

Atterbury-Muscatatuck Training Center
Aviation Procedures Guide (APG)
Himes Army Airfield
Appendix 1
Airfield Operations Manual (AOM)

AVIATION PROCEDURES GUIDE (APG)

Headquarters
Atterbury-Muscatatuck Training Center
Camp Atterbury, Edinburgh, IN
1 March 2025

UNCLASSIFIED

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1 March 2025

Effective 1 March 2025

Aviation

Aviation Procedures Guide

Summary. This Aviation Procedures Guide provides administrative and operational policy and procedures for all organizations operating at the Atterbury Muscatatuck Training Center to include all Restricted Airspace and operations at Himsel Army Airfield.

Applicability. This Aviation Procedures Guide applies to all Military, Federal Agencies, Armed Forces Partner Organizations and Civilian operations.

Proponent. Himsel Army Airfield is the lead agency for this publication.

Suggested Improvements. Users are invited to forward comments and suggested improvements of this publication through the Airfield Division Chief to the Commander, Atterbury-Muscatatuck Training Center.

TEDDY ROMAN
Airfield Manager

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Chapter 1

General

1-1. Mission Statement

Himsel Army Airfield provides safe and expeditious air traffic services, airfield operations, and airfield services in support of fixed-wing, rotary-wing, and unmanned aircraft systems (UAS) in order to support Level 1 Maneuver Training Center operations, Special Operations Forces training, Interagency and Joint DoD training, and continuous training to regional transient aviation entities.

1-2. General Information

Himsel Army Airfield, Camp Atterbury, Edinburgh, IN

KHBE (Airport Identifier)

N39°20.50' W86°01.83'

L-27, St. Louis (Sectional)

UTC -5(-4DT)

RWY18 3135'x72' / RWY36 4050'x72'

Elevation 708'

Chapter 2

Contact Information

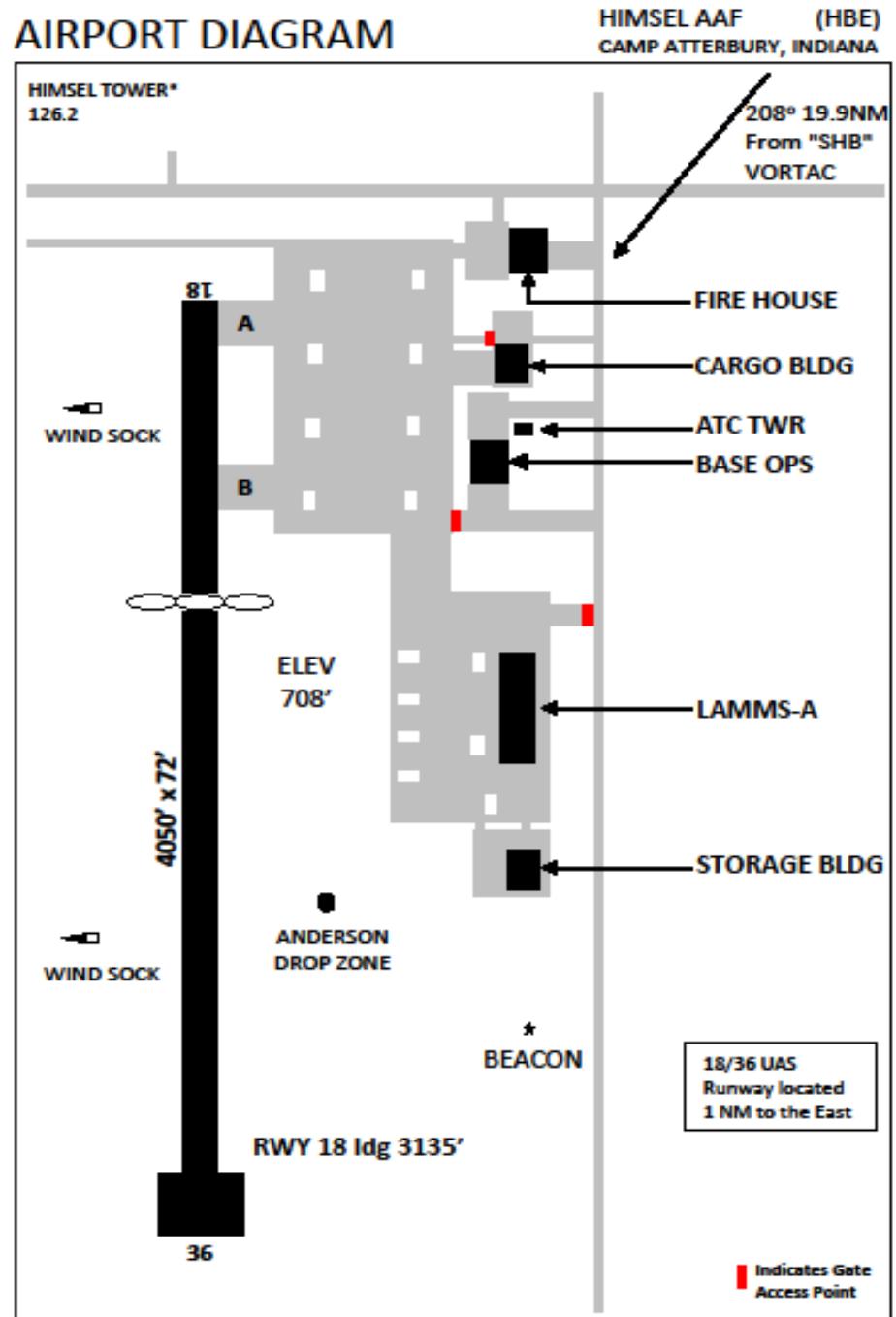
Himsel Army Airfield Contacts	Phone Number	Ext
KHBE Operations	(812) 526-1355	61355
Airfield Manager	(812) 526-1499	62789
Airfield Operations Officer	(812) 526-1368	61368
ATC Facility Chief	(812) 526-1325	61325
ATC Maintenance Chief	(812) 526-1346	61346
Airfield Safety Manager	(812) 526-1358	61358
Airfield Services / POL	(812) 526-1391	61391
Atterbury-Muscatatuck Training Center (Garrison) Contacts		
Range Control	(812) 526-1351	61351
Future Operations Scheduling Center	(812) 526-1170	61170
	(812) 526-1493	61493
DOL (Bulk Fuel)	(812) 526-1499	62911

Public Website: <https://www.in.gov/indiana-national-guard/indiana-air-range-complex/himsel-army-airfield/>

NOTE: Search for “Himsel Army Airfield” in your internet browser, this link should appear first in your results.

