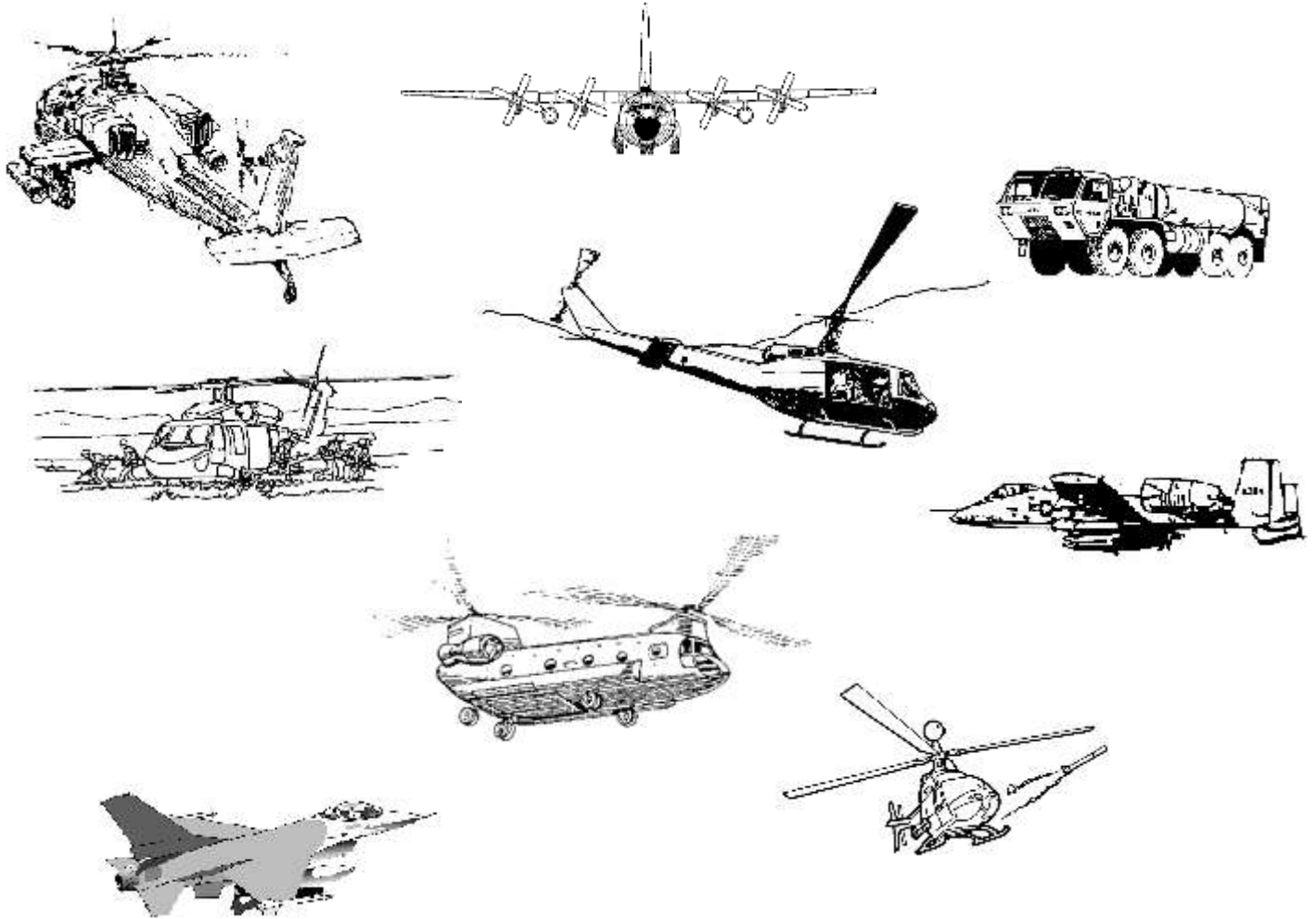


HEADQUARTERS CAMP ATTERBURY
JOINT MANEUVER TRAINING CENTER
EDINBURGH, INDIANA 46124-5000

AVIATION PROCEDURES GUIDE

February 2012



PREFACE

- a. Information herein, which pertains to all aviation operations at Camp Atterbury
- b. Any conflict between this APG and DA, FORSCOM, FARs, CFRs or Camp Atterbury regulations will be resolved in favor of the more restrictive document. This APG takes precedence over unit SOPs.
- c. The waiver authority for this APG is the DPTM-S.

---ORIGINAL SIGNED---

David G. Rader II
MAJ, AV, INARNG
Airfield Commander

**HQ CAMP ATTERBURY
JOINT MANEUVER TRAINING CENTER
EDINBURGH, IN 46124-5000**

AVIATION PROCEDURES GUIDE

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CHAPTER 1

ADMINISTRATION

- 1-1. **PURPOSE.** To establish policy and prescribe procedures for the operation of aircraft within R3401 A/B at Camp Atterbury (CA), Edinburgh, Indiana.
- 1-2. **AUTHORITY.** The policies and procedures contained in this publication are published with the authority of the Installation Commander, CA.
- 1-3. **APPLICABILITY.** Aviation Procedures Guide (APG) applies to all aviation units operating at Camp Atterbury. It is to be used in addition to any organizational SOPs governing their using unit. The APG will take precedence over unit SOPs where conflicts exist.
- 1-4. **EXCEPTION TO POLICY.** APG is not intended to limit training activity. Conflicts with this publication affecting unit training may be resolved through appropriate letters of agreement between CA-DPTMS-AV and the using unit. Requests for deviations from APG must be submitted in writing to the HQ Camp Atterbury, ATTN: DPTMS-AV, P.O Box 5000, Edinburgh, IN 46124-1096.
- 1-5. **REFERENCES.** AR 95-1, AR 95-2, NGR 95-1, NGR 95-210, FM 3-04.300, FM 100-103, FM 10-68, FM 1-400, DOD FLIP, CAR 95-1.
- 1-6. **RESPONSIBILITIES.**
 - a. **AVIATION UNIT COMMANDERS.** Aviation unit commanders will ensure assigned aviators are familiar with the contents of this publication prior to conducting aviation operations at Camp Atterbury.
 - b. **INDIVIDUAL AVIATORS.** All aviators will comply with the procedures outlined in this publication.
- 1-7. **MAP REFERENCE.** Grid Coordinates in this publication are in World Geodetic System 1984 (WGS84) EJ, grid zone designation 16S.

