

Aviation

INSTALLATION AVIATION OPERATIONS

Summary. This regulation establishes policy and provides procedural guidance for the operation of aircraft at Camp Atterbury (CA). It also addresses aircrew requirements of Atterbury airspace users regarding aviation training management and safety.

Applicability. This regulation applies to all air operations at Camp Atterbury. It should be used in conjunction with any Standing Operating Procedure (SOP) governing the using individual or organization.

Internal Control Systems. This regulation is not subject to the requirements of AR 11-2.

Supplementation. Supplementation of this regulation is prohibited without approval from the Director of Plans, Training, Mobilization , and Security (DPTMS).

Suggested Improvements. The proponent of this regulation is the Directorate of Plans, Training, Mobilization, and Security. Send comments and suggested improvements to HQ Camp Atterbury, ATTN: CA-DPTMS-AV, P.O. Box 5000, Edinburg, IN 46124-5000.

Contents (listed by paragraph number)

	Para.		Para.
Chapter 1		Chapter 4	
General Provisions		Tactical Operations	
Purpose.....	1-1	Hazard/Wire Strike Prevention.....	4-1
References.....	1-2	Fixed Wing Operations.....	4-2
Abbreviations.....	1-3	Chapter 5	
Responsibilities.....	1-4	Safety	
Exception to Policy.....	1-5	Accident/Incident Response Measures	5-1
Deviations.....	1-6	Operational Hazard Reports.....	5-2
Chapter 2		Appendix A	
Administration		References	
Aircraft for Installation Support.....	2-1	Appendix B	
Pre-Operations Briefing.....	2-2	Aviation Information Card Camp Atterbury	
Aircraft Mooring Policy.....	2-3	Appendix C	
Control/Support Agencies.....	2-4	Aviation Information Card Muscatatuk	
Chapter 3		Appendix D	
Airfield Information		Tactical Pre-Accident Plan	
		Glossary	

CHAPTER 1**General**

1-1. Purpose. This regulation establishes policy, provides general guidance and outlines responsibilities for the operation of aircraft at Camp Atterbury (R3401A). The provisions of this regulation take precedence over any unit or organizational SOP, or similar document, regarding the use and/or management of airspace during aviation operations within Atterbury airspace.

1-2. References. Required and related publications are listed in appendix A.

1-3. Abbreviations. Standard abbreviations used in this regulation are found in the Glossary.

1-4. Responsibilities. The duties and responsibilities provided below are not all encompassing; and are not designed as to limit the planning and conduct of safe and effective aviation training.

a. The Commander, CA, must insure that:

(1) An aviation/airspace management and safety program is followed IAW AR 95-2.

(2) The program is consistent with applicable regulatory guidance (i.e., AR's, FM's, FAR's).

b. The Directorate of Plans, Training, Mobilization, and Security (DPTMS) will:

(1) Insure an aviation/airspace management and safety program is implemented and is consistent with applicable published regulatory guidance.

(2) Provide adequate personnel and resource support to insure that CA airspace users are afforded safe and effective aviation training opportunities.

(3) Ensure compliance with this regulation and related regulatory guidance.

c. The Airfield Operations Officer will:

(1) Serve as the primary liaison between using aviation organizations or individuals and the Installation.

(2) Ensure incoming airspace users have appropriate knowledge of the provisions and inherent requirements of this regulation.

(3) Assist prospective and scheduled users with the development and conduct of safe and realistic training plans.

(4) Conduct a pre-operations briefing for all participating aviators covering all aspects of the Installation aviation program, airspace management and safety; and provide a roster of attendees to DPTMS and Range Control.

(5) Advise DPTMS and the Commander on matters effecting aviation safety and operations, and airspace management.

(6) Assist aviation elements/airspace users in complying with the provisions of this regulation and other applicable regulatory guidance.

(7) Work with Range Control/ANG to de-conflict airspace user and surface user training requests/requirements.

d. The Aviation Safety Officer, as primary assistant to the Airfield Commander, will:

(1) In the absence of the Airfield Operations Officer, serve as the primary liaison between using aviation organizations or individuals and the Installation.

