FIRING/NONFIRING DATA

For use of this form see USAIC Regulation 350-19; the proponent agency is DPTMS

TO: Chief,
Range Division,
Directorate of Plans, Training, Mobilization and Security
Fort Benning, GA 31905

Date: 26 Jun 2012 Log# 8-1-12
Range: FRYAR DZ
Title: PARACHUTE JUMPS
Problem No:

THRU: FORT BENNING, GA 31905

FROM: 1-507th PIR S3
FORT BENNING, GA 31905

SECTION I, TYPE OF TRAINING

☐ a. Live Fire ☑ b. Non-live Fire CP/Controller Coordinates: FA 9293 7244

SECTION II, DEMOLITIONS/GRENADES/MINES/PYROTECHNICS

Coordinates	Type	Model/DODAC	Size of Charges
FRYAR FIELD	Smoke Grenade	G 982	N/A
FRYAR FIELD	Smoke Grenade Red	G 950	N/A
FRYAR FIELD	Smoke Grenade Violet	G 955	N/A

SECTION III, WEAPONS/AMMUNITION REQUESTED

Coordinates of Weapons Position	Type Weapon/Model Number	Type Ammunition	Left Limit	Right Limit

SECTION IV, LIVE FIRE EXERCISES Attach the following:

- ☐ Scenario of training to be conducted:
- ☐ Sketch of area:
- ☐ Risk Assessment:
- ☐ Attach FB Form 350-19-2-E-R if Mortar or artillery is being fired:

SECTION V, NON-LIVE FIRE TRAINING

Training area(s) to be occupied:
FRYAR DROP ZONE

- ☑ Scenario of training to be conducted:
- ☑ Sketch of area(s) to be occupied:
- ☑ Risk Assessment:

Name/rank of requesting officer:
PHILLIPS, JOHN M. MAJ 1/507TH S3 OFFICER

Name/rank of Major Unit S3/Commander:
MASSARI, ANTHONY MAJ BDE S3

SECTION VI, FOR RANGE DIVISION USE

DATE: 9 August 2012

TO: 1/507th PIR, S3
FT BENNING, GA
31904

FROM: Range Division,
Directorate of Plans, Training,
Mobilization and Security
Fort Benning, GA 31905

a. Roadblocks to be closed:
b. Road(s) to be closed/road barrier locations: SEE SCENARIO
c. Remarks:
d. This approval expires: Indef

Chief, Range Division
Directorate of Plans, Training, Mobilization and Security

DEPARTMENT OF THE ARMY
1ST BATTALION, 507TH PARACHUTE INFANTRY REGIMENT
7481 RIORDON STREET
FORT BENNING GA 31905-4405

ATSH-TPP-O

27 June 2012

MEMORANDUM THUR Commander, 1st Battalion, 507th PIR, Fort Benning, GA 31905

FOR Chief, Range Control Division, Fort Benning, GA 31905

SUBJECT: Scenario for Airborne Training at Bldg. 2401 and on Fryar DZ for 1st Battalion, 507th PIR.

1. The Jump Company will arrive at building 2401 at approximately 0500 hrs. where the students will receive their final formal period of instruction, Jump Week orientation (AJ104), the students will receive an orientation to the training area, administration information, and will be talk through the JMPI sequence prior to being issued equipment and rigging for the parachute jump. The students will then conduct sustained airborne training. Sustained airborne training consists of 30-45 minutes of performance oriented training, parachute landing falls, and mock door training. After completion of sustained airborne training and breakfast, the students will move into building 2401 and receive a briefing and orientation to the training area. Upon completion of the orientation they will move under the supervision of instructors to the control and issue facility and receive a T-10D/T-11 parachute, Soft Loop Center Pull Reserve Parachute/T-11 R and an aviator kit bag. They will return to building 2401 and don their parachute and equipment.

2. After all Jumpers have rigged their parachutes under the direct supervision of Jumpmaster personnel, they will receive three inspections. The first will be the Jumpmaster Personnel Inspection. At the completion of the JMPI, a front and rear line inspection will be conducted. The third and final inspection will take place on the aircraft by the Jumpmaster Safety prior to the student exiting the aircraft. The Departure Airfield Control Officer or DACO will escort the jumpers to the aircraft for loading. Once on the aircraft, the jumpers will be seated, safety belted in and the Jumpmasters will conduct an aircraft safety briefing prior to take off.

3. The jumpers will then execute a static line parachute jump into Fryar DZ at 1250 feet above ground level. The Jumpmasters will conduct actions in the aircraft IAW FM 3-21.220 and verify the one minute time warning (Chattahoochee River) and the 30 second time warning (Black top road) Oswichee Rd.

4. The DZSO will have the DZ set up one hour prior to time on target IWA FM 3-21.220 and will be located at the point of impact FA92486 71624 on the lead edge of the DZ. The assistance DZSO will be located at highest point center mass of the DZ FA92313 72429. Both the DZSO and ADZSO will be monitoring the winds utilizing approved wing measuring devices IAW FM 3-21.220. During jump one the maximum allowed ground wind speed will be 10 kts all following jumps max allowed ground wind speed will be 13 kts. The DZSO will ensure the boat

detail is in position at the pond vic. FA9145 7264 with one NCO and four man detail. The boat NCO will ensure the boat and equipment is prepared and will conduct a rehearsal prior to personnel jumps beginning. The boat detail will remain in position throughout the entire airborne operation in the event the jumper lands in to the pond. The boat detail is also responsible controlling the access through gate #X2 (see diagram). The DZSO will ensure that the Road Guards are in position and properly briefed on their special instructions prior to the start of airborne operations. The guards will be posted at guard position #1 gate X4(see diagram), guard position #2 FA9166 7296. The DZSO will also ensure that gate X1 through X7 (see diagram) are secured/blocked to prevent unauthorized traffic onto Fryar DZ.

