

**Atterbury-Muscatatuck/Himsel Army Airfield  
Appendix 1, Airfield Operations Manual (AOM)**

**ATTERBURY-MUSCATATUCK/  
HIMSEL ARMY AIRFIELD  
AVIATION PROCEDURES GUIDE  
(APG)**

**Himsel Army Airfield  
Camp Atterbury, Indiana  
29 August 2016**

## **UNCLASSIFIED**

This Aviation Procedures Guide is effective 21 July 2016 and supersedes the Atterbury-Muscatatuck/Himsel Army Airfield Aviation Procedures Guided dated 20 May 2016, any prior Himsel Army Airfield Aviation Procedures Guides, Camp Atterbury Aviation Procedures Guides and the Camp Atterbury 95-1. Those documents are now obsolete and should not be used for reference.

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## 1. GENERAL

### 1-1. Mission Statement

The mission of Camp Atterbury Aviation Division and Himsel Army Airfield is to provide safe, orderly and expeditious flow of manned and unmanned air traffic and to accommodate aviation mission requirements within the Camp Atterbury - Muscatatuck non-contiguous area of interest while supplying the best possible training experience and realistic environment for our customers.

### 1-2. General Information

Himsel Army Airfield, Camp Atterbury, Edinburgh, IN            KHBE (Airport Identifier)  
 N39°20.50' W86°01.83'  
 L-27, St. Louis (Sectional)  
 UTC -5(-4DT)  
 RWY 18 3303'x72', RWY 36 4220'x72'  
 Elevation 709'

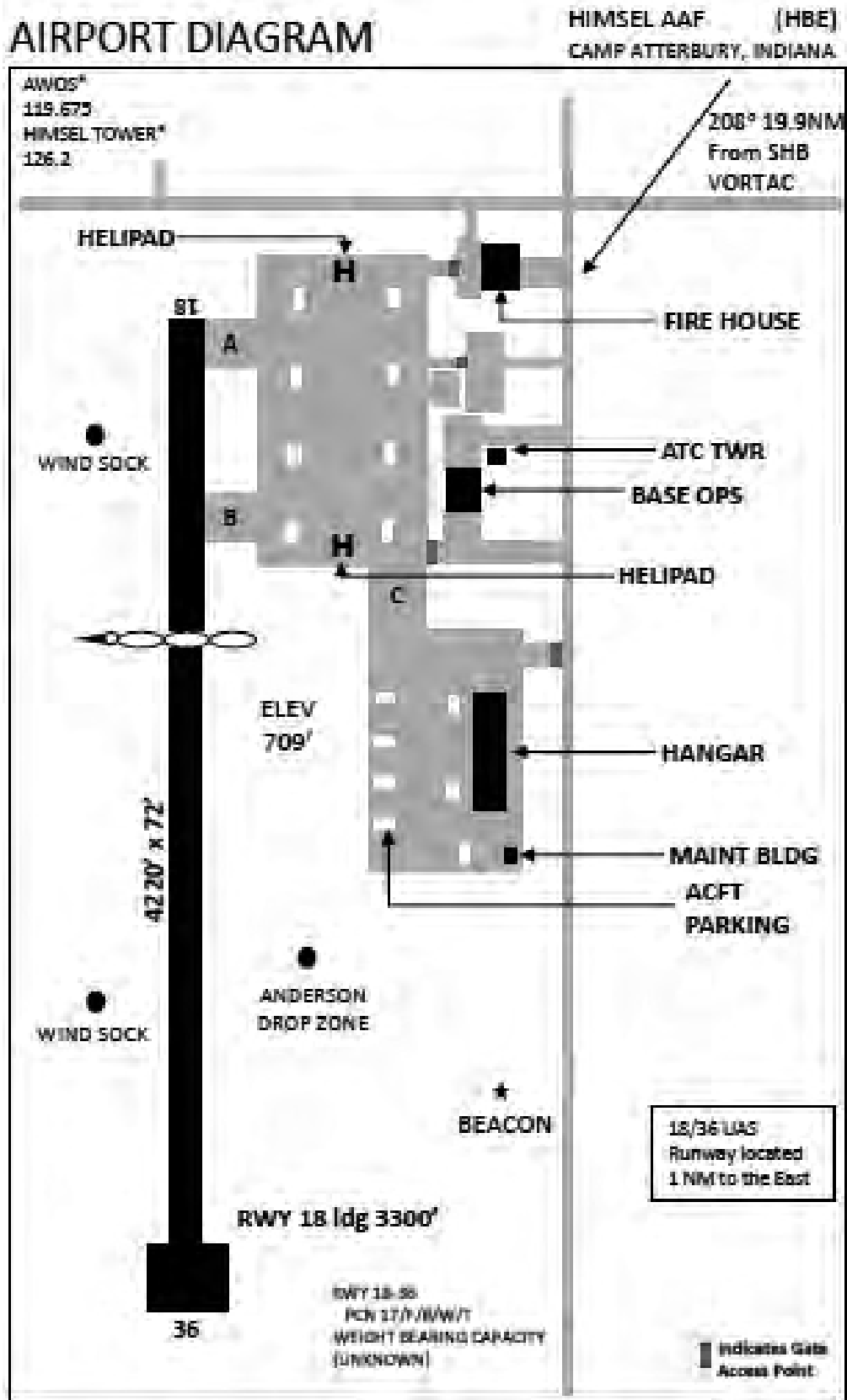
## 2. CONTACT INFORMATION

### 2-1. Contact Information

Himsel Army Airfield Contacts	Phone Number	Ext
HAAF Operations	(812) 526-1355	61355
HAAF Operations FAX	(812) 526-1775	61775
MUTC Operations	(812) 458-8780	41010
MUTC Aviation Operations	(812) 458-8780	41002
HAAF Automated Weather Observation Station	(812) 526-1745	61745
Airfield Manager	(812) 526-1358	61358
ATC Facility Chief	(812) 526-1325	61325
Safety Manager	(812) 526-1499	62788
Operations Manager	(812) 526-1357	61357
Operations Coordinator	(812) 526-1743	61743
Atterbury-Muscatuck Training Center (Garrison) Contacts		
Range Control	(812) 526-1351	61351
Scheduling	(812) 526-1499	62003
	(812) 526-1499	61170
DOL (Fuel Section)	(812) 526-1499	62911
UAS Site	(812) 526-1499	62908

HAAF GKO Portal: <https://states.gkoportal.ng.mil/states/IN/AM/HAA/SitePages/Home.aspx>

3. AIRFIELD DIAGRAM



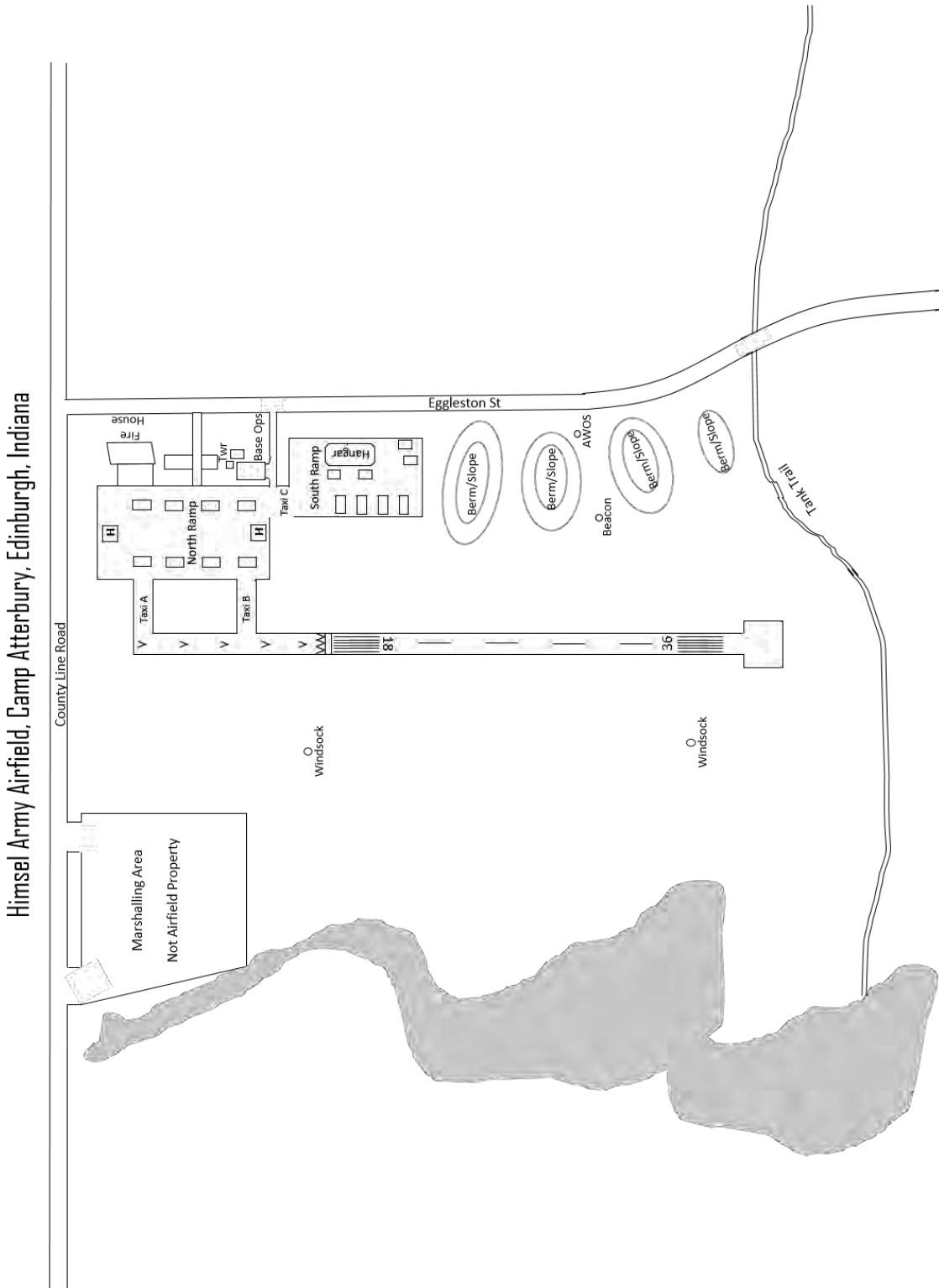
#### 4. AIRFIELD / HELIPORT MARKINGS, LIGHTING AND SIGN SYSTEMS

**4-1. Responsibilities.** Airfield Operations personnel are responsible to visually inspect, check the functionality of and ensure the repair (as necessary) of the lighting equipment, airfield signs and markings. A supply of replacement bulbs, lenses, reflectors and replacement pole mounted light units should be kept on hand for maintenance purposes by DPW.

