USAADACENFB
Regulation 95-1

Aviation

LOCAL PROVISIONS AND FLYING RULES FOR BIGGS ARMY AIRFIELD

Department of the Army
Headquarters
US Army Air Defense Artillery Center and Fort Bliss
Fort Bliss, Texas 79916-6816
9 February 1998

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Summary. This regulation describes the operation of Biggs Army Airfield (AAF), defines the boundaries of the local flying area, and outlines procedures to be used within the local flying area. It explains flight procedures and rules, including night operations, for United States Air Defense Artillery Center and Fort Bliss (USAADACENFB) aircraft. This regulation also establishes the Fort Bliss Aviation Flight Standardization Committee.

Applicability. This regulation applies to the Active Army, the Army National Guard, and the US Army Reserve. It applies to transient aircraft and all aircraft assigned or attached to or under the operational control of the USAADACENFB.

Impact on New Manning System. This regulation does not contain information that affects the New Manning System.

Supplementation. Supplementation of this regulation is prohibited without prior approval from the Garrison Commander, Garrison Command, Fort Bliss, Texas.

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 Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

Suggested improvements. The proponent agency of this regulation is Aviation Division, Garrison Command. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander, USAADACENFB, ATTN: Aviation Officer, Biggs Army Airfield, Fort Bliss, Texas 79916-6816.

Contents

*This regulation supersedes USAASACENFB Reg 95-1, 18 June 1993

Contents—Continued

Chapter 1
Introduction

1-1. Purpose
This regulation outlines procedures and requests for use of Army aircraft. It prescribes local flying rules and establishes the local flying area. This regulation also specifies ground rules applicable at Biggs Army Airfield.

1-2. References

a. Publications.

(1) AR 95-1 (Army Aviation: Flight Regulations).

(2) AR 95-2 (Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids).

(3) Federal Aviation Regulations 91 series.

(4) Flight Information Publication AP1A.

(5) FM 1-203 (Fundamentals of Flight).

(6) FORSCOM Reg 350-3 (Specialized Training in FORSCOM Active Army and Reserve Component Units).

(7) FORSCOM/TRADOC Suppl 1 to AR 95-1 (Army Aviation: Flight Regulations).

(8) USAADACENFB Suppl 1 to AR 350-1 (Army Training).

(9) Biggs Army Airfield Standing Operating Procedure (SOP).

(10) Fort Bliss Standard Operating Procedures for Weapons Firing and Maneuver Area Use

b. Referenced forms.

(1) DA Form 2028 (Recommended Changes to Publications and Blank Forms).

(2) DD Form 175 (Military Flight Plan).

(3) DD Form 175-1 (Flight Weather Briefing).

(4) FAA Form 7233-1 (FAA Flight Plan).

1-3. Explanation of abbreviations
Abbreviations used in this regulation are explained in the glossary.

1-4. Responsibilities

a. The Director of Plans, Training, Mobilization and Security is responsible for military aircraft operations within the Fort Bliss area.

b. Pilots in command of military aircraft will comply with all regulatory requirements when flying within the local airspace.

c. The Fort Bliss Installation Aviation Officer is responsible for any waivers and approvals required by this regulation.

1-5. Restrictions

a. Armed military aircraft may not penetrate Mexican airspace under any circumstances.

b. Military flight plans with destinations in Mexico (including MEDEVAC and Search and Rescue missions) must have diplomatic clearance prior to departure from Biggs.

c. When vectored by El Paso Approach Control, unarmed military aircraft may penetrate Mexican airspace to accommodate aircraft separation.

d. Under adverse weather conditions, El Paso Approach Control may clear military aircraft for the LOC/DME RWY 4 approach to El Paso International Airport. This approach normally requires crossing into Mexico's airspace.

e. Arming of aircraft on Biggs Army Airfield is prohibited. The location of loop 376 presents an immediate danger.

1-6. Requests for medical evacuation.
(MEDEVAC)/Military Assistance to Safety and Traffic (MAST) services. Direct requests for aerial MEDEVAC/MAST to the 2d Platoon, 571st Medical Company (Air Ambulance). Call 568-8833/8834 for emergency requests, call 568-8900 routine requests, or use radio frequency FM 32.05.

1-7. Range/maneuver areas for training

See USAADACEN Suppl 1 to AR 350-1 and Fort Bliss Standing Operating Procedures for Weapons Firing and Maneuver Area Use for procedures to reserve range/maneuver areas for training. These procedures provide for airspace coordination when planning tactical training. When routine missions cannot be scheduled in advance, coordinate telephonically with Range Command (569-9280/9491).

Table 1-1
Telephone numbers for aviation activities and organizations

Fort Bliss Installation Aviation Officer/ Biggs AAF Commander	568-8242
Flight Scheduling (fixed wing)	568-8002/8088
Airfield Operations	568-8088
Airfield Security	568-8002
Airfield Safety	568-8002
Contracting Officer's Representative	568-8919
Biggs Tower	568-8870
2nd Platoon, 571st Medical Company (Air Ambulance)	568-8900
Contract Maintenance	568-8410
Aircraft Refueling Contractor	568-8187
Mc Gregor Range Control	569-9240/9241
1st CAS Air Branch (Airspace Scheduling/Coordinator)	569-9280/9491
Departure Arrival Aircraft Control Group (DAACG)	568-8775

Chapter 2
Biggs Army Airfield and the Local Flying Area

2-1. Military flight operations office
The military flight operations office at Biggs AAF is located in building 11210. Hours of operation are 0600-2200 on weekdays and 0800-1600 on Saturdays. The operations office is closed on Sunday and all Federal holidays.

2-2. Biggs Tower

a. Biggs Tower is operational as posted in the IFR supplement.

b. When Biggs Tower is closed, Biggs AAF becomes part of the El Paso International Class C airspace. See paragraph 3-2 for related procedures.

c. Extended hours of operation may be requested through Base Operations. Submit requests 72 hours in advance. Units requesting extended tower hours for training or mission accomplishment will incur an hourly operational cost.

2-3. Airfield services

a. Jet-A2M (JP-8) is available from contract facilities on Biggs AAF. Fuel is available 24-hours a day; however, for purchases outside normal duty hours, coordinate with contractors (DSN 978-8187) beforehand.

b. Hangar space is not available.

c. Limited maintenance for transient Army aircraft is available at Biggs AAF through the contract support maintenance facility. Units on temporary duty at Biggs AAF should coordinate maintenance needs with their host units before arrival.

2-4. Airfield Lighting
When the airfield is unattended, airfield lighting can be turned on for a 15-minute period by pilot controlled lighting system (PCL).

2-5. Local flying area

a. The local flying area is defined by the following boundaries: From the ASARCO stacks, east along the Rio Grande to Van Horn, Texas; north in a direct line to Loving, New Mexico; north in a direct line to Lake Avalon; north along Highway 285 to Roswell, New Mexico; west along Highway 380 to San Antonio, New Mexico; southwest in a direct line to the Adobe Ranch private airstrip; south in a direct line to Lordsburg, New Mexico; southeast in a direct line to the Playas private airstrip; east to Hachita, New Mexico; east along the highway to Columbus, New Mexico; then east along the United States/Mexican border to the ASARCO stacks.

b. Federal Aviation Regulations govern minimum altitudes outside of the restricted areas (R-5103A and R-5107A inclusive). Helicopters should maintain a minimum altitude of 200 feet above ground level (AGL) unless on an approved terrain flight training route.

c. Except for takeoffs and landings or when mission requirements dictate, aircraft will remain at least 1,000 feet AGL when overflying civilian built-up areas.

d. All aircraft will avoid areas in which or near which livestock are located.

e. Pilots will operate aircraft in a manner that will avoid complaints by landowners.

f. Pilots will not fly within 3 kilometers of LaTuna Prison (CF 498294).

g. Pilots will use caution in the vicinity of Skysport Airport (CF 662355). Paradrops and radio controlled model airplane flying activities are conducted primarily on weekends and holidays. (Check the local notice to airmen (NOTAM) and Flight Information Publication (FLIP) AP1A).

i. Noise abatement.

(1) In order to participate with the El Paso Class C airspace requirement, and to assist in the Biggs Army Airfield noise abatement program, all tenant aircraft intending to fly to Kilbourne Hole or other destinations to the west are requested to travel via Anthony Gap.

(2) Transient aircraft, especially medium and heavy lift helicopters (AH-64, CH-47, H-3, CH-46, and CH-53) are requested to fly at least 1500 feet AGL on a track around the city of El Paso.

(3) El Paso Approach/Departure control is aware of these procedures and will assist with requests whenever possible.

(4) To reduce noise complaints in Chaparral, New Mexico, the minimum over-flight altitude will be 5,000 feet mean sea level (MSL). Avoid Chaparral, New Mexico, if possible. This area is bordered on the north by the southern Reservation boundary of Dona Ana, on the west by NM 213 (War Highway), on the south by grid line 41, and on the east by grid line 74.

2-6. Biggs Army Airfield Traffic Patterns

a. See Appendix A for the fixed wing aircraft traffic pattern.

b. Rotary wing aircraft will normally use the east-west taxiway. They may take off from or land on runway 03/21 or at any of five helipads denoted as Maltese - 1, Maltese - 2, etc., or any area as approved by the Tower. See Appendix B for the numbering scheme.

c. Traffic pattern altitudes are as follows:

(1) Rotary Wing 4,500 feet.

(2) Fixed Wing (reciprocating engine) 5,000 feet.

(3) Fixed Wing (turbo prop or jet) 5,500 feet.

2-7. Fort Bliss Auxiliary Landing Areas
See Appendix F for auxiliary landing areas and procedures.

2-8. Maintenance Test Flight Areas

a. Test Flight Area Kilbourne Hole. The area is located approximately 40 NM west of Newman VOR. It may be used for fixed wing and rotary wing maintenance test flights requiring high speed maneuvers. See Appendix D.

b. Test Flight Area Bliss. The northern boundary is gridline 54; its eastern boundary is Highway 54; its western boundary is Interstate 10 (remain clear of La Tuna Prison CF 498294); the southern boundary is from the intersection of Interstate 10 and Anthony Gap Road, east along Anthony Gap Road to Martin Luther King Boulevard, to where it intersects with the east/west blacktop road approximately half way between the 39 and 40 grid lines. See Appendix E. Maintenance adjustments may be performed at Hueco Base Camp. Coordinate flights north of the 50 grid line through Mc Gregor Range Control (FM 41.70). Whenever possible pilots requiring the use of these areas will follow the Noise Abatement procedures outlined in para 2-5i of this regulation.