5. The Jump 2 NCO in coordination with the senior medic on the DZ makes the decision to MEDEVAC injuries from the DZ. Jump 2 will call the DZSO for authorization for MEDEVAC. Jump 2 will call for Air MEDEVAC only when the injured soldier is in danger of losing life, limb, or eyesight. Jump 2 will request weather it is a Ground or Air MEDEVAC. Jump 2 will call Ft. Benning EMS for Ground Evacuation and will call for Air MEDEVAC through E-911 and notify range control when Air MEDEVAC is inbound. If jump 2 calls for an Air MEDEVAC he must inform the DZSO and Lawson tower and have them keep all aircraft in the air clear of the airspace over the DZ. When calling in the MEDEVAC Jump 2 or the DZSO will use the standard nine line MEDEVAC request.

6. M 83 Smoke will be utilized at the DZSO and ADZSO position during each jumper pass in order for the jumpers to determine their direction of drift. The DZSO and ADZSO will also have Red and Violet smoke at their positions to signal the aircraft if UHF communication fails. Red smoke will be the signal for a no drop condition. Any additional signals or markings will be brief during the Air Mission Briefing.

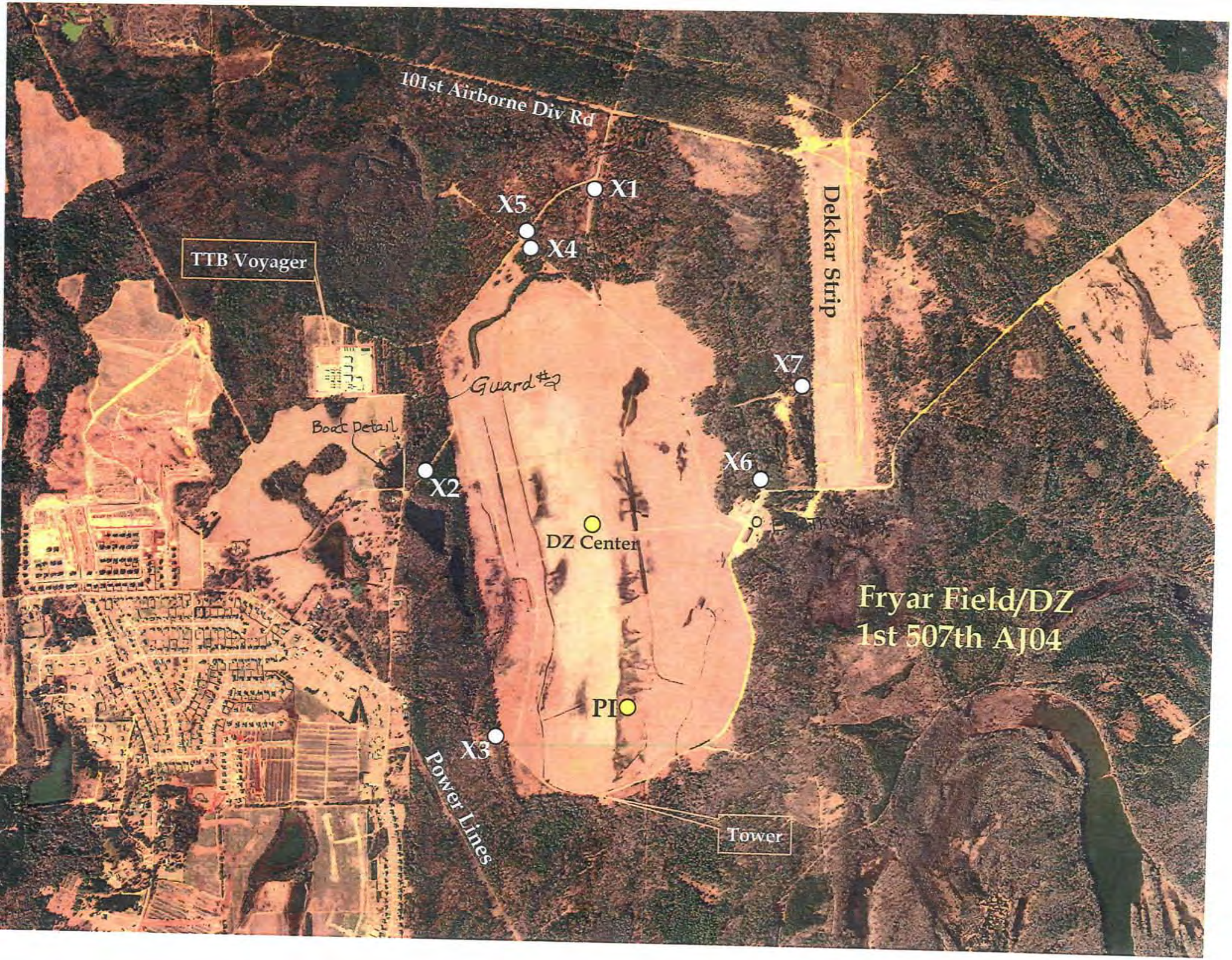
7. After landing on the DZ, jumpers will recover their parachute and equipment and move to the assembly area located at the Entrucking area FA9301 7247. The Entrucking NCO will ensure that all jumpers and equipment are accounted for and have the jumpers load into buses and return to building 2401. The Entrucking NCO will also maintain control of the civilians in spectator/bleacher area to ensure that civilians are not on the surveyed DZ during the airborne operation.

