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U.S. ARMY INFANTRY CENTER AND FORT BENNING AVIATION STANDING OPERATING PROCEDURES

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NOTE: The North American Datum 1927 (NAD 27) grid system has been used to calculate coordinates in this document. Conversion from NAD 27 to World Geodetic System Datum 1984 (WGS 84) requires that you add 6m East, and add 210m South. NAD 83 and the WGS 84 are equivalent for mapping, charting, and navigation at the 1:50,000 scale.

CHAPTER 1

GENERAL

1-1. **PURPOSE.** This Standard Operating Procedure (SOP) establishes procedures, rules, and responsibilities for units assigned, tenant, or operating at Fort Benning.

1-2. **APPLICABILITY.** This SOP applies to all aircraft and personal, military and civilian, operating within the confines of Lawson Army Airfield, R-3002, Fort Benning, and its entire airspace.

1-3. **REFERENCES.** Required and related publications are listed in Appendix A. The North American Datum 1927 (NAD 27) grid system has been used to calculate coordinates in this document.

1-4. **ACRONYMS.** Acronyms used in this regulation are identified in Appendix B.

1-5. **PROPONENT.** The Fort Benning Installation Aviation Safety and Standardization Office will review this regulation annually and is the point of contact for proposed changes. Proposed changes shall be sent to: Commander, United States Army Infantry School, ATTN: ATSH-OTA-S, Fort Benning, Georgia 31905-5000.

CHAPTER 2

FLIGHT PLANS

2-1. **FILING AND CLEARANCE AUTHORITY.** Approval authority for flight will be in accordance with (IAW) appropriate service regulations and publications.

- a. Flight plans (DD Form 175) should be filed at least 30 minutes prior to the proposed take off time.
- b. Department of Defense aircrews will file flight plans through Lawson Army Airfield Base Operations in person or by FAX. MEDEVAC crews must have a partially completed DD Form 175 on file at Lawson Army Airfield Base Operations. Only maintenance test flights originating and terminating at Lawson Army Airfield and staying within the test flight area are allowed to file a flight plan by radio.
- c. Flight plans will be cancelled if the aircraft has not departed or an amended ETD has not been received at Lawson Army Airfield Operations at ETD plus 2 hours. Lawson Army Airfield Operations will be notified of any flight plan cancellations.
- d. Passenger manifests will be filed IAW appropriate service regulations.
- e. Aircraft intending to depart Lawson Army Airfield and enter Columbus Class C Airspace will list Columbus (CSG) in the Route of Flight block. When a VFR flight plan shows entering the Columbus Class C Airspace, Lawson Army Airfield Operations will advise Lawson Army Airfield Tower of the aircraft's intentions.

2.2 LOCAL FLIGHT PLANS.

- a. Local flight plans may be filed for VFR flights which originate and terminate at Lawson Army Airfield or the Fort Benning reservation and that remain within the airspace controlled by Lawson Tower, "SKYWATCH" (Range Control), Columbus Tower and Columbus Approach Control.
- b. In the "Route of Flight" block of the DD Form 175 (Local), describe, with as much detail as possible, the route and point(s) of intended landing(s) of the proposed flight, or the approximate area in which the aircraft will be operating.
- c. In the "ETE" block of the DD Form 175 (Local), enter the total time for the intended flight.
- d. In the "Remarks" block of the DD Form 175 (Local), enter special operations being conducted (e.g. airborne operations, night vision systems). For airborne operations, include drop altitude, location, and time on target (TOT). Include a "Void Time" for the total time of the mission.

2-3. **TACTICAL FLIGHT PLANS.** Tactical flight plans will only be utilized for flights in support of unit field operations.

- a. Each unit will maintain an operations log (ref. FM 1-300, Chap. 5, Paragraph 5-3). The unit will ensure that each flight is in contact with "SKYWATCH" or a Forward Air Controller (FAC) in the case of Tactical Air (TACAIR).
- b. When unit operations deploy to a tactical field site, a Memorandum for Record (MFR) will be submitted to Lawson Army Airfield Base Operations. The MFR will be filed before aircraft departure for the operational area. As a minimum, the MFR will provide the following:

- (1) Unit.
- (2) Call sign of each aircraft by type.

(3) Inclusive dates.

(4) Unit operations' field location.

(5) Frequencies/telephone number of POC.

2-4. ENROUTE/ARRIVAL PROCEDURES. For all local flights, including maintenance test flights, position reports will be as follows:

- a. Aviators will utilize "SKYWATCH" if flying in R-3002.
- b. Flight plans may be extended by contacting Lawson Army Airfield Operations directly or by relaying through "SKYWATCH" or a FSS.
- c. Flight plans will be closed with Lawson Army Airfield Base Operations when terminating at Lawson Army Airfield.

CHAPTER 3

WEATHER REQUIREMENTS

3-1. LAWSON ARMY AIRFIELD CLASS D AND E SURFACE AREA. The Visual Flight Rules (VFR) weather minimums for the Lawson Army Airfield Class D and E Airspace, Dekkar Landing/Drop Zone, Lae Landing Zone (LZ), and Fryar Drop Zone (DZ) are in accordance with Federal Aviation Regulations.

3-2. SPECIAL VISUAL FLIGHT RULES (SVFR) CLEARANCE. Aircraft departing, arriving, or operating in Lawson Class D/E Surface Area on a VFR flight plan with SVFR clearance will use the following weather minima:

Operation Ceiling		Visibility	
		Rotary Wing	Fixed Wing
DAY	300 ft.	½ mile	1 mile
NIGHT	500 ft.	1 mile	2 miles

3-3. WEATHER MINIMA. For Dekkar , Lae LZ, and Fryar DZ are:

- a. Fixed Wing Assault Landings: 1500' ceiling and 3 statute miles (SM) visibility.
- b. Rotary Wing Assault Landings and Night Vision Systems (NVS) Training: 1000' ceiling and 3 SM visibility.
- c. Rotary wing operations conducted during weather conditions less than those listed in a. and b. above may be approved on a case-by-case basis, contingent upon traffic and receipt of clearance from the controlling agency.

3-4. R-3002. Aircraft operating in R-3002 will use those minimums found in paragraph 3-2.

3-5. PILOT REPORTS (PIREP). Aircrews should provide timely PIREPS (departure, in-flight, or post flight) to the Lawson Army Airfield weather service, Lawson Army Airfield Pilot-to-Metro voice call (METRO) (UHF 344.6), or the nearest weather facility when the reports include:

- a. Meteorological conditions that may be of operational significance to other aircraft or surface activities.
- b. Upon request of Air Traffic Control (ATC).

CHAPTER 4

FLIGHT PROCEDURES

4-1. LOCAL FLYING AREA.

a. The Local Flying Areas (LFA) for aircraft operating from Lawson AAF and Fort Benning including R3002, is that area whose airspace is controlled by Lawson Tower, "SKYWATCH" (Range Control), Columbus Tower and Columbus Approach Control.

b. See paragraph 2-2 for Local Flight Plans.

4-2. LAWSON ARMY AIRFIELD BASE OPERATIONS. Airfield Operations will be open 24 hours a day, 7 days a week except as published in Notice To Airmen (NOTAM).

4-3. LAWSON ARMY AIRFIELD GROUND OPERATIONS.

a. No aircraft will operate under its own power within 75 feet of buildings. This is the distance from the closest part of the aircraft to the building.

b. Aircraft will be kept clear of fire lanes and aircraft "No Parking" areas.

c. Unattended wheeled aircraft will be chocked or tied down.

d. Operators of ground vehicles will adhere to the vehicle operating requirements outlined in Chapter 7.

e. Aircraft operations involving hazardous cargo will be conducted IAW applicable regulations and Armed Forces Joint Manual 24-204 (TM 38-250). All operations to include arming and de-arming, loading and unloading, refueling, and parking of aircraft carrying hazardous cargo will be done at the Runway 33 holding area if at all possible with weapons pointing 100°. The west end of Papa taxiway can be used as an alternate when the Runway 33 holding area is not available with weapons pointing 290°. Ground movement of these aircraft will be via the most expeditious and least congested route to the designated area.

4-4. TRANSIENT PILOTS. Report to Lawson Army Airfield Operations, Building 2485 for a user's briefing prior to flying on the Fort Benning Military Reservation or Restricted Area 3002. Units may send a representative to receive the briefing and disseminate the information to additional crews. Telephonic briefings may be approved on a case-by-case basis as needed to meet mission requirements (DSN 835-3524/2857) or commercial (706) 545-3524/2857). Those crews remaining overnight (RON) will complete the RON Log at Lawson Army Airfield Operations with the following information:

a. Aircraft Type/Tail Number.

b. Crew name(s) and rank.

c. Name of local lodging facility with telephone number.

d. Parent unit name, location, and telephone number.

e. Proposed departure date/time.

4-5. LAWSON ARMY AIRFIELD TOWER OPERATIONS. Lawson Army Airfield is contained in Class D Surface Area airspace, defined in Department of Defense (DOD) Flight Information Publication (FLIP). When the

Lawson Army Airfield Tower is closed the Class D surface area reverts to Class E surface area and either Columbus Approach Control or Atlanta Center becomes the controlling agency.

4-6. LAWSON ARMY AIRFIELD AIRPORT RUNWAYS AND TAXIWAYS. See Figure 4-1.

4-7. PILOT TO METRO SERVICE. In flight weather updates or PIREPS can be obtained via Pilot-to-Metro Service. Lawson Metro: UHF 344.6.

4-8. TRAFFIC PATTERNS.

- a. Fixed wing 1800' MSL.
- b. Overhead approach 2300' MSL.
- c. Rotary wing 1000' MSL.
- d. Night Vision Systems 600' MSL. (See paragraph 4-11.g. for NVS traffic patterns).

4-9. VFR ROUTES & REPORTING POINTS. Routes with mandatory altitudes and checkpoints have been established as listed below. The routes are 1000 meters wide with 500 meters to each side of the feature depicting the centerline of the route. When the route structure borders the perimeter of the Fort Benning military reservation, all aircraft will remain on the interior portion of the route over military property. Deviations are authorized only to avoid "hot" ranges and housing areas. At night, aircraft will follow procedures as outlined in paragraph 4-19.b (5). Routes are "ONE WAY ONLY" from sunset to sunrise. Aircraft arriving from the south will contact Lawson Army Airfield Tower at the Paper Mill smoke stack IAW DOD FLIP AP/1. Neither Lawson Army Airfield Tower nor Range Control has the authority to approve opposite direction on one-way routes between sunset and sunrise.

NOTE: The North American Datum 1927 (NAD 27) grid system was used to calculate coordinates in this document.

- a. Brown Route - depart Check Point (CP) Twin Tower (GL 01259375) and follow Buena Vista Road west / southwest to CP Cactus (GL 20308400).
- b. Green Route - departs Lawson Army Airfield northeast along Dixie Road; to First Division Road, to Eighth Division Road, to CP Harmony Church (GL01208330). Then, east along Eight Division Road to (GL04008305), southeast until reaching Leyte Heliport (GL05508300), southeast following railroad tracks to intersection of railroad tracks and Highway 26 (GL 17787654), northeast along Highway 26 until reaching CP Darby (GL 20007700).
- c. Orange Route - departs Lawson Army Airfield to the northeast and follows the Upatoi creek to CP Sand Hill (FL 98208660), then, northeast to Wildcat Road (GL 00208930). Follow Wildcat Road north to CP Twin Tower (GL 01259375), then northeast direct to Hedleys Pond (GL 03009800) and then northeast direct to CP Randall (Randall Creek Bridge, GM 08850315). Follow railroad tracks west to CP Baker (Baker Creek GM 17600190), then east/south east to CP Juniper (Little Juniper Creek GM21850070) and then south along reservation boundary to CP Cactus (GL 20308400).
- d. Purple Route - departs CP Sand Hill (FL 982866) southwest along HWY 27 to CP Harmony Church (GL 01208330). Then south along Jamestown Road to CP Cemetery (GL 03507100)
- e. Red Route - departs Lawson Army Airfield to the southeast following the Chattahoochee River to CP River Bend (FL 99007100), west to CP Emu (FL 08007090) and northwest to CP Darby (GL 20007700). (Minimum altitude from CP River Bend to CP Darby is 1000' MSL.) North along reservation boundary to CP Cactus (GL 20308400)