Chapter 3

Airfield Diagram



Chapter 4

Airfield / Heliport Markings, Lighting and Sign Systems

4-1. Marking

All runways and taxiways are marked in accordance with UFC 3-535-01.

4-2. Signs

Taxiway and runway guidance signs are provided, and all airfield signs are placed in accordance with UFC 3-535-01.

4-3. Runways

Runway 18/36 has Medium Intensity Runway Lights (MIRL) and threshold lights.

4-4. Taxiways

All Taxiways are lighted blue with omni-directional, variable intensity lights.

4-5. Obstruction Lights

All local obstructions are topped with red lights during the hours of darkness.

4-6. Windsock

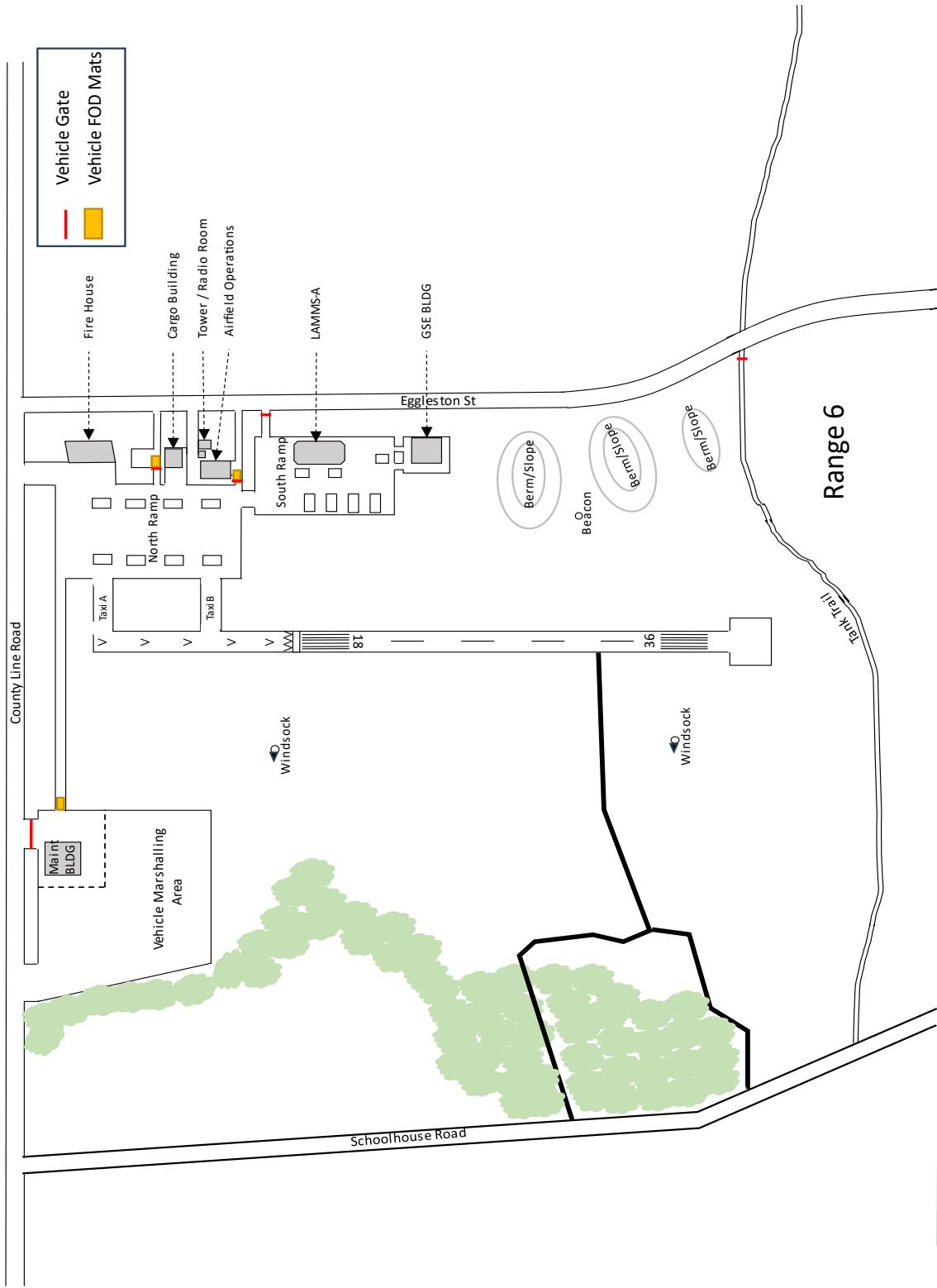
KHBE has two lighted windsocks. One windsock is at the approach end of Runway 18, and the other is at the approach end of Runway 36.

4-7. Airfield Beacon

A rotating beacon, located in the southeastern quadrant of the airfield, emits alternating green and double-peaked white flashes. The beacon is operated from sunrise to sunset, and during periods when the weather is below VFR minima.