8. After the arrival at building 2401, students will start the process once again for the next jump.

9. The POC for this memorandum is MAJ Phillips at 545-1156.

AUTHORITY LINE:

JOHN M. PHILLIPS
MAJ, IN
BN Operations Officer


101st Airborne Div Rd
X1
X5
X4
TTB Voyager
Dekkar Strip
X7
Guard #2
Boat Detail
X2
X6
DZ Center
Fryar Field/DZ
1st 507th AJ04
PI
X3
Power Lines
Tower

COMPOSITE RISK MANAGEMENT WORKSHEET

For use of this form, see FM5-19; the proponent agency is TRADOC

1. MSN/TASK	2a. DTG BEGIN	2b. DTG END	3. DATE PREPARED (YYYYMMDD)
PARACHUTE OPERATIONS BAC	132400OCT11	142400OCT12	20111013

4. PREPARED BY:

a. LAST NAME	b. RANK	c. POSITION
LYNN, STEVE	SFC	BN SAFETY OFFICER

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Parachute Operations (Basic Airborne Course)	Jumper could receive static line injury while exiting aircraft.	High	Students receive 22.75 POI hours of static line control training while conducting mock door/34' tower during ground and tower training. All Mock ups/company areas have static line training aids for all students to observe for correct procedure. All students/Cadre must watch Static Line Control Video and MACO tape prior to conducting Jump #1. Routing of each static line is inspected by safety prior to exit. All students reminded to "look the Safety in the eye and hand static line to the safety" prior to exit. This is reemphasized during Sustained Airborne Training at the start of each day of training. Safety controls static lines and ensures proper spacing between jumpers. All Co CDRs/1SGs conduct thorough brief to all students in McCarthy Hall prior to conducting Jump operations. Medic/FLA present on the DZ NLT 1 hour prior to TOT w/all required medical equipment and an additional Medic/FLA located at the entrucking point to address all any injuries not reported on the DZ. DZSO has communication by Motorola w/Range Control at all times to request Air MEDEVAC, if required. DZSO also has redundant communication with a cell phone and FM.	Moderate	-FM 3-21.220 -BACSOP -Sustained ABN TRNG -BAC POI -JM/Safety enforcement -Static Line Video -MACO Tape -Co CDR Brief	Direct Supervision	

Additional space for entries in Items 5 through 11 is provided on page 2.

13. OVERALL RISK LEVEL AFTER CONTROLS ARE IMPLEMENTED (Check One)

☐ LOW ☐ MODERATE ☒ HIGH ☐ EXTREMELY HIGH

G. BRENT CUMMINGS
LTC, IN
Commanding

LANCE E. DAVIS
COL, IN
Commanding

14. RISK DECISION AUTHORITY

a. LAST NAME	b. RANK	c. DUTY POSITION	d. SIGNATURE
Piatt, Walter E.	COL	Commandant, Infantry School	

ITEMS 5 THROUGH 12 CONTINUED:

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Parachute Operations (Basic Airborne Course)	Jumpers could have entanglement while airborne.	Ext. High	Jumpers trained to avoid and handle entanglements. This is covered in detail (what actions to take to prevent the entanglement and actions to take if an entangled and if activation of SLCP/T-11R is required) during Sustained Airborne training talk through and in the mock up. Jumpers reminded over loudspeaker to watch for fellow jumpers. Cadre member talks jumpers through the points of performance during descent using the MCoE sound truck. In addition there are a minimum of 5 x Cadre coaches (additional 2 for night ops) along centerline road with bullhorns to assist with points of performance and proper landing. Covered during Sustained Airborne Training.	High	-FM 3-21.220 -BACSOP -Sustained ABN TRNG -BAC POI -CADRE w/sound system -Coaches w/Bullhorns -Instructor Enforcement/Testing Retraining -MACO Tape	Direct Supervision	
	Jumper could incur injury doing improper PLF	Ext. High	Cadre will emphasize how to read direction of the wind and make a proper slip during ground and tower week. Smoke on DZ to determine direction of drift. 10-knot wind restriction on first jump; 13-knot restriction for all subsequent jumps. Prior to first jump, Commander/1SG reemphasize how to make a proper slip/PLF. Cadre member talks jumpers through the points of performance during descent using the MCoE sound truck. In addition there are a minimum of 5 x Cadre coaches (additional 2 for night ops) along centerline road with bullhorns to assist with jumpers conducting improper actions during descent. Medic/FLA present on the DZ NLT 1 hour prior to TOT w/all required medical equipment and an additional Medic/FLA located at the entrucking point to address all any injuries not reported on the DZ. DZSO has communication by Motorola w/Range Control at all times to request Air MEDEVAC, if required. DZSO also has redundant communication with a cell phone and FM. 14.75 POI hours of PLF training conducted during ground/tower weeks. PLFs practiced during pre-jump each day during Jump week.	High	- FM 3-21.220 - BACSOP - Sustained ABN TRNG - BAC POI - CADRE w/Sound		

