USASA Fort Dix Regulation 95–1

Aviation

Flight Regulations

Department of the Army
Headquarters USASA Fort Dix
15 July 2022

SUMMARY of CHANGE

USASA Fort Dix Regulation 95–1

Flight Regulations

This revision, dated 15 July 2022

- Supersedes USASA Fort Dix Regulation 95-1 dated 30 May 2016
- Incorporates the changes as stated in AR 95-1 dated 22 March 2018
- Incorporates Letter of Agreement dated 6 February 2013, Coordination and Control of Activities in R-5001 A/B
- Incorporates the changes as stated in USASA Fort Dix Pamphlet 350-3 dated 1 February 2017
- Incorporates the changes as stated in USASA Fort Dix Regulation 350-3 dated 18 January 2022

DEPARTMENT OF THE ARMY **USASA Fort Dix Regulation 95-1**
UNITED STATES ARMY SUPPORT ACTIVITY FORT DIX
Joint Base McGuire-Dix-Lakehurst, New Jersey 08640-5089
15 July 2022

Aviation
Flight Regulation

(AMIM-DIO-T)

Applicability: This regulation applies to all Department of Defense, other federal agencies, and civilian agencies authorized aircraft systems and persons involved in the operation, aviation training, and standardization of such aircraft and systems conducting aircraft missions on US Army Support Activity (USASA) Fort Dix.

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Contents (Listed by paragraph and page number)

Chapter 1
General

1–1. Purpose
This regulation establishes procedures, policy, and responsibilities for:

a. ASA Fort Dix Aviation local flying rules
b. Command, control, and usage of Restricted Air Space R5001 A/B
c. Use of the Army Ramp and other landing areas
d. Flight violations
e. Aviation Support

1–2. References
Required and related publications and prescribed and referenced forms are listed in Appendix A.

1–3. Explanation of abbreviations and terms
Abbreviations and terms used in this regulation are explained in the glossary.

1–4. Responsibilities
The Commander, US Army Support Activity (USASA) Fort Dix, in accordance with (IAW) AR 95-1, Flight Regulations, Chapters 1-4, will provide a safe operating facility for the conduct of aviation training.

1–5. Internal control review checklist
a. AR 11-2, Managers Internal Control Program, prescribes policies and responsibilities for the Army Managers' Internal Control Program (MICP) and apply to all Army organizations and programs.

b. Appendix B is the applicable Management Control Evaluation Checklist. Managers will use the checklist as daily guidance and will formally complete the checklist as scheduled by the HQDA functional proponents in the annually updated management control plan. AR 11-2 provides guidance for completing the checklist. Specifically, it will—

(1) Test whether prescribed controls are in place, operational, and effective. Analytical techniques, such as statistical sampling, should be used when appropriate to conserve resources.

(2) Identify areas where additions or reductions to existing controls are needed.

(3) Select corrective actions when deficiencies have been found that can be corrected locally.

(4) Refer deficiencies that cannot be corrected locally to higher command levels for assistance.

(5) Provide support for the commander's annual statement of how adequate internal controls are within the organization.

1–6. Deviations
a. Individuals may deviate from provisions of this regulation during emergencies.

b. Individuals who deviate from the provisions of this regulation and Federal Aviation Administration (FAA) regulations must report details of the incident directly to the USASA Fort Dix DPTMS Director. A written copy of the incident details will be

forwarded to the USASA Fort Dix Aviation Coordinator. The incident must be reported within 24 hours after it occurs.

c. Violations of Federal Aviation Regulations (FAR), International Civil Aviation Organization (ICAO), and military aviation regulations will be treated per paragraph 2-13.

1–7. Waivers and delegation of authority

Authority to grant waivers is stated in specific paragraphs of this regulation.

Chapter 2
Aviation Management

2–1. Personnel authorized to fly aircraft at USASA Fort Dix

The following personnel may fly aircraft:

a. Personnel meeting the requirements of AR 95-1, paragraph 2-1.

b. Personnel in aviation service who have complied with qualification, training, evaluation, and currency requirements of AR 95-1, chapter 4 for the aircraft to be flown.

2–2. Personnel authorized to start, run up, and taxi Army aircraft at USASA Fort Dix Army Ramp

a. Personnel authorized to start, run up, and taxi aircraft is outlined in AR 95-1, paragraph 2-2.

b. McGuire Field Ground Operations must approve all aviation operations. Aviation operations is defined as any operation with intent to start the main aircraft engines.

2–3. Crewmembers prohibited from performing aircrew duty

Crew members prohibited from performing aircrew duties are outlined in AR 95-1, paragraph 2-3.

2–4. Aviators restricted to limited cockpit duty (Manned)

Aviators restricted to limited cockpit duty is outlined in AR 95-1, paragraph 2-4.

2–5. Aircrew and maintenance checklists

a. (Manned) Operator and crew member checklists will be used before starting engines through before leaving aircraft checks on the USASA Army Ramp and in USASA Fort Dix ALZs/TLZs.

b. (Unmanned) The publications and forms required by DA Pam 750–8 for all Unmanned Aircraft Systems (UAS) associated vehicles and ground support equipment and DA Pam 738–751 for UAS air vehicles and UAS support equipment will be physically present for review by each Soldier directly involved in the actual flight of the UAS before operations commence.

c. Operator and crewmember checklists will be used for preflight through before leaving aircraft checks.

d. Checklists and test flight manuals will be utilized while making operational maintenance checks and preventive maintenance inspections.

e. Only DA approved operator's manuals and checklists will be used, except as specified in AR 95-1, paragraph 9-5.

2–6. Logging flying time
DA Form 2408-12 (Army Aviator's Flight Record) will be proper annotated for each flight in aircraft by all crew members indicating duties performed, mission, and flight condition is outland in AR 95-1, paragraph 2-6 and is to be performed by the unit or organization conducting training at USASA Fort Dix.

2–7. Computation of flying time
Manned and Unmanned flying time computation will be IAW AR 95-1, paragraph 2-7.

2–8. Individual flight records
Each crew member's flight records will be maintained by the unit or organization assigned.

2-9. Use of USASA Fort Dix Army Aviation Ramp and Landing Areas (All operations in and out of these sites must adhere to Class Delta airspace requirements established by the owning authority.)

a. The USASA Fort Dix Commander or the designee has final approval authority for aircraft utilizing the USASA Army Ramp and Landing Zones (LZs).

b. All air crews conducting aviation operations on USASA Fort Dix are required to attend an Aviation Information Brief prior to the mission.

c. Landing area locations are identified in USASA Fort Dix (USASAFD) Pamphlet 350-3, Appendix G, Table G-2.

d. The pilot(s) in command (PIC) will ensure the mission-landing areas are safe and adequate for the size and type of operation being conducted.

e. USASA Fort Dix Coordinator will conduct a safety inspection of the selected landing area prior to the mission.

f. Aviators who have partitioned and acquired a Prior Permission Request (PPR) (requested 48 hours prior to the landing) to land at the Army Ramp or an approved landing zone may utilize the designated landing area addressed in the PPR.

g. Flight Route planning for flying in the restricted space: The PIC will check the status of the ranges/training areas and plan the flight to avoid those areas classified as "hot" areas by the USASA Fort Dix Range Control Fire Desk. All routes in the restricted space are to follow Range Road at an altitude no lower than 300 feet above ground level (AGL) and no higher than 800 feet AGL until arriving at the requested LZ.

h. Prior to entering the restricted space: The Flight PIC is required to contact the USASA Fort Dix Range Fire Desk to request permission to enter.

i. When departing the restricted space: The Flight PIC is required to contact the Range Fire Desk notifying the Fire Desk that the flight is clear from the restricted space.

j. Communication during range operations: Range Control Fire Desk monitors Frequency Modulated (FM) 36.30 as the primary for aviation and 34.30 as the alternate. The Range Control Fire Desk can also be contacted on land line at phone number 609-562-4600.

2–10. USASA Fort Dix Army Aviation Local Flying Rules

a. The boundaries of the local flying area are defined as follows (refer to Section Aeronautical Maps): From a point a ½ mile off shore along the east coast of New Jersey to the top of the Hook in North Jersey. Northeast is a straight line to a point a ½ mile South of Rockaway Beach, Long Island, New York. Continue East a ½ mile South of East Hampton Airport, Long Island, Northwest along a line to Waterbury-Oxford

Airport, Connecticut, West to Stewart Airport, New York, West to Cherry Ridge Airport, Pennsylvania, Southeast to York, Pennsylvania, Southeast along Highway 83 to Baltimore International Airport, Maryland, Southeast to the Chesapeake Bay Bridge, East along Highway 50 to the coast of Delaware to Cape Henlopen, Delaware, Northeast across Delaware Bay to Cape May, New Jersey.

b. A local area map with restricted or "NO FLY OVER" areas marked is provided in the USASA Fort Dix Aviation Operations Building (Bldg 4421).

c. Permanent "NO FLY OVER" areas located in the local flying area are listed below:

(1) JB MDL Medical Facility
(2) USASA Fort Dix Headquarters
(3) Restricted Area, R5001 A/B (when active)
(4) McGuire Field Hazardous Cargo Loading Areas
(5) Federal and State Prisons

d. All rotary wing flights inside the McGuire Class Delta Airspace will be conducted at 800 feet AGL or below to avoid a conflict with fixed wing traffic.

2–11. Restricted Air Space R5001 A/B

a. Controlling Agency: McGuire Radar Approach Control (RAPCON)

b. Scheduling Agency: USASA Fort Dix, DPTMS-TD.

c. Using Agency: USASA Fort Dix, DPTMS-TD

d. R-5001 A: Per DoD Flight Information Publication, Area Planning 1A (AP/1A), R-5001 Section A boundary is:

Section A, N40°02'45.00" W74°26'59.00" to N40°00'00.00" W74°26'19.00" to N39°59'00.00" W74°25'07.00" toN39°58'00.00" W74°24'59.00" to N39°57'30.00" W74°25'16.00" to N39°57'23.00" W74°25'49.00" toN39°58'45.00" 74°27'59.00" to N39°58'45.00" W74°31'24.00" to N39°59'15.00" W74°33'29.00" to N40°01'53.00" W74°33'29.00" to N40°02'45.00" W74°32'29.00" to beginning; surface to 4,000 Mean Sea Level (MSL).

e. R-5001 B: Per DoD Flight Information Publication, AP/1A, R-5001 Section B boundary is:

Section B, N40°02'45.00" W74°26'59.00" to N40°00'00.00" W74°26'19.00" to N39°59'00.00" W74°25'07.00" toN39°58'00.00" W74°24'59.00" to N39°57'30.00" W74°25'16.00" to N39°57'23.00" W74°25'49.00" to N39°58'45.00" W74°27'59.00" to N39°58'45.00" W74°31'24.00" to N40°01'53.00" W74°33'29.00" to N40°02'45.00" W74°32'29.00" to beginning; from 4,000MSL to 8,000 Mean Sea Level (MSL).

f. R-5001 East: The area East of a line beginning with point N40°02'30.20" W74°26'59.00" to N39°58'53.30" W74°31'58.40" (see attachment 1 and 2) associated with rotor wing aerial gunnery.

g. Area 1: Northwestern portion of R-5001 bounded by the following coordinates: N40°01'45.00" W74°33'29.00" to N40°01'53.00" W74°33'29.00" to N40°02'45.00" W74°32'29.00" toN40°02'45.00" W74°31'30.00" to beginning (see attachment 1 and 2) associated with instrument procedures in/out of McGuire Field.

h. The Letter of Agreement (LOA) explicitly defines the procedures and responsibilities for the use of airspace in Restricted Area R-5001; refer to Appendix H.

