

### 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  
Range: FRYAR DZ  
Title: PARACHUTE JUMPS  
Problem No:

log# 8-1-12

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:

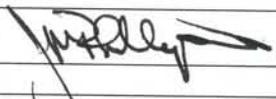
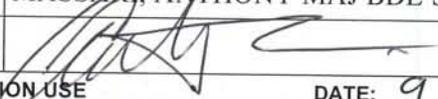
- Scenario of training to be conducted:
- Sketch of area:
- Risk Assessment:
- Attach FB Form 350-19-2-E-R if Mortar or artillery is being fired:

#### 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

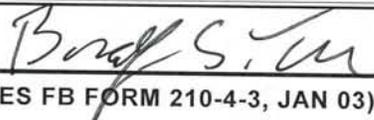
TO: 1/507th PIR, S3  
FT BENNING, GA  
31904

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:
- c. Remarks:
- d. This approval expires: **Indef**

SEE SCENARIO

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, 1<sup>st</sup> Battalion, 507<sup>th</sup> 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 1<sup>st</sup> Battalion, 507<sup>th</sup> 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

ATSH- TPP-O

SUBJECT: Scenario for Pathfinder School FTX (AP66) for 1<sup>st</sup> Battalion, 507<sup>th</sup> PIR.

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.

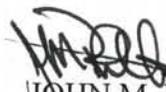
6. M 83 Smoke will be utilized at the DZSO and ADZSO position during each jumper pass in order for the jumpers to determine their direction of drift. The DZSO and ADZSO will also have Red and Violet smoke at their positions to signal the aircraft if UHF communication fails. Red smoke will be the signal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

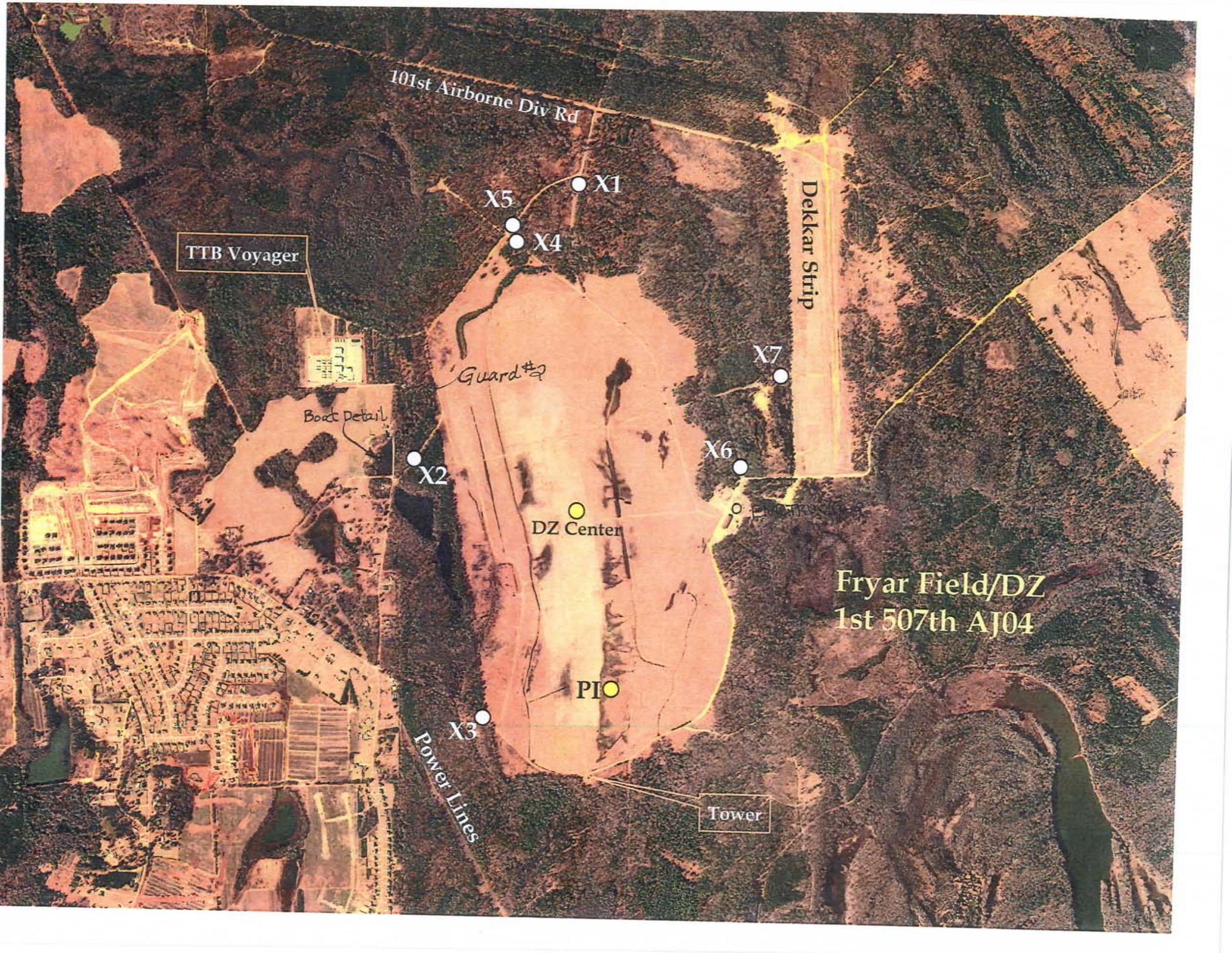
7. After landing on the DZ, jumpers will recover their parachute and equipment and move to the assembly area located at the Entrucking area FA9301 7247. The Entrucking NCO will ensure that all jumpers and equipment are accounted for and have the jumpers load into buses and return to building 2401. The 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