(2) Establish and administer the Atterbury Aviation Safety program IAW the Army Aviation Safety Program and related regulatory guidance.

(3) Advise the Airfield Operations Officer on all aviation related safety matters.

(4) Coordinate with using organization safety officers, and assist with safety programs.

(5) Provide external aviation safety assistance upon request from proper authority, with the concurrence of the Director of DPTMS.

(6) Assist organizations and individual users to comply with the provisions of this regulation.

e. CA Airspace users (organization) will:

(1) **Submit a completed Atterbury Facilities Request (CA Form 350-1) to DPTMS scheduling office prior to the desired training activity and/or use date, specifying number and type of aircraft, proposed date and time for the required pre-operations briefing, and the dates and times of any planned night training.**

(2) Insure that participating aviators receive the pre-operations briefing from the Airfield Operations Officer or designated representative, prior to conducting any flight operations.

(3) Telephone Flight Operations 812-526-1355 or Range Control 812-526-1351/1352 from flight facility (preferably prior to 1600 hours day of flight) to request flight activity here.

(4) Prior to entering the Installation, all aircraft must determine the status of the restricted area. This may be obtained from Flight Operations, Range Control or appropriate FAA facility. If restricted area is in effect, clearance from Flight Operations or Range Control must be obtained prior to entry. If permission is granted, use transponder code 4000. If restricted area is not in effect use appropriate transponder code.

(5) After entering R3401A. **ALL** landings/touchdowns will be reported to Himsel Tower/unicom (126.2), along with the location of landing/touchdown.

(6) If Flight Operations and Range Control are closed, aircraft must continue to make movement calls in the blind on VHF126.2 MHz. In addition, the aircraft

must maintain positive flight following whether it be with a sister ship, their unit operations, or appropriate ATC.

(7) Assign a representative to coordinate daily training activities and range operations with Range Control.

(8) Provide a copy of any aviation-related operational/tactical SOP to DPTMS, Bldg 127, prior to the conduct of training.

1-5. Exception to Policy. This regulation is not intended to limit realistic aviation training activity. Any provision of this regulation which serves to limit or preclude viable training may be appealed, and possibly modified by written coordination between DPTMS and the using organization/individual.

a. Requests for exception/modification must be submitted in writing to HQ Camp Atterbury, ATTN: CA-DPTMS, Edinburgh, IN 46124-5000.

b. The requirement for a formal Facilities Request (CA Form 350-1) may be waived by DPTMS, on a case-by-case basis. A "short form" request, per agreement between DPTMS and respective aviation element, may be submitted by phone -- CML (812) 526-1138 or DSN 569-2138, or FAX (812) 526-1367 or DSN 569-2367. All other provisions of this regulation apply whether a large flight or a single rotary wing aircraft.

c. Approval of any requested airspace use rests with the controlling agency, usually Camp Atterbury, and depends primarily upon landing site and airspace availability.

1-6. Deviations. Deviation from the provisions of this regulation may be necessary, and are authorized during emergencies or for the immediate safety of the flight.

a. Aviators/individuals who deviate from this regulation, or prevailing Federal Aviation Regulations, must report details of the incident to their immediate command-

er/supervisor and to DPTMS within 24 hours of occurrence.

b. Specific/flagrant violations of Federal Aviation Regulations will be handled IAW the provision of AR 95-1 and AR 95-2.

c. Deviations for high performance aircraft scheduled for and using the Air National Guard Aerial Gunnery Range are incorporated into the inter - agency operations procedures and that ranges regulatory guidance.

CHAPTER 2 Administration

2-1. Aircraft for Installation Support. Aircraft assigned to MEDEVAC, or other specific Installation support, will not be used in any other capacity. Any additional aircraft assigned or attached to Atterbury for training support are under the operational control of DPTMS and/or the Airfield Operations Officer.

