

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

AVIATION PROCEDURES GUIDE (APG)

**Headquarters
Atterbury-Muscatatuck Training Center
Camp Atterbury, Edinburgh, IN
1 May 2023**

UNCLASSIFIED

Headquarters
Atterbury-Muscatatuck Training Center
Camp Atterbury, Edinburgh, IN
1 May 2023

Effective 1 May 2023

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.

FOR THE COMMANDER:



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

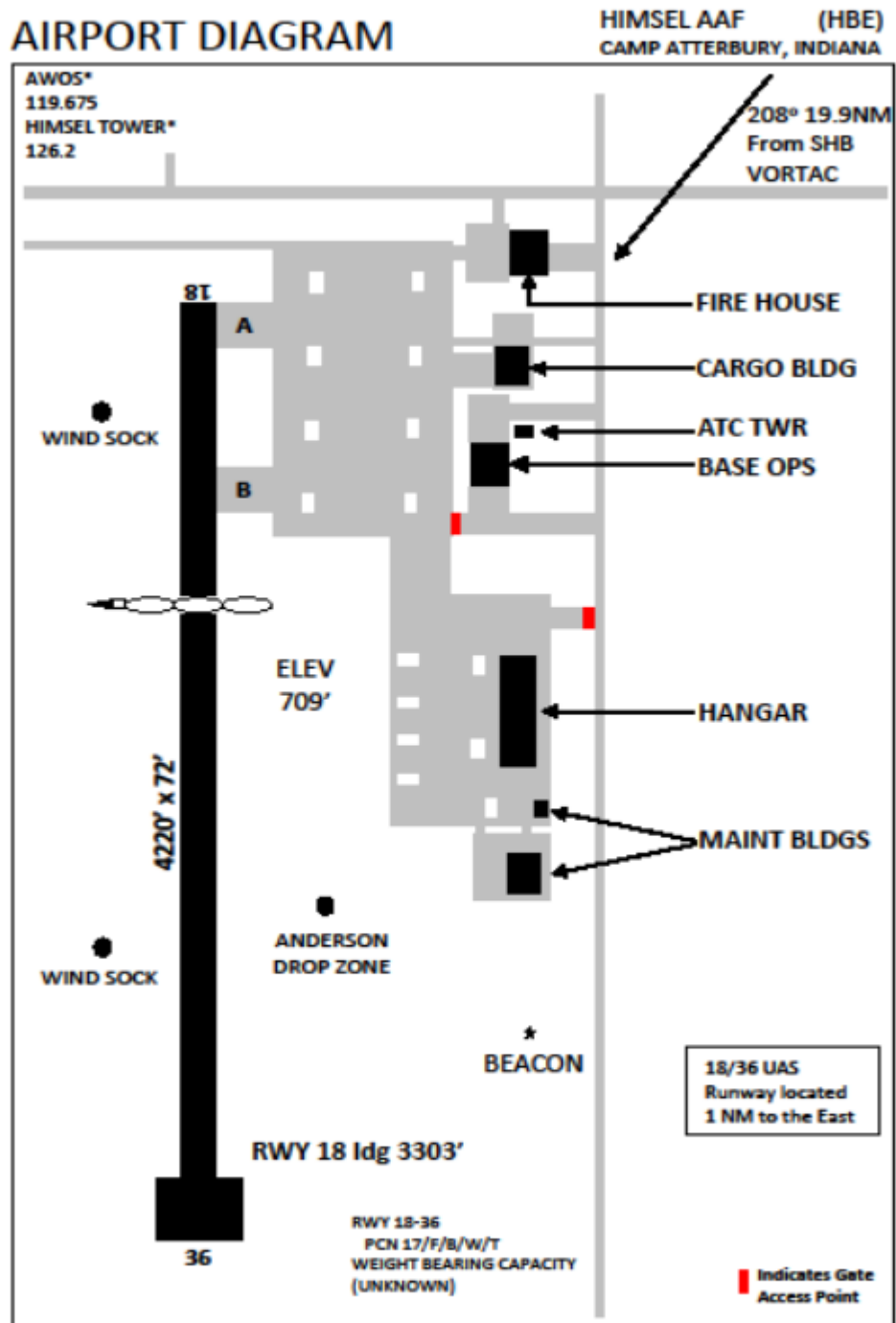
Himsel Army Airfield, Camp Atterbury, Edinburgh, IN
KHBE (Airport Identifier)
N39o20.50' W86o01.83'
L-27, St. Louis (Sectional)
UTC -5(-4DT)
RWY 18 3303'x72', RWY 36 4220'x72'
Elevation 709'