Chapter 5 Property Map / Diagram

Himes Army Airfield, Camp Atterbury, Edinburgh, Indiana

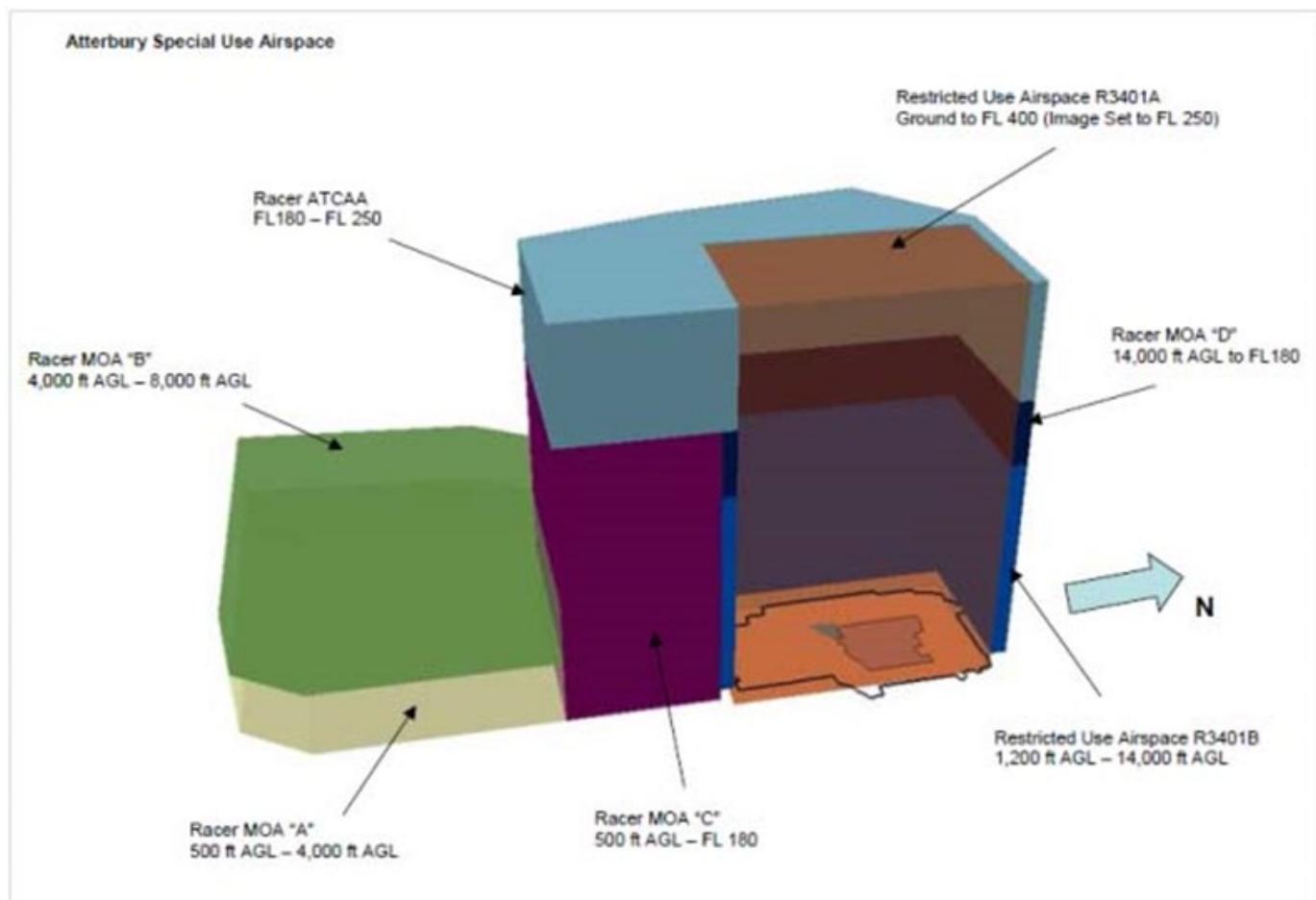


Chapter 6

Designated Airspace

Himsel Army Airfield is situated inside of R3401 and does not have typical terminal airspace (i.e. Class D). As such, use is restricted to authorized users IAW AR 95-2 when R3401 is active.

Permission to enter/exit or operate within the restricted area is granted by Himsel Tower, or Range Control when Himsel Tower is closed, via Himsel Tower frequency 126.2. All aircraft operating within the restricted area will maintain two-way radio communications on Himsel Tower frequency and squawk 4000.



Chapter 7 Frequencies

Himsel Army Airfield Aircraft Frequencies (Primary Frequency **BOLD RED**)

Name	VHF	UHF
Himsel Tower	126.2	243.6
Indianapolis Approach	124.95	377.1
Columbus (KBAK) Tower	118.6 (0630-2200)	

Chapter 8 Navigational Aids

8-1. Airfield Navigational Aids

There are no navigational aids located on the Airfield or Atterbury-Muscatatuck Installation.

8-2. Local Area Navigational Aids

The Shelbyville VOR is located 19.9 Miles Northeast of Himsel Army Airfield. The VOR information is listed below. As per the current DOD FLIP, the Shelbyville VOR is unusable from 180° to 270° beyond 17NM below 6000' so the information provided below is for situational awareness only and should not be used for navigational purposes.