2–12. Aircraft lighting requirements

a. Aircraft shall be illuminated to at least the minimum standards required by McGuire Air Mission Operations (AMOP).

b. Anti-collision lights will be on when aircraft engines are operating except when:

(1) Conducting night vision device operations.

(2) Conditions may cause vertigo.

(3) There may be other hazards to safety.

c. Position lights will be on bright between official sunset and sunrise.

d. Night vision device lighting requirements will be as prescribed in the unit standing operating procedures (SOP) and IAW AR 95-2.

2–13. Flight violations

Policies and procedures for reporting and investigating alleged flight rules violations are:

a. Violations. Any violation of FAA and/or any other pertinent aviation regulation will be reported. Any person witnessing or involved in a flight violation involving civil or military aircraft will report it as soon as possible. Reporting violations will be in compliance with AR 95-1, paragraphs 2-13.

b. When reporting an alleged violation as much information as possible should be given. This should include:

(1) Type and make of aircraft

(2) Tail number

(3) Name of PIC or aircraft commander (see AR 95-1, para 2-13*d*)

(4) Unit assigned, if military

(5) Location where aircraft is based

(6) Description of alleged violation, to include:

(a) Specific reference to regulations violated

(b) What happened

(c) Time and date the alleged violation occurred

(d) Where the alleged violation occurred

(7) Name and phone number of the individual reporting the alleged violation

(8) Names, addresses, and phone numbers of additional witnesses, if any

(9) Other pertinent information

2–14. Mission approval process

Units/Agencies conducting aviation operations at USASA Fort Dix will:

a. Complete a request in the Range Facility Management Support System (RFMSS) for all LZs and training areas.

b. Attend an Air Crew Information Brief conducted by the USASA Fort Dix Aviation Officer prior to mission.

c. Complete an air and ground safety risk assessment for each mission conducted at USASA Fort Dix.

d. Request a PPR from USASA Fort Dix Aviation Operations no later than 48 hours prior to the mission (Primary Number 609-562-3451, Alternate Number 609-649-3743).

2–15. Noise abatement

a. Aviators conducting operations at USASA Fort Dix will participate in noise-abatement and fly neighborly programs to minimize annoyance to persons on the ground when missions and safety are not adversely affected.

b. A No-Fly and Noise Abatement map depicting locations is on file in the USASA Aviation Operations Building (Bldg 4421).

c. All aviators conducting aviation operations at USASA Fort Dix are required to receive an Air Crew Brief prior to conducting any aviation operations.

Chapter 3
Operations and Safety
Section I Operations

3-1. Functions of the Aviation Operations Section

a. Direct and coordinate aviation operations and training activities.

b. Monitor the Aviation Safety Program for mobilizing units.

c. Implement noise abatement procedures as required.

d. Coordinate/monitor fire/crash rescue operations, when required.

e. Issue flight publications and/or flight related information.

f. Coordinate Rotary Wing and/or an Operational Support Airlift (OSA) requests and act as the OSA validator and provide Joint Operational Support Airlift Center input for USASA Fort Dix, NJ.

g. Coordinate incoming Distinguished Visitor (DV) aircraft with Protocol Office and McGuire Field as needed. Coordinate with Protocol for transportation requirements for visiting DVs upon arrival.

h. Provide management for property and fixed facilities located on the Army Ramp and assigned facilities.

i. Provide flight planning, dispatch, and flight following services.

j. Coordinate airspace with McGuire Field and Lakehurst in R5001 A/B.

k. Respond to aircraft emergencies on the airfield, R-5001, USASA Fort Dix, and surrounding areas, as required.

l. Process airspace requests for activities (i.e., sling loads, STABO, and Fast Rope), parachute operations, and flight advisories for USASA Fort Dix and McGuire Field controlled airspace (Class Delta).

m. Provide aviation technical assistance and guidance to all aviation units operating at USASA Fort Dix and other users of the airfield facilities.

n. Perform safety surveys of established LZs and other requested LZ locations.

o. Perform inspections; Army Ramp, USASA Command Helipad, and landing areas located on the USASA Range Complex for foreign object damage (FOD) control.

p. Conduct physical security inspections of the ramp and perimeter fences.

q. Provide parking and assistance to transient aircraft crews, visiting VIPs.

r. Prepare and maintain daily, monthly, annual reports and historical data for operational files, as required.

s. Provide oversight of maintenance, renovation, and repair of the Army Ramp buildings/facilities and supervise ground maintenance.

t. Receive Instrument Flight Rules (IFR) clearances from FAA air traffic control facilities and relay to departing aircraft, as needed.

u. Process and disseminate weather warnings, weather advisories, and Notice to Airman (NOTAM).

v. Initiate search and rescue procedures for overdue aircraft.

w. Coordination of the Flight Information Publications (FLIP) Account.

x. Coordinate use of the Command Pad and alert Fire and DoD Police of arriving aircraft.

3-2. Flight Operations

a. Filing of Flight Plans:

(1) Local Flight plans.

(a) A DD Form 1801 (Military Flight Plan) will be filed for all flights and maintained by unit and USASA Fort Dix Aviation Operations for a period of 90 days.

(b) Flight Operation personnel will assist the PIC with either faxing or telephonically filing the flight plan with McGuire Air Field AMOPS.

(c) Flights to locations within the local flying area require a DD Form 1801 flight plan. Weather may be annotated in the remarks section to include the briefer's initials, briefing time, and void time.

(d) The signature of the PIC certifies that all required preflight planning, to include range clearances, have been performed.

(e) A copy of DD Form 1801 must be kept on file with the unit and USASA Fort Dix Aviation Operations Section.

(2) IFR, Visual Flight Rules (VFR), and Cross Country Flight Plans.

(a) IFR/VFR Proposals. The DD Form 1801 will be filed at least thirty minutes prior to the proposed take off time, per the General Planning Guide.

(b) IFR or VFR cross-country proposal must be accompanied by DD Form 1801 and a Flight Weather Briefing.

b. All DD Forms 1801 must be faxed or telephonically filed with McGuire Air Field, Base Operations, and kept on file at the unit and a copy on file at USASA Fort Dix Aviation Operations along with the weather brief.

c. PIC will ensure that a current passenger manifest, including name, social security number, and body weight is maintained and on file with the unit and USASA Fort Dix Aviation Operations.

3-3. Weather Forecasting Service

a. Weather forecasting service is provided at McGuire Airfield by the 305th Operational Support Squadron (OSS), Operational Support Weather (OSW). The OSS/OSW will provide or arrange for flight weather briefings for transient aircraft that do not have Service Component weather support.

b. Telephonic Briefings: The pilot/co-pilot will complete DD Form 175-1, Flight Weather Briefing, as appropriate.

c. FAX Briefings: Contact Weather (WX) with appropriate information and the OSW will fax a completed DD Form 175-1. Telephonically contact OSW and give/receive initials.

d. Military Aircrew Information Service (MAIS): The MAIS system provides current and extended local and enroute information to include current satellite images and NOTAMS. MAIS can be used for "official local flight planning" weather, but not in lieu of the DD Form 175-1 required for Cross Country/IFR flights.

3-4. Traffic Patterns

a. Aircraft Traffic Patterns and Approaches: The primary departure and arrival point for USASA Fort Dix helicopter operations will be the helipad on Hotel Taxi way. This helipad will be used for VFR operations only.

b. Army aircraft flying in the McGuire airspace will use landing lights and adhere to the following traffic pattern:

(1) Fixed wing, approach Category A and B, 1,600 feet MSL

(2) Rotary wing, traffic 800 feet MSL

(3) Contact McGuire Air Field Approach Control for VFR traffic advisories

NOTE: References 305 AMWI 13-204, Table 4.1. (VFR Pattern Altitudes and Weather minimums), Para 4.3.

3-5. Special Visual Flight Rules (SVFR) Weather Minimums and Zones for McGuire Airfield

a. Rotary Wing aircraft (helicopters) will contact McGuire Airfield Ground Control and request SVFR clearance for departure using the East/West zone.

b. McGuire Airfield Ground Control will issue the appropriate SVFR clearance via the East/West zone.

NOTE: 305 AMWI 13-204 defines process for departure release and ATC clearance coordination.

3–6. Aviation Mission Support

a. General

(1) The USASA Fort Dix Commander designates the Director, DPTMS as the Rotary Wing Travel Authorizing Official. Further, he designates in writing individual(s) authorized to act as Helicopter Scheduling Authority and OSA Validator.

(2) Aviation support is available to all authorized activities on USASA Fort Dix. Travel requirements should be submitted as early as possible; at a minimum of 30 days prior to the mission date.

b. Rotary Wing (Helicopter) Support

(1) Rotary wing (helicopter) missions are coordinated with Army National Guard (ARNG) Aviation Units, Active Army, and Army Reserve Aviation Units or other sources of military rotary wing aircraft.

(2) Types of missions that USASA Fort Dix Aviation Operations can request:

(a) Operational Support. A mission that is in direct support of USASA Fort Dix, i.e., flights over USASA Fort Dix (point A to point A) that promote under-standing of the installation mission or provide an overview and analysis of training sites.

(b) Mission Support. Missions that provide travel from and to different points, i.e., from USASA Fort Dix to Fort Totten and return (point A to B and back to A again).

(c) Training Support. Missions that provide units MEDEVAC Training, Internal and External Load Training, Nine-line Operations, Host Operations, Air Assaults, and Combined Arms Operations.

(d) All requests for rotary wing support shall be signed by the unit commander or representative requesting support and forwarded to the Aviation Section for processing. If the mission is approved by the Aviation Coordinator, it will be forwarded to the aviation unit for consideration and coordination.

(e) Rotary wing support may be on a reimbursable basis and full or partial payment may be required from the requesting agency.

c. Fixed Wing Support

(1) Requesting Fixed Wing Support

(a) Fixed wing missions are coordinated through the Army's Operational Support Airlift Command (OSACOM) and with the U.S. Transportation Command's (TRANSCOM) Joint Operational Support Airlift Command (JOSAC). All Fixed wing requests will be requested on DD Form 2768.

(b) All JOSAC and OSA requests should be submitted to the Aviation Section as early as possible. Submitting requests less than 30 days prior will significantly decrease the probability of support.

(c) Any one in an activity can be a Requester, but the Authorizing Official must be a Director (GS-13 and above) or an O6. If the Director or an O6 is a passenger, then the Authorizing Official must be their Rater.

(2) All OSA flights fall into three priorities.

(a) Priority 1 – Airlift in direct support of operational forces engaged in combat, contingency or peacekeeping operations directed by the National Command Authorities, or for emergency lifesaving purposes.