CHAPTER 2

GENERAL OPERATION INFORMATION

- 2-1. ARRIVAL PROCEDURES.** All incoming aircraft will contact CA operations or Range Control NLT the day of anticipated arrival in order to receive a range and training area briefing. Additionally, aircraft arriving from the Shelbyville AASF must contact CA Range Control prior to departure to receive a range briefing. All inbound aircraft to CA will contact Himsel Tower/Advisory on the primary frequency of 126.2. If the airfield is closed, Range Control can be reached on the primary frequency of 126.2 or the backup frequency of 38.9. Contact should be made at least five NM outside the reservation. Users unfamiliar with CA will enter ONLY from the north and proceed directly to the airfield, or as directed. Aircraft, which anticipate arrival after normal duty hours, will contact CA Range Control, CML 812-526-1351 or DCTN 569-2351. The initial inbound radio call will be on HIMSEL Tower/Advisory 126.2 and will include full aircraft call-sign, type of aircraft, home base, PCs initials, and PPR number. All aircraft operating within the confines of R3401 will emit transponder code 4000.
- 2-2. DISSEMINATION OF SEVERE WEATHER WARNINGS.** Severe weather warnings received by Operations and/or Range Control will be transmitted by radio to the flight operations/unit headquarters of any using unit on range control net 38.9/41.9. Range Control monitors NWS Radio Indianapolis (162.550). Weather may also be obtained from the Air Guard Range HQ's Bldg 124, from Flight Service Station 800-992-7433, or from Grissom AFB, DSN 928-2254. MEDEVAC aircraft will be advised on 126.2 or Range Control 38.9 which is operational any time units are in the training area.
- 2-3. FUEL SPILLS.** Every effort must be made to identify possible fuel spill hazards and to minimize/mitigate hazard potential. The Environmental Office, DPTMS, Range Control, or the Airfield Operations Office will provide each organization with an Emergency Spill Response Worksheet prior to conducting training. (Individuals and/or organizations training at Atterbury should refer to CA Reg 200-1, the Environmental Protection Program, before conducting any operation requiring the storage and/or distribution of any hazardous material.)
- a. If a spill occurs, the senior person (military or civilian) in the immediate area will:
- (1) Insure that every effort is made to contain the spill.
 - (2) Mark the area.
 - (3) Verify the removal of all potential sources of ignition.

(4) Report the spill immediately. When spill is located in the Cantonment Area, call the Post Locator at x-1499. When the spill is located in the Training Area, Call Range Control at x-1351.

(5) Complete the Spill Response Worksheet IAW CA Reg 200-1. Submit worksheet to the Environmental Office, Bldg 609.

b. Post Locator or Range Control will contact the Firehouse and Environmental Specialist for assistance and damage assessment.

2-4. FUEL DISCHARGE FROM TURBINE ENGINES. If discharge of fuel is normal operations it is NOT considered a fuel spill unless it is an excessive or un-natural amount. For those aircraft that expel fuel under normal operations every reasonable effort must be made to capture and/or contain this fuel. This is especially critical when the aircraft is on a surface other than concrete. The captured fuel can be disposed of in the bulk waste fuel containers located at the Camp Atterbury Airfield. Bulk waste containers may be obtained from Airfield Operations or the Environmental Section for use at the unit's field site(s). The bulk containers with fuel in them shall be returned to the Airfield. Airfield Operations Personal shall coordinate for its appropriate disposal.

2-5. HAZARDOUS CARGO OPERATIONS. Authorization must be obtained from DPTMS prior to conducting ammunition/hazardous cargo operations. Aircraft transporting hazardous cargo will comply with AR 95-1 and AR 95-27 regarding the use and/or availability of protective masks. Overflight of the cantonment area while transporting ammunition/hazardous cargo is prohibited.

2-6. AIRCRAFT PARKING AREAS. Parking areas in addition to the Airfield are DZ Klieber EJ86315597, Area 1F EJ80075786 (non-secure area), Area 801 EJ82915569, Area 200 EJ83855545, and DZ Larkin EJ84135543.

2-7. HAZARD/WIRE STRIKE PREVENTION. A master hazards map is posted at the Airfield Operations and is updated monthly.

a. A copy of the map will be in the cockpit of each aircraft using any tactical Training Area.

b. The Surface Danger Zone (SDZ) for the ANG Range can be obtained through flight operations personnel.

c. Significant off-post hazards include 3 large antennas to 2030' MSL 1165' (AGL) 6 miles NW of the Airfield near the town of Trafalgar; a radio controlled model airplane airfield located approximately 2 Km NNW of Atterbury Airfield; 250' Cell tower approximately 3.68 Km NNW of Atterbury Airfield.

- c. User identified hazards that are not annotated on the Haz Map should be reported to HAAF Operations / Safety for future posting.

2-8. WEATHER MINIMUMS.

- | | | | |
|----------------|---|-------|-----------------------------------|
| a. Fixed Wing | - | Day | 1000' ceiling, 3 miles visibility |
| | - | Night | 1000' ceiling, 3 miles visibility |
| b. Rotary Wing | - | Day | 500' ceiling, ½ mile visibility |
| | - | Night | 1000' ceiling, 1 mile visibility |

2-9. FLIGHT PLANS. The Pilot in Command (PC) is responsible for preparing and filing a flight plan.

- a. Completed flight plans will be filed with:
 - (1) Organizational operations center, or
 - (2) Airfield Operations Office, when available, or
 - (3) Flight Service Station (FSS), as appropriate.
- b. The PC is responsible for opening and closing flight plans.

2-10. LIGHTING. Permanent runway lighting is installed on the airfield. Aircraft parking area is currently unlit. Note: Limited use Helipads: VIP Pad, pilot controlled lighting, ISBC Rng 42 Pad and MPTR Rng 37 Pad: manually operated switch located at base of pole on windsock.

2-11. NAVIGATIONAL AIDS. None.

2-12. INSTRUMENT PROCEDURES. None available at CA. Columbus Municipal Airport 8nm southeast has ILS and GPS approaches available.

2-13. REFUELING. Fuel available with prior scheduling. Unit's can also refuel using organic assets or FBO Columbus, Tel # 812-372-1819.

CHAPTER 3

AIRFIELD OPERATIONS

3-1 HOURS OF OPERATIONS. Himsel Army Airfield standard hours of operations are Monday through Friday 0800L-2300L, Saturday and Sunday 0800L-1600L. If 24 hour operations, or extended operational hours are needed, it must be scheduled no later than 72 hours in advance of the expected mission/operation.

3-2. TRAFFIC PATTERN ALTITUDES. The following traffic pattern altitudes are provided for users of the Atterbury Airfield. The altitudes are not intended to restrict training or to interfere with pilot responsibility to maintain adequate VFR cloud clearance IAW Federal Aviation Regulation (FAR) 91.