#### **4-2. Airfield markings, Lighting, and Sign Systems.**

- a. Marking. All runways and taxiways are marked in accordance with UFC 3-535-01
- b. Signs. Taxiway and runway guidance signs are provided and all airfield signs are placed in accordance with UFC 3-535-01.
- c. Runways. Runway 18/36 has Low Intensity Runway Lights (LIRL) and threshold lights.
- d. Taxiways. All Taxiways are lighted blue with omni-directional, variable intensity lights.
- e. Obstruction Lights. All local obstructions are topped with red lights during the hours of darkness.
- f. Windsock. HAAF has two lighted windsocks. One windsock is at the approach end of Runway 18 and the other is at the approach end of Runway 36.
- g. Non-Lighted Approach Areas. All helicopter pads are unlighted and considered part of the parking, non-movement area.
- h. Airfield Beacon. A rotating beacon, located southeastern quadrant of the airfield, emits alternating green and double-peaked white flashes. The beacon is operated from sunrise to sunset and during periods when the weather is below VFR minima.

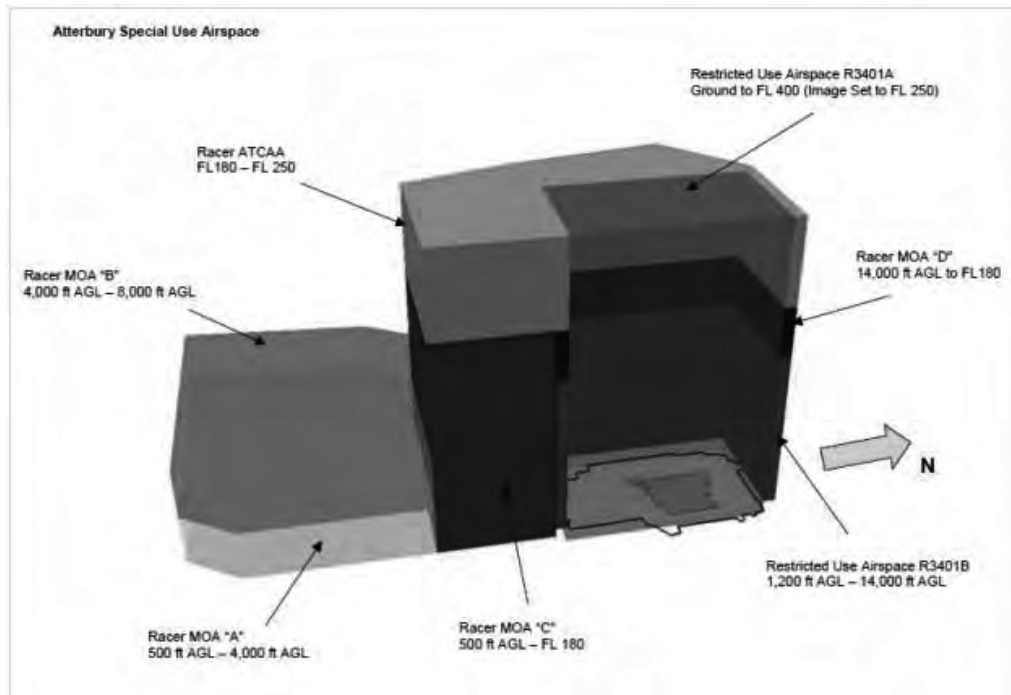
5. PROPERTY MAP / DIAGRAM



Himsel Army Airfield, Camp Atterbury, Edinburg, Indiana



**6. DESIGNATED AIRSPACE**



**7. FREQUENCIES**

a. Himsel Army Airfield Aircraft Frequencies (Primary Frequency **BOLD RED**)

Name	VHF	UHF	FM
Himsel Tower	<b>126.2</b>	243.6	32.3
Himsel AWOS	<b>119.675</b>		
ANG Range	138.25	<b>377.3</b>	
Range Control			<b>38.9</b>
Indy Approach	<b>134.85</b>	377.1	
Bakalar Tower	<b>118.6</b>		

**8. NAVIGATIONAL AIDS**

**8-1. Airfield Navigational Aids.** There are no navigational aids located on the Airfield or Camp Atterbury installation.

**8.2. Local Area Navigational Aids.** The Shelbyville VOR is located 19.9 Miles Northeast of Himsel Army Airfield. The VOR information is listed below. As per the current DOD FLIP, the Shelbyville VOR is unusable from 180° to 270° beyond 17NM below 6000' so the information provided below is for situational awareness only and should not be used for navigational purposes.

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- a. VOR ID: SHB
- b. Name: Shelbyville
- c. Frequency: 112.0
- d. Radial/Range: 208° / 19.9NM (from VOR to HAAF)

9. **VISUAL NAVIGATIONAL AIDS.** The Precision Approach Path Indicator (PAPI) is currently out of service until further notice. There are no additional visual navigational aids located at HAAF.

### 10. AIRFIELD SERVICES

#### 10-1. Flight Operations

**A. NOTAMS.** NOTAM service is provided by Airfield Operations or by self-service on a public computer. Aircrew members must obtain current NOTAM data before arrival or departure from Himsel Army Airfield. All changes to published information and unpublished hazards will be outlined in a NOTAM by Base Operations.

#### **B. Flight Planning.**

- 1) Flight plan filing and the ATC system can provide timely and correct flight clearance and tracking of aircraft departing from HAAF. Chapter IV of AR 95-1 establishes policy, requirements, and general procedures applicable to flight authorization, planning and approval for Army Aviation. All other services and organizations must refer to their own respective policies and procedures.
- 2) The aircraft PC is responsible for ensuring that the filing, activating, and closing of flight plans with the appropriate Flight Service Station are completed. If local flight plans or unit only flight following is used, it is the responsibility of that unit to comply with AR 95-1 and any applicable FAA Regulations.

**C. Filing Flight Plans.** Per AR 95-1, "Aircraft will not be flown unless a flight plan (military or civil) has been filed or an operation's log completed." The pilot in command is responsible for the flight plan. When FAA Form 7233-1 (Flight Plan), DD Form 1801 (DOD International Flight Plan), or DD Form 175 are used, they will be filed per DOD/US Government FLIP. The Pilot in Command or his/her designee shall file by one of the following methods:

- 1) DD 175- Form DD 175 Military Flight Plan should be filed at least 30 minutes prior to the Estimated Time of Departure (ETD). If there are delays of 90 minutes or more on IFR flights plans, the pilot must notify HAAF Airfield Operations to amend ETD, or the flight plan will automatically be dropped from the flight plan system. If a pilot amends the departure time, the 90 minutes is restarted from the amended time.
- 2) DD 1801- All flights conducted in international airspace in accordance with ICAO rules shall file a DOD International flight plan per procedures contained in the current FLIP planning documents. ICAO flight plans shall be filed at least one hour prior to ETD. Blank DD 1801s are available at Airfield Operations. If an ICAO flight plan is utilized, a DD 175 will not be necessary.
- 3) Filed With Unit (FWU) - FWU refers to an organization's own specific procedure for tracking flights, e.g. flight log, flight plan, flight strip, etc. HAAF does not require IFR or VFR flight plans to be filed through Airfield Operations if the departing aircraft have

filed through their own unit. However, if HAAF Base Ops does not receive a copy of the DD175 for departing aircraft, the aircraft **MUST** relay the following information to Base Ops via phone, fax, voice, or radio, prior to operation:

- (a) Aircraft ID and type
- (b) Destination
- (c) ETD and ETA
- (d) Number of personnel on board

**D. Advisory Service.** When Himsel Tower is closed, the airfield will operate in an advisory status for certain prearranged missions. Decisions to depart or land are made at the discretion of the pilot. Aircraft will self-announce their positions and/or intentions on the Tower VHF frequency, 126.2 MHz, using the procedures established in the Airman's Information Manual.

**E. DV / VIP Procedures.** Any DV/VIP arrivals will be annotated on the mission board in Base Ops using the code provided in the DOD Flight publication planning GP. The Airfield Manager will be notified of all DV/VIP by email when the PPR is received

**F. PPR Procedures.** Prior Permission Requests (PPR) is required for all transient aircraft desiring to land at HAAF. PPR's shall be coordinated through HAAF Airfield Operations a minimum of 24 hours in advance. The format for PPRs at HAAF is a phone or fax request containing the following:

- (1) Aircraft ID/type
- (2) ETA, ETD
- (3) Services requested
- (4) Crew member POC with phone number
- (5) Unit Contact Info
- (6) Notification of VIP(s) on board
- (7) Reference DOD General Planning for codes and format

**10-2. Airfield services.** HAAF Airfield Operations is open Monday through Friday, 0800-2300, and Saturday through Sunday, 0800-1600, for flight planning and support. All unscheduled HAAF closures will be listed by NOTAM. Weekend services are limited and must be coordinated in advance.

### 10-3. POL Services.

**A.** Aircraft refuel services are available with prior coordination. When coordinated, fuel service are available Monday through Friday from 0800 to 1600L. Aircraft requesting fuel service must provide a valid DOD fuel card.

**B.** Hot Refuel (FARP) Operations. Neither HAAF nor the Camp Atterbury DOL conduct FARP operations. Units that have qualified tactical refueling personnel and equipment may establish and operate a FARP if a request is submitted through the Camp Atterbury Scheduling Office.

**C.** An Aviation Safety Officer shall conduct a pre-operation inspection using a Tactical Refueling Site Inspection Checklist. This inspection and checklist shall be completed prior to FARP operations. Once the checklist is complete and signed by both parties, the checklist will remain with the unit until.

D. No Class IX (Parts and/or lubricants), oxygen, or nitrogen services are available at HAAF.

**10-4. ATC Services.** The Himsel Air Traffic Control Tower is open for operations daily Monday through Friday, 0800-2300 EST. Closures or decreased operations will be listed by NOTAM. In order to facilitate specified missions and contingency operations, the airfield can remain open beyond normal scheduled hours under certain circumstances. Requests for operations outside normal operating hours should be requested through Himsel Base Operations as soon as possible but no later than 7 days prior the scheduled event. Changes to pre-coordinated requests should be made no later than 24 hours prior.

**10-5. Weather Services.** Aircrew members can receive flight weather briefings through the 15<sup>th</sup> Operational Weather Squadron. The 15<sup>th</sup> OWS flight weather briefer can be contacted via DSN 756-9699, commercial (618)256-9699, or via their website <https://owsjet15.us.af.mil/>. Weather briefings can also be obtained through the FAA by calling 1-800-WXBRIEF.

**11. VISUAL FLIGHT RULES.** Visual Flight Rules are in accordance with AR 95-1 and appropriate FAA Regulations. No deviations from established procedures are required for operations at Himsel Army Airfield or the Restricted Areas 3401A/B.

**12. SPECIAL VISUAL FLIGHT RULES.** Himsel Army Airfield currently lies within Class G airspace so there are no SVFR clearances authorized. Aircraft arrivals/departures are at the pilot's discretion and aircraft must abide by Class G weather minima.

**13. EMERGENCY RECOVERY PROCEDURES / INADVERTENT IMC.** There are no instrument procedures at Himsel Army Airfield.

**A. Himsel Tower Operational.** Upon entering inadvertent IMC, pilots should immediately climb to 3000', notify Himsel Tower of the entry into inadvertent IMC and be prepared for a handoff to Indy Approach on VHF 134.85 for one of the instrument approaches available at the Columbus Municipal Airport (BAK).