(b) Priority 2 – Required use airlift or airlift requirements with compelling operational considerations making commercial transportation unacceptable. Mission cannot be satisfied by any other mode of travel.

(c) Priority 3 – Official business airlift that is validated to be more cost effective than commercial air travel when support by military airlift.

(3) In addition to the Priority Code, there are also Urgency Codes, Justification Codes, and Category Codes. These codes make up the PUJC Code. The "reason for the mission" to include time factors determines the PUJC Code.

(4) Passengers. Passengers eligible to fly military air are Military and DoD Civilians with official business. All other "space required" passengers require special documentation.

(a) Military and DoD Civilians require no other documentation other than their name, SSN, and duty title on a passenger manifest and authorized by the Travel Authorizing Official.

(b) All other space required passengers requirements are outlined in AR 95-1, paragraph 3-12.

Section II Safety

3–7. ASA Aviation Safety functions

a. Provide a safe operational training area for the conduct of individual and aircrew training as well as collective training for all aviation units performing flight training and mobilization at USASA Fort Dix.

b. To provide guidance for the conduct of training and evaluation of supported units and their aircrew members.

c. Advise the USASA Fort Dix Installation Commander on all aviation matters.

3-8. Unit Commander's Safety functions: Prior to arriving at USASA Fort Dix, unit commanders will implement the Aviation Accident Prevention Program IAW AR 385-95.

3-9. Aviation Safety Program: The Aviation Safety Program is the development of a systematic approach to ensure that:

a. Safety, consistent with mission requirements, is designed into the mission task.

b. Hazards associated with each task are identified, evaluated, and eliminated or controlled to an acceptable level.

c. Historical data generated through the use of accepted tasks are collected and used in the evaluation of these tasks and in the development of new tasks.

d. Minimum risk is involved in the use of new equipment, implementation of new programs and procedures, and in the conduct of field problems and tactical activities.

e. Modifications made to on-going programs do not degrade the inherit safety of these activities.

f. Contingency plans are subjected to equally stringent analysis, evaluation, and management.

3-10. Aircraft Mishap Reporting

The first person to identify an aircraft mishap or missing aircraft will report the incident by the quickest means available to McGuire Airfield AMOPS at 609-754-2712 or 609-725-2222. If the situation occurred while operating in the restricted space, contact the USASA Range Fire Desk at 609-562-4600. When reporting an aircraft mishap, provide the following:

1. Date and Time
2. Location of down Aircraft (Lat/ Long)
3. Type of Aircraft
4. Condition of Aircraft
5. Number of Crew and Personnel on board
6. Condition of Personnel
7. Unit to which Aircraft is assigned
8. Home Base of Aircraft
9. A brief accident statement
10. Your Name and Rank
11. Your contact information

3–11. Mishap, Investigations, and Release of Information

a. Aircraft accidents occurring on the USASA Fort Dix Army Aviation Ramp:

(1) The USASA Fort Dix Commander and or the Director of DPTMS are the only people with the authority to close the ramp or affect its operation. The Aviation Coordinator, acting as Executive Agent for the USASA Fort Dix Commander, is responsible for the operation of the USASA Fort Dix Army Aviation Ramp at all times, under all circumstances. The Aviation Coordinator determines who will be allowed to access on the ramp in cases where it is prudent to control access to the ramp as a result of the accidents, incidents or other activities determined to be unsafe or dangerous. When an accident occurs on the Army Ramp, the Aviation Coordinator or representative shall contact McGuire AMOPS, DoD Police, and Fire.

(2) When the notification has been sent and the Fire Department arrives on the scene, the Fire Department has control of the accident scene until rescue operations are complete. After the rescue is completed and the scene is no longer a hazard, the Fire Department will release the site. At this point, the DoD Police or unit assigned by the JB MDL Commander will provide security at the accident site until arrival of the Accident Investigation Team (AIT).

(3) Once the AIT releases the site, the unit owning aircraft will coordinate the activities required to clear the site as soon as possible. McGuire Field Base Operations and the USASA Fort Dix Aviation Section will conduct a FOD inspection before returning the ramp to normal operations.

b. Aircraft accident occurring within the USASA Fort Dix Range Complex:

(1) When an aviation accident occurs within the Range Complex, the Range Fire Desk Operator shall contact DoD Police and Fire.

(2) When the notification has been sent and the Fire Department arrives on the scene, the Fire Department has control of the accident scene until rescue operations are complete. After the rescue is completed and the scene is no longer a hazard, the Fire Department will release the site. At this point, the DoD Police or unit assigned by the JB MDL Commander will provide security at the accident site until arrival of the AIT.

(3) Once the AIT releases the site, the unit owning the aircraft will coordinate to clear the site as soon as possible. McGuire Field Base Operations and the USASA Fort Dix Aviation Section will conduct a FOD inspection before returning the site to normal operations.

c. Pre-Accident Crash Rescue: The Plan establishes duties and responsibilities for the initial event. The accident scene itself is generally the only part of the ramp or landing area where operations are affected after initial rescue operations are complete. Operations on other landing areas and taxiways will continue uninterrupted if at all possible. Personnel from the unit assigned to guard the site must be briefed by McGuire Base Operations personnel on where they may and may not move during their duties.

(1) No unauthorized personnel will be allowed near the accident site. The only unit personnel who will be allowed near the site are those tasked with guard duties and the commander 05 or above of the unit involved. No other personnel will be allowed direct access to the site. This includes but is not limited to news media, other commanders, pilots, contractors, civilian and military employees, and film crews.

(2) The press will not be allowed into the ramp area or incident location. The JB MDL Public Affairs Office (PAO) will be called and will handle all media requests. As a general rule, the press will be handled as a group with a designated time limit. Access may be restricted for a period of time.

(3) Aircraft mishaps which do not involve damage or injuries such as forced or precautionary landings do not require activation of the plan and are addressed by

notifying the following: the USASA Aviation Coordinator, Range Safety Officer, and USASA Fort Dix Operations Center (OC). The completion of an aircraft accident or incident form is required from the unit. A copy of this report will remain with the USASA Aviation Section and the Range Safety Office.

3–12. Risk management

a. Commanders will integrate risk management into aviation mission planning and execution at every level IAW TC 3-04.11, ADP 5-0, ATP 5-19, and DA PAM 385-30.

b. The risk management process begins at mission conception and continues until mission completion. Apply the process with the goal of eliminating hazards where possible and reducing residual risks to acceptable levels.

c. Commanders or equal authority for organizations lacking a military commander will develop local checklists and Risk Assessment Worksheets (RAWs) for mission briefing officers to use in assessing mission planning and risk as per AR 95-1, paragraphs 2–14.

d. A Risk Assessment will be conducted prior to all aviation operations on USASA Fort Dix. The completed document, to include the unit commander's signature, will be sent to USASA Aviation.

3–13. Crew endurance

a. Commanders will design a crew endurance program tailored to their unit mission and include it in their SOP. AR 385–90 establishes guidance for crew endurance programs.

b. Crew endurance is an integral part of the overall risk management program. It's used to control risks due to sleep deprivation or fatigue and to prescribe thresholds to trigger command decisions regarding risk tolerance.

3–14. DA Form 2696-R (Operational Hazard Report)

While conducting Aviation Operations at USASA Fort Dix, DA Form 2696-R will be used to notify unit commanders of anything affecting the safety of aircraft or related personnel and equipment. The unit commander will have reported hazards investigated immediately and will correct unsafe conditions. (See AR 385-10 for instructions on completing DA Form 2696-R).

Chapter 4
Training

4-1. General

The ranges, facilities, landing areas, and the airspace must be requested in RFMSS a minimum of 30 days prior to the event. A Concept of the Operation (CONOP) is required for the mission and it must be uploaded into RFMSS in the document location for the applicable Request Control Number Identifier (RCNI) a minimum of 30 days prior to the event. Organizations are required to attend the Final Coordination Meeting held at Range Control, Building 9013, or on Microsoft Teams. The meeting is conducted every Wednesday at 1300 hrs 10 days prior to the training event. Organizations training

at USASA Fort Dix are required to have an Officer-in-Charge (OIC) and Range Safety Officer (RSO) for each training event being conducted.

4-2. Commander's Letter of Training Proficiency Certification Statement
This document is required prior to conducting Aerial Gunnery, Night Vision Googles (NVG) Ops, and UAS Operations at SASA Fort Dix. The letter must state that the individuals as listed are certified, current and proficient in the field and mission training on the systems as indicated. The letter must be signed by a military officer in the grade of 05 or higher (Table 3) and uploaded into RFMSS in the document location for the applicable RCNI a minimum of 30 days prior to the event.

4-3. Rotary Wing Aerial Gunnery

a. Rotary Wing Aerial Gunnery will be conducted IAW Appendix C of this regulation. Aviation units who are tenants at JB MDL are authorized to conduct Aerial Gunnery within the Range Complex. Diving Fire Gunnery is restricted to only hard targets located in the Impact Area on the eastern portion of R5001. Door or Side Gunnery may utilize the targets on Range 85 and also the hard targets located in the Impact Area on the eastern portion of R5001. Ranges 40, 59C, 61, 65, and 85 will go to a cease fire status when Door or Side Gunnery is conducted. When Diving Fire Gunnery is being conducted, the entire Range Complex is to come to a complete cease fire.

b. Laser operations within the Range Complex is unauthorized without a current Laser Danger Diagram approved and on file at the Range Safety Office.

4-4. Unmanned Aircraft Systems

a. General

(1) The required documentation to conduct Small UAS (sUAS) Operations consists of a ROZ, a completed UAS PPR, a
Commanders Letter of Training Proficiency Certification, and a Risk Assessment for the requested flight. The documentation for the mission must be uploaded into RFMSS in the document location for the applicable RCNI a minimum of 30 days prior to the event.

(2) Operations will only occur during hours of sunlight (dawn to dusk). If other than daylight hours are required, a written request is required. The request must be signed by an 05 or above in the unit chain of command and forwarded to USASA Aviation Coordinator for approval.

(3) The minimum operating flight altitude for a standard flight is 300 ft AGL. The maximum flight altitude is 3999 feet AGL. With a NOTAM, maximum flight altitude may be extended to 7999 ft AGL.

(4) UAS operations shall not take place outside of R-5001 airspace.

(5) UAS Launching and Recovery Operations will take place on USASA Fort Dix at Range 86. Other areas of launch and recovery may be approved with proper documentation.

(6) Observers must be sufficiently trained to communicate clearly to the pilot turning instructions required to stay clear of the boundaries of R-5001. Observers will receive training on rules and responsibilities.

b. Pilot and Crew:

(1) Will ensure that a request with all supporting documentation is in RFMSS and is submitted at a minimum of 30 Days prior to the mission day for all training areas.

(2) Attend an Air Crew Information Brief conducted by the ASA Fort Dix Aviation Coordinator prior to the mission date.

(3) Will complete an air and ground Safety Risk Assessment for each mission conducted at USASA Fort Dix.

(4) Provide a ROZ for the flight route of the mission.