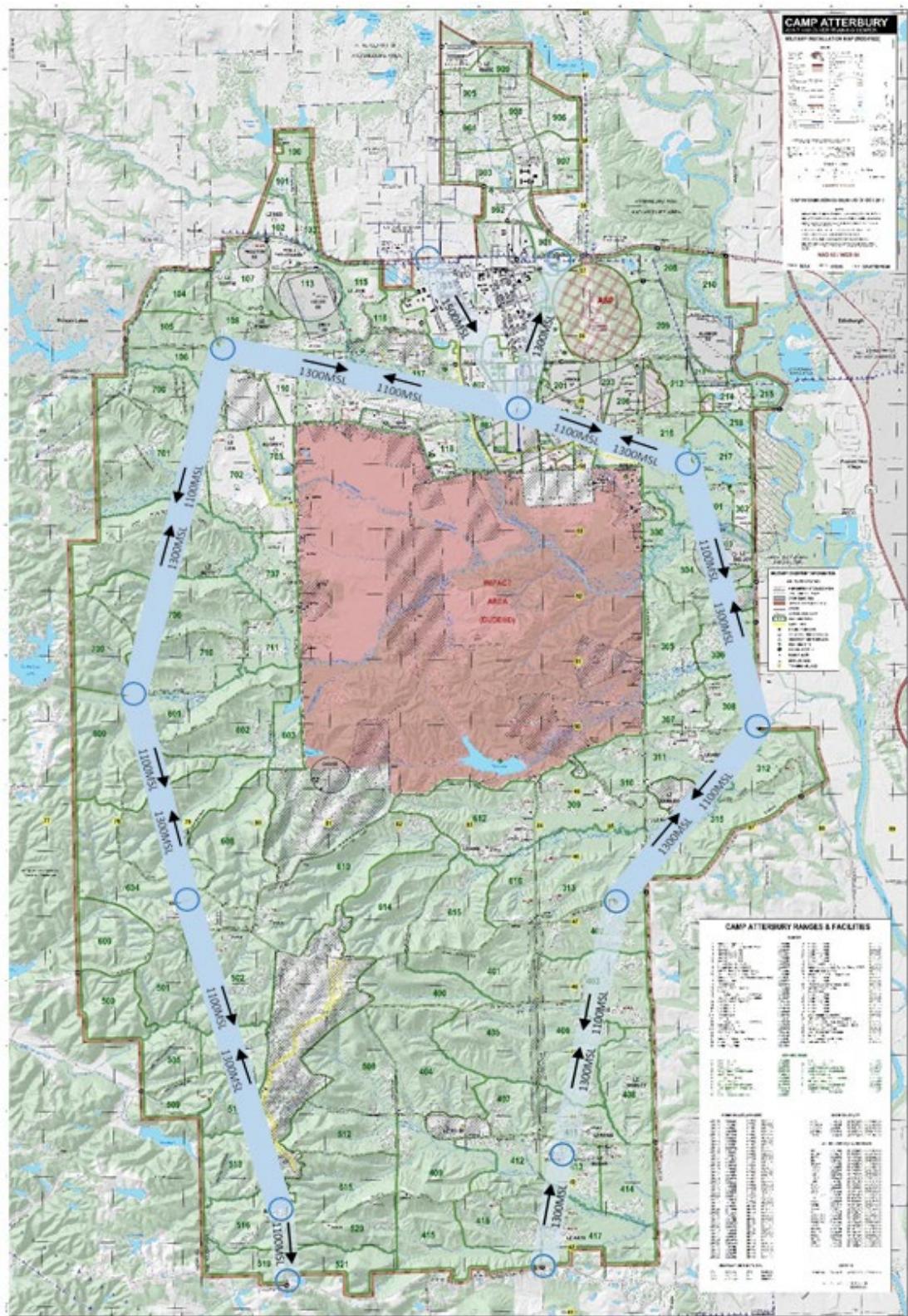
- a. VOR ID: SHB
- b. Name: Shelbyville
- c. Frequency: 112.0
- d. Radial/Range: 208° / 19.9NM (from VOR to KHBE)

Chapter 9

Air Routes

- a. Air routes on Camp Atterbury are established to facilitate transitioning between the airfield/main post and the southern training areas. These routes are designed to enhance flight following, separate traffic, and increase safety while operating in the training areas.
- b. Portions of the air route structure may be unusable on any given day for indirect fires, air range activities, large caliber ground range SDZs, etc. Himsel Tower will evaluate the impact of daily activities on the air route structure during airfield opening activities to determine which portions are unusable. This information will be included in the daily range briefings issued to aircrews.
- c. The use of the air route structure is primarily administrative in nature. Terrain flight and NOE training are authorized throughout the training area upon request, based on range activities and airspace density.
- d. In addition to reporting requirements outlined in this manual, aircrews utilizing the air route structure will report crossing all SPs, RPs, and ACPs. Prior approval must be granted before deviating from the requirements of the air route structure for airspace de-confliction.
- e. See the air route diagram for direction and altitude restrictions.
- f. Air route point locations.

SPs and RPs	
SP Reserve	39°21'31.15"N 86°02'40.99"W
SP Olive	39°13'14.24"N 86°01'28.50"W
RP Troop	39°21'33.73"N 86°01'21.56"W
RP George	39°13'05.77"N 86°04'02.91"W
SP/RP Himsel	39°20'30.00"N 86°01'49.00"W
ACPs - West Route	
ACP Prince	39°20'39.60"N 86°04'40.80"W
ACP Moriah	39°17'58.45"N 86°05'35.06"W
ACP Sharon	39°16'17.10"N 86°05'03.30"W
ACP Windy	39°13'39.70"N 86°04'08.40"W
ACPs – East Route	
ACP Lake	39°19'50.80"N 86°00'06.30"W
ACP Lick	39°17'42.42"N 85°59'23.71"W
ACP Lydia	39°16'15.70"N 86°00'49.20"W
ACP Yantie	39°14'09.80"N 86°01'22.00"W



g. Air Route Diagram

Chapter 10

Airfield Services

10-1 Flight Operations

a. NOTAMS. Himsel Operations produces NOTAMS as required to annotate changes to published information, identify unpublished hazards, and indicate when COAs are active. NOTAMS are posted twice daily in the flight planning area and in Himsel Operations. Aircrew members must obtain current NOTAM data prior to arrival or departure. Report any unpublished hazard identified to Himsel Operations immediately.

b. Flight Planning. A flight planning area is provided in the Himsel operations building located at the base of the tower IAW ATP 3-04.16. The area is equipped with current aeronautical information, a planning table, computer, telephone, etc. All publications are provided for reference only to support aircrew mission planning and are not to be removed from the flight planning area.

c. Filing Flight Plans. Per AR 95-1, "Aircraft will not be flown unless a flight plan (military or civil) has been filed or an operation's log completed." The pilot in command is responsible for the flight plan. Flight plans will be filed per DOD/US Government FLIP. A copy of the flight plan will be left with Airfield Operations for flights departing the local area to facilitate issuing departure messages, reporting overdue aircraft procedures, and conducting SAR activities.

(1) Using units with their own Flight Operations support may maintain flight logs and flight plans IAW their SOP when coordinated with Himsel Operations. In the event of an overdue aircraft or other aircraft incident, the unit will notify Himsel Operations immediately to coordinate appropriate action.

d. Users without flight operations support may request flight tracking from Himsel Operations. The PC will fill out a flight log in Operations. Himsel Operations Specialists will track the flight and initiate over-due aircraft procedures or search and rescue operations as necessary.

(1) INARNG and INANG units conducting flight training and mission support will file and flight follow with their base operations IAW unit SOPs. PPR's are required for all flights utilizing Himsel Army Airfield. Units conducting flight operations within R3401 are to contact Himsel Operations in advance with their intentions to facilitate airspace de-confliction prior to their arrival.