**B. Himsel Tower Not Operational (closed).** Upon entering inadvertent IMC, pilots should immediately climb to 3000', announce entry into inadvertent IMC to the Himsel Advisory frequency and then contact Indy Approach on VHF 134.85 for one of the instrument approaches available at the Columbus Municipal Airport (BAK).

**14. LOCAL FLYING AREA / RULES – VFR.**

**A. Operations Within the Restricted Area R3401 A/B.** All aircraft operating within the Restricted Areas 3401A/B, with the exception of aircraft under the direction of the Air National Guard Range Tower, will flight follow with Himsel Tower/Himsel Advisory. Aircraft will provide position reporting every 15 minutes and will advise Himsel Tower/Himsel Advisory when proceeding between training areas.

**B. Practice Emergency Procedures.**

- (1) Simulated “power off” landings are authorized at Himsel Army Airfield and will be approved by the Tower prior to entry.
- (2) Traffic pattern deviations are available when approved by the Tower.

**C. Rotary Wing Operations.**

- (1) Landing Areas. There are two unlit helipads located on north and south sides, along the centerline of the North Ramp.
- (2) Air Taxiing. Rotary wing aircraft shall fly at an altitude or choose areas that will minimize blowing debris onto runways, taxiways and aircraft parking areas whenever possible.

**15. LOCAL FLYING AREA / RULES – IFR.** Himsel Army Airfield is a VFR airfield and as such, has no established IFR local flying area.

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

- A. Helicopter D/N.** 1100’ MSL (400’ AGL)
- B. Fixed-Wing D/N** Min 2200’ MSL (1500’ AGL) without prior approval for lower.
- C. UAS D/N** Refer to Section 39, UAS OPERATIONS
- D. Night Vision Devices (NVD)**
  - (1) Rotary Wing 900’ MSL (200’ AGL)

**17. ARRIVAL PROCEDURES – VFR.** All incoming aircraft should contact Himsel Operations NLT the day of anticipated arrival to receive a range and training area brief. Fixed wing aircraft will contact Himsel Tower (or Himsel Advisory when the tower is closed) no later than 15 minutes from entry into the Restricted Area 3401A/B. Rotary wing aircraft will contact Himsel Tower (or Himsel Advisory when the tower is closed) no later than 5 NM from the Restricted Area 3401A/B. Primary frequency for Himsel Tower/Himsel Advisory is VHF 126.2. If unavailable or no response is provided, aircraft can contact Camp Atterbury Range Control on FM 38.9. Regardless of aircraft, the initial call to Himsel Tower will include full aircraft call sign, type of aircraft, the number of souls on board, and Pilot in Command’s initials. Upon entry in the Restricted Areas, aircraft will emit transponder code 4000.

**18. ARRIVAL PROCEDURES – IFR.** Himsel Army Airfield is a VFR airfield and as such, has no established IFR arrival or departure procedures.

**19. DEPARTURE PROCEDURES – VFR.** Aircraft departing Camp Atterbury/Restricted Areas 3401 should contact Himsel Tower with your intended point of departure. Aircraft should be cognizant of the “Noise Sensitive” Areas when departing. Aircraft departing to East should be prepared to immediately change over to Columbus Tower on VHF.

**20. DEPARTURE PROCEDURES – IFR.** Himsel Army Airfield is a VFR airfield and as such, has no established IFR arrival or departure procedures.

**21. PARKING PLAN & MOORING**

**A. Tenant Aviation Units.** There are no tenant aviation units located at Himsel Army Airfield.

**B. Transient Aircraft.** Transient aircraft will be parked as directed by HAAF Tower or Airfield Operations. Aircraft Parking for VIP missions should anticipate parking on the North Ramp at A1 or A2 based on current operations. The only restriction to aircraft parking are for C130 aircraft which are restricted to operations and parking on the North Ramp.

**C. Vehicles.**

(1) Civilian vehicles are not permitted on Airfield surfaces beyond the designated parking areas unless specifically authorized by Airfield Personnel.

(2) The Airfield Operations Officer, Aviation Safety Officer, or an individual specially designated as a representative must be present and provide authorization before any vehicle (military or civilian) proceeds onto or crosses any ramp, taxiway, or runway.

(3) Vehicle operators must be familiar with the safety rules of vehicular operation before entering the Airfield area. All vehicle operators MUST complete the airfield driving class prior to driving on the airfield.

(4) Ramp speed will not exceed 5 mph.

(5) Vehicles operating on the ramp and/or runway will, at a minimum, have 4 way flashing lights on. Special consideration must be taken for aircraft operating under NVGs.

(6) Passengers in military or civilian vehicles will not exceed published seating capacity.

(7) Vehicles authorized entry to areas beyond designated parking may be required to follow an Airfield Operations vehicle to the desired location if warranted by the level of activity.

**D. Restrictions.** While operating a vehicle on the airfield:

(1) DO NOT drive in the sod/off-paved surfaces, unless approved by Airfield Operations or HAAF Air Traffic Control.

(2) DO NOT leave headlights on during darkness when facing aircraft to avoid blinding aircrew.

(3) DO NOT drive within 20 feet of a parked aircraft unless to service, load or off-loading.

(4) DO NOT park or leave vehicles or equipment on ramps overnight.

**22. Noise Abatement Procedures.**

**A. Camp Atterbury.** In accordance with AR 95-1, Himsel Army Airfield has developed a noise abatement program to decrease the level of noise during flight operations. Aircrew members should familiarize themselves with the three “Noise Sensitive” areas located in the vicinity of Camp Atterbury/Restricted Areas R-3401A/B. They are located on the Northeast corner, West and Southeast of the Restricted Areas.

**(1) Arrival.** Refer to VFR Arrival Procedures. When entering the Restricted Area(s) from the North, aircraft should be cognizant of the Noise Sensitive Area along the Northwest corner. This area is labeled as “Nineveh” on the Camp Atterbury Airspace/Aviation Map.

**(2) Departure.** Refer to VFR Departure Procedures. When departing the Restricted Area(s) to the South, aircraft should be cognizant of the Noise Sensitive Area along the Southeast corner. This area is labeled as “Southeast” on the Camp Atterbury Airspace/Aviation Map.

**B. MUTC.** In accordance with AR 95-1, Muscatatuck Urban Training Center has developed a noise abatement program to decrease the level of noise during flight operations. Aircrew members should familiarize themselves with the four “Noise Sensitive” area located in the vicinity of MUTC.

### 23. MOVEMENT AREAS / PROCEDURES.

**A. Movement Areas.** The runway, taxiways, North Ramp, and approach/departure run-up areas are designated as Movement Areas. Movement Areas are directly controlled by the Himsel Tower. Unauthorized aircraft, vehicle, or pedestrian movement are prohibited in these areas unless under positive control with the tower by means of VHF radio. When tower is closed, vehicles will operate under positive control with Airfield Operations by means of VHF radio. All vehicles shall be equipped with strobe or flasher type lighting ON when in a designated Movement Area. Vehicles without strobe lights shall use hazard/flashers lights ON when operating on the Movement Area

**B. Non-Movement Areas.** The South Ramp is a Non-Movement Areas. Non- Movement areas are not controlled by Himsel Tower. Ground vehicle movement on aircraft parking ramps will be monitored and controlled by tenant units and airfield operations. Vehicles are still required to abide by designated speed and marking requirements prior to operating on any aircraft parking ramp, but are not required to have radio contact with tower. All vehicles shall be equipped with strobe or flasher type lighting ON when operating in the Non-Movement Areas. Vehicles without strobe lights shall use hazard/flashers lights ON when operating on the Movement Areas.

### 24. RAMP PROCEDURES.

**A. Definitions:**

- (1) Flight line: The area encompassing the aircraft-parking ramp, taxiways, runways, hangars, and associated maintenance service area. Flight line is also any area where the presence of a vehicle could interfere with normal aircraft movement.
- (2) Vehicle: Any conveyance mounted on wheels, rollers, tracks, runners, or combination thereof (except aircraft).

**B. General.**

- (1) Personnel required to operate vehicles on the flight line must contact Airfield Operations.
- (2) Airfield Base Operations will conduct the necessary training.
- (3) POVs are not authorized on the airfield without the approval from Operations Staff.

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- C. Authorized Vehicles.** The following vehicles have unrestricted access to the flight line:
- (1) Operations and safety vehicles (should be equipped with flashing warning lights)
  - (2) Crash Rescue Vehicles
  - (3) Refueling Equipment
  - (4) Security Vehicles
- D. Traffic Rules on the Flight Line.**
- (1) Miscellaneous Vehicles. Vehicles not regularly used on flight line will use vehicle flashers (if equipped) when entering flight line approach areas.
  - (2) Passengers in or on government vehicles will remain seated; keeping their arms and legs within the vehicle body at all times while the vehicle is in motion.
  - (3) Passengers will not ride on the hood or fenders, Passenger carrying vehicles will only stop at the side of aircraft when actually loading or unloading passengers.
- E. Proximity.**
- (1) Approaching Aircraft. All vehicles will approach parked aircraft with driver's side of the vehicle toward the aircraft.
  - (2) Parked Aircraft: Vehicles will not pass under any part of an aircraft
  - (3) Taxiing Aircraft: No vehicle will park in front of or drive into the path of taxiing aircraft except "guide" vehicles.
  - (4) No vehicle will drive between an aircraft and its "guide" vehicle.
  - (5) Aircraft Engine operating: No vehicle will park or be driven closer than 25 feet in front of an aircraft or less than 200 feet from the rear of an aircraft, whose engines are operating or about to be started.
- F. Speed Limits.**
- (1) All vehicles will not exceed 5 miles per hour on the flight line.
  - (2) When in close proximity to an aircraft, no vehicle will operate in excess of 5 miles per hour at any time.
  - (3) A spotter (guide) is to be employed when a vehicle is within 10 feet of an aircraft.
  - (4) Emergency vehicles may exceed speed limits, with prudence, only when responding to an emergency and when personnel and property are not endangered.
  - (5) Wheeled equipment (compressors, auxiliary power units, wing stands, and like equipment) will not be towed faster than 5 miles per hour or placard speed limit, whichever is less.
    - (a) This equipment should not be towed by general-purpose vehicles, unless they are properly configured (i.e. pintel hooks, etc.).
    - (b) Tugs or other vehicles with suitable trailer hitches will be used for this purpose.
- G. Headlights** should be turned on when the aircraft is out of range. Vehicle headlights shining toward a moving aircraft at night will be turned off immediately and the vehicle parking lights turned on so as to identify its location.



**H. Parking of Vehicles.**

- (1) No vehicle will be parked on the flight line except in designated areas.
- (2) A traffic spotter (guide) is required within 10 feet (of an aircraft) only
- (3) When parked in designated areas, the vehicle will not be pointed directly at an aircraft.
- (4) Wheel chocks will be positioned to prevent vehicle from backing or running into aircraft.

**I. Runways Crossing.** All vehicles will come to a complete stop at least 100 feet from the runway and will not proceed until they have received a green light or radio clearance from the control tower.

**J. Crossing Taxiways.** All vehicles will come to a complete stop before entering or crossing a taxiway and proceed when clear.