2-9. Runups
Pilots may conduct aircraft runups on any area of the airfield except the main ramp in front of Base Operations.

2-10. Maintenance hover area
The primary maintenance test flight hover area is north of Taxiway B, east of Taxiway F, west of Taxiway C, and south of the sod area. Taxiway B may also be used between Taxiway F and Taxiway C. See Appendix B, Airfield numbering scheme. All areas are subject to ATC approval.

Chapter 3
Flight Procedures and Rules

3-1. Flight plans

a. General.

(1) Pilots in command are expected to know the hours of operation for Tower and Airfield Operations as published in FLIPs in order to file flight plans with Airfield Operations or with Flight Service when Airfield Operations is closed.

(2) Unless updated, flight plans not activated within 2+00 hours of the proposed takeoff time will be canceled.

b. FAA Form 7233-1.

(1) Civilian pilots (contract carriers, other exempted aircraft) may use FAA Form 7233-1 (FAA Flight Plan) when filing flight plans at Airfield Operations. Dispatchers will accept commercial flight plan forms, including company weight and balance forms, when all required information is furnished.

(2) Military pilots will use FAA Form 7233-1 when filing flight plans with the El Paso Flight Service Station (FSS) when Airfield Operations is closed. Passenger manifests will be left with unit operations.

c. DD Form 175.

(1) Pilots of military aircraft will file DD Form 175 (Military Flight Plan) and DD Form 175-1 (Flight Weather Briefing) with Airfield Operations at least 30 minutes before proposed takeoff time for:

(a) All instrument flight rules (IFR) flights.

(b) All visual flight rules (VFR) flights not participating in the local flight plan or tactical flight plan programs.

(2) Local flight plans will be filed on DD Form 175 with Airfield Operations or unit operations. Unit operations will telephone local flight plans to Airfield Operations at least 30 minutes before the proposed takeoff time. Departure information must be passed to Airfield Operations prior to their scheduled closing. This will insure that all departure and arrival information is properly passed to Albuquerque FSS.
NOTE: Flight plans must be filed with an agency that Airfield Operations or Albuquerque FSS can contact during the flight.

(a) Besides the word "local" in the "Route of Flight" column, describe the intended flight path or area where the aircraft will be operating. This will help search and rescue.

(b) In the "ETE" column, enter the total time for the flight including ground time.

(c) Flights on local flight plans will not terminate at locations other than Biggs AAF except in emergencies. Aircraft may land, takeoff, or shutdown at any authorized location within the local flying area for the duration of the local flight plan.

(d) Local flight plans that remain open when Airfield Operations closes are handed off to the Albuquerque FSS. **Pilots will close with FSS on return (1-800-992-7433).**

(e) Local flight plan data is not necessarily transmitted to the FSS. Pilots contacting the FSS for help should tell the FSS that they are on a local flight plan out of Biggs AAF to prevent double flight plans.

(f) Pilots will use any available means to extend flight plans when the estimated time of arrival will be exceeded by more than 30 minutes. These means may include radio contact with the FSS, other aircraft for relay, or Range Control facilities. When using the USAADACENFB telephone system from ranges, the words "I am a pilot" will ease patching to flight service or units. These facilities do not provide flight following. Range Control will attempt to contact emergency facilities for aircraft in distress and should be informed of the location of aircraft in distress when the situation permits. Pilots are advised to call "clear of ranges" when they are clear, otherwise, Range Control will start a search for the aircraft.

d. Tactical flight plans. Prior to departure from Biggs AAF to field sites, pilots will file a DD Form 175 with Airfield Operations or unit operations. Departure information must be passed to Airfield Operations prior to their scheduled closing.

(1) Enter the word "tactical" in the "Route of Flight" column.

(2) In the "To" block, enter the actual location where the aircraft will operate or land, if known; for example, grid, training area number, or place name (Do not enter "BIF").

(3) In the "ETE" column, enter the time required to establish flight following with the unit, normally 0+15.

(4) When radio contact and flight following with the unit are established, cancel the DD Form 175 flight plan with Biggs Tower by announcing "aircraft is tactical". When Biggs Tower acknowledges the transmission, the unit assumes responsibility for all flight following functions, including search and rescue. If the pilot does not cancel the DD Form 175, the aircraft will be overdue at 30 minutes after the filed estimated time enroute (ETE), and Airfield Operations will start search and rescue operations.

e. Arrival at Biggs AAF on a tactical flight plan.

(1) Pilots will inform Biggs Tower that the aircraft is on a tactical flight plan on initial contact for landing.

(2) If the aircraft will return to the field on the same flight plan, pilots will advise Biggs Tower of expected ground time. If ground time will exceed 4 hours, the aircrew should close the original flight plan and refile for the later departure.

(3) Tactical flight plans must be closed through unit channels.

(4) Pilots may use computer flight plans to provide data for the preparation of DD Form 175; however, they will not be accepted instead of DD Form 175.

f. Closing flight plans. When Biggs Tower and Biggs Advisory are closed, pilots must close their flight plans with the Albuquerque FSS (via radio or telephone 1-800-922-7433).

g. Filing procedures for maintenance test flights.

(1) Flight plans will normally be telephoned to Base Operations.

(2) Maintenance test flight plans may be called directly to the Tower via the primary UHF or VHF ground control frequency. Pilots will identify themselves with the assigned test flight call sign.

3-2. Procedures When Biggs Tower is Closed. When Biggs Tower is closed, Biggs AAF becomes part of the El Paso International Airport's Class C airspace. The procedures below will apply:

a. Rotary wing aircraft making normal departures to or arrivals from the north must contact the El Paso Tower for Class C advisories. Appropriate reports must still be made in the blind on Biggs Tower's common traffic advisory frequencies (CTAF) UHF 300.1 and VHF 122.7.

b. Pilots desiring to remain in closed traffic at Biggs AAF will advise the El Paso Tower of their intentions. Do not extend the traffic pattern of Runway 03/21 beyond the Fort Bliss National Cemetery. Aircraft in the traffic pattern must monitor Biggs Tower frequencies.

3-3. Lost Communications Procedures (day/night). Aircraft experiencing lost communications will enter the established traffic pattern (see Appendix A and C). Follow lost communications procedures as stated in FAR Part 91 and the Airman's Information Manual. Use extreme caution and good judgment, particularly if the Tower is closed.

3-4. Weather Forecasts. Pilots may obtain forecasts from the following sources, as appropriate:

a. Biggs Army Airfield. The Weather Detachment is opened Monday - Friday as posted in base operations, telephone 568-8702/8409.

b. Holloman Air Force Base, New Mexico. Telephone DSN 867-3924/3925 or direct 6-788-3924/3925. Operating hours are from 0300 to 1800, Monday through Friday.

c. Luke Air Force Base, Arizona. Telephone DSN 853-2805/2236. Operates continuously.

d. Albuquerque FSS. Telephone 1-800-992-7433.

3-5. Special Visual Flight Rules Weather Minimums for Biggs Army Airfield.

a. Rotary wing aircraft departing or arriving Biggs AAF will use the following special VFR (SVFR) weather minimums: daylight - 500 feet ceiling with 1/2 mile visibility; night - 1,000 feet ceiling with 1 - mile visibility. (SVFR operations for fixed wing aircraft is not authorized.)

b. When weather is below VFR minimums (ceiling 1,000 feet or visibility 3 miles) as reported for the El Paso Class C airspace, pilots must contact El Paso clearance delivery before takeoff. They must also contact El Paso Approach Control before entering El Paso's airspace for a SVFR clearance.

3-6. Severe weather. Biggs AAF and the surrounding area are subject to strong gusty winds with occasional blowing sand each spring. Pilots use **CAUTION**.

3-7. Hazardous cargo

a. All aircraft carrying hazardous cargo, including munitions, must coordinate with Airfield Operations before operating at Biggs AAF.

b. The following areas are designated for loading and unloading hazardous cargo:

(1) Primary - northeast corner of Taxiway B (west of Taxiway C) on parking pad 24. See Appendix B Numbering Scheme.

(2) Secondary - northeast ramp of Taxiway F on parking pad 28.

3-8. Anti-hijacking plan. The anti-hijacking plan is contained in the Biggs AAF SOP.

3-9. Emergency and Air Search and Rescue. Normally Search and Rescue missions will be passed down through the National Search and Rescue Headquarters located at St. Louis to Biggs Army Airfield, Garrison Command. Biggs Army Airfield, Garrison Command will contact units with aviation assets able to respond; these units will determine their capability to respond. MEDEVAC units will not respond to Search and Rescue missions.

3-10. Transient Aircraft Operations. Transient pilots must report to Airfield Operations and the Installation Aviation Safety Officer for a briefing before beginning local flights into the Fort Bliss Military Reservation area, including Dona Ana Range and Mc Gregor Range areas. Transient units/aircraft are cautioned that night operations are permitted only per paragraph 4-6.

Chapter 4
Flight Procedures - Specific Areas

4-1. Range procedures.

a. General. Ranges and training areas lie to the north and northeast of the main post cantonment areas of the Fort Bliss Military Reservation. These ranges and training areas are R-5103A and R-5107A. A VFR corridor exists between these two restricted areas following the railroad from El Paso, Texas to Alamogordo, New Mexico. The corridor extends 2 miles west of and parallel to the railroad. Northeast bound rotary wing aircraft should fly at 4,500 feet MSL over the railroad (mission permitting). Southwest bound rotary wing aircraft should fly at 4,500 feet MSL 1 mile west of the railroad (mission permitting). When operating in active restricted areas, aircraft will squawk mode 3A, Code 4000, unless instructed to do otherwise.

(1) R-5103A, B, C, D, and R-5107A is controlled by Mc Gregor Range Control located at Davis Dome (CF 913491). Contact on radio frequency UHF 304.6, VHF 122.6, FM 41.7, or FM 55.8. **WARNING: All aircraft must use extreme caution due to live firings of air defense weapons.** All units requiring the use of these ranges must coordinate through the 1st CAS Air Branch (Airspace Scheduling/Coordinator) 569-9280/9491 prior to use.

