING OF FLIGHT PLANS. The AMC/PC will ensure that the flight plan is filed, activated and terminated with the appropriate agency.

a. Facsimile Transmittal of Flight Plans.

(1) Flight plans may be FAXED to WAAF Base Operations for IFR and VFR (to include inter-island) flights. Include the comment "FAX Flight Plan, original on file at (unit), (phone number)" in the remarks block of the DD Form 175.

(2) The PC/flight operations will call WAAF Base Operations to confirm receipt and to clarify information. Dispatch does not correct errors on faxed flight plans. Mistakes will be corrected, and the flight plan FAXED to Base Operations. Dispatch will not file flight plans that are not confirmed telephonically.

(3) The PC will leave the original copy of the flight plan with their flight operations.

b. Flight plans that are filed with WAAF Base Operations (IFR, VFR, MTF, or Local) are automatically activated upon departure. Departure times are relayed to FSS as appropriate.

c. Flight plans not filed with WAAF Base Operations must be activated/terminated by the AMC/PC directly or through the filing agency.

d. Local flight plans that terminate after WAAF base operations is closed, must be terminated with Honolulu FSS.

e. A DD Form 175-1 will be filed with the flight plan for Off-Island, Inter-Island and IFR flights.

6. WARNING / RESTRICTED AREAS. Pilots will consult the Department of Defense (DOD) Flight Information Publication (FLIP) and notices to airmen (NOTAM) for all applicable warning (W) or restricted (R) areas along their route of flight. Aircraft operating in R-3109/R-3110 may conduct terrain flight operations within the boundaries of the Schofield Barracks and Makua Military Reservations. These areas will be inspected for hazards as a part of the recurring TFTA Hazard Survey. Terrain flight operations are not permitted in the areas of R-3109 or R-3110 that are outside of the Military Reservations.

a. Pilots will comply with the following:

(1) Contact Range Control and obtain permission prior to entry. Aircraft inbound to WAAF on the published route from ACP Pineapple to ACP Leader Field are not required to make this call.

(2) Maintain communications with WAAF Tower (during operational hours) when within the Class D surface area.

(3) Remain below 200 feet (AGL) unless otherwise approved by Range Control.

(4) Avoid over flight of housing areas and buildings.

(5) Aerial Adjustment of Artillery.

(a) Contact Range Control advise that an aerial artillery mission will be conducted, and request to change to a tactical frequency.

(b) Observation aircraft may operate along the Kaukonahua Stream Gulch at the northeastern boundary. Nap-of-Earth (NOE) penetration is permitted from within the Mohiakea Gulch no further west than the dirt road, EJ95107810-EJ94907830, and no further west than EJ94457950 within the Haleanau Stream.

b. Refer to Appendix E for laser operations in R-3109.

c. Refer to Appendix C for operations in R-3103.

7. AVOIDANCE AREA. Avoid the Submarine Dock located vicinity of Kekaa Point (FJ 04806105), by 500 feet laterally.

8. VFR WEATHER MINIMUMS. IAW AR 95-1.

SECTION III. NOISE ABATEMENT/FLY NEIGHBORLY

1. GENERAL. Residents of the State of Hawaii are extremely noise sensitive. Pilots will avoid unnecessary overflight of populated areas as well as single houses. Public acceptance of our flight operations is essential. In order to gain public acceptance, all pilots must be sensitive to the concerns of the surrounding communities. The 25th ID(L) & USARHAW Aviation Officer will designate noise sensitive areas. The IASC recorder will provide WAAF Base Operations with updates to the master map and will present any changes to the noise sensitive areas at the semiannual IASC meetings.