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Parachute Operations (Basic Airborne Course)	Accidental activation of the reserve inside the A/C.	Moderate	Jumpers trained IAW FM 3.21-220 and JM/BAC POI. This is covered in detail (what actions to take to prevent the activation and actions to take if activation occurs) during Sustained Airborne training talk through and in the mock up. All jumpers reminded by Jumpmasters/Safeties and instructors to protect the ripcord grip/ripcord handle at all times. JM/Safeties conduct daily rehearsals prior to conducting ABN Operation. Actions taken to control an activated reserve are covered during Sustained Airborne Training.	Low	-FM 3-21.220 -Sustained ABN TRNG -BAC POI -JM / Safety / Instructor Enforcement -MACO Tape	Direct Supervision	
	Dehydration and heat injuries on the DZ.	Moderate	Soldiers properly hydrate prior to training. Jumpers will also hydrate while in the harness shed and cadre will ensure that water jugs are being filled. Jumpers told to walk off the DZ during Heat CAT V, Medics located on DZ NLT 1 hour prior to TOT to provide immediate attention to all injuries. Cadre place 5 gal water cans along centerline road of DZ. Water trailer w/ice located at entrucking point. Soldiers monitored by cadre and provided necessary time to hydrate during assembly/accountability procedures. Hourly fluid intake should not exceed 1.5 quarts. Daily fluid intake should not exceed 12 quarts. All students use Cerasport Hydration packets every morning. Cadre monitors the intake by students. Heat Category/Wet Bulb monitored throughout the BN area and relayed to all BN personnel by the BN S3 shop via e-mail and telephone.	Low	- BACSOP - Cadre Enforced/PSG supervised - Field Grade Officer or CSM on DZ at all times during Jump Operations		

Additional space for entries in Items 5 through 11 is provided on page 2.

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Parachute Operations (Basic Airborne Course)	Towed Jumper	Moderate	Jumpers trained IAW FM 3.21-220 and JM/BAC POI. Cadre rehearse towed jumper drills during actions in the aircraft with A/C loadmasters. This is covered in detail (what actions to take upon being a towed jumper) during Sustained Airborne training talk through and in the mock up. Cadre enforce to students while boarding the A/C. Jumpers inspect equipment (especially HPT lowering lines) during actions in the A/C to ensure all equipment is properly stowed to prevent from being a towed jumper. Cadre will emphasize checking static lines and equipment prior to loading and while in the plane.	Low	-FM 3-21.220 -Sustained ABN TRNG -JM/Safety Enforced -MACO Tape	Direct Supervision	
	Jumpers landing in trees	Moderate	Jumpers trained IAW FM 3.21-220 and JM/BAC POI. This is covered in detail (what actions to take upon heading toward trees and actions to take if jumper becomes hung up in the trees) during Sustained Airborne training talk through. A wind tester is exited on the first lift of every jump to determine accuracy of the release point prior to exiting students. No students exit the A/C until the A/C is physically over the surveyed DZ regardless of the CARP calculation. Aircraft controlled by DZSTL qualified cadre and adjustments made following a Cadre wind tester pass and all subsequent passes to ensure jumpers land on both the surveyed DZ and near centerline. Designated Cadre on DZ has recovery vehicle. W/ rescue equipment, tree climbing kit and ladder and positioned according to prevailing winds. In addition there are a minimum of 5 x Cadre coaches (additional 2 for night ops) along centerline road with bullhorns to assist with points of performance and proper landing. At night, all DZSO party and malfunctions NCO has night vision goggles. Medic/FLA present on the DZ NLT 1 hour prior to TOT w/all required medical equipment and an additional Medic/FLA located at the entrucking point to address all any injuries not reported on the DZ. DZSO has communication by Motorola w/Range Control at all times to request Air MEDEVAC, if required. DZSO also has redundant communication with a cell phone and FM.	Low	-FM 3-21.220 -BACSOP -Sustained ABN TRNG -DZ PSG (Jump 2) supervised -MACO Tape -Coaches w/Bullhorns -Cadre w/Sound Truck	Direct Supervision	

Additional space for entries in Items 5 through 11 is provided on page 2.

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Parachute Operations (Basic Airborne Course)	Water landing	Moderate	Jumpers trained IAW FM 3.21-220 and JM/BAC POI. This is covered in detail (what actions to take upon heading towards a body of water and actions to take if jumper cannot avoid the water obstacle) during Sustained Airborne training talk through. A wind tester is exited on the first lift of every jump to determine accuracy of the release point prior to exiting students. Aircraft controlled by DZSTL qualified cadre and adjustments made following a Cadre wind tester pass and all subsequent passes to ensure jumpers land on both the surveyed DZ and near centerline. Designated Cadre w/detail is located at the water obstacle NLT 1 hour prior to TOT w/boat, life vests, life rings, ropes, shepherds hook, backboard, bull horn, radio (primary commo) and search light and NVDs (night Ops). Man-portable boat is located on the ramp next to the water unsecured and prepared to launch in the event a jumper hits the obstacle. In addition there are a minimum of 5 x Cadre coaches (additional 2 for night ops) along centerline road with bullhorns to assist a jumper with properly preparing to land in the water obstacle. All Boat NCOs are responsible for conducting rehearsals with detail prior to conducting jump operations support. Medic/FLA present on the DZ NLT 1 hour prior to TOT w/all required medical equipment and an additional Medic/FLA located at the entrucking point to address all any injuries not reported on the DZ. DZSO has communication by Motorola w/Range Control at all times to request Air MEDEVAC, if required. DZSO also has redundant commo with a cell phone and	Low	-FM 3-21.220 -BACSOP -Sustained ABN TRNG -DZ PSG (Jump 2) supervised -MACO Tape -Coaches w/Bullhorns -Cadre w/Sound	Direct Supervision	

ITEMS 5 TIIROUGH 12 CONTINUED:

