

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: 22 FEB 2012
Range: Engineer Landing, Bradley Landing
Title: Waterborne Operations
Problem No: N/A

Log# 2-19-12

THRU: S3, 11TH ENGINEER BATTALION
FORT BENNING, GA, 31905

FROM: CDR, 362ND ENGINEER COMPANY (MULTI-ROLE BRIDGE)
FORT BENNING, GA, 31905

SECTION I, TYPE OF TRAINING

a. Live Fire b. Non-live Fire CP/Controller Coordinates: (See Section III)

SECTION II, DEMOLITIONS/GRENADES/MINES/PYROTECHNICS

Coordinates	Type	Model/DODAC	Size of Charges
N/A			

SECTION III, WEAPONS/AMMUNITION REQUESTED

Coordinates of Weapons Position	Type Weapon/Model Number	Type Ammunition	Left Limit	Right Limit
Engineer Landing (16SFA880805)				
Bradley Landing (16SFA87788)				

SECTION IV, LIVE FIRE EXERCISES Attach the following:

SECTION V, NON-LIVE FIRE TRAINING

- 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:

- Training area(s) to be occupied:**
Engineer Landing, Bradley Landing
- Scenario of training to be conducted:
 - Sketch of area(s) to be occupied:
 - Risk Assessment:

Name/rank of requesting officer:
CPT Robert M. Burnham (CDR, 362nd EN CO (MRB))

Name/rank of Major Unit S3/Commander:
MAJ Brian S. Smith (S3, 11th EN BN)

SECTION VI, FOR RANGE DIVISION USE

DATE: 24 FEB 12

TO:

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

- a. Roadblocks to be closed: N/A
- b. Road(s) to be closed/road barrier locations:
- c. Remarks:
- d. This approval expires: 23 FEB 14

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

Brian S. Smith

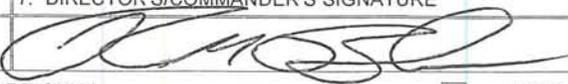
TRANSMITTAL, ACTION AND CONTROL

For use of this form see MCOE Memo 25-52; the proponent is SGS

1. SGS LOG:	2. IN SGS:	3. OUT SGS:	4. DATE PREPARED: 14 FEB 2012
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5. SUBJECT:

Composite Risk Management Worksheet for 362nd Engineer Company (Multi-Role Bridge), 11th Engineer Battalion

6. ACTION OFFICER/OFFICE SYMBOL/PHONE NUMBER CPT Robert M. Burnham (362nd En Co)/(706-573-7909)	7. DIRECTOR'S/COMMANDER'S SIGNATURE 
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SIGNATURE
 APPROVAL
 INFORMATION

SGS
 DEP CofS
 Garrison CSM
 USAIS CSM
 USAARMS CSM
 MCOE CSM
 CDID
 GC
 CofS
 DCG
 Comdt, IN School
 Comdt, AR School
 CG

1. PURPOSE: Approval of risk management worksheets for waterborne operations (Unit Training and ELDP)

2. RECOMMENDATION: Review and approve risk management worksheets

3. DISCUSSION:

- a. IAW MCoE Composite Risk Management Policy, Major Subordinate Commanders (MSC) and Directors will approve training events and operations with residual risk level of high.
- b. MCoE Composite Risk Management Policy also states, in additional high risk guidance - operations in or over water (Rafting/Boat Operations) are high risk operations regardless of residual risk level.
- c. 362nd EN CO (MRB), 11th EN BN, has routinely conducted rafting operations and would normally assess this mission as moderate risk, thus not requiring MSC approval, but we wish to adhere to the current standing policy (which is currently under revision).
- d. 362nd EN CO (MRB), 11th EN BN, will also be participating in the ELDP (18-23 MAR 2012), conducting rafting and float bridge operations along with military equipment displays.

8. COORDINATION/APPROVAL

S: NLT 1700, 29 FEB 2012

OFFICE	ACTION	NAME AND DATE	OFFICE	ACTION	NAME AND DATE
G-3					
DPTMS					
Range OPS	Concur	Bugs for 24 Feb 12			
Safety	C	Debbie Ruffe 12 Feb 12			
DPW	Concur	J.R. Clapp			

STAFF REMARKS: (Command Group Use Only)	APPROVAL AUTHORITY APPROVED: DISAPPROVED: NOTED:
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DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY MANEUVER CENTER OF EXCELLENCE
1 KARKER STREET
FORT BENNING, GEORGIA 31905-5000

REPLY TO
ATTENTION OF
ATZB-SO

22 February 2012

MEMORANDUM FOR Commander 11th Engineer Bn, Attn: 1LT Kirschenman, Fort Benning, GA 31905

SUBJECT: 362nd Engineer Company (Multi-Role Bridge) Concept and Safety Review

1. References.

- a. 362nd Engineer Company (Multi-Role Bridge) Concept, 22 February 2012.
- b. Army Regulation 385-10, The Army Safety Program, 24 August 2007
- c. Army Regulation 385-63, Range Safety, 19 May 2003
- d. Department of the Army Pamphlet 40-501, Hearing Conservation Program, 10 December 1998
- e. Department of the Army Pamphlet 385-10, Army Safety Program, RAR 19 January 2010
- f. Department of the Army Pamphlet 385-30, Mishap Risk Management, RAR 01 February 2010
- g. Department of the Army Pamphlet 385-63, Range Safety, RAR 12 May 2009
- h. Field Manual 5-19, Composite Risk Management, August 2006
- i. MCoE Regulation 350-19, Range and Terrain Regulation, 23 July 2010

2. Document received on 16 February 2012.

3. Concur.

ATZB-SO

SUBJECT: 362nd Engineer Company (Multi-Role Bridge) Concept and Safety Review

4. Point of contact is Mr. Michael W. Risher II, MCoE/Fort Benning Safety Office, Comm. (706) 545-8278, Govt. Cell. (706) 604-7249, michael.w.risher.civ@mail.mil

J. Deborah M. Gutierrez
JILL E. CARLSON
Director, MCoE/USAG Safety



DEPARTMENT OF DEFENSE
362ND ENGINEER COMPANY (MRB)
6623 WELSH AVENUE, BUILDING 2880
FORT BENNING, GEORGIA 31905

AFVK-362

24 February 2012

Concept for Multi-Role Bridge Company Water Operations

Introduction:

362nd EN CO (Multi-Role Bridge) conducts water operations IOT train on Float Bridging Company METL tasks. Specific water operations include: rafting operations, boat operations, boat patrol operations and full enclosure float bridge construction.