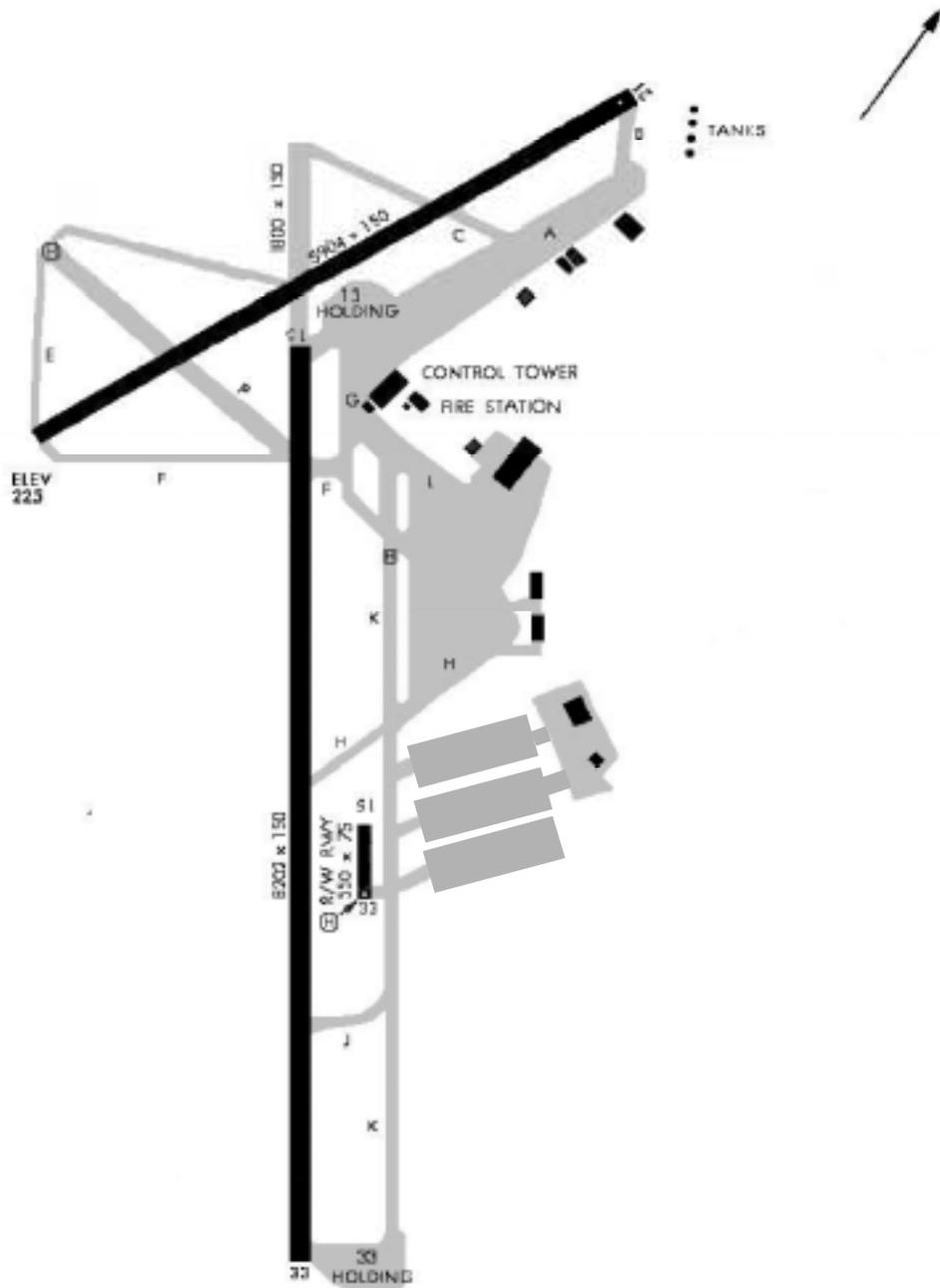


FIGURE 4-1

4-10. DEPARTURES AND ARRIVALS

a. Day Departures. Aircraft departing Lawson Army Airfield to R-3002 via designated routes must maintain an altitude no higher than 800 feet MSL until crossing the Sand Hill, Harmony Church or River Bend checkpoint outbound.

b. Day Arrivals. Aircraft inbound to Lawson Army Airfield from the Sand Hill, Harmony Church or River Bend Check Points, must maintain an altitude no lower than 1000 feet MSL unless traffic reports indicate no conflicting traffic. Pilots must notify Lawson Tower/Advisory if mission requirements or weather dictate other altitudes. Contact tower/advisory at checkpoint and specify your point of intended landing on the airfield. Proceed inbound to the airfield via the routing appropriate to the traffic pattern or as directed by ATC.

c. Night Departures. Aircraft departing Lawson Army Airfield to R-3002 via Orange route will maintain an altitude of 600 feet MSL until crossing CP Sand Hill outbound. Advise Lawson Tower if this altitude can not be maintained due to weather or other reasons.

d. Night Arrivals. Arriving unaided aircraft will maintain 1000 feet MSL and arriving aided aircraft will maintain 600 feet MSL from CP Harmony Church or CP River Bend to Lawson AAF to facilitate joining with existing traffic. Advise Lawson Tower if this altitude can not be maintained due to weather or other reasons.

e. Restrictions on use of Green Route. Check local NOTAM for restricted times of use due to ceremonies on York Field. When flying on Green Route remain north of Dixie Road to avoid active ranges and avoid over flying housing areas if at all possible. Sling load operations are prohibited on Green Route from Lawson Army Airfield to CP Harmony Church.

f. Sling Load Operations. Helicopters carrying external loads will use Orange or Red route and avoid over flight of populated areas.

4-11. NIGHT OPERATIONS. Night operations constitute those flights conducted between sunset and sunrise.

a. On initial contact, the pilot will advise Lawson Tower/Advisory that he/she is "under Night Vision Device" or otherwise indicate that night vision systems operations will be conducted within Lawson Army Airfield airspace. Aircraft will utilize "Goggle" at the end of their call sign (e.g. Eagle 21 Goggle) for the duration of their flight utilizing NVD.

b. Aircraft Lighting.

(1) Single aircraft operating within Lawson Army Airfield airspace will have an anticollision light on and navigation lights steady bright.

(2) Formation aircraft will have their navigation lights on steady bright or steady dim and anticollision light on. All aircraft except trail may extinguish their anticollision light at the Air Mission Commander (AMC) discretion. Trail aircraft will have navigation lights on steady bright.

(3) All aircraft will have their landing light on during ground taxi at Lawson Army Airfield.

c. Night operations conducted in Lawson Army Airfield airspace will be under the control Lawson Army Airfield Tower. Lawson Base Operations will provide (AAS) Airport Advisory Service when the tower is closed. If a Combat Control Team (CCT) is operating, only advisory information will be issued on a separate discrete frequency. After Lawson Army Airfield Tower closes, communications shall be maintained with Lawson Army Airfield Advisory on Lawson Tower frequencies.

d. When Runway 15/33 is in use, aided aircraft will use west traffic only.

e. Lawson Tower/Lawson Advisory will comply with requests to decrease the intensity of runway and taxiway lights or turn them off. However, NVS operations cannot interfere with unaided aircraft operating in Lawson Army Airfield airspace. Runway/taxiway lights will be operated as necessary for unaided arrivals and departures. When it is necessary to turn runway/taxiway lights on while NVS training is in progress, the tower will advise all aircraft before doing so.

f. Infrared (IR) light(s) may be placed alongside a runway for NVS training when:

(1) Approved by Lawson Army Airfield Manager.

(2) Someone is in radio contact with Lawson Tower or Lawson Advisory is positioned beside the runway to immediately remove the light(s), if necessary.

g. Routes and Altitudes. Maximum altitude for aided aircraft flying within Lawson Army Airfield airspace will be 600 feet MSL. Except for takeoff and landings, unaided aircraft will fly no lower than 1000 feet MSL in Lawson Army Airfield airspace while NVS operations are being conducted. The routes described in Paragraph 4-9 are one way only between official sunset and official sunrise as described in Paragraph 4-19 b. (5). Arriving unaided aircraft will maintain 1000 feet MSL and arriving aided aircraft will maintain 600 feet MSL from CP Harmony Church or CP River Bend to Lawson AAF to facilitate joining with existing traffic. Advise Lawson Tower if this altitude can not be maintained due to weather or other reasons.

4-12. ROTARY WING EMERGENCY PROCEDURES TRAINING AREAS.

a. Day. Any area within the Lawson Army Airfield boundary fence as approved by Lawson Tower when open or at the Instructor Pilot's discretion when Lawson Army Airfield Tower is closed.

b. Night.

(1) 15/33 Runway.

(2) "K" Taxiway (south of "J" Taxiway).

4-13. MAIN POST HELICOPTER LANDING ZONES.

a. The following are helicopter landing zones within the Main Post cantonment area. This area is bordered by Lawson Army Airfield on the west, the Chattahoochee River/Upatoi Creek on the north, Highway 27/280 on the east, and Dixie Road on the south. *Note: NAD 27 grid system was used to calculate coordinates in this document.*

<u>NAME</u>	<u>COORDINATES</u>	<u>LAT/LONG</u>
*** York Field	FL 91058104	N32 ⁰ 21'04.0 W084 ⁰ 58'11.3
* Gardner Field	FL 90988096	N32 ⁰ 21'03.4 W084 ⁰ 58'13.7
* Marshall House	FL 93118171	N32 ⁰ 21'26.3 W084 ⁰ 56'55.3
** LaPointe Helipad (Martin Army)	FL 94818375	N32 ⁰ 22'31.7 W084 ⁰ 55'45.6
* Officers Club	FL 91868215	N32 ⁰ 21'40.8

		W084 ⁰ 57'36.1
Infantry Museum	FL 92858254	N32 ⁰ 21'54.5 W084 ⁰ 57'00.5
Stilwell Field	FL 91438245	N32 ⁰ 21'52.0 W084 ⁰ 57'55.0
Peden Field	FL 90308051	N32 ⁰ 20'49.3 W084 ⁰ 58'41.2
+ Field of Four Chaplains	FL 91848251	N32 ⁰ 21'53.9 W084 ⁰ 57'40.3
NCO Academy	FL 92088190	N32 ⁰ 21'33.0 W084 ⁰ 57'31.4
Eubanks Field	FL 91208146	N32 ⁰ 21'19.5 W084 ⁰ 58'05.5
Bouton Heights Field	FL 947081724	N32 21'26.1 W084 55'50.9
Sacrifice Field	FL 92638229	N32 21'45.7 W084 55'10

+ Permission must be obtained from the Main Post Chapel (545-2288/7777) prior to landing

* General/Flag Officers and VIPs only. Check Local NOTAMS with Lawson Army Airfield Operations for possible restrictions and ceremonies.

** MEDEVAC only except with prior coordination with EMS at 544-4000.

*** Pickup and drop off only.

b. Approval for landing within the Main Post cantonment area at locations other than those listed above must be coordinated through the Installation Aviation Safety Officer, 545-2425/4753.

c. All flights into the Main Post cantonment area, except Martin Army Hospital Pad (Joseph J. LaPointe), will be coordinated through Lawson Army Airfield Base Operations prior to departure. The fact that a scheduled mission is being performed in no way changes this requirement. Pilots must check local NOTAM to ensure there have been no changes in involving ceremonies, no fly areas, or hazards to flight on Main Post.

4-14. HELICOPTER LANDING ZONES FOR POI SUPPORT.

a. Helicopter Landing Zones to be used in conjunction with United States Army Infantry Center (USAIC) Program of Instruction (POI) are only those approved by the Director of Operations and Training. These areas are regularly maintained and are surveyed twice a year to ensure safe helicopter operations.

b. A list of the current Landing Zones and a reference book will be maintained at the Installation Aviation Safety Office (IASO). The list changes as needed to allow for maintenance and recuperation of the training areas.

c. Units desiring to utilize an area out of the approved list will coordinate with the Operations and Training Division, DOT, 545-1612, after conducting a Commander's assessment to ensure suitability to support POI.

4-15. DEKKAR LZ/DZ, LAE LZ, AND FRYAR DZ. The use of Dekkar LZ/DZ, Lae LZ, and Fryar DZ require special procedures due to their proximity to Lawson Army Airfield and runway arrival/departure paths. USAIC Regulation 350-3 and USAIC Regulation 210-4 governs use of these areas for airborne and other activities.

a. Description. Dekkar, Lae, and Fryar lie within that part of R-3002 for which Lawson Tower has been designated as the controlling agency by the Federal Aviation Administration. Each is further described as follows:

(1) Dekkar LZ/DZ is a dirt landing strip located at coordinates FL 93407320. It underlies the Runway 33 final approach course and its northern limit is 3 NM from the threshold of Runway 33. The strip is 4152 feet long with 300 feet of overrun at each end and is oriented 180/360.

(2) Lae LZ is located at coordinates FL 95007300. The center is 3/4 NM east of the Runway 33 final approach course and 5 NM from the threshold of Runway 33 on an outbound heading of 137 degrees.

(3) Fryar DZ is an open field whose center is located 3 1/2 NM southeast of Lawson Army Airfield and 1 mile west of the Runway 33 final approach course.

(4) Use Limitations. Use of Dekkar, Lae, and Fryar shall be normally limited to the following:

(a) Dekkar LZ/DZ can be used for assault landings by fixed wing and rotary wing aircraft or for NVS training by rotary wing aircraft. Dekkar LZ/DZ shall not be used when Fryar DZ or Lae LZ is in use, unless prior coordination has been made between using units and Lawson Tower.

(b) Lae LZ can be used for assault landings and equipment/bundle drops by rotary wing aircraft, and bundle drops by fixed wing aircraft.

(c) Fryar DZ can be used for personnel, equipment, and bundle drops by fixed wing or rotary wing aircraft and for assault landings by rotary wing aircraft.

b. Range Control will issue daily range restrictions and scheduling reports of Fryar DZ, Lae LZ, and Dekkar LZ/DZ. The DOT Joint Airborne/Air Transportability Training (JA/ATT) Coordinator will publish the "Air Letter" with all scheduled air missions at Fort Benning/R-3002.

c. Aircraft traffic patterns must remain clear of the Runway 33 final approach course unless prior coordination has been made with Lawson Tower or Columbus Approach control when Lawson Tower is closed. Normally, aircraft shall arrive and depart to the south. However, when dictated by weather or other conditions, Lawson Tower can authorize departures to the north on a case by case basis.

d. Fixed-wing aircraft operating at Fryar DZ shall conform to the pattern and routing prescribed by USAIC Regulation 350-3. Rotary-wing aircraft operating at Fryar DZ must remain within the Fryar DZ airspace and well clear of the Runway 33 final approach course.

e. Aircrew Briefing. The supported unit is responsible for briefing aircrews on the requirements of USAIC Regulation 210-4 (Range and Terrain Regulations) and USAIC Regulation 350-3 (Military Parachuting at the USAIC).

f. After Hours Operations. When operations at Dekkar LZ/DZ, Lae LZ, or Fryar DZ are conducted when Lawson Tower is closed, Lawson Advisory will perform those functions and requirements assigned to Lawson Tower except services provided to aircraft will be advisory only. Further, instrument approaches to Runways 33/15 and 03 will be restricted to VFR only when aircraft conduct operations at Dekkar LZ/DZ and Lae LZ.