TTB Voyager

Dekkar Strip

Guard #2

Boat Detail

Fryar Field/DZ  
1st 507th AJ04

DZ Center

PI

Power Lines

Tower

X1

X5

X4

X7

X2

X6

X3

## COMPOSITE RISK MANAGEMENT WORKSHEET

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

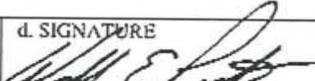
1. MSN/TASK <b>PARACHUTE OPERATIONS BAC</b>	2a. DTG BEGIN 132400OCT11	2b. DTG END 142400OCT12	3. DATE PREPARED (YYYYMMDD) 20111013
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4. PREPARED BY:		
a. LAST NAME LYNN, STEVE	b. RANK SFC	c. POSITION BN SAFETY OFFICER

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)	
<input type="checkbox"/> LOW <input type="checkbox"/> MODERATE <input checked="" type="checkbox"/> HIGH <input type="checkbox"/> EXTREMELY HIGH	 G. BRENT CUMMINGS LTC, IN Commanding
 LANCE E. DAVIS COL, IN Commanding	

14. RISK DECISION AUTHORITY			
a. LAST NAME Piatt, Walter E.	b. RANK COL	c. DUTY POSITION Commandant, Infantry School	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?
Parachute Operations (Basic Airborne Course)	<p>Jumpers could have entanglement while airborne.</p> <p>Jumper could incur injury doing improper PLF</p>	<p>Ext. High</p> <p>Ext. High</p>	<p>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.</p> <p>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.</p>	<p>High</p> <p>High</p>	<p>-FM 3-21.220 -BACSOP -Sustained ABN TRNG -BAC POI -CADRE w/sound system -Coaches w/Bullhorns -Instructor Enforcement/Testing -Retraining -MACO Tape</p> <p>- FM 3-21.220 - BACSOP - Sustained ABN TRNG - BAC POI - CADRE w/Sound</p>	<p>Direct Supervision</p>	

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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		

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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	