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Parachute Operations (Basic Airborne Course)	Jumper could accidentally fall from A/C not over the DZ	Moderate	Exiting procedures/rehearsal conducted during Sustained ABN Training (actions in the A/C). All jumpers are hooked up prior to moving forward of the wheel well. #1 Jumper is not positioned in the door until the 30 second warning or less. Jumpmaster maintains positive control of the jumper and secures him/her by the harness until the Jumpmaster determines it is clear to exit. No jumper is exited (tapped) until the A/C is physically over the DZ regardless if the green is turned on. If excessive turbulence occurs, the Jumpmaster will move the student away from the door.	Low	-FM 3-21.220 -BACSOP -Sustained ABN TRNG -Air Mission Brief with A/C crews -JM team enforced	Direct Supervision	

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Parachute Operations (Basic Airborne Course)	Injury during combat equipment operations.	Ext. High	Students are trained during ground/tower weeks the proper use of combat equipment. Combat equipment training aids w/ leg straps used during training from the 34' towers. All mock ups are modified to meet the specific dimensions of the replicated A/C. Jumping equipment is covered (what actions to take to proper lower and/or jettison combat equipment) during Sustained Airborne training talk through. All jumpers conduct a rehearsal from the A/C that they will exit from. If the A/C changes the instructor conducts "actions in the aircraft" rehearsals for that A/C. Thorough JMPI is conducted by instructors to include front/rears prior to boarding A/C. Cadre member talks jumpers through the points of performance during descent using the MCoE sound truck. Cadre will reinforce during training and with bullhorns the proper procedures for lowering combat equipment. In addition there are a minimum of 5 x Cadre coaches (additional 2 for night ops) along centerline road with bullhorns to assist with points of performance and proper procedures to lower equipment. Jumpers are reminded over loudspeaker/bull horns to look below for fellow jumpers and lower equipment at tree top level. Medic/FLA present on the DZ NLT 1 hour prior to TOT w/all required medical equipment and an additional Medic/FLA located at the entrucking point to address all any injuries not reported on the DZ. DZSO has communication by Motorola w/Range Control at all times to request Air MEDEVAC, if required. DZSO also has redundant communication with a cell phone and FM.	High	-FM 3-21.220 -BACSOP -Sustained ABN-Mock Door Trng (Combat Equipment) - JM/Safety enforces proper exit intervals -MACO Tape -Coaches w/Bullhorns -Cadre w/Sound Truck -Modified Mock ups & 34' towers	Direct Supervision	

Additional space for entries in Items 5 through 11 is provided on page 2.

ITEMS 5 THROUGH 12 CONTINUED:

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Parachute Operations (Basic Airborne Course)	Jumpmaster could accidentally fall from A/C while conducting outside air safety check.	Moderate	JM is instructed on the proper technique to conduct the air safety check and rehearses all actions with entire team prior to conducting the ABN OP. JM is hooked up prior to the door being opened IAW FM 3.21-220. All JMs. are instructed on how to avoid landing in trees during sustained airborne training. If he lands off the DZ and becomes lost, he follows instructions he received earlier on how to link up with cadre.	Low	-FM 3.21-220 -1/507th Lost Soldier Policy -JM team enforced		
	Entanglements or injury from PLF during night airborne operations.	Ext. High	Two additional coaches on the DZ (minimum of seven overall). Night operation MACO brief to students given prior to boarding aircraft. Jumpers reminded to keep eyes on the horizon and not to anticipate the landing. Instructors reemphasize to jumpers to maintain their awareness of fellow jumpers all the way to the ground. Medic/FLA present on the DZ NLT 1 hour prior to TOT w/all required medical equipment and an additional Medic/FLA located at the entrucking point to address all any injuries not reported on the DZ. DZSO has communication by Motorola w/Range Control at all times to request Air MEDEVAC, if required. DZSO also has redundant communication with a cell phone and FM.	High	-FM 3-21.220 -BACSOP -BAC POI -CADRE w/sound system -Coaches w/Bullhorns -Instructor Emphasis -MACO Tape	Direct Supervision	
	Falling equipment hits someone on DZ	Moderate	Students always wear helmets on the DZ. All soldiers remain vigilant for falling helmets and equipment during aircraft passes. Helmets are tightly secured prior to JMPI and adjusted, if needed, just prior to "front and rear" checks. Proper procedures for lowering equipment are consistently emphasized. Cadre warn each other and students for falling equipment.	Low	-Sustained ABN TRNG -BACSOP	Direct Supervision	

ITEMS 5 THROUGH 12 CONTINUED:

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Parachute Operations (Basic Airborne Course)	Parachute malfunction; little or no lift capability	High	Jumpers trained to handle malfunctions of all types during ground/tower training IAW FM 3-21.220 and the BAC POI. This is covered in detail (what actions to take for complete and partial malfunctions and activation of the SLCP/T-11R) during Sustained Airborne training talk through. Thorough JMPI is conducted by instructors to include front/rears prior to boarding A/C. Jumpers are reminded over loudspeaker to watch for fellow jumpers. Cadre member talks jumpers through the points of performance during descent using the MCoE sound truck. In addition there are a minimum of 5 x Cadre coaches (additional 2 for night ops) along centerline road with bullhorns to assist with points of performance and proper landing. Cadre members with speaker available to react to a malfunction and remind student to take the appropriate action. Medic/FLA present on the DZ NLT 1 hour prior to TOT w/all required medical equipment and an additional Medic/FLA located at the entrucking point to address all any injuries not reported on the DZ. DZSO has communication by Motorola w/Range Control at all times to request Air MEDEVAC, if required. DZSO also has redundant communication with a cell phone and FM.	Moderate	-FM 3-21.220 -BACSOP -BAC POI -CADRE w/sound system -Coaches w/Bullhorns -Instructor Emphasis -JM/Safety Emphasis -MACO Tape -Sustained ABN TRNG	Direct Supervision	