4-16. GLOBAL POSITIONING SYSTEM (GPS) COORDINATES. The following points are surveyed on LAWSON ARMY AIRFIELD. *NAD 27 grid system was used for coordinates in this document.*

<u>LOCATION</u>	<u>UTM</u>	<u>LAT/LONG</u>
HOT SPOT #	FL89497973	N32 ⁰ 20'22.2 W084 ⁰ 59'11.0
HOT SPOT #2	FL89467970	N32 ⁰ 20'25.5 W084 ⁰ 59'15.6
R/W HOT SPOT	FL89397972	N32 ⁰ 20'24.4 W084 ⁰ 59'16.5
KILO PAD	FL89097962	N32 ⁰ 20'32.8 W084 ⁰ 59'40.6
VOR CHECKPOINT	FL88747998	N32 20 56.0 W084 59 67.0
EVAC 1 st UP	FL89807954	N32 ⁰ 20'19.9 W084 ⁰ 59'00.1
EVAC 2 nd UP	FL89767946	N32 ⁰ 20'16.3 W084 ⁰ 59'01.6
RUNWAY 15 (NUMBERS)	FL88777970	N32 ⁰ 20'23.9 W084 ⁰ 59'39.6
RUNWAY 33 (NUMBERS)	FL90047793	N32 ⁰ 19'26.0 W084 ⁰ 58'50.7

4-17. AIRBORNE OPERATIONS ON LAWSON ARMY AIRFIELD.

a. No airborne operations are permitted on Lawson Army Airfield whenever rotors or propellers of aircraft on the airfield are turning, regardless of the proximity of the aircraft to the drop zone boundaries. The Air Traffic Control (ATC) Chief will brief the Combat Control Team (CCT) of this requirement prior to relinquishing control of the airfield.

b. Use of any LZ within Lawson Army Airfield airspace requires communications with and clearance from Lawson Tower for landings and departures.

c. Lawson Base Operations will advise tenant units of scheduled airborne operations on Lawson Army Airfield as early as possible so that appropriate coordination can take place. Units must take in consideration that no departures or arrivals will be allowed during the airborne operations and that all electric power to the airfield will be turned off.

4-18. VIP HOT SPOTS. Use of all VIP Hot Spots require approval from Lawson Army Airfield Base Operations. The hot spots are designated as follows:

a. HOT SPOT Number 1. That area directly in front of the Lawson Army Airfield Base Operations, Building 2485, marked by a concrete walkway painted on Taxiway "L".

b. HOT SPOT Number 2. The intersection of the NW/SE sidewalk in front of the Lawson Army Airfield Base Operations, Building 2485, and taxiway "M".

c. HOT SPOT Number 3. The east end of Yellow Ramp.

d. ROTARY WING HOT SPOT. The PSP pad just east of the Maltese cross located west of Lawson Army Airfield Operations, Building 2485.

4-19. AVIATION OPERATIONS IN R-3002.

a. General.

(1) The Fort Benning Military Reservation consists of cantonment areas and ranges/training areas designated as Restricted Area R-3002. (Refer to Fort Benning Military Installation Map 1:50,000 and the Atlanta Sectional Aeronautical Chart.) Ranges/Training areas are lettered and marked on the map. Range Division DOT reports ranges/training areas open, closed, or restricted daily. Areas are closed for live firing, pyrotechnics equivalent to a quarter pound of TNT or greater, and other activities hazardous to flight.

(2) Transient pilots shall report to Lawson Army Airfield Base Operations, Building 2485, for a user's briefing prior to flying on the Ft Benning Military Reservation. Units may send a representative to receive the briefing and disseminate the information to additional crews. Telephonic briefings may be approved on a case-by-case basis to meet mission requirements (DSN 835-3524/2857 or commercial (706) 545-3524/2857).

(3) Communications.

(a) "SKYWATCH" is designated the range advisory for flights in R-3002. It is located with Range Control and operates on UHF 249.5. "SKYWATCH" operates during live-fire training and scheduled aviation operations and may activate the Pre-Accident Plan. "SKYWATCH" does not monitor GUARD frequencies. Military aircraft operating on the Fort Benning reservation when R-3002 is inactive shall use UHF 249.5 for traffic advisories.

(b) Air-to-Air. VHF 139.375 is provided for aircraft to utilize as an internal air-to-air frequency when operating on the Fort Benning Reservation. It does not relieve the requirement to monitor and make reports to "SKYWATCH".

(c) All aircraft, except TACAIR under FAC control, shall contact "SKYWATCH" (Range Control) on UHF 249.5 when entering or departing R-3002. On initial contact with "SKYWATCH", pilots will provide the call sign, tail number, type of aircraft, home station (except assigned/tenant aircraft), route and destination. For multi-ship missions, only one aircraft need contact "SKYWATCH". Pilots will also advise "SKYWATCH" when NVG/NVS are being used. "SKYWATCH" personnel will immediately check the range status of the affected area, check for other aircraft activity or pertinent information that may affect the flight, and advise the pilot.

(d) SKYWATCH Radio Inoperative. When it is known that the SKYWATCH and Range Control radio communications are inoperative, aircrews will coordinate routing and times of flight in R-3002 with RC by telephone or in person if possible. RC will be kept apprised of the mission progress with timely relays through Lawson Base Operations. Transmissions will be succinct and brief to minimize workload.

(e) Lost Communications. Pilots will maintain VMC, avoid all "HOT" areas. Attempt contact with "SKYWATCH" using the following means in the listed order.

(1) "SKYWATCH" UHF 249.5

(2) Tampa Nester FM 38.60

(3) A relay through Lawson Tower or Base Operations. This should be limited to a short request for authorization to complete a mission in progress.

(4) If communications with "SKYWATCH" cannot be reestablished, the pilot will continue to make radio calls "in the blind" and exit R-3002.

(f) Position Reporting. Pilots will report landings and departures with next point of intended landing while operating in R-3002. This requirement is omitted for pilots desiring to fly a specific route or in a specific area for an extended period. In this case, the pilot will inform "SKYWATCH" of his intentions and make a position report at least every 30 minutes. If a pilot fails to report arrival at his destination, or is 10 minutes overdue on a position report, "SKYWATCH" will initiate a radio search. If the radio search is unsuccessful, "SKYWATCH" will call Lawson Tower (545-7149) to determine if radio/radar contact is established. "SKYWATCH" may request aircraft in the area to search for the missing aircraft. If the search is unsuccessful, "SKYWATCH" will notify Lawson Army Airfield Base Operations and advise them of the situation.

(g) Range Advisory. "SKYWATCH" will provide range advisories without request for flights in R-3002. "SKYWATCH" is not an ATC facility and cannot issue clearances.

(5) Flight Restrictions. The AMC/PC shall ensure flight restrictions are checked daily prior to flying in R-3002. This is accomplished by one of the following methods:

(a) Review the R-3002 Flight Restrictions form (FB Form 9) posted in the flight planning room Lawson Army Airfield Base Operations, Building 2485.

(b) Call "SKYWATCH" (DSN 835-3479 or commercial (706) 545-3479) and request daily range restrictions.

(6) Transponder. When flying in R-3002 each aircraft will squawk Mode 3A, Code 4000 (if transponder equipped) or as assigned by ATC.

(7) A current Fort Benning Aviation SOP will be on board each aircraft and available to the pilot while in flight.

(8) The AMC or Flight Lead shall have a current range map with hazards to terrain flight and "no-fly" areas posted on board the aircraft. Maps are available from Base Operations.

(9) Because of the limited air space over Fort Benning, the requirement for simultaneous high performance aircraft and helicopter operations in the same area may be necessary. Range Control will issue range advisories.

(10) Questions concerning USAF missions, call Air Force Liaison, phone 545-8350/3416 or 17th Air Support Operations Squadron (ASOS) 544-6455/544-7322.

(11) Scheduling.

(a) Non-tenant units desiring to fly in R-3002 will initially contact Lawson Army Airfield Base Operations (DSN 835-3524/2857 or Comm 706-545-3524/2857). After contacting Lawson Operations, schedule directly with Range Control (DSN 835-1602 or 835-2152) at least 10-days prior to arriving at Fort Benning.

(b) Cancellations may be made telephonically.

(c) Failure to schedule will not preclude using R-3002, but flight advisories may not be available.

(d) "SKYWATCH" will provide its operating hours with the flight restriction information on FB Form 9.

(12) Aircraft Mishaps. If advised of a crash, forced landing, or precautionary landing, "SKYWATCH" will attempt to determine the location as accurately as possible. "SKYWATCH" will then contact Lawson Army Airfield Base Operations. If required, an immediate cease-fire will be initiated by Range Control until positive control of the situation is established.

b. Night Operations:

(1) Night PZ/LZ lighting requirements for assigned and tenant aircraft.

(a) Except for actual MEDEVAC missions, assigned and tenant helicopters conducting unaided night missions in support of USAIS POI on other than designated cantonment areas, are prohibited from using landing zones not marked with a lighted "T" or inverted "Y".

(b) The lights will be configured in accordance with FM 1-204 (Night Light Techniques and Procedures). Beanbag lights (Light, Mkr, Grd Obst, NSN 6230-00-115-9996) or flashlights with cones attached will be used to construct the landing marker. Chemical lights can be used if prior coordination has been made between the air and ground units. The supported unit is responsible for furnishing and setting up the lights.

(2) Aircraft Lighting.

(a) Single aircraft operating along designated routes within R-3002 will have an anticollision light(s) on and navigation lights steady bright or dim. Single aircraft operating in a Night Vision Device training area will have navigation lights on steady bright or dim and an anticollision(s) light on unless operating IAW (c) or (d) below.

(b) Formation aircraft, except when operating IAW (c) or (d) below, will have their navigation lights on steady bright or dim and anticollision(s) light on. All aircraft except trail may extinguish their anticollision(s) light at the AMC's discretion. Trail aircraft will have navigation lights on steady bright.

(c) Aircraft operating below 200' AGL in a NVD training area may operate with the anticollision(s) light off during NVS operations.

(d) Aircraft conducting NVS operations below 200' AGL in a NVD training area (R-3002) will operate, at a minimum, with position lights in the IR mode except while operating North of Buena Vista Road and West of 10th Armored Division Road.

(3) "SKYWATCH" will inform all aircraft entering R-3002 when NVS operations are being conducted and the approximate location of aircraft.

(4) Altitudes. Unaided aircraft will fly no lower than 1000' MSL while operating within R-3002 while NVS operations are being conducted unless "SKYWATCH" reports no NVS traffic for the specific route or area. Aided aircraft will fly no higher than 800' MSL while operating within R-3002 unless "SKYWATCH" reports no unaided traffic for the specific route or area.

(5) Routes. Routes are one way only between official sunset and sunrise as described below and depicted on the Fort Benning range map. However, helicopters conducting actual MEDEVAC missions may fly that routing necessary to accomplish their mission. Pilots will coordinate with Lawson Army Airfield Tower/Advisory and "SKYWATCH" for traffic deconfliction and range check-fire.

(a) Orange Route (outbound) - departs Lawson Army Airfield to the north and follows Upatoi Creek to CP Sand Hill and clockwise around the northern and eastern reservation boundary ending at CP Cactus.

(b) Red Route (inbound) - departs CP Cactus to CP Darby to CP Emu, to CP Cemetery, CP River Bend and along the Chattahoochee River to Lawson Army Airfield. (The area between CP Darby and CP Emu is off the

reservation and aircraft will maintain a minimum of 1,000' MSL between these points.) Unaided aircraft will maintain 1000 feet MSL and aided aircraft will maintain 600 feet MSL from River Bend to Lawson AAF to facilitate joining with existing traffic. Advise Lawson Tower if this altitude can not be maintained due to weather or other reasons.

(c) Purple Route - begins at CP Sand Hill and follows Jamestown Rd south to CP Cemetery.

(d) Brown Route - begins at CP Twin Towers and follows Buena Vista Rd east to CP Cactus.

(e) Green Route (inbound)- departs CP Darby (GL 20007700) along Highway 27 to junction of highway and railroad tracks (GL 17787654), northwest along railroad tracks until reaching Leyte Heliport (GL 05508295), then west to Eight Division Road (GL 04008305) to CP Harmony Church (GL 01208330) along Eight Division Road to First Division Road to Dixie Road. Unaided aircraft will maintain 1000 feet MSL and aided aircraft will maintain 600 feet MSL from Harmony Church to Lawson AAF to facilitate joining with existing traffic. Advise Lawson Tower if this altitude can not be maintained due to weather or other reasons.

(6) Checkpoints. *NAD 27 grid system was used to calculate coordinates in this document.*

<u>CP Name</u>	<u>Grid</u>
Cactus	GL 20308400
Cemetery	GL 03507100
Darby	GL 20007700
Emu	GL 08007090
Harmony Church	GL 01208330 (Lawson Army Airfield reporting point)
River Bend	FL 99007100 (Lawson Army Airfield reporting point)
Sand Hill	FL 98208660 (Lawson Army Airfield reporting point)
Twin Towers	GL 01259375
Randall	GM 08850315
Baker	GM 17600190
Juniper	GM 21850070

(7) Range Control and Communications.

(a) Aircraft will monitor and make position reports to "SKYWATCH" on UHF 249.5 while in R-3002.

(b) An Air-to-Air frequency (VHF 139.375) is provided for aircrews to utilize for internal communications.