MISSION: 362nd EN CO (MRB) conducts water operations on the Chattahoochee River on a regular basis for training, utilizing slips located at Engineer and Bradley Landings IOT maintain a "Trained" proficiency in our Company METL "Conduct Float Bridging" task.

EXECUTION:

- A. **Purpose:** To train 12C MOS, Bridge Crewmembers, in the techniques and methods of rafting operations, boat operations and float bridge construction.
- B. **Method:** All Soldiers involved in water operations are 12C MOS, Bridge Crewmembers, and have at the very least gained basic knowledge of Army float bridging operations during AIT. To continue training Bridge Crewmembers in the conduct of water operations prescribed in the Float Bridging Company METL task, the following scenarios will be used:

1. Rafting Operations (Sergeants' Time Training) – Preparing Improved Ribbon Bridge Bays for launch, Launching methods, Vehicle position/staging for launch, Shore crew duties, Bridge crewmember duties, NCOIC duties, IRB bay connection methods, Ramp bay pump operation, Docking, Man overboard procedures, Safety guidelines for all water operations.

All rafting operations will be conducted in the immediate vicinity of Engineer or Bradley Landings. Rafting operations during Sergeants' Time Training will always take place in one 24-hour period, either during the day, or over night to take advantage of limited visibility training. Rafting operations involve timed bridge section 6-float raft builds (two ramp bays and four interior bays), with each bridge platoon having two bridge sections. The duties, tasks and steps to successfully constructing the 6-float raft are described above. All Soldiers operating or training on the water are required to wear life preservers and all PPE per the 11th EN BN standard for training. There are two safety boats that the bridge platoons utilize during training, one located upstream and the other located downstream of where operations are taking place on the water. Each safety boat will also have a lifeguard qualified personnel in case a Soldier goes overboard during training. Daily weather checks will also be conducted prior to every day of waterborne operations.

During limited visibility training at night, all bridge erection boats have spotlights that face forward and help with visibility while conducting rafting operations. Each safety boat also has a spotlight facing respectively upstream or downstream as a safety precaution in case civilian waterborne vessels approach the training site.

Every time water operations are scheduled in the training calendar, coordination will be made with the U.S. Army Corps of Engineers, Mobile, AL, 45 days prior to the date of the exercise, per AR 385-10. The US Coast Guard is in turn notified through USACE so the Chattahoochee water way can be regulated.

Tentative Timeline: Rafting Operations (Daytime)

- 0900 Arrive at Engineer Landing (16SFA880805)/Bradley Landing (16SFA877788)
- Open Range
 - Safety Brief/Medevac back brief
 - Waterborne uniform (Battalion standard uniform for training)
 - Staging and preparing vehicles, bridge adaptor pallets and bays for launch
 - Boat motor start and operating procedures
 - Assign and prep crews for 6-float raft build
- 0930 Launch safety boats and training boats
- 0945 Man overboard drills
- 1015 First 6-float raft build commences as first bay hits the water (equipment is retrieved after build)
- 1100 Second 6-float raft build commences (equipment is retrieved after build)
- 1200 Lunch
- 1230 Third 6-float raft build commences (equipment is retrieved after build)
- 1315 Fourth 6-float raft build commences (equipment is retrieved after build)
- 1400 Recover Training Boats, Safety Boats
- 1500 Close Range, Depart

Tentative Timeline: Rafting Operations (Nighttime/Low Visibility)

- 2100 Arrive at Engineer Landing (16SFA880805)/Bradley Landing (16SFA877788)
- Open Range
 - Spot light set up
 - Safety Brief/Medevac back brief
 - Waterborne uniform (Battalion standard uniform for training)
 - Staging and preparing vehicles, bridge adaptor pallets and bays for launch
 - Boat motor start and operating procedures
 - Assign and prep crews for 6-float raft build
- 2130 Launch safety boats and training boats
- 2145 First 6-float raft build commences as first bay hits the water (equipment is retrieved after build)
- 2230 Second 6-float raft build commences (equipment is retrieved after build)
- 2315 Third 6-float raft build commences (equipment is retrieved after build)
- 0000 Fourth 6-float raft build commences (equipment is retrieved after build)
- 0100 Recover Training Boats, Safety Boats
- 0200 Close Range, Depart

2. Boat Operations (Boat School) – Each bridge platoon includes seven boats and two boat sections. Each boat section has a senior boat operator (E-6 or E-5(P)) who teaches and trains boat operators. Training is geared towards boat operation pushing Improved Ribbon Bridge equipment, as well as boat maneuver without pushing equipment. Boat operators learn how to maneuver ramp and interior bays into desired positions with and without steering lines. Boat operators also learn how to spin ramp bays in order to allow build efficiency. Boat operators then learn hand and arm signals that are given by the raft commander during a raft build in order to maneuver the raft itself into a docking position with two or more bridge erection boats attached. Boat operators also learn how to properly PMCS their boats and how to recognize malfunctions and maintenance issues. Boat operators are required to brief every Soldier that enters their boats during any type of training on safety precautions that need to be taken, specifically while on the bridge erection boat. Boat operators are also taught the duties and importance of safety boats during any water operation. Boat Operations (Boat School) typically lasts 2-3 days, with an identical

timeline each day to give boat operators a chance to cycle through the training. It also allows new boat operators to get maximum time training on bridge erections in order to increase proficiency during rafting and float bridge operations. There are two safety boats that the bridge platoons utilize during training, one located upstream and the other located downstream of where operations are taking place on the water. Each safety boat will also have a lifeguard qualified personnel in case a Soldier goes overboard during training.