- a. Fixed Wing Minimum 2200’ MSL (1500’ AGL) without prior approval for lower.
- b. Rotary Wing Day/Night Unaided 1100’ MSL (400’ AGL)
NVD/NVS 900’ MSL (200’ AGL)

3-3. WEATHER. Full time weather service is not available at Camp Atterbury. Current weather information and NOTAMS can be obtained from Flight Service (1-800WX-Brief). Closest reporting stations are Columbus, IN (BAK) and Indianapolis, IN (IND). Current winds/altimeter setting may be obtained from the Atterbury AWOS on 119.67, Columbus AWOS 119.75, in-flight by contacting the Air Guard Range Tower (when operational), or Columbus Municipal Airport Control Tower, frequency 118.6. Units will maintain weather data for local VFR flight planning purposes. Weather briefing and local area weather updates may be obtained from the following sources:
Military weather brief provided by Scott AFB.

- a. FSS Weather..... 1-800-992-7433
- b. Grissom AFB(765) 688-2254/388-2254 (DSN)
- c. Scott AFB.....(618) 256-9755/576-9755 (DSN)
- d. ANG Range HQs, Bldg 124.....(812) 526-1113/569-2114 (DSN)

3-4. FLIGHT SERVICE STATION. 1-888-766-8267

3-5. AIR TRAFFIC CONTROL. Himsel Tower or Himsel Advisory provides advisory services to aircraft utilizing the reservation. To help assist Himsel Tower or Himsel advisory personnel, aircraft shall make ops normal, position, and any other requested calls from Himsel Tower/Advisory or Range Control at intervals specified. Radio calls shall be made to Himsel Tower or Himsel Advisory when transitioning around the restricted air space. For ground operations the North Ramp is a movement area.

Authorization for access to the North Ramp must be obtained from operations or tower personnel prior to entry by vehicles or foot traffic.

3-6. NON-STANDARD MANEUVERS. Those maneuvers requiring crash/fire/rescue are prohibited at Camp Atterbury without prior arrangement.

3-7. REFUELING OPERATIONS.

- a. Organizations refueling with organic assets will conduct operations IAW FM 10-67-1, CA Reg 200-1, and other appropriate regulations/publications.
- b. FM 10-67-1 must be available at all refueling sites prior to operation. Units are to provide their own manual. A TAC SOP is to be provided to airfield operations.
- c. All Forward Area Rearm Refuel Point (FARRP) sites must be designated and approved by DPTMS, in conjunction with the DFE, prior to operation.
- d. A FARRP may be established at pre-designated sites, upon approval by DPTMS and DPTMS-AV. Once established a FARP diagram needs to be provided to airfield operations.
- e. A current and qualified Medic, First Responder, or Combat Lifesaver must be at the FARP during the hours of FARP operation.
- f. While at Camp Atterbury nozzle drip pans **will be** weighted down with sandbags and not the nozzle itself. Once the nozzle is removed the drip pan has a tendency to become airborne when aircraft approach the FARP.
- g. Hot refueling will be initiated only after a safety inspection of the Forward Area Refueling Equipment System (FARES) or Tank and Pump Unit. The designated organizational Safety Officer, Airfield Operations Representative, or the Environmental Representative will complete the inspection.

PREAPPROVED REFUELING SITES

TA	Grid Location	Comments	Avn Refuel Sites
	EJ 80185734	DZ Smith	YES
	EJ 86315597	DZ Klieber	YES
	EJ 83685550	Atterbury Airfield	YES
102	EJ 80355740	TA102 (formerly 1F) unsecured area	YES
802	EJ 83315571	TA802 Sod area north of airfield	YES
302	EJ 86935334	AFP 311	YES
303	EJ 87005262	AFP 352	YES

3-8. DEFUELING OPERATIONS.

- a. Defueling operations will be coordinated with DPTMS and conducted IAW applicable maintenance and safety publications.
- b. Fire/Crash Rescue, coordinated through DPTMS in advance, will standby at the location of the defueling operation.

3-9. VEHICLE OPERATIONS.

- a. Civilian vehicles are not permitted on Airfield surfaces beyond the designated parking areas unless specifically authorized by Airfield Personnel. The North Ramp is a movement area. Authorization for access to the North Ramp must be obtained from operations or tower personnel prior to entry.
- b. The Airfield Operations Officer, Aviation Safety Officer, or an individual specially designated as a representative must be present and provide authorization before any vehicle (military or civilian) proceeds onto or crosses any ramp, taxiway, or runway.
- c. Vehicle operators must be familiar with the safety rules of vehicular operation before entering the Airfield area. All vehicle operators MUST complete the airfield driving class prior to driving on the airfield.
- d. Ramp speed will not exceed 5 mph.
- e. Vehicles operating on the ramp and/or runway will, at a minimum, have 4 way flashing lights on. Special consideration must be taken for aircraft operating under NVGs.
- f. Passengers in military or civilian vehicles will not exceed published seating capacity.
- g. Vehicles authorized entry to areas beyond designated parking may be required to follow an Airfield Operations vehicle to the desired location if warranted by the level of activity.

3-10. RANGE SCHEDULING INFORMATION. If utilizing R3401A for an extended period of time, coordination between the Air Guard (812) 526-1114, Range Control (812) 526-1351, and Himsel Airfield (812) 526-1355 is required to ensure a safe training environment. Request should arrive NLT 180 days prior to the desired training date(s). Any request made less than 90 days prior to the desired training date(s) will be considered on a case-by-case basis.

3-11. RANGE FIRING INFORMATION. All aviators will receive an initial range briefing prior to conducting training. Range Control Personnel will give this briefing.

Using units are responsible to receive a daily range briefing/update. A “Hot Range” brief will be obtained while airborne from Himsel Tower or Himsel Advisory on 126.2 or Range Control on 38.9. Range Control is operational any time a range is in use. The PC is responsible for avoiding any active firing ranges and/or range fans. A current map depicting firing positions and range fans is posted in Range Control. A “HOT” Status can only be given by Range Control personnel.

3-12. AIR-GROUND RANGE OPERATION. Contact the Air to Ground Range Tower (when operational) on 383.3 (Primary), 30.10 (Alternate) prior to operating south of grid line 53. When operational, at no time will aircraft enter the Air Force Range SDZ (Rng 36) without explicit permission of the Air Force Range Officer on duty in the range tower. A schedule of operations is available at ANG Range HQ’s in Bldg 124. High performance fixed-wing aircraft may operate as low as 100’ AGL over the reservation during training on the Air to Ground Range.

3-13. SLINGLOAD OPERATIONS. Aircraft carrying slingloads will not overfly buildings, troop concentrations, or built up areas. Advise Himsel Tower or Himsel Advisory on initial contact when carrying a slingload.