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Parachute Operations (Basic Airborne Course)	Water landing	Moderate	<p>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</p>	Low	<ul style="list-style-type: none"> <li>-FM 3-21.220</li> <li>-BACSOP</li> <li>-Sustained ABN TRNG</li> <li>-DZ PSG (Jump 2) supervised</li> <li>-MACO Tape</li> <li>-Coaches w/Bullhorns</li> <li>-Cadre w/Sound</li> </ul>	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)	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	<p>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.</p>	High	<ul style="list-style-type: none"> <li>-FM 3-21.220</li> <li>-BACSOP</li> <li>-Sustained ABN-Mock Door Trng (Combat Equipment)</li> <li>- JM/Safety enforces proper exit intervals</li> <li>-MACO Tape</li> <li>-Coaches w/Bullhorns</li> <li>-Cadre w/Sound Truck</li> <li>-Modified Mock ups &amp; 34' towers</li> </ul>	Direct Supervision	

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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?
<p>Parachute Operations (Basic Airborne Course)</p>	<p>Jumpmaster could accidentally fall from A/C while conducting outside air safety check.</p>	<p>Moderate</p>	<p>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.</p>	<p>Low</p>	<p>-FM 3.21-220 -1/507<sup>th</sup> Lost Soldier Policy -JM team enforced</p>		
	<p>Entanglements or injury from PLF during night airborne operations.</p>	<p>Ext. High</p>	<p>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.</p>	<p>High</p>	<p>-FM 3-21.220 -BACSOP -BAC POI -CADRE w/sound system -Coaches w/Bullhorns -Instructor Emphasis -MACO Tape</p>	<p>Direct Supervision</p>	
	<p>Falling equipment hits someone on DZ</p>	<p>Moderate</p>	<p>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.</p>	<p>Low</p>	<p>-Sustained ABN TRNG -BACSOP</p>	<p>Direct Supervision</p>	

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	<p>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.</p>	Moderate	<ul style="list-style-type: none"> <li>-FM 3-21.220</li> <li>-BACSOP</li> <li>-BAC POI</li> <li>-CADRE w/sound system</li> <li>-Coaches w/Bullhorns</li> <li>-Instructor Emphasis</li> <li>-JM/Safety Emphasis</li> <li>-MACO Tape</li> <li>-Sustained ABN TRNG</li> </ul>	Direct Supervision	

ITEMS 5 THROUGH 12 CONTINUED:

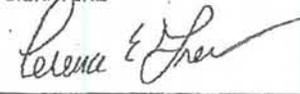
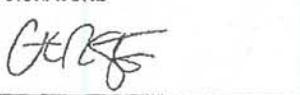
5. SUBTASK	6. HAZARDS	7. INITIAL RISK LEVEL	8. CONTROLS	9. RESIDUAL RISK LEVEL	10. HOW TO IMPLEMENT	11. HOW TO SUPERVISE (WHO)	12. WAS CONTROL EFFECTIVE?
Jumpmaster DZ Operations	Cold injuries during cold weather.	Low	<p>Students and cadre are required to pack and dress adequately. Cadre is trained on 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.</p>	Low	- Unit SOP	Direct Supervision	
	Lost or missing Soldier.	Moderate	<p>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.</p>	Low	<ul style="list-style-type: none"> <li>- HHC SOP</li> <li>- CoC / NCO Enforced</li> <li>- Cadre Briefed</li> <li>- Branch Chief tracks accountability</li> <li>- USAIS Policy</li> <li>- 24hr communication with base operations @ DACO</li> </ul>	Direct Supervision	
	Wildlife hazards in and around training areas.	Low	<p>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.</p>	Low	<ul style="list-style-type: none"> <li>- HHC SOP</li> <li>- CoC / NCO Enforced</li> <li>- Cadre Briefed</li> <li>- Branch tracks allergies</li> </ul>	Direct Supervision	

### Bravo and X-Ray Gates and Roadblocks, March 15, 11

<u>#</u>	<u>GRID</u>	<u>LOCATION</u>	<u>TYPE</u>
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

<u>#</u>	<u>GRID</u>	<u>LOCATION</u>	<u>TYPE</u>
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**