(c) Communications with Lawson Army Airfield Tower/Advisory will be on Lawson Tower frequencies. If a Combat Control Team is operating, a discrete frequency will be used and Lawson Tower will provide advisory information only.

(d) Operations conducted at Dekkar LZ/DZ, Lae LZ, or Fryar DZ will be in accordance with paragraph 4-13 of this SOP as well as USAIC Regulation 210-4 and 350-3.

c. Terrain Flight.

(1) Terrain flight will be conducted IAW TC 1-201 and the appropriate ATM.

(2) Unit commanders will closely monitor and supervise all terrain flight training.

(3) Supported units will ensure that mission dictated landing areas are safe and adequate for the size and type of operation being conducted.

(4) The PC is responsible for the safe operation of his aircraft. He may select or reject a landing area at his discretion.

(5) The potential for "brownout" exists throughout the reservation. Pilots should exercise caution when operating in unimproved areas.

(6) Terrain Flight Hazards Map. A master map will be maintained by the Installation Aviation Safety Officer in the flight planning room at Lawson Army Airfield Base Operations. New hazards, changes and updates will be reported to the Installation Aviation Safety Officer, 545-2425/4753, who will update the master map and disseminate the information to all tenant unit aviation safety officers. A current range/hazards map is required to be on board with the AMC or flight lead when operating within R-3002. A terrain flight hazards map for the Mountain and Florida Ranger Camp will be maintained in the same manner at the respective Operations/S3.

(7) Aircraft will avoid flying below 500' AGL over built-up areas.

(8) Aircraft departing R-3002, and not intending to return to LAWSON ARMY AIRFIELD, should do so at 1000 feet MSL. CPs Cactus and Cemetery should be used by arriving aircraft that intend to operate within R-3002 prior to reporting inbound to LAWSON ARMY AIRFIELD.

d. Operation of Armed Army Aircraft.

(1) Prior to operations of any armed Army aircraft on the Fort Benning Military Reservation, coordination must be made with Lawson Army Airfield Operations and Range Division, DOT.

(2) Ranges must be established in accordance with existing Department of the Army regulations and manuals and the procedures in USAIC Regulation 210-4.

(3) Arming, rearming and disarming will be accomplished on the range at a pre-designated location approved by Range Control.

(4) Emergency procedures, including the designation of a cease-fire signal, will be established for each operation.

(5) Aircraft with hung ordnance will return to the de-arming point whenever possible.

(6) A safety briefing to pilots of all participating aircraft will be given by the OIC prior to any exercise involving live armament to ensure understanding of range limits, the provisions of this paragraph and USAIC Regulation 210-4.

(7) The OIC will control the range firing from an aircraft or on the ground. He must have radio contact with all aircraft conducting firing at all times and be in a position to maintain visual contact. He must also maintain radio communications with Range Division at all times.

(8) All firing will be conducted in an approved firing lane between the Start Fire Line (SFL) and the Cease-Fire Line (CFL). Easily identifiable markers will be placed on the ground or terrain features identified to indicate limits to the SFL and CFL. The placing of these markers and required roadblocks/ road guards is the responsibility of the OIC.

(9) All firing will be conducted only after being cleared to fire by the OIC.

(10) During aircraft gunnery there will be positive communication between the pilot and/or OIC to ensure that no firing is conducted when the aircraft is off course or on an altitude/position that could cause impacts outside the designated area. The OIC will alert the Land Management Branch (544-6206) prior to firing.

(d) Operation of USAF High Performance Aircraft. Only those units operating under a current Interservice Support Agreement (ISA) will be allowed to operate in R-3002. All procedures will be IAW the current ISA. General provisions are listed below.

(1) Aircraft must have communication with Ground Terminal Attack Control (GTAC) when making firing passes and/or bombing runs in impact areas or jettison areas. No "live" firing passes will be made without definite clearance from GTAC. During dry runs, ground control and/or airborne GTAC must maintain radio communications with Range Division (38.60 call sign TAMPA NESTER; 249.5 call sign "SKYWATCH"; or by using the installation trunking radio system, call sign RANGE CONTROL.

(2) Hung Ordnance Procedures. If the procedures listed in the ISA cannot be accomplished, the following applies:

(a) After all attempts have been exhausted to drop in R-3002 designated areas, aircraft with hung ordnance will contact Lawson Tower.

(b) Lawson Tower shall handle situations involving hung ordnance as emergency landings and ensure that over flight of populated areas is avoided to the maximum extent.

(c) After landing with hung ordnance, the aircraft shall be parked in one of the hazardous parking areas as directed by Lawson Army Airfield Tower, Base Operations or Transient Alert.

4-20. INADVERTENT IMC RECOVERY PROCEDURES.

a. For the purpose of safe recovery of helicopters encountering IIMC in the flight training areas, Lawson VOR is the primary recovery fix. The recovery airfield is designated as Lawson Army Airfield.

b. Pilot procedures (single aircraft):

(1) On initial entry into IIMC conditions, the primary consideration is aircraft control.

(2) Climb on the heading flown when IMC is encountered to an altitude of 3300' MSL, turning only to avoid known obstacles, "HOT" ranges or impact areas.

(3) If IIMC occurs near an area that is HOT or it is not known if you will over fly a range, that is active, contact "SKYWATCH", UHF 249.5.

(4) Set transponder to emergency (mode 3A code 7700).

(5) When established in straight and level flight, proceed to recovery fix.

(6) While en route to recovery fix, contact Columbus Approach Control (125.5/323.1) for ATC clearance from recovery fix to Lawson Army Airfield, or Atlanta Center (120.45/357.6) when Columbus Approach is closed.

(7) If unable to establish communications, follow lost communication procedures, proceed direct to recovery facility and execute appropriate instrument approach.

c. Pilot procedures (formation):

(1) The flight will execute formation breakup using lateral separation as briefed. Base altitude for this procedure will be 3300' MSL.

(2) Lead aircraft will set transponder mode 3A to code 7700.

(3) Contact Columbus Approach Control, or Atlanta Center, for ATC clearance to Lawson Army Airfield. To prevent communication confusion, the flight commander or pre-briefed pilot will make the initial call to ATC stating the problem, number of aircraft, tail numbers, and request. Thereafter, each aircraft will use normal communication procedures.

(4) If any aircraft is unable to establish communications, set transponder to mode 3A code 7600, proceed direct to recovery facility and execute appropriate instrument approach.

4-21. AIRBORNE OPERATIONS.

a. Ground Support. The supported unit is responsible for effecting necessary coordination to ensure appropriate ground support (CCT, DZSO, medical personnel, and fuel) is available.

b. Aircraft Inspection. The jumpmaster accompanied by the pilot or a designated representative will inspect the aircraft interior prior to loading any personnel or equipment. Aircraft will be rigged IAW FM 57-230 (Advanced Parachute Techniques and Training).

(1) Towed Parachutist.

(a) Fixed Wing.

- The jumpmaster will ask the Loadmaster to notify the pilot and then will determine how the jumper is being towed.

- The pilot shall maintain at least the drop altitude for the type parachute used and the mission, and remain in the vicinity of the DZ.

- If the jumper is towed by anything other than his lowering line or static line, the jumpmaster will make all attempts to free the jumper. This will include cutting any equipment causing the jumper to be towed.

- If the jumper is being towed by his lowering line, the jumpmaster will cut the lowering line.

- If the jumper is being towed by his static line, the first priority will be to retrieve the jumper. The jumper indicates he is conscious by remaining in a tight body position and prepared to activate the reserve parachute if cut away from the aircraft. The second priority will be to cut the jumper free from the aircraft. The primary jumpmaster will recommend to the pilot whether to retrieve or cut away a parachutist. The pilot will make the final decision. If the pilot decides to cut away a parachutist, the loadmaster will cut the static line.

- If a towed or hung parachutist activates their reserve, the Loadmaster will immediately cut the jumper's static line.

(b) Rotary Wing.

- If the jumper is towed by anything other than his lowering line or static line, the jumpmaster will make all attempts to free the jumper. This will include cutting any equipment causing the jumper to be towed.

- If the jumper is hung or towed by his static line, the jumpmaster will notify the pilot. The aircraft will remain over the drop zone and will descend as rapidly and safely as possible to a 4-5 foot hover. During the descent, the

jumpmaster will recover all deployed static lines and deployment bags. When the hover is established, the jumpmaster will unhook the parachutist's static line, exit the aircraft, and free the hung jumper off the aircraft. If necessary, the crew chief will assist.

- If a towed or hung jumper activates their reserve, the jumpmaster will immediately cut the jumper's static line or the equipment causing the jumper to be towed.

d. Personnel/bundle/equipment Parachutes - ceiling 500' higher than the intended drop altitude and 3 miles visibility. In no case shall the ceiling be less than 1500' AGL for USAF aircraft or 1000' AGL for U.S. Army aircraft.

4-22. MAINTENANCE TEST FLIGHTS/MAINTENANCE OPERATIONAL CHECKS.

a. Maintenance Test Flights will be conducted as per AR 95-1, TM 1-1500-328-23, DA Pam 738-751, and applicable ATM.

b. Test Flights will be performed by authorized personnel only as per AR 95-1.

c. The Maintenance Test Flight Area for Fort Benning is defined as that area encompassed by the following points/ coordinates: Lawson Army Airfield (N32°20.00 085°00.00'); to Seho Strip (Pvt) (N32°12.50' W085°28.02'); to Clayton Municipal Airport (N31°53.00' W085°29.10'); to Weedon Field (Eufaula) (N31°57.08' W085°25.88'); then northeast along the Chattahoochee River to Lawson Army Airfield. See Figure 4-2.

d. Aircraft leaving Lawson Army Airfield for the maintenance test flight area will remain on Lawson Tower frequency and be assigned a transponder code. Lawson Tower may not be able to provide radar coverage for those areas below 1,000' MSL.

e. Aircraft should remain between 1,000' and 2000' MSL. This should allow Lawson ATC to maintain radar contact with the aircraft and keep the aircraft free of the published enroute structure. Those flights requiring a higher altitude to accomplish their mission shall notify Lawson Tower or, when the tower is closed, Columbus Approach. Notify Atlanta Center if tower and Columbus Approach are both closed.

f. Maintenance test pilots will file local flight plans with Lawson Army Airfield Base Operation, in person, by phone, or by radio. DD Form 175 will be used in accordance with AR 95-1 and DOD Flight Information publications and directives. Flight plans for the purpose of test flights will not be terminated at any auxiliary airfield or landing site except in case of emergency.

g. Upon initial contact with Lawson ground control, pilots will transmit:

(1) Aircraft type and identification.

(2) Location on airfield.

(3) Pilot's intentions.

h. Test pilots will maintain radio contact with Lawson Army Airfield Tower.

i. Maintenance tests involving emergency procedures will be performed IAW AR 95-1, appropriate ATM and maintenance manuals.

j. Pilots will close their local flight plan by advising Lawson Base Operations by radio, telephone, or in person that the flight is terminated.

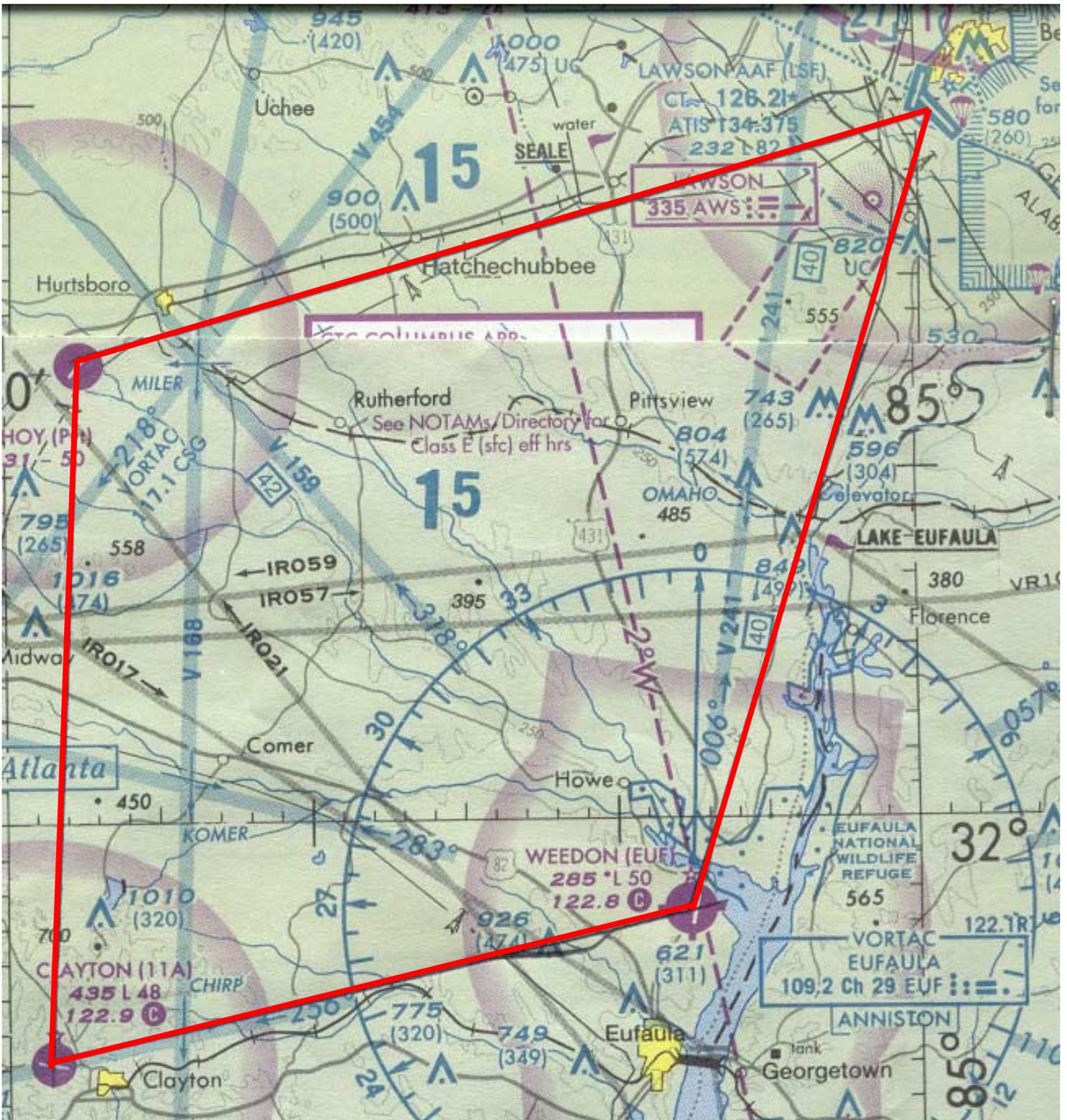


FIGURE 4-2 Maintenance Test Flight Area

CHAPTER 5

MOUNTAIN AND FLORIDA RANGER CAMP PROCEDURES

5-1. MOUNTAIN RANGER CAMP (Mosby Army Heliport, 7A7).