Every time water operations are scheduled in the training calendar, coordination will be made with the U.S. Army Corps of Engineers, Mobile, AL, 45 days prior to the date of the exercise, per AR 385-10. The US Coast Guard is in turn notified through USACE so the Chattahoochee water way can be regulated.

Tentative Timeline: Boat Operations (Boat School)

- 0900 Arrive at Engineer Landing (16SFA880805)/Bradley Landing (16SFA877788)
- Open Range
 - Safety Brief/Medevac back brief
 - Waterborne uniform (Battalion standard uniform for training)
 - Staging and preparing vehicles and bridge erection boats for launch
 - Boat motor start and operating procedures
 - Assign and prep boat crews
- 0930 Launch safety boats, training boats
- 0945 Boat school drills (maneuvering bays up and down stream/with and without steering lines)
- 1200 Lunch
- 1230 Boat school drills (maneuvering bays/multiple boats maneuvering the raft/docking)
- 1430 Recover Training Boats, Safety Boats, AAR
- 1530 Close Range, Depart

3. Full Enclosure Float Bridge Construction – The full enclosure float bridge is a culmination of all float bridging tasks and is a company effort. By methods described in previous scenarios, equipment is launched, and a 6-float raft is built. It is then docked; a M1977A2 Common Bridge Transporter is loaded onto the raft and rafted to the far shore. The M1977A2 is driven slightly offshore; the winch on the bridge adaptor pallet is extended and secured to the side of the ramp bay in order to act as a far shore anchor for the bridge. As soon as the far shore side is anchored, the 6-float raft is split in half, the remaining two interior bays and one ramp bay is taken back to the near shore and anchored in the same way. From here, one bridge platoon starts building from the near shore by attaching successive interior bays, while the other bridge platoon does the same on the far shore. As each platoon's side nears completion, the swinging method is used to connect each half of the bridge. The float bridge is shortened by a single interior bay, or an interior bay may be added and ramps may be pushed farther up the shoreline in order to successfully and evenly connect each half of the bridge. Once connection is complete, each bridge platoon leader inspects all bay connections to ensure the float bridge is safe and ready for vehicle crossing. All safety precautions taken are identical to all other water operation scenarios previously mentioned.

If civilians (for example, members of the Executive Leadership Development Program) come to observe training when the full enclosure float bridge is constructed, they are given the same safety brief the Range Safety Officer gets from the composite risk management and gives to the Soldiers. All civilians who observe training are required to have garrison commander approval, or they must be covered by a MCoE OPORD/FRAGO. Each year, the Executive Leadership Development Program tasking, which involves sending Department of the Army civilians to observe training around FBGA, is a FRAGO disseminated by MCoE. All civilians are required to wear eye protection, advance combat helmet, personal flotation device and gloves. Civilians are permitted to walk onto the portions of the float bridge already built while construction is taking place, but they will not be permitted to touch any equipment or tools, or help build in any way. They will only observe the training take place.

Whenever water operations involve blocking off portions of the Chattahoochee Riverway from Bradley or Engineer Landings, the Fort Benning and Columbus, Georgia, public affairs offices will be notified a week out from the training date. Every time water operations are scheduled in the training calendar, coordination will be made with the U.S. Army Corps of Engineers, Mobile, AL, 45 days prior to the date of the exercise, per AR 385-10.

Tentative Timeline: Full Enclosure Float Bridge Construction

- 0900 Arrive at Engineer Landing (16SFA880805)
 - Open Range
 - Safety Brief/Medevac back brief
 - Waterborne uniform (Battalion standard uniform for training)
 - Staging and preparing vehicles, bridge adaptor pallets and bays for launch
 - Boat motor start and operating procedures
 - Assign and prep crews for 6-float raft and float bridge build
- 0930 Launch safety boats and training boats
- 0945 6-float raft build commences as first bay hits the water
- 1030 6-float raft complete, M1977A2 rafted to far shore to act as anchorage. Same on near shore
- 1045 Bridge platoons start adding interior bays to full enclose the float bridge
- 1145 Full enclosure float bridge is complete and inspected by OIC
- 1200 Full enclosure float bridge is cleared for traffic; Lunch
- 1230 Equipment retrieval begins
- 1400 Recover Training Boats, Safety Boats
- 1500 Close Range, Depart

C. End State: Operations safely conducted with no injuries to personnel or damage to equipment. Unit leadership will be properly trained and prepared to instruct junior enlisted Soldiers and NCOs and respond to MEDEVAC situations during waterborne operations during both daylight and limited visibility hours.

D. Coordinating Instructions

(1) Key Personnel

- | | |
|----------------------------------|--------------------------------------|
| OIC: | Platoon Leader |
| NCOIC: | Platoon Sergeant |
| RSO: | The Most Senior Section Leader (E-6) |
| CLS: | CLS Qualified Member of HQ Section |
| Shore Crew NCOIC: | A Senior E-5 |
| Raft/Build Commander | The Bridge Section Leader |
| Safety Boats #1 and #2 Operators | Various Senior E-4's |

*** Names are always subject to change. Each multi-role bridge company has four bridge sections, and any given water operation is a section mission. All leadership during waterborne operations are MOS qualified, skilled and experienced in the methods of water operations outlined in the previous scenarios.

E. SUSTAINMENT

a. Equipment:

- a. Uniform (Battalion standard for training): ACU top unbloused, ACU pants unbloused and rolled up twice, Advanced Combat Helmet, eye protection, work gloves, boots and personal flotation device.
- b. 2xHMWWV, 1xLMTV, 7-14 MKII Bridge Erection Boats, and 8-28 M1977A2 Common Bridge Transporters with either Ramp/Interior bay as load. Numbers vary depending on scenario or section/platoon/company mission.