(2) IFR operations are not permitted at Himsel AAF or in the active Restricted Areas. IFR flight plans to/from the restricted area are to be filed in compliance with the Indianapolis ARTCC/Indianapolis ATCT/Atterbury Muscatatuck Training Center/181 IW Detachment 1 Letter of Agreement, dated February 24, 2022. An excerpt outlining those requirements is provided in Chapter 18, IFR Operations.

e. Advisory Service. When Himsel Tower is closed, the airfield will operate in an advisory status for certain prearranged missions. Decisions to depart or land are made at the discretion of the pilot. Aircraft will self-announce their positions and/or intentions on the Tower VHF frequency, 126.2 MHz, using the procedures established in the Airman's Information Manual.

f. DV / VIP Procedures. Acrews conducting DV/VIP support missions at Himsel Army Airfield will notify Himsel Operations when submitting the PPR request. Indicate as much of the following information as possible:

- (1) Rank and Name of DV
- (2) VIP Code (If known. If unknown, are honors requested?)
- (3) Proposed arrival / departure times
- (4) Purpose of visit

g. PPR Procedures

Prior Permission Requests (PPR) are required for all aircraft desiring to land at KHBE. Aircrews conducting multi-day operations from the airfield only require a PPR for their initial arrival. PPR's shall be coordinated through Himsel Operations a minimum of 24 hours in advance. PPR requests can be submitted electronically from the Himsel Army Airfield public website.

10-3 Airfield Services

Himsel Operations is open for flight planning and support Monday through Friday, 0700-2300 EST, Saturday and Sunday, 0800-1600 EST, except for federal holidays. Unscheduled KHBE closures will be listed by NOTAM. Weekend services are limited and must be coordinated in advance.

10-4 ATC Services

The Himsel Air Traffic Control Tower is open for operations daily 0700-2300 EST. Closures or decreased operations will be posted by NOTAM. To facilitate specific missions and contingency operations, the airfield can remain open beyond normal scheduled hours under certain circumstances. Requests for operations outside normal operating hours should be requested through Himsel Operations as soon as possible, but no later than 14 days prior the scheduled event. Changes to pre-coordinated requests should be made no later than 24 hours prior.

10-5 Weather Services

a. Aircrew members can receive flight weather briefings through the 15th Operational Weather Squadron. The 15th OWS flight weather briefer can be contacted via DSN 756-9699, commercial (618) 256-9699, or their website weather.af.mil. Weather briefings can also be obtained through the FAA by calling 1-800-WXBRIEF.

b. Airfield Operations posts the 5-day forecast for KHBE published by the 207th Weather Detachment daily. Additionally, SkyVector weather radar is displayed continuously in the operations office. These services are provided for reference and situational awareness purposes only and are not official sources for flight planning and filing.

c. Airfield Operations and Tower receive weather alerts, advisories, and warnings through an automated phone service. When received, Airfield Operations will disseminate this information to customers operating on the airfield. Himsel Tower will transmit this information to aircrews flying in the area. It is the customer's responsibility to make weather decisions and implement their inclement weather plans according to their SOPs.

Chapter 11

Visual Flight Rules

Visual Flight Rules are in accordance with AR 95-1 and appropriate FAA Regulations. No deviations from regulatory procedures in Class G airspace are required or authorized for operations at Himsel Army Airfield or R3401.

Chapter 12

Special Visual Flight Rules

Himsel Army Airfield lies within Class G airspace, so SVFR clearances are not authorized. Aircraft arrivals/departures are at the pilot's discretion and aircraft must abide by Class G weather minima.

Chapter 13

Emergency Recovery Procedures / Inadvertent IMC

Himsel Army Airfield is VFR only and does not have any IFR capabilities. The IIMC procedures while operating in R3401 are:

- initiate a climb to 3000'
- announce inadvertent IMC to Himsel Tower on 126.2
- be prepared to contact Indy Approach on 124.95 for IFR handling.

Chapter 14

Local Flying Area / Rules – VFR

14-1 Operations Within the Restricted Area R3401

a. Aircrews must call Range Control prior to departure for a range brief and flight restrictions to expect at their proposed arrival time. Range Control phone: 812-526-1351. Himsel Tower will provide a briefing update prior to approving entry to the Restricted Area.

b. Prior to arrival at Camp Atterbury, aircrews will familiarize themselves with the Training Areas, Range Complex, Air Routes, and the Impact Area. The Impact Area is a NO-FLY ZONE. An aviation map is provided on the Himsel Army Airfield webpage.

c. If aircrews arrive unfamiliar with Camp Atterbury, expect to remain clear of the Restricted Area until in position to enter from the north. When cleared to enter the Restricted Area, Tower will direct you to proceed directly to Himsel Army Airfield, land, and receive a ground brief from Airfield Operations prior to conducting flight operations in the Restricted Area.

d. Flight following services will be provided by Himsel Tower during hours of operation. After hours service will be provided by Range Control on 126.2. Aircraft will provide position reporting every 15 minutes and will advise when proceeding between training areas.

14-2 Practice Emergency Procedures

Simulated emergency training and “power off” approaches are authorized at Himsel Army Airfield with approval from the Tower prior to entry. Request traffic pattern deviations as required from the tower prior to execution for deconfliction with active ranges and other hazards to aviation.

14-3 Rotary Wing Operations

All aircraft landing to KHBE should land to the runway. If parking on the north ramp, expect to ground taxi to parking. If parking on the south ramp, expect to hover taxi to parking. Deviations may be approved by Himsel Tower.

Chapter 15

Arrival Procedures – VFR

All incoming aircraft should contact Himsel Tower 15 minutes from entry into the Restricted Area 3401A/B. The initial call to Himsel Tower will include full aircraft call sign, type of aircraft, number of personnel on board, Pilot-in-Command's initials, and pilot's intent. Expect Himsel Tower to validate aircrew compliance with paragraph 14-1 above and provide updates to the current range activities and flight restrictions. Upon clearance into the Restricted Area, aircraft will squawk 4000 and proceed as directed. Aircraft will monitor 126.2 VHF at all times while operating within the Restricted Areas 3401A/B.

Chapter 16

Departure Procedures – VFR

Aircraft departing Camp Atterbury/Restricted Areas 3401 should contact Himsel Tower with your intended point of departure. Aircraft should be cognizant of the "Noise Sensitive" Areas when departing. Aircraft departing to the East should be prepared to immediately change over to Columbus Tower on VHF. Upon clearing the Restricted Area, reset transponder to squawk 1200.