**K. Control Tower Signals.**

- (1) Flight line vehicles are under the control of tower personnel.
- (2) Vehicle operators will obey light signal and/or radio instructions at all times.
- (3) Light Signals. The following light signals from the control tower will control flight line vehicle traffic (See Section 47)

**L. Foreign Object Damage Prevention (FOD).**

- (1) Operators will stop when reaching the airfield pavement and remove any rocks that are wedged between the tire treads.
- (2) Operators will also ensure that all equipment carried in or on their vehicle is properly stowed or secured

**M. Emergency Vehicles.** Drivers will stop when emergency vehicles are seen approaching. If an emergency vehicle is heard, but its location is unknown, the driver should stop the vehicle and determine the location and direction of the emergency vehicle before proceeding.

**N. Unattended Vehicle.** Ignition switch will be turned off, parking brakes set, and gearshift lever placed in reverse or park when the driver's seat is vacant.

**O. Communications With Ground Vehicles On Active Runway**

- (1) Vehicle Operations in the Movement Area. This document establishes operational procedures for ground vehicles using active runways for purposes other than crossing the runway such as; runway checks for foreign objects, maintenance of runway lights, weed control, construction, or any other time vehicles need to operate on the runways.
- (2) Base Operations is responsible for:
  - (a) Issuing radios to all vehicles requesting access to runways and/or taxiway.
  - (b) Advising Tower when these items have been issued and the purpose of the operation
  - (c) Briefing all vehicle users on airfield and radio procedures and light gun signals in case of lost communications

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(3) The Control Tower is responsible for ensuring separation between aircraft and vehicles via radio in accordance to FAA 7110.65 after two-way communications is established.

### P. Procedures:

- (1) All vehicle operators will be familiar with radio phraseology and monitor their radios for calls from the Tower at all times. Any movement to areas other than what tower has cleared must be coordinated with Tower prior to new movement.
- (2) In the event two-way communications are lost with vehicles operating on the runway(s) and they do not respond to light gun signals from the tower, that runway shall be closed until communication can be reestablished. Base Operations will then send a radio-equipped vehicle to the runway and removes non-radio equipped vehicles.

**Q. Airport Ground Movement.** If you are required to drive one of the operations vehicles on the flight line or participate in Runway and Taxiway checks you must carry a hand held radio.

**25. FLY NEIGHBORLY POLICY / CONSIDERATIONS.** In accordance with AR 95-1, Himsel Army Airfield has developed a noise abatement program to decrease the level of noise during flight operations. Aircrew members should familiarize themselves with the three "Noise Sensitive" areas located in the vicinity of Camp Atterbury/Restricted Areas R-3401A/B. They are located on the Northeast corner, West and Southeast of the Restricted Areas.

**26. LOCAL NO-FLY / RESTRICTED AREAS.** The Ammunition Supply Point located approximately 1 NM Northeast of the Airfield overflight should be avoided. Should overflight become necessary aircraft must be at least 500' AGL.

**27. WIND LIMITATIONS.** Not Applicable.

**28. AIRCRAFT ARRESTING SYSTEMS.** Not Applicable.

### 29. REFUEL OPERATIONS.

**A. Cold Refueling.** Aircraft refuel is available with prior coordination. Units can also refuel using organic assets or through the FBO at Columbus Municipal Airport. Fuel is not available at the Muscatatuck Urban Training Center. Self-service JET-A is available at the North Vernon Airport located approximately 3 NM West of MUTC.

### B. Hot Refueling.

- (1) Organizations refueling with organic assets will conduct operations IAW FM 10-67-1, CA Reg 200-1, and other appropriate regulations/publications.
- (2) FM 10-67-1 must be available at all refueling sites prior to operation. Units are to provide their own manual. A TAC SOP is to be provided to airfield operations.
- (3) All Forward Area Rearm Refuel Point (FARP) sites must be designated and approved by DPTMS, in conjunction with the DFE, prior to operation.
- (4) A FARP may be established at pre-designated sites, upon approval by DPTMS and DPTMS-AV. Once established a FARP diagram will be provided to airfield operations.

(5) A current and qualified Medic, First Responder, or Combat Lifesaver must be at the FARP during the hours of FARP operation.

(6) While at Camp Atterbury nozzle drip pans **will be** weighted down with sandbags and not the nozzle itself. Once the nozzle is removed the drip pan has a tendency to become airborne when aircraft approach the FARP.

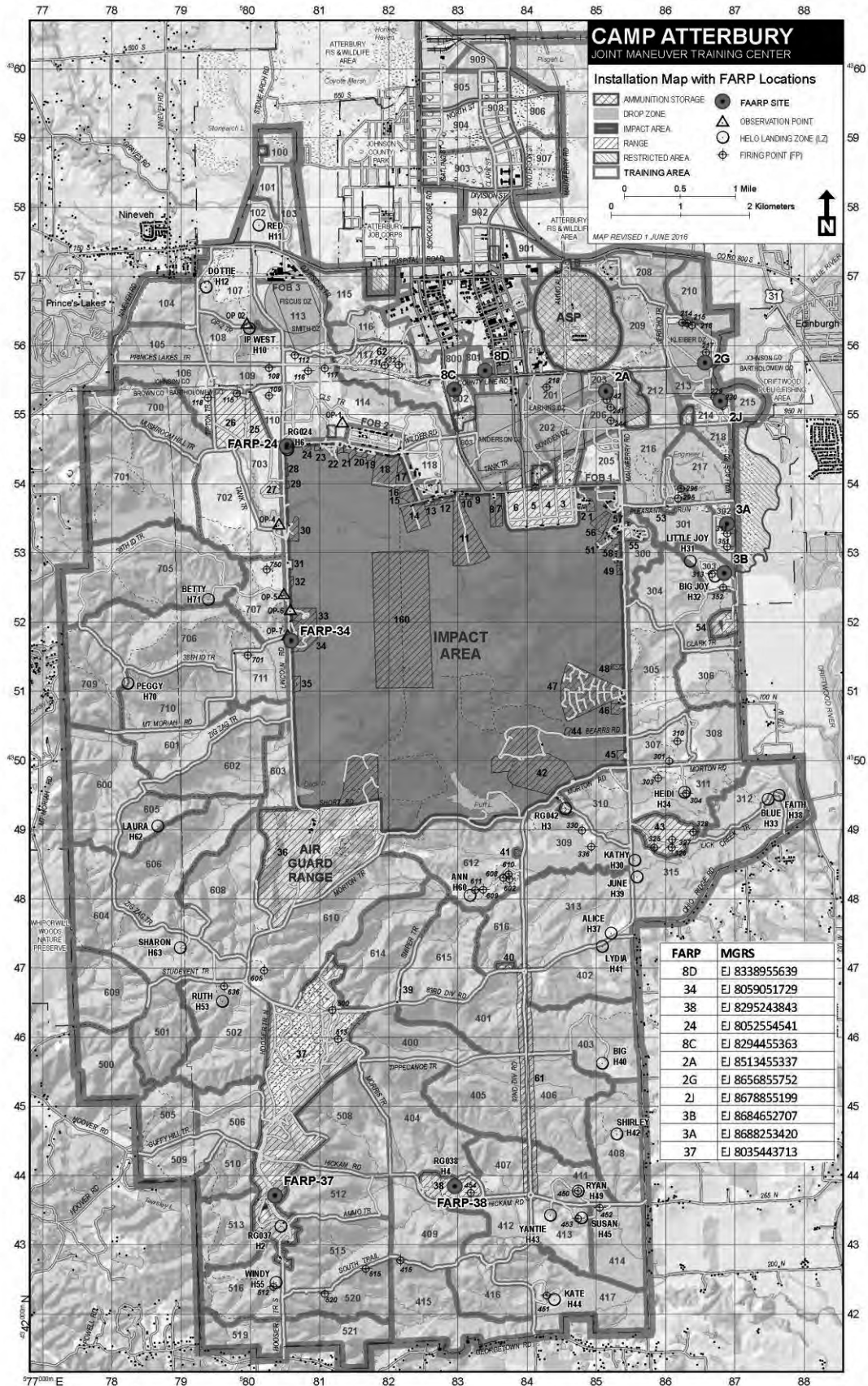
(7) Hot refueling will be initiated only after a safety inspection of the Forward Area Refueling Equipment System (FARES) or Tank and Pump Unit. The designated organizational Safety Officer, Airfield Operations Representative, or the Environmental Representative will complete the inspection.

**Approved FARP Locations**  
**CAMP ATTERBURY AND MUSCATATUCK URBAN TRAINING CENTER**

ID	MGRS	INSTALLATION
8D	EJ 8338955639	CAMP ATTERBURY
34	EJ 8059051729	CAMP ATTERBURY
38	EJ 8295243843	CAMP ATTERBURY
24	EJ 8052554541	CAMP ATTERBURY
8C	EJ 8294455363	CAMP ATTERBURY
2A	EJ 8513455337	CAMP ATTERBURY
2G	EJ 8656855752	CAMP ATTERBURY
2J	EJ 8678855199	CAMP ATTERBURY
3B	EJ 8684652707	CAMP ATTERBURY
3A	EJ 8688253420	CAMP ATTERBURY
37	EJ 8035443713	CAMP ATTERBURY
LZ HERSHEY	FJ 26852285	MUTC
LZ JEFFRIES	FJ 27052379	MUTC

\* Additional FARP locations may be available upon request. Personnel requesting an alternate location to one of the areas identified above should contact Camp Atterbury Scheduling and or Camp Atterbury Range Control.

APPENDIX 1: AVIATION PROCEDURES GUIDE (APG)



**C. Defueling.**

- (1) Defueling operations will be coordinated with the Airfield Operations and conducted IAW applicable maintenance and safety publications.
- (2) Fire/Crash Rescue, coordinated through the Airfield Operations in advance, will standby at the location of the defueling operation.

**30. ARM / DE-ARM PROCEDURES.** Live ordnance and/or ammunition may only be carried and secured with prior approval from the Airfield Commander or Operations Officer. Even with prior approval, aircraft crews must notify Airfield Operations personnel when loading, unloading, or transporting any type of ordnance or ammunition on Himsel Army Airfield.

**A.** Inert ordnance items may be loaded anywhere in the aircraft parking areas.

**B.** Rockets, bombs, and missiles may only be carried as internal cargo.

**C.** Forward-firing guns will not be armed while departing/arriving, or parked at HAAF. Ammunition may be stored within ammunition storage system, but guns will not be armed or loaded. Aircraft will land at designated training areas/ranges and load/unload weapons at that time.

**D.** Crew-served weapons on rotary aircraft will not have feed trays/chambers loaded while departing/arriving, or parked at HAAF. Ammunition boxes will be closed and secured on board, and aircraft will load/unload weapons at designated training areas/ranges.

**E. Takeoff and In-Flight Procedures**

- (1) If possible, aircraft carrying any type of ordnance will not be flown over populated areas.
- (2) Aircraft returning with ordnance or ammunition will notify Airfield Operations of expected landing time.

