

ANNEX E (ARMY AIRSPACE COMMAND AND CONTROL – A2C2) to CMTC A2C2 SOP

1. Purpose. The purpose of this annex is to establish the procedures and responsibilities associated with the execution of Army Airspace Command and Control (A2C2) at the CMTC.
2. General. There are three primary agencies for managing A2C2 at the Hohenfels Training Area.
 - a. Hohenfels Army Air Field (HAAF) Tower. Tower provides overall Air Traffic Control (ATC) and coordinates flights into the competitive box, as well as the entire EDR-137.
 - b. CMTC DTOC A2C2 Cell. This cell is situated in the actual DTOC in BLDG 100. A G3 Air augmentee, under the control of the CMTC Operations section, is the primary facilitator of information and coordination within the cell and among the rest of the DTOC. He monitors the Falcon O/C net, HAAF Tower, and the rotational unit's air command net. He is assisted by the Bullseye O/C to facilitate the control of fixed-wing assets into the competitive box. He maintains communication with the aircraft/pilots flying within the HTA airspace..
 - c. Falcon O/C Team. The Falcons are the primary asset to provide flight following pilots and aircraft. Additionally, while in flight, the following pilot maintains communication with the Falcon TAF and de-conflicts air-space between rotational units and Ravens (OPFOR rotary wing) as plans change during the execution phase.
3. Standard CMTC Air Control Point (ACP). See Appendix 1A (VFR ACP for Rotary Wing Aircraft Entering EDR-137); Appendix 1B (VFR ACP for Aircraft Operating Within EDR-137); Appendix 1C (Option 1 – Air Routes and ACP Within EDR-137); and Appendix 1D (Option 2 – Air Routes and ACP Within EDR-137).
 - a. The use of a standard set of ACPs in EDR-137 (specifically, the competitive zone of the Box) provides the CMTC S3 Operations section, the DTOC, TAF, and OC teams better visibility on the “standard” procedural A2C2 structure for HTA, ensure noise sensitive areas and No Fly areas are protected, and facilitates the identification of potential A2C2 friction points during rotations.
 - b. The A2C2 system used by CMTC involves procedural control measures. Aircraft entering the training area use the standard Visual Flight Rule (VFR) checkpoints established in the current Hohenfels Training Area Aviation Procedures Guide (REDLINE BRIEF). Yellow triangles indicate the established names and locations of these check points. Prior to entering the HTA Maneuver Box/EDR-137, aircraft must contact the tower, call the checkpoint they plan on entering/crossing at the outer ring road/tank trail, and provide position reports to the tower as directed (generally once every 15 minutes) IAW Flight Following Rules.

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c. All pilots are required to received a REDLINE Briefing prior to operation within the CMTC/HTA EDR-137. During non-rotational periods aviators must receive this briefing at HAAF operations and update their flight hazard maps. During rotational periods, the Falcon O/Cs issue this brief as part of their EXROE/Safety briefing.

d. During rotations units are responsible for developing and providing CMTC S3 Plans/CMTC DTOC their own A2C2 plan to support operations in the box (EXROE requirement). Falcon O/Cs double check this information to ensure compliance with established procedures, doubled check with the G3 Air augmentee, DTOC to ensure proper request and plans were submitted , and ensure plans are built in the IS system. O/Cs assist units with flight following with tower, maintain contact with tower, TAF, and OPFOR aircraft during rotations. The fidelity and timeliness of the A2C2 plan varies with the experience level of the unit and emphasis of the chain of command.

e. This base ACP structure (Appendices 1A-1D) will be part of the Division Order (Annex O, A2C2), built in the IS system as the base A2C2 structure for the “competitive” portion of the box. The participating Division and Brigade is still responsible for developing an A2C2 plan that is inclusive of their respective AOR. The Brigade S3 Air through the Division G3 Air (DTOC) submits Airspace Control Measure Request (ACMR) if they desire to add/modify routes or ACPs to support their operations. However, CMTC DTOC (EXCON) is the final approving authority. Units will submit their request for changes and routes to the CMTC DTOC within the ATO, ACO cycle. This is to ensure the unit continues to conduct A2C2 planning and uses existing systems (Air Coordination Order, Air Tasking Order, etc). The base ACP structure is shown in the CMTC Instrumentation System (IS) using standard color convention (Blue). Unit changes or modification for their operations are shown in another color (Light Blue) similar to Brigade and TF targets to show linkage of unit planning. This provides the unit with a flexible procedural A2C2 structure to support operations. The ACPs are set by CMTC, but the route structure is set by rotational units.

4. OPFOR ACPs. OPFOR adds ACPs (using CMTC ground check points) to their ACO. OPFOR will brief air routes during the COG Mission Back Brief. The S3 Operations/DTOC representative present at the Back Brief will to compare OPFOR and BLUFOR plans and make any recommendations necessary to de-conflict any potential airspace problems. If the OPFOR flight plan/routes change while in-flight, it is coordinated through the O/C providing Flight Following coverage, who relays to HAAF in 15 minute updates. The Falcon O/C is responsible for A2C2 during this execution.

5. POC is the DTOC, Operations Group, DSN 466-2330.

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APPENDICES

Appendix 1A (VFR ACP for Rotary Wing Aircraft Entering EDR-137)

Appendix 1B (VFR ACP for Aircraft Operating Within EDR-137)

Appendix 1C (Option 1 – Air Routes and ACP Within EDR-137)

Appendix 1D (Option 2 – Air Routes and ACP Within EDR-137)

Appendix 2 (Hohenfels Army Airfield SOP)