Chapter 2 Contact Information

Himsel Army Airfield Contacts	Phone Number	Ext
KHBE Operations	(812) 526-1355	61355
Airfield Manager		
Airfield Manager	(812) 526-1499	62789
ATC Facility Chief	(812) 526-1325	61325
ATC Maintenance Chief	(812) 526-1346	61346
Safety Manager	(812) 526-1358	61358
Operations Manager	(812) 526-1368	61368
Airfield Services / POL	(812) 526-1391	61391
Atterbury-Muscatuck Training Center (Garrison) Contacts		
Range Control	(812) 526-1351	61351
Scheduling	(812) 526-1499	62003
	(812) 526-1499	61170
DOL (Fuel Section)	(812) 526-1499	62911
UAS Site	(812) 526-1499	62908

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

Chapter 3
Airfield Diagram



Chapter 4

Airfield / Heliport Markings, Lighting and Sign Systems

4-1. Marking

All runways and taxiways are marking 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 Low Intensity Runway Lights (LIRL) 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

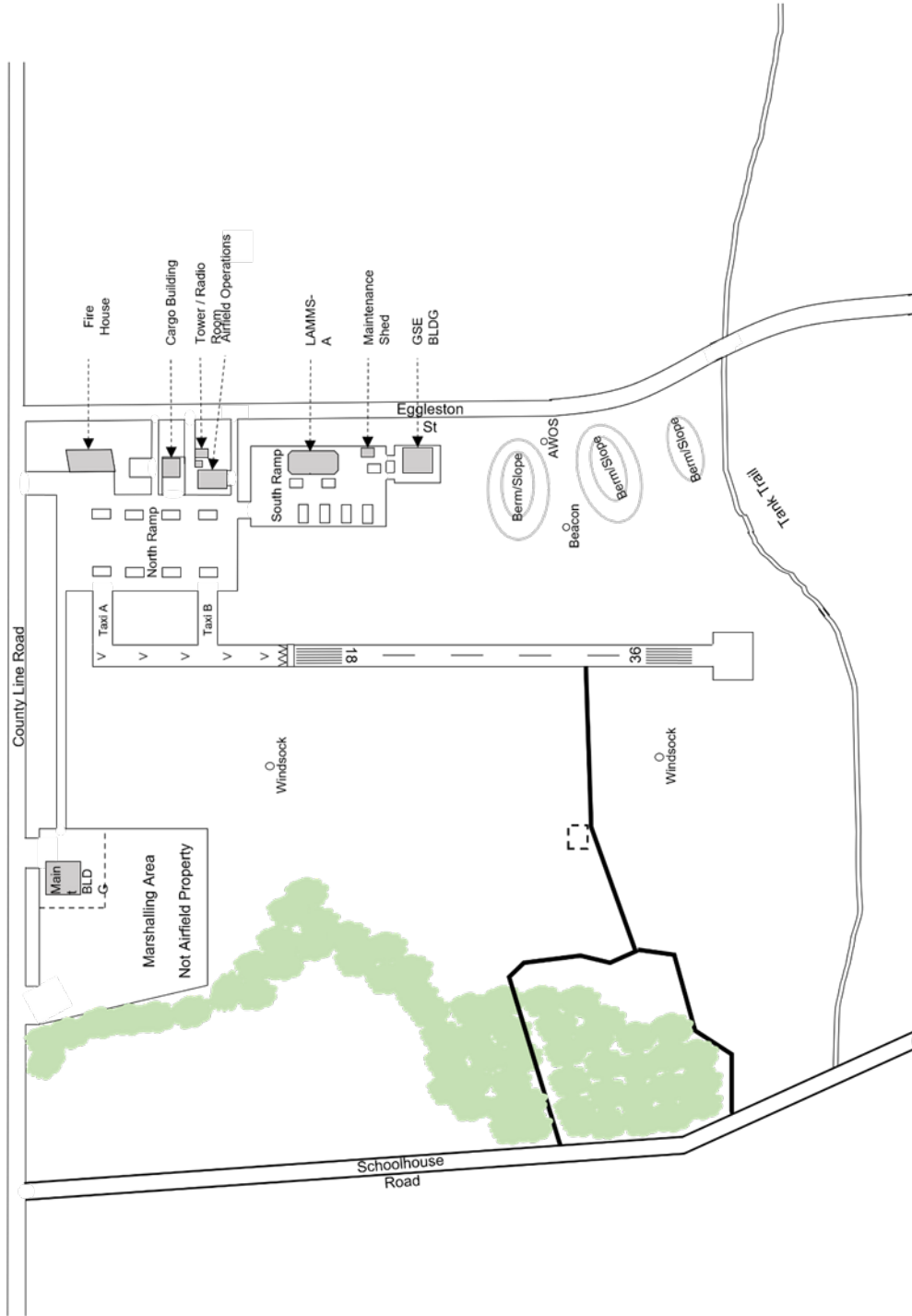
KHBE has two lighted windsocks. One windsock is at the approach end of Runway 18, and the other is at the approach end of Runway 36.