Note: NAD 27 grid system was used to calculate coordinates in this document.

a. Location. The camp is located approximately twelve nautical miles northwest of Dahlonega, Georgia (16S GP 653353).

b. Geographic locations and dimensions of landing areas dictate that pilots accomplish adequate performance planning and apply mountain flying techniques.

c. Facilities:

(1) Cold refueling capability is normally available at Mosby AHP. PPR is required. Contact the S-3 Air at COMM 706-864-3327/3367 Extension 231/232.

(2) Hangar facilities are not available at Mosby AHP.

d. Flight procedures:

(1) Flight plans will be filed and closed telephonically with a FSS (800) 992-7433. An “assumed off” time can be coordinated with the FSS.

(2) Weather briefings will be obtained using the following precedence:

(a) Dobbins AFB DSN 925 5190 or COM (770) 919-5190

(b) FSS Weather Briefer (800) 992-7433

(c) Shaw AFB DSN 965-0514 or COM (803) 895-0514

(3) When within range, contact Camp Frank D. Merrill on FM 34.10 call sign MOUNTAIN RANGER 08.

(4) Monitor UHF and VHF advisory frequency IAW DOD FLIP.

(5) Make VFR position reports to FSS IAW AR 95-1.

e. Local Flight Rules:

(1) Make traffic advisories in the blind on UHF 227.2 and monitor VHF on 139.3 for air to air.

(2) All landings and takeoffs to/from Mosby AHP will be made to the north wind permitting.

(3) Avoid over flight of Camp Merrill and the town of Dahlonega below 500’ AGL.

(4) Upon arrival at the Mountain Ranger Camp, the Air Mission Commander will report immediately to the S-3 and identify himself as the Officer-In-Charge.

(5) Arrival/Departure Routes:

(a) Takeoffs:

- Horse Gap- Takeoff 350 degrees to Horse Gap. Follow Mauldin Creek and then Taccoa River to bend in road abeam Frank Creek (GP 67704180). Report taking off, one kilometer (km) prior to crossing Horse Gap, and RP Frank Creek (GP 67704180).

- High Tower Gap- Takeoff 350 degrees to Hightower Gap, then direct to Rock Creek Lake. Report taking off, one km prior to crossing Hightower, and RP Rock Creek Lake.

- Nimblewill - Takeoff 350 degrees and turn left to heading 190 degrees to RP Nimblewood (GP 62502820). Report taking off and RP Nimblewood.

(b) Arrivals:

- Campbell Mountain - From Campbell Mountain (GP 66802970) fly 350 degrees to Camp Washega (GP 66003420), then direct to Mosby AHP. Report Campbell Mountain. Report Camp Washega for landing at Mosby AHP.

- Justus Gap - From Justus Gap (GP68703810) fly direct to Camp Washega, turn right to 350 degrees to Mosby AHP. Report 1 kilometer prior to Justus gap and then report Camp Washega for landing at Mosby AHP.

- Frying Pan Gap - From Frying Pan Gap (GP 60503750) follow West Fork Montgomery River to Camp Washega. Turn left to Mosby. Report 1 kilometer prior to Frying Pan and then report for landing at Mosby AHP.

- Night: Except for takeoffs and landings, during the period from sunset to sunrise, unaided aircraft will fly at or above 800' AGL. Aided aircraft will fly 500' AGL or lower.

5-2. FLORIDA RANGER CAMP (Eglin Air Force Base, Auxiliary Field #6, FL34).

Note: NAD 27 grid system was used to calculate coordinates in this document.

a. Location. Auxiliary Field Number 6 located approximately 14 NM northwest of Eglin Air Force Base (EJ 248882).

b. Description. Unlighted airfield with asphalt runways and parking ramp.

c. Facilities:

(1) PPR required for Air Force cold refuel.

(2) Hangar facilities are not available at Auxiliary Field Number 6.

d. Flight procedures.

(1) Flight plans will be filed and closed telephonically with a FSS (800) 992-7433. An "assumed off" time can be coordinated with the FSS.

(2) Weather briefings will be obtained using the following precedence:

(a) Dobbins AFB DSN 925 5190 or COM (770) 919-5190

(b) FSS Weather Briefer (800) 992-7433

(c) Shaw AFB DSN 965-0514 or COM (803) 895-0514

(3) Normally it is possible to contact the 6th Ranger Training Battalion at Camp Rudder on FM 51.00, call sign NOBLE HAMLET.

(4) Aircraft en route to Auxiliary Field 6 must obtain a clearance before entering the restricted area. Contact Eglin Mission Control (315.0, 262.3, 135.25) (DSN 872-9153) for clearance. Upon initial contact with mission control, give location, type aircraft, and destination. Routes and any altitude restrictions will be issued by mission control. Ranger Operations at Auxiliary Field Number 6, call sign "Noble Hamlet" on 51.00 MHz should be contacted prior to landing or taking off for traffic advisories.

(5) Mission Numbers. Mission numbers are required for tactical training missions conducted within the Eglin restricted area and can be obtained from Eglin Scheduling (Hot Seat), DSN 872-4597/4598. Mission numbers are not required for administrative flights to/from Auxiliary Field 6. However, flight without mission numbers may be prohibited from entering the restricted area until priority flight activity has concluded. Advanced information for range activities can be obtained from Range Operations Center at DSN 872-5800.

CHAPTER 6

RESTRICTED/NOISE SENSITIVE AREAS

6-1. RESTRICTED AREAS. "No-Flyover" areas located in the local flying area are listed below:

Note: NAD 27 grid system was used to calculate coordinates in this document.

- a. Ammunition Supply Point (GL 010862). Avoid by 700 meters.
- b. Post Cemetery (FL 924842).
- c. Fryar DZ (FL 925720). When active, avoid by three (3) NM or contact Lawson Tower/Advisory.
- d. McKenna Assault Strip (GL 065835). When active, avoid by two NM or contact "SKYWATCH".
- e. West Georgia Central Hospital (GL 005965). Avoid by 1500 meters.
- f. Active drop zones. Avoid by one NM below 2500' AGL.
- g. Radio-Controlled Model Airplane strip (FL 894725). Avoid by 500 meters below 600' AGL.
- h. Wilson Ostrich Farm (GL 245890) and all other known exotic bird farms. Avoid by 1500 meters below 500' AGL.
- i. Bald Eagle Nests (FL 985718 and FL 995718). Avoid by 1000 meters below 1000 MSL.
- j. Scott Breeding Facility, Eufaula, Alabama, (N32° 08.24' W085° 18.40'.) Avoid by 1500 meters below 500' AGL.
- k. Minimum Altitude between CP Darby (GL20007700) and CP Emu (GL 08007090) is 1000' MSL.

CHAPTER 7

OPERATION OF VEHICLES ON LAWSON ARMY AIRFIELD

7-1. RESPONSIBILITIES:

- a. The Lawson Army Airfield Manager is responsible for the authorization and operation of vehicles on Lawson Army Airfield.
- b. Commanders or Organizations with requirements to operate vehicles on Lawson Army Airfield will obtain approval from Lawson Army Airfield Base Operations, Building 2485, prior to operating any vehicle on the airfield.

7-2. GENERAL.

- a. Lawson Army Airfield Manager is the designated individual responsible for the authorization of vehicle operations on Lawson Army Airfield.
- b. No vehicle will be permitted on Lawson Army Airfield without the approval of the Lawson Army Airfield Manager.
- c. The operation of vehicles on Lawson Army Airfield will be limited to those considered essential.
- d. Vehicles authorized to operate on or within the immediate area of the runways, landing areas, or taxiways must be in continuous contact with Lawson Army Airfield Control Tower or be escorted by a radio equipped vehicle.

7-3. OBTAINING APPROVAL FOR THE OPERATION OF VEHICLES ON LAWSON ARMY AIRFIELD.

- a. Authorization. Absolutely no privately owned vehicles are authorized to operate on Lawson Army Airfield without the specific authorization of Lawson Army Airfield Manager.
- b. Commanders or organizations with requirements for the operation of vehicles Lawson Army Airfield will present the request directly to Lawson Army Airfield Base Operations, Building 2485.

7-4. OPERATION OF VEHICLES ON THE LAWSON ARMY AIRFIELD MOVEMENT AREA.

- a. No vehicle will be allowed on the movement area without two-way radio capability Lawson Army Airfield Tower or Lawson Army Airfield Base Operations when Tower is closed or a radio equipped escort vehicle.
- b. Operators of vehicles equipped with two-way radios netting with the flight line net radio (CRASH CV) will contact the Lawson Army Airfield Tower and seek permission to enter the movement area (runways, landing areas, and taxiways).
- c. Vehicles without two-way radio capability with the control tower shall be escorted by a vehicle with two-way radio capability.
- d. All vehicles authorized to operate on Lawson Army Airfield will have an airfield diagram and a light gun signal table (See Table 7-1).

7-5. COMMUNICATION FAILURE.

a. In the event of a communication failure, the vehicle operator must turn the vehicle to face the Lawson Army Airfield Tower, flash the headlights, and watch for the light gun signals. Light gun signals are listed in table 7-1.

b. If no light gun signal is received, continue flashing headlights and wait for an escort vehicle. Under no circumstance shall a runway, taxiway, or landing area be crossed without radio or light gun clearance.

Table 7-1. Light Gun Signal Table for Vehicles

(1) Steady Green	Cleared to Cross, Proceed.
(2) Steady Red	Stop.
(3) Flashing Red	Clear the Runway, Taxiway.
(4) Flashing White	Return to Lawson Army Airfield Dispatch for Instructions.
(5) Alternating Red and Green	Exercise Extreme Caution.

7-6. OTHER RESTRICTIONS.

a. Except for vehicles responding to an emergency or leading taxiing aircraft, the speed limit on Lawson Army Airfield is 30 miles per hour. The speed limit for vehicles operating within 50 feet of buildings, parked, or moving aircraft is 5 miles per hour. These speed limits are established as the maximum and do not relieve the vehicle operator from exercising good judgment in further reduction of speed when the situation warrants. When leading aircraft in non-congested areas such as runways and taxiways (parking ramps/aprons excluded), vehicle speed must be adjusted to the need of the aircraft. Speed exceeding 30 miles per hour may be used in cases where sound judgment and safe operating practices dictate a need for the increase.

b. Vehicles will not be driven or parked in front of an aircraft while propellers are in motion except when assisting in guiding or parking the aircraft, or preventing a hijacking of the aircraft. Vehicle operators will avoid areas adjacent to rotary wing aircraft while rotors are turning or engines in operation.

c. Vehicles will not be operated or parked any closer than 50 feet from an aircraft, except on approval by Lawson Army Airfield Manager or other competent airfield authority.

d. Vehicles will not be operated on the grass areas of Lawson Army Airfield unless absolutely necessary.

7-7. IDENTIFICATION. Vehicles shall be identified by the call sign assigned by the Lawson Army Airfield Base Operations.

CHAPTER 8

AVIATION STANDARDIZATION

8-1. INSTALLATION AVIATION STANDARDIZATION COMMITTEE.

a. Mission. The Installation Aviation Standardization Committee (IASC) shall monitor all training and standardization activities and implement the Army Standardization Program.

b. Personnel who serve in the following capacities are members of the Standardization Committee:

- (1) Chief of Staff, USAIC (President)
- (2) Installation Aviation Standardization Officer (Recorder)
- (3) Installation Aviation Safety Officer
- (4) Commanders of Assigned / Tenant Aviation Units
- (5) Aviation Safety Officers of Assigned / Tenant Aviation Units
- (6) Standardization Officers of Assigned / Tenant Aviation Units
- (7) Maintenance Officers of Assigned / Tenant Aviation Units
- (8) Senior / Safety NCO of Assigned / Tenant Aviation Units
- (9) Plans and Operations, DFEL
- (10) Manager, Lawson AAF, Aviation Division, DOT
- (11) Chief, Air Traffic Control, Aviation Division, DOT
- (12) Chief, Aviation Medicine, MEDDAC
- (13) Infantry Branch Safety Manager, DPS
- (14) Chief, Fire Prevention and Protection Division, DPS
- (15) Chief, Fire Station 34, Fire Prevention and Protection Division, DPS
- (16) Chief, Operations Branch, Range Division, DOT
- (17) Chief, Aircraft Branch, Maintenance Division, DFEL

b. The council shall meet quarterly or as directed by the Council President.