- c. Medical Equipment-hyperthermia kit (blanket/sleeping bag), medical aid bag, CLS bags, 1xlifeguard qualified individual per safety boat, 1xtroop transport HMWWV
- d. 1 x ring buoy per Bridge Erection Boat
- e. 6 x Personal floatation devices (per Bridge Erection Boat)
- f. Range book, 144-R, Land request, daily risk assessment and other appropriate paperwork as needed

b. MEDEVAC procedures

Unit will maintain continuous contact with Range Control at all times. If communications are lost, the unit will cease all training (self induced check fire is not needed since no weapons or ammunition is utilized during any unit waterborne operations) until communications are restored.

When an incident occurs on the range, regardless of injury or not, the OIC/RSO will immediately report it to Range Control, as well as the Company and Battalion Headquarters. The following information will be furnished by the OIC/RSO to Range Control:

- a) Designation of unit.
- b) Range and location.
- c) Type of weapon involved. (N/A during any unit waterborne operations)
- d) Type of ammunition involved. (N/A during any unit waterborne operations)
- e) Brief summary of what happened.
- f) Personnel injuries and extent.
- g) Full Name, SSN, Rank and unit of injured personnel.
- h) Extent of property damage.
- i) Intentions regarding an AR 15-6 investigation.

Unit will use the standard 9 Line MEDEVAC in case of illness or injury. The unit will call 911 and determine what type of evacuation is the most appropriate for the injury. MEDEVAC will be IAW MCoE Regulation 350-19 and USAIC 40-2. Landing zone for MEDEVAC aircraft will be established prior to use and will be marked appropriately. Company and Battalion Headquarters, as well as Range Control, will be notified of this event.

In the event that bridge erection boats or safety boats encounter civilian waterborne vessels, basic boat safety rules will follow. Larger vessels will have the right of way.

F. COMMAND AND CONTROL:

1. Command:

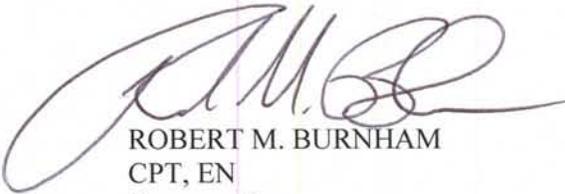
a. Location of key leaders:

- During any type of waterborne operations, all key leaders will be at training site, Engineer Landing; RSO will be on site as well. OIC will be at the boat/equipment launch site with eyes on training for supervision purposes. OIC will only observe and not enter the water, in order to monitor the radio with Range Control and be accessible to Range Control or any other personnel who may come to the site. NCOIC will be either on land or on the water, also supervising at all times. Shore Crew NCOIC will remain on shore, directing traffic and equipment at the slip. Raft/Build Commander will be located on one of the Bridge Erection Boats that is tasked to build the raft, and he will then board the raft after completion, directing the boat operators in order to dock the raft. CLS qualified person will be on land located at the CASEVAC or medical vehicle, in close proximity to the OIC at all times.

b. Succession of command – OIC, NCOIC, RSO, Raft/Build Commander, Shore Crew NCOIC.

2. Signal:

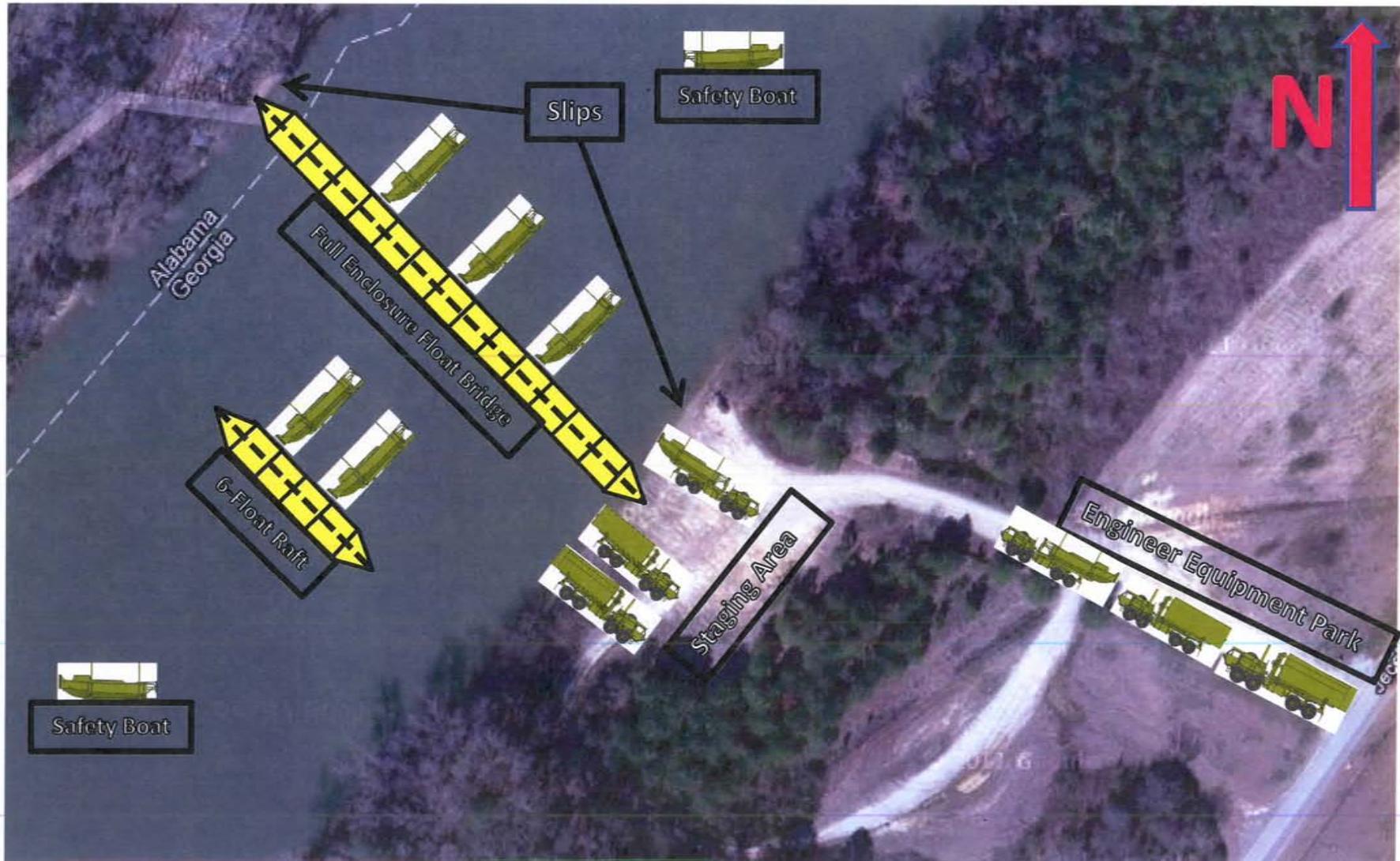
- a. Radio Nets
 1. Coxswain – ICOM handheld radio; primary purpose is boat-to-boat, to include safety boats.
 2. Safety Boats - ICOM handheld radio; primary purpose is boat-to-boat.
 3. OIC – MACOM radio; primary purpose is commo with range control, secondary purpose is commo with 11th Engineer Battalion S3. Personal cell phone as needed for emergency.
 - a. ICOM radio; to communicate with Coxswain and Safety Boats
- b. Call Signs:
 1. For all boats in the build, call signs will be their bumper number. IE: build boat #1 call sign might be “221B”
 2. OIC call sign will be “Steel Gator 16” or “Steel Gator 26”, depending on which platoon is training.
 3. NCOIC call sign will be “Steel Gator 17” or “Steel Gator 27”, depending on which platoon is training.
 4. Safety boats call sign will be “Safety Boat #1” if it is upstream from the waterborne operations site, or “Safety Boat #2” if it is downstream from the waterborne operations site.
- c. Visual:
 1. Hand & Arms Signal will be used per movement formations.
5. POC for this memorandum is 1LT Kirschenman, 362nd EN CO (MRB) Executive Officer, william.kirschenman@us.army.mil, (706)545-5272 or (706)545-7757.



