

DEPARTMENT OF THE ARMY
 DEVENS RESERVE FORCES TRAINING AREA
 Devens Massachusetts 01434-4424
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Aviation
ARMY AVIATION GENERAL PROVISIONS

HISTORY. This is the revised publication of this Devens Reserve Forces Training Area (RFTA) publication.

SUMMARY. This regulation covers all aviation operations, training and helipad usage at Devens RFTA.

APPLICABILITY. This regulation is applicable to all commands, units and activities that work, train, or use facilities on, or under the jurisdiction of Devens RFTA.

SUGGESTED IMPROVEMENTS. The proponent of this Regulation is the Safety Management Office. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to Commander, ATTN: IMNE-DEV-SO, Devens, MA 01434-4424.

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CHAPTER 1. GENERAL

1.1 Purpose. This regulation outlines requirements and provisions for aviation operations, use of landing areas and training areas, and prescribes local flying rules.

1.2 Applicability. This regulation applies to all aircraft operating in airspace under the operational control of the Commander, Devens Reserve Forces Training Area, Devens, MA.

1.3 Responsibilities.

a. The Commander of aviation assets operating at, or conducting operations from Devens RFTA, will be responsible for compliance with this regulation and all referenced publications.

b. Safety Management Office will:

(1) Staff Functions for aviation matters and safe operations.

(2) Plan, program, and oversee repairs of aviation facilities and ground maintenance, to include the preparation and submission of work order request for helipad improvements and repairs.

(3) Serve as point of contact for all requests for use of helipad located on Devens RFTA.

c. Range Control, will:

(1) Serve as point of contact for all requests for use of helipads located on South Post areas, and Turner Drop Zone for paradrop operations.

(2) Maintain responsibility of Restricted Area R4102. This is to ensure that the area is scheduled for utilization of Federal Aviation Administration (FAA) approved activities only.

(3) Coordinate with all appropriate FAA Facilities to activate or deactivate R4102. Range Control will remain open when airspace is activated.

(4) Deny units authorization to Live Fire Weapons, i.e. fire mortars, machineguns, pistols etc. if Notice To Airman (NOTAM's) have not been published through FAA agencies.

(5) Keep a log of all activation and deactivation times for activities involving R4102 and submit yearly to the Department of the Army Regional Representative.

(6) Provide advisory services including weather updates to all aircraft operating to or from Devens RFTA. Advisory services will not be available during the hours that Range Control is closed.

d. DPW will fund for and ensure all aviation facilities and grounds are properly maintained.

e. All Aircraft will:

(1) Obtain prior authorization to land or fly through training areas, except those aircraft covered by written agreement or in an emergency.

(2) Be equipped with operating two-way radio equipment: one FM radio and either a VHF or UHF radio.

(3) Be responsible for complying with noise abatement procedures and Fly Neighborly Program.

f. Pilots will:

(1) Pilots who have not previously flown in the Devens RFTA area should coordinate with Range Control 24 hours in advance for a briefing and to check maps.

(2) Prior to flying into the Devens RFTA area, the pilot in command will check with Range control to get the status of ranges/training areas and will plan the flight accordingly.

(3) The pilot-in-command will ensure that he/she has a Devens RFTA range map with current hazards posted on board the aircraft.

(4) Make a call to Range Control on 38.5 FM when entering or leaving Devens RFTA areas and every 30 minutes while in the area.

(5) The pilot-in-command of any aircraft involved in a hazardous activity (ie. Paradrrops, bundledrops, sling loads, Night Vision Goggles [NVG], training etc.), which might pose a hazard to other aircraft or personnel on South Post will notify Range Control both telephonically and by radio prior to commencing operations. Positive contact must be established and maintained with Range Control throughout the operations. Aircraft conducting above activities without FM radio capabilities will ensure a Drop Zone Safety Officer (DZSO) is located on the drop zone having positive contact with Range Control throughout the operations. Pilots of nonparticipation aircraft will remain clear of any drop zone, areas of operations, and/or approach path to such, until the hazardous operations have been terminated. Drop zone operations must also monitor Boston Approach Control on VHF 124.4.

(6) Be responsible for security of aircraft while on the ground for both overnight parking and emergency landings.

(7) Be responsible for all grounding requirements when refueling and performing other operations that