(a) The route must be approved by the USASA Fort Dix Aviation Officer or representative and also reviewed and approved by the USASA Fort Dix Range Safety Officer.

(b) Any Deviation from the flight routes will result in Range Control Fire Desk calling a ceasefire and the mission will be halted.

(c) Must request a PPR from the USASA Fort Dix Aviation Section a minimum of 10 days prior to the mission.

(5) Commander's Letter of Training Proficiency Certification Statement: This document is required prior to conducting UAS Operations at USASA Fort Dix. The letter must state that the individuals listed are certified, current and proficient on the UAS systems listed. The letter must be signed by an 05 or higher. (Table 3)

c. Lost Link Procedures: IAW the UAS Operational Manual pertaining to the specific UAS, the Lat/Long location is required to be programed into the system prior to flight.

(1) If lost link occurs, the operator and spotter will immediately notify and provide the Range Control Fire Desk with the following:

(a) Time of lost link

(b) Last known position

(c) Altitude

(d) The direction of flight

(e) Confirm execution of lost link procedures

(f) Confirm pilot/observer has visual contact with UAS/RPA

(2) The Range Control Fire Desk will immediately notify ATC with the information provided by the operator and spotter.

(3) In the event of lost link notification from Range Control, ATC will do the following, if applicable:

(a) Restrict all aircraft departures that may conflict with the last known position and direction of the reported lost link UAS until status is determined.

(b) Issue advisories and ATC instructions as appropriate to ensure safe operations for all aircraft.

4-5. Nonstandard sUAS

Non-tactical mission Group 1 UAS procured as per AR 95-1, chapter 9 for non-tactical missions, are not authorized to operate on USASA Fort Dix Cantonment Area or within the Range Complex.

4-6. Soldier Borne Sensor

a. Soldier Borne Sensor (SBS), also known as nano/cargo pocket UAS. The SBS is designed to be operated by any Soldier of any MOS with no formal training. SBS is defined as an unmanned aircraft weighing less than 0.55 pounds, flying at or below 100 feet AGL, and flying at or less than 30 knots.

b. SBS may be flown/operated by any person in the Regular Army, U.S. Army Reserve, ARNG, or Civilian employees of the U.S. Army.

c. A Commander's Letter of Training Proficiency Certification, a flight overlay, and a Risk Assessment for the requested flight must be uploaded into RFMSS in the document location for the applicable RCNI a minimum of 30 days prior to the event.

d. The SBS will operate at or below 100 feet AGL.

e. The SBS will not operate beyond 1 1/2 kilometers from the control station

f. The SBS will not interfere with manned or unmanned aviation operations.

g. The SBS will not be flown near personnel in a way that could cause injury to personnel if a malfunction occurred.

h. Minimum crew requirements. There are no minimum crew requirements associated with the SBS.

4-7. Tethered Balloon Operations

General: Tethered balloon operations will be requested at least 10 days prior to the first flight with USASA Fort Dix, DPTMS-Aviation. USASA Fort Dix, DPTMS-Aviation will coordinate with USASA Fort Dix, DPTMS-TD, Range Support Activity, and provide notification to McGuire RAPCON, McGuire Airfield Management Operations (AM Ops). The tethered balloon will be equipped with a combination of flags and strobe lights. The maximum altitude of the tethered balloon is 2,500 feet MSL.

Appendix A
References

Section I
Required Publications

AR 15–6
Procedures for Investigating Officers and Boards of Officers
AR 40–501
Standards of Medical Fitness
AR 70–62
Airworthiness Qualification of U.S. Army Aircraft Systems
AR 95-10
Aviation Operations
AR 95–2
Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigation Aids
AR 95–20
Contractor's Flight and Ground Operations
AR 140–1
Army Reserve, Mission, Organization, and Training
AR 385-63
Range Safety
AR 600–105
Aviation Service of Rated Army Officers
AR 600–106
Flying Status for Nonrated Army Aviation Personnel.
USASA Fort Dix Reg 350-3
Training Policies and Procedures
USASA Fort Dix Pam 350-3
Range Guide
USASA Fort Dix Reimbursement Policy
DA PAM 738–751
Functional User Manual for the Army Maintenance Management System-Aviation (TAMMS-A).
FAR 91
General Operating and Flight Rules.
FAR 105
Parachute Jumping.
FM 3–04.300
Flight Operations Procedures
FM 3–04.301
Aeromedical Training for Flight Personnel.
FM 3–04.508
Maintaining Aviation Life Support Equipment (ALSE).
FM 3–50.1
Army Personnel Recovery.
FM 38–701
Packing of Materiel for Packing.

TB 43–0002–3
Maintenance Expenditure Limits for Army Aircraft.
TC 1–210
Aircrew Training Program Guide to Individual and Crew Standardization.
TM 1–1500–204–23–1
Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) Manual for General Aircraft Maintenance Practices.
TM 1–1500–328–23
Aeronautical Equipment Maintenance Management Policies and Procedures.
TM 5–4220–202–14
Maintenance Instructions with Parts Breakdown: USAF flotation Equipment.
TM 10–1670–201–23
Organization and Direct Support Maintenance Manual for General Maintenance of Parachutes and Other Airdrop Equipment.
TM 38–250
Preparing Hazardous Materials for Military Air Shipment. (Cited in para 5-1.)
TM 55–1500–342–23
Army Aviation Maintenance Engineering Manual Weight and Balance
TM 55–1660–245–13
Maintenance Instructions: Oxygen Equipment, F34601–76–D-1782

Section II
Related Publications
A related publication is a source of additional information. The user does not have to read it to understand this regulation.

AR 95–27
Operational Procedures for Aircraft Carrying Hazardous Materials
AR 600–8–1
Army Casualty Operations/Assistance/Insurance in Required Publications
DODD 4515.12
Department of Defense Support for Travel of Members and Employees of the Congress
AR 95–1 • 3 February 2006 63
DODD 4515.13–R
Department of Defense Air Transportation Eligibility Regulation
DODI 5410.19
Public Affairs Community Relations Policy Implementation
EM 0250
IETM for Air Warrior. (Available at https://www.logsa.army.mil/etms.)

Section III
Prescribed Forms
The following forms are available on the APD Web site (www.apd.army.mil) unless otherwise stated. DD forms are available from the Office of the Secretary of Defense Website (www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm).

DA Form 3513
Individual Flight Records Folder, United States Army.
DA Form 5484
Mission Schedule/Brief.
DD Form 1801
Military Flight Plan.
DD Form 175–1
Flight Weather Briefing.
DD Form 1801
DOD International Flight Plan.

Section IV
Referenced Forms
Federal Aviation Administration forms can be obtained from local Department of the Regional Representatives. (See AR 95-2, table 6-1.)

DA Form 11–2–R
Management Control Evaluation Certificate Statement
DA Form 759
Individual Flight Record and Flight Certificate—Army
DA Form 759–1
Individual Flight Record and Certificate—Army, Aircraft Closeout Summary
DA Form 759–2
Individual Flight Record and Certificate—Army Flying Hour Work Sheet
DA Form 759–3
Individual Flight Record and Certificate—Army Flight Record and Flight Pay Work Sheet
DA Form 1352
Army Aircraft Inventory, Status, and Flying Time
DA Form 2408–12
Army Aviator's Flight Record
DA Form 2408–13
Aircraft Status Information Record
DA Form 2408–13–1
Aircraft Inspection and Maintenance Record
DA Form 2408–14
Uncorrected Fault Record
DA Form 2696–R
Operational Hazard Report
DA Form 3588
Comm Card
DD Form 365
Record of Weight and Balance Personnel
DD Form 365–1
Chart A—Basic Weight Checklist Record
DD Form 365–2
Form B—Aircraft Weighing Record

DD Form 365–3
Chart C—Basic Weight and Balance Record
DD Form 365–4
Form F—Weight and Balance Clearance
FAA Form 7233–1
Flight Plan
RCS CSGLD–1860(R1)
Inventory readiness report
RCS CSGPO–463
Format for quarterly projective report
RCS CSGPO–464
Standard format for flying hour requirements
RCS CSGPO–465
Execution report

Appendix B
Management Control Evaluation Checklist

B–1. Function
The function covered by this checklist is the administration of the management control process.

B–2. Purpose
The purpose of this checklist is to assist assessable unit managers and Management Control Administrators (MCAs) in evaluating the key management controls outlined below. It is not intended to cover all controls.

B–3. Instructions
Answers must be based on the actual testing of key management controls (for example, document analysis, direct observation, sampling, simulation, other). Answers that indicate deficiencies must be explained and corrective action indicated in supporting documentation. These key management controls must be evaluated at least once every five years. Certification that this evaluation has been conducted must be accomplished on DA Form 11-2-R (Management Control Evaluation Certification Statement).

B–4. Test questions
(USASA Fort Dix DPTMS-TD only)

a. Are standardized aviation safety, standardization, and utilization regulations and procedures and published?

b. Is safety-of-flight information prepared forwarded and also received from higher in a timely manner?

c. Are landing areas approved for flight operations?

d. Are local flying rules in agreement with Federal, DoD, and DA policies?

e. Are applicable safety regulations and special-use airspace operation guidance followed?

f. Are violations of safety and special-use airspace guidance reported and investigated by appropriate personnel per Federal, DoD, and DA guidance?

g. Are the policies, procedures and transportation eligibility requirements for Operational Support Airlift established in DoD Regulation 4500.43 and DoD Directive 4515.13R being followed?

h. Are the procedures for Operational Support Airlift prescribed in ASA Fort Dix AR 95-1 and the Operational Support Airlift Command "OSA Guide" being adhered to?

i. Are UAS aircrew training program documentation on hand and available to include flying hours and synthetic flight training?

j. Are personnel who do not meet proficiency requirements restricted from flight duty?

k. Are all ASA PPRs and PPR Logs completed and maintained for all aviation activates at ASA Fort Dix

l. Are all Briefings to include Gunnery, UAS Ops, for air crews conducted and documented

m. Are LOIs and LOAs updated and current with Federal, DoD, and DA policies?

Appendix C
Aviation Gunnery General Guidance

C-1. Range Operation. Effective range administration and operation is crucial to any firing exercise. To conduct an effective gunnery range, the unit must make a coordinated effort to organize and operate efficiently.

C-2. **Range Administration.** Begin by identifying an OIC. The commander will appoint the OIC. The OIC must be a knowledgeable, responsible officer who can implement safety and training guidance during the operation of the range. The OIC must be qualified on the weapons systems, local range SOP, and safety requirements. USASA Fort Dix Ranges are governed by DPTMS-TD-Range Control, and appropriate range limitations and directives can be obtained from this element.

C-3. **Range Logistics.** An effective range requires a great deal of support. Logistical support functions must include, mess support, ammunition, maintenance, and transportation for personnel around the range facility. Emergency medical support is provided by contractors at the Range Control Headquarters Building.

C-4. **Range Communications.** A minimum of three radio nets are required to operate a helicopter gunnery range: one net for range operation, one for air traffic control, and a range control net. Additionally, it is recommended that VHF and UHF radio nets be used in controlling and evaluating the firing exercise. Land lines can be used effectively at the ammunition points, maintenance points, and other facilities on the range.