ROBERT M. BURNHAM
CPT, EN
Commanding

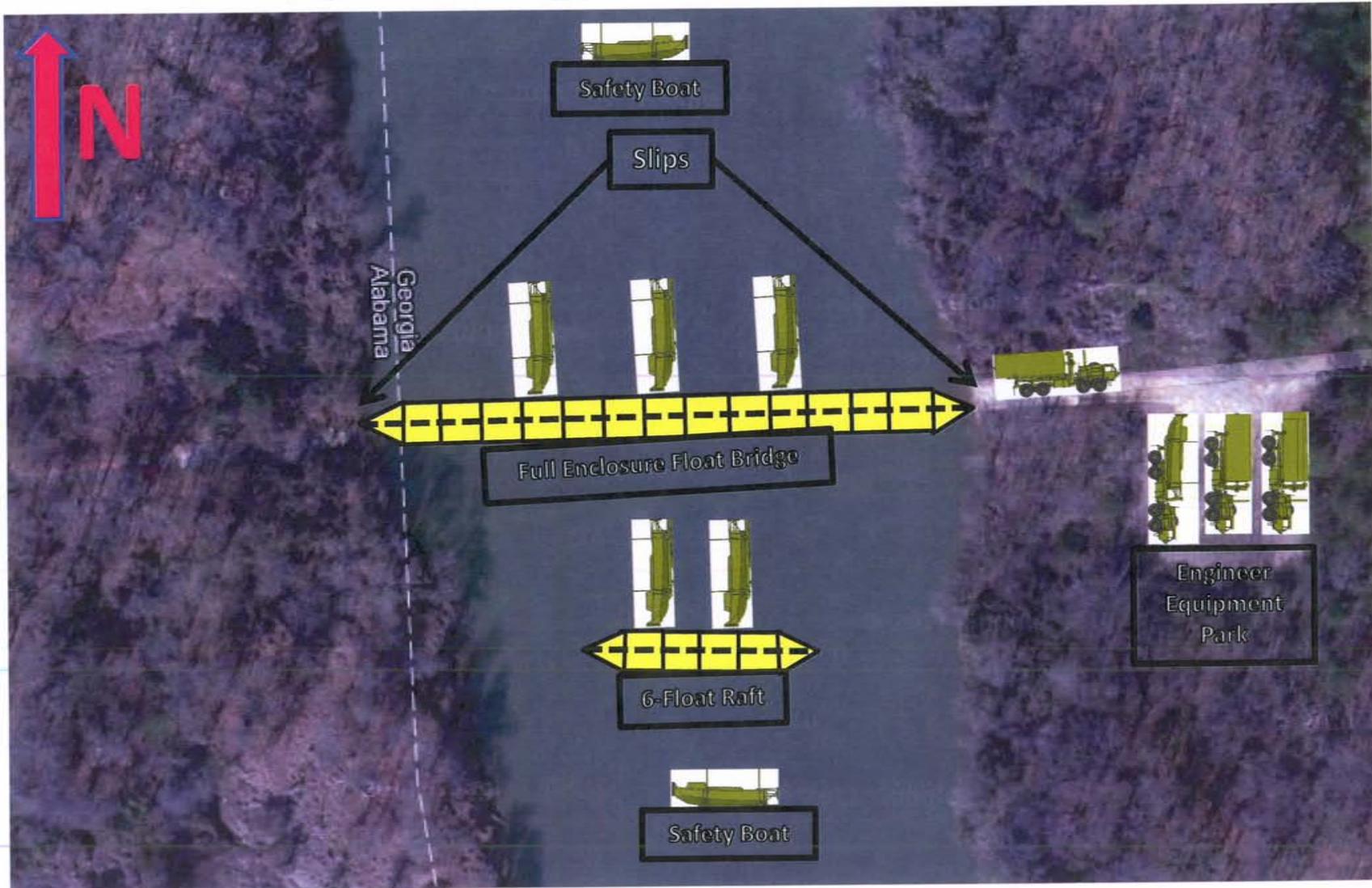


Float Bridge/Rafting Operations 362nd EN CO (MRB) Engineer Landing, FBGA (16SFA880805)