2-2. Pre-Operations Briefing. A pre-operations briefing is required for all using organization aviators and individuals IAW para 1-4.c. above. No flight operations will be conducted within the Atterbury managed airspace without being briefed by Range Control or the Airfield Operations Officer/Aviation Safety Officer.

a. The briefing will include the following:

- (1) Safety
- (2) Noise Abatement/no-fly areas
- (3) Flight following procedures
- (4) Crash rescue availability
- (5) Weather services
- (6) Weather minimums
- (7) MEDEVAC requesting procedures
- (8) Airfield traffic patterns
- (9) The Atterbury Air Route System

(10) Guidance on restricted areas

(11) Night training (NVD/NVS) operations

(12) Additional information such as range notams, deemed essential to mission success.

b. In addition to the above, MEDEVAC crewmembers receive information on:

- (1) Installation MEDEVAC procedures
- (2) Location of civilian hospitals
- (3) Coverage times/expected response time
- (4) In-camp strength/primary training locations
- (5) Receipt and use of beepers, radios, and related support items, as available.
- (6) Nearest supporting Federal Medical Treatment Facility (MTF)

2-3. Aircraft Mooring Policy. Atterbury has 12 permanent parking pads. One each at the TMC, Bldg 1, ISBC (range 42), Multi Purpose Tank Range (range 37) and 8 at the Airfield (Refer to Appendix B for details). Using organizations/individuals must furnish adequate mooring and tie-down equipment for organic aircraft. Depending on the direction of travel of the severe weather, one of the following sites is recommended:

- (1) Fort Wayne Int'l (FWA)
Fort Wayne, IN: ANG Operations
DSN..... 786-1202
CML.....(260) 478-3202
- (2) Wright Patterson AFB (FFO) Dayton, OH:
Operations
DSN..... 787-2131
CML.....(937) 257-2131
- (3) Godman AAF (FTK)
Ft Knox, KY: Operations
DSN..... 464-5545
CML.....(502) 624-5545

- (4) Hulman Field (HUF)
Terre Haute, IN: ANG Operations
DSN..... 724-1234
CML.....(812) 877-5234

2-4. Control/Support Agencies.

a. The Directorate of Plans, Training, Mobilization, and Security (DPTMS), Bldg 127/ext 1138, is the airspace management/aircraft control agency for the Installation. The following Atterbury support elements/agencies are open during normal duty hours (0730 – 1600) to assist airspace users.

(1) Range Control – ext 1351, Bldg 127, FM 38.9/41.9, HIMSEL TOWER/UNICOM 126.2

(2) M.P.'s (24 hrs/365 days) ext 1234, or for emergencies ext 1109 . Bldg 225.

b. The following Atterbury support elements/agencies are open during scheduled training activities.

(1) Range Control – ext 1351, Bldg 127, FM 38.9

(2) Airfield Operations Office – ext 1355, Airfield, VHF 126.2

(3) Installation Joint Ops Center – ext 1311, Bldg 225

(4) Air Guard Range Tower – ext 1158 (restricted use), Bldg 599, FM 30.1 / 383.3 / 259.4 / 138.25

(5) Troop Medical Clinic (TMC) – emergency ext 1120, Bldg 2.

CHAPTER 3 Airfield Information

Appendix B, The Aviation Information Card (CA Form 95-1-R), provides additional data regarding Airfield and airspace operations/procedures.

CHAPTER 4 Tactical Operations

4-1. Hazard/Wire Strike Prevention. A master hazards map is posted at Airfield Operations and Range Control.

a. A copy of the map will be in the cockpit of each aircraft using any tactical Training Area. Call Range Control Ext. 1351 prior to mission for availability of newest map and number of maps needed for mission.

b. The hazards map must include the Surface Danger Zone (SDZ) for the ANG Range 36, which includes large portions of Training Areas 603, 608, 610, 612, 614, and the common Impact Area.

c. Other significant hazards include:

(1) **Ammo Supply Point (ASP) NO OVERFLIGHT BELOW 500' AGL, 1.5 KM on 058 degree heading from airfield.**

(2) Antenna tower 280 meters on 058 degree heading from the airfield, 794' MSL (95' AGL).

(3) Antenna tower 3.8 KM on 340 degree heading from the airfield, (250' AGL)

(4) Water tower 2 KM on 038 degree heading from the airfield, 956' MSL (185' AGL).

(5) Water tower 2.22 KM on 321 degrees heading from the airfield, 898' MSL (140' AGL).

(6) Three large antennas 7.1 NM 313 degree heading from the airfield, 2030' MSL (1165' AGL) near the town of Trafalgar.

