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

THRU: FORT BENNING, GA 31905

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

Date: 26 Jun 2012

Range: ARKMAN, LIBERTY, FRYAR, DEKKAR, GREEN, LEE DZ’s

Problem No:

SECTION I, TYPE OF TRAINING

☐ a. Live Fire
☑ b. Non-live Fire

CP/Controller Coordinates:

SECTION II, DEMOLITIONS/GRENADERS/MINES/PYROTECHNICS

<table>
<thead>
<tr>
<th>Coordinates</th>
<th>Type</th>
<th>Model/DODAC</th>
<th>Size of Charges</th>
</tr>
</thead>
<tbody>
<tr>
<td>GA 0735 7336 (ARKMAN)</td>
<td>Smoke Grenade</td>
<td>M18(950), AM83(G982)</td>
<td>N/A</td>
</tr>
<tr>
<td>GA 0757 7232 (LIBERTY)</td>
<td>Smoke Grenade</td>
<td>M18(950), AM83(G982)</td>
<td>N/A</td>
</tr>
<tr>
<td>(FRYAR)</td>
<td>Smoke Grenade</td>
<td>M18(950), AM83(G982)</td>
<td>N/A</td>
</tr>
<tr>
<td>GA 9338 7330 (DEKKAR)</td>
<td>Smoke Grenade</td>
<td>M18(950), AM83(G982)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

SECTION III, WEAPONS/AMMUNITION REQUESTED

<table>
<thead>
<tr>
<th>Coordinates of Weapons Position</th>
<th>Type Weapon/Model Number</th>
<th>Type Ammunition</th>
<th>Left Limit</th>
<th>Right Limit</th>
</tr>
</thead>
</table>

SECTION IV, LIVE FIRE EXERCISES
Attach the following:

SECTION V, NON-LIVE FIRE TRAINING

Training area(s) to be occupied:

SECTION VI, FOR RANGE DIVISION USE

TO: 11507 PIR S-3
FORT BENNING, GA 31905

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

Date: 9 August 2012

Roadblocks to be closed:
Road(s) to be closed/road barrier locations:
Remarks:
This approval expires:

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

FB FORM 350-19-1-E-R, AUG 09 (REPLACES FB FORM 210-4-3, JAN 03)
### SECTION II, DEMOLITIONS/GRENADES/MINES/ PYROTECHNICS (CONTINUED FROM PAGE 1)

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<th>Size of Charges</th>
</tr>
</thead>
<tbody>
<tr>
<td>GA 0563 7159 (GREEN)</td>
<td>Smoke Grenade</td>
<td>M18(550), AM83(G982)</td>
<td>N/A</td>
</tr>
<tr>
<td>GA 0764 8945 (LEE)</td>
<td>Smoke Grenade</td>
<td>M18(550), AM83(G982)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### SECTION III, WEAPONS/AMMUNITION REQUESTED (CONTINUED FROM PAGE 1)

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<th>Coordinates of Weapons Position</th>
<th>Type Weapon/Model Number</th>
<th>Type Ammunition</th>
<th>Left Limit</th>
<th>Right Limit</th>
</tr>
</thead>
</table>

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

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

THUR Commander, 1st Battalion, 507th PIR, Fort Benning, GA 31905
FOR Chief, Range Control Division, Fort Benning, GA 31905

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

1. Purpose. The purpose of this memorandum is to establish the scenario for the Pathfinder School FTX (AP66).

2. The Pathfinder FTX will begin with a CDS drop followed by static line personnel drop on Arkman / Fryar drop zone.

3. Jumpers trained IAW FM3-21.220 and JM POI. This is covered during basic airborne refresher and sustained airborne training.

4. A proper JMPI is conducted prior to the airborne operation.

5. Students and cadre are briefed during sustained airborne training and supervised on how to safely approach Rotary Wing/Fixed Wing Aircraft. Jumpers are briefed on Tree, power line and water obstacles during sustained airborne training and again during the MACO brief to ensure jumpers understand the actions to perform during the 3rd point of performance.

6. All soldiers remain vigilant for falling helmets during aircraft passes. Cadres have communications to warn of falling equipment.

7. Two medics with FLA will be on site for the static line personnel drop. The DZSO in coordination with senior medic on the DZ makes the decision to MEDEVAC injuries from the DZ. DZSO will call for Air MEDEVAC only when the injured soldier is in danger of losing life, limb, or eyesight. DZSO will request weather it is a Ground or Air MEDEVAC. DZSO will call Ft. Benning EMS for Ground Evacuation and will call for Air MEDEVAC through range control. If DZSO calls for an Air MEDEVAC he must inform Lawson tower and have them keep all aircraft in the air clear of the airspace over the DZ. When calling the MEDEVAC the DZSO will use the standard nine line MEDEVAC request.