Chapter 17

Traffic Pattern (Routes / Altitudes)

The following traffic pattern altitudes are provided for users of the Atterbury Airfield. The altitudes are not intended to restrict training or to interfere with pilot responsibility to maintain adequate VFR cloud clearance IAW Federal Aviation Regulation (FAR) 91.

- a. Helicopter D/N - 1100' MSL (400' AGL)
- b. Fixed-Wing D/N - Min 2200' MSL (1500' AGL) without prior approval for lower.
- c. UAS D/N - Refer to Section 39, UAS Operations
- d. Night Vision Devices (NVD) - 900' MSL (200' AGL)

Chapter 18

IFR Operations

IFR operations are not authorized at Himes AAF or within Restricted Areas R3401A/B when active. Aircraft filing or flying on IFR flight plans to/from the Restricted Areas must comply with the Indianapolis ARTCC/Indianapolis ATCT/Atterbury Muscatatuck Training Center/181 IW Detachment 1 Letter of Agreement, dated February 24, 2022, as follows:

e. Flight Plans

(1) Aircraft requesting IFR service to or from R-3401 A/B and RACER ATCAA must file an IFR flight plan to R-3401 and a separate flight plan from R-3401. Flight Plans to/from R-3401 must use "R3401" as the destination/departure point. **NOTE:** If, due to equipment limitations, R-3401 cannot be used as a destination, aircraft may file a delay at R-3401 with the flight plan continuing on after.

(2) If a flight of aircraft, requesting IFR service, expects to split up before leaving R-3401 A/B and RACER ATCAA, separate exit flight plans must be filed from "R3401" to the destination airport.

f. Altimeter Settings

(1) Aircraft engaged in tactical training maneuvers involving transit of FL180 must use the current Indianapolis (IND) altimeter setting.

(2) Atterbury Air to Ground Range Officer must advise all aircraft of the IND altimeter upon entering R-3401 and when the altimeter drops below 29.92 or 28.92.

(3) When the IND altimeter is between 29.91 and 28.92, pilots must operate at least 1000 feet below the top blocked altitude.

(4) When the IND altimeter is between 28.91 and 27.92, pilots must operate at least 2000 feet below the top blocked altitude.

g. Participating IFR Aircraft Entry (except IR-618)

(1) Aircraft must advise ATC 20NM miles prior to the boundary of R-3401 A/B and RACER ATCAA if they have permission from AMTC to enter the airspace.

(2) Aircraft must maintain the last ATC assigned altitude until entering R-3401 A/B and RACER ATCAA.

(3) Radar service is terminated and the aircraft's IFR is cancelled automatically upon entering R-3401 A/B and RACER ATCAA.

h. Recovery. Aircraft requesting an IFR clearance must contact Indianapolis ATCT at or below 13,000 feet MSL and Indianapolis ARTCC above 13,000 feet MSL.

Chapter 19 **Parking Plan & Mooring**

19-1 Transient Aircraft

Transient aircraft will be parked as directed by Himsel Tower or Himsel Operations. Aircraft Parking for VIP missions should anticipate parking on the north ramp at A1 or A2. The only restriction to aircraft parking is for C130 aircraft which are restricted to operations and parking on the north ramp.

i. Vehicles

(1) All vehicle movements on the airfield must be approved by Airfield Operations. If required, Airfield Operations will issue a handheld radio and instructions for maintaining communications with Himsel Tower on 126.2.

(2) Vehicle operators must be familiar with the safety rules of vehicular operation before entering the Airfield area. All vehicle operators MUST complete the airfield drivers training prior to driving on the airfield.

(3) Ramp speed will not exceed 5 mph.

(4) Vehicles operating on the ramp and/or runway will, at a minimum, have 4-way flashing lights on. Special consideration must be taken for aircraft operating under NVGs.

(5) Passengers in military or civilian vehicles will not exceed published seating capacity.

(6) Vehicles authorized entry to areas beyond designated parking may be required to follow an Airfield Operations vehicle to the desired location if warranted by the level of activity.

j. Vehicle Restrictions.

While operating a vehicle on the airfield:

- a. DO NOT drive civilian vehicles on Airfield surfaces beyond the designated parking areas.
- b. DO NOT drive in the sod/off-paved surfaces unless approved by Himsel Operations or Tower.
- c. DO NOT leave headlights on during darkness when facing aircraft to avoid blinding aircrew.
- d. DO NOT drive within 20 feet of a parked aircraft unless to service, load, or off-load.
- e. DO NOT park or leave vehicles or equipment on ramps overnight.

Chapter 20 **Noise Abatement**

In accordance with AR 95-1, Himsel Army Airfield has developed a noise abatement program to decrease the level of noise during flight operations. Aircrew members should familiarize themselves with the three "Noise Sensitive" areas located in the vicinity of Camp Atterbury/Restricted Areas R-3401A/B. They are located on the Northeast corner, West and Southeast of the Restricted Areas.

20-1 Northern

When entering/exiting the Restricted Area(s) to/from the North, aircraft should be cognizant of the Noise Sensitive Areas along the Northwest and Northeast corners. The Northwest area is labeled as

“Nineveh” and the Northeast area is labeled as “Edinburgh” on the Camp Atterbury Airspace/Aviation Map.

20-2 Southern

When entering/exiting the Restricted Area(s) to/from the South, aircraft should be cognizant of the Noise Sensitive Area along the Southeast corner. This area is labeled as “Southeast” on the Camp Atterbury Airspace/Aviation Map.

Chapter 21

Movement Areas / Procedures

21-1 Movement Areas

The runway, taxiways, and approach/departure run-up areas are designated as Movement Areas. Movement Areas are directly controlled by the Himsel Tower. Unauthorized aircraft, vehicle, or pedestrian movement are prohibited in these areas unless under positive control with the tower by means of VHF radio. When tower is closed, vehicles will operate under positive control with Airfield Operations by means of VHF radio. All vehicles shall be equipped with strobe or flasher type lighting ON when in a designated Movement Area. Vehicles without strobe lights shall use hazard/flashers lights ON when operating on the Movement Area

21-2 Non-Movement Areas

The north and south ramps are Non-Movement Areas. Non- Movement Areas are not controlled by Himsel Tower. Ground vehicle movement on aircraft parking ramps will be monitored and controlled by Himsel Operations. Vehicles are still required to abide by designated speed and parking requirements prior to operating on any aircraft parking ramp but are not required to have radio contact with tower. All vehicles shall be equipped with strobe or flasher type lighting ON when operating in the Non-Movement Areas. Vehicles without strobe lights shall use hazard/flashers lights ON when operating on the Non-Movement Areas.