(7) A radio controlled model airplane airfield located approximately 2 Km NNW from the airfield.

d. User identified hazards that are not posted should be reported to DPTMS for future posting (see para 5-2.).

4-2. Fixed Wing Operations.

Scheduling of fixed wing aircraft operations is shared, by mutual agreement, between DPTMS and the Atterbury ANG Range Detachment. Aircraft using Range 36 must

schedule with the ANG Range Detachment. To use all other Atterbury airspace schedule through DPTMS scheduling Bldg. 124 Ext 1115. Approval for the use of any/all Atterbury airspace remains the responsibility of DPTMS.

a. Written requests for training activities/events should be sent to: HQ Camp Atterbury, ATTN: CA- DPTMS, Edinburgh, IN 46124-5000. Requests should arrive NLT 90 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.

CHAPTER 5 Safety

General

a. All aircraft are required to determine the status of R3401A Special Use Airspace with the appropriate agency. If R3401A is active, aircraft must receive approval from range control to enter. If approved, aircraft shall set the transponder code to 4000.

b. If R3401A is not active, aircraft must set the transponder to the appropriate code (e.g., 1200).

c. The common impact area is off limits for aviation operations during live fire events.

5-1. Accident/Incident Response Measures.

a. Each aviation organization planning to conduct training at Atterbury will identify/designate an Aviation Safety Officer and NCO. The PC/AMC of individual or small element aircraft flights will fulfill the responsibilities of Safety Officer.

b. A Tactical Pre-Accident Plan must be available/prepared upon arrival at Atterbury. As an interim measure, organizations/elements will comply with the Tactical

Pre-Accident Plan as provided in Appendix D.

c. Accidents or incidents involving damage to aircraft or injury to personnel will be reported immediately to the element's organic Operations Center, the Airfield Operations Office, Range Control, DPTMS, Installation Safety Officer, and the Military Police (Bldg 225).

d. The initial response to an aircraft mishap/accident emergency on, or near the Installation will be made by Atterbury personnel. Under supervision of the Installation OIC, appropriate emergency support will be requested and the mishap site secured. Official notification procedures will be initiated and will be contingent upon the severity of the incident. Atterbury "Standing Operating Procedures" will be followed during the initial response.

e. Security of the mishap site becomes the responsibility of the owning aviation organization as soon as adequate personnel arrive. Coordination of formal accident investigation efforts, notification of next of kin (as/if required), and eventual evacuation of organic aircraft is the responsibility of the owning organization.

f. The Installation OIC and owning aviation organization Safety Officers will insure that proper/required official reports are rendered.

g. An Abbreviated Aviation Accident Report (AAAR) must be submitted to DPTMS within 24 hours following an aviation incident/mishap. Parties to the report include the PC and/or crewmembers (as appropriate), any witness to the incident, and members of the Atterbury Staff of Training Site Support Team (TSST) responding to the incident. If needed complete a Serious Incident Report IAW AR 190-45.

h. The pre-accident planning material presented at Appendix C should be followed to preclude difficulty with accident/incident reporting.

5-2. Operational Hazard Reports. All personnel will report hazards effecting aviation safety. Specifically, it is imperative that hazards observed during flight or other aviation operations be reported as soon as possible to the Airfield Operations Office, Range Control, and DPTMS.

a. Unsafe Range operations/firing conditions will be reported to Range Control immediately, and a follow-up Operational Hazard Report (OHR) will be submitted after landing.

b. Failure to comply with this and all other appropriate regulation while operating aircraft on Camp Atterbury constitutes an operational hazard and/or safety/procedural violation that may be reportable to command and aviation agencies (FAA, DARR, etc.).

c. Blank OHR forms (DA Form 2696-R) are available at Range Control, the Airfield Operations Office, and DPTMS.