8. There will be five gallon water cans positioned at the assembly area. Soldiers will hydrate and are and monitored by cadre. Hourly fluid intake should not exceed 1.5 quarts. Daily fluid intake should not exceed 12 quarts.
9. Cadre and students will conduct night GMRS / VIRS bundle drops on Dekkar, Fryar, Arkman, Green, Lee, and Liberty during the course of the FTX.

10. All drop zones will be set up in accordance with Fort Benning policy: Boats for water obstacles, road guards monitoring roads onto the drop zone, tree climb kits for tree recovery and winds monitored.

11. There will be Cadre that will go on advance party to clear, to ensure that the Drop Zone is free of any obstacles and foreign object device prior to the landing of helicopters.

12. Cadre will assume responsibilities of road guard and control the ground vehicle traffic of any sort during the landing, sling load operation and take off of aircraft.

13. The FTX will consist of students setting up LZ’s throughout the reservation. The following LZ’s will be used: Lee, Dekkar, Fryar, Arkman, Green and Liberty.

14. Qualified Combat Lifesavers, Vehicle and all necessary equipment will be on site. MEDEVAC through 911 will be used if needed.

15. Any residue from the training will be policed up and holes filled, prior to departure.

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

AUTHORITY LINE:

JOHN M. PHILLIPS
MAJ, IN
BN Operations Officer
Arkman Drop Zone (VIRS and GMRS)  
Tree Hazards surrounding the DZ (10-15m tall)  
No Wire or Water Hazards within 1000m  
Improved dirt roads centerline and north, east and south edges of the DZ  
Surveyed Drop Heading is 352 degrees Magnetic  
* Arkman DZ is primarily used as a VIRS and GMRS Drop Zone, therefore the PI is determined based of wind direction and speed in which the jumper will drift and forward throw from the A/C upon exit. There is no set PI for VIRS and GMRS drop zone operations.
Liberty Landing Zone (VIRS and GMRS)
Tactical survey is completed on this land for use up to, but not to exceed 24 hrs.
No Wire or Water Hazards within 1000m
Tree Hazards surrounding the LZ (10-15m tall)
Improved dirt road on the eastern edge
* Liberty LZ, when used as a DZ, is primarily used as a VIRS and GMRS Drop Zone, therefore the PI is determined based on wind direction and speed in which the jumper will drift and forward throw from the A/C upon exit. There is no set PI for VIRS and GMRS drop zone operations.
Green Landing Zone (VIRS and GMRS)
Tactical survey is completed on this land for use up to, but not to exceed 24 hrs.
No Water or Wire hazards within 1000m
Tree Hazards surrounding the LZ (10-15m tall)
Improved dirt road on the North Eastern edge
* Green LZ, when used as a DZ, is primarily used as a VIRS and GMRS Drop Zone,
therefore the PI is determined based of wind direction and speed in which the
jumper will drift and forward throw from the A/C upon exit. There is no set PI for
VIRS and GMRS drop zone operations.
Dekkar Drop Zone (VIRS and GMRS)
Tree Hazards surrounding the DZ (10-15m tall)
Wire Hazard running adjacent to 101st ABN DIV Rd. (usually not turned on)
No Water Hazards within 1000m
Improved dirt roads running the entire length of the DZ on the eastern edge
Paved FLS running the entire length of the DZ
101st ABN DIV Rd. runs the entire length of the DZ on the western edge (Paved Road)
Paved road running east to west on lead edge of DZ
* Dekkar DZ is primarily used as a VIRS and GMRS Drop Zone, therefore the PI is determined based on wind direction and speed in which the jumper will drift and forward throw from the A/C upon exit. There is no set PI for VIRS and GMRS drop zone operations.
Lee Drop Zone (CARP, VIRS, and GMRS) Surveyed PI for CARP drop zone operations is identified by the yellow dot approx. 350m centerline lead edge. Drop heading is 075 degrees magnetic.

Tree Hazards surrounding the DZ (10-15m tall)
Wire Hazard running adjacent to 2nd Armor DIV Rd. approx. 520m from DZ
Upatoi Creek is locate approx. 250m from the right edge of the DZ
Randall Creek is approx. 500m from the lead edge. Depth exceed 4' in many areas
Buildings on the left edge of the DZ approx. 25’ tall
Disabled Tanks located in various places on the DZ
Barbed wire topped fence adjacent to the buildings approx. 45m x 55m
Paved Helo Pads located in various locations on the DZ
Paved trails on the DZ running from edge of DZ to Helo Pads
Improved dirt roads surrounding the DZ
Paved Roads (2nd Armor DIV Rd.)