**31. HAZARDOUS CARGO HANDLING.** Authorization must be obtained by the Airfield Operations Office prior to conducting ammunition/hazardous cargo operations. Aircraft transporting hazardous cargo will comply with AR 95-1 and AR 95-27 regarding the use and/or availability of protective masks. Over flight of the cantonment area while transporting ammunition/hazardous cargo is prohibited.

**32. ENGINE RUN-UP PROCEDURES (Fixed Wing).** All pre-flight run-ups shall be conducted on the runway.

**33. DRAG CHUTE JETTISON.** Not Applicable.

**34. SPECIAL OPERATIONS.** Contact Himsel Operation for special operations.

**35. RUNWAY CONDITION READING (RCR) AND/OR RUNWAY SURFACE CONDITION PROCEDURES.**

Runway, Taxiways and ramp areas shall be evaluated every 5 years, or as directed, for load bearing capacity and condition. Runway surface conditions and runway conditions will be determined and reported as necessary during times of inclement weather or any weather that can impact safe aircraft braking action.

**36. PROTECTING PRECISION APPROACH CRITICAL AREAS.** Not Applicable.

**37. PRIOR PERMISSION REQUEST (PPR).** Refer to Section 10-6 for PPR procedures.

**38. FLIGHT PLANNING & FILING.** Refer to section 10-2 and 10-3 for Flight Planning and Filing procedures.

**39. UAS OPERATIONS.**

**39-1 CAMP ATTERBURY UAS OPERATIONS.**

- A.** UA operators must complete UAS Mission Sheet and provide copy of risk assessment worksheet to operations and receive procedures brief from aviation operations.
- B.** Clearance for all flights must be approved by Himsel Tower.
- C.** While operating at Himsel UAS site, UAS Operations may be required to clear all landing equipment from runway IOT facilitate manned aircraft operations. (Even if UA is airborne!)
- D.** Request clearance from Himsel Tower **PRIOR** to personnel entering, or driving any vehicle onto the airfield runway or aircraft ramp area when operating at Himsel UAS site.
- E.** While UA is in flight, UA Operator will ensure radio communications with Himsel Tower are maintained at all times and 15 minute situation reports (SITREPs) are made as required.
- F.** When experiencing loss of radio contact with Himsel Tower, contact Range Control via radio, or by any other means available.
- G.** Advise Himsel Tower or Range Control as appropriate in the event of an emergency.
- H.** Requests for convoy-following/leading training must be specifically approved by range control.
- I.** Restricted Operation Area/Zone (ROA/ROZ) for Small UAS (SUAS)
  - (1) Issued to Small UAS operators.
  - (2) Location and description will be NOTAM'd and tagged on AWOS recording
- J.** Landing Procedures when landing on Himsel AAF and East UAS Facility (landfill) runways.
  - (1) Request from Himsel Tower descent and transition to the appropriate ACP (listed in Appendix K of this document) in preparation for landing.
  - (2) Himsel Tower will either approve the request or provide an alternate ACP (Appendix K) to transition to until UA can be cleared for landing.
  - (3) Once ACP is reached, report position to Himsel Tower and follow any given instructions.
  - (4) Once cleared for landing by Himsel Tower UA will notify upon leaving ACP and when on final approach or "final". Himsel Tower will give directions for missed approach (wave off) procedures.
  - (5) Upon landing UA, notify Himsel Tower of recovery.

**K. Himsel launch/recovery corridor**

- (1) As required for UA operating from Himsel AAF.
- (2) Corridor is defined as: Grids 8257, 8557, 8254 & 8554.
- (3) When activated by Himsel tower, manned aircraft will remain laterally outside the defined box until UA reports climbing safely above 2000 feet MSL.

**L. East UAS Ops Facility (landfill) launch/recovery corridor**

- (1) As required for UA operation from East UAS Ops Facility
- (2) Corridor is defined as: Training Areas 2, 3 & ASP depicted blast area.
- (3) When activated by Himsel tower, manned aircraft will remain laterally outside the defined box until UA reports climbing safely above 2000 feet MSL.

**M. Coordinating Altitude**

- (1) Coordinating Altitude during UA OPS is 1700 feet MSL.
- (2) Manned aircraft maintain 1500 feet MSL and below.
- (3) UA maintain 2000 feet MSL and above unless during takeoff or landing.

**39-2 MUSCATATUCK UAS OPERATIONS.**

- A.** UA operators must complete UAS Mission Sheet, provide copy of risk assessment worksheet to operations and receive procedures brief from aviation operations.
- B.** UA OIC must assign two qualified UA observers to act as observers (VO) anytime UA is operating in Muscatatuck COA. Observers must be in position ten minutes before any UA operation can occur in Muscatatuck COA. Observers must have radio communication capability and a back-up to transmit and receive to UA GCS and Grizzly Operations (Back-up may be cell phone.)
- C.** UAS must comply with COA and remain in specified airspace.
- D.** Advise Grizzly Operations and/or Jefferson Tower in the event of an emergency.
- E.** Clearance for all flights must be approved by Grizzly Operations or Jefferson Tower, as appropriate.
- F.** Maintain radio communications with Grizzly Ops or Jefferson Tower, as appropriate, and provide 15 minute situation reports (SITREPs).
- G.** Requests for convoy-following/leading training must be specifically approve by Grizzly Ops or Jefferson Proving Ground Range, as appropriate.

**39-3 UAS NVD OPERATIONS.**

- A.** Observers (if required) will be in position 30 minutes prior to night UA operations to ensure dark adaptation.
- B.** NVDs are only used as an aid for observation. Not as primary means.

**39-4 UAS LOST LINK/DISORIENTED PROCEDURES.**

- A.** If UA fails to respond to commands, comply with appropriate COA. Operator must immediately notify Himsel Tower/Range Control/Grizzly Ops/Jefferson Tower, as appropriate, of UA lost link, last known position, heading, airspeed, and altitude. Continue attempts to regain control of UA.
- B.** Command/direct UA to assigned Lost Link/Loiter point (AUTO LAND, if able).
- C.** If at Atterbury, remain within R3401 (if possible), advise Himsel Tower and/or Range Control when UA is re-linked/landed.
- D.** If at Muscatatuck, remain within R3403 or COA approved airspace (if possible), advise Grizzly Ops and/or Jefferson Tower when/if UA is re-linked/landed.
- E.** Upon notification of a UA that is no longer controlled by the operator, Grizzly Ops and/or Jefferson Tower will 'check fire' Ranges, as appropriate, and broadcast an advisory on appropriate frequencies to notify all airspace users of the uncontrolled UA.
- F.** Execute pre-accident plan if necessary. Prepare DA Form 2397U – UAS Accident Report if an accident occurs.

**Camp Atterbury Lost Link Points**

- 16SEJ 806567 (vic Smith DZ)
- 16SEJ 794535 (vic Area 702)
- 16SEJ 844551 (vic Larkin DZ)
- 16SEJ 854553 (vic East UAS OPS Facility/COA mandated point)
- 16SEJ 864560 (vic Kleiber DZ)

**Camp Atterbury Loiter Points:**

- ACP 38: 16SEJ 828438 (vic range 38)
- ACP 602: 16SEJ 837482 (vic Firing point 602)
- ACP Cabin: 16SEJ 853569 (vic MWR Cabins)
- ACP Morton: 16SEJ 858499
- ACP Troop: 16SEJ 842571

**Muscatatuck Loiter/Lost Link Points**

- LZ Holland (NE) N39 03.19 W085 30.58 (16SFJ 28957 23733)
- LZ Bataan (E) N39 02.87 W085 32.50 (16SFJ 26197 23096)
- LZ Saber (SE) N39 02.56 W085 31.97 (16SFJ 26971 22535)
- LZ Snyder (SW) N39 02.68 W085 32.14 (16SFJ 26722 22753)
- LZ Clemens (NW) N39 03.18 W085 32.05 (16SFJ 26837 23680)

**Jefferson Proving Grounds Loiter/Loss Link Point**

- N39 00.59 W085 26.09 (16SFJ 35515 19033)



**39-5 UAS LOST COMMUNICATION WITH AIR TRAFFIC CONTROL.**

- A. Upon losing communication with Himsel Tower/Range Control/Grizzly Ops/Jefferson Tower, as appropriate, Land the UA IMMEDIATELY! Use any means available to re-establish contact.
- B. No aircraft will continue training unless positive radio communication can be maintained.

**39-6 CAMP ATTERBURY UAS/AIR NATIONAL GUARD COORDINATION.**

- A. When scheduling airspace for UA operations, coordination with Air National Guard (ANG) will be required to ensure operational safety.
- B. Contact Range Control at 812-526-1351. Crosscheck requested training times versus ANG block time scheduled for the period of training you are requesting. If conflicts exist, requesting unit must coordinate de-confliction with ANG (812-526-1114).
- C. During ANG operational times, UA must receive specific permission from ANG tower before operating south of Gridline 53 or above 3000 feet MSL north of the Gridline 53.
- D. At no time will UA operators lose contact with Himsel Tower during the radio coordination with the Air guard, unless specifically cleared by Himsel Tower to frequency change.
- E. All UA operations at Range 36 must complete a facility request with CA-DPTMS.

**39-7 MUSCATATUCK UAS/AIR NATIONAL GUARD COORDINATION.**

- A. When scheduling airspace for UA operations, in MUTC COA or R3403, coordination with ANG will be required to ensure operational safety.
- B. Contact Jefferson Range at 812-689-7295. Crosscheck requested training times versus ANG block time scheduled for the period of training you are requesting. If conflicts exist, requesting unit must coordinate de-confliction with ANG.
- C. UA must receive specific permission from Jefferson Tower before commencing flight operations within R3403.

**39-8 UAS WEATHER REQUIREMENTS.** Weather requirements will be in accordance with AR 95-23, chapter 5. For local reference only: AWOS North Vernon (KOVO) 812-346-5041; Himsel (KHBE) 812-526-1745.

**39-9 UAS ACCIDENT AND INCIDENT REPORTING.** In addition to requirements in AR 95-23, AR 385-10 and DA Pamphlet 385-40 provide the initial report of all UAS accidents or incidents to the appropriate DAR within 24 hours.

- A. UAS accident reporting applies to all UAS (including small UAS).
- B. Small UAS (under 20 pounds) accident reporting is addressed in AR 95-23.

C. DA Form 2397-U (Unmanned Aircraft System Accident Report) (Appendix J) is required for all UAS aviation accidents, regardless of the class. Investigation and submission of form 2397-U will be in accordance with AR 385-10.

**39-10 CAMP ATTERBURY UAS COA OPERATIONS.** UAS Operations at CAIN will be IAW applicable Certificate of Authorization (COA). In addition to provisions outlined in the COA, the procedures below must be followed:

48 hours prior to UA operations, Himsel operations must file FAA NOTAM (877-487-6867) and local NOTAMs with KBAK (812-379-9942), K3FK (317-736-8359) and KGEZ (317-392-8210) stating COA UA activities, altitudes, DTG and start/stop times.