FOR THE COMMANDER:

TODD D. TOWNSEND
COL, AV
Commander

OFFICIAL:

L. ED COLLINS
LTC, SC
Director of Plans, Training, and Mobilization

DISTRIBUTION:
SPECIAL

APPENDIX A

References

AR 11-2 Internal Management Control	FM 1-104 Tactics, Techniques, Procedures for Forward Arming and Refueling Points
AR 95-1 Flight Regulations	FM 1-300 Flight Operations and Airfield Management
AR 95-2 Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids	FM 1-400 Aviator's Handbook
AR 95-27 Operational Procedures for Aircraft Carrying Hazardous Materials	FM 10-67-1 Concepts and Equipment of Petroleum Operations
AR 190-45 Law Enforcement Reporting	FM 10-67-2 Petroleum Laboratory Testing and Operations
CA Reg 210-10 Installation, Camp Atterbury	IN ANG Atterbury Range Instruction 13-201 Atterbury Air to Ground Gunnery Range
DOD FLIP VFR Supplement	TC 1-201 Tactical Flight Procedures
FAR 91 General Operating and Flight Rules	TC 1-210 Commander's Guide
FAR 105 Parachute Jumping	TC 1-21x Aircrew Training Manual(s)

APPENDIX B

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 air-
 field 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 calls entering/departing reservation, afdl tfc pat, 1 km prior to control measures, arriv-
 ing/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				GCA	134.1
INDPLS APPROACH.....	134.85	127.15	377.1	317.8	MILITARY POLICE.....	1234
CA SWITCHBOARD	(812) 526-1499				WAREHOUSE	1485 DSN 569-2485
OPERATIONS (DPTMS)	1169/1138				NCO CLUB	1143
AIRFIELD OPERATIONS	1355				FIRE.....	1361
ATC TOWER	1355				TMC.....	1120 or 1121
RANGE CONTROL.....	1351				JOINT OPERATIONS CENTER.....	1348
ANG RANGE HQS.....	1113				BILLETING.....	1486.....DSN 569-2486

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.....
H34.....	863493, H35.....	868488, H37.....	852475, H38.....
H42.....	853446, H43.....	843434, H44.....	844422, H45.....
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/UNICOM 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 C

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. AIR-SPACE 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	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	NOTES	NOTES
Bataan FJ27682326	1	Boling FJ27102410 1
Clemens FJ26852369	1	Cyclone FJ27242330 1
Fiscus FJ26402310	1	Grizzly FJ27312330 1
Hershey FJ26852285		Hiester FJ26402290 1
Jeffries FJ27052379	1	Phoenix FJ27452318 1/2
Saber FJ26962256	1	Snyder FJ26702275 1
Sword FJ27222300	1	

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

2. TMC Landing Zone
 Contact GRIZZLY OPS 236.15

APPENDIX D

Tactical Pre-Accident Plan

D-1. Purpose. This Appendix is to serve as a reference for using individuals and/or organizations to assist with the development of a Tactical Pre-Accident Plan as an expedient measure for conducting field operations. It establishes those procedures to be followed in the event of an aircraft related accident or impending emergency, whether in a garrison or field environment.

D-2. General. The Installation Commander, through DPTMS, has the ultimate responsibility to verify that all aircraft/aircrews operating in the Atterbury airspace have an approved Tactical Pre-Accident Plan. The “plan” provided herein is not to replace existing command SOP regarding pre-accident planning, but to serve as a supplement. In addition, it is not intended that the person initiating the “plan” be required to contact each and every agency listed.

D-3. Plan Concept. When used as a Tactical Pre-Accident Plan, this Appendix provides the minimum measures, duties, and operational procedures necessary to activate emergency crash rescue services and support activities in a rapid and orderly manner. All personnel involved in flight operations/missions must be thoroughly briefed on the requirements contained in the plan (this Appendix). The final Tactical Pre-Accident Plan, when implemented, must be designed such that any person can execute the Plan with minimum prior knowledge/experience.

D-4. Plan Format. The following components, as well as specific and applicable information, are provided for consideration and inclusion in the preparation of a Tactical Pre-Accident Plan/Command SOP.

a. Purpose. The purpose of this plan is to establish a set of emergency procedures to be followed in the event of an aviation related accident of a serious incident.

b. Scope. This plan is to be followed by all aviators, aircrews, and aviation related support personnel when engaged in training activities within Atterbury airspace. Provisions of this plan are to be understood and subject to execution by anyone involved in flight operations.

c. Applicability. This plan is applicable to all aviation personnel and organizations operating at Atterbury.

d. Execution. This plan may be activated/executed by any member of the individual aircrew, flight, or aviation organization who has reason to believe that an aircraft incident or accident has occurred or is occurring.

e. Emergency Actions/Procedures. The individual(s) activating this plan must:

(1) Insure that appropriate emergency response agencies are notified consistent with the type of mishap.