* LEE DZ is primarily used as a VIRS and GMRS Drop Zone, therefore the PI is determined based of wind direction and speed in which the jumper will drift and forward throw from the A/C upon exit. There is no set PI for VIRS and GMRS drop zone operations.
## Pathfinder Airborne Operations

### 1. MSN/TASK
- Pathfinder Airborne Operations

### 2a. DTG BEGIN
- 132400OCT11

### 2b. DTG END
- 142400OCT12

### 3. DATE PREPARED (YYYYMMDD)
- 20111013

### 4. PREPARED BY:
- **Last Name:** Lynne, Steve
- **Rank:** SFC
- **Position:** BM SAFETY OFFICER

### 5. SUBTASK
- **Parachute Operations**

### 6. HAZARDS
- **Parachute Operations**
  - Jumper could receive static line injury while exiting aircraft.
  - Jumper could have entanglement while airborne.

### 7. INITIAL RISK LEVEL
- High
  - Parachute Operations
  - Jumper could receive static line injury while exiting aircraft.

### 8. CONTROLS
- **All Mock ups have static line training aids for all Students to observe for correct procedure. All Students/Instructor will watch the steerable parachute video prior to conducting any jump. Routing of each static line is inspected by safety prior to exit. CDR / Branch Chief conduct thorough brief to all Students prior to conducting jump operations. Medical personnel present on the DZ/NLT 1 hour prior to TOT will inspect medical equipment to address all injuries not reported on the DZ. DZSO has communication by Motorola with Range Control at all times to request Air MED EVAC, if required. DZSO also has redundant communication with a cell phone and FM.**

### 9. RESIDUAL RISK LEVEL
- High
  - Parachute Operations
  - Jumper could have entanglement while airborne.

### 10. HOW TO IMPLEMENT
- **All Mock ups have static line training aids for all Students to observe for correct procedure. All Students/Instructor will watch the steerable parachute video prior to conducting any jump. Routing of each static line is inspected by safety prior to exit. CDR / Branch Chief conduct thorough brief to all Students prior to conducting jump operations. Medical personnel present on the DZ/NLT 1 hour prior to TOT will inspect medical equipment to address all injuries not reported on the DZ. DZSO has communication by Motorola with Range Control at all times to request Air MED EVAC, if required. DZSO also has redundant communication with a cell phone and FM.**

### 11. HOW TO SUPERVISE
- **Direct Supervision**

### 12. WHAT CONTROL EFFECTIVE?
- 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
  - [x] High
  - [ ] Extremely High

### 14. RISK DECISION AUTHORITY
- **Last Name:** Piatt, Walter E.
- **Rank:** COL
- **Duty Position:** Commandant, Infantry School
- **Signature:** [Signature]