(2) Generally, the R-5107A ranges lie along War Highway, and firings are west toward the mountains. The area between War Highway and US Highway 54 is primarily a maneuver area. However, there are several firing points in maneuver areas 6C, 4B, 4C, 4D, and 3A which are east of War Highway. Firings from all maneuver areas in R-5107A may be conducted on a case-by-case basis.

b. Clearance. Pilots must contact the range control for clearance before entering restricted areas; stating location and desired destination. Range Control will advise pilots of any restrictions or active ranges. Range Control will also advise pilots of current winds and any other known air traffic.

NOTE: Pilots may obtain advance range information by calling Mc Gregor Range Control (569-9240/9241).

c. Flight following. **Flight following is not available for aircraft operating on the Fort Bliss military reservation**. All aircraft operating on the Fort Bliss Military Reservation will maintain communication with an appropriate agency, i.e., Range Control or Airfield Operations. **Note: Range Control and Airfield Operations personnel are not trained to provide flight following services; however, they will assist to the best of their capabilities providing emergency assistance and advisories.**

4-2. Rotary Wing Departure and Arrival Routes and Procedures.

a. Class C Clearance. Biggs AAF lies within the El Paso's Class C Airspace. Clearance from El Paso is required for all aircraft. Those rotary wing aircraft that are arriving or departing Biggs AAF along the VFR arrival/departure route at 4,500 feet and below will, when Biggs Tower is open, coordinate with Biggs Tower for arrival/departure clearances. When Biggs Tower is closed all clearances will be coordinated through El Paso arrival/departure.

b. Nonstandard arrival/departures from Biggs AAF will be coordinated with through El Paso.

c. The rotary wing aircraft arrival and departure procedures are indicated below. These procedures apply to all rotary wing day/night VFR traffic when Biggs AAF Tower is operational. See Appendix C.

(1) Departures.

(a) East: When departing to the East, make a left turn after departure. Fly northbound over Taxiway C to the Radar Park, then fly heading 342 degrees to the railroad tracks. Follow railroad tracks northward to the release point at the Oxidation Pond. Departures will stay to the right of the railroad tracks.

(b) West: When departing to the West, make a right turn after departure, fly to Radar Park, then fly heading 342 degrees to the railroad tracks. Follow the railroad tracks northward until release point at the Oxidation Pond.

(2) Arrivals. Initial reporting point is the Oxidation Pond. From the Oxidation Pond, fly on the right side of the railroad tracks until abeam the large Brown Water Tank. At the Brown Water Tank, fly direct to the Checkered Tower.

(a) East Landing: Fly Southbound and enter a left base to the landing Maltese.

(b) West Landing: Fly from the Checkered Water Tower to the intersection of Taxiway C and main runway; then, enter right base to the landing Maltese.

(c) All legs of the arrival route will be flown at 4,500 feet MSL. Biggs Airfield elevation is 3,950 feet MSL.

(3) Precautions.

(a) All rotary wing traffic must avoid overflight of the Fort Bliss Rod and Gun Club (CF 706304) and its associated ranges located north northeast of Biggs AAF. The firing fan on all Rod and Gun Club ranges is southwest to northeast.

(b) When Biggs Tower is open the controller may deviate from normal procedures to expedite traffic. See Appendix C for rotary wing arrival/departure routes.

4-3. Rotary Wing Aircraft Maintenance and Emergency Procedures Training.

a. Use of the main runway and hover areas for rotary wing maintenance and emergency procedure training.

(1) The main active runway is Biggs Army Airfield's reason for existence. The use of Biggs' main runway for maintenance and emergency procedure training is prohibited. All maintenance test flights, except hover work, and emergency procedure training will be conducted to parallel taxiway D.

(2) Maintenance hover area is any of the concrete parking pads along the north side of Taxiway B between taxiways Taxiway F and Taxiway C. These nine pads are depicted on the Biggs Airfield map and are numbered 10, 12, 14, 16, 18, 20, 22, 23, and 24.

b. Davis Dome. Davis Dome is authorized for day and night emergency procedures training including NVG. Prior coordination with 1st CAS Air Branch (Airspace Scheduling/Coordinator) 569-9280/9491 is required prior to use. Unit will contact the Fire Department before starting training. The traffic pattern will be to the southeast of the runway. **Use caution due to wires on the north side of the runway and the Davis Dome Radio Tower located on a large sand dune at the northeast end of the runway.** Davis Dome is restricted to aided traffic only when night vision systems (NVS) or (NVG) training is being conducted. **The mixing of aided and unaided traffic is prohibited.**

c. Communications Procedures.

(1) Aircraft using any training areas will monitor a common air-to-air frequency. During daylight hours, FM 57.80 or UHF 321.6. During hours of darkness, all aircraft will monitor UHF 321.6 air-to-air frequency.

(2) Training aircraft will establish and maintain positive two-way communication with their operations or unit aircraft.

(3) Simulated engine failures requiring termination with power can be conducted anywhere within the boundaries of the Fort Bliss Military Reservation. All single engine aircraft will contact Biggs Tower, Base Operations, or their Unit Operations prior to initiating simulated engine failures. Upon completion of the termination with power aircraft will advise their controlling agency that: "power recovery complete situation normal."

4-4. Vertical helicopter instrument flight rules recovery procedures (VHIRP). IAW MSG 091547Z FEB 93. Effective 1 March 1993, all requirements for VHIRP are deleted.

4-5. Terrain Flight.

a. General.

(1) Terrain flight may be conducted within the boundaries of the Fort Bliss Military Reservation training area.

(2) The Biggs AAF Operations Officer will maintain a master terrain flight hazards map in the flight planning room of Airfield Operations. Report new hazards to the Fort Bliss Aviation Operations Officer. He will update the master map and pass the information to all unit operations officers for posting to their maps. A current hazards map should be on board each aircraft operating at terrain flight altitudes (below 500 feet AGL) on the Fort Bliss Military Reservation.

b. Designated terrain flight areas.

(1) Terrain Flight Area No. 1. The boundary for the area is from coordinates CF 630516; east along the Camp Hueco Road to the eastern boundary of R-5107A, CF 773510; northeast to CF 910768; north to CF 910800; west to CF 800800; southwest to CF 683730; south along the east side of War Highway 11 to CF 630605; then to the point of origin, CF 630516.

(a) **USE EXTREME CAUTION.** There are numerous wires and other hazards in this area.

(b) This area is approved for day and night terrain flight.

(2) Terrain Flight Area No. 2. The boundary for the area is from coordinates CF 905685; east to DF 290680; northeast along the reservation boundary to DF 489959; west along Highway 506 to DF 037995; southwest along the east side of the Southern Pacific Railroad to the point of origin CF 905685.

(a) This area is approved for day and night terrain flight.

(b) Pilots should remain clear of the Oro Grande Range Complex (North Mc Gregor Base Camp) unless landing or taking off from the site.

(c) Flights on the Otero Mesa are authorized; **CAUTION** must be exercised as most of this area is grazing area. Aircrews must avoid all livestock and wildlife.

(3) Terrain Flight Area No. 3. The boundary for the area is from coordinates CF 840570; east to CF 990570; south to CF 990420; east to DF 110420; northeast along Reservation boundary to DF 290680; west to CF 905685; then southwest along the east side of the Southern Pacific Railroad to the point of origin, CF 840570.

(a) This area is approved for day and night terrain flight.

(b) Flights will be above 500 feet AGL when in the vicinity of firing sites and Mc Gregor Base Camp.

(4) Terrain Flight Area No. 4. The boundary for the area is from coordinates DF 037995; east along north side Highway 506 to DF 489959; northeast along the reservation boundary to DF 508993; northwest along the Reservation boundary to DG 069177; then south along the east side of the southern Pacific Railroad to the point of origin, DF 037995.

(a) This area is approved for day and night terrain flight.

(b) Flights on the Otero Mesa are authorized; **CAUTION** must be exercised as most of this area is grazing area. Aircrews must avoid all livestock and wildlife.

(5) Terrain Flight Area No. 5. The boundary for this area is from coordinates CF 750410; east to CF 796412; south to CF 796280; east to CF 954284; north to CF 954410; west to CF 900410; then northwest to CF 880480; then North to CF 880497; then west along the south side of the Mc Gregor entrance road to CF 798497; then southwest along the east side of the Southern Pacific Railroad to the point of origin CF 750410.

(a) This area is approved for day and night terrain flight.

(b) All aircraft will remain below 500 feet AGL unless contact is established with El Paso Approach, Biggs Tower, or El Paso Tower as appropriate.

(c) **USE EXTREME CAUTION.** There are numerous wires and other hazards in this area.

4-6. Night Operations

a. General procedures.

(1) Terrain flight within the Fort Bliss Military Reservation is approved for aided and unaided operations. These areas will be reserved and coordinated through the Biggs Army Airfield Base Operations and Airspace Coordinator.

(2) Communications within El Paso's Class C Airspace. When Biggs Tower is closed, all aircraft will maintain two-way radio communication with El Paso Approach or El Paso Tower when flying within this airspace. When Biggs Tower is closed, El Paso

owns the airspace. Aircraft making normal departures or arrivals must contact El Paso for Class C advisories. All aircraft will comply with paragraph 3-2.

(3) TFA 1 is approved primarily for unaided training.

(4) Mixing of aided and unaided traffic in the same training area is prohibited. The only exception is for a field training exercise where the unit flight operations have exclusive aviation use of the training area. The unit must provide aircraft separation and continuous flight following.

(5) Support missions are authorized in all training areas. Coordinate through Biggs AAF Base Operations for advisories on current training and avoid areas.

(6) Crews may don NVDs on Biggs AAF prior to departing into mission/training profile.

(7) Aided and unaided traffic pattern training may be conducted at Biggs AAF. All aided aircraft will use "**Goggle**" as their designation to advise controlling agencies of their flight mode.

(8) Aided traffic pattern training has priority at Davis Dome Airstrip. Night unaided training is prohibited when aided NVD operations are scheduled. Coordination will be through the Biggs AAF Base Operations for advisories on current training.

(9) During field exercises, units may use terrain flight training areas not listed in (1) above for NVD operations with the approval of 1st CAS Air Branch. Submit requests seven working days in advance. If approved, Biggs AAF Base Operations should be notified to post NOTAMs to inform affected units.