Chapter 22

Local No-Fly Areas

- a. The Ammunition Supply Point is located approximately 1 NM Northeast of the Airfield. Overflight should be avoided. Should overflight become necessary, aircraft must be at least 500' AGL.
- b. The Impact Area is directly South of the Airfield. Flights into the Impact Area must be prior approved by Range Control for deconfliction.

Chapter 23

Refuel Operations

Aircraft refuel services are available with 24-hour prior coordination from Tues-Fri. Other times, 72-hour prior coordination is required. POL normal hours of operations are Monday through Friday from 0800 to 1600L. Requests for after-hours fuel support can normally be accommodated with a minimum of 72 hours advance coordination. Aircraft requesting fuel service must provide a valid DOD fuel card.

23-1 Cold Refueling

Himsel AAF does not have organic refuel assets; however, refuel services can be provided with prior coordination outlined above. Units may also refuel using organic assets with prior coordination with

the Airfield Fuel Section and approval of the Airfield Commander. Completion of Flightline Driving Training is required for all vehicle operators.

23-2 Hot Refueling

- a. Organizations may conduct hot refuel operations at various designated areas on the installation with prior approval of DPTMS/Range Control.
- b. A current and qualified Medic, First Responder, or Combat Lifesaver must be at the FARP during the hours of operation.
- c. While at Camp Atterbury, nozzle drip pans will be weighted down with sandbags and not the nozzle itself.

Chapter 24

Arm / De-Arm Procedures

- a. Live ordnance and/or ammunition may only be carried and secured with prior approval from the Airfield Manager or Airfield Operations Officer. Even with prior approval, aircraft crews must notify Himsel Operations personnel when loading, unloading, or transporting any type of ordnance or ammunition on Himsel Army Airfield.
- b. Inert ordnance items may be loaded anywhere in the aircraft parking areas.
- c. Rockets, bombs, and missiles may only be carried as internal cargo.
- d. Forward-firing guns will not be armed while departing/arriving or parked at KHBE. Ammunition may be stored within ammunition storage system, but guns will not be armed or loaded. Aircraft will land at designated training areas/ranges and load/unload weapons at that time.
- e. Crew-served weapons on rotary-wing aircraft will not have feed trays/chambers loaded while departing/arriving or parked at KHBE. Ammunition boxes will be closed and secured on board, and aircraft will load/unload weapons at designated training areas/ranges.
- f. Aircraft carrying any type of ordnance will not be flown over populated areas whenever possible.

Chapter 25

Hazardous Cargo Handling

Authorization must be obtained by the Airfield Operations Office prior to conducting ammunition/hazardous cargo operations. Aircraft transporting hazardous cargo will comply with AR 95-1 and AR 95-27 regarding the use and/or availability of protective masks. Over flight of the cantonment area while transporting ammunition/hazardous cargo is prohibited.

Chapter 26

Engine Run-Up Procedures (Fixed Wing)

All pre-flight run-ups shall be conducted on the runway.

Chapter 27

Slope Operations

Slope landings can be conducted at various locations on the airfield when approved by the Tower. Aircrew members should be vigilant of conditions and aircraft limitations prior to conducting slope operations.

Chapter 28

Sling-Load Operations

- a. Aircraft carrying sling-loads will avoid overflight of buildings, troop concentrations and/or built-up areas. Aircraft will advise Himsel Tower or Himsel Advisory when conducting sling-load operations.
- b. Himsel AAF has a 4000 lb. Army approved sling block available for training units. Units will have to provide all required sling equipment. Coordinate use with Himsel Operations when submitting your PPR.
- c. Using units are responsible for returning the sling block to its storage area for use by follow-on units.

Chapter 29

LZ / DZ Information

29-1 Landing Zones (LZ)

Camp Atterbury has numerous landing zones maintained for aviation training. Himsel Operations maintains data on listed LZs including name, location, landing direction, maximum aircraft, etc. This information is updated semi-annually at a minimum and is available on request. Using units should determine LZ suitability for safe operations IAW unit SOP prior to use. All landings and departures in the training areas are at pilot's discretion.

29-2 Drop Zones (DZ)

Camp Atterbury drop zones are maintained and scheduled by DPTMS/Range Control. Contact Range Control for a list of active drop zones, DZ surveys, and use coordination.

Chapter 30

NVD Operations / Procedures

- g. No aircraft will perform single ship terrain flight under NVD/NVS within the boundaries or airspace of Atterbury unless one of the following conditions are met:
 - (1) Continuous two-way communication is established, and can be maintained, with the using organization's Flight Operations/Tactical Operations Center (TOC) on site at Atterbury.
 - (2) Continuous two-way communication is established, and can be maintained, with either Himsel Tower or Range Control or a cover aircraft that is operating at 200' AGL or higher.
 - (3) Two NVD/NVS aircraft may perform terrain flight training at the same time by providing mutual support and flight following.
- h. IAW AR 95-1, mixing of aided and unaided aircraft within the same flight is unauthorized.

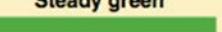
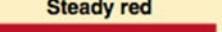
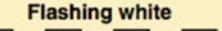
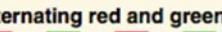
Chapter 31

Range Control / Flight Operations

All aircraft will flight follow with Himsel Tower during regular duty hours. Position Reports will be provided to Himsel Tower every 15 minutes or as directed. When Himsel Army Airfield is closed, and the restricted area is active, all aircraft will flight follow with Range Control on 126.2 VHF. If the restricted area is not active, it is the responsibility of the owning unit to provide a flight following capability. Himsel Operations will initiate overdue aircraft procedures when known inbound aircraft have not made initial contact with Himsel Tower and are 30 minutes past ETA. Overdue aircraft procedures will also be implemented when an aircraft fails to provide a position report, and the tower has been unable to establish positive contact.