ITEMS 5 THROUGH 12 CONTINUED:

5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Jumpmaster DZ Operations	Cold injuries during cold weather.	Low	Students and cadre are required to pack and dress adequately. Cadre is trained on cold injury symptoms and treatment. Combat Lifesaver with aid bag is on hand. Category I: Standard ACU, field jacket, cold weather cap, gloves with inserts, poncho for wet weather. Category II: As above with several layers of loose fitting underclothing on and face masks if available. Category III: Arctic clothing required. Wind chill will be monitored frequently and cadre will be immediately notified of any significant changes. Each section will have at least one Combat Lifesaver who will closely monitor the status of students. Students exhibiting signs of cold injury will be immediately evacuated.	Low	- Unit SOP	Direct Supervision	
	Lost or missing Soldier.	Moderate	All students are oriented to the training area. All student movement will be accompanied by a cadre member with communication ability with Motorola. All sections have redundant FM capability at all times. All cadre are briefed on reporting procedures and will adhere to the USAIC lost soldier procedure by notifying Range Control at one hour to start the L-Hour sequence.	Low	- HHC SOP - CoC /NCO Enforced - Cadre Briefed - Branch Chief tracks accountability - USAIS Policy - 24hr communication with base operations @ DACO	Direct Supervision	
	Wildlife hazards in and around training areas.	Low	All students are briefed on the most likely seasonal wildlife they may encounter during training and informed to stay away from these hazards. All persons with wildlife allergies will be marked by wearing white tape on their uniform and will carry allergy kits as available. All student activity will be accompanied by a cadre member with comm. ability.	Low	- HHC SOP - CoC / NCO Enforced - Cadre Briefed - Branch tracks allergies	Direct Supervision	

Bravo and X-Ray Gates and Roadblocks, March 15, 11			
#	GRID	LOCATION	TYPE
B-1	076 715	Across Liberty Rd 30m N. of its intersection with River Bend Rd.	Gate
B-2	066 711	Across Blue Ridge Trail 30m N. of its intersection with River Bend Rd.	Gate
B-3	048 697	Across Jamestown Rd 30m N. of its intersection with River Bend Rd.	Gate
B-4	042 695	Across unnamed Trail 30m N. of its intersection with River Bend Rd.	Gate
B-5	020 690	Across unnamed Trail 30m N. of its intersection with River Bend Rd.	Gate
B-6	016 691	Across unnamed Trail 30m N. of its intersection with River Bend Rd.	Gate
B-7	998 707	Across Sedan Trail at reservation boundary. Permanently closed. (must coordinate with NSA to access)	Berm

#	GRID	LOCATION	TYPE
X-1	923 739	Across unnamed rd leading to Fryar DZ 300m S. of its intersection with 101st Abn. Div. Rd.	Gate
X-2	916 726	Across Bon Acre Rd 100m from the reservation boundary.	Gate
X-3	919 714	Across unnamed trail at SW corner of Fryar DZ.	Gate
X-4	920 736	Across unnamed road leading into the N end of Fryar DZ, 380m S-E of Hite Bowl.	Gate
X-5	920 737	Adjacent to X-4 gate on road leading to TTB Voyager FOB	Gate
X-6	930 726	Road that forks to right as you enter into Fryar DZ spectator bleachers area	Install Gate/Cable
X-7	933 731	Adjacent to Dekkar Strip off of 101st Airborne Div Road approx 500m from Stop sign at turn to Spectator bleachers	Install Gate

AIRBORNE UNIT ASSUMES RESPONSIBILITY FOR PERSONNEL INJURY AND EQUIPMENT DAMAGE ON DZ

DROP ZONE SURVEY

1A. DZ NAME	1B. ZAR INDEX NO.	2A. COUNTRY	2B. STATE
FRYAR DZ	088	USA	AL

3. MAP SERIES/SHEET NUMBER/EDITION/ DATE OF MAP: V 745-S FT. BENN MIM 002 20070301

4. SURVEY APPROVAL/DISAPPROVAL DATA

4A1. DATE SURVEYED	4A2. TYPED NAME AND GRADE OF SURVEYOR	4A3. PHONE NUMBER (DSN)	4A4. UNIT
20090414	Andrew J. Martin, SSG/E-6	835-1111	HHC 1-507 PIR

4B. DROP ZONE APPROVAL/DISAPPROVAL (A = APPROVED, D = DISAPPROVED)	FOR	CDS/CRU/CRS	PER	HE	MFF	SATB	CRRC	H&LLADS	HVCDS
	DAY	A	A	A	A	A	D	A	A
	NIGHT	A	A	A	A	A	D	A	A

4C. DATE APPROVED FOR GROUND OPERATIONS	NAME, GRADE AND SERVICE OF APPROVAL AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20090915	Pudil, Charles A II, O-4, US Army	835-6574	
	UNIT AND LOCATION: HQ, 1-507 PIR, Ft. Benning, GA 31905		

4D. DATE SAFETY OF FLIGHT REVIEW APPROVED	NAME AND GRADE OF REVIEWING OFFICER	PHONE NUMBER (DSN)	SIGNATURE
20090916	Terence B. Green, MAJ, USAFR	625-3498	
	UNIT AND LOCATION: 94 OSS/OSK, Dobbins ARB, GA 30069		