(10) Troop, company, or larger units requesting flight training areas must submit request through 1st CAS Air Branch, Garrison Command, at least 14 working days prior for approval, IAW Weapon Firing and Maneuver SOP.

(11) Transient aircraft will obtain permission 72-hours prior to conducting NVD operations in the Fort Bliss training areas. Contact the 1st CAS Air Branch and Biggs AAF Base Operations. Before units conduct NVD operations, Biggs AAF Base Operations personnel will brief them on local procedures. A log will be maintained on all personnel briefed.

(12) While conducting terrain flight operations, aircraft will maintain two-way radio communications with an appropriate controlling agency. If communications cannot be maintained, training will be terminated. Controlling agencies are:

(a) The individual unit, if engaged in a field exercise. Coordinate through the 1st CAS Air Branch IAW Weapon Firing and Maneuver SOP.

(b) Range Control if the unit tactical operations center (TOC) is not operational.

(c) As appropriate if the aircraft is outside the Restricted areas, contact the unit TOC, Biggs Tower, or El Paso Approach Control.

(d) El Paso Approach Control, anytime 500 feet AGL is exceeded in TFA 5.

(e) Cover aircraft when continuous air-to-ground communications cannot be maintained.

(13) Units conducting reverse cycle training may be required to provide a qualified individual to augment Mc Gregor Range Control.

(14) All aircraft aided and unaided, will use air-to-air frequency 321.6 during night operations.

b. Weather requirements. NVD training may be conducted when the weather forecast indicates no less than 1,000 feet ceiling and 3 miles visibility at the estimated time of arrival plus 1 hour after training will end. All NVD training will cease immediately when actual conditions are less than 1,000 feet ceiling or 3 miles visibility.

c. Radio requirements. Operations in all terrain flight training areas require, as a minimum, an operable UHF and FM radio. All aircraft will reference their position using standard UTM reference. Exception for use of the grid system is aircraft/flight on a prescribed NOE route or a designated range, (Example: NOE Route 1/Range 40).

(1) During the hours of darkness all aircraft, aided or unaided, using any training area will monitor

and make appropriate calls on the air-to-air frequency (UHF 321.6).

(2) Appropriate range information and clearance will be obtained using the designated frequencies prior to entry into the restricted areas. Advance range information can also be obtained by calling Mc Gregor Range Control (569-9240/9241).

(3) Internal aircraft flight monitoring is authorized between unit aircraft if coordinated and briefed prior to the mission. Aircraft will provide the appropriate Range Control facility the tail numbers of the aircraft and the frequency being used.

(4) Upon completion of training, all aircraft will contact the appropriate Range Control facility.

d. Lighting.

(1) Blackout NVD operations are prohibited.

(2) Position/navigation lights will never be less than steady dim.

(3) Anticollision lights will be on at all times above 200 feet AGL, when outside of approved TFAs, when operating in or crossing any corridor, and when crossing any reporting point (RP).

(4) Anticollision lights may remain off within the TFAs used exclusively for aided training and below 200 feet AGL at the discretion of the pilot in command. At other times, Anticollision lights may be turned off only for landing zone/pickup zone operations.

e. Traffic pattern training areas (NVD). Davis Dome Airstrip is the primary NVD training site for traffic pattern training. All arrivals will be direct from RP Square (CF 810365) or Three Buttes (CF 925560). Departures will be to Mc Gregor Crossing (CF 798487) or Meyer Small Arms (CF 920435). Before arriving at Davis Dome, pilots will contact Mc Gregor Range Control on 41.70 or 122.60.

(1) Traffic pattern is limited to three aircraft. The runway is 04/22. Use south traffic only.

(2) Traffic pattern altitude is 4,400 feet MSL or below.

(3) All aircraft conducting training must monitor the air-to-air frequency 321.60.

(4) During the hours of darkness, unaided flight, other than arrival and departure in an emergency, is unauthorized if NVD training is in progress. Aircraft not using Davis Dome should remain at least five kilometers from the airfield.

f. Mandatory NVD routes and procedures. The following NVD routes and procedures are mandatory for all aircraft operation in the NVD mode of flight at the USAADACENFB.

(1) Biggs Army Airfield. All NVD aircraft **MUST** fly with all Anticollision and position lights on. All traffic pattern altitudes, as well as standard arrival and departure procedures will remain the same for NVD and non-NVD aircraft. Biggs and El Paso ATC will fully integrate all air traffic. Departure aircraft will monitor Biggs Tower frequency until reaching the east/west pipeline road at approximately CF 7934. Once north of the road, change to air-to-air frequency 321.60.

(2) Entry/exit points are as follows:

(a) TFA 1. The primary point of entry is Mc Gregor Crossing (CF 798500). The alternate arrival point is Globe Wells (CF 915710). The primary departure point is Alvarado Crossing (CF 835563). The alternate departure point is Oro Grande (CF 974813).

(b) TFA 2. The primary point of entry is Oro Grande via Biggs departure to Mc Gregor Crossing (CF 798500) to the VFR corridor to Oro Grande for aided traffic at 200 feet AGL or less and unaided traffic at 4,500 feet MSL. Departures are primarily unaided direct to the VFR corridor. NVD departures, when required, are direct to the VFR corridor at 200 feet AGL or less.

(c) TFA 3. The primary points of entry are initial points (IP) 1 or 2 via Biggs departure to RP Square, direct to RP Kirby (CF 953374), and then to the appropriate IP. Departures are primarily unaided from RP Hill (CF 968617) 270 degrees to the VFR corridor at a minimum altitude of 300 feet AGL (4,500 feet MSL 2 kilometers before entry into the corridor). Aided departures, when required, are from RP Hill at 100 feet AGL to the Three Buttes or Globe Wells.

(d) TFA 4. The primary point of entry is RP Paxton (DF 037996) via Biggs departure to Mc Gregor Crossing then the VFR corridor. Departures are direct to the VFR corridor.

(3) Before operating in the VFR corridor, pilots should contact El Paso Approach Control for traffic advisories within the corridor.

(4) Coordinate deviations from approved corridors and entry or exit points with the controlling agency.

(5) Aircraft of the 2d Platoon, 571st Medical Company (Air Ambulance) that are on actual MEDEVAC calls may depart Biggs AAF as necessary. In addition, pilots will call in the blind on the air-to-air frequency to advise all other traffic of their mission, identification, and destination; for example, "MEDEVAC 12345 is outbound from Biggs enroute to grid CF 1234." Aircraft in the TFA of destination will land until MEDEVAC calls, "clear". All other aircraft will remain clear of the operational area.

(6) After the end of the NVD mode of flight, all traffic inbound to Biggs AAF will climb to 4,500 feet and enter the published VFR corridor north of Oxidation Pond (See Appendix C). Aircraft will contact El Paso Approach for landing at Biggs AAF. All aided traffic will insure that position (on bright) and anti-collision lights are on.

(7) Units should perform hazards checks of all proposed NVD routes during daylight hours.

g. Mandatory unaided night routes and procedures. The following unaided night routes and procedures are mandatory for all aircraft conducting unaided training. The procedures listed in paragraph 4-2 apply with the following additions:

(1) Upon departing El Paso Airspace, pilots will call on the air-to-air frequency stating "who, what, and where"; for example, "Army 12345 is at Oxidation Pond northbound to TFA 1."

(2) Minimum altitude until reaching the TFA is 4,300 feet MSL.

h. NVD nap-of-the earth.

(1) All TFAs and NOE routes are authorized for NVD use. Each individual unit will determine if an NVD mission requires a cover ship. Units requiring a cover ship will provide one and inform Range Control that a cover ship is in use.

NOTE: If a cover ship is being used, the requirements for each aircraft to remain in contact with Range Control are waived. However, the cover ship will make 15 minute status calls to Range Control for the duration of the mission. Prior to leaving the training area, the cover ship will ensure all mission aircraft have departed the TFAs.

(2) NVD NOE flights conducted on the NOE training routes in TFAs 3 and 4 will require a cover aircraft maintaining continuous two-way communication on air-to-air frequency 321.6.

(3) A maximum of 3 aircraft from the same unit or one multiship flight from the same unit are allowed on each NOE route. Aided and unaided aircraft will not use the same route simultaneously.

(4) Individual NVD NOE training is on a first come, first served basis for training area and route selection. It is coordinated through Biggs AAF Base Operations.

i. Davis Dome emergency procedures during NVD operations.

(1) Crash rescue will be immediately notified by radio relay through the controlling agency.

(2) All other aircraft will remain clear until emergency is terminated.

Chapter 5
Ground Operations

5-1. Ground Movement of Aircraft (Towing).

a. Biggs Tower controls all aircraft movements on runways and taxiways through radio contact or light signals. Prior coordination with Airfield Operations is required.

b. Movement on the parking ramps south of Taxiway A does not require Biggs Tower clearance.

5-2. Ramp Passes.

a. All motor vehicles operating inside Biggs AAF will have a ramp pass. Exception: 06 and above, Fire Department, and MPs.

b. Obtain ramp pass from Airfield Operations, building 11210.

c. Detailed instructions on the movement and operation of vehicles and equipment on Biggs AAF are contained in the Biggs AAF SOP.

5-3. Safety Rules.

a. Ramp Safety.

(1) Chock or tie down fixed wing aircraft on the ramp. Tie down the main rotors on all rotary wing aircraft when possible. Secure doors and cowlings on all aircraft left unattended to avoid damage by propeller/rotor wash.

(2) Immediately store cowlings removed from aircraft, on the ramp, inside an aircraft or hangar. This will prevent hazards from nearby hovering rotary wing aircraft or large taxing jet aircraft.

(3) Refueling aircraft within 50 feet of any building is prohibited. All refueling and maintenance personnel must avoid, to the best of their ability, fuel and oil spillage on ramp. Safety and environmental hazards have the highest consideration. Treat every spill as a fire hazard. Take the following actions when a spill occurs:

(a) Stop the flow of fuel or oil.

(b) Shut down operations in the area of the spill.

(c) On all fuel or oil spills, no matter how small, first notify the BAAF Fire Department and then Base Operations. The Fire Department will report the spill to the Director of Environment (DOE) and determine what action will be taken. The Fire Department is not responsible for clean-up of any spill; they will however, contain, absorb, or wash down as required by the appropriate Department of Defense (DOD) or DOE regulations.