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*DA FORM 7555, APR 2005*
<table>
<thead>
<tr>
<th>5. SUBTASK</th>
<th>6. HAZARDS</th>
<th>7. INITIAL RISK LEVEL</th>
<th>8. CONTROLS</th>
<th>9. RESIDUAL RISK LEVEL</th>
<th>10. HOW TO IMPLEMENT</th>
<th>11. HOW TO SUPERVISE (WHO)</th>
<th>12. WAS CONTROL EFFECTIVE?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parachute Operations</td>
<td>Jumper could sustain an injury doing an improper PLF.</td>
<td>Ext, High</td>
<td>Smoke on DZ to determine direction of drift.</td>
<td>High</td>
<td>- FM 3-21.220</td>
<td>Direct Supervision</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Accidental activation of the reserve inside the A/C.</td>
<td>Moderate</td>
<td>Jumper trained (AW FM 3-21.220 and PF 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 all times. JMSafeties conduct rehearsals prior to conducting ABN Operation.</td>
<td>Low</td>
<td>- FM 3-21.220</td>
<td>Direct Supervision</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dehydration and heat injuries on the DZ.</td>
<td>Moderate</td>
<td>Soldiers properly hydrate prior to training. Jumper 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 at vehicles, IVO POI and IVO entrucking point. Cadre monitors the intake by students. Heat Category/Wat Sub monitored throughout the BN area and relayed to all BN personnel by the BN CO shop via e-mail and telephone. Category I: At least ½ Qt water per hour and continuous work schedule. Category II: At least ¾ Qt water per hour and 60/10 minute work/rest schedule. Category III: At least 1 Qt water per hour and 45/15 minute work/rest schedule. Category IV: At least 1 ½ Qt water per hour and 30/30 minute work/rest schedule. Category V: At least 1 ¾ Qt water per hour and 20/40 minute work/rest schedule.</td>
<td>Low</td>
<td>- FM 3-21.220</td>
<td>Direct Supervision</td>
<td></td>
</tr>
<tr>
<td>5. SUBTASK</td>
<td>8. HAZARDS</td>
<td>7. INITIAL RISK LEVEL</td>
<td>9. CONTROLS</td>
<td>10. HOW TO IMPLEMENT</td>
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</tbody>
</table>
| Parachute Operations | Jumper landing in trees | Moderate | Jumper trained IAW FM 3-21.220 and PF 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. 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 with rescue equipment, tree climbing kit and ladder and positioned according to prevailing winds. At night, all DZSO party and malfunctions NCO has night vision goggles, Medial/FLA present on the DZ NLT 1 hour prior to TOT while required medical equipment and an additional Medial/FLA located at the embarking point to address 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  
- Sustained ABN TRNG  
- DZSO supervised  
- Steerable Parachute Tape | Direct Supervision | |
| Towed jumper      | Moderate   | Jumper trained IAW FM 3-21.220 and PF POI. Cadre rehearse towed jumper drills during actions in the aircraft with AOC 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. Jumper inspect equipment (especially HPT lowering lines) during actions in the AOC to ensure all equipment is properly stowed to prevent from being a towed jumper. | Low | - FM 3-21.220  
- Sustained ABN TRNG  
- JM/Safety Enforced  
- Steerable Parachute Tape | Direct Supervision | |
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<th>9. RESIDUAL RISK LEVEL</th>
<th>10. HOW TO IMPLEMENT</th>
<th>11. HOW TO SUPERVISE (WHO)</th>
<th>12. WAS CONTROL EFFECTIVE?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parachute Operations</td>
<td>Water landing</td>
<td>Moderate</td>
<td>Jumpers trained IAW FM 3-21,220 and PF POL. 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 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 detail is located at the water obstacle NLT 1 hour prior to TOT with boat, life vests, life rings, ropes, shepherds hook, backboard, bull horn, radio (primary commo) and search light and NVOs (night Ops). Manportable boat is located on the ramp next to the water unsecured and prepared to launch. In the event a jumper hits the obstacle, All Boat NCOs are responsible for conducting rehearsals with detail prior to conducting jump operations support. Medics/FLA present on the DZ NLT 1 hour prior to TOT with required medical equipment and an additional Medics/FLA located at the entrance point to address all injuries not reported on the DZ. DZSO has communication by Motorola w/Ranger Control at all times to request Air MEDEVAC. If required, DZSO also has redundant communication with a cell phone and FM.</td>
<td>Low</td>
<td>- FM 3-21,220</td>
<td>- HHQ SOP</td>
<td>- Sustained ABN TRNG</td>
</tr>
<tr>
<td>Jumper could accidentally fall from A/J while conducting outside air safety check.</td>
<td>Moderate</td>
<td>Jumper is instructed on the proper technique to conduct the air safety check and rehearse all actions with entire team prior to conducting the ABN OP. Jumper is hooked up prior to moving forward of the wheel well IAW FM 3-21,220. All JMs are instructed on how to avoid landing in trees during sustained airborne training. If they land off the DZ and become lost, he follows instructions he received earlier on how to link up with cadre. Commander is located on the DZ during jump operations.</td>
<td>Low</td>
<td>- FM 3-21,220</td>
<td>- 1-507th Lost Soldier Policy</td>
<td>- JM team enforced</td>
<td></td>
</tr>
<tr>
<td>5. SUBTASK</td>
<td>6. HAZARDS</td>
<td>7. INITIAL RISK LEVEL</td>
<td>8. CONTROLS</td>
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<tr>
<td>Parachute Operations</td>
<td>Entanglements or injury from PLF during night airborne operations</td>
<td>Ext. High</td>
<td>Night operation: Steerable Parachute 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 at the way to the ground. Medics/FLA present on the DZ NLT 1 hour prior to TOT. Wall required medical equipment and an additional Medics/FLA located at the entrancing point to address all unresolved injuries. DZSO has communication by Motorola with Range Control at all times to request Air MEDEVAC, if required. DZSO also has redundant communication with a cell phone and FM.</td>
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<tr>
<td></td>
<td>Falling equipment hits someone on DZ.</td>
<td>Moderate</td>
<td>Students always wear helmets on the DZ. All Soldiers remain vigilant for falling helmets and equipment during aircraft passes. Cadre warn each other and students for falling equipment.</td>
<td></td>
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<tr>
<td></td>
<td>Parachute malfunction; little or no lift capability</td>
<td>High</td>
<td>JUMPERS trained to handle malfunctions of all types IAW FM 3-21.220 and the PF POI. This is covered in detail on what actions to take for complete and partial malfunctions and activation of the SLC/PIT-1 TR during Sustained Airborne training talk through. Through JUMP, it is conducted by instructors prior to boarding A/C. Medics/FLA present on the DZ NLT 1 hour prior to TOT. Wall required medical equipment and an additional Medics/FLA located at the entrancing point to address all unresolved injuries. DZSO has communication by Motorola with Range Control at all times to request Air MEDEVAC, if required. DZSO also has redundant communication with a cell phone and FM.</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jumper could accidentally fall from A/C not over the DZ</td>
<td>Moderate</td>
<td>Exiting procedures/rehearsal conducted during Sustained ABN Training (actions in the A/C). All JUMPERS are hooked up prior to A/C take off. JUMPERS secured by safety strap until commanded &quot;Get Ready&quot; given by the Jumpmaster. Jumpmaster maintains control of the JUMPERS utilizing proper jump commands. No jumper is ejected (tapped) until the Command of &quot;Execute&quot; is given by the DZSO.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>9. RESIDUAL RISK LEVEL</th>
<th>10. HOW TO IMPLEMENT</th>
<th>11. HOW TO SUPERVISE (WHO)</th>
<th>12. WAS CONTROL EFFECTIVE?</th>
</tr>
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<tbody>
<tr>
<td>High</td>
<td>FM 3-21.220</td>
<td>Direct Supervision</td>
<td>Direct Supervision</td>
</tr>
<tr>
<td>Low</td>
<td>Sustained ABN TRNG</td>
<td>Direct Supervision</td>
<td>Direct Supervision</td>
</tr>
<tr>
<td>Moderate</td>
<td>FM 3-21.220</td>
<td>Direct Supervision</td>
<td>Direct Supervision</td>
</tr>
<tr>
<td>Low</td>
<td>Sustained ABN TRNG</td>
<td>Direct Supervision</td>
<td>Direct Supervision</td>
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</table>