Float Bridge/Rafting Operations 362nd EN CO (MRB) Bradley Landing, FBGA (16SFA877788)





Engineer
Landing

Bradley
Landing



Engineer
Landing



Bradley
Landing

COMPOSITE RISK MANAGEMENT WORKSHEET

For use of this form, see FM 100-14, the proponent agency is TRADOC

1. MSN/TASK PLT Rafting Operations	2a. DTG BEGIN 010800MAR2012	2b. DTG END 311800MAR2013	3. DATE PREPARED (YYYYMMDD) 20120222
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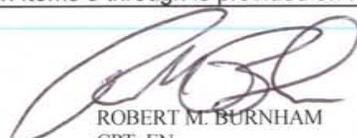
4. PREPARED BY		
a. LAST NAME BURNHAM	b. RANK CPT	c. POSITION 362 ND Engineer Company (Multi-Role Bridge) Commander

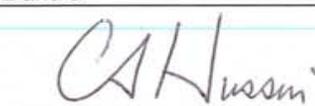
5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Bridging/Rafting operations with Improved Ribbon Bridge (IRB)	Drowning	HIGH	Soldiers operating boats, assembling rafts and conducting rafting operations will receive a safety briefing prior to training exercise. Soldiers will be required to wear life vests.	MOD	Safety Briefs prior to training exercise PCI & PCC by PLT leadership	PLT leadership Section Leaders Crew Chiefs	
			Raft and build Commander will direct commands to Soldiers to ensure Soldiers are directly engaged with operation	MOD	Commands and SOP is reviewed during safety briefing	PLT leadership Section Leaders Crew Chiefs	
			Safety boat will respond as a secondary emergency assistance in getting Soldiers out of the water	MOD	Safety boat will have direct visual with entire operation at all times	PLT leadership Section Leaders Crew Chiefs NCOIC, OIC	
			Non-swimmers will be identified by wearing white engineer tape on the right shoulder of their life vest	MOD	Soldiers identified and marked prior to start training	PLT leadership Section Leaders Crew Chiefs	
			Ring buoys are readily available to assist Soldiers in the water	MOD	All boats will have buoys during training. PCC/PCI	PLT leadership Section Leaders Crew Chiefs NCOIC, OIC	
			Soldiers will receive and follow commands from raft/build Commander at all times. During rafting operations, Soldiers will remain seated until otherwise told by bay/build Commander	LOW	Raft/build Commander will ensure Soldiers adhere to commands given and have visual on all Soldiers to prevent such accident	Raft/build CDR Section Leaders Crew Chiefs	

Additional space for entries in Items 5 through is provided on Page 2 and 3.

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

LOW
 MODERATE
 HIGH
 EXTREMELY HIGH


 ROBERT M. BURNHAM
 CPT, EN
 Commanding


 CHRISTOPHER A. HUSSIN
 LTC, EN
 Commanding

14. RISK DECISION AUTHORITY			
a. LAST NAME BROWN	b. RANK MG	c. DUTY POSITION COMMANDING GENERAL, MCOE	d. SIGNATURE

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?
	Soldiers getting crushed between Common Bridge Transporter (CBT)	MOD	Vehicles will not be moved unless two ground guides are guiding such vehicle. One in the front and the other at the rear.	LOW	Safety Briefs PCI & PCC NCOIC Inspection	Platoon Leadership Section Leaders Crew Chiefs	
			Lanes to unload bays will be marked with Engineer tape or chem-lights to ensure the area is only used by CBTs.	LOW	Soldiers will be briefed to stay clear from load/unload lanes/area.	Platoon Leadership Section Leaders Crew Chiefs	
	Soldiers getting crushed by boats	MOD	Soldiers on the bays will remain under the control of Bay/build Commander.	LOW	Soldiers will not approach boats until told by Bay/build Commander	Section Leaders Crew Chiefs Bay/build Commander	
			Soldiers at the bow will have three points of contact at all times while attempting to launch the rope to secure bays for link up operations.	LOW	Briefed during safety brief	Section Leaders Crew Chiefs Bay/build Commander Boat NCOIC	
	Collision between rafts during rafting operations	MOD	Bay/build Commander will monitor internal and external operations while at the water. Safety boat will also notify Bay/build Commander of incoming bay traffic to speed up the process.	LOW	Brief during safety briefing	Section Leaders Crew Chiefs Bay/build Commander Boat NCOIC	
		MOD	Assemble one raft at a time.	LOW	Brief during safety briefing	Section Leaders Crew Chiefs Bay/build CDR	
	Bay/ramps accidentally slides out the back of CBT causing a major accident at the site or on the road	MOD	Driver/TC will ensure bay/ramp is secured by having rear guides and front pin lock assemblies secured prior to moving the vehicle.	LOW	Platoon Leadership PCC/PCI. Soldiers will receive safety brief prior to start training	Platoon Leadership Section Leaders Crew Chiefs	
	Bay unfolds while transporting to launching area	MOD	Driver/TC will ensure travel latch and folding lock latches are properly secured prior to moving the vehicle.	LOW	Platoon Leadership PCC/PCI. Soldiers will receive safety brief prior to start training	Platoon Leadership Section Leaders Crew Chiefs	
	Raft sliding back to the water as vehicles are being loaded on rafts	MOD	Bay/ramp will be pushed against the slip while vehicles are being loaded	LOW	Platoon Leadership PCC/PCI. Soldiers will receive safety brief prior to start training	Platoon Leadership Section Leaders Crew Chiefs	
Night Rafting Operations	Soldier falls into water	HIGH	All soldiers will wear a chem-light in their ACH band while training. Soldiers will stay in buddy teams, and a stand-off distance of 3feet from the water will be enforced while operating over the water unless absolutely necessary.	MOD	Platoon Leadership PCC/PCI	Platoon Leadership Section Leaders Crew Chiefs	