(4) Placing aircraft on jacks outside of a hangar is prohibited.

(5) Personnel on the ramp should be alert for moving aircraft, vehicles, rotors, and propellers.

(6) To avoid accidents, aviation personnel will assist passengers directed to embark or disembark from an aircraft with its engines running.

(7) Privately owned vehicles are allowed on the airfield only with permission of the Airfield Commander.

b. Ground handling, towing, and taxi operations.

(1) Only licensed personnel may operate aircraft tugs. No one is allowed to ride on tugs except in approved seats.

(2) Do not tow aircraft faster than a normal walk.

(3) No person is allowed to ride on the exterior of towed aircraft.

(4) Use wingwalkers when towing near obstacles. Use at least one wingwalker for movement into and out of hangars.

(5) When towing aircraft at night, turn on position lights.

c. Refueling/defueling safety.

(1) Park fuel tankers with at least 20 feet between the tanker's exhaust and the aircraft's fuel receptacle. Face the exhaust away from the aircraft or in a position that places it beyond the wingtip of the aircraft.

(2) Do not refuel until all grounding cables are properly connected, when thunderstorms or lightning are within 5 nautical miles of Biggs AAF, or during moderate or heavy rain.

(3) During refueling and defueling operations, tie down at two points or chock all fixed wing aircraft being serviced. Secure rotary wing aircraft rotor blades. Turn off all electrical switches. All passengers and crew members must be outside the aircraft and at least 50 feet from the aircraft.

(4) A crew member of any transient aircraft must remain with the aircraft during refueling. All passengers must disembark.

(5) A fireguard must be present during refueling and defueling operations. The fireguard must use required safety equipment including the appropriate fire extinguisher and hearing protection.

(6) Defueling is allowed on the west side of Taxiway F and at the wash apron. The Fire Department will provide a truck to stand by in the event of an abnormal defueling. Defueling is not permitted when electrical storms are within 5 nautical miles of Biggs AAF.

Chapter 6
Fort Bliss Aviation Flight Standardization Committee

6-1. Committee Purpose
The Fort Bliss Aviation Flight Standardization Committee is established per AR 95-1. The committee carries out standardization policies and procedures of the US Army Aviation Flight Standardization Program. The committee also monitors all aviation training and standardization activities

6-2. Committee Officers
The Aviation Officer serves as the committee chairperson. The Installation Aviation Standardization Officer serves as secretary of the committee.

6-3. Requests for Waiver
Aviation units will submit requests for waiver of flight requirements through their appropriate headquarters. The first colonel (06) in the chain of command is the individual waiver authority.

Chapter 7
Safety

7-1. Safety Procedures
Personnel first sighting an aircraft mishap involving a forced landing, precautionary landing, aircraft/property damage, release of an external load, or personal injury will -

a. Report the mishap by the quickest means available to the nearest air traffic control facility, Biggs Tower, ground operations, Mc Gregor Range Control, or another airborne aircraft. They will give the following information:

(1) Date and time.

(2) Location of mishap.

(3) Aircraft type.

(4) Aircraft call sign, serial number, and organization.

(5) Number and type of injuries.

(6) Presence of fire.

(7) Description of mishap and damage to aircraft.

(8) Any damage to civilian property.

(9) Name of person reporting mishap.

b. Aid in rescue and care of injured personnel.

c. Safeguard the crash site and ensure that all evidence is preserved and unmoved.

d. Refer all news media requests to the Public Affairs Office.

7-2. Physical Examinations
A flight surgeon will examine persons involved in any aircraft mishap with known or suspected damage or a human factors mishap (injured or ill person) as soon as possible, as per unit SOP.

7-3. Reporting Mishaps

a. Any person involved in or witness to an aircraft mishap involving damage or injury will report to the Fort Bliss Aviation Office in building 11210 (915) 568-8002/8088 as soon as possible.

b. The pilot in command involved in any mishap, including precautionary landings and aborted takeoffs, will ensure that the unit safety officer receives a report of the mishap. He or she will also complete a copy of a Preliminary Report of Aircraft Mishap worksheet. Biggs Army Airfield, Garrison Command, and Installation Safety will be provided a courtesy copy within 48 hours.

c. To report an aircraft mishap, call one of the following telephone numbers or frequencies.

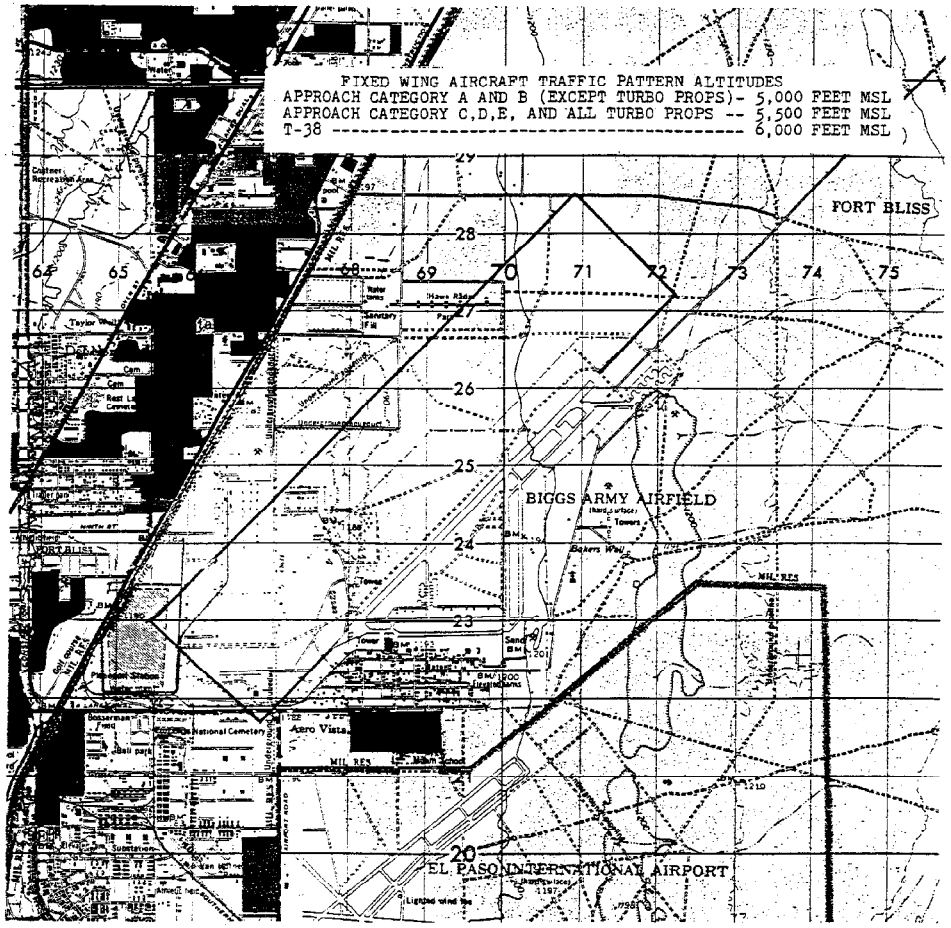
(1) Biggs AAF Operations -by telephone: 568-8088/8097, or by radio: FM 34.5 or VHF 122.7.

(2) Biggs AAF Tower - By telephone: 568-8870, or by radio: 126.1, 300.1.

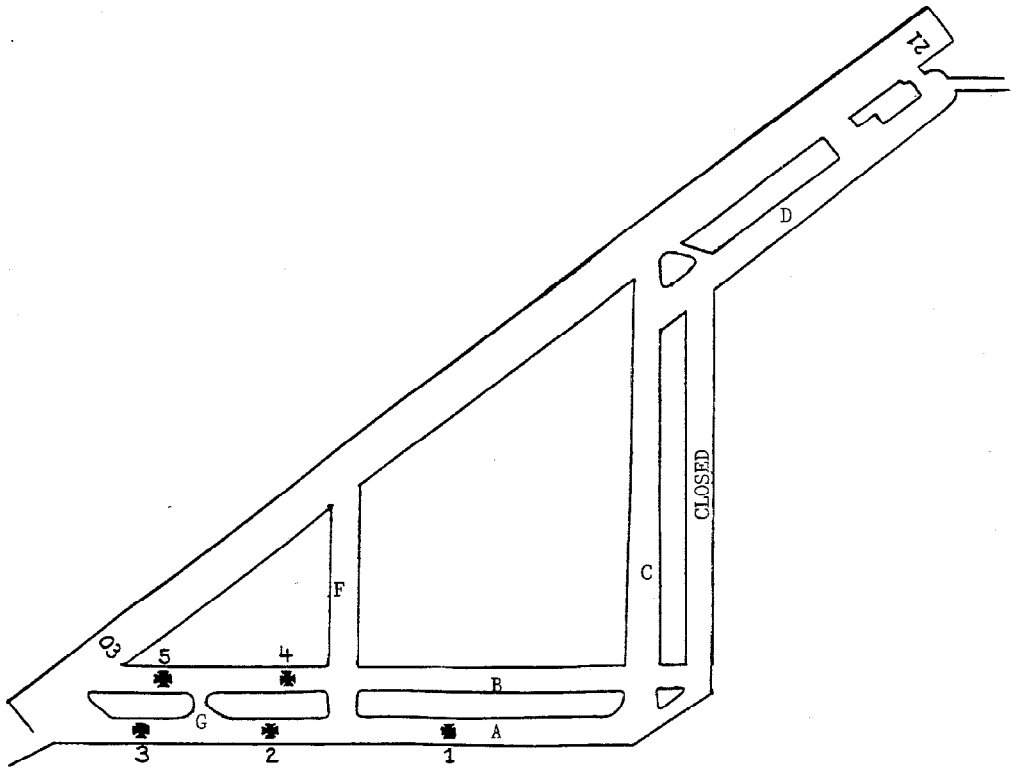
(3) Mc Gregor Range Control - by telephone: 569-9240/9241, or by radio: 41.7, 304.6, or 122.6.

(4) Biggs AAF Safety Office - by telephone: 568-8002/8088/9012.