(2) Notify a responsible member of the using organization chain of command (if applicable) and a Camp Atterbury representative, beginning with the Airfield Operations Office, Range Control, or Military Police. The OIC or other Atterbury representative contacted will then assume responsibility for the emergency notification process and the initial response to the incident site.

f. Distress Call. Whether making or receiving a distress call, provide or request as much information as possible. The following list represents the minimum essential accident/incident reporting elements:

- (1) Location of the mishap;
- (2) Type of mishap;

- (3) Aircraft tail number;
- (4) Time of mishap; and
- (5) Who is making the report.

g. Contact List. Contact the following agencies, in the order listed, if an aircraft accident or incident is occurring or has occurred.

!! SOUND THE ALARM !!

<u>AGENCY</u>	<u>CALLSIGN</u>	<u>FREQ/TELEPHONE</u>
Airfield Operations Office	HIMSEL TOWER/UNICOM126.2, ext 1355
Range Control	Range Control38.9 ext 1351
DPTMS	Operations38.9ext 1175
Security (after hours)	Securityext. 1109
ANG Range (if active)	Air Guard Tower30.1 / 383.3,Ext 1113, 1114, 1158
Installation Joint Operations Center	Atterbury OICext 1311
MEDEVAC/Trp Medical Clinic	MEDEVAC or TMCext 1120
Organization Commander		

h. Incident Reporting.

(1) The Installation OIC and owning aviation organization Safety Officers will insure that proper/required official reports are rendered.

(2) A formal written report is to be submitted to DPTMS, as a minimum, within 24 hours following any reported accident/incident, IAW AR109-45. Parties to the report would include the aircraft PC and/or aircrew (as appropriate), any witnesses to the incident

and any member of the Atterbury Staff or Training Site Support Team (TSST) working the incident/mishap.

C-5. Appendix Use. This Appendix may be used to supplement an existing command SOP regarding pre-accident planning; or, it may be copied and/or removed from this regulation and implemented as the Tactical Pre-Accident Plan of using aircrews and/or organizations.

GLOSSARY

AASF	Army Aviation Support Facility	IN	Indiana
ACP	Air Control Point	IP	Initial Point
AFB	Air Force Base	IP	Instructor Pilot
AGL	Above Ground Level	KM	Kilometer
ALSE	Aviation Life Support Equipment	LZ	Landing Zone
AMC	Air Mission Commander	MSL	Mean Sea Level
ANG	Air National Guard	MTOE	Modified Table of Organization And Equipment
AR	Army Regulation	NGR	National Guard Regulation
ARNG	Army National Guard	NM	Nautical Mile
ARS	Air Route System	NOE	Nap of the Earth
ASO	Aviation Safety Officer	NOTAM	Notice to Airmen
ASP	Ammunition Supply Point	OHR	Operational Hazard Report
AT	Annual Training	OTS	Out of Service
ATC	Air Traffic Control	PC	Pilot in Command
ATM	Aircrew Training Manual	PPR	Prior Permission Required
CA	Camp Atterbury	DPTMS	Directorate of Plans, Training, Mobilization, and Security
DZ	Drop Zone	SM	Statute Mile
FAA	Federal Aviation Administration	SDZ	Surface Danger Zone
FAR	Federal Aviation Regulation	TC	Training Circular
FARRP	Forward Area Rearm Refuel Point	TM	Technical Manual
FLIP	Flight Information Publication	TMC	Troop Medical Clinic
FM	Field Manual	TPU	Tank and Pump Unit
FSS	Flight Service Station	UFN	Until Further Notice
GCA	Ground Controlled Approach	USAR	United States Army Reserve
IAW	In Accordance With		
IFR	Instrument Flight Rules		
IMC	Instrument Meteorological Condi- tion		

End Of Document