**A. HIMSEL Ops:**

- (1) 120 mins prior **and** completion of ops, contact ZID MOS (317-247-2242.)
- (2) Ensure COA Communication/coordination requirements completed.
- (3) Ensure visual observers stationed before any UAS ops commence.
- (4) For local weather reference only: AWOS Himsel (812-526-1745.)
- (5) Complete/submit monthly recording and reporting (operational report form.)
- (6) In the event of an accident/incident, initiate the Himsel UA Pre-accident Plan.
- (7) Review incident/accident/mishap reporting.
- (8) Maintain launch/recovery logs.

**B. Himsel Tower transmit UA Ops radio call on 126.2 MHz: "Attention all aircraft, notice to airmen, unmanned aircraft operations in progress within 1 mile north of northeast corner of restricted area between 1000ft and 2800ft MSL. Any traffic in the area, please advise."**

- (1) Before UAS may launch or begin recovery procedures, if COA is needed.
- (2) Anytime manned aircraft is sighted or heard
- (3) Radio call is required only when UA is within or expected to enter COA airspace.

**C. UA operators:**

- (1) Possess complete copy of appropriate COA and APG.
- (2) Receive APG Brief. (Sign-in sheet) Ensure pre-takeoff briefing is completed.
- (3) Submit completed Risk Assessment Worksheet.
- (4) Ensure UA remains within restricted airspace or assigned COA operations area and specified altitude limits.
- (5) All observers/operators utilize NVDs for night operations, as appropriate (SS-SR). Not to be used as primary means, only to aid in observation.
- (6) Receive launch/recovery permission from Himsel Tower.
- (7) Transmit 15 minute situation reports (SITREP) to Himsel Tower whenever UA is airborne, as required.
- (8) Report when entering or exiting COA airspace. UA must receive specific permission from Himsel Tower to enter COA airspace.
- (9) Complete daily recording and reporting (operational report form.)

**D. Visual Observers:**

- (1) Possess primary radio communication with GCS and Himsel Tower on VHF 126.2 and a back-up means (back-up may be a cell phone).
- (2) Physically located at elevated observation platform ten minutes before UA operations may commence.
- (3) Transmit initial "ready" radio call to Himsel Tower once in observer position before any UA may enter COA.

- (4) Transmit 15 minute radio checks to Himsel Tower anytime a UA is airborne inside COA
- (5) Notify Himsel Tower immediately if any manned aircraft is sighted or heard.
- (6) If manned/unmanned aircraft collision appears imminent, order UAS to land immediately.

**39-11 MUSCATATUCK SUAS COA OPERATIONS.** UAS Operations at MUTC will be IAW applicable Certificate of Authorization (COA). In addition to provisions outlined in COA, procedures below must be followed:

48 hours prior to UA operations, Grizzly operations must file FAA NOTAM (877-487-6867) and local NOTAMs with KOVO (812-346-5223), Brush Creek (812-458-6969), KGEZ (317-392-8210) and JPG Tower (812-689-7295) stating COA UA activities, altitudes, DTG and start/stop times.

**A. Grizzly Ops:**

- (1) 120 mins prior **and** completion of ops, contact ZID MOS (317-247-2242.)
- (2) Ensure COA Communication/coordination requirements completed.
- (3) Ensure visual observers stationed before any UAS ops commence.
- (4) For local weather reference only: AWOS KOVO (812-346-5041.)
- (5) Complete/submit monthly recording and reporting (operational report form.)
- (6) In the event of an accident/incident, initiate the Grizzly UA Pre-accident Plan.
- (7) Review incident/accident/mishap reporting.
- (8) Maintain launch/recovery logs.

**B. Grizzly Ops transmit CTAF radio call on 122.7 MHz: “North Vernon traffic, notice to airmen, unmanned aircraft operations in progress vicinity water tower 3 miles east of airport below (AGL altitude as authorized by COA), North Vernon.”**

- (1) Before UAS may launch.
- (2) Anytime new manned aircraft is sighted or heard.
- (3) Anytime new manned aircraft announces intentions on CTAF for North Vernon.
- (4) At top and bottom of every hour.

**C. UA operators:**

- (1) Possess complete copy of appropriate COA and APG.
- (2) Receive APG Brief. (Sign-in sheet) Ensure pre-takeoff briefing is completed.
- (3) Submit completed Risk Assessment Worksheet.
- (4) Ensure UA remains within assigned COA operations area and specified altitude limits.
- (5) All observers/operators utilize NVDs for night operations (SS-SR).
- (6) Receive launch/recovery permission from Grizzly Ops.
- (7) Transmit 15 minute situation reports (SITREP) to Grizzly Ops whenever UA is airborne.
- (8) Complete daily recording and reporting (operational report form).

**D. Visual Observers:**

- (1) Possess primary radio communication and back-up (back-up may be a cell phone)
- (2) Physically located at elevated observation platform ten minutes before UA operations may commence.
- (3) Transmit initial “ready” radio call to Grizzly Ops once in observer position before any UA may operate in COA airspace.
- (4) Transmit 15 minute radio checks to Grizzly Ops anytime a UA is airborne in COA airspace.
- (5) Notify Grizzly OPS immediately if any manned aircraft is sighted or heard.
- (6) If manned/unmanned aircraft collision appears imminent, order UAS to land immediately.

**40. SLOPE OPERATIONS.** Slope landings can be conducted at various locating on the airfield when approved by the Tower. Aircrew members should be vigilant of conditions and aircraft limitations prior to conducting slope operations.

**41. SLING-LOAD OPERATIONS.** Aircraft carrying sling-loads will avoid overflight of buildings, troop concentrations and/or build up areas. Aircraft will advise Himsel Tower or Himsel Advisory when conducting sling-load operations.

**42. PARA-DROP OPERATIONS.** All para-drop operations will be approved and scheduled by DPTMS. Final approval of para-drop operations is required from DPTMS NLT 96 hours prior to execution in order to issue a local NOTAM 48 hours in advance. Additional coordination with the Airfield Operations office or Range Control will be required prior to and during conduct of operations.

**A.** Para-drop operations will be conducted IAW appropriate regulations, supporting Unit SOP, supported Unit SOP and the aircraft's operators manual.

**B.** Plans to use a specific Drop Zone (DZ) in conjunction with para-drop operations as part of an Annual Training will be identified on CA 350-1-R (Atterbury Facilities Request) at least 180 days prior to the scheduled Annual Training Date.

**C.** There are fourteen USAF approved Drop Zones available at Camp Atterbury. See table below for location and description of each.

**D.** The Pilot in Command will:

(1) Obtain, read and understand the supported organizations SOP.

(2) Be familiar with FAR 105

(3) Contact Himsel Tower/Himsel Advisory or Himsel Operations Office 10 minutes prior to the drop for final verification that the operation can proceed safely with regard to airspace, range and Air National Guard range activity.

**E.** The Supported Organizations will:

(1) Coordinate all necessary support for the control and safe conduct of para-drop operations.

(2) Ensure that emergency equipment/medical personnel are available at the specified Drop Zone.

## CAMP ATTERBURY DROP ZONES

DZ NAME	DZ CENTERPOINT	CDS/CRS	PER	HE	MFF	SATB	CRRC	HSSLADS	HVCDS
BOWDEN DZ	EJ 84742 55014	YES	YES	YES	YES	YES	NO	YES	YES
BOWDEN CIR	EJ 84882 54955	YES	YES	NO	YES	YES	NO	NO	NO
KLIEBER DZ	EJ 86330 55817	YES	NO	YES	YES	YES	NO	YES	YES
LARKIN DZ	EJ 84314 55035	YES	YES	YES	YES	YES	NO	NO	YES
LARKIN DZ RES	EJ 84341 55035	YES	YES	YES	YES	YES	NO	NO	YES
LARKIN CIRC	EJ 84336 55042	YES	YES	NO	YES	YES	NO	NO	NO
ROBINSON DZ	EJ 84887 54948	YES	YES	YES	YES	YES	NO	NO	YES
SMITH DZ	EJ 80653 56634	YES	YES	NO	YES	YES	NO	NO	NO
TA 702	EJ 79706 53920	YES	YES	YES	YES	YES	NO	YES	YES
CAS	EJ 81016 49214	NO	NO	NO	YES	YES	NO	NO	NO
JOY	EJ 86588 52678	YES	YES	NO	YES	YES	NO	NO	NO
PROCTOR	EJ 79850 57226	NO	NO	NO	YES	YES	NO	NO	NO
ANDERSON DZ	EJ 83582 54755	YES	YES	NO	YES	YES	NO	NO	NO
ANDERSON CIR	EJ 83594 54673	YES	YES	NO	YES	YES	NO	NO	NO

## MUTC DROP ZONES

DZ NAME	DZ CENTERPOINT	CDS/CRS	PER	HE	MFF	SATB	CRRC	HSSLADS	HVCDS
North Vernon DZ		NO	YES	NO	YES	NO	NO	NO	NO
Mclochlin DZ	FH 35974 98421	YES	YES	YES	YES	YES	NO	YES	YES

CDS/CRS - Container Delivery System/Container Release System

PER - Personnel

HE - Heavy Equipment

MFF - Military Free Fall

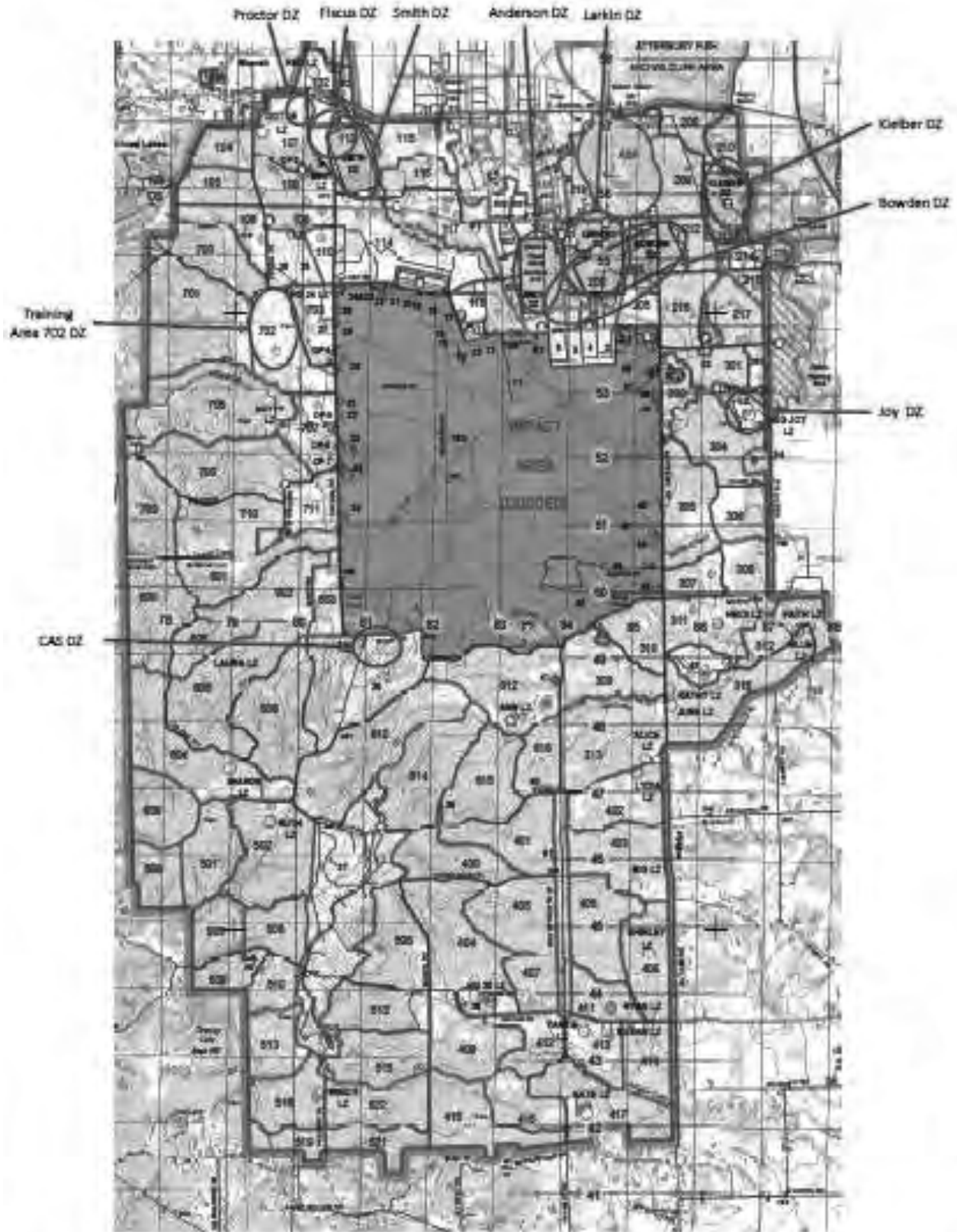
SATB - Simulated Air Drop Training Bundles