4E. DATE OF MAJCOM APPROVAL	NAME AND GRADE OF APPROVING AUTHORITY	PHONE NUMBER (DSN)	SIGNATURE
20090918	Steven R. Clayton, COL, USAFR	625-5110	
	UNIT AND LOCATION: 94 OG/CC, Dobbins ARB, GA 30069		

6. COORDINATING ACTIVITIES

A. DZ CONTROLLING AGENCY OR UNIT	B. MEMORANDUM OF UNDERSTANDING/LAND USE	C. PHONE NUMBER (DSN)
Lawson Army Air Field, Ft Benning, GA	YES ☐ NO ☒ ATTACHED ☐	835-3524
D. RANGE CONTROL: Range Control FM 38.60 / Doughboy Advisory VHF 138.325 UHF 227.4		E. PHONE NUMBER (DSN): 835-6291

G. DZ DIMENSIONS (YDS/MTRS) (FOR CIRCULAR DZ, ENTER RADIUS ONLY)

A. LENGTH	B. WIDTH	C. RADIUS
2500 YDS	1300 YDS	NA

POINT OF IMPACT DISTANCES FROM DZ LEADING EDGE	D. CDS PI	E. PE PI	F. HE PI
	275 YDS	350 YDS	550 YDS

7. DZ AXIS DATA (OPTIONAL FOR CIRCULAR DZ)

A. MAGNETIC	B. GRID (MGRS)	C. TRUE	D. SOURCE/DATE OF VARIATION DATA
352.7°	349°	348.9°	20090414

8. GROUND POINT ELEVATION	A. CDS PI	B. HE PI	C. PE PI	D. HIGHEST
	285'	290'	285'	375'

9. DZ COORDINATES

A. SPHEROID	B. DATUM	C. GRID ZONE	D. EASTING	E. NORTHING
WGS84	WGS84	16S	6	35

F. GPS DERIVED COORDINATES	G. POINT OF ORIGIN
YES ☒ NO ☐	FA 92379 71230 NE corner of tower foundation. CDSPI 383 yds 025degrees.

H. POINT	MGRS COORDINATES	WGS84 LATITUDE (D-MMM)	WGS84 LONGITUDE (D-MMM)
DZ CENTERPOINT	FA 92313 72429	N32°16.327'	W084°57.487'
CDS PI	FA 92501 71557	N32°15.854'	W084°57.378'
PE PI	FA 92486 71624	N32°15.890'	W084°57.387'
HE PI	FA 92446 71802	N32°15.986'	W084°57.410'

I. DZ CORNERS MGRS COORDINATES

LEFT LEADING EDGE	RIGHT LEADING EDGE
FA 91974 71184	FA 93136 71441
LEFT TRAILING EDGE	**RIGHT TRAILING EDGE**
FA 91495 73418	FA 92657 73676

DZ NAME

Fryar DZ #088

10. DZ DIAGRAM

See Attached for DZ Diagram

11. REMARKS

1. User accepts responsibility for damage to equipment, property and/or injury to personnel resulting from airdrop operations.
2. Prior coordination is required before entry into R-3002.
3. Fryar DZ is within Lawson AAF Control Zone (Surface – 2,700' MSL) and is located in R-3002G (Surface – 4,000' MSL).
   a. Aircraft must fly left traffic pattern only.
   b. Aircraft must maintain contact with Control Tower during airdrop operations on 119.05 / 269.525 / 288.275.
   c. DZ frequencies are 234.5 UHF / 141.8 VHF / 52.90 FM.
4. Lawson AAF is located 3 NM @ 340° Mag. Dekker Airstrip is located 1.2 NM @ 030° Mag.
5. Chattahoochee River is located at 030°- 190° between 2.0-3.2 NM.
6. 250' AGL Jump Towers are located 4.8 NM @ 350° Mag.
7. ILS approach to Runway 33 passes within 500 meters of the Eastern border of the DZ.
8. Pond located off the Northwest edge of the DZ approximately 120x100 yards in size. Water depth is approximately 9'.
9. Boat detail is required for all personnel airdrops IAW USAIC Regulation 350-3.
10. 70'-100' Tree-line encroaches on all sides of the DZ.
11. 50' High tension Power lines are located within 300 yards of the left leading edge of the DZ. Power lines run SE to NW.
12. Obstacles/Hazards located within 5 NM of DZ Centerpoint:
    a. 480' AGL/ 820' MSL Tower located approximately 2.4 NM @ 253° Mag.
    b. 328' AGL/564' MSL Tower located approximately 3.9 NM @ 195° Mag.
    c. 50' Observation/Control Tower is located immediately off the south edge of the DZ at FA 92379 71230.
    d. 356/ AGL/840' MSL Tower is on the DZ centerline, 4.5 NM prior to DZ.
    e. Highest obstruction: 2,249' MSL Tower located 9 NM East-Northeast.
    f. FOB with Poles approximately 80' Tall, located 250 yards West of the left trailing edge of the DZ at FA 91335 73091.
13. Offset Personnel PI coordinates are standard 250 yards left and right of the PEPI.
    a. The following coordinates are recommended.
       - Left Offset: N 32° 15.866' W084° 57.290'
       - Right Offset: N 32° 15.915' W084° 57.244'

12. PHOTOGRAPH AVAILABLE

YES ☒ NO ☐

LOW LEVEL ROUTES

☒ NONE AVAILABLE

☐ ROUTE NAME/DESIGNATOR

RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Date Submitted: 8/6/2012

EMD Number: 1221903 **Project#:** AJ04 **Project Title:** PARACHUTE JUMPS

Description of proposed action:

To conduct personnel parachute jumps and door bundles for Basic Airborne Course, Pathfinder School and Jumpmaster School.