4-7. Airfield Beacon

A rotating beacon, located in the southeaster 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.

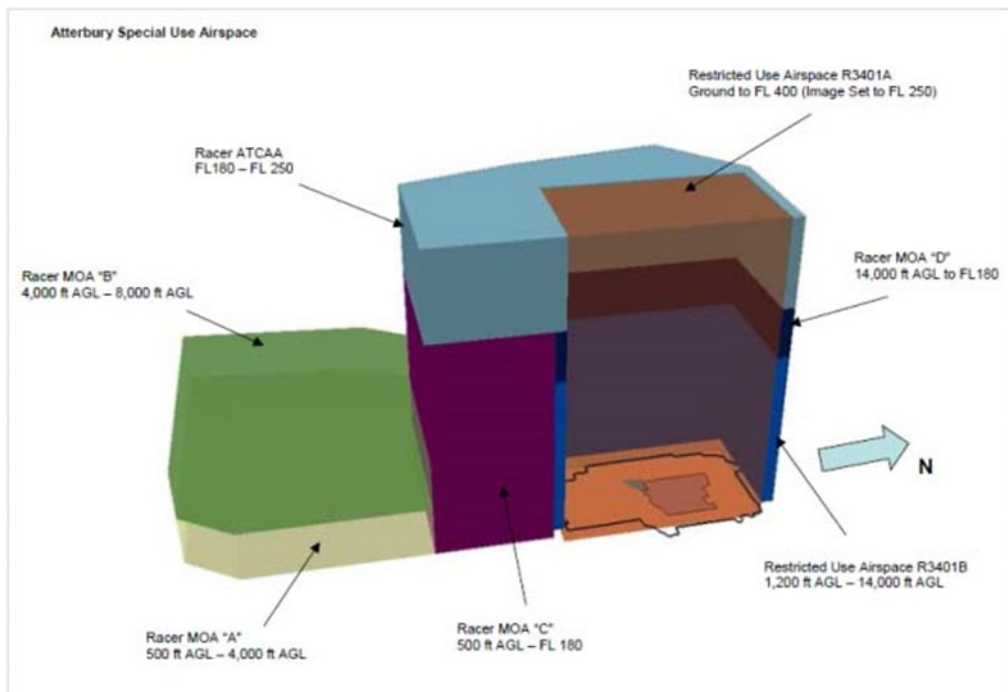
Chapter 5 Property Map / Diagram

Himsel 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
ANG Range	138.25	377.3
Indy Approach	124.95	377.1
Columbus (KBAK) Tower	118.6	

Chapter 8 Navigational Aids

8-1. Airfield Navigational Aids

There are no navigational aids located on the Airfield or Camp Atterbury 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 180o to 270o beyond 17NM below 6000' so the information provided below is for situational awareness only and should not be used for navigational purposes.