3-14. TACTICAL EGRESS OPERATIONS.

a. Tactical Egress Operations, consisting of any of the following, must be approved by DPTMS prior to execution:

- (1) Helicopter Cast and Recovery (HELOCAST)
- (2) Rappelling
- (3) Troop Ladder
- (4) Special Patrol Infiltration Exfiltration System (SPIES)
- (5) Stability Operations (STABO)
- (6) Fastrope

b. The above operations must be valid training missions for the supported and supporting organizations/individuals, and documented by the Army Training and Evaluation Program (ARTEP) and/or approved Mission Essential Task List.

c. Tactical egress operations must be planned/conducted IAW appropriate regulations, SOP, and Aircraft Operator’s Manual.

d. Supporting and supported organizations must have published SOPs for the egress operation to be conducted. A copy will be provided to the DPTMS prior to final approval of the proposed training activity.

- e. Prior to, and during conduct of a tactical egress event, the PC and the supported organization Safety Officer/NCO will:
 - (1) Insure that all supporting aircraft are properly rigged with serviceable equipment.
 - (2) Complete a final face-to-face coordination meeting/briefing.
 - (3) Insure that all emergency procedures are briefed to involved personnel.
 - (4) Maintain positive communication at all times (between the PC and Safety Officer/NCO), and with the Pick-up/Egress Zone Control Officer/NCO. A helmet or headset is required for the on-board Safety Officer/NCO.
 - (5) Insure that the necessary performance planning, power checks, and special equipment inspections are completed.
 - (6) Verify that emergency equipment/medical personnel are present, or available, as required by CA PAM 210-10 and other applicable regulations.

3-15. MULTI-AIRCRAFT OPERATIONS. Formation flight/multi-aircraft operations will be conducted IAW applicable regulations and command guidance.

- a. A formation flight briefing must be conducted prior to the flight and not conducted on the spur of the moment in-flight.
- b. A Flight Clearing Authority/Briefing Officer will designate an Air Mission Commander (AMC) to be responsible for the operation of the flight.
- c. The AMC will conduct a comprehensive and detailed briefing prior to the starting of aircraft that covers, as a minimum
 - (1) Formations to be used.
 - (2) Radio frequencies to be used.
 - (3) Instrument Meteorological Conditions (IMC) break-up procedures.
 - (4) Weather information.
 - (5) Atterbury airspace information/user guidance regulations.

3-16. PARACHUTE OPERATIONS. All parachute operations will be approved and scheduled by DPTMS, and coordinated through Range Control and the requesting unit. Final approval of parachute operations is required from the DPTMS at least 96

hours prior to execution in order to issue a NOTAM 48 hours in advance to block airspace. Additional coordination with the Airfield Operations Office or Range Control will be required prior to and during conduct of operations.

- a. Parachute operations must be a valid training mission for supporting and supported SOPs, and Aircraft Operator's Manual.
- b. Parachute operations will be conducted IAW appropriate regulations, supporting and supported SOPs, and Aircraft Operator's Manual.
- c. Plans to use specific Drop Zones (DZ) in conjunction with parachute operations as part of an AT will be identified on CA 350-1-R (Atterbury Facilities Request) at least 180 days prior to the scheduled AT date.
- d. Four USAF approved Drop Zones are available at Atterbury, but are not currently certified for static line jumps from fixed wing aircraft.
- e.
 - (1) DZ Anderson (vic Airfield) 16S EJ 836554
 - (2) DZ Klieber 16S EJ 864562
 - (3) DZ Smith 16S EJ 803570
 - (4) DZ Larkin 16S EJ 845550
- f. The PC will:
 - (1) Obtain, read, and understand the supported organization's SOP.
 - (2) Be familiar with, and have access to, FAR 105.
 - (3) Insure that proper notification has been provided to the nearest FAA/ATC facility at least 24 hours prior to, and one hour prior to jumps.
 - (4) Contact Himsel Tower/Himsel Advisory/Airfield Operations Office, or Range Control 10 minutes prior to the drop for final verification that the operation can precede safely with regard to airspace, Range, and ANG Range activity.
- g. Supported organizations will:
 - (1) Coordinate all necessary support for the control and safe conduct of parachute operations.
 - (2) Insure that emergency equipment/medical personnel are available at the specified DZ.

3-17. AERIAL GUNNERY OPERATIONS. All aerial gunnery training flights (except those routinely using the ANG Range) will be approved and scheduled by DPTMS, and coordinated through Range Control.

- a. Organizations will submit a copy of their SOP and risk assessment detailing aerial gunnery operations to DPTMS for final approval.
- b. Organizations will insure that an appropriate Range Safety Fan is established for the weapons system to be employed, and is approved by Range Control prior to the training.
- c. Range Control is the controlling agency/final authority for gunnery training and operations that exclude the ANG Range.

3-18. NIGHT VISION DEVICE/NIGHT VISION SYSTEMS OPERATIONS.

- a. Organizations/individuals will contact DPTMS at least 48 hours prior to conducting NVD/NVS operations. This briefing may be conducted annually for regular users of Camp Atterbury.
- b. No aviator may participate in NVD/NVS training within the boundaries or airspace of Atterbury without receiving a briefing from the Range Control, Airfield Operations Office, or DPTMS.
- c. No aircraft will perform single ship terrain flight under NVD/NVS within the boundaries or airspace of Atterbury unless:
 - (1) Continuous two-way communication is established, and can be maintained, with the using organization's Flight Operations/Tactical Operations Center (TOC) on site at Atterbury, or
 - (2) Continuous two-way communication is established, and can be maintained, with a cover aircraft that is operating at 200' AGL or higher.
- d. Two NVD/NVS aircraft may perform terrain flight training at the same time by providing mutual support and flight following.
- e. Airspace management provisions for rotary wing aircraft, listed below, will be followed when conducting NVD/NVS operations.
 - (1) Pilots will monitor VHF 126.2 and when tactical ATC is operational the appropriate Training Area discrete UHF: Area North 248.5 and Area South 244.4.