<b>DROP ZONE SURVEY</b>	1A. DZ NAME FRYAR DZ		1B. ZAR INDEX NO. 088		2A. COUNTRY USA		2B. STATE AL		
	3. MAP SERIES/SHEET NUMBER/EDITION/ DATE OF MAP V 745-S FT. BENN MIM 002 20070301								
	<b>4. SURVEY APPROVAL/DISAPPROVAL DATA</b>								
4A1. DATE SURVEYED 20090414		4A2. TYPED NAME AND GRADE OF SURVEYOR Andrew J. Martin, SSG/E-6			4A3. PHONE NUMBER (DSN) 835-1111		4A4. UNIT HHC 1-507 PIR		
4B. DROP ZONE APPROVAL/DISAPPROVAL A = APPROVED D = DISAPPROVED	FOR	CDS/CRL/CRS	PER	HE	MFF	SATB	CRRC	HSLADS	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 20090915		NAME, GRADE AND SERVICE OF APPROVAL AUTHORITY Pudil, Charles A II, O-4, US Army			PHONE NUMBER (DSN) 835-6374		SIGNATURE 		
4D. DATE SAFETY OF FLIGHT REVIEW APPROVED 20090916		NAME AND GRADE OF REVIEWING OFFICER Terence B. Green, MAJ, USAFR			PHONE NUMBER (DSN) 625-3498		SIGNATURE 		
4E. DATE OF MAJCOM APPROVAL 20090918		NAME AND GRADE OF APPROVING AUTHORITY Steven R. Clayton, COL, USAFR			PHONE NUMBER (DSN) 625-5110		SIGNATURE 		
UNIT AND LOCATION HQ, 1-507 PIR, Ft. Benning, GA 31905		UNIT AND LOCATION 94 OSS/OSK, Dobbins ARB, GA 30069		UNIT AND LOCATION 94 OG/CC, Dobbins ARB, GA 30069					
<b>6. COORDINATING ACTIVITIES</b>									
A. DZ CONTROLLING AGENCY OR UNIT Lawson Army Air Field, Ft Benning, GA			B. MEMORANDUM OF UNDERSTANDING/LAND USE YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> ATTACHED <input type="checkbox"/>			C. PHONE NUMBER (DSN) 835-3524			
D. RANGE CONTROL Range Control FM 38.60 / Doughboy Advisory VHF 138.325 UHF 227.4			E. PHONE NUMBER (DSN) 835-6291						
<b>6. DZ DIMENSIONS (YDS/MTRS) (FOR CIRCULAR DZ, ENTER RADIUS ONLY)</b>									
A. LENGTH 2500 YDS			B. WIDTH 1300 YDS			C. RADIUS NA			
POINT OF IMPACT DISTANCES FROM DZ LEADING EDGE			D. CDS PI 275 YDS		E. PE PI 350 YDS		F. HE PI 550 YDS		
<b>7. DZ AXIS DATA (OPTIONAL FOR CIRCULAR DZ)</b>									
A. MAGNETIC 352.7°		B. GRID (MGRS) 349°		C. TRUE 348.9°		D. SOURCE/DATE OF VARIATION DATA 20090414			
8. GROUND POINT ELEVATION		A. CDS PI 285'		B. HE PI 290'		C. PE PI 285'		D. HIGHEST 373'	
<b>9. DZ COORDINATES</b>									
A. SPHEROID WGS84		B. DATUM WGS84		C. GRID ZONE 16S		D. EASTING 6		E. NORTHING 35	
F. GPS DERIVED COORDINATES YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			G. POINT OF ORIGIN FA 92379 71230 NE corner of tower foundation. CDSPI 383 yds 025degrees.						
H. POINT		MGRS COORDINATES		WGS84 LATITUDE (D-MMM)		WGS84 LONGITUDE (D-M.MM)			
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'			
<b>I. DZ CORNERS MGRS COORDINATES</b>									
LEFT LEADING EDGE FA 91974 71184				RIGHT LEADING EDGE FA 93136 71441					
LEFT TRAILING EDGE FA 91495 73418				RIGHT TRAILING EDGE 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