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?
Night Rafting Operations (Cont.)	Soldier Drowning	HIGH	All soldiers will wear life vest while on the water. IBA will not be worn during operations. Weak swimmers will be identified through quarterly CWST and will have different colored chem-light in helmet band.	MOD	Platoon Leadership PCC/PCI. Soldiers will receive safety brief prior to start training	Platoon Leadership Section Leaders Crew Chiefs	
	Soldier run over by vehicle on slip	MOD	Vehicles will not move without ground guide. Ground guide will utilize flash lights to guide trucks at night.	MOD	Platoon Leadership PCC/PCI. Soldiers will receive safety brief prior to start training	Platoon Leadership Section Leaders Crew Chiefs	
		MOD	Any soldier not acting as ground guide will remain on side of slip near HMMWV's	LOW	Slip NCO will monitor. Soldiers will receive safety brief prior to training.	Platoon Leadership Section Leaders Crew Chiefs	
	Cold Weather	MOD	Any soldier who enters the water will change clothes immediately and remain in warming tent to prevent hypothermia	LOW	Platoon Leadership PCC/PCI. Soldiers will receive safety brief prior to start training	Platoon Leadership Section Leaders Crew Chiefs	
Vehicle Rafting operations	Vehicles moving while rafting OPS is conducted	MOD	All vehicles will remained parked with chock block until otherwise directed by Bay/build CDR	LOW	Platoon Leadership PCC/PCI. Soldiers will receive safety brief prior to start training	Platoon Leadership Section Leaders Crew Chiefs	
	Vehicle collision while loading vehicles on the raft	MOD	Drivers will take commands only from ground guide and/or Bay/build Commander.	LOW	Drivers/TC are briefed at staging areas prior to enter loading zone.	Platoon Leadership Section Leaders Crew Chiefs Staging area NCOIC	
	Raft sinking while loading vehicles	MOD	Platoon Leader and Platoon Sergeant will have a roster of all vehicles scheduled to be rafted and made necessary calculations to ensure each raft load doesn't exceed daft MLC.	LOW	All vehicles/personnel scheduled to be in rafting operations are required to be submitted 48 hours prior to TNG event	Platoon Leadership	
Mounted patrol to and from the site	CBT and other heavy vehicle flipping over due to excessive speed	MOD	All drivers and TCs will be briefed on speed limit, vehicle intervals and catch up speed before training exercise	LOW	Briefed during safety briefing	Platoon Leadership Section Leaders Crew Chiefs	
			Convoy speed limit is 10 MPH below posted speed limit, intervals are 50m at a minimum and catch up speed is 5MPH over convoy speed limit.	LOW	Briefed during safety briefing	Platoon Leadership Section Leaders Crew Chiefs	
	Vehicles drifting out of lanes	MOD	Soldiers will be released NLT 1645 the prior to day of the training event to ensure they receive 8 hours of sleep at a minimum. Soldiers will be counseled by leadership in reference to this.	LOW	PLT Leadership to enforce	PLT Leadership	

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?
	Limited visibility while driving to and from site	MOD	Convoy Commander will dictate new speed limit to mitigate the risk of an accident.	LOW	Convoy CDR will make the call prior or during convoy OPS	Convoy Commander	
Weather Hazards	Hot Weather Injury	HIGH	During hot weather season, a wet bulb will be utilized and checked every 30 minutes to monitor heat/humidity conditions	MOD	PLT Leader/PLT Sergeant will modify uniform as necessary to prevent Soldiers in getting a heat stroke	Platoon Leader Platoon Sergeant Section Leaders Crew Chiefs	
			Maximum hourly fluid intake should NOT exceed 1.2 qts/hr.	MOD	Battle buddy system	All Soldiers present for duty	
			Buddy system used to monitor water intake	MOD	Battle buddy system	All Soldiers present for duty	
			Previous heat casualties will be identified with red tape on left shoulder	MOD	Soldiers will be identified during safety briefing by PLT Sergeant	PLT Leadership	
			CLS qualified personnel will be identified during safety briefings and CLS bags inspected by PLT Leader/PLT Sergeant	MOD	PLT Leader/PLT Sergeant will relay to Soldiers CLS Qualified personnel to Soldiers participating in training	PLT Leader/PLT Sergeant	
	Inclement Weather	MOD	Leaders will monitor weather conditions Upon approach of a severe storm, or any lightning, OIC/NCOIC will move Soldiers to a secure location until is safe to continue training. Morning weather checks and subsequent briefs will be made prior leaving the motor pool prior to training.	LOW	PLT Leader/PLT Sergeant will recon all possible inclement weather locations prior to training and verifies its availability.	Platoon Leader Platoon Sergeant	
			Provide cold Gatorade and cold water throughout the training exercise	LOW	PLT Leader/PLT Sergeant will coordinate with FSC to ensure fluids are present for training	Platoon Leader Platoon Sergeant	
			If weather storm continues more than 1 hour, OIC/NCOIC will make the call to cancel training or wait longer for all clear	LOW	OIC/NCOIC	OIC/NCOIC	
	Interaction with Wildlife	LOW	Soldiers will be briefed to not disturb wildlife during training.	LOW	Briefed during safety briefing	Platoon Leader Platoon Sergeant NCOIC	