- (2) All aircraft will use the established Air Route System (ARS) as published in Appendix 1 of this regulation.
 - (3) When more than one organization is training at Atterbury, each aircraft will make a Himsel Tower/Himsel Advisory call 1 Km prior to:
 - (a) Crossing established control measures (SP/RP/ACP/CP)
 - (b) Arriving and departing the Airfield.
 - (c) Transitioning airfield airspace (within 2 Km radius of the Airfield).
 - (d) Any other time the PC deems necessary for coordination.
 - (4) Aided and unaided aircraft will not train/operate simultaneously in the airfield traffic pattern or same training area. Organizations will schedule arrivals/departures to preclude mixing of aided and unaided aircraft.
 - (5) The maximum density for any aviation training area, as listed in para f. below, is 4 aircraft not in formation. However, a formation flight of up to 6 aircraft is authorized.
 - (6) Use extreme caution and vigilance when transitioning area North. A maximum of 4 aircraft, not in formation, is authorized within 2 Km radius of the Airfield for the purpose of arrival and departure.
 - (7) Exceptions to the maximum aircraft density may be granted by the Airfield Operations Office or the DPTMS for specific tactical or combined arms operations. All aircraft will be under the control of a designated AMC and will comply with the provisions of this APG.
- f. NVD/NVS training under “lights out” conditions is authorized within the boundaries of R3401 A, IAW AR 95-2.
 - g. Aircraft lighting/equipment will be provided IAW TC 1-210 and AR 95-1.
 - h. Crew requirements will be IAW TC 1-210.
 - i. Terrain flight altitudes and airspeeds will be IAW TC 1-210.
 - j. The required response procedures to lost communications are;
 - (1) Lost communication aircraft will comply with their SOP if organic, assigned, or attached to the only aviation organization training at Atterbury.

- (2) If more than one aviation organization is training at Atterbury the aircraft with lost communication will:
 - (a) Immediately climb to 1100' MSL;
 - (b) Turn on the anti-collision light;
 - (c) Proceed to a briefed lost comms point; and
 - (d) Flash the landing light to indicate lost communication.

 - (3) No aircraft will continue training unless positive radio contact can be maintained with a sister aircraft, cover aircraft, or organizational TOC/Flight Operations.
- k. Lost/Disorientation Procedures are provided below:
- (1) Check fire with Range Control;
 - (2) Climb to 1300' MSL;
 - (3) Turn on anti-collision light;
 - (4) Fly east or west, as appropriate;
 - (5) Advise Range Control when clear of the Installation; and
 - (6) Re-enter the Installation at an established ACP.
- l. Emergency procedures, per the Operator's Manual, AR 95-1, and the organization's SOP will be followed. NVD/NVS operations will terminate if a mishap occurs. Aircraft may return to bases aided, if allowable, by the unit's organic SOP. The cover aircraft will render assistance and notify Range Control, the Airfield Operations Office, DPTMS, or organizational Flight Operations/TOC.
- m. See Appendix 1 for additional NVD/NVS information.

CHAPTER 4

AVIATION SAFETY

4-1. CAMP ATTERBURY PRE-ACCIDENT PLAN. In the event of an aviation related accident or incident, units training at Camp Atterbury will be afforded full Crash / Rescue and emergency medical capabilities. Units will receive an electronic or printed copy of the current Pre-Accident Plan (PAP) for the post. Any questions concerning the PAP should be directed to the Airfield Operations or Safety Officer located in the Airfield Operations building.

- a. Muscatatuck Urban Training Center (MUTC) has their own PAP which is separate from the plan at Camp Atterbury. A copy of their PAP will be provided at the unit's request from Grizzly Operations (317-247-3300, ext 41487, or 812-458-8780, ext 0).

4-2. ACCIDENT REPORTING / OPERATIONAL HAZARD REPORTS. ALL aviation accidents / incidents will be reported IMMEDIATELY to HAAF ATC, Operations or Safety.

- a. In the event of an aviation accident / incident, the Aviation Safety Officer (ASO) for the unit involved in the accident / incident will be responsible for initiating and processing the AAAR or AGAR, as appropriate, up through the chain-of-command, IAW AR 385-40.
- b. Once the accident or incident report is completed, the using unit's ASO will provide a copy to the HAAF ASO.
- c. If a flight crew member is involved in a Class A, B or C aviation accident, or when deemed necessary by the commander or a physician, crew members will be required to provide a urinalysis and blood sample for biochemical testing purposes IAW AR 385-10, 3-16a. (3). Administration of the sample will be conducted at the Johnson County Urgent Care facility (open 24/7), approximately 20 minutes north of Camp Atterbury. Post MP's will escort the flight crew members to and from the facility.
- d. Operational Hazard Reports: Located on the Safety Bulletin Board in Operations.
 1. An Operational Hazard Report (OHR) [DA Form 2696-R], will be used to report and record information and notify the Unit Commander and Unit ASO of hazardous acts or operating conditions so that they may be addressed before an accident or mishap occurs.
 2. An operational hazard is any condition, action or set of circumstances that compromises the safety of an Army aircraft, personnel or equipment.

3. Any person assigned or attached to HAAF, the U.S. Army and other Armed Forces of the United States or host nations may submit an Operational Hazard Report.
4. Operations Hazards include deficiencies or unsafe practices pertaining to:
 - (a) Operation of weather services and facilities.
 - (b) Aircraft maintenance and inspection.
 - (c) Airfield facilities and services.
 - (d) Airfield ground support services.
 - (e) NAVAID's (Enroute or Approach Facilities)
 - (f) Procedures, techniques, or instructions in air traffic management.
 - (g) Regulations published by FAA, International Civil Aviation Organizational (ICAO) or the Department of Defense.
 - (h) Training and education.
 - (i) Flight publications.
 - (j) Near collisions between aircraft.
 - (k) Any other area pertinent to flight.
5. Operational Hazard Reports (OHR) will be submitted to the HAAF ASO who will log it in and distribute it to the responsible individual(s) for action and response IAW DA PAM 385-90.

4-3. FOREIGN OBJECT DAMAGE (FOD). The Operations section has established an active FOD prevention program at HAAF, which includes checking the ramp area and runway daily. However, during periods of increased use by rotational units, it may be necessary for additional periodic FOD checks. Due to minimal manning at the airfield, HAAF Operations cannot facilitate any additional FOD checks. Therefore, it is **HIGHLY RECOMMENDED** that the using unit perform additional FOD checks for their own protection. Snow and icing conditions may also increase the possibility of FOD on the airfield.

- a. Driving on the ramp: Prior to driving on the ramp, all operators **MUST** complete the driver's class IAW section 3-9 (c) of this APG. Additionally, drivers of **ALL** vehicles will check their tire tread for rocks and other types of FOD prior to entering the ramp area.

b. Winter flight operations: During periods of heavy snowfall at Camp Atterbury, the snow removal crews may not be able to remove snow and debris from the ramp and runway environment in a timely manner. The possibility exists that snow may be covering ice and other FOD producing material. If the PC of the aircraft feels that FOD could be an issue, DO NOT LAND in that area.

4-4. FIRE PREVENTION AND REPORTING. The importance of fire consciousness cannot be overemphasized. All personnel are reminded that lives and property are dependent on aggressive initial actions in the event of a fire.

a. Any person discovering a fire, regardless of size or type, will immediately report it to the Fire Department by the quickest means available (**FIRE dept dial 1119 or 812-526-1119 from a cell phone - MP's 1109 from base phone or 812-526-1109 from a cell phone**). Dialing 911 from post will only delay reaction time as the call will go to the local Fire Department off post.

b. Multiple Tri-max extinguishers are available on the ramp. Using units should familiarize themselves with the use of these extinguishers prior to initiating flight operations at Camp Atterbury. The HAAF ASO has a training video on CD if you require formal training.