Assigned and tenant aviation units should plan to convene their standardization councils before the Installation Safety/Standardization Council convenes. Issues unresolved at unit level can be discussed and resolved at installation level.

c. Responsibilities.

(1) Chief of Staff.

(a) Supervise and coordinate the command implementation of the U.S. Army Aviation Standardization Program.

(b) Designate evaluators to conduct assistance and evaluation programs.

(2) Installation Standardization Officer.

(a) Prepare and review recommended changes to aviation standardization literature and forward to proponents.

(b) Conduct active assistance and evaluation programs as requested by aviation unit commanders or as directed by the Chief of Staff.

(c) Coordinate requests for aviation standardization support from assigned or tenant aviation units.

(d) Serve as secretary of the IASC. Prepare and distribute council meeting minutes.

(e) Disseminate training and standardization literature and information to assigned and tenant aviation units.

(3) Standardization committee members.

(a) Ensure Army aircraft are operated according to standard procedures in ATMs and operator's manuals.

(b) Prepare and review recommended changes to aviation standardization literature and forward to proponents.

(c) Monitor the proficiency of all assigned or attached aviators and non-rated crew members.

(d) Meet at the call of the chairman.

(e) Forward requests for aviation standardization support / evaluations to the Installation Standardization Officer.

d. Policy.

(1) Once approved, council minutes shall constitute policy unless changed or superseded.

(2) To allow time for adequate research, topics or issues to be brought before the committee shall be forwarded to and received by the Installation Standardization Officer at least three working days before scheduled meetings.

(3) Council meeting minutes will be placed in the New Information section of unit's reading files until read by all unit crewmembers.

(4) To allow for maximum dissemination of information to all assigned or tenant units, council members should direct standardization questions to the Installation Standardization Officer before querying higher headquarters or the Directorate of Evaluations and Standardization (DES), Fort Rucker, AL.

8-2. INSTALLATION NO-NOTICE EVALUATION PROGRAM.

a. The Installation Standardization Officer will maintain an active no-notice evaluation program. At least one no-notice evaluation will be given per quarter.

b. The Installation Standardization Officer or the designated evaluator will coordinate the evaluation with the commander of the unit concerned at least one duty day in advance. Selection of the individual to receive the evaluation will be determined by the evaluator in coordination with the unit commander.

8-3. NON-OPERATIONAL AVIATOR FLIGHT RECORDS.

a. The Operations Section, Flight Support Branch, Aviation Division, DOT will maintain flight records of aviators assigned to non-operational aviation duty positions at the USAIC.

b. Records will be maintained in an inactive file.

c. The flight records clerk will contact the officer management office periodically to determine which aviators are assigned to Fort Benning in non-operational flying positions and inventory the flight records accordingly.

d. The flight records clerk will screen flight records to determine if the annual flight physical is being completed. Aviators who fail to complete their annual flight physical will be processed IAW AR 600-106.

CHAPTER 9

SAFETY

9-1. GENERAL.

a. Accident prevention is a command responsibility. This responsibility is established in AR 385-95 and USAIC Regulation 385-2.

b. Actual or potential hazards to aviation operations will be reported using an Operational Hazard Report (OHR), DA Form 2696-R. The OHR will be forwarded to the Installation Aviation Safety Office, Building 2485, ATSH-OTA-S, for action.

c. Reporting of Fires or Suspected Fires. Pilots observing fires on the Fort Benning Reservation will report such to "SKYWATCH". If unable, contact Lawson Army Airfield Tower/Base Operations.

d. Hung Ordnance/Jammed Guns. Aircraft experiencing hung ordnance or jammed guns will make every attempt to drop the hung ordnance or clear the weapons over designated impact areas. If this fails, Lawson Army Airfield will serve as the emergency recovery airfield. Lawson Army Airfield Tower shall direct the landing to Runway 15-33, if possible. The aircraft will be instructed to fly a traffic pattern that is clear of populated areas. Lawson Army Airfield Base Operations will coordinate with Explosive Ordnance Detachment (EOD) personnel for necessary ordnance disposal and de-arming of aircraft. A crash truck will stand by the aircraft until de-arming is complete. When landing on:

(1) Runway 33 - Taxi to end of Papa Taxiway and park with aircraft (or guns) on heading of 290 degrees. EOD personnel will operate through gate number 20. Airfield Operations shall direct Military Police to block off the airfield perimeter road at Bradshaw and 82d Airborne Division Road.

(2) Runway 15 - Taxi to 33 holding apron and park aircraft (or guns) on heading of 100 degrees. EOD personnel will enter through gate number 11.

9-2. PROTECTIVE CLOTHING & EQUIPMENT.

a. The provisions of AR 95-1 apply. These requirements apply to military, DAC and contractor personnel performing flight duties. The uniform will be worn in the aircraft any time the engines are operating whether or not there is intent for flight.

b. Passenger Seating will be IAW AR 95-1.

9-3. AIRCRAFT ACCIDENT REPORTING.

a. Personnel aware of an aircraft accident or missing aircraft will immediately contact Lawson Army Airfield Base Operations, 545-3524/2857 and give the following information, if available:

- (1) Date and time.
- (2) Location of mishap.
- (3) Aircraft type.
- (4) Tail number and unit assigned/home station.
- (5) Number and type of injuries.

- (6) Presence of fire.
- (7) Description of mishap and aircraft damage.
- (8) Damage to civilian property.
- (9) Name and phone number of person reporting mishap.

b. When informed of an aviation mishap the involving an assigned aircraft resulting in any type of injury or damage, the commander exercising control of the aircraft will contact Lawson Army Airfield Base Operations (545-3524/2857) immediately who will in turn exercise the Pre-Accident Plan. This requirement applies to assigned, tenant, and transient aircraft from other MACOM or services using Fort Benning facilities or transitioning the geographic area of responsibility as defined in AR 5-9.

9-4. SEARCH & RESCUE (SAR) will be conducted IAW USAIC SAR Plan, DOT.

9-5. OVERDUE AIRCRAFT. An aircraft, which has not arrived at its destination within 30 minutes after its ETA, will be considered overdue. The following actions will take place and executed, delegated or supervised by Lawson Base Operation personal:

- a. Conduct a ramp search.
- b. Conduct a communications search through the FAA ATC and FSS.
- c. Contact and notify the unit owning the aircraft.

9-6. GROUND SAFETY AT LAWSON ARMY AIRFIELD.

- a. Lawson Tower will control all vehicle movement on runways or taxiways through radio contact or light signals.
- b. Lawson ATC shall not allow a taxiing aircraft to pass another aircraft or a vehicle on a taxiway, in either the same or opposite direction.
- c. Aircraft will not run engine(s) or APU between buildings 2491 and 2492.
- d. Fueling or de-fueling of vehicles, forklifts, or aircraft will be at least 50 feet from any building.
- e. Hovering between the four southern most parking pads on Brown Ramp and building 301 is prohibited. Aircraft must remain on the taxi lines when taxiing on Brown Ramp.
- f. Helicopters with skid-type landing gear will not land or takeoff from an asphalt surface.
- g. Aircraft will not be washed or engines flushed except on wash-racks adjacent to buildings 2446, 2491 or 2492. Units owning wash-racks will ensure the grit chambers are periodically cleaned.
- h. A crewmember must be present during aircraft refueling or de-fueling operations.
- i. Fuel/Oil Spill: Upon notification, discovery, or witnessing a spill, immediately notify Lawson Base Operations (545-3524/2857) or by radio (372.2/128.150) of all spills, who in turn will notify the Airfield Fire Department. All spills will be reported to Lawson Army Airfield Base Operations.

j. All refueling/de-fueling operations will cease when a thunderstorm is reported within five NM of Lawson Army Airfield. The weather observer will notify Lawson Army Airfield Base Operations who will in turn notify the DFEL aircraft refueling section. The Airfield Manager may waive this restriction on a case-by-case basis.

k. Simultaneous Refueling and Loading/Unloading of aircraft.

(1) IAW FM 10-67-1, passengers are not permitted on board military aircraft during refueling operations.

(2) Refueling of civil aircraft with passengers on board is authorized with the following provisions:

(a) The airline crew briefs the passengers that refueling operations are will be conducted and the passengers are given the option of deplaning the aircraft. Deplaning must be completed before refueling operations commence.

(b) Once refueling operations have commenced, no passengers will be allowed to deplane or board the aircraft until refueling operations have terminated.

(c) Simultaneous refueling and loading\unloading of cargo and baggage on civil aircraft carriers is authorized.

(3) The on-site transient ALERT person is in charge of ground operations and may direct that the loading/unloading or refueling be terminated any time that they feel that the operation is unsafe.

(4) Non-essential personnel WILL NOT be permitted in the vicinity of aircraft during refueling operations, off-loading, or loading passengers. Essential personnel include ALERT, ADACG, Personnel Movements, DFEL, catering, baggage handlers and refuel personnel. Exceptions will only be allowed on the airfield, if cleared by ALERT, and escorted by ALERT, ADACG, or Personnel Movements.

(5) No vehicle (taxis, GSA vehicles, TMP buses/trucks, unit support vehicles) will be allowed on the airfield unless escorted or cleared by ALERT personnel. Vehicles will not be driven under the wings or within 50 feet of the aircraft. Exceptions include service vehicles, i.e. catering, baggage trucks.

9-7. INSTALLATION AVIATION SAFETY/STANDARDIZATION COUNCIL.

a. Personnel occupying the following positions are members of the Installation Aviation Safety/Standardization Council.

(1) Chief of Staff, USAIC (President)

(2) Installation Aviation Safety Officer (Recorder)

(3) Installation Aviation Standardization Officer

(4) Commanders of Assigned / Tenant Aviation Units

(5) Aviation Safety Officers of Assigned / Tenant Aviation Units

(6) Standardization Officers of Assigned / Tenant Aviation Units

(7) Maintenance Officers of Assigned / Tenant Aviation Units

(8) Senior / Safety NCO of Assigned / Tenant Aviation Units

(9) Plans and Operations, DFEL

- (10) Manager, Lawson AAF, Aviation Division, DOT
- (11) Chief, Air Traffic Control, Aviation Division, DOT
- (12) Chief, Aviation Medicine, MEDDAC
- (13) Infantry Branch Safety Manager, DPS
- (14) Chief, Fire Prevention and Protection Division, DPS
- (15) Chief, Fire Station 34, Fire Prevention and Protection Division, DPS
- (16) Chief, Operations Branch, Range Division, DOT
- (17) Chief, Aircraft Branch, Maintenance Division, DFEL

b. The council shall meet quarterly or as directed by the Council President.

Assigned and tenant aviation units should plan to convene their safety councils before the Installation Safety/Standardization Council convenes. Issues unresolved at unit level can be discussed and resolved at installation level.

9-8. AIR MOVEMENT OF HAZARDOUS CARGO/MATERIALS.

a. General. Aircraft carrying DOT Class A or B explosives and other selected dangerous material require specific support from activities/agencies at Fort Benning.

b. Procedures.

(1) Explosives limits have been established for Lawson Army Airfield when aircraft transport hazardous cargo or materials. Use of the airfield for such operations require prior permission from Lawson Army Airfield Base Operations (545-3524/2857 or DSN 835-3524/2857) to determine availability of a designated parking area.

(2) Areas designated for aircraft parking when transporting subject items are as follows:

(a) Area Number 1 - holding Apron 33 located 685' east of centerline of Runway 33 threshold, Net Explosive Weight (NEW) for explosives A or B is 30,000 lbs at this site.

(b) Area Number 2 - west portion of Papa Taxiway. This site, if used for total capability of 85,000 lbs NEW for explosives A or B, is 1,300' to center of Chattahoochee River and 1,775' to centerline of Runway 15 threshold. By reducing the NEW at this location, the available parking area can be expanded. Chart 4-11, AR 385-64 establishes NEW and distance to maintain from navigable river and Runway 15. Normally, NEW for this site will be 5,000 lbs because of weight bearing limitations of the pavement. Any increase will be on a case by case basis.

9-9. AVIATION SAFETY AWARD PROGRAM.

a. Safety award recommendations will be sent to the Installation Aviation Safety Office for processing. The recommendations will include name, rank, unit, flying hours, duty position, and inclusive dates of award. The Commander or officer signing the recommendation for the Commander verifies by his signature that the soldier's flight records have been reviewed to confirm the number of accident-free (without a human factor related Class A, B,

or C mishap) flying hours. Receipt of a Milestone Award will be annotated on the individual's flight records, DA Form 759-E, Part V. If a soldier does not receive an award during his tour, he will receive one upon PCS/retirement. Award requests for departing soldiers should be received by the IASO NLT 45 days prior to departure. Once the awards have been completed, the IASO will return the awards to the Commander who will arrange an appropriate presentation.

b. Types and criteria of awards. (Aviator/Crewmember)

(1) U.S. Army Safety Award (DA Form 1119-1). Aviators: 500 hours accident free flying. Subsequent certificates will be awarded in 500-hour increments. Crew members: 300-hour flight time.

(2) Commanding General's Award of Merit (FB 17) Aviators: 2000-hours accident free flying. Subsequent certificates will be awarded in 500-hour increments. Crew members: 600-hours flight time.

(3) Follow Me Safety Plaque. Aviators: 3000-hours accident free flying. Subsequent plaques will be presented in 1000-hour increments. Crew members: 1000-hours flight time. Subsequent plaques will be presented in 500-hour increments.

(4) End of Tour Award: Commanding General's Award of Merit (FB 17) will be awarded to individuals completing an accident-free tour, minimum of 12 consecutive months, while assigned to Fort Benning.

(5) Impact Awards: All soldiers and civilians are eligible for a Certificate of Achievement (DA Form 2442) or other impact award at the unit leader's discretion for specific actions related to accident prevention. Leaders are highly encouraged to develop/procure distinctive impact awards.