Chapter 32

Tower Light Gun Signals

Color and Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady green 	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
Flashing green 	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady red 	Stop	Stop	Give way to other aircraft and continue circling
Flashing red 	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
Flashing white 	Return to starting point on airport	Return to starting point on airport	Not applicable
Alternating red and green 	Exercise extreme caution!!!!	Exercise extreme caution!!!!	Exercise extreme caution!!!!

Chapter 33

Laser Operations / Laser Free & Critical Zones

Laser operations are coordinated and approved by Range Control. Any laser operations effecting aircraft operations in the laser free zone or critical zone will be annotated by NOTAM. Laser sighting operations by maintenance personnel are not authorized.

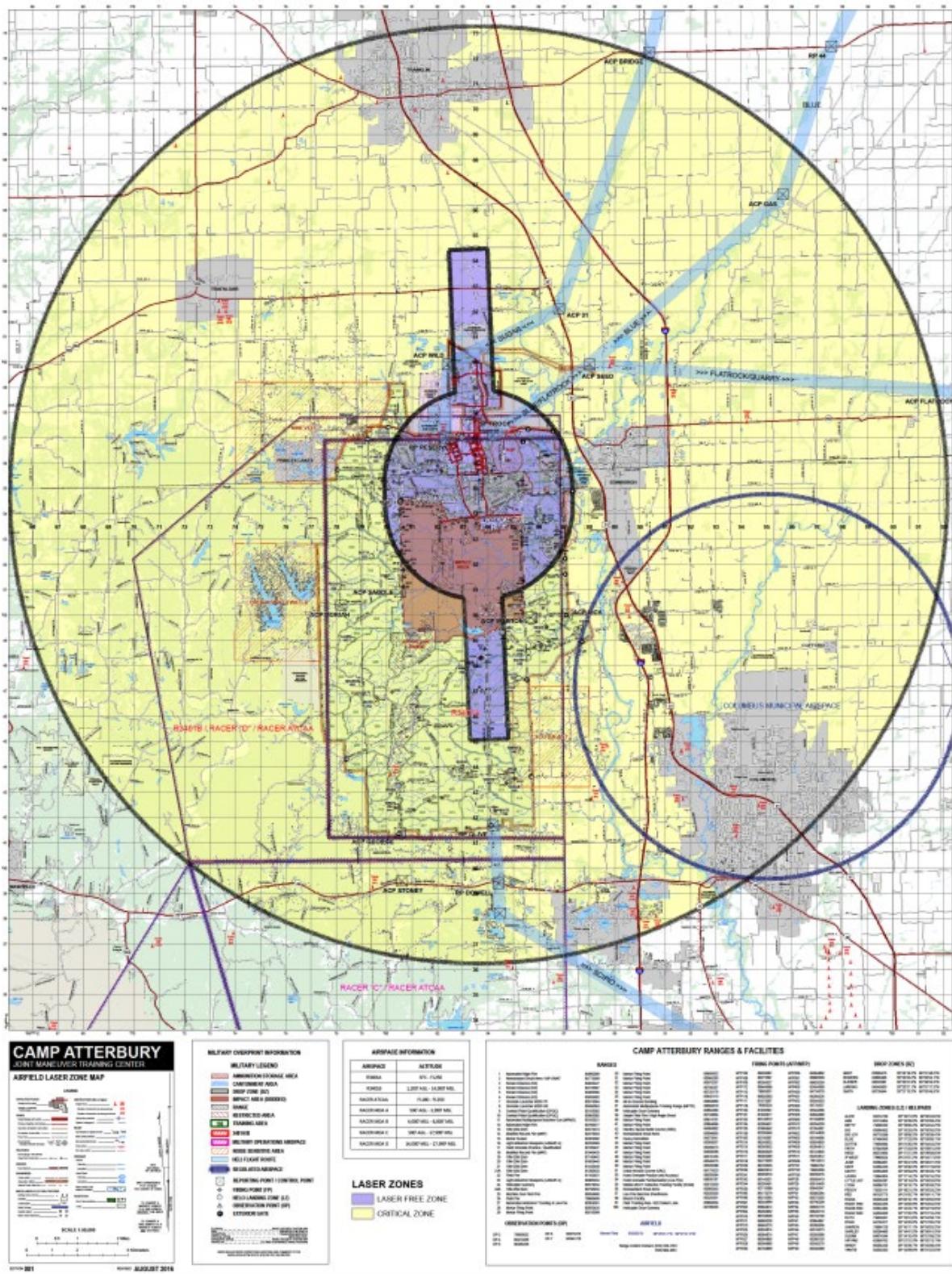
33-1 Lazer Free Zone

The laser free zone encompasses the volume of airspace immediately next to the runway. When laser beams in this zone could exceed the laser free level, redundant layers of protective mechanisms are advisable since visual interference by a laser beam in this zone would be very serious. The laser free zone is 2 NM around the runway and the area 5000' wide out 5 NM from the runway ends and extends upward encompassing the airspace up to 2000' AGL.

33-2 Critical Zone

The critical zone encompasses the area on the ground or the volume of airspace where interference with critical visual tasks, such as operating an automobile or aircraft at night, would jeopardize safety. The critical zone is a 10 NM circle from the center of the runway encompassing the airspace up to 8000' AGL.

33-4 Airfield Laser Zone Map



Chapter 34

Remain Overnight (RON) Procedures

Any aircraft planning to RON at Himsel Army Airfield requires prior permission. Ensure billeting and aircrew contact information are provided and accurate on the RON section of the Himsel AAF PPR Form. It is imperative that Himsel Operations can contact the aircrew at any time in the event of inclement weather or physical security issues. Camp Atterbury provides 24-hour security on the installation; however, all equipment and personal items must be removed and locked up prior to leaving the aircraft. Himsel AAF does not have a perimeter fence, so ramp lighting will be emplaced when Himsel Operations is closed, and aircraft are on the ramp. Units conducting after hours training and mission support may coordinate with Himsel Operations if ramp lighting may hinder flight operations or safety. Camp Atterbury and Himsel Army Airfield do not assume any responsibility for lost, stolen, or damaged equipment left on the flight line or airfield.