4-5. RISK ASSESSMENTS.

a. Risk Assessments **will be** provided by the using unit to flight operations for non-standard operations (see aircrew brief) and for any high or extreme high risk operations.

CHAPTER 5

FIXED WING OPERATIONS

5-1. FIXED WING OPERATIONS. Scheduling of high performance fixed wing aircraft operations is shared, by mutual agreement, between DPTMS and the Atterbury ANG Range Detachment. Approval for the use of any/all Atterbury airspace remains the responsibility of the DPTMS.

- a. Written requests for training activities/events should be sent to: HQ Camp Atterbury, ATTN: CA-DPTMS, P.O. Box 5000, Edinburgh, IN 46124-1096. Requests should arrive NLT 180 days prior to the desired training date(s). Any request made less than 90 days prior to desired training date(s) will be considered on a case-by-case basis. [For short notice requirements, requests may be faxed to DSN 569-2367 or CML (812) 526-1367.]
- b. Requesting organizations/individuals will plan and be prepared to:
 - (1) Provide a Landing Zone Control Officer (LZCO) and Special Tactics Section (STS), if required.
 - (2) Provide or coordinate for Fire Fighting and Crash Rescue equipment to be pre-positioned at the Airfield or DZ (through DPTMS) at least 30 minutes prior to the estimated time of arrival (ETA) of the first aircraft, if required.
- c. For approved missions, the LZCO/STS will accomplish the following prior to the arrival of the first aircraft:
 - (1) Report to Range Control for a Range and Safety Briefing.
 - (2) Establish radio communication with Range Control, FM 38.9 or Himsel Tower/Himsel Advisory VHF 126.2. Following initial contact, other frequencies may be directed depending on radio traffic.
 - (3) Insure that all required Fire Fighting/Crash Rescue equipment and personnel are on site.
 - (4) Inspect the Airfield or DZ to verify that all safety measures or requirements have been completed.
 - (5) Maintain radio communications with Range Control or the Airfield Operations Office and the aircrew of the lead aircraft until the aircraft or flight has landed or departed Atterbury airspace.
 - (6) Advise Range Control when the mission has been completed, and the Airfield or DZ is clear of personnel and equipment.

- d. Aircraft Commanders/Pilots conducting approved training missions will:
- (1) Contact Himsel Tower/Himsel Advisory, as soon as possible (minimum 5 minutes out) on in-bound approach prior to entering Atterbury airspace to insure that all safety provisions have been completed and that the airspace has been cleared.
 - (2) Advise the Himsel Tower/Himsel Advisory, LZCO/STS, and Range Control in the event of an emergency. Columbus Municipal Tower (BAK), VHF 118.6, should also be advised for possible assistance if appropriate.
 - (3) Contact Range Control, FM 38.9/41.9, when experiencing loss of radio contact with the LZCO/STS or Himsel Tower/Himsel Advisory.

ABBREVIATIONS

AASF	Army Aviation Support Facility	MTOE	Modified Table of Organization and Equipment
ACP	Air Control Point	NDB	Non-directional Beacon
AFB	Air Force Base	NOE	Nap of the Earth
AGL	Above Ground Level	NOTAM....	Notice to Airmen
ALSE.....	Aviation Life Support Equipment	OGE	Out of Ground Effect
AMC	Air Mission Commander	OHR	Operational Hazard Report
APPCON...	Approach Control	PC.....	Pilot in Command
AR	Army Regulation	DPTMS	Plans Operations Training Mobilization and Security
ARNG	Army National Guard	RON	Remain Overnight
ARS.....	Air Route System	R/W	Rotary Wing
ARSA.....	Airport Radar Service Area	SIP.....	Standardization Instructor Pilot
ASO.....	Aviation Safety Officer	STS.....	Special Tactics Section
AT	Annual Training	TAG	The Adjutant General
ATS.....	Air Traffic Services	TM.....	Technical Manual
ATM.....	Aircrew Training Manual	TMC.....	Troop Medical Clinic
AV.....	AUTOVON	TPU	Tank and Pump Unit
AVCRAD..	Aviation Classification Repair Activity	USAR.....	United States Army Reserve
CAMTC	Camp Atterbury Maneuver Training Center	VFR.....	Visual Flight Rules
DOD	Department of Defense		
DZ	Drop Zone		
FAA.....	Federal Aviation Administration		
FARRP	Forward Area Rearm-Refuel Point		
FAR.....	Federal Aviation Regulation		
FLIP	Flight Information Publication		
FOD.....	Foreign Object Damage		
FSS.....	Flight Service Station		
IAW.....	In Accordance With		
IFE.....	Instrument Flight Examiner		
IFR	Instrument Flight Rules		
IMC	Instrument Meteorological Conditions		
IN	Indiana		
IP	Instructor Pilot		
IP	Initial Point		
KM	Kilometer		
LOM.....	Locator Outer Marker		
MARSA	Military Authority Assumes Responsibility for Separation of A/C		
MSL	Mean Seal Level		

APPENDIX 1

AIR ROUTE SYSTEM

PURPOSE. To establish an Air Route System (ARS) for Camp Atterbury military reservation IAW HQDA Message 182100Z Jul 89 Subject: Airspace Management in Cantonment Areas, Training Areas and Ranges. Establishment of such a system will serve to minimize the following hazards: mixing of unaided and night vision systems aircraft and high densities of aviation training activities in conjunction with range firing activities.

SCOPE. This appendix is applicable to all aircraft operating within the limits of the Camp Atterbury military reservation not under positive control of the ANG Tower or other ATS activity. Positive control procedures (active ATS) take precedence over procedural controls when in effect.

GENERAL. Air-to-Air deconfliction is the responsibility of using aircrews. The ARS consists of relatively stringent procedural controls. It includes a common frequency for all aviation traffic, designated ingress/egress routes and numerous control measures. Many control measures are provided simply to establish a common frame of reference between local units that routinely use this installation and other units that may be training at Camp Atterbury for the first time or on an infrequent basis. An inbound aircraft with no prior knowledge of a unit conducting training can alert aircraft anywhere on the reservation with a Himsel Tower Himsel Tower/Himsel Advisory call. Aircrews may then deconflict themselves through spontaneous assignment of training areas, whether aided, or conducting special training activities.