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?
	Cold weather injuries	MOD	Previous cold weather casualties will be identified with blue tape on left shoulder	LOW	Soldiers will be identified during safety briefing by PLT Sergeant	PLT Leadership	
			Monitor Soldiers identified as prior cold weather injuries at least every hour	LOW	Section Leader ensure Soldier has adequate cold weather gear while training	Section Leader/Medic	
			Ensure Soldiers have cold weather gear readily available at all times	LOW	Section Leader will enforce	Section Leader/Medic	
Civilian Demonstration Considerations	Civilians being injured while equipment is in motion	HIGH	Visitors will be briefed upon arriving at training site by OIC and NCOIC	MOD	OIC/NCOIC brief civilians during safety briefing	OIC/NCOIC	
	Uneven terrain/ Tripping hazards	HIGH	Consolidate visitors to a general location away from main effort of operations	MOD	Platoon Leadership brief civilians during safety briefing	Platoon Leadership	
	Civilians drowning in the water	HIGH	Civilians will wear life vests before loading into boats and/or rafting bays	MOD	Platoon Leadership brief civilians during safety briefing	Platoon Leadership	



RECORD OF ENVIRONMENTAL CONSIDERATION (REC)



EMD Number: 1123015 **Project#:** unknown **Project Title:** Bradley Landing Training (Recurring) (FY12)

Description of proposed action:

The 362nd Engineer Company routinely conducts float bridging operations at Bradley Landing. The training consists of backing up large vehicles to the river, lowering boats and bridge bays in to the river, and constructing a float bridge across the river.

Project Location:

Bradley Landing

Amount, Description, Location of Disturbance/Digging:

None

Number/Types of Vehicles:

None

Number of Personnel:

None

Type of Ammunition:

none

Number/Types of Trees:

none

Size of Project Area: NA

Duration of Action: Start: 10/1/2011

Stop: 9/30/2012

Proponent: adam.garcia7 706-545-7757

Organization/Unit: 362nd EN CO

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 overflights, and small unit level training.

REC APPROVED THROUGH 30 SEPTEMBER, 2012

For future 144-R submittals for training on Bradley Landing, please state that this is a temporary bridge and no obstruction of waters will take place. Must also state on the 144-R request that approval has been granted from the Corp of Engineers

Cultural Resources - Archeological

Conditions:

Edward Howard (706 545 1898), 8/18/2011

See attached JPEG maps for reference. The project area contains federally protected sensitive sites. These sites may be marked with Siebert stakes placed 20 - 30 meters apart which contain labels warning against ground disturbance. Training may be conducted in these sites so long as it does not disturb the ground (digging, off-road vehicle traffic, etc.) The project OIC is responsible to insure the sites are not disturbed, regardless of whether or not they are marked. They are identified in RED in the attached maps. Additionally, if endangered plants, historic artifacts or Native American artifacts (arrowheads, etc) are encountered here (as in anywhere on the Installation) their removal constitutes theft as well as possible violation of other federal laws. This could result in criminal prosecution. Contact CRM with any questions or concerns. Resubmittal is required if submitted project is modified in any way.

Noise

Conditions:

Ellis Leeder (706 545 7576), 8/22/2011

This is normal training operations that must be conducted. If there are any noise complaints received, the Environmental Management Division IONMP and or POA programs will investigate by determining if the noise was detected by noise detection monitors, 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 to travel off Installation boundary. If any assistance or a copy of MCoE Regulation 350-19 is needed please feel free to contact Ellis Leeder at 706.545.2400 or email ellis.leeder@us.army.mil



RECORD OF ENVIRONMENTAL CONSIDERATION (REC)



EMD Number: 1123014 **Project#:** Unknown **Project Title:** Engineer Landing Training (Recurring)

Description of proposed action:

The 362nd Engineer Company routinely conducts float bridging operations at Engineer Landing. The training consists of backing up large vehicles to the river, lowering boats and bridge bays in to the river, and constructing a float bridge across the river.

Project Location: Engineer Landing **Amount, Description, Location of Disturbance/Digging:** none

Number/Types of Vehicles: None **Number of Personnel:** None **Type of Ammunition:** none **Number/Types of Trees:** none

Size of Project Area: 15AcresAcres **Duration of Action:** Start: 10/1/2011 Stop: 9/30/2012

Proponent: adam.garcia7 706-545-7757 **Organization/Unit:** 362nd EN CO

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 overflights, and small unit level training.

REC APPROVED THROUGH 30 SEPTEMBER, 2012

Watershed Management **None** Hugh Westbury (706 545 7882), 9/6/2011

Cultural Resources - Archeological **Conditions:** Edward Howard (706 545 1898), 8/18/2011

See attached JPEG map for reference. The project area contains federally protected sensitive sites. These sites may be marked with Siebert stakes placed 20 - 30 meters apart which contain labels warning against ground disturbance. Training may be conducted in these sites so long as it does not disturb the ground (digging, off-road vehicle traffic, etc.) The project OIC is responsible to insure the sites are not disturbed, regardless of whether or not they are marked. They are identified in RED in the attached maps. Additionally, if endangered plants, historic artifacts or Native American artifacts (arrowheads, etc) are encountered here (as in anywhere on the Installation) their removal constitutes theft as well as possible violation of other federal laws. This could result in criminal prosecution. Contact CRM with any questions or concerns. Re-submittal is required if submitted project is modified in any way.

Noise **Conditions:** Ellis Leeder (706 545 7576), 8/22/2011

This is normal training operations that must be conducted. If there are any noise complaints received, the Environmental Management Division IONMP and or POA programs will investigate by determining if the noise was detected by noise detection monitors, 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 to travel off Installation boundary. If any assistance or a copy of MCoE Regulation 350-19 is needed please feel free to contact Ellis Leeder at 706.545.2400 or email ellis.leeder@us.army.mil