CRRC - Combat Rubber Raiding Craft

HSSLADS - High Speed Low Level Aerial Delivery System

HVCDS - High Velocity Container Delivery System

APPENDIX 1: AVIATION PROCEDURES GUIDE (APG)



**43. HIGH-HOVER OPERATIONS.** Contact Himsel Tower for all high hover requests on the airfield.

**44. FAST ROPE / RAPPELLING OPERATIONS / SPECIAL PATROL INFILTRATION EXFILTRATION SYSTEM.**

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

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

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

**C.** Tactical egress operations must be planned/conducted IAW appropriate regulations, SOP, and Aircraft Operator's Manual.

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

**E.** Prior to and during conduct of a tactical egress event, the PC and the supported organization Safety Officer/NCO will:

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

**45. NVD OPERATIONS / PROCEDURES.**

**A.** No aircraft will perform single ship terrain flight under NVD/NVS within the boundaries or airspace of Atterbury unless:






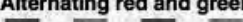
- (1) Continuous two-way communication is established, and can be maintained, with the using organization's Flight Operations/Tactical Operations Center (TOC) on site at Atterbury, or
- (2) Continuous two-way communication is established, and can be maintained, with either Himsel Tower/Advisory or a cover aircraft that is operating at 200' AGL or higher.

B. Two NVD/NVS aircraft may perform terrain flight training at the same time by providing mutual support and flight following.

C. IAW AR 95-1, mixing of aided and unaided aircraft within the same flight is unauthorized.

**46. RANGE CONTROL / FLIGHT OPERATIONS.** All aircraft will flight follow with Himsel Tower or Himsel Advisory during regular duty hours. Position Reports will be provided to Himsel Tower or Himsel Advisory every 15 minutes or as directed. When Himsel Army Airfield is closed, it is the responsibility of the owning unit to provide a flight following capability. Himsel Operations will initiate overdue aircraft procedures when known inbound aircraft have not made initial contact with Himsel Tower and are 30 minutes past ETA. Overdue aircraft procedures will also be implemented when an aircraft fails to provide a position report and the tower has been unable to establish positive contact.

**47. TOWER LIGHT GUN SIGNALS**

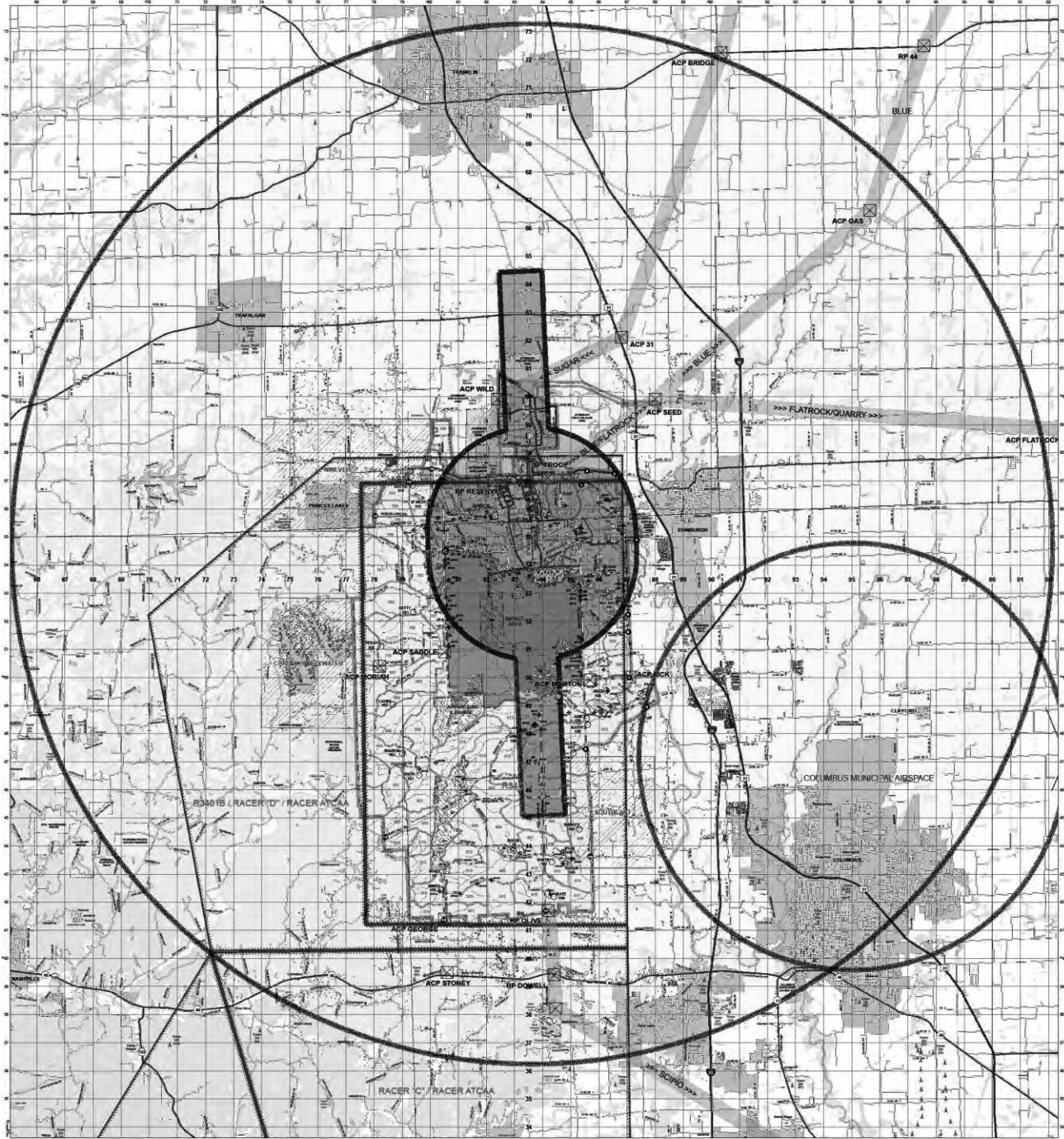
Color and Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
<b>Steady green</b> 	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
<b>Flashing green</b> 	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
<b>Steady red</b> 	Stop	Stop	Give way to other aircraft and continue circling
<b>Flashing red</b> 	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
<b>Flashing white</b> 	Return to starting point on airport	Return to starting point on airport	Not applicable
<b>Alternating red and green</b> 	Exercise extreme caution!!!!	Exercise extreme caution!!!!	Exercise extreme caution!!!!

**48. LASER OPERATIONS / LASER FREE & CRITICAL ZONES.** Laser operations are coordinated and approved by Range Control. Any laser operations effecting aircraft operations in the laser free zone or critical zone will be annotated in a local NOTAM. Laser sighting operations by maintenance personnel are not authorized.

A. **LASER FREE ZONE.** The laser free zone encompasses the volume of airspace immediately next to the runway. When laser beams in this zone could exceed the laser free level, redundant layers of protective mechanisms are advisable since visual interference by a laser beam in this zone would be very serious. The laser free zone is 2 NM around the runway and the area 5000' wide out 5 NM from the runway ends and extends upward encompassing the airspace up to 2000' AGL.

B. **CRITICAL ZONE.** The critical zone encompasses the area on the ground or the volume of airspace where interference with critical visual tasks, such as operating an automobile or aircraft at night, would jeopardize safety. The critical zone is a 10 NM circle from the center of the runway encompassing the airspace up to 8000' AGL.





**CAMP ATTERBURY**  
JOINT MANEUVER TRAINING CENTER  
AIRFIELD LASER ZONE MAP

**LASER ZONE**

SCALE 1:50,000

0 0.5 1 2 4 Kilometers

0 0.5 1 2 4 Miles

REVISED AUGUST 2016

**MILITARY OVERTOP INFORMATION**

**MILITARY LEGEND**

- AMMUNITION STORAGE AREA
- CAMPBMENT AREA
- ENEMY ZONE (EZ)
- IMPACT AREA (IMPACT)
- RANGE
- RESTRICTED AREA
- TRAINING AREA
- SARVAID
- MILITARY OPERATIONS AIRSPACE
- NAVE GENETIC AREA
- HELIFLIGHT ROUTE
- REGULATED AIRSPACE
- REPORTING POINT / CONTROL POINT
- FRINGE POINT (FP)
- HELIPAD LANDING ZONE (LZ)
- OBSERVATION POINT (OP)
- EXTERIOR GATE

**AIRSPACE INFORMATION**

AIRSPACE	ALTITUDE
EMDA	SLC - FL250
REMER	1,200 AGL - 14,000 MSL
RACER ATCAA	FL30 - FL250
RACER MCA A	500 AGL - 1,000 MSL
RACER MCA B	4,000 AGL - 6,000 MSL
RACER MCA C	500 AGL - 17,000 MSL
RACER MCA D	14,000 MSL - 17,000 MSL