- a. Airspace Management/Deconfliction: The two significant aspects of the ARS designed to deconflict airspace are a common frequency (Himsel Tower/Himsel Advisory 126.2) for use on and around the reservation and the requirement to make Himsel Tower/Himsel Advisory calls in the vicinity of established control measures.
- b. Monitoring Common Frequency: All aircraft will monitor VHF 126.2 while operating within the reservation boundaries, or prior to joining/departing the Air Route System.
- c. Himsel Tower/Himsel Advisory Radio Calls:
 - (1) Himsel Tower/Himsel Advisory Call Format: Calls should generally conform to the format used for uncontrolled airport. Example: "Atterbury Traffic, Guard 12345 is ACP 31 inbound for the airfield (night ops add aided/unaided)"; "Atterbury Traffic, Guard 12345 is approaching ACP Wild"; "Atterbury Traffic, Guard 345 is approximately 1km north of [LZ] H-71." The initial inbound call will include the full aircraft call-sign, the type of aircraft, home base, number of persons on board and PCs initials. If multiple flight, inbound call will include number of aircraft and all tail numbers. Subsequent calls may be abbreviated at the discretion of the PC based on aircraft density and training activities; however, a call will be made at all control measures during night operations. (Example: "345 approaching Saddle").

- (2) Daylight Operations: Himsel Tower/Himsel Advisory calls will be made entering/departing the reservation, entering/departing airfield traffic pattern, and other times as deemed appropriate by the PC based on aircraft density and training activities. Positive communications must be maintained with any other aircraft training on this reservation.
 - (3) Night Operations: Himsel Tower/Himsel Advisory calls will be made entering/departing the reservation, entering/departing airfield traffic pattern, transitioning within a 2km radius of the airfield, 1km prior to crossing all established control measures (SP/RP/IP/CP/ACP), arriving/departing LZs and other times as deemed appropriate by the PC based on aircraft density and training activities. Positive communications must be maintained with any other aircraft training on this reservation.
- d. Use of Established Ingress/Egress Routes: Night Operations (aided or unaided) use of established routes is mandatory. Daylight use is encouraged, but not mandatory.

COORDINATION WITH RANGE CONTROL. Range Control bears no responsibility for airspace deconfliction other than advisories as to range firing activities. All aircraft will maintain positive communications with Range Control (when operational). Aircraft may request flight following with Range Control. As a minimum, aircraft will make initial contact with Range Control to receive a “hot range” briefing and will report entering/departing the reservation. Himsel Tower/Himsel Advisory (when operational) will provide the primary means of flight following and may be utilized in lieu of direct communication with Range Control.

DESCRIPTION OF AIR ROUTE SYSTEM (ARS).

- a. AIR CORRIDOR SUGAR (ONE-WAY INBOUND 1300’ MSL NVG/1500 MSL UA). Air Corridor Sugar is a transition route from the Army Aviation Support Facility (AASF) at Shelbyville, IN to Camp Atterbury. Aircraft (aided or unaided) in-bound from the North, East or West of ACP 31 may enter at the appropriate altitude with an appropriate HIMSSEL TOWER/Himsel Advisory call; proceed to ACP WILD to RP RESERVE.
- b. AIR CORRIDOR BLUE (ONE-WAY OUT-BOUND 1300’ MSL NVG/1500 MSL UA). Air Corridor Blue is a transition route to the AASF, Shelbyville, IN. It begins at SP TROOP, direct to ACP SEED to ACP 65. Aircraft may depart at ACP 65 and resume own navigation.
- c. AIR CORRIDOR FLATROCK (NVG ONLY ONE-WAY OUTBOUND 1300’ MSL NVG). Air Corridor Flatrock is a transition route to the AASF, Shelbyville, IN used for NVG traffic only. Aircrews may intercept CORRIDOR FLATROCK at ACP 65 with Himsel Tower/Himsel Advisory call.

6. DESCRIPTION OF AVIATION TRAINING AREAS. The following Aviation Training Areas have been designated as aviation “OPEN TRAINING” areas for essential mission training. The designations are for purposes of airspace deconfliction and coordination only. The boundaries between areas are “hard” only when other aircraft are using them.

a. AREA NORTH. The area north of the 50 east-west gridline.

(1) Entry Points - Enter Area North from Area South at ACP Moriah or ACP Morton.

(2) Exit Points - Exit Area North to Area South at ACP Saddle or ACP Lick

(3) Avoid over-flight of ASP in Training Area 2A and sewage treatment plant in Training Area 2C. Minimize over-flight of Cantonment Area. HIMSEL TOWER/Himsel Advisory call arriving, departing, or transitioning within 2 Km of the airfield.

b. AREA SOUTH. The area south of the 50 east-west gridline.

(1) Entry Points – Enter Area South from Area North at ACP Saddle or ACP Lick

(2) Exit Points – Exit Area South to Area North at ACP Moriah or ACP Morton

(3) Maintain 500 meter noise abatement buffer along southern boundary of the Installation.

(4) Maintain 500 meter noise abatement buffer along eastern boundary of the Installation between gridlines 43 and 47.

7. CONTROL MEASURES. Note: All grid coordinates given WGS 84, EJ, 16S

<u>Control Measure</u>	<u>Location</u>	<u>Description</u>
ACP 31	867621	Intersection, HWY 31/Sugar Creek
ACP WILD	824598	Northernmost Lighted Bldg at DNR HQ (WARNING: Radio TWR at ACP)
RP RESERVE	822570	Army Reserve Center, west of Cantonment
SP TROOP	840570	Atterbury NG Armory, east of Cantonment
ACP SEED	879599	Large Grain Barns
ACP 65	910607	Intersection, I-65/Blue River
ACP MORIAH	782503	Cemetery
SP GEORGE	804413	Road Junction, Hoosier Tr/Georgetown Rd
ACP STONEY	807394	Road Junction, secondary rd/SR 46
ACP MORTON	854499	Road Junction, Mauxferry/Morton Rds
RP OLIVE	841416	Road Junction, Georgetown/92d Div Rds
ACP DOWELL	843394	Road Junction, secondary rd/SR 46
ACP LICK	870500	Road Junction, Morton/Wallace Rds
ACP SADDLE	806501	Intersection, Saddle Creek/Lincoln Road

APPENDIX 2

HAZARDS

WARNING:

This list is **NOT** an all-inclusive list. It is the Pilot's responsibility to perform a review and comparison to the Hazards Maps in Flight Operations or Range Control.