C-5. **Range Organization.** The final step in preparing a range is to organize the assets already mentioned. Ensure that all resources are placed so that each function runs smoothly.

NOTE: You cannot afford to have time on the range with no aircraft firing. You must have good communication with the ordinance arming area and the assembly area. Rehearse the flow of aircraft prior to the range.

C-6. **PERSONNEL DUITIES AND RESPONSABILITIES**

a. OFFICER-IN-CHARGE (OIC):

A range will not be operated without an OIC and a RSO. The OIC is responsible for all range operations. They supervise range personnel and enforce range safety. OICs should come from the firing unit's chain of command and operate IAW AR 385-63.

NOTE: The OIC is not the unit commander. He is the commander's representative. Units may appoint an alternate OIC to relieve the OIC during rest periods. This is especially important during heavy day and night firing schedules.

(1) Before firing, the OIC:

(a) Obtains a range briefing from the USASA Fort Dix Range Safety Officer and the Aviation Coordinator. The OIC must attend the USASA Fort Dix Range Safety Course and must receive a passing score. The course is conducted at USASA Fort Dix

Range Control. The OIC completes all required documentation as outlined in Tab A and distributes the documentation to the USASA Fort Dix Aviation Section for review. The documentation must arrive 10 days before the range is occupied.

(b) Checks communications and makes sure backup communications are available for live-fire.

(c) Obtains clearance to occupy the range from range headquarters by contacting Range Control on the radio and provides the following information: initials and range card number, the Range Safety Officer's initials and card number, the ammunition type(s) and DODICs. Then the OIC records the time and the name of the person at Range Control giving the clearance.

(d) Verifies that required personnel and equipment are present.

(e) Ensures that medical support required by the range SOP is present, the range flag is up, and the range sweep is completed.

(f) Verifies with the FARP the ammunition by type and amount to be loaded.

(g) Obtains clearance to fire from Range Control on radio giving Range Control initials and card number, the RSO's initials and card number, the ammunition that will be fired by DODICS, and records the time and the name of the person giving the clearance.

(2) During firing, the OIC:

(a) Enforces table standards

(b) Maintains positive communications with ground elements and helicopters on the range

(c) Supervises flight operations and safety procedures

(d) Observes all range activities to ensure safety and efficiency

(e) Observes and spot-checks ground operations

(f) Maintains a duty log

(3) After firing, the OIC:

Obtains clearance to go dry from Range Control on radio giving Range Control initials and card number, the RSO's initials and card number, the ammunition that will be fired by DODICS, and records the time and the name of the person giving the clearance.

(4) Closing the Range, the OIC:

(a) Verifies that the range is closed and completes reports as required

(b) Ensures that the flag is removed, the buildings and tower are secure, and all operating areas are policed

(c) Releases tasked labor details to supervisors when firing is completed, the last helicopter has departed the range, and work is complete

(d) Closes the range with Range Control

b. RANGE SAFETY OFFICER (RSO):

The RSO ensures safe operation of the range and assists the OIC. He is familiar with the range SOP, the aircraft, and armament emergency plan. He is also aware of proper storing, handling, and loading of ammunition, fuel, and knows the duties of all range personnel. RSO prerequisites are contained in AR 385-63.

(1) Before Firing the RSO:

(a) Obtains a range briefing from USASA Fort Dix Range Safety Officer, the Aviation Officer, attends the Range Safety Course conducted at USASA Ft Dix Range Control, and receives a passing score on the range safety test.

(b) Ensures that a diagram is completed and reviewed prior to arrival of all the ranges, range fan information and flight routes, minimum altitudes, impact areas, low-level hazards to flight, and possible caution areas.

(c) Conducts the safety portion of the range briefing for all range personnel including aircrews.

(d) Ensures a FOD walk is conducted at the aircraft parking area and ammunition-loading areas.

(e) Ensures vehicles, equipment, and aircraft are properly positioned for safety.

(f) Observes range operation and reports unsafe conditions to the OIC.

(g) Ensures unit pre-accident plan is in effect, all affected personnel are aware of it, and that USASA Fort Dix DPTMS-Aviation and Range Control have a copy.

(h) Ensures a diagram is displayed at the central control point showing the location of all range facilities, range fan information and flight routes, minimum altitudes, impact areas, low-level hazards to flight, and possible caution areas.

(2) During Firing, the RSO:

(a) Observes safety procedures during firing and ground operations.

(b) Observes safety procedures of POL and armament personnel and checks for any deficiencies in equipment or personnel.

(c) Maintains watch for foreign objects in the parking area and FARP.

(d) Ensures a diagram is displayed at the central control point showing the location of all range facilities, range fan information and flight routes, minimum altitudes, other impact areas, low-level hazards to flight, and possible caution areas.

c. MASTER GUNNER:

The master gunner must be familiar with the unit range SOP, aircraft and armament emergency procedures, and the local accident reporting procedures. Ensures assigned helicopter weapon systems are operated using the prescribed procedures and applicable safety precautions. Is familiar with the azimuth, range, and sector azimuth limits of the range. Knows the standards and is the commander's primary scorer for the gunnery tables. The master gunner:

(1) Observes the operation of the range, reports unsafe conditions to the OIC or RSO, and captures observations on range operation for the after-action review.

(2) Ensures along with the OIC that the helicopters fire the approved scenario within range limits.

(3) Ensures that the range is conducted IAW FM 1-140 standards.

(4) Coordinates an evaluation cell to score gunnery tables. Completes required reports and produces required documents.

d. LASER RANGE SAFETY OFFICER (LRSO) OR NCO (LRSNCO):

For all laser range operations, unit commanders must designate, train, and certify LRSOs or LRSNCOs. The LRSO or LRSNCO will:

(1) Be familiar with Chapter 19 and Appendix B of AR 385-63 and the FM and TM applicable to the laser devices used.

(2) Brief unit personnel who work with laser devices on laser-related hazards, safety devices, and malfunction procedures.

(3) Provide the Range Safety Office a Laser Safety Diagram to include the range fans, elevations, firing position, and target for the location and type of laser used.

(4) Ensure protective eye wear is used when required.

(5) Ensure compliance with unit and range SOPs regarding laser operations and training.

(6) Maintain continuous communications with personnel on the range and stop lasing immediately if communications are lost.

e. GROUND SAFETY:

Ground support personnel must be constantly aware of the dangers involved in live-fire training. The training of support personnel in ammunition care and handling is a continuous process at the unit level. All ammunition storage, handling, and basic safety procedures will follow guidelines IAW AR 385-63, USASA Fort Dix Regulation 350-3, USASA Fort Dix PAM 350-3, USASA Fort Dix Range SOP, and the unit SOP. Ground personnel must also be trained in the procedures for working near operating helicopters. Ammunition loading areas will be separate from refueling areas. In addition, support personnel will be drilled on emergency situations related to their duties prior to arriving at the range complex. The rules for ground safety are as follows:

(1) Personnel must avoid main and tail rotors, turret weapon systems, and wing store fore and aft blast areas during aircraft operation.

(2) Personnel will approach the helicopter from the 90-degree side position only after receiving visual approval from the aircrew.

(3) The helicopter will not be moved until an armorer moves out of the main rotor arc at the 90-degree side position and signals "all clear."

(4) Before departing the arming or de-arming area for home station, support personnel will remove all ammunition from the helicopter and it will be checked by the aircraft PIC.

(5) Personnel will remain clear of loaded weapon danger areas at all times.

(6) The weapon system is secured before anyone enters or leaves the helicopter or as directed by the PIC.

(7) Personnel will remain clear of weapon system areas during bore sighting.

(8) The weapon systems are checked only when the master arm switch is in the SAFE position as directed in the appropriate TM.

(9) Smoking is not allowed within 50 feet of ammunition or the helicopter.

(10) Personnel will use available protective devices such as gloves.

(11) Loose equipment near the arming pads are secure before helicopter take-off or landing.

(12) Ammunition casings and dunnage are policed and turned in.

(13) The helicopter must be grounded before any maintenance is performed and before the aircrew enters or exits the helicopter.

(14) All personnel working on or near the helicopter will have their sleeves rolled down.

(15) All personnel will use proper hearing protection.

(16) During night operations, ground personnel will carry a flashlight or similar lighted device when working near the helicopter.

(17) To maintain communications between the aircrew and armorers servicing the armament subsystems, personnel should use the intercom system and practice common hand signals. Figures 3-1 and 3-2 show ground hand signals.

f. FIRING SAFETY

Range safety requirements for firing helicopter weapon systems are contained in AR 385-63.

(1) Safety requirements for firing are as follows:

(a) Individual weapons are properly inspected.

(b) Clearance is received from the OIC or his/hers representative before arming weapons.

(c) Weapons are pointed downrange and within range fan limits.

(d) Ground personnel are not in front of the weapons or in the back-blast area.

(e) No other aircraft are within the surface danger area.

(f) Weapons are not fired closer than the minimum safe slant range.

(g) Laser range finders and designators are considered and controlled as weapons.

(2) The rules for firing safety are as follows:

(a) During range operations, armament subsystems will be pointed downrange or away from populated areas, whenever possible.

(b) Armament subsystems are considered safe for range traffic pattern operations under safe or standby conditions. (See NOTE below.)

(c) Armament subsystems may be placed in the ARM position if the helicopter is pointed downrange at the firing point and no other aircraft are in the surface danger zone. (Laterally parked helicopters may be cleared for formation firing and team training.)

(d) Operating and positioning the arming switch is the PIC's responsibility.

NOTE: Refer to the appropriate aircraft operator's manual for proper aircraft weapons safety techniques. Instances may occur when the master arm switch is in the safe position, but the weapon may still be functional and dangerous to ground crews.