DA FORM 7566, APR 2005
<table>
<thead>
<tr>
<th>ITEM</th>
<th>SUBTASK</th>
<th>HAZARDS</th>
<th>INITIAL RISK LEVEL</th>
<th>CONTROLS</th>
<th>RESIDUAL RISK LEVEL</th>
<th>HOW TO IMPLEMENT</th>
<th>HOW TO SUPERVISE (WHO)</th>
<th>WAS CONTROL EFFECTIVE?</th>
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<tbody>
<tr>
<td>5.</td>
<td>Pathfinder Bundles</td>
<td>Jumpmaster could accidentally fall from A/C while conducting outside air safety check or exiting bundles</td>
<td>Moderate</td>
<td>JMs are instructed on the proper technique to conduct the air safety check and rehearse all actions as a JM team prior to conducting the ABN OP. JMs don a BA 18 or safety harness before door is opened (AWP FM 3-21.220). He is instructed on how to properly activate the parachute during JM refresher and cadre certification. Prior to conducting JM duties for the Bundles all instructors must shadow at least one operation before being cleared to conduct JM duties. Designated Cadre on DZ has recovery vehicle w/ rescue equipment, tree climbing kit and ladder and positioned according to prevailing winds. If JM lands off the DZ and becomes lost, he follows BN policy on how to contact the BN SDNCO or link up with cadre. Medics/FLA present on the DZ NLT 1 hour prior to TOT will required medical equipment. DZSTL has communication by Motorola w/Range Control at all times to request Air MEDEVAC, if required. DZSTL also has redundant communication with a cell phone and FM.</td>
<td>Low</td>
<td>FM 3-21.220, HHC SOP, 1-507th LSP Policy</td>
<td>Direct Supervision</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Student/Cadre Injured by falling bundle</td>
<td>Students are briefed to keep helmets on while on the DZ. Students are clear of the vicinity of the PI during the execution of the bundle drop. DZSTL is located a minimum of 200 meters from the PI upon engagement of the drop. All soldiers remain vigilant for falling equipment. Cadre monitor the loads and students for falling equipment. Medics/FLA present on the DZ NLT 1 hour prior to TOT will required medical equipment. DZSTL has communication by Motorola w/Range Control at all times to request Air MEDEVAC, if required. DZSTL also has redundant communication with a cell phone and FM.</td>
<td>Low</td>
<td>FM 3-21.220, HHC SOP, 1-507th LSP Policy</td>
<td>Direct Supervision</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Pathfinder Field Operations</td>
<td>Vehicle accident or breakdown</td>
<td>Moderate</td>
<td>All drivers must possess a military driver's license and a DDC card. All drivers must PMCS daily and implement safe driving procedures. No students allowed to ride unless in a covered vehicle with helmets worn.</td>
<td>Low</td>
<td>Cadre enforced, Driver enforcement</td>
<td>Direct Supervision</td>
<td></td>
</tr>
<tr>
<td>6. SUBTASK</td>
<td>7. HAZARDS</td>
<td>8. CONTROLS</td>
<td>9. RESIDUAL RISK LEVEL</td>
<td>10. HOW TO IMPLEMENT</td>
<td>11. HOW TO SUPERVISE (WHO)</td>
<td>12. WAS CONTROL EFFECTIVE</td>
<td></td>
<td></td>
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<tr>
<td>----------------------------------------</td>
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<tr>
<td>PF HLV / FTX (Cadre Lcd)</td>
<td>Student injured utilizing machinery and other DZLZ equipment. Cold Injuries during cold weather.</td>
<td>Students are briefed on safe use of tools. First aid kit on hand, cadre has combat life-saver qualified personnel on site.</td>
<td>Low</td>
<td>- Unit SOP</td>
<td>Cadre enforced</td>
<td>Direct Supervision</td>
<td></td>
<td></td>
</tr>
<tr>
<td>lost or missing Soldier.</td>
<td></td>
<td>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 underwear 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.</td>
<td>Low</td>
<td>- Unit SOP</td>
<td>Cadre enforced</td>
<td>Direct Supervision</td>
<td></td>
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<tr>
<td>Wildlife hazards in and around training areas.</td>
<td></td>
<td>All students are oriented to the training area. All student movement will be accompanied by a cadre member with communication ability with MOUTs. All sections have redundant FM capability at all times. All cadre are briefed on reporting procedures and will adhere to the USAIS lost soldier procedure by notifying Range Control at one hour to start the L-Hour sequence.</td>
<td>Low</td>
<td>- HHC SOP</td>
<td>Cadre Briefed Branch Chief tracks accountability USAIS Policy 24hr communication with base operations @ PF Branch</td>
<td>Direct Supervision</td>
<td></td>
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</tbody>
</table>