NOTE: All grids given in WGS 84, EJ, 16S

1. POWERLINES

<u>GRID</u>	<u>AREA/DESCRIPTION</u>
792574 to 863573	East along Hospital Road
855572 to 862553	
866561 to 862553	
818547	COB Bayonet
870547 to 871500	South on Wallace Road

2. TOWERS

<u>GRID</u>	<u>DESCRIPTION</u>
801436	RANGE 37 RADIO TOWER TRAFALGAR TOWERS
847569	EAST WATER TOWER
820568	WEST WATER TOWER
838554	DPTMS RADIO TOWER
82144629	SNIPER TOWER
82405949	DNR RADIO TOWER SPRINT CELL TOWER

3. MISCELLANEOUS

<u>GRID</u>	<u>DESCRIPTION</u>
827576	RADIO CONTROL AREA
842576	CIVILIAN RANGE

APPENDIX 3

Aviation Information Card – Himsel Army Airfield, Camp Atterbury, IN

HIMSEL ARMY AIRFIELD, CAMP ATTERBURY IN 11II NG/ANG N39.3441,W-86.0288
 EJ836554 Elevation 709' MSL RWY-18/36 4100' X 72' SERVICE – NONE, LIGHTING – YES,
FUEL – NO, NAVAID–NONE REMARKS Contact HIMSEL TOWER/UNICOM/Range Control 5 minutes out.
 Inbound - Enter only from North when ranges active. RNG CTRL – 24 HR Ops. TFC PAT - RW DAY/NT UA
 1100' MSL, RW NVD/NVS 900' MSL, FW 2200' MSL. NOISE ABTMT - No overflight below 1500' MSL of
 lakes to West of Post, towns of Nineveh or Edinburgh, and the area east of grid line 85 between grid lines 43 and
 47. HAAF- Opr 0800-2300L Mon-Fri, 0800L-1600L Sat-Sun, except holidays, other times as requested. When
 airfield operations is closed contact Range Control on 126.2. ANG Rng 36 - Opr 0820-1630L Mon-Fri except
 holidays. When active: no flight south of grid line 53 above 100' AGL w/o contacting ANG Rng Twr; no flight in
 ANG SDZ. AIRSPACE MANAGEMENT/DECONFLICTION - All acft will monitor 126.2. Make HIMSEL
 TOWER/UNICOM/Range Control calls entering/departing reservation, afd tfc pat, 1 km prior to control measures,
 arriving/departing LZs, and as deemed necessary by PC. FSS - 9-1-800-992-7433. While within R3401A/B,
 squawk XPDR mode 3 code 4000.

HIMSEL TOWER/UNICOM.....	126.2				RANGE CONTROL.....	38.9
ANG RANGE TOWER.....	30.1	383.3	259.4	138.25	ADMIN FREQ.....	265.5
OPERATIONS/SECURITY.....	38.9				COLUMBUS TWR (BAK)	118.6
MEDEVAC (if available).....	32.3				MILITARY POLICE	1234
INDPLS APPROACH.....	134.85	127.15	377.1	317.8	BILLETING.....	1486 DSN 569-2486
CA SWITCHBOARD	(812) 526-1499				WAREHOUSE	1485 DSN 569-2485
OPERATIONS (DPTMS)	1169/1138				NCO CLUB	1143
AIRFIELD OPERATIONS	1355				FIRE.....	1361
ATC TOWER	2479/1355				TMC.....	1120 or 1121
RANGE CONTROL.....	1351				JOINT OPERATIONS CENTER.....	1348
ANG RANGE HQS.....	1113					

WX MINIMUMS: FW 1000' ceiling 3 miles vis Day/Night
 RW 500' ceiling ½ mile vis Day
 1000' ceiling 1 mile vis Night

	<u>NOTES</u>		<u>NOTES</u>	
VIP PAD/POST HQ**	829570	1,3	BLDG 225/507	835569 1,2,3
AFLD/ANDERSON DZ	836554	2	RNG 37*	804432
(8 Parking Pads)			RNG 42*	845493
KLEIBER DZ	864562	2	ANG TOWER	810490
H10....800562, H11....802578, H12....793569, H30....856486, H31....864529, H32....868526 H33....875492,				
H34....863493, H35....868488, H37....852475, H38....876495, H39....856483 H40....851456, H41....851473,				
H42....853446, H43....843434, H44....844422 , H45....847434 H48....830459, H49....847438, H53....796465,				
H55....804425, H60....832477, H61....793478, H62....787491, H63....790473, H70....782511, H71....794523				
* - Lighted – operated manually from the ground, ** - Lighted – operated by pilot on 126.2 click 3X, 5X, 7X				
Note: All grid coordinates given WGS84, EJ, 16S				

NOTES:

1. Not for routine operational use.
Contact HIMSEL TOWER/Himsel Advisory 126.2 Primary or Rng Control on 38.9 alternate for clearance.
2. Multi-aircraft landing/parking.
3. Passenger pick-up/transient operations only.

APPENDIX 4

Aviation Information Card – Muscatatuck, IN

MUSCATATUCK

IN MUTC NG N39 03 W085 32 FJ 273 233 RWY-None
SERVICE – NONE LGT – NONE FUEL – NONE NAVAID – NONE
REMARKS -- Contact **GRIZZLY OPS 236.15**, 10 minutes out. Inbound – Enter from prior arranged flight path.
OPS - Hours of operation 0730-1600L Mon-Fri and anytime training areas are in use, except holidays.
AIRSPACE MANAGEMENT/DECONFLICTION - All aircraft will monitor 236.15. Make **GRIZZLY OPS** calls entering/departing reservation. While within MUTC, squawk XPDR mode 3 code 4000. **PPR is required 24 hrs in advance.**

GRIZZLY OPS.....236.15 Pri Freq.	ADMIN FREQ..... 139.6
OPERATIONS/SECURITY.....236.15	SECURITY 812.458.8780 x0
INDPLS APPROACH.....134.85 127.15 377.1 317.8	BILLETING..... 812.458.8780 x 1414
MUTC SWITCHBOARD(812) 458-8780	OPERATIONS 1245/2222
FIRE911 or 812.458.8780 x1638	DUTY OIC/NCOIC .. 0/2222

WX MINIMUMS: FW 1000' ceiling	3 miles vis Day/Night
RW 500' ceiling	½ mile vis Day
1000' ceiling	1 mile vis Night

Proposed LZ's	<u>NOTES</u>	<u>NOTES</u>
Bataan FJ27682326	1	Boling FJ27102410 1
Clemens FJ26852369	1	Cyclone FJ27242330 1
Fiscus FJ26402310	1	Grizzly FJ27312330 1
Hershey FJ26852285	1	Hiester FJ26402290 1
Jeffries FJ27052379	1	Phoenix FJ27452318 1/2
Saber FJ26962256	1	Snyder FJ26702275 1
Sword FJ27222300	1	

(Map ref. FJ, Grid zone 16S)

NOTES: 1. Not for routine operational use.
Contact GRIZZLY OPS 236.15

2. TMC Landing Zone
Contact GRIZZLY OPS 236.15

End of Document