Project Location:

FRYAR DROP ZONE

Amount, Description, Location of Disturbance/Digging:

None

Number of Personnel:

510

Type of Ammunition:

SMOKE GRENADES
G982; G950; G945
Blank

Number/Types of Trees:

None

Size of Project Area: N/A

Duration of Action: Start: 10/1/2012 Stop: 9/30/2013

Proponent: Raymond w King 545-6496

Organization/Unit: S-3, 1-507th PIR

Number/Types of Vehicles:

Number of vehicles:3 X aircrafts; 4 x GSA Vehicles; 2 x FLA; 5 x Buses

****

DECISION: **Concur with conditions**

This Action qualifies for a Categorical Exclusion **I-3** of Appendix B, (32 CFR 651)

(I-3): Intermittent on-post training activities (or off-post training covered by an ARNG land use agreement) that involve no live fire or vehicles off established roads or trails. Uses include, but are not limited to, land navigation, physical training, Federal Aviation Administration (FAA) approved aerial over-flights, and small unit level training.

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REC APPROVED THROUGH 30 SEPTEMBER, 2013

Natural Resources - RCW	**None**	**Michael Barron (706 544 7080), 8/8/2012**
Hazardous Materials/Waste	**Conditions:**	**Ted Williams (706 545 7579), 8/7/2012**

Any wastes generated must be evaluated for their hazardous characteristics and disposed of in accordance with all Federal, State and Fort Benning Hazardous Waste Regulations.

Appropriate precautions must be taken to prevent hazardous material spills. Adequate quantities of spill response supplies must be on hand while work is being performed. If a spill occurs use notification procedures as outlined in the Fort Benning Hazardous Waste Management Plan.

Contain and clean up any spill according to guidance provided by the Environmental Protection Management Branch. Contact POC for additional guidance for proper waste management.

EMD Number: 1221903 **IJO#** AJ04 **Project Title:** PARACHUTE JUMPS

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Noise **Conditions:** **Tannis Danley (706 545 1298), 8/7/2012**

This is training operations that must be conducted. If there is any noise complaints received, the Environmental Management Division Installation Operational Noise Monitoring Program (IONMP) and or Public Affairs Office (PAO) programs will investigate and then recommending operational noise mitigation actions to the appropriate personnel for the training actions. In accordance with the Army's policy on environmental noise management, all efforts shall be made to minimize noise annoyances to the highest extent practicable with training operations without interfering with the proposed missions. Please follow the fly friendly program avoiding no fly zones. Please follow good smoke management practices not allowing smoke or dust to travel off Installation boundary into public areas or roads. Please increase distance between vehicles when dust conditions are extreme, see Table 5-3. CS gas use should be utilized in designated areas only, contact Range Control for a listing of approved sites. If any assistance or a copy of MCoE Regulation 350-19 or the IONMP noise plan is needed for review, please feel free to contact Ellis Leeder at 706.545.2400 or email ellis.p.leeder.civ@mail.mil or visit the Range Control Website for the updated version of MCoE Regulation 350-19

CWA - Training **Conditions:** **Leah Ropski (706 626 0492), 8/6/2012**

Environmental Review: Caution within training areas and motor pools should be taken to protect all nearby waterways (including perennial, intermittent streams and wetlands); as well as ground surfaces and any other sensitive areas in the vicinity of the training areas. Potential spills/releases from this activity that may occur before and/or during the FTX include: 1. Discharge and/or improperly disposal of oil or hazardous substances into or upon land, water, or into ground water areas from storage, handling and/or transportation of hazardous materials/waste; 2. Vehicle/equipment/generators leaks; 3. Fuel loading/unloading/refueling operations; 4. Field mess facilities/equipment/operations, and/or 5. Ammunitions /explosives (as applicable, before and/or during the FTX).

General SPCC Requirements: Ensure all hazardous materials are properly storage to prevent spill/discharges, to meet safety requirements for storage, and that containers are not exposed to the weather. Have adequate spill response supplies available during exercise for any spills that may likely occur. Use drip pans under vehicles and provide secondary containment for any fueling activities and hazardous material/waste storage. Locate all refueling operations and storage of hazardous materials/waste away from waterways and sensitive areas. See attached section on prevention procedures and CHECKlist (Example Unit/Activity SOP for Training and Deployment) to be used during training exercise to comply with SPCC plan requirements. Ensure all wastewater from field mess equipment/operations particularly those involving oil/grease are collected and dispose properly. Do not discharge any wastewater into storm drains or dispose of oil/grease waste directly into land.

General ISCP Requirements: In the event of a spill/discharge -- notify Range Control by radio or call 544-6291, and they will notify E-911 for Fire Department/HAZMAT Team assistance and/or notification of the EMD office (Spill Beeper 706-317-6584). As appropriate, and if personnel are trained – REACT to minimize spill damages. Submit a spill report to the EPMB Spill Program Manager (use Spill Response Report attached). All spills reaching navigable water must be reported immediately. The unit is responsible for the final cleanup of any spill during this exercise. Coordination with this office is required for clearance of the site.

Signature _____

for John E Brown
NEPA Program Manager

Date 10 AUG 2012

Signature _____

Christopher E. Hamilton, PhD
EPMB Chief

Date 10 Aug 12