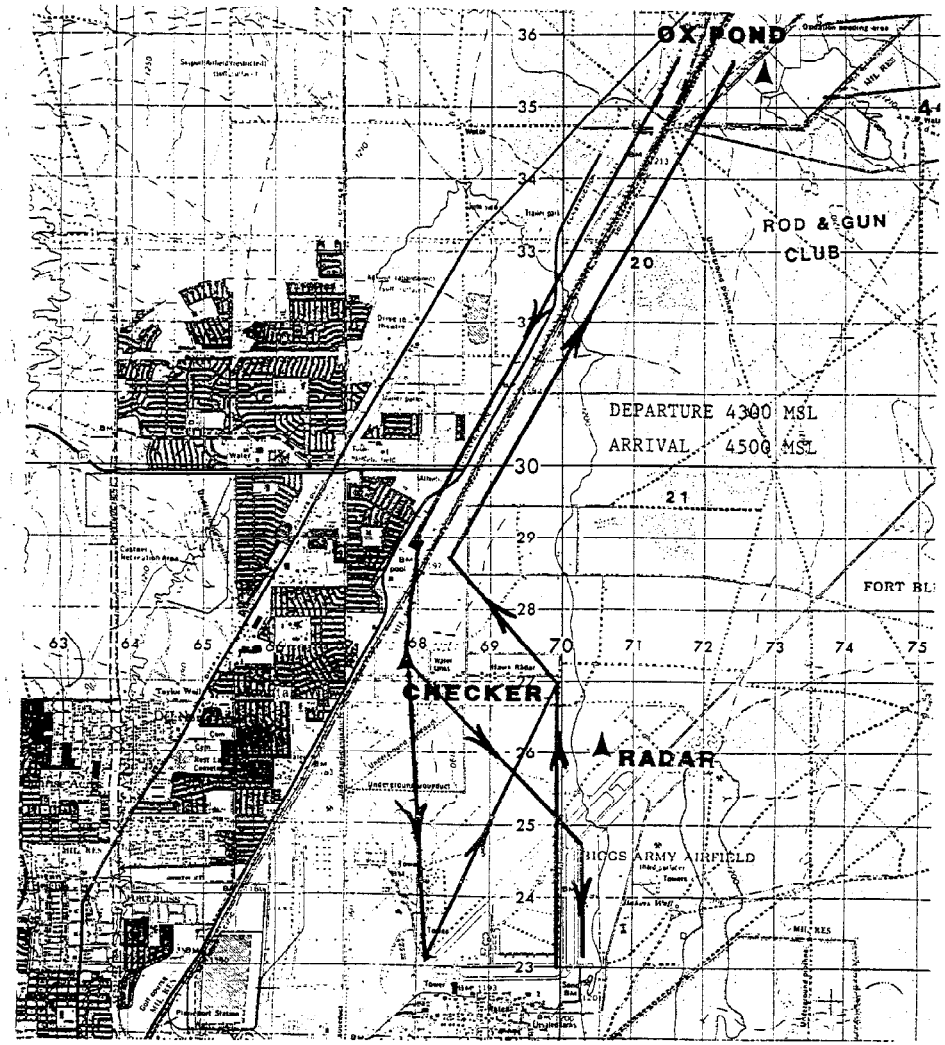
Appendix A
Biggs AAF Traffic Patterns - Fixed-Wing Aircraft



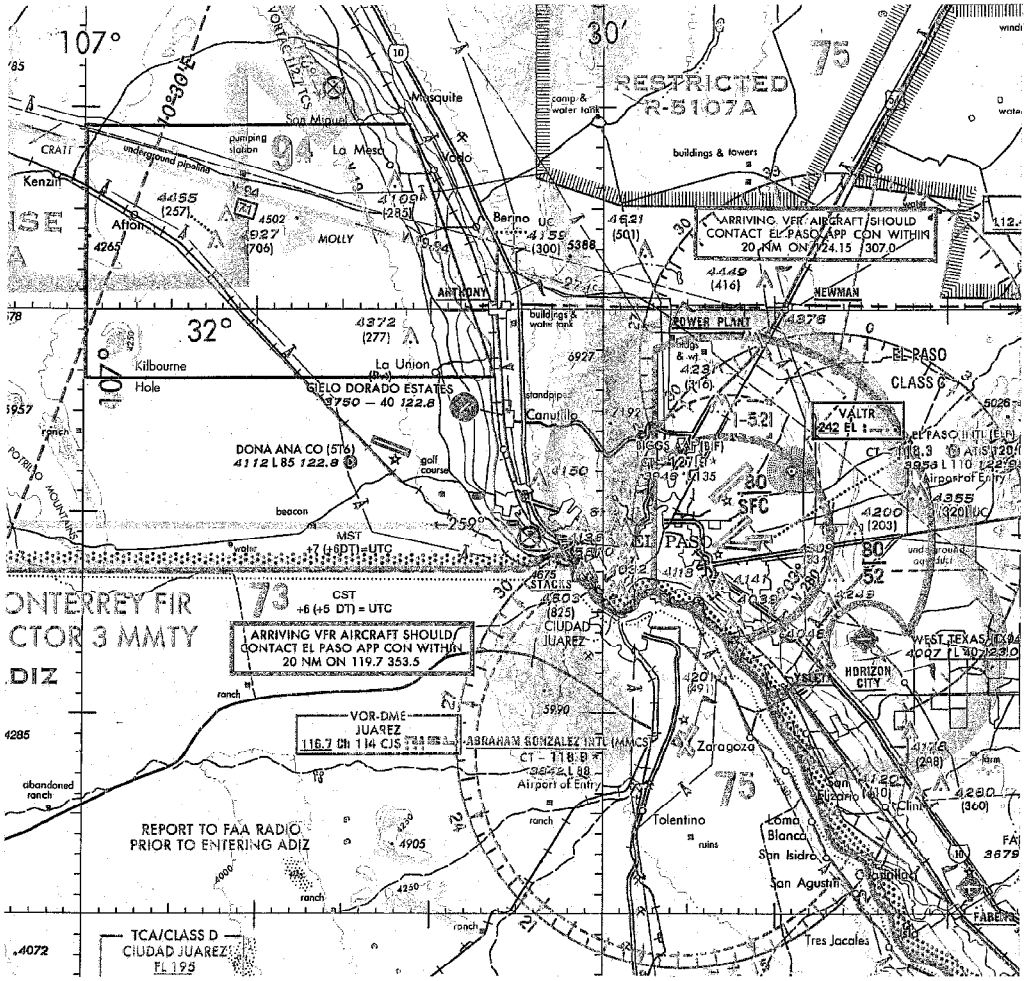
Appendix B
Numbering Scheme



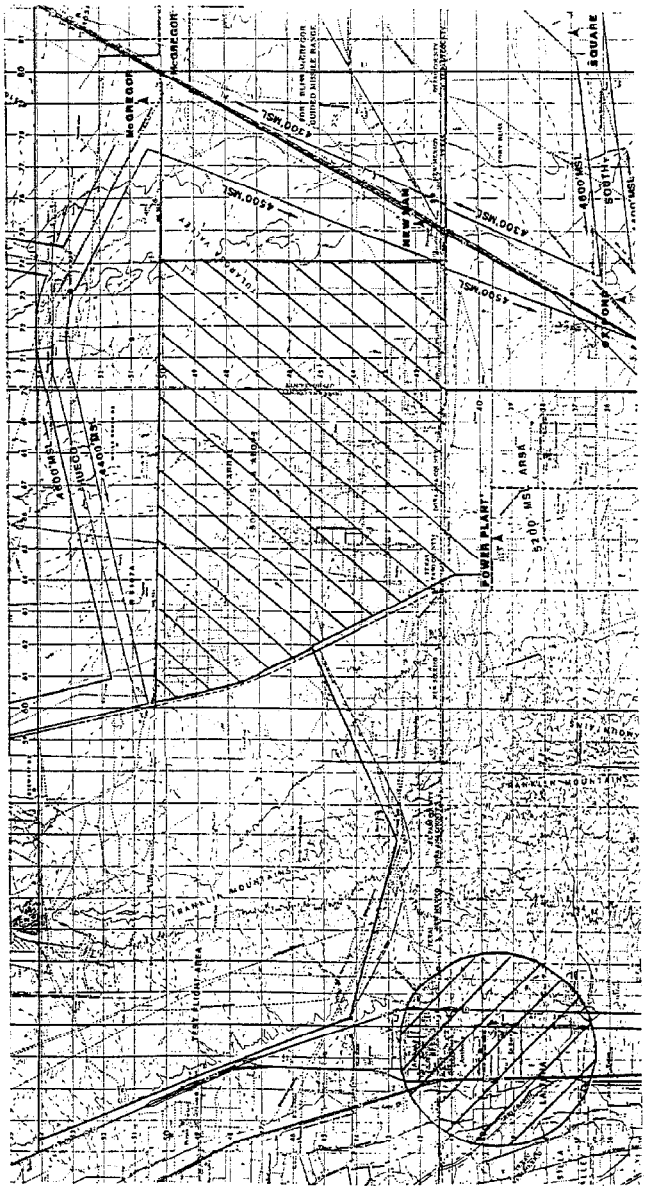
Appendix C
Biggs AAF Rotary-Wing Aircraft Standard Departure/Arrival Routes



Appendix D
Kilbourne Hole Maintenance Test Flight Area



Appendix E
Bliss Maintenance Test Flight Area



Appendix F
Fort Bliss Auxiliary Landing

1. Main post area.

a. **North Command Pad.**

(1) **Location**: CF 641201. Located north of the parade ground bisecting east/west paved road.

(2) **Description**: The landing area is a large, unmarked, rectangular grass parade ground.

(3) **Obstacles/Hazards**: The field is bounded by high trees and residential areas on the north and west sides. Two-story buildings located on the south and east side of the field. A large stone monument is located in the southeastern corner of the field. A windsock is located south of the parade ground bisecting east/west paved road in the southeastern corner of the parade ground. Wires, 60 feet, are located all around the field.

(4) **Cautions**: Should be treated as a confined area.

(5) **Communications**: When Biggs Tower is open, all coordination for aircraft wishing to land or depart will coordinate through Biggs Tower. When Biggs Tower is closed coordination will be through El Paso Tower. Ensure that landing assured and departure information is passed to Tower.

(6) **Restrictions**: Closed at night and restricted to Code 7 and above.

(7) **Recommended Approach**: Approach from the north to the south.