Appendix D
USASA Fort Dix DPTMS-AV Pre-Gunnery Admin Checklist

USASA FORT DIX DPTMS-AV
PRE-GUNNERY ADMIN CHECK LIST

Date training is scheduled: _____ Date prepared: _____

UNIT NAME: _____

UNIT ADDRESS: _____

COMMANDER: _____

CONTACT NUMBERS: _____

OIC Name: _____ Rank: _____ Last 4 SSN: _____
Int: _____ Card #: _____

RSO Name: _____ Rank: _____ Last 4 SSN: _____
Int: _____ Card #: _____

MASTER GUNNER Name: _____ Rank: _____ Last 4 SSN: _____
Int: _____ Card #: _____

The unit commander has assigned the OIC, RSO, and Master Gunner in memo format and provided a copy to the USASA Av Officer and USASA Range Safety Officer. CDR Int _____

The OIC and RSO completed the USASA Fort Dix Range Safety Course. CDR Int _____

The unit commander has identified and certified in memo format that the crews are proficient in the aircraft weapon systems and provided a copy to the USASA Av Officer and Range Safety Officer. CDR Int _____

The unit OIC/RSO has completed a Range Risk Assessment and provided a copy to the USASA Av Officer and Range Safety Officer. CDR Int _____

The Unit Commander, Range OIC, and RSO have attended the USASA Aviation Brief. CDR Int _____

AIRCRAFT:

Type of aircraft: _____ Number of aircraft: _____ Tail numbers of aircraft: _____

Weapon System: _____

PIC Name: _____ Rank: _____ Last 4 SSN: _____

AMMO:

Type of Ammo: _____ DODICS: _____

Appendix E
Required Items for a PPR

PPR # _____
Date Contacted: _____

Date of mission: _____
Call Sign of Mission: _____

Aircraft #1
Type of Aircraft: _____
Number of Aircraft: _____
Call Sign of Aircraft: _____
Tail Number: _____

Aircraft #2
Type of Aircraft: _____
Number of Aircraft: _____
Call Sign of Aircraft: _____
Tail Number: _____

Aircraft #3
Type of Aircraft: _____
Number of Aircraft: _____
Call Sign of Aircraft: _____
Tail Number: _____

Aircraft #4
Type of Aircraft: _____
Number of Aircraft: _____
Call Sign of Aircraft: _____
Tail Number: _____

Brief Mission Statement:

_____
_____
_____
_____

Unit POC: _____ POC Phone #: _____

Air Crew POC: _____ POC Phone #: _____

1st Leg
Location of arrival: _____
ETA at the location: _____
ETD at the location: _____

2nd Leg
Location of arrival: _____
ETA at the location: _____
ETD at the location: _____

3rd Leg
Location of arrival: _____
ETA at the location: _____
ETD at the location: _____

4th Leg
Location of arrival: _____
ETA at the location: _____
ETD at the location: _____

DV Info
Name (Last, First Middle Int): _____
Rank: _____
Purpose to be on the Flt: _____
Pick-up Location: _____
Disembark Location: _____

DV Aid Info
Name (Last, First Middle Int): _____
Rank: _____
Aid's Phone Number: _____

Appendix F
Commander's Letter of Training Proficiency Certification Statement Sample

Unit Letterhead

Date

MEMORANDUM FOR

USASA Fort Dix, DPTMS-TD, ATTN: Range Safety Officer, BLDG 9013, Joint Base McGuire-Dix-Lakehurst, NJ 08640

USASA Fort Dix, DPTMS-TD, ATTN: Aviation Officer, BLDG 9013, Joint Base McGuire-Dix-Lakehurst, NJ 08640

SUBJECT: UAS Pilot, Spotter, OIC & RSO CERTIFICATION STATEMENT

1. The following individuals are certified on the UAS systems indicated and proficient in the field and mission training to be conducted by the above organization:

UAS System: RAVEN

NAME	RANK	LAST 4	Pilot	Spotter	OIC	RSO
APPEL, C.G.	MAJ	4343	X	X	X	X
FRANKS, D.H.	MAJ	7896	X	X	X	X
BYRD, L.D.	CPT	9442	X	X	X	X
PIKES, J.M.	CPT	5460	X	X	X	X
JONES, C.B.	CW3	2347	X	X	X	X

2. POC is Captain John A. Thomas at 609-562-2001 or john.a.thomas.99@army.mil.

E. J. FINNERY
LTC, AV
Commanding

Appendix G
UAS Flight Request Sample

Unit Letterhead

Office Symbol Date

MEMORANDUM FOR USASA Fort Dix, DPTMS-TD, ATTN: Aviation Officer, BLDG 4427 Texas Avenue, Joint Base McGuire-Dix-Lakehurst, NJ 08640

SUBJECT: Small Unmanned Aerial System (SUAS) Flight Request

Date(s) of Operation:

TYPE: Raven SUAS (Small Unmanned Aircraft System)
Wing Span: 54 inches
Length: 36 inches
Weight: 4.2 lb including payload
Launch Method: Hand-Launched
Recovery Method: Deep-Stall Vertical Landing
Frequency of Control Link: _____ MHz
Frequency of Data/Video Link: _____ GHz
Lat: _____ Long: _____

QUANTITY: 1 ea (Raven UAS)

CALL SIGN: _____

MISSION: Raven: Launch and recovery operations will be conducted from Range 85, _____ hrs, by _____, then return to same Range site for recovery. Aircraft will fly into pre-determined area of operations (vic. Range 85 – see attached graphic). The purpose of Raven flight is to conduct training of the flight crew and to identify and provide images of targets for handoff to battle command systems.

ALTITUDE: 100-2000 ft AGL
RANGE: 10km
SUAS CRUISE SPEED: 20-57 km/h, 17-50 knots

LOST OF LINK AND RECOVERY: Loss of link and recovery will comply with the risk management worksheet. After launch, the SUAS will be under pre-programmed flight control unless the operator overrides and establishes manual control. If the control link is lost, Raven will return to and land at launch point.

FLIGHT CREW POC: _____
work # _____
cell # _____
e-mail _____

UNIT POC: _____
work # _____
cell # _____
e-mail _____

ALTERNATE POC: _____
work # _____
cell # _____
e-mail _____

OPERATIONAL TIMES: **ETA**: _____ **ETD**: _____

Commander Signature Block

Appendix H
Letter of Agreement for Use of Airspace for Restricted Area R-5001

LETTER OF AGREEMENT

EFFECTIVE: 1 December 2014

SUBJECT: Use of Airspace for Restricted Area R-5001

1. PURPOSE: This agreement defines procedures and responsibilities for coordination and control of activities in R-5001, between:

a. United States Army Support Activity (USASA) Fort Dix, Directorate of Plans Training Mobilization and Security (DPTMS);

b. McGuire Radar Approach Control (RAPCON), McGuire Tower;

c. Lakehurst Tower;

d. New York Terminal Radar Approach Control (TRACON).

2. DISTRIBUTION: This Letter of Agreement is distributed to McGuire RAPCON, McGuire Tower, Lakehurst Tower, USASA Fort Dix, DPTMS, USASA Fort Dix, DPTMS-Aviation, and New York TRACON, Federal Aviation Administration (FAA) Regional Air Traffic Division, Eastern Terminal Operations Branch.

3. CANCELLATION: This Letter of Agreement (LOA) cancels the previous LOA, same subject, dated 6 February 2013.

4. DEFINITIONS:

a. Controlling Agency: McGuire RAPCON

b. Scheduling Agency: USASA Fort Dix, DPTMS-TMD

c. Using Agency: USASA Fort Dix, DPTMS-TMD

d. R-5001 A: Per DoD Flight Information Publication, Area Planning 1A (AP/1A), R- 5001 Section A boundary is (see also attachment 1 and 2):

Section A, N40°02'45.00" W74°26'59.00" to N40°00'00.00" W74°26'19.00" to N39°59'00.00" W74°25'07.00" to N39°58'00.00" W74°24'59.00" to N39°57'30.00" W74°25'16.00" to N39°57'23.00" W74°25'49.00" toN39°58'45.00" 74°27'59.00" to N39°58'45.00" W74°31'24.00" to N39°59'15.00" W74°33'29.00" to N40°01'53.00" W74°33'29.00" to N40°02'45.00" W74°32'29.00" to beginning; sutiace to 4,000 MSL.

SUBJECT: Use of Airspace for Restricted Area R-5001

e. R-5001 B: Per DoD Flight Information Publication, AP/IA, R-5001 Section B boundary is (see also attachment 1 and 2):

Section B, N40°02'45.00" W74°26'59.00" to N40°00'00.00" W74°26'19.00" to N39°59'00.00" W74°25'07.00" toN39°58'00.00" W74°24'59.00" to N39°57'30.00" W74°25'16.00" to N39°57'23.00" W74°25'49.00" to N39°58'45.00" W74°27'59.00" toN39°58'45.00" W74°31'24.00" to N40°01'53.00" W74°33'29.00" to N40°02'45.00" W74°32'29.00" to beginning; from 4,000 MSL to 8,000 MSL.

f. R-5001 East: The area East of a line beginning with point N40°02'30.20" W74°26'59.00" to N39°58'53.30" W74°31'58.40" (see attachment 1 and 2) associated with rotary wing aerial gunnery.

g. Area 1: Northwestern portion of R-5001 bounded by the following coordinates: N40°01'45.00" W74°33'29.00" to N40°01'53.00" W74°33'29.00" to N40°02'45.00" W74°32'29.00" toN40°02'45.00" W74°31'30.00" to beginning (see attachment 1 and 2) associated with instrument procedures in/out of McGuire Field.

5. BACKGROUND:

a. Airspace.

(1) By letter of agreement, New York Center has delegated the airspace within R-5001A/B to McGuire RAPCON when it is not in use by USASA Fort Dix, DPTMS-TMD (See Attachment 1).

(2) To allow for the most efficient joint-use of R-5001 A/B airspace during small arms and helicopter aerial gunnery, it is divided into specific areas of use:

(a) Area 1: from the surface to the highest altitude activated is released to McGuire RAPCON for aircraft conducting approaches.

(b) R-5001 East: from the surface to the highest altitude activated is used for rotary wing aerial gunnery.

b. Standard Instrument Approach and Departure Procedures (SIAPs and DPs).

(1) SIAPs and DPs for McGuire AFB have been designed to avoid directly over flying R-5001 A/B. However, runway 6 departures and runway 24 approaches and departures overlap the northwest portion of the range and training complex. To accommodate McGuire approach/departure operations, Area 1 has been released to McGuire RAPCON by the using agency on a full-time basis.

(2) McGuire RAPCON will radar flight-follow McGuire approach/departure operations to ensure aircraft maintain appropriate separation from all range activities.

c. Hours of operations will be IAW AP/1A and at other times by NOTAM at least 48 hours in advance of activity.

d. R-5001 is considered a Controlled Firing Area at all times except when in use by rotary wing aerial gunnery, fixed wing aircraft and certain unmanned aircraft/aerial systems (UAS).

6. GENERAL: USASA Fort Dix, DPTMS-TMD, McGuire RAPCON, McGuire Tower and Lakehurst Tower shall:

a. Ensure all personnel involved in range operations are briefed on the contents of this LOA.

b. Maintain a communications network consisting of:

(1) Primary: A direct line between USASA Fort Dix, DPTMS-TMD, Range Support Activity and each JB MDL air traffic facility (McGuire RAPCON, McGuire Tower and Lakehurst Tower).

(2) Secondary: In the event there is an issue with the primary means listed above, each facility will maintain a current telephone roster to use as a backup.

7. GENERAL RESPONSIBILITIES:

a. USASA Fort Dix, DPTMS-TMD, shall: Arrange for central scheduling of all range activities located at ASA Ft. Dix.

b. USASA Fort Dix, DPTMS-TMD, Range Support Activity shall:

(1) Be the central controlling authority of all range activities located at USASA Fort Dix.

(2) Provide JB MDL air traffic facilities and New York TRACON with a training schedule no less than 1 week in advance. The schedule will include any rotary wing aerial gunnery activity, UAS activity, Aerostat activity, planned altitude changes of the range, and any planned cease-fires. NOTE: Schedules may be sent to McGuire RAPCON, New York TRACON, McGuire Airfield Management Operations (AM Ops) and DPTMS-Aviation via the latest e-mail and/or FAX numbers on file. However, New York TRACON need only be informed if R-5001B is scheduled to be active to 8000ft

MSL.

(3) Release all or a portion of R-5001A/B to McGuire RAPCON for ATC use whenever Range activities allow.