9-10 GROUND SAFETY AWARD PROGRAM (GROUND SUPPORT CREWS)

(1) United States Army Motor Vehicle Driver Safety Award. (DA Form 1119-1) Driving awards will be awarded for 1 – 9 years of accident/incident free Army Motor Vehicle (AMV) operation, regardless of mileage. For civil service employees exceeding the 10-year accident/incident mark the Commanding General's Award of Merit (FB Form 17) will be awarded to nominees.

CHAPTER 10

REQUESTING AVIATION ASSETS

10-1. ARMY AIRCRAFT.

a. Requests for emergency medical evacuation should be directed to the 498th Medical Company (AA) (545-5311/3288/4732).

b. Requests for helicopter support for USAIS Program of Instruction (POI) missions will be submitted through the Resource Training Management Branch (545-1210). Request for other than POI missions will be submitted through the Director, DOT (545-5717). Requests must arrive at the Flight Support Branch at least 30 working days prior to date of mission. All request will be made on a Fort Benning Form 15 (FB 15). The point of contact for the mission will be notified by the Flight Support Branch Operations when the mission is approved or disapproved. FB Form 15 may be obtained from Post Publications.

c. Requests for aviation support, other than MEDEVAC, made after duty hours should be directed to the Fort Benning Staff Duty Officer at 545-2818/3214.

d. Requests for support of airborne operations will be accepted only from those agencies prescribed in USAIC Reg. 350-3.

e. Military personnel and civilian employees of Fort Benning desiring Joint Operational Support Airlift (JOSAC) transportation may request travel through their authorizing official (Commander/Division Chief) for official travel requirements. Requests for support will be submitted to Aviation Division, DOT, Building 2485, on form OSAC 1-E (JOSAC Airlift Request). Request may be faxed (545-7249). The point of contact will be notified when mission is approved or disapproved. Form OSAC 1-E may be obtained from Aviation Division, DOT.

(1) Procedure. Requests should be received at least seven working days prior to date of travel. Every line/box on form OSAC 1-E must be completed and legible. Incomplete forms may result in delays in processing. Special attention is needed for the following items:

(a) Point of Contact. The POC cannot be a passenger.

(b) Point of Contact Telephone Numbers. A primary and alternate phone number, DSN and commercial, duty hours and non-duty hours, is required for each POC. If no alternate number is available, write NO ALT on the request.

(2) Joint Operational Support Airlift Command (JOSAC) flights must be justified IAW DoDD 4500.43, DoDD 4515.13-R, and AR 95-1 using the following priorities:

(a) Priority 1. Emergency airlift in direct support of operational forces or for lifesaving purposes.

(b) Priority 2. Airlift with scheduling that cannot be satisfied by any other mode of travel.

(c) Priority 3. Official Airlift that is more cost effective when supported by Military Air.

REFERENCES

- AR 95-1 (Flight Regulations)
- AR 95-2 (Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids)
- AR 95-3 (Aviation: General Provisions, Training Standardization, and Resource Management)
- AR 385-40 (Accident Reporting and Records)
- AR 385-95 (Army Aviation Accident Prevention)
- AR 385-55 (Army Motor Vehicle Operations)
- FAR, Part 91 (General Operations and Flight Rules)
- FAR, Part 105 (Parachute Jumping)
- TRADOC Reg. 350-3 (Specialized Training in TRADOC Active Component and Reserve Component Units)
- USAIC Reg 210-4 (Range and Terrain Regulation)
- USAIC Reg 210-5 (Garrison Regulation)
- USAIC Reg 350-3 (Military Parachuting on Fort Benning and Satellite Installations)
- FM 1-300 (Flight Operations and Airfield Management)
- FM 1-303 (Air Traffic Control Facility Operations and Training)
- TM 38-250 (Packaging and Materials Handling; Preparation of Hazardous Materials for Shipment)
- DD Form 175 (Military Flight Plan)
- DD Form 175-1 (Weather Briefing)

NOTE: The North American Datum 1927 (NAD 27) grid system has been used to calculate coordinates in this document. Conversion from NAD 27 to World Geodetic System Datum 1984 (WGS 84) requires that you add 6m East, and add 210m South. NAD 83 and the WGS 84 are equivalent for mapping, charting, and navigation at the 1:50,000 scale.

APPENDIX B

ACRONYM LIST

AAAR	Abbreviated Aviation Accident Report
ACOFS	Assistant Chief of Staff
AFB	Air Force Base
AFSO	Aerial Fire Support Officer
AGAR	Abbreviated Ground Accident Report
AGL	Above Ground Level
AHO	Above Highest Obstacle
AIS	Aircrew Integrated Systems
ALSE	Aviation Life Support Equipment
AMC	Air Mission Commander
AO	Aeroscout Observer
AR	Army Regulation
ARMS	Aviation Resources Management Survey
ARNG	Army National Guard
ASC	Aviation Safety Council
ASO	Aviation Safety Officer
ASP	Ammunition Supply Point
ATA	Airport Traffic Area
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
ATM	Aircrew Training Manual
ATP	Aircrew Training Program
AVIM	Aviation Intermediate Maintenance
AVUM	Aviation Unit Maintenance
BLDG	Building
CAS	Close Air Support
CCT	Combat Control Team
CP	Co-Pilot
CTAF	Common Traffic Advisory Frequency
DA	Department of the Army
DAC	Department of the Army
DARR	Department of the Army Regional Representative
DOT	Directorate Operations and Training
DZ	Drop Zone
DZSO	Drop Zone Safety Officer
ELT	Emergency Locator Transmitter
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETE	Estimated Time Enroute
FAA	Federal Aviation Administration
FAC	Forward Area Controller
FAR	Federal Aviation Regulations

FB	Fort Benning
FLIP	Flight Information Publication
FM	Frequency Modulation
FOD	Foreign Object Damage
FSS	Flight Service Station
F/W	Fixed Wing
GPS	Global Positioning System
IAS	Indicated Airspeed
IATF	Individual Aircrew Training Folder
IAW	In Accordance With
IE	Instrument Flight Examiner
IFR	Instrument Flight Rules
IG	Inspector General
IMC	Instrument Meteorological Conditions
IP	Instructor Pilot
ISA	Interservice Support Agreement
JAAT	Joint Air Attack Team
KM	Kilometer
LFA	Local Flight Area
LOM	Locator Outer Marker
LZ	Landing Zone
ME	Maintenance Test Flight Evaluator
MEDEVAC	Medical Evacuation
METRO	Pilot-to-Metro Voice Call
MFR	Memorandum for Record
Mhz	Mega Hertz
MP	Maintenance Test Pilot
MPRC	Multipurpose Range Complex
MSL	Mean Sea Level
MSR	Main Supply Route
NAVAID	Navigational Aid
NCO	Noncommissioned Officer
NDB	Non-Directional Beacon
NLT	No Later Than
NM	Nautical Mile
NOTAM	Notice To Airmen
NVD	Night Vision Devices
NVG	Night Vision Goggle
NVS	Night Vision System
OP	Observation Post
OIC	Officer In Charge
JOSAC	Joint Operational Support Airlift Command
PC	Pilot-In-Command

POI	Program of Instruction
PIREP	Pilot Report
PPR	Prior Permission Required
PSP	Perforated Steel Planking
PZ	Pick Up Zone
RECCE	Tactical Reconnaissance
RT	Route
R/W	Rotary Wing
SAR	Search and Rescue
SGS	Secretary of the General Staff
SM	Statute Mile
SOP	Standard Operating Procedure
SP	Standardization Instructor Pilot
SVFR	Special Visual Flight Rules
TSC	Training Support Center
TOT	Time Over Target
UHF	Ultra High Frequency
USAR	United States Army Reserve
USAIC	United States Army Infantry Center
USAIS	United States Army Infantry School
VFR	Visual Flight Rules
VHF	Very High Frequency
VIP	Very Important Person
VMC	Visual Meteorological Conditions
VOR	Very High Frequency Omnidirectional Range
VORTAC	Very High Frequency Omnidirectional Tactical Air Navigation

APPENDIX C

PRE-ACCIDENT PLAN

C-1. REFERENCES.

- a. AR 385-40, Accident Reporting and Records
- b. AR 420-90, Fire Protection
- c. FM 1-300, Flight Operations Procedures
- d. DA Pam 385-40, Army Accident Investigation and Reporting
- e. USAIC SOP 385-5, Accident Investigation and Reporting

C-2. PURPOSE. The pre-accident plan establishes responsibilities, requirements, and procedures to be followed in the event of an aircraft mishap.

C-3. CAMP FRANK D. MERRILL AND CAMP JAMES E. RUDDER.

- a. The Operations Officer at each location is responsible for the establishment, readiness, and accomplishment of a pre-accident plan through a PRIMARY crash alarm circuit. The SECONDARY alarm will be initiated by calling Lawson AAF (LAWSON ARMY AIRFIELD) Base Operations, DSN 835-3524/2857/ or COMM 706-545-3524/2857.
- b. The Battalion Commander at each location is responsible to ensure the plan is exercised and evaluated at least quarterly. A record of the evaluation will be maintained for two years.
- c. The Installation Aviation Safety Office (IASO) will evaluate the plan on an annual basis.

C-4. FORT BENNING. The Lawson Army Airfield Manager is responsible for the establishment, readiness, and accomplishment of the pre-accident plan. The crash alarm circuit will be a direct telephone two-way circuit. Agencies on the PRIMARY and SECONDARY crash circuit will have a crash phone installed at their place of duty. Lawson Tower will test the PRIMARY circuit at 0800 hours everyday. Base Operations will conduct the test daily when the Tower is closed. Lawson Base Operations will test the SECONDARY circuit daily after the PRIMARY circuit test. If this circuit should fail, the agencies will be called by regular phone through a conference call set up by the post operator. See Figure C-1. The test will be recorded DA Form 1594, Daily Staff Journal or the Duty Officer Log maintained by the organization initiating the test.

- a. Agencies listed in the plan will ensure the crash and/or duty phones are manned during duty hours and there is someone "on-call" during non-duty hours. A list of "on-call" personnel with phone numbers and inclusive dates will be provided to ATZB-AGA, building 2604, 545-1456. Agencies will also advise Lawson Base Operations immediately when duty phone numbers listed in this plan are changed or out of service. WHEN NO ANSWER AT EMERGENCY MEDICAL SERVICES (EMS) REQUEST AMBULANCES THROUGH 911.
- b. In addition to performing those duties as outlined in the plan, each agency on the PRIMARY or SECONDARY circuit will keep a copy of the pre-accident plan and Preliminary Information Summary Sheet in the immediate vicinity of the crash phone. A copy of the Air Crash, Search and Rescue (ACS&R) map will be conspicuously posted near the crash phone and carried in all rescue, assigned and tenant aircraft and support vehicles. The map can be obtained from Lawson Base Operations. When the crash phone rings:

- (1) Answer the phone immediately.

- (2) Do not talk -- LISTEN!
- (3) Complete the Preliminary Information Summary Sheet. See Figure C-1.
- (4) Perform duties as specified in applicable section of the Pre-Accident Plan and internal SOP.

c. COMMUNICATIONS.

(1) Agencies on the Pre-Accident Plan with trunk radio capabilities will have their radios programmed to use the appropriate "CRASH" net. This net will be the primary means of communication during the execution of the plan. If the primary nets become saturated an alternate frequency will be designated by the IASO or Lawson Base Operations. In the event of a trunk radio system outage, or when the emergency is within the boundaries (fence) of Lawson AAF, agencies will use the "CRASH-CV" (conventional) net.

- (a) The following agencies are authorized access to "CRASH-1":

- Aviation Division, DOT
- FP&P Division, DPS
- Emergency Medical Service (EMS)
- Emergency Room MACH
- E-911 Operations Center
- 36th Engineer Group
- 89th Ordnance Detachment
- 498th Medical Company (AA)
- 690th Medical Company

- (b) In addition to the agencies listed in C-4 c. (1)(a), above the following agencies are authorized access to "CRASH-2".

- Emergency Operations Center, DOT
- Infantry Branch Safety Office, FPS
- Maintenance Division, Aircraft Branch, DFEL
- MEDDAC
- Mortuary Officer
- Public Affairs
- Provost Marshal
- Range Division, DOT
- Training Support Center, DOT
- Transportation Division, DFEL
- USAIC Chaplain
- USAIC Staff Duty Office

- (c) The following agencies are authorized access to the CRASH-CV (conventional) net.

- Aviation Division, DOT
- Command Group
- Emergency Medical Services (EMS)
- FP&P Division, DPS
- Infantry Branch Safety Office, DPS
- Law Enforcement Division, DPS (MP)
- Public Affairs
- 498th Medical Company (AA)

(2) Agencies with the capability to communicate on "CRASH-1" will do so until lifesaving and fire fighting efforts are complete. At that time, the on-scene commander or "Incident Commander" will direct all agencies use to "CRASH-2".

(3) Vehicles responding to an emergency will report to Base Operations by radio (Crash-CV) or in person. No vehicle will enter the perimeter gate to Lawson Army Airfield without clearance from Lawson Tower or Operations via the Crash-CV Net.

d. PRIMARY CRASH CIRCUIT

(1) AIR TRAFFIC CONTROL TOWER (545-4311/7149)

(a) Activate the PRIMARY crash alarm circuit for all aircraft crashes and emergency landings. Provide information using the Preliminary Information Summary Sheet.

(b) For precautionary landings, ATC will provide the aircraft with priority handling and ask the pilot if he wishes to declare an emergency before activating the PRIMARY crash alarm. ATC may activate the PRIMARY crash alarm if they determine that the situation warrants. Inform Base Operations of the precautionary landing via telephone and provide information using the Preliminary Information Summary Sheet.