(8) **PPR Information**: Use of North Command Pad and Smith Bliss Pad requires prior coordination with Protocol Operations Branch 568-5225/5330.

b. **Smith Bliss Field.**

(1) **Location**: CF 641198. Located north of building 2 and south of the parade ground bisecting east/west paved road.

(2) **Description**: The landing area is a large, unmarked, rectangular grass parade ground.

(3) **Obstacles/Hazards**: Same as North Command Pad. However, the windsock is located in the northeastern corner of the parade ground.

(4) **Cautions**: Same as North Command Pad.

(5) **Communications**: Same as North Command Pad.

(6) **Restrictions**: Same as North Command Pad.

(7) **Recommended Approach**: Same as North Command Pad.

(8) **PPR Information**: Same as North Command Pad.

c. **Old Regimental Pad.**

(1) **Location**: CF 668205.

(2) **Description**: The landing area is a large stone covered field.

(3) **Obstacles/Hazards**: Wires, 75 feet high, surround the landing area.

(4) **Cautions**: Remain west of Airway Boulevard unless in contact with El Paso Approach.

(5) **Communications**: When Biggs Tower is open, all coordination for aircraft wishing to land or depart will coordinate through Biggs Tower. When Biggs Tower is closed coordination will be through El Paso Tower. Ensure that landing assured and departure information is passed to Tower.

(6) **Restrictions**: Do not overfly Raytheon Hangar southwest of Biggs AAF.

(7) **Recommended Approach**: An approach to the south with a right turn to final is recommended.

(8) **PPR Information**: Contact Biggs Operations for coordination information, 568-8088.

d. **William Beaumont Army Medical Center (WBAMC) Pad.**

(1) **Location**: CF 617212, east of McKelligon Canyon, next to the Franklin Mountains, and 300 feet south of the main hospital building.

(2) **Description**: 120 by 120 foot concrete pad marked with a large Maltese cross. The pad is lit with green and amber lights for night takeoff/landings. A flashing white strobe light is located on the southeast rooftop corner of the main hospital building.

(3) **Obstacles/Hazards**: The green and amber lights project one foot above the surface in the corners of the pad. A lighted wind sock is located north of the pad. The hospital parking lot is located approximately 400 feet northeast of the pad and is lighted with 60 foot high light poles. On the northeast corner of the pad there is an intersection with occasional heavy traffic which may present a hazard to aircraft.

(4) **Cautions**: EXERCISE CAUTION, there may be unauthorized personnel or vehicles on the pad.

(5) **Communications:** Contact WBAMC control on FM 32.05 before landing. When Biggs Tower is open, all airspace coordination for aircraft wishing to land or depart will coordinate through Biggs Tower. When Biggs Tower is closed coordination will be through El Paso Tower. Ensure that landing assured and departure information is passed to Tower.

(6) **Restrictions:** Restricted to MEDEVAC aircraft or aircraft carrying personnel with medical emergencies. All non-medical and administrative use is prohibited.

(7) **Recommended Approach:** A west approach is recommended avoiding build-up areas as best as possible.

(8) **PPR Information:** None.

e. **Franklin Mountain Pad.**

(1) **Location:** CF 585232, the helipad is located 50 feet north of a red windsock on the peaks of the Franklin Mountains.

(2) **Description:** Approximately 45 by 45 foot rock pad.

(3) **Obstacles/Hazards:** On south side of pad the mountain slopes up to the south.

(4) **Cautions:** Rotor blades may overlap the up-slope south of the pad. Passengers must deplane on the north side of the pad to avoid walking into a up-slope rotor condition. EXERCISE EXTREME CAUTION, frequent high winds and turbulence.

(5) **Communication:** All airspace coordination for aircraft wishing to land or depart will coordinate through El Paso approach. Ensure that landing assured and departure information is passed to approach.

(6) **Restrictions:** Use of this pad is authorized for training. Recommend pilot-in-command performing missions to this pad complete training with an SP, IP, or UT. Mission brief authorization should be approved by the unit/troop commander.

(7) **Recommended Approach:** East or west approach is recommended.

(8) **PPR Information:** None.

2. Mc Gregor Range Area.

a. **Mc Gregor Command Pad.**

(1) **Location:** CF 890500, north of Mc Gregor Range Camp.

(2) **Description:** 120 by 120 foot asphalt pad marked with a Maltese cross.

(3) **Obstacles/Hazards:** Power lines, 75 feet high, located approximately 400 feet west of the pad. A windsock is located on the southwest corner of the helipad.

(4) **Cautions:** None.

(5) **Communication:** All airspace coordination for aircraft wishing to land or depart will coordinate with Mc Gregor control on FM 41.70, UHF 304.6, or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions:** Closed at night.

(7) **Recommended Approach:** An east to west or a north to south approach is recommended.

(8) **PPR Information:** None.

b. **Davis Dome Strip.**

(1) **Location:** CF 912493, southeast of Mc Gregor Range Camp.

(2) **Description:** The runway strip 04/22 is 3700 feet long and 45 feet wide.

(3) **Obstacles/Hazards:** A windsock is located between the strip and a 400 foot AGL hill (Davis Dome). South of the Maltese cross by 350 feet there are two butler buildings with 50 foot poles and wires which extend to the south.

(4) **Cautions:** Strip is used for emergency procedure and night vision goggle training. HIRTA within 1500 feet.

(5) **Communication:** All airspace coordination for aircraft wishing to land or depart will coordinate with Mc Gregor control on FM 41.70, UHF 304.6, or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions:** Closed to all fixed wing aircraft.

(7) **Recommended Approach:** Pilot's discretion.

(8) **PPR Information:** Ensure usage flight information is posted in base operations.

c. **Meyer Small Arms Range Pad.**

(1) **Location:** CF 921435, 100 feet west of Meyer Small Arms Range Road. The Range Road is a west curving road extending north/south.

(2) **Description:** 120 by 120 asphalt pad marked with a yellow circled H.

(3) **Obstacles/Hazards:** Wires, 75 feet in height are located 500 feet north and east along the Range Road.

(4) **Cautions:** Wires.

(5) **Communications**: All airspace coordination will be through Mc Gregor control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: East approach is recommended.

(8) **PPR Information**: None.

d. **Site 10 Pad.**

(1) **Location**: CF 938501, three Kilometers east of Mc Gregor Command Pad.

(2) **Description**: 120 by 120 asphalt pad marked with a Maltese cross.

(3) **Obstacles/Hazards**: Windsock is located 150 feet southeast; buildings and a 75 foot tower is located 300 feet east of the pad.

(4) **Cautions**: This pad is located between missile launcher sites. Ensure that missile sites are cold before landing.

(5) **Communications**: All airspace coordination will be through Mc Gregor control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

e. **Sling Load Area.**

(1) **Location**: CF 895411, three kilometers southwest of Meyer Range Pad.

(2) **Description**: An asphalt race track 200 feet in diameter.

(3) **Obstacles/Hazards**: Ten foot high yuccas, seven foot wooden pole, and sling load training devices, 55 gallon drums with metal posts, are located in center. There are several holes dug under and in the asphalt.

(4) **Cautions**: **Obstacles/Hazards.**

(5) **Communications**: All airspace coordination will be through Mc Gregor control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion. Ensure desert landing is considered.

(8) **PPR Information**: None.

f. **Cane Chola Range (In-flight control site).**

(1) **Location**: CF 877546 four kilometers north-northwest of Mc Gregor Range Command.

(2) **Description**: 400 by 400 area with six 8 by 15 foot slightly raised concrete portions on the pad.

(3) **Obstacles/Hazards**: Control tower 50 foot high located in the southeast corner of the pad. There are six 8 by 15 foot slightly raised concrete portions on the pad.

(4) **Cautions**: This site is used to launch drone aircraft.

(5) **Communications**: All airspace coordination will be through Mc Gregor control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

g. **Oro Grande Range, formerly called North Mc Gregor Pad.**

(1) **Location**: DF 053834, located eight kilometers west of the town of Oro Grande.

(2) **Description**: The helipad is asphalt marked with a white Maltese cross.

(3) **Obstacles/Hazards**: Numerous wires, 70 feet high, east of the pad and in the immediate area. The windsock is located on the southwest corner of the helipad.

(4) **Cautions**: None.

(5) **Communications**: All airspace coordination will be through Mc Gregor control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Recommended Approach**: Pilot's discretion.

(7) **Restrictions**: None.

(8) **PPR Information**: None.

3. Dona Ana Range Area.

a. **Dona Ana Range Camp Pad/Control.**

(1) **Location**: CF 582581, north of Dona Ana Base Camp.

(2) **Description**: 120 by 120 asphalt pad marked with a Maltese cross.

(3) **Obstacles/Hazards**: A wind sock on a 30 foot high telephone pole is located 200 feet to the southeast of the pad. Power lines, 40 feet high marked with orange balls, are located 350 feet east of

the pad and along the road to the south. There is a 40 foot high range tower to the north.

(4) **Cautions**: **Obstacles/Hazards**.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

b. **Range 40 Rearm Pad.**

(1) **Location**: CF 541592, three kilometers west of Dona Ana Range Camp.

(2) **Description**: Four elevated concrete pads.

(3) **Obstacles/Hazards**: A 60 foot high pole, which is difficult to see, is located 100 feet to the east along the east-west road.

(4) **Cautions**: Area is very dusty.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70 UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

c. **Range 40A Pad.**

(1) **Location**: CF 538653, seven kilometers north-northwest of Dona Ana Range Camp.

(2) **Description**: The helipad is a square asphalt pad marked with a Maltese cross.

(3) **Obstacles/Hazards**: Two butler buildings; one is located approximately 150 feet north of the pad; the second is located 100 feet east-northeast. Both building have 40 foot wire hazards in their vicinity.

(4) **Cautions**: **Obstacles/Hazards**.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70 UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: Closed when Range 40 is HOT.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: Ensure range is COLD.

d. **Range MPRC Helipad.**

(1) **Location**: CF 555628, five kilometers north-northeast of Dona Ana Range Camp. The pad is 200 feet southwest of the range administration area.

(2) **Description**: Asphalt pad marked with a Maltese cross.

(3) **Obstacles/Hazards**: A tower, 100 feet high, and buildings are located within the administration area 200 feet northeast of the pad.