2. PROCEDURES:

a. Operations at WAAF from 2200L to 0600L daily are restricted to departures, arrivals, and refueling operations (no closed traffic).

b. The only authorized landing areas on Schofield Barracks are Pad 4 and Dragon X. Landing at any other area requires coordination with the Assistant Division Aviation Officer (ADAO) and a safety survey by the supporting unit.

c. Terrain flight training will be conducted only on the Schofield, Makua, Dillingham or Pohakuloa Military Reservations, or in the Tactical Flight Training Area (TFTA).

d. Overflight of designated noise sensitive areas below 3000 feet MSL (Oahu) or 2000 feet AGL (Big Island) is prohibited unless complying with paragraph f. below.

e. WAAF Base Operations will maintain a master map of all designated noise sensitive

areas for the island of Oahu. WAAF Base Operations will maintain a fiscal year sequential log of changes to facilitate posting. Units will:

(1) Post a copy of the map in their respective flight planning areas for pilot use. WAAF Base Operations will alert units to additions and changes to the master map via NOTAM(L).

(2) Update their flight planning maps as NOTAMs are published.

(3) Verify the updates from the master map quarterly (October, January, April, July) and will post the date updated on their unit map.

f. When operating in areas other than the TFTA, military reservations or designated noise sensitive areas, pilots will maintain a minimum of 1000 feet AGL, with the following exceptions:

(1) When adhering to published routes and the altitudes associated with these routes. Published routes may be found in the following publications:

(a) DOD flight information publications (FLIP).

(b) WAAF SOP.

(c) Hawaii Airports and Flying Safety Manual.

NOTE

Aircrews are requested to restrict practice instrument approaches over Mililani and Wahiawa to essential flights only and to increase minimum descent altitudes (MDA) of practice approaches as much as practical while still maintaining weather requirements.

(2) When complying with these altitudes would violate basic VFR weather minimums. Pilots are urged to use alternate routes if weather will not permit flight at the published route altitude.

(3) When conducting flights in support of civilian law enforcement or public safety agencies.

(4) When on an NVG formation flight conducted over unpopulated areas (examples: Molokai and the Big Island). The route(s) must be reconned during daylight at the altitude to be flown NVG. The route(s) must a have a minimum of 2000 feet lateral clearance from any populated or posted noise sensitive areas and a minimum of 1000 feet lateral clearance from any single dwelling. Minimum NVG mission altitude will be 500 feet AGL. Approval authority for these NVG formation flights will be no lower than Battalion/Squadron Commander.

g. Aircraft transitioning along shorelines will remain a minimum of 1/4 nautical mile (nm) off shore or 1000 feet above the highest obstacle (AHO) within 2000 feet laterally, unless

complying with paragraph f. above.

h. Intentional flight within 1000 feet, vertically or laterally, of a whale or whale pod is prohibited by federal law. If flying below 1000 feet above the surface and these animals are observed, alter flight path so as to avoid them by 1000 feet.

i. Pilots are reminded to avoid overflight of National Parks and Wildlife Refuges below 2000 feet AGL.

j. No over flight of livestock.

k. Aircraft conducting external load missions will avoid overflight of built-up/populated areas.

l. Intentional flight within 1000 feet, vertically or laterally, of any surface vessel is prohibited.

SECTION IV. HIGH INTENSITY RADIO TRANSMISSION AREAS, (HIRTA) POCEDURES

1. PURPOSE. These procedures are established to aid in the prevention of aircraft mishaps as a result of encountering HIRTAs and to establish procedures all aviators must use when flying in close proximity of HIRTA transmitters and reporting suspected anomalies. HIRTA information is classified SECRET according to DA MSG 091830Z, JAN 89.

2. RESPONSIBILITIES.

a. The aviation safety officer will coordinate all Army Aircraft Accident Report (AAAR) information received concerning HIRTA with the flight operations officer prior to processing.

b. Aviators will receive HIRTA briefings IAW Unit SOP.

c. Aviators will submit an AAAR for all suspected anomalies. The following information, as a minimum, will be included:

(1) Aircraft type.

(2) Aircraft altitude.

(3) Suspected source location.
(4) Sequence of event and the outcome.

3. PROCEDURES. Pilots will avoid using known high intensity antennas as fly-to-way points when briefed guidance for standoff distance will be violated.

SECTION V. MAINTENANCE TEST FLIGHT PROCEDURES (OAHU)