(4) Advise McGuire RAPCON at least 10 minutes prior to reactivating the airspace previously released for ATC use. Scheduled range activities will not begin until RAPCON advises that the range is clear of all aircraft. Airspace may be activated to 1500ft, 4000ft, or 8000ft MSL depending on operations within the range.

(5) Notify McGuire RAPCON immediately when any range activity is observed while R-5001 A/B is released to McGuire RAPCON.

(6) Deactivate the range within 15 minutes when notified RADAR is out of service.

c. The USASA Fort Dix, DPTMS-Aviation shall: Coordinate dates and times with agencies conducting rotary wing operations, UAS Operations and Aerostat activity within R5001. Issue a PPR for agencies not located on McGuire Airfield. For agencies located on McGuire Airfield proper, notify McGuire RAPCON, McGuire Airfield Management Operations (AM Ops) and DPTMS-TMD Range Support Activity.

d. McGuire RAPCON is the coordinating agency for ATC and shall:

(1) Notify McGuire Tower no later than 10 minutes prior to all R-5001 activity above 1500ft MSL (this is to allow VFR pattern management).

(2) Notify Lakehurst Tower of all R-5001 activity.

(3) Notify New York TRACON no later than 5 minutes prior to R-5001 B airspace going active to 8000ft MSL.

(4) Direct aircraft out of R-5001 A/B within 10 minutes after USASA Fort Dix, DPTMS-TMD, Range Support Activity requests the airspace. As soon as all aircraft are clear of R-5001 A/B, notify USASA Fort Dix, DPTMS-TMD, Range Support Activity.

(5) Notify USASA Fort Dix, DPTMS-TMD, Range Support Activity immediately when an unauthorized aircraft is observed entering R-5001 A/B.

(6) Notify USASA Fort Dix, DPTMS-TMD, Range Support Activity when the radar is out of service and when it returns to service.

(7) Relay requests for RBV holding at 8000ft MSL to USASA Fort Dix, DPTMS TMD, Range Support Activity, when R-5001 B is active 8000ft MSL and below.

e. McGuire Tower shall notify USASA Fort Dix, DPTMS-TMD, Range Support Activity immediately when an unauthorized aircraft is observed entering R-5001 A/B.

f. Lakehurst Tower shall notify USASA Fort Dix, DPTMS-TMD, Range Support Activity immediately when an unauthorized aircraft is observed entering R-5001 A/B.

8. ROTARY WING AERIAL GUNNERY AND/OR FIXED WING CLOSE AIR SUPPORT (FW CAS) OR FIXED WING SIMULATED CAS (FW SIMCAS). The following are in addition to the responsibilities contained in paragraph 4 and are established to safely conduct aerial operations.

a. The USASA Fort Dix, DPTMS-Aviation shall: Coordinate dates and times with agencies conducting rotary wing aerial gunnery, FW CAS/SIMCAS, McGuire RAPCON, McGuire AM Ops and DPTMS-TMD Range Support Activity.

b. The USASA Fort Dix, DPTMS-TMD, Range Support Activity, Range Support Officer shall:

(1) Restrict Rotary Wing Aerial Gunnery Operations and/or FW CAS/SIMCAS to only targets located within R-5001 East. (Normally Ranges 59C/D, 61, 65 and 85) See attachment 1 and 2.

(2) Issue a cease fire and advisories to any aircraft observed exceeding the lateral limits of R-5001 East. Advise McGuire RAPCON of the actions as soon as practical.

(3) Notify McGuire RAPCON when aerial gunnery and/or FW CAS/SIMCAS operations start and conclude.

c. When notified rotary wing aerial gunnery operations and/or FW CAS/SIMCAS are being conducted, McGuire RAPCON shall:

(1) Notify McGuire Tower, Lakehurst Tower, and McGuire Airfield Management of rotary wing aerial gunnery and/or FW CAS/SIMCAS within R-5001 East.

(2) Notify USASA Fort Dix, DPTMS-TMD, Range Support Activity, if aircraft are observed exceeding the lateral limits of R-5001 East.

(3) Radar flight follow runway 6 departures and runway 24 ILS and RNAV arrivals to ensure at least 3 NM radar separation is maintained from R-5001 East.

(4) Provide amended missed approach instructions for runway 6, to maintain 3 NM separation from R-5001 East, as required.

(5) Suspend all instrument approaches/departures to/from runway 24 at Lakehurst.

(6) Suspend all SVFR operations between WRI bearings 060 to 160.

(7) Suspend all SVFR operations between NEL bearings 200 to 325.

9. CEASE FIRE PROCEDURES:

a. The following situations will suspend activity in R-5001:

(1) Emergency aircraft inbound to McGuire or Lakehurst when projected flight path will transition through R-5001.

(2) McGuire radar outage.

(3) McGuire SKE drop missions when coordinated with USASA Fort Dix, DPTMS-TMD, Range Support Activity.

b. When range activity must be suspended, McGuire RAPCON/Tower/Lakehurst Tower will immediately notify the Range Controller via direct line to cease-fire:

"THIS IS MCGUIRE APPROACH or MCGUIRE TOWER or LAKEHURST TOWER, CEASE FIRE, I SAY AGAIN, CEASE FIRE. ACKNOWLEDGE."

c. As soon as time permits, McGuire Approach/Tower/Lakehurst Tower will contact the Range Operations Control Center via direct line and give a reason for the cease-fire and the anticipated delay.

d. USASA Fort Dix, DPTMS-TMD, Range Support Activity will immediately acknowledge any cease-fire instructions received from McGuire Approach Control/Tower/Lakehurst Tower and report activity terminated.

e. McGuire Approach/Tower will notify the Range Controller when the situation has been terminated and activity can be resumed.

SUBJECT: Use of Airspace for Restricted Area R-5001

10. UNMANNED AERIAL SYSTEMS (UAS) OPERATIONS WITHIN R-5001.

a. Operations by UAS aircraft will be requested at least 10 days prior to the first flight with USASA Fort Dix, DPTMS-Aviation. USASA Fort Dix, DPTMS-Aviation will coordinate with USASA Fort Dix, DPTMS-TMD, Range Support Activity, and provide notification within 48 hours in advance with McGuire ATC facilities. All operations will only occur during hours of sunlight (dawn to dusk).

b. USASA Fort Dix, DPTMS-Aviation is the coordinating office for all UAS operations. All scheduling and coordination must be completed through the range aviation coordination office at DSN: 562-3451. UAS operations will be approved on a case-by-case basis provided that the UAS type can operate safely within the confines of R-5001 and provided that the UAS doesn't pose a threat to non-participating aircraft operating outside of R-5001. All inquiries for UAS activity outside of the restricted area will be vetted through the 305 Operations Group.

c. UAS operations shall not operate outside of the R-5001 airspace (unless specifically authorized via a Certificate of Authorization—COA). During UAS operations, UAS observers will maintain assurance that the UAS does not cross outside the boundary lines.

(1) UAS Launching Operations will take place on USASA Fort Dix Range Complex in accordance with an approved ROZ by USASA Fort Dix DPTMS-Aviation.

(2) Observers must have been provided with sufficient training to communicate clearly to the pilot any turning instructions required to stay clear of the boundaries of R-5001. Observers will receive training on rules and responsibilities.

(3) Training documentation for all UAS operators and observers will be maintained by USASA Fort Dix, DPTMS-TMD, Range Support Activity and Aviation. The documentation will be presented upon request through official request and coordination channels.

d. All Lost Link Procedures will be in accordance with the UAS Operational Manual pertaining to that specific UAS. The Lat/Long location for Lost Link operations will be programmed by the user not to exceed the range limits.

e. If lost link occurs, USASA Fort Dix, DPTMS-TMD, Range Support Activity will immediately notify ATC with the following information, if applicable:

(1) Time of lost link.

(2) Last known position.

(3) Altitude.

(4) The direction of flight.

(5) Confirm execution of lost link procedures.

(6) Confirm pilot/observer has visual contact with UAS/RPA.

f. In the event of lost link notification from USASA Fort Dix, DPTMS-TMD, Range Support Activity, ATC will do the following, if applicable:

(1) Restrict all aircraft departures that may conflict with the last known position and direction of the reported lost link UAS until status is determined.

(2) Issue advisories and ATC instructions as appropriate to ensure safe operations for all aircraft.

11. AEROSTAT TETHERED BALLOON OPERATIONS.

a. The tethered balloon will be equipped with a combination of flags and strobe lights and deployed within the southeast corner of R5001 at coordinates N39 57' 40.519" W74 25' 59.195" up to a maximum altitude of 2,500' MSL.

b. Tethered balloon operations will be requested at least 10 days prior to the first flight with USASA Fort Dix, DPTMS-Aviation. USASA Fort Dix, DPTMS-Aviation will coordinate with USASA Fort Dix, DPTMS-TMD, Range Support Activity, and provide notification to McGuire RAPCON, McGuire Airfield Management Operations (AM Ops).

c. R5001 at coordinates N39 57' 40.519" W74 25' 59.195" will be active to 4000' any time the Aerostat is deployed and AM Ops shall transmit a NOTAM with location/duration information. Aerostat deployment notifications shall be IAW paragraph 7.

d. USASA Fort Dix, DPTMS-TMD, Range Support Activity shall immediately notify McGuire RAPCON should the Aerostat become un-tethered and advise when the balloon is down. Note: The Aerostat is equipped with a GPS pressure gauge that automatically deflates it when it reaches 3000' MSL.

SUBJECT: Use of Airspace for Restricted Area R-5001

12. EMERGENCY JETTISON AREA FOR EXTERNAL FUEL TANKS. (alternate)

a. The secondary emergency jettison area is one nautical square mile located in the center of the R-5001 A/B impact area. The center is located on the GXU R-095 at 4.6 DME.