1. VOR ID: SHB
2. Name: Shelbyville
3. Frequency: 112.0
4. Radial/Range: 208o / 19.9NM (from VOR to KHBE)

Chapter 9 Visual Navigational Aids

There are Assault Zone Panel Markers adjacent to the approach end of Runway 36.

Chapter 10 Air Routes

1. 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.

2. 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 / Operations 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.

3. 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.

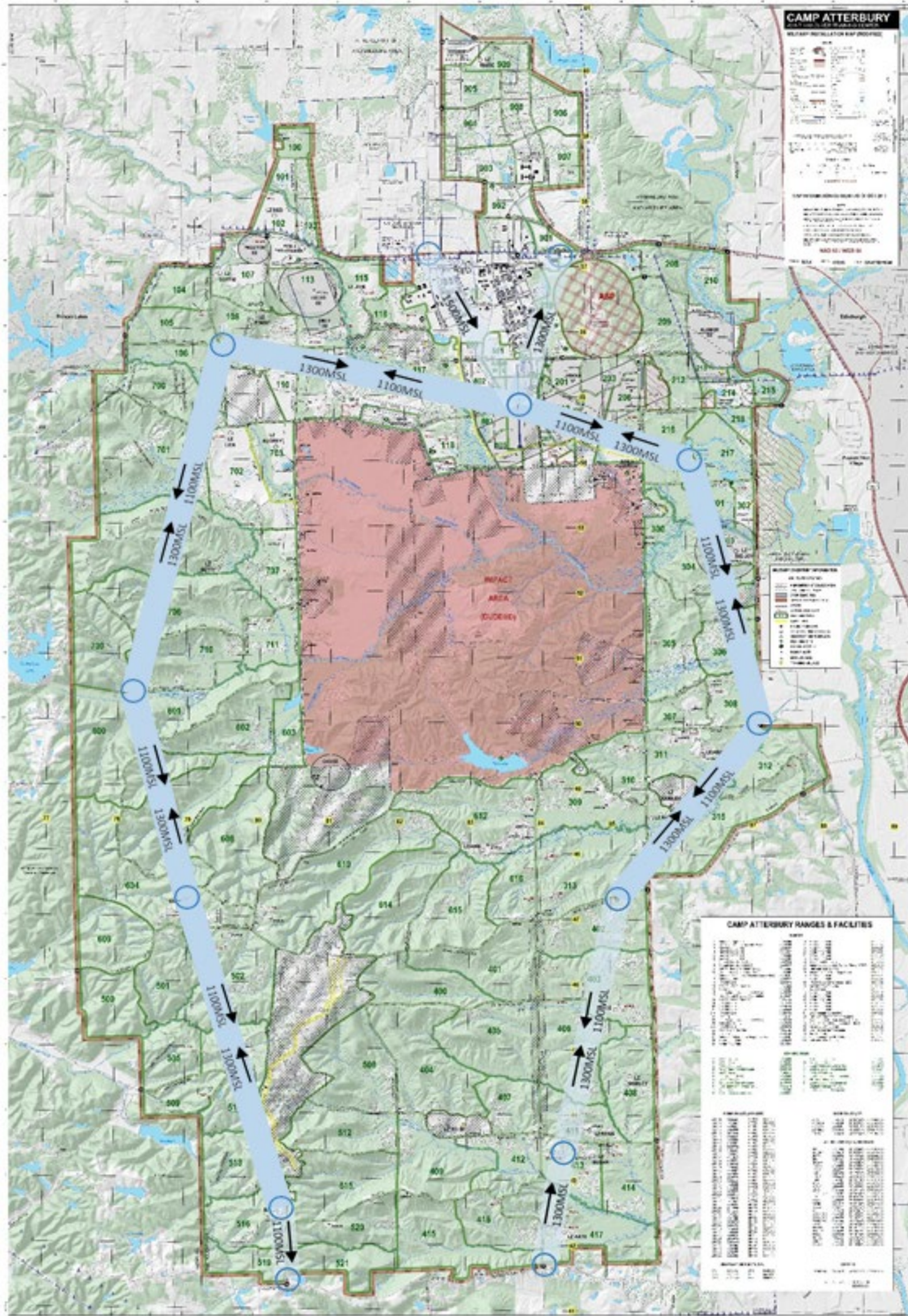
4. In addition to reporting requirements outlined in this manual, aircrews utilizing the air route structure will report crossing all SPs, RPs, and ACPs. Prior approval must be granted before deviating from the requirements of the air route structure for airspace de-confliction.