(c) Transmit crash location to aircraft rescue fire fighting crews.

(d) Advise all traffic of the emergency and grant priority to search and rescue aircraft.

(e) Close airfield to traffic, if necessary.

(e) If the emergency is within the boundaries of Lawson AAF, advise the MEDEVAC aircraft when to move to the accident site after coordinating with the person in charge at the accident site.

(2) LAWSON ARMY AIRFIELD BASE OPERATIONS (545-3524/2857)

(a) Activate the PRIMARY crash circuit when tower is closed as per paragraph 3-C d.(1) above. Activate the SECONDARY crash alarm circuit for all aircraft crashes and emergency landings but not for precautionary landings (PLs). During non-duty hours, the USAIC Staff Duty Officer will notify "on-call" personnel. Provide information using the Preliminary Information Summary Sheet. (Figure C-1)

(b) Control and coordinate personnel, aircraft, equipment, and convoys to locate and/or service crash scene.

(c) Monitor requests from crash area for special or additional assistance/equipment.

(d) If the Tower is closed and the emergency is within the boundaries of Lawson Army Airfield, advise the MEDEVAC aircraft when to move to the accident site after coordinating with the person in charge at the accident site.

(e) Serve as the control center for general direction of post-accident activities.

(f) Once the person in command of the accident site has terminated the emergency, pass this information by activating the SECONDARY crash circuit.

(g) Responsible for the establishment, readiness, and accomplishment of the pre-accident plan. Complete a comprehensive review of the plan at least annually.

(3) FIRE STATION #34 (545-4123)

(a) Designate, train, and equip sufficient 2-man teams to deploy with MEDEVAC helicopter to crash site. If the station captain decides to deploy the team, call 498th Medical Company Operations (545-5311/3288).

(b) Conduct rescue and fire suppression as necessary.

(c) Establish a "command post" at the crash site.

(d) Assume command of the accident/incident site and all Fire Fighting and Rescue operations. When rescue operations are completed and the area has been declared "safe", pass command to the Installation Aviation Safety Officer or the unit Aviation Safety Officer (ASO).

(e) Inform Base Operations when the emergency has been terminated if the ASO has not arrived at the scene.

(f) Request additional fire fighting equipment when necessary due to location or nature of the accident.

(g) Indoctrinate all Fire Fighting personnel as to the necessity for preserving wreckage at the crash site.

(4) EMERGENCY MEDICAL SERVICE (EMS) (544-3911/4000)

(a) Dispatch EMS personnel to the crash scene.

(b) Inform ambulance crews of best routes to reach the crash site.

(c) Request civil ambulance and medical assistance when necessary due to location or nature of the accident.

(d) Remove and transport injured and provide emergency medical treatment.

(5) 498th MEDICAL COMPANY (AA) (545-5311/3288)

(a) Maintain helicopter and crew for immediate departure to crash site.

(b) The 498th Company Commander or his senior representative will decide when it is appropriate to dispatch MEDEVAC. If the emergency is within the boundaries of Lawson Army Airfield, the aircraft will start the APU, advise Lawson Tower/Advisory, and await further clearance before aircraft movement.

(c) Use call sign "EVAC". If a known ATC delay is unacceptable, use the phrase "PRIORITY EVAC".

(d) Transport aircrew members, and other personnel who may have contributed to the accident, whether they appear to be injured or not, to Martin Army Community Hospital or the nearest medical facility. When practical, ground ambulances may be used in lieu of a helicopter.

(e) Transmit preliminary report of crash scene to Lawson Tower or Base Operations to aid ground rescue operations.

(f) Provide transportation for firefighter(s), flight surgeon, medical supplies, and military police (in that order of priority). If the firefighter(s), flight surgeon, or military police contact the dispatcher before the "FIRST UP" helicopter departs the airfield, coordinate pickup, and transport to crash scene. The "FIRST UP" helicopter will not be delayed for any reason.

(g) Help guide movement of rescue vehicles to crash site, as required through aerial circling of accident site or verbal communication via the CRASH NET frequency (FM 49.65)

e. SECONDARY CRASH CIRCUIT

(1) FLIGHT SURGEON ON CALL (Duty hours 545-2162/2163/1123) (Non-duty hours MACH Emergency Room 544-1502/3712/3713/1123).

(a) Call 498th Medical Company Operations (545-5311/3288) and coordinate transportation to the crash scene with the MEDEVAC aircraft, if possible.

(b) Supervise the processing of the aircrew member's toxicological specimens at Martin Army Community Hospital including the establishment of set procedures at the Martin Hospital Emergency Room.

(c) Document body positions and supervise photography of fatalities.

(d) Coordinate requirements of local coroners so that fatalities may be expeditiously handled and postmortem tests performed.

(e) "Freeze" medical and dental records of crewmembers.

(2) USAF WEATHER DETACHMENT (545-5628/7313)

(a) Take and issue local weather observation.

(b) Perform data save.

(c) Perform duties as specified in internal SOP.

(3) INSTALLATION AVIATION SAFETY OFFICE (545-2425/4753)

(a) After lifesaving and fire fighting is completed, take charge of the crash site until relieved by the unit ASO or the President of the accident investigation board.

(b) Inform Base Operations when the emergency has been terminated.

(c) Assist the unit ASO and accident investigation board members as necessary.

(d) Review aircraft accident reports for the installation commander before they are forwarded, giving particular attention to cause determination and preventive measures.

(f) "Freeze" ATM and individual flight records, flight plan, weather briefing, mission briefing, performance planning information and aircraft maintenance records.

(4) PUBLIC AFFAIRS OFFICE (545-2211/2212/4901).

(a) Dispatch personnel to accident scene to handle news release.

(b) Maintain liaison with local news services.

(c) Help investigators to identify witnesses and solicit return of wreckage pieces that may have been removed without authorization.

(5) EOC (duty hours)/USAIC STAFF DUTY OFFICER (545-5245)(non-duty hours 545-3214/1294/2218/6820).

(a) Alert Command Group.

(b) Call POC of agencies listed in the secondary crash circuit (NON-DUTY HOURS ONLY). Provide information using the Preliminary Information Summary Sheet.

(c) Make administrative calls to agencies listed in paragraph C-4 f. below as appropriate.

(6) RANGE DIVISION, DOT (545-3474/3479).

(a) Report all known or suspected aircraft mishap to Lawson AAF Base Operations (545-3524/2857).

(b) Provide safe routing into and out of range areas.

(c) Order cease fire, as required. (*Key verbiage to close the entire range complex for MEDEVAC aircraft is "911 call, request direct flight to grid coordinate/range _____"*).

(7) MAINTENANCE DIVISION, AIRCRAFT BRANCH, DFEL (545-5088/7433) (Non-Duty hours 545-4516/4503)

(a) Provide the board with estimated cost of damage (ECOD) to assist in determining accident classification.

(b) Help the board recover and identify wreckage and determine the operating conditions of aircraft components.

(c) "Freeze" all maintenance records and provide maintenance history of accident aircraft.

(d) Help board to reconstruct aircraft from wrecked parts.

(8) M.A.C.H. EMERGENCY ROOM (544-1502/3712/3713/1123).

(a) Prepare to receive injured personnel.

(b) Contact the Flight Surgeon on Call.

(c) Draw toxicological specimens on aircrew members using the protocol provided by the flight surgeon. Ensure chain of custody procedures are observed. Flight Surgeon will coordinate further processing.

(d) Ensure EMS is notified of the emergency.

(9) PROVOST MARSHAL (545-5222/5223/5224).

(a) Dispatch Military Police to assembly points as needed to provide initial security (first 24 hours) at the crash scene and to prevent pilferage of wreckage until relieved. Inform military police that cooperation with civil authorities should be in accord with The Posse Comitatus Act (18 USC 1385).

(b) Train Military Police personnel on specific duties at aircraft accident scenes. This includes restraint of spectators, crash pass requirements, handling of wreckage, security of classified materials, and safeguarding government property.

(c) Escort crash convoys to accident scene.

(d) Cordon off crash site.

(e) Control and record access to crash site.

- (f) Prohibit smoking in the vicinity.
- (g) Establish traffic control points and guard posts so that only authorized vehicles may pass.
- (h) Determine civil law enforcement agencies and post location, telephone number, and radio control data on the ACS&R map.
- (i) Contact 498th Medical Company (545-5311/3288) to coordinate transportation to crash site, if required.
- (j) Take charge of all classified material in the wreckage. Remove or cover the material as directed by the ASO or the President of the accident investigation board.
- (k) Relay contents of Preliminary Information Summary Sheet to the E-911 Operations Center.
- (9) E-911 OPERATIONS CENTER (911/545-1928)
 - (a) If notified first of a military aircraft accident, contact Lawson AAF Base Operations.
 - (b) Dispatch emergency vehicles to the crash site as requested.
 - (c) Contact nearest civilian agencies when crash location is off-post.
- (10) 690th MEDICAL COMPANY (545-7147/7056) Provide ambulances, drivers, and medics on order to support evacuation operations in areas inaccessible to EMS vehicles.

f. ADMINISTRATIVE CALLS

- (1) U.S.ARMY SAFETY CENTER DUTY OFFICER, Fort Rucker, AL (DSN 558-2660, COM (334) 255-2660)
 - (2) TRADOC SAFETY OFFICE
 - (a) Duty Hours: (DSN 680-5924)
 - (b) Non-Duty Hours: TRADOC EOC (DSN 680-5683)
 - (3) U.S. AIR FORCE
 - (a) Duty Hours: Liaison Officer (545-1393/8350). If unavailable, call Robins AFB Flight Safety (DSN 468-3337).
 - (b) Non-Duty Hours: Robins AFB Command Post (DSN 497-2612/2613/2614/2615)
 - (4) U.S. MARINE CORPS/U.S. NAVY
 - (a) Duty Hours: Liaison Officer (545-7108/7378).
 - (b) Non-Duty Hours: USN/USMC Safety Center, Norfolk, VA (DSN 564-2929/3520, COM (757) 444-2929/3520).
 - (5) U.S.A.I.C. CHAPLAIN (545-2288/2608).

(a) Report to crash site or assembly area as directed.

(b) Assist in matters pertaining to his office as appropriate under the circumstances. Procure the services of chaplains of other faiths, if necessary.

(6) CLAIMS OFFICE (SJA) (545-7842/2286/3711).

(a) Upon notification of an aircraft accident where claims against the United States Government may be made, report to the assembly point or crash site and conduct the pre-claims investigation.

(b) Process all claims resulting from the accident.

(7) 36TH ENGINEER GROUP (545-7383/7398/7388/2886).

(a) Provide a qualified draftsman to diagram wreckage pattern and mishap scene.

(b) Provide engineer equipment, as required, to clear land, load, and transport wreckage.

(8) TRANSPORTATION DIVISION, DFEL (545-4503/4516). Provide vehicles and drivers on order to transport personnel and equipment to and from crash site.

(9) INFANTRY BRANCH SAFETY MANAGER (545-3268/3267)

(a) Provide technical assistance, as required.

(b) Serve as liaison between U.S.A.I.C. and MACOM.

(10) MORTUARY OFFICE (545-5943/2710).

(a) Move mortuary team to crash site, as required.

(b) Notify the county coroner of fatalities occurring off post and request permission to move the remains of military personnel to Martin Army Community Hospital.

(c) Furnish additional medical evacuation bags, as required.

(d) Retain helmets, gloves, clothing, boots, and survival vests of deceased aircrew members. The IASO will provide disposition instructions.

(11) TRAINING SUPPORT CENTER, DOT (545-2133/3015).

(a) Dispatch photographer to the assembly point/crash site and have him report to the Aviation Safety Officer at the site.

(b) Be prepared to make color prints of the accident site. The Aviation Safety Officer will direct which photographs need to be taken.

(12) FIRE PROTECTION & PREVENTION, DPS (545-8338/4123)

(a) Establish and maintain a mutual aid agreement with civil fire departments to ensure off-post aircraft rescue and fire fighting coverage.

(b) Provide water rescue, HAZMAT, and fire fighting services, as required.

(13) 789TH ORDNANCE COMPANY (EOD) (545-7117/2914/4154)

(a) Upon notification of an actual or impending aircraft accident where ordnance is involved, proceed to the assembly point or crash site.

(b) Provide for the necessary removal and/or deactivation of ordnance.

(c) Lawson Army Airfield Operations will arrange air transportation to remote locations, as required.

C-5. ACCIDENT INVESTIGATION BOARD.

The Commander of the unit experiencing the accident will determine who will investigate the incident IAW AR 385-40 and USAIC SOP 385-5. If an Accident Investigation Board is needed it will be established IAW the same regulations.

TACC/RON GENERAL INFORMATION ROSTER

The following information will be maintained by the MFSS, on all transient aircraft remaining overnight at Lawson Army Airfield.

Upon request, TACC will be provided any information contained on this form.

1. Aircraft type: _____ Tail Number: _____

2. Call Sign: _____

3. Arrival Time: _____ Date: _____

4. Home Station: _____

5. Pilot In Command/ Rank & Name: _____

6. Billeted At: _____ Room #: _____

7. Mission Number: _____ Alpha Status: _____

8. Do you want to be notified in the event of Inclement Weather?

No: ___ Yes: ___ Name: _____ Phone: _____

9. ETD. Date: _____ Time: _____

10. Destination: _____

11. Number of Space Available Seats: _____

12. All RON aircraft will be tied down, if applicable. Transient Alert will assist the pilot in tying aircraft down. The aircraft may be hangered provided space available. It is the responsibility of the aircraft PIC to provide tie down rigging.

13. Maintenance support after duty hours and on weekends is not available.

Signature of responsible individual: _____