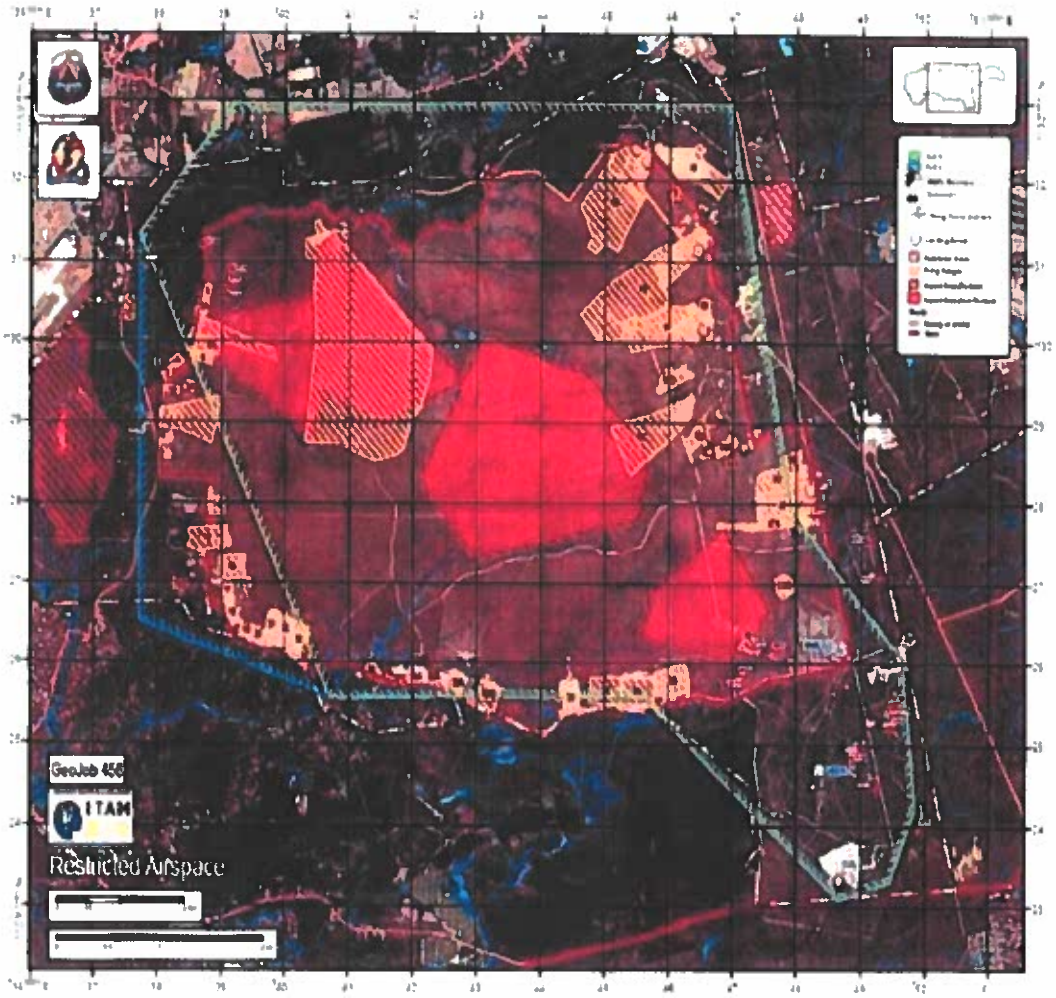
b. McGuire Approach Control will coordinate with USASA Fort Dix Range Control (in advance whenever possible) when an aircraft requires the use of this area to jettison stores.

c. Procedures for aircraft to use this area are defined in 305 AMW Instruction 13-204. See Attachment 3. Note: The jettison area is for emergency use only.

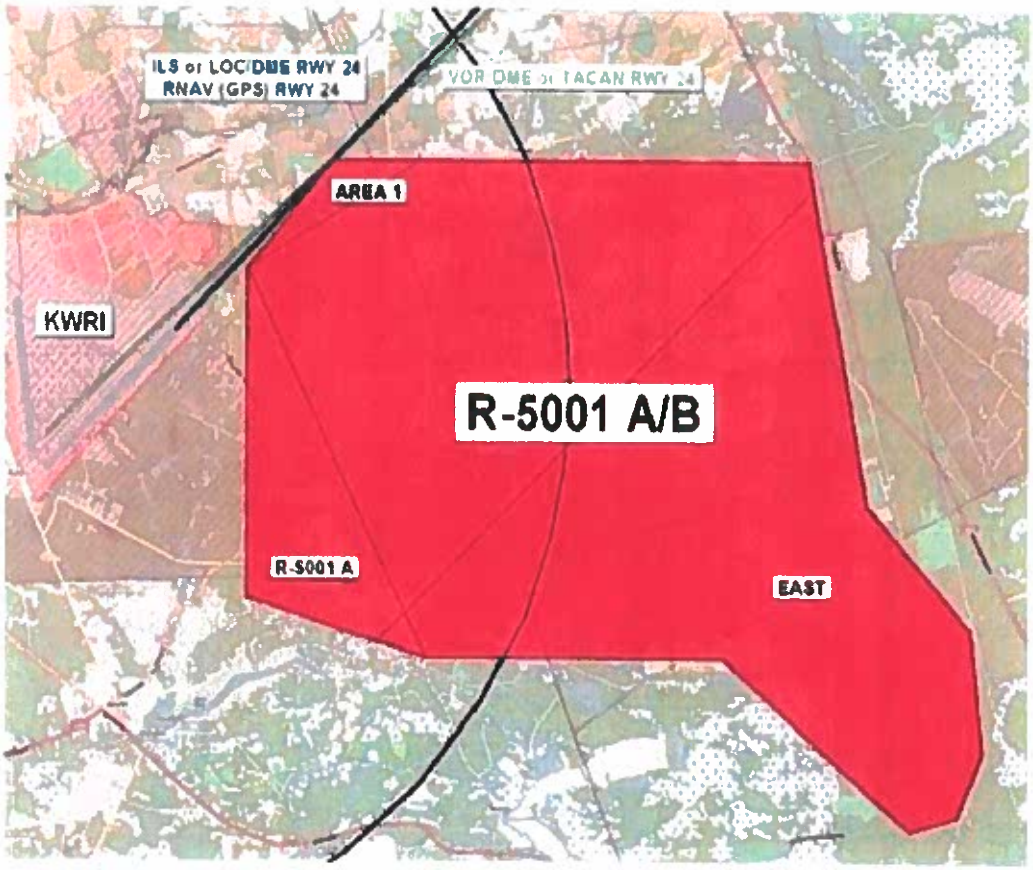
ERIK L. SIMONSEN, Col, USAF
Commander, 305th Operations Group
Joint Base McGuire-Dix-Lakehurst, NJ

JEFFREY A. DOLL
COL, LG
Commanding

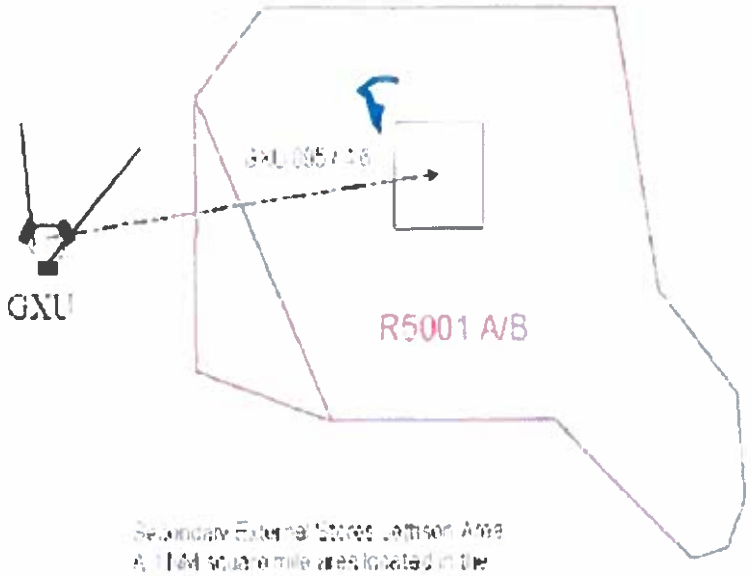
Attachment 1
Fort Dix Range: R-5001



Attachment 2
Depiction of R-5001 in relation to McGuire runways and final approach courses
(Status of R-5001 will be available on ATIS frequency 110.6)



Attachment 3
SECONDARY EXTERNAL STORES JETTISON AREA



Glossary

Section I
Abbreviations

AGL
above ground level
ALSE
aviation life support equipment
AMOP
Air Missions Operations
AR
army regulation
ARNG
Army National Guard
ATC
air traffic control
ATP
Aircrew Training Program
CE
crew chief
CFR
Code of Federal Regulations
CH
transport helicopter
DA
Department of the Army
DAC
Department of the Army Civilian
DoD
Department of Defense
ETA
estimated time of arrival
FAA
Federal Aviation Administration
FAR
Federal Aviation Regulation
FE
flight engineer
FLIP
Flight Information Publication
FORSCOM
Forces Command
HQDA
Headquarters, Department of the Army
ICAO
International Civil Aviation Organization

IFR
instrument flight rules
ILS
Instrument landing system
JOSAC
Joint Operational Support Airlift Command
MOC
maintenance operation check
MOS
military occupational specialty
MSL
mean sea level
MTOE
modified table of organizational equipment
NAS
National Airspace System
NCM
nonrated crew member
NG
night goggles
NOTAM
notices to airmen
NS
night systems
NVG
night vision goggles
OSA
operational support airlift
OSAC
Operational Support Airlift Command
PIC
pilot in command
POL
petroleum oils and lubricants
PPR
prior permission requested
PUJC
priority urgency justification category
RAW
risk assessment worksheets
RCNI
Range Control Number Indicator
SVFR
special visual flight rules
TAMMS
The Army Maintenance Management System
TB
technical bulletin

TM
technical manual
TO
technical order
USAR
U.S. Army Reserve
USARPAC
U.S. Army Pacific
USARSO
U.S. Army South
VFR
visual flight rules
WX
Weather

Section II
Terms

Aircrew training program (ATP)
Army aviation aircrew standardized training and evaluation program.
Army aviation disaster, search, and rescue unit
A temporarily organized unit employed during an emergency. The unit equips, supplies, safeguards, maintains, and operates Army aircraft during a disaster, an air search, or rescue.
Army aviator
An aeronautical designation awarded to members of the U.S. Army by the Secretary of the Army or designated officers.
Aviation officer
An Army or DA civilian aviator who commands an aviation unit or is a member of a commander's staff and advises or supervises Army aviation functions.
Category (of aircraft)
Aircraft designated as either airplane or helicopter synonymous with type.
Crewmember
The term includes all aviators (rated crew members), nonrated crew members, and others who perform aircrew duties as listed in paragraph 2-6.
Helicopter
A rotorcraft that, for its horizontal motion, depends principally on its engine-driven rotors.
Non-rated crew member
Crewmembers who are not rated aviators and are placed on orders by the commander as authorized to perform aircrew duties IAW AR 600-106. Non-rated non-crew members become non-rated crew members when they are selected by the commander and integrated into the Aircrew Training Program.
Nonstandard aircraft
Army aircraft no longer classified Standard A or B or aircraft obtained from other DoD activities or commercial sources.

Operational flying
Flying performed by rated personnel primarily for mission support or training, while serving in assignments in which basic flying skills normally are kept current while performing assigned duties. All flying by rated members of the RC not on extended active duty is operational flying.
OPTEMPO
Hours flown per crew per month in MTOE rotary wing aircraft assigned in FORSCOM, USAREUR, USARPAC, EUSA, USARSO, ARNG, and USAR.
Public aircraft
Aircraft used only in the service of a government of a political subdivision. It does not include any government-owned aircraft engaged in carrying persons or property for commercial purposes.
Qualified for aviation service
A volunteer aviation status requisite to entitlement for operational flying.
Rated Crew member
Aviators described in this regulation and AR 600-105.
STABO
Extraction harness device which allows military personnel to be rescued (by helicopter) from a location which prevents the conventional landing and boarding of a helicopter. The abbreviation is derived from the first letter of the surnames of the five individuals who invented the helicopter extraction system.
Synthetic Flight Training Systems
A group of high-fidelity instrument and visual flight simulators capable of providing basic, advanced, and tactical training in either manual or automated modes.