5. See the air route diagram for direction and altitude restrictions.

6. 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

7. Air Route Diagram



Chapter 11 Airfield Services

11-1 Flight Operations

1. 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.

2. Flight Planning. A flight planning area is provided in the Himsel operations building located at the base of the tower IAW TC 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.

3. 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. Himsel Operations personnel can assist with filing flight plans with the FAA if requested. A copy of the flight plan will be left with Airfield Operations for flights departing the local area to facilitate issuing departure messages, overdue aircraft procedures, and SAR activities.

a. 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.

b. Users without flight operations support will file with Himsel Operations, either on a flight log for local area flights or with a flight plan for flights departing the local area. When Himsel Operations is closed, the flight log will be accessible at the operations window. Aircrews will complete the flight log or leave a copy of their flight plan at the window.

c. 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 highly encouraged to contact Himsel Operations in advance with their intentions to facilitate airspace de-confliction prior to their arrival.

d. IFR Flight Plans

1) Aircraft requesting IFR service to or from R-3401 A/B and RACER ATCAA must file an IFR flight plan to R3401 and a separate flight plan from R3401.

2) Flight plans to/from R-3401 A/B must use R3401 as the destination/departure point.

3) 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.

4. 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.

5. DV / VIP Procedures. Aircrews conducting DV/VIP support missions at Himsel Army Airfield will notify Himsel Operations when submitting the PPR request. Himsel Operations will annotate the DV mission on the mission tracking board and notify the Airfield Manager, Airfield Operations Officer, and Camp Atterbury Protocol Officer via email. Indicate as much of the following information as possible:

- a. Rank and Name of DV
 - b. VIP Code (If known. If unknown are honors requested.)
 - c. Proposed arrival / departure times
 - d. Purpose of visit
6. 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. PPRs will be submitted via telephone (812-526-1355) or email (Ng.in.anarng.list.haaf-operations@mail.mil) using the following form. Indicate VIP Code and purpose of visit in Flight Information/Remarks for all DV/VIP missions.

HIMSEL AAF PPR REQUEST FORM

FOR OPERATIONS USE ONLY
 PPR # _____
 Issued By: _____
 Status: _____
 Notes: _____

Requestor Information

Name: _____ Phone: _____ Ext: _____ Date: _____

Aircraft Information

Aircraft Type: _____ Tail Number/Call Sign(s): _____
 Number of Aircraft: _____
 PIC/AMC Name: _____ Phone: _____ Ext: _____
 Base Ops: _____ Phone: _____ Ext: _____
 Unit: _____ Homestation: _____

Flight Information

Arrival Date: _____ Time: _____
 Departure Date: _____ Time: _____
 Purpose of Flight: _____
 DV: _____ Honors: _____
 Pax: _____ Number: _____
 Cargo: _____ Remarks: _____
 HAZMAT: _____ Type: _____
 Remarks: _____

Services Requested

Parking: _____ Remarks: _____
 Hanger: _____ Remarks: _____
 Tug: _____ Remarks: _____
 Fuel: _____ Type: _____ Quantity: _____ gal
 Other: _____

RON Information

Primary POC: _____ Phone: _____ Ext: _____
 Secondary POC: _____ Phone: _____ Ext: _____
 Lodging: _____ Phone: _____ Ext: _____
 Special Instructions: _____

11-2 Airfield Services

Himsel Operations is open for flight planning and support Monday through Friday, 0800-2300 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.

11-3. 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 7 days prior the scheduled event. Changes to pre-coordinated requests should be made no later than 24 hours prior.

11-4. Weather Services

1. 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 <https://owsjet15.us.af.mil/>. Weather briefings can also be obtained through the FAA by calling 1-800-WXBRIEF.

2. 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.

3. 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 12

Visual Flight Rules

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

Chapter 13

Special Visual Flight Rules

Himsel Army Airfield lies within Class G airspace so there are no SVFR clearances authorized. Aircraft arrivals/departures are at the pilot's discretion and aircraft must abide by Class G weather minima.

Chapter 14

Emergency Recovery Procedures / Inadvertent IMC

There are no instrument procedures at Himsel Army Airfield. It is the responsibility of aviation units to develop IIMC procedures for their aircrews. The suggested IIMC procedures while operating in R3401 are to initiate a climb to 3000', announce inadvertent IMC on 126.2, and be prepared to contact Indy Approach on 124.95 for IFR handling.

Chapter 15

Local Flying Area / Rules – VFR

15-1. Operations Withing the Restricted Area R3401

1. All aircraft must receive a range briefing update and be granted permission to operate within the restricted area prior to entry. Aircraft will squawk 4000 and monitor 126.2 VHF while operating within the Restricted Areas 3401A/B. Flight following services will be provided by Himsel Tower/Himsel Advisory when the airfield is open. 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.

2. When the Air Guard Tower is open at Range 36, they will control all air traffic south of grid line 52. Rotary-wing requests to operate south of gridline 52 when the range is hot may be granted based on workload and type of activity. If granted, expect to be handed off to Air Guard Range on 377.3 for flight following.

15-2 Practice Emergency Procedures

1. Simulated “power off” landings are authorized at Himsel Army Airfield with approval from the Tower prior to entry.

2. Traffic pattern deviations are available when approved by the Tower.

15-3 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/Himsel Advisory.

Chapter 16

Local Flying Area / Rules – IFR

Himsel Army Airfield is a VFR airfield and as such, has no established IFR local flying area.

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.

1. Helicopter D/N - 1100’ MSL (400’ AGL)
2. Fixed-Wing D/N - Min 2200’ MSL (1500’ AGL) without prior approval for lower.
3. UAS D/N - Refer to Section 39, UAS Operations
4. Night Vision Devices (NVD) - 900’ MSL (200’ AGL)

Chapter 18

Arrival Procedures – VFR

All incoming aircraft should contact Himsel Operations the day of anticipated arrival to receive a range and training area brief. Fixed wing aircraft will contact Himsel Tower (or Himsel Advisory when the tower is closed) no later than 15 minutes from entry into the Restricted Area 3401A/B. Rotary wing aircraft will contact Himsel Tower (or Himsel Advisory when the tower is closed) no later than 5 NM from the Restricted Area 3401A/B. Primary frequency for Himsel Tower/Himsel Advisory is VHF 126.2. Regardless of aircraft, the initial call to Himsel Tower will include full aircraft call sign, type of aircraft, number of personnel on board, and Pilot in Command’s initials.

Chapter 19

Arrival Procedures – IFR

1. A. Aircraft must advise ATC 20NM prior to the boundary of R-3401 A/B and RACER ATCAA if they have permission from Himsel Tower / Advisory to enter the airspace.
2. B. 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.

Chapter 20

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.

Chapter 21

Departure Procedures – IFR

- 1.A. Aircraft requesting IFR service to or from R-3401 A/B and RACER ATCAA must file an IFR flight plan IAW Para 11-1(c) of this guide.
2. Aircraft requesting an IFR Clearance must contact Indianapolis ATCT at or below 10,000 feet MSL and Indianapolis ARTCC above 10,000 feet MSL.

Chapter 22

Parking Plan & Mooring

3. Tenant Aviation Units. There are no tenant aviation units located at Himsel Army Airfield.
4. 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.
5. Vehicles.
 - a. Civilian vehicles are not permitted on Airfield surfaces beyond the designated parking areas.
 - b. 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.
 - c. 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.
 - d. Ramp speed will not exceed 5 mph.
 - e. 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.
 - f. Passengers in military or civilian vehicles will not exceed published seating capacity.
 - g. 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.
6. Restrictions. While operating a vehicle on the airfield:
 - a. DO NOT drive in the sod/off-paved surfaces unless approved by Airfield Operations or KHBE Air Traffic Control.

- b. DO NOT leave headlights on during darkness when facing aircraft to avoid blinding aircrew.
- c. DO NOT drive within 20 feet of a parked aircraft unless to service, load or off-loading.
- d. DO NOT park or leave vehicles or equipment on ramps overnight.

Chapter 23

Noise Abatement Procedures

23-1 Overview

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.

23-2 Arrival

Refer to VFR Arrival Procedures. When entering the Restricted Area(s) from the North, aircraft should be cognizant of the Noise Sensitive Area along the Northwest corner. This area is labeled as "Nineveh" on the Camp Atterbury Airspace/Aviation Map.

23-3 Departure

Refer to VFR Departure Procedures. When departing the Restricted Area(s) to 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 24

Movement Areas / Procedures

24-1 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

24-2 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 25

Local No-Fly / Restricted Areas

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.

Chapter 26

Refuel Operations

26-1 Overview

Aircraft refuel services are available with 24-hour prior coordination. 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.

26-2 Cold Refueling

Aircraft refuel is available with prior coordination. 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.

26-3 Hot Refueling

1. Organizations may conduct hot refuel operations at various designated areas on the installation with prior approval of DPTMS/Range Control.

2. A current and qualified Medic, First Responder, or Combat Lifesaver must be at the FARP during the hours of FARP operation.

3. While at Camp Atterbury, nozzle drip pans will be weighted down with sandbags and not the nozzle itself.

Chapter 27

Arm / De-Arm Procedures

4. 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.

5. Inert ordnance items may be loaded anywhere in the aircraft parking areas.

6. Rockets, bombs, and missiles may only be carried as internal cargo.

7. 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.

8. Crew-served weapons on rotary 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.

9. Takeoff and In-Flight Procedures

a. If possible, aircraft carrying any type of ordnance will not be flown overpopulated areas.

b. Aircraft returning with ordnance or ammunition will notify Airfield Operations of expected landing time.

Chapter 28

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 29

Engine Run-Up Procedures (Fixed Wing)

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

Chapter 30

Special Operations

Special Operations will be scheduled and approved on a case-by-case basis. Due to the potential complexity of the event, thorough coordination is required to separate these activities. Units are encouraged to contact Himsel Operations directly early in the planning cycle to facilitate deconfliction. Himsel Operations will assist in coordination with Range Control and Scheduling to make every effort to support training requirements.

Chapter 31

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 32

Sling-Load Operations

10. Aircraft carrying sling-loads will avoid overflight of buildings, troop concentrations and/or build up areas. Aircraft will advise Himsel Tower or Himsel Advisory when conducting sling-load operations.

11. 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.

12. Using units are responsible for returning the sling block to its storage area for use by follow-on units.

Chapter 33

LZ / DZ Information

33-1 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.

33-2 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 34

High-Hover Operations

Request all high-hover operations from Himsel Tower for airspace de-confliction.

Chapter 35

NVD Operations / Procedures

1. 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:
 - a. 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.
 - b. Continuous two-way communication is established, and can be maintained, with either Himsel Tower/Advisory or Range Control or a cover aircraft that is operating at 200' AGL or higher.
2. Two NVD/NVS aircraft may perform terrain flight training at the same time by providing mutual support and flight following.
3. IAW AR 95-1, mixing of aided and unaided aircraft within the same flight is unauthorized.


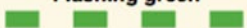

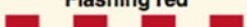
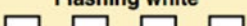
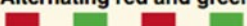
Chapter 36

Range Control / Flight Operations

All aircraft will flight follow with Himsel Tower or Himsel Advisory during regular duty hours. Position Reports will be provided to Himsel Tower or Himsel Advisory 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 37

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 38 Laser Operations / Laser Free & Critical Zones

38-1 Overview

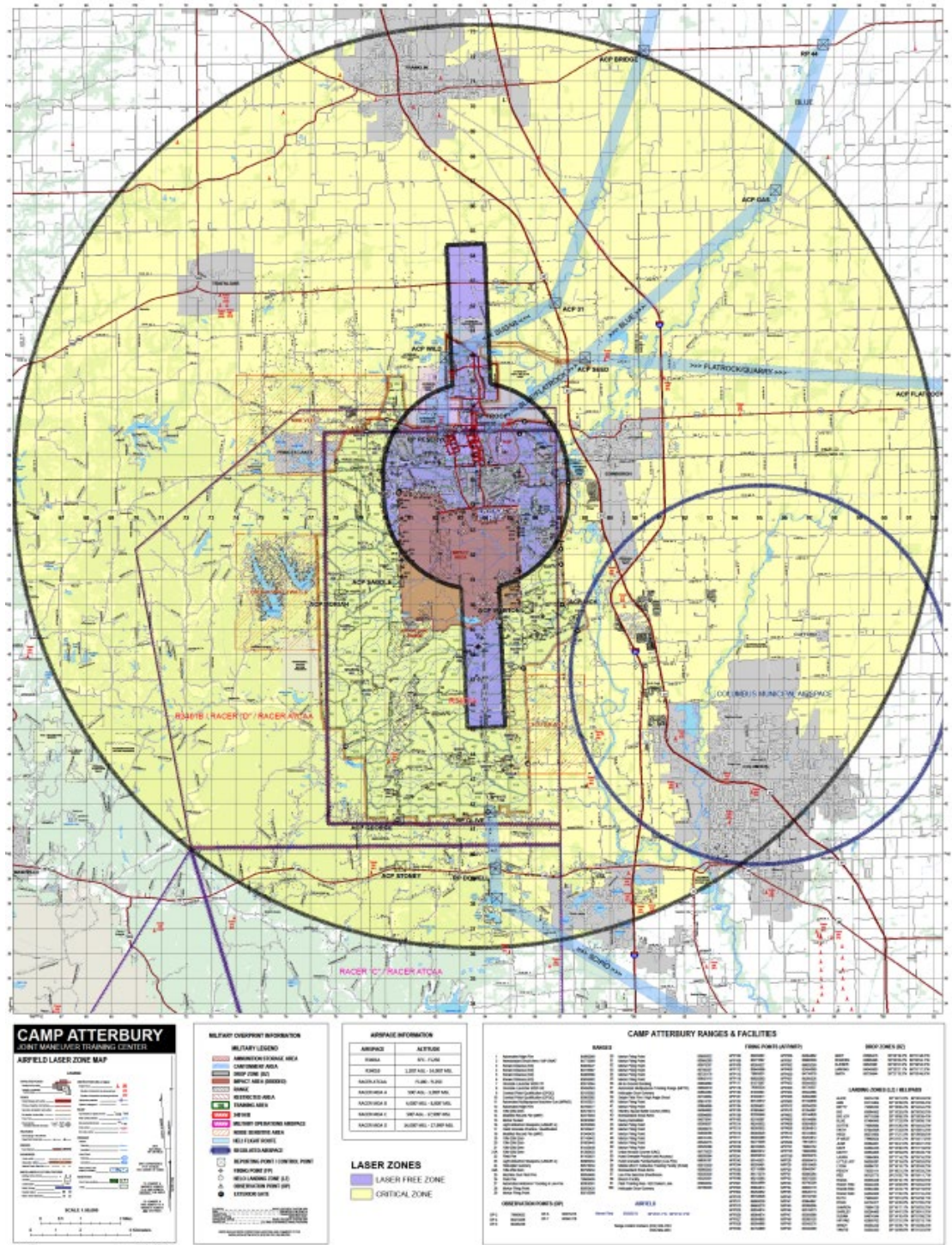
Laser operations are coordinated and approved by Range Control. Any laser operations effecting aircraft operations in the laser free zone or critical zone will be annotated by NOTAM. Laser sighting operations by maintenance personnel are not authorized.

38-2 Laser 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.

38-3 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.



Chapter 39

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.

Chapter 40

Air Guard Range Operations (Range 36)

Contact the Air to Ground Range Tower (when operational) on 377.3 (Primary) or 138.25 (Alternate) prior to operating south of grid line 53. When operational, at no time will aircraft enter the Air Force Range SDZ (Range 36) without the explicit permission of the Air Force Range Officer on duty in the range tower. A schedule of operations is available at ANG Range HQ's in Building 124 or through coordination with Himsel Operations. High performance fixed-wing aircraft may operate as low as 100' AGL over the reservation during training on the Air to Ground Range.