DA FORM 7566, APR 2005
Page 7 of 8
<table>
<thead>
<tr>
<th>5. SUBTASK</th>
<th>6. HAZARDS</th>
<th>7. INITIAL RISK LEVEL</th>
<th>8. CONTROLS</th>
<th>9. RESIDUAL RISK LEVEL</th>
<th>10. HOW TO IMPLEMENT</th>
<th>11. HOW TO SUPERVISE (WHO)</th>
<th>12. WAS CONTROL EFFECTIVE?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pathfinder (FTX)</td>
<td>Sling Load Operations w/A/C</td>
<td>Moderate</td>
<td>All students are trained on sling load operations and aircraft familiarization. All loads are</td>
<td>Low</td>
<td>- HHC SOP</td>
<td>Direct Supervision</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(Low Visibility Conditions, Falling Objects and</td>
<td></td>
<td>inspected by Cadre for proper rigging prior to execution. SL inspection sheets are completed</td>
<td></td>
<td>- COC/NCO Enforced</td>
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<td></td>
<td>Static Shock)</td>
<td></td>
<td>and copy provided to crew. Prior to execution, Cadre conduct signaling and hook up rehearsals</td>
<td></td>
<td>- Aviation SOP/Crew Chief</td>
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<td></td>
<td></td>
<td></td>
<td>with students. All students are trained in proper use of safety equipment. All members of the</td>
<td></td>
<td>Supervision</td>
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<td></td>
<td>members of the sling load team are supervised by cadre during operation. Crew chief observes</td>
<td></td>
<td>- Cadre brief</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>hook up. Signal man positioned to best observe load, hook up team, and A/C. Signal man</td>
<td></td>
<td>- FM 3-21.38</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>supervised by cadre. Cadre have communications with the aircraft at all times. Cadre member</td>
<td></td>
<td>- Hook up rehearsals</td>
<td></td>
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<td></td>
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<td></td>
<td>ensures probe releases static shock before allowing soldiers to continue with hooking the</td>
<td></td>
<td>- Cadre conduct SL inspections</td>
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<td></td>
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<td>load to the aircraft. Cadre member will position themselves along side student to ensure all</td>
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<td></td>
<td>procedures are followed in low visibility or &quot;brown out conditions.&quot; Cadre ensure that all</td>
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<td></td>
<td>students are moved out of possible impact zone of load as it is lifted by the aircraft to</td>
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<tr>
<td></td>
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<td></td>
<td>ensure that in the possibility of a cut away, student is out of danger.</td>
<td></td>
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</tr>
</tbody>
</table>
**SURVEY**