**LASER ZONES**

- LASER FREE ZONE
- CRITICAL ZONE

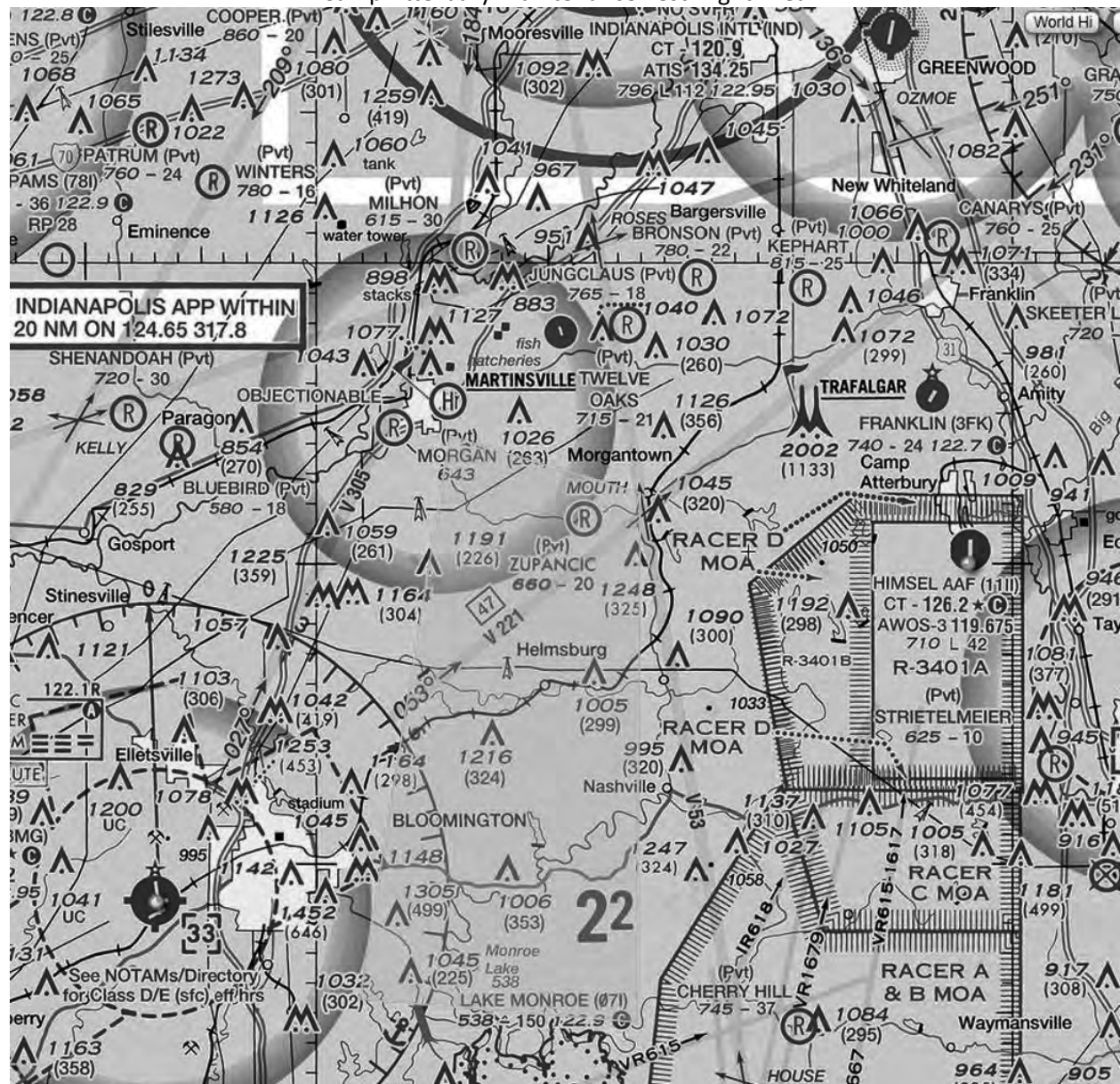
**CAMP ATTERBURY RANGES & FACILITIES**

RANGES	FRINGE POINTS (FP)	DROP ZONES (DZ)
1. Advanced High Fly	APF01	ADZ01
2. Advanced Low Fly	APF02	ADZ02
3. Advanced High Fly	APF03	ADZ03
4. Advanced Low Fly	APF04	ADZ04
5. Advanced High Fly	APF05	ADZ05
6. Advanced Low Fly	APF06	ADZ06
7. Advanced High Fly	APF07	ADZ07
8. Advanced Low Fly	APF08	ADZ08
9. Advanced High Fly	APF09	ADZ09
10. Advanced Low Fly	APF10	ADZ10
11. Advanced High Fly	APF11	ADZ11
12. Advanced Low Fly	APF12	ADZ12
13. Advanced High Fly	APF13	ADZ13
14. Advanced Low Fly	APF14	ADZ14
15. Advanced High Fly	APF15	ADZ15
16. Advanced Low Fly	APF16	ADZ16
17. Advanced High Fly	APF17	ADZ17
18. Advanced Low Fly	APF18	ADZ18
19. Advanced High Fly	APF19	ADZ19
20. Advanced Low Fly	APF20	ADZ20
21. Advanced High Fly	APF21	ADZ21
22. Advanced Low Fly	APF22	ADZ22
23. Advanced High Fly	APF23	ADZ23
24. Advanced Low Fly	APF24	ADZ24
25. Advanced High Fly	APF25	ADZ25
26. Advanced Low Fly	APF26	ADZ26
27. Advanced High Fly	APF27	ADZ27
28. Advanced Low Fly	APF28	ADZ28
29. Advanced High Fly	APF29	ADZ29
30. Advanced Low Fly	APF30	ADZ30
31. Advanced High Fly	APF31	ADZ31
32. Advanced Low Fly	APF32	ADZ32
33. Advanced High Fly	APF33	ADZ33
34. Advanced Low Fly	APF34	ADZ34
35. Advanced High Fly	APF35	ADZ35
36. Advanced Low Fly	APF36	ADZ36
37. Advanced High Fly	APF37	ADZ37
38. Advanced Low Fly	APF38	ADZ38
39. Advanced High Fly	APF39	ADZ39
40. Advanced Low Fly	APF40	ADZ40
41. Advanced High Fly	APF41	ADZ41
42. Advanced Low Fly	APF42	ADZ42
43. Advanced High Fly	APF43	ADZ43
44. Advanced Low Fly	APF44	ADZ44
45. Advanced High Fly	APF45	ADZ45
46. Advanced Low Fly	APF46	ADZ46
47. Advanced High Fly	APF47	ADZ47
48. Advanced Low Fly	APF48	ADZ48
49. Advanced High Fly	APF49	ADZ49
50. Advanced Low Fly	APF50	ADZ50
51. Advanced High Fly	APF51	ADZ51
52. Advanced Low Fly	APF52	ADZ52
53. Advanced High Fly	APF53	ADZ53
54. Advanced Low Fly	APF54	ADZ54
55. Advanced High Fly	APF55	ADZ55
56. Advanced Low Fly	APF56	ADZ56
57. Advanced High Fly	APF57	ADZ57
58. Advanced Low Fly	APF58	ADZ58
59. Advanced High Fly	APF59	ADZ59
60. Advanced Low Fly	APF60	ADZ60
61. Advanced High Fly	APF61	ADZ61
62. Advanced Low Fly	APF62	ADZ62
63. Advanced High Fly	APF63	ADZ63
64. Advanced Low Fly	APF64	ADZ64
65. Advanced High Fly	APF65	ADZ65
66. Advanced Low Fly	APF66	ADZ66
67. Advanced High Fly	APF67	ADZ67
68. Advanced Low Fly	APF68	ADZ68
69. Advanced High Fly	APF69	ADZ69
70. Advanced Low Fly	APF70	ADZ70
71. Advanced High Fly	APF71	ADZ71
72. Advanced Low Fly	APF72	ADZ72
73. Advanced High Fly	APF73	ADZ73
74. Advanced Low Fly	APF74	ADZ74
75. Advanced High Fly	APF75	ADZ75
76. Advanced Low Fly	APF76	ADZ76
77. Advanced High Fly	APF77	ADZ77
78. Advanced Low Fly	APF78	ADZ78
79. Advanced High Fly	APF79	ADZ79
80. Advanced Low Fly	APF80	ADZ80
81. Advanced High Fly	APF81	ADZ81
82. Advanced Low Fly	APF82	ADZ82
83. Advanced High Fly	APF83	ADZ83
84. Advanced Low Fly	APF84	ADZ84
85. Advanced High Fly	APF85	ADZ85
86. Advanced Low Fly	APF86	ADZ86
87. Advanced High Fly	APF87	ADZ87
88. Advanced Low Fly	APF88	ADZ88
89. Advanced High Fly	APF89	ADZ89
90. Advanced Low Fly	APF90	ADZ90
91. Advanced High Fly	APF91	ADZ91
92. Advanced Low Fly	APF92	ADZ92
93. Advanced High Fly	APF93	ADZ93
94. Advanced Low Fly	APF94	ADZ94
95. Advanced High Fly	APF95	ADZ95
96. Advanced Low Fly	APF96	ADZ96
97. Advanced High Fly	APF97	ADZ97
98. Advanced Low Fly	APF98	ADZ98
99. Advanced High Fly	APF99	ADZ99
100. Advanced Low Fly	APF100	ADZ100

**49. AIRCRAFT MAINTENANCE FLIGHTS.** The maintenance test flight area is located approximately 5 miles west of the Restricted Area 3401-B. The latitude and longitudes are listed below along with a visual depiction of the area. Lemon Lake is located near the center of the Maintenance Test Flight area (for Crewmember reference only). Consult the latest VFR sectional for navigational checkpoints and frequencies in the area.

<b>Northeast Corner</b>	<b>N 39° 23' 52</b>	<b>W 86° 22' 60</b>
<b>Northwest Corner</b>	<b>N 39° 22' 18</b>	<b>W 86° 15' 58</b>
<b>Southwest Corner</b>	<b>N 39° 05' 56</b>	<b>W 86° 12' 49</b>
<b>Southeast Corner</b>	<b>N 39° 06' 05</b>	<b>W 86° 27' 50</b>

Camp Atterbury Maintenance Test Flight Area



- 50. REMAIN OVERNIGHT (RON) PROCEDURES.** Any aircraft planning to RON at Himsel Army Airfield requires prior permission. Camp Atterbury provides 24 hour security on the installation, however all equipment and personal items must be removed and locked up prior to leaving the aircraft. Camp Atterbury and Himsel Army Airfield does not assume any responsibility for lost, stolen, or damaged equipment left on the flight line or airfield.
- 51. FUEL SAMPLING DISPOSITION.** Fuel sample bottles are located in the FOD & Fuel storage containers located along the North and South Ramps. Personnel must clean the fuel sample bottles thoroughly before use to ensure that the sample taken during the preflight inspection is accurate. Fuel collected for the sample should be disposed of in the FOD & Fuel storage containers. Airfield personnel will dispose of the collected fuel samples in the FOD & Fuel storage containers.
- 52. AIR GUARD RANGE OPERATIONS (RANGE 36).** Contact the Air to Ground Range Tower (when operational) on 383.3 (Primary), 30.10 (Alternate) prior to operating south of grid line 53. When operational, at no time will aircraft enter the Air Force Range SDZ (Range 36) without explicit permission of the Air Force Range Officer on duty in the range tower. A schedule of operations is available at ANG Range HQ's in Building 124. High performance fixed-wing aircraft may operate as low as 100' AGL over the reservation during training on the Air to Ground Range.