(4) **Cautions**: Both buildings and wire tower hazards in the vicinity.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70 UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

e. **Range 41 Helipad.**

(1) **Location**: CF 526590, five kilometers west of Dona Ana Range Camp. The pad is 100 feet west of the observation post intersection and south of Booker Hill.

(2) **Description**: The landing area is in the desert.

(3) **Obstacles/Hazards**: Wires, 60 foot high, are located on the north-south road east of Booker Hill.

(4) **Cautions**: USE CAUTION WHEN DEMOLITION PIT IS IN USE.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: Ensure DEMOLITION PIT is COLD.

f. **Range 49 Helipad.**

(1) **Location**: CF 657685, ten kilometers south of Condron Army Airfield and four kilometers west of Old Coe DZ.

(2) **Description**: Asphalt pad marked with a Maltese cross.

(3) **Obstacles/Hazards**: North of the pad is a yellow butler building. Power lines, 60 feet high, extend east and west from the north-south range road. Approximately 240 feet from the pad is numerous poles and wires on a heading of 240 degrees to 030 degrees. High ground, 100 feet high, is located 150 feet west and 150 feet south.

(4) **Cautions**: Obstacles/Hazards.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: West approach.

(8) **PPR Information**: None.

g. **Dona Range.**

(1) **Location**: CF 679699, nine kilometers south of Condron Army Airfield and two kilometers northwest of Old Coe DZ. South of the compound area.

(2) **Description**: Asphalt north-south road marked with an "H".

(3) **Obstacles/Hazards**: Power lines, 70 feet high, and numerous poles are located to the northwest and southwest. In the southwest section of the compound, there is a 100 foot windsock tower; the tower is lighted with a red light at night.

(4) **Cautions**: Obstacles/Hazards.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70,UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: Landing within the compound is prohibited.

(7) **Recommended Approach**: South approach.

(8) **PPR Information**: None.

h. **Range 51.**

(1) **Location**: CF 650732, located to the east of a north-south range road.

(2) **Description**: Concrete pad marked with a Maltese cross.

(3) **Obstacles/Hazards**: Power lines 200 feet to the west along the north-south range road. A gravel pit 200 feet east of the pad.

(4) **Cautions**: Tanks may be in operation and parked in the vicinity of the pad.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

i. **Range 54.**

(1) **Location**: CF 639760, located to the east of a north-south range road.

(2) **Description**: Concrete pad marked with a Maltese cross.

(3) **Obstacles/Hazards**: Power lines, 70 feet high, 200 feet to the west along the north-south range road. Three of the power line poles are lighted with red lights.

(4) **Cautions**: Tanks may be in operation and parked in the vicinity of the pad.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

j. **Oro Grande Range Camp Pad.**

(1) **Location**: CF 921860, located north of Elephant Mountain and immediately north of the main cantonment area (Oro Grande Range Camp).

(2) **Description**: The helipad is asphalt with two white concrete pads.

(3) **Obstacles/Hazards**: Double sets of east/west Power lines, 70 feet high, 200 feet south of the landing area; another set extends north approximately 700 feet to the east. There is a windsock on the south of the landing pad.

(4) **Cautions**: Turbulence may be encountered because of the close proximity of Elephant Mountain.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range

Control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: Landing inside the main cantonment area is prohibited.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

k. **Camp Hueco.**

(1) **Location**: CF 732529, located north-northwest of Chaparral, New Mexico restricted area.

(2) **Description**: The helipad is the east-west gravel road west of the white water tower and east of a dirt bunker.

(3) **Obstacles/Hazards**: Numerous sets of Power lines, 70 feet high, north of the landing area. Concrete foundations, in poor condition, located along both sides of the gravel road.

(4) **Cautions**: Remote controlled airplanes may be in use.

(5) **Communications**: All airspace coordination will be through Mc Gregor Range Control on FM 41.70, UHF 304.6 or VHF 122.6. Ensure that landing assured and departure information is passed.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: Contact Range control for remote controlled airplane operations information.

4. White Sands Missile Range (WSMR) area. Prior permission is required to enter into WSMR airspace (R-5107 B through J). Contact White Sands Range Control. Before entering airspace, contact Cherokee Control on 126.95 or 295.2. When landing at helipads in the southern end of R-5107, contact Condron Army Airfield advisory on 122.8 or 241.0. If unable to contact Cherokee or Condron, contact Holloman Approach Control on VHF or UHF.

NOTE: The northern edge of Dona Ana maneuver area lies within R-5107B WSMR airspace.

a. **JFK Helipad.**

(1) **Location**: CF 616834, located on the east side of White Sands cantonment area.

(2) **Description**: The helipad is a square asphalt pad marked with a Maltese cross.

(3) **Obstacles/Hazards**: A windsock mounted on a ten foot high pole is located 100 feet north of the pad. A 75 foot high tower and a missile display one-quarter mile west of the pad. A 50 pound fire extinguisher is located on the southwest corner of the pad.

(4) **Cautions**: JFK Pad is not illuminated at night. Lights will be turned on upon request. Contact WSMR Military Police, 678-1234, or Condron AAF, 678-5111.

(5) **Communications**: Para 2-7d.

(6) **Restrictions**: Prior permission is required.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: Contact Condron AAF, 678-5111.

b. **TRAC Helipad.**

(1) **Location**: CF 605824, located on the south side of White Sands cantonment area.

(2) **Description**: The helipad is a square asphalt pad marked with a Maltese cross.

(3) **Obstacles/Hazards**: A windsock mounted on a ten foot high pole is located 150 southwest of the pad. A 50 pound fire extinguisher is located inside a white wooden covering on the northwest corner of the pad. A red and white fence surrounds the pad on three sides of the pad; the fence is one foot high on the west side and three feet high on the north and east sides. A built up area with numerous wire hazards is located to the north of the pad. A refueling point marked by a four foot high sign is located just off the southwest corner of the pad. A firing range is located one half mile southeast of the pad.

(4) **Cautions**: None.

(5) **Communications**: Para 2-7d.

(6) **Restrictions**: Prior permission is required.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: Contact Condron AAF, 678-5111.

c. **Hospital Helipad.**

(1) **Location**: CF 600836, located in the middle of White Sands cantonment area approximately 200 feet south of a pink building (McAfee US Army Health Clinic).

(2) **Description**: The helipad is a 120 by 120 foot square asphalt pad marked with a large Maltese cross.

(3) **Obstacles/Hazards**: The helipad is lighted for night operations. A windsock mounted on top of the clinic. The pad is encircled by barracks 200 feet to the east. Wires marked by orange balls and on poles lit by red lights 300 feet to the south; similarly marked wires 200 feet to the west and the clinic to the north.

(4) **Cautions**: Limited visibility at night due to numerous broken lights on the pad.

(5) **Communications**: Para 2-7d.

(6) **Restrictions**: Prior permission is required except for MEDEVAC.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: Contact Condron AAF, 678-5111.

d. **Condron Army Airfield.**

(1) **Location**: CF 681785, located six kilometers south east of White Sands cantonment area.

(2) **Description**: Runway 09/27, elevation 3934 feet MSL, is in good condition.

(3) **Obstacles/Hazards**: None.

(4) **Cautions**: STAY NORTH OF THE ROAD BETWEEN THE WSMR CONTAINMENT AREA AND CONDRON AAF.

(5) **Communications**: Para 2-7d.

(6) **Restrictions**: Prior permission is required.

(7) **Recommended Approach**: Helicopter pilots may request landing north of the runway and east of the operations building.

(8) **PPR Information**: Contact Condron AAF, 678-5111.

e. **LC 32.**

(1) **Location**: CF 683857, located seven kilometers north of Condron AAF.

(2) **Description**: The helipad is a square asphalt pad marked with a faded Maltese cross. There is no windsock.

(3) **Obstacles/Hazards**: Wires are located south of the pad. Towers and wires are located east of the pad. There is a small unmarked 50 foot pole due north from the northeast corner of the pad and a large graveled field to the west.

(4) **Cautions**: Obstacles/Hazards.

(5) **Communications**: Para 2-7d.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

f. **LC 38.**

(1) **Location**: CF 803863, located 19 kilometers east of White Sands cantonment area.

(2) **Description**: The helipad is an unmarked T-shaped asphalt. There is a windsock mounted on a ten foot pole located 20 feet off the northwest corner of the pad.

(3) **Obstacles/Hazards**: The pad is bounded on the west side by two telephone poles lying on the ground. Numerous three foot high metal poles are located on the north and south sides of the pad. A five foot high metal structure is located five feet southwest of the pad.

(4) **Cautions**: Obstacles/Hazards.

(5) **Communications**: Para 2-7d.

(6) **Restrictions**: None.

(7) **Recommended Approach**: Pilot's discretion.

(8) **PPR Information**: None.

5. Other areas. Tactical landings are permitted within the boundaries of Fort Bliss at the discretion of the commander or pilot-in-command. However, appropriate reconnaissance must be made and the unit hazards map checked beforehand.

GLOSSARY

Explanation to abbreviations

AAF	Army Airfield
AGL	above ground level
ARSA	airport radar service area
CTF	common traffic advisory
DSN	digital switched network
ETE	estimated time enroute
FAR.	Federal Aviation Regulation
FLIP	Flight Information Publication
FSS	flight service station
HIRTA	high intensity radio transmission area
IFE	instrument flight examiner
IFR	instrument flight rules
IMC	instrument meteorological conditions
IP	instructor pilot
IP	initial point
MAST	military assistance to safety and traffic
MEDEVAC	medical evacuation
MSL	mean sea level
NAS	National Airspace System
NOE	nap-of-the-earth
NOK	next of kin
NOTAM	notice to airmen
NVG	night vision goggles
NVD	night vision devices
NVS	night vision system
PRAM	preliminary report of aircraft mishap
RP	reporting point
SOP	standard operating procedures
SP	standardization instructor pilot
SVFR	special visual flight rules
TFA	terrain flight area
TOC	tactical operations center
USAADACENFB	United States Army Air Defense Artillery Center and Fort Bliss
UT	unit trainer
UTM	universal transverse mercator
VFR	visual flight rules
VMC	visual meteorological conditions
VHIRP	vertical helicopter instrument recovery procedures
WBAMC	William Beaumont Army Medical Center
WSMR	White Sands Missile Range

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