1. **NAME**
   - ARKMAN RECTANGULAR

2. **UNIT**
   - EIC 1-507TH PIR, PATHFINDER

---

**SURVEY APPROVAL/DISAPPROVAL DATA**

4A. **DATE SURVEYED**
   - 20090507

4B. **DROP ZONE APPROVAL/DISAPPROVAL**
   - A = APPROVED
   - D = DISAPPROVED

4C. **DATE APPROVED FOR GROUND OPERATIONS**
   - 20090915

4D. **DATE SAFETY OF FLIGHT REVIEW APPROVED**
   - 20090916

4E. **DATE OF MAJCOM APPROVAL**
   - 20090918

---

**COORDINATING ACTIVITIES**

A. **DZ CONTROLLING AGENCY OR UNIT**
   - Range Control, Ft. Benning, GA 31905

B. **MEMORANDUM OF UNDERSTANDING AND USE**
   - [ ] ATTACHED

C. **PHONE NUMBER (DSN)**
   - 835-3524

---

**DZ DIMENSIONS (YARDERS) FOR CIRCULAR DZ, ENTER RADIUS ONLY**

A. **LENGTH**
   - 1000 yds

B. **WIDTH**
   - 600 yds

---

**DZ AXES DATA (OPTIONAL FOR CIRCULAR DZ)**

A. **MAGNETIC NORTH**
   - 012°

B. **GRID (MGRS)**
   - 009°

---

**DZ COORDINATES**

A. **SPHEROID**
   - WGS84

B. **DATUM**
   - WGS84

C. **GRID ZONE**
   - 7

D. **EASTING**
   - 165

E. **NORTHING**
   - 35

---

**GPS DERIVED COORDINATES**

A. **POINT OF ORIGIN**
   - GA 0752773325 SE Intersection cleared field PPI 203M 325°

B. **CENTERPOINT**
   - GA 0742173663

C. **COE PI**
   - GA 0739873481

D. **PE PI**
   - GA 0739873481

E. **HE PI**
   - GA 0742173661

---

**DZ CORNERS MGRS COORDINATES**

<table>
<thead>
<tr>
<th>LEFT LEADING EDGE</th>
<th>RIGHT LEADING EDGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>GA 0708073240</td>
<td>GA 0764373170</td>
</tr>
</tbody>
</table>

**LEFT TRAILING EDGE**

- GA 0719674157

Right Trail...

---

**GPS DERIVED COORDINATES**

<table>
<thead>
<tr>
<th>POINT OF ORIGIN</th>
<th>GA 0752773325 SE Intersection cleared field PPI 203M 325°</th>
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<tr>
<td>CENTERPOINT</td>
<td>GA 0742173663</td>
</tr>
<tr>
<td>COE PI</td>
<td>GA 0739873481</td>
</tr>
<tr>
<td>PE PI</td>
<td>GA 0739873481</td>
</tr>
<tr>
<td>HE PI</td>
<td>GA 0742173661</td>
</tr>
</tbody>
</table>

---

**AF IMT 3823, 20021001, V2**
AIRBORNE UNIT ASSUMES RESPONSIBILITY FOR PERSONNEL INJURY AND EQUIPMENT DAMAGE ON DZ.

DROP ZONE SURVEY

1A. DZ NAME
FRYAR DZ.

1B. ZAR INDEX NO.

2A. COUNTRY
USA

2B. STATE
AL

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

4A. DATE SURVEYED
20090414

4A2. TYPED NAME AND GRADE OF SURVEYOR
Andrew J. Martin, SS1/E-6

4A3. PHONE NUMBER (DSN)
835-1111

4A4. UNIT
HHC 1-507 PIR

4B. DROPZONE APPROVAL/DISAPPROVAL DATA

A. APPROVED
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

UNIT AND LOCATION
HQ, 1-507 PIR, Ft. Benning, GA 31905

4D. DATE SAFETY OF FLIGHT REVIEW APPROVED
20090916

UNIT AND LOCATION
94 OSS/OSK, Dobbins ARB, GA 30069

4E. DATE OF MAJCOM APPROVAL
20090918

UNIT AND LOCATION
94 OG/CC, Dobbins ARB, GA 30069

5. COORDINATING ACTIVITIES

A. DZ CONTROLLING AGENCY OR UNIT
Lawson Army Air Field, Ft. Benning, GA

B. MEMORANDUM OF UNDERSTANDING/LANB USE

C. PHONE NUMBER (DSN)
835-6574

D. RANGE CONTROL

Range Control FM 38.60 / Doughboy Advisory VHF 138.325 UHF 227.4

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

A. LENGTH
2500 YDS

B. WIDTH
1300 YDS

C. RADIUS
NA

7. DZ AXIS DATA (OPTIONAL FOR CIRCULAR DZ)

A. MAGNETIC
352°

B. GRID (MGRS)
349°

C. TRUE
350°

D. SOURCE DATE OF VARIATION DATA
20090414

8. GROUND POINT ELEVATION
A. CDS PI
285'

B. HE PI
290'

C. PE PI
283'

D. HIGHEST
375'

9. DZ COORDINATES

A. SPHEROID
WGS84

B. DATUM
WGS84

C. GRID ZONE
165

D. EASTING
6

E. NORTING
35

F. GPS DERIVED COORDINATES
YES ☐ NO ☒

G. POINT OF ORIGIN
FA 92379 71230 NE corner of tower foundation. CDSPI 383 yds 025 degrees.

H. POINT MGRS COORDINATES WGS84 LATITUDE (D-MMM) WGS84 LONGITUDE (D-MMM)

DZ CENTERPOINT FA 92307 72424 N32°16.325' W084°57.491'

ODS PI FA 92501 71557 N32°15.854' W084°57.387'

PE PI FA 92486 71624 N32°15.890' W084°57.387'

HE PI FA 92446 71802 N32°15.986' W084°57.410'

1. DZ CORNERS MGRS COORDINATES

LEFT LEADING EDGE FA 91974 71184

RIGHT LEADING EDGE FA 93136 71441

LEFT TRAILING EDGE FA 91495 73418

RIGHT TRAILING EDGE FA 92657 73676

AF INT 3823, 20021001, V2

PREVIOUS EDITIONS ARE OBSOLETE.
11. REMARKS
1. DZ is for single ship operations only.
2. User accepts responsibility for injury to personnel and damage to equipment and property due to airdrop operations from Air Force aircraft.
3. DZ is approximately 40% trees ranging from 15' to 45' in height.
4. Aircraft must contact Range Control at least 10 min. prior to entry into R-3002.
5. Aircraft must coordinate with Range Control and Columbus Approach for approach access to DZ.
6. Recommend left traffic to avoid overflight of town of Cassela located 2000m @ 026 deg.
7. Telephone tower 795' MSL located 2600m @ 026 deg.
8. TV tower 2249' MSL located 4750m @ 018 deg.
9. DZ does not meet minimum size requirements for nighttime personnel drops IAW AFI 13-217.
10. GMRS option should be used for nighttime personnel drops due to width limitation.
11. Water tower 789' MSL located 3650m @ 174 deg.
RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Date Submitted: 8/7/2012

EMD Number: 1222006  Project#: AP66  Project Title: PATHFINDER SCHOOL FTX

Description of proposed action:
Students and Cardre will conduct setting up Helicopter Landing Zones and Sling Load training.

Sling Load:
The soldiers are taught how to hookup a five thousand pound cargo net to a helicopter for lifting purpose. This training is conducted on a concert pad.

Setting up Helicopter Landing Zone:
The soldiers are taught how to select a suitable landing area for different types of helicopters. The only setup requirement is placing landing flag/triangle on the ground so the helicopter pilot knows where to land the aircraft.

LOCATION  GRID SIZE

Arkman: 07357336 L 1000 yards W 600 yards
Baughman: 095852
Combs: 089811
Cemetery: 102915
Ledo 1 South: 1495878931 Radius 197 yards / 180 meters
Ledo 2 North: 1491778591 Radius 60 yards / 55 meters
Lee DZ: 07648945 L 960 yards W 765 yards
Dekkar: 9338473301 L 1522 yards W 700 yards
Liberty: 07577232
Molnar: 056713
Green: 05637159
Hollis: 16887965

Project Location:
See Project Description

Number of Personnel: 60

Size of Project Area: N/A

Proponent: Raymond w King 545-6496

Number/Types of Vehicles:
2 x Helicopter, 5 x GSA Vehicles

Amount, Description, Location of Disturbance/Digging: None

Type of Ammunition: G950, G955 smoke Blank

Number/Types of Trees: None

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

Organization/Unit: S-3 1-597th PIR

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.

REC APPROVED THROUGH 30 SEPTEMBER, 2013

Natural Resources - RCW: None

Michael Barron (706 544 7080), 8/8/2012
Cultural Resources - Archeological

Conditions: Edward Howard (706 545 1898), 8/8/2012

See attached JPEG maps for reference. The project area contains federally protected sensitive sites. These sites may or may not 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.

CWA - Training

Conditions: Leah Ropski (706 626 0492), 8/8/2012

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 stored 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 Deeper 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.

Hazardous Materials/Waste

Conditions: Ted Williams (706 545 7579), 8/7/2012

Appropriate precautions must be taken to prevent hazardous material spills. Have adequate quantities of spill response supplies on hand. If a spill occurs use notification procedures as outlined in the Fort Benning Hazardous Waste Management Plan. Contain and clean up spill according to guidance provided by the Environmental Protection Management Branch. Any waste generated must undergo a waste stream analysis to determine appropriate management requirements. If any hazardous waste is generated it must be managed in accordance with Federal, State, Army and Fort Benning regulations.

All excess, unused munitions (to include Defective, misfired, or otherwise unserviceable munitions.) must be returned to the Ammunition Supply Point after the field exercise is completed. A dud shall not be removed from the range, it will be marked, called into range control and will be properly disposed of by EOD personnel IAW/ MCoE Reg 350-19 (23 JUL 10)

Rubbish, empty containers and other waste (including used smoke canisters) should be removed from the training area after the exercise. Contact EPMB for detailed information on the proper disposal of waste products resulting from the exercise.

Contact POC below for any questions or additional guidance.

Signature

John E Brown
NEPA Program Manager
Date 10 AUG 2012

Signature

Christopher E. Hamilton, PhD
EPMB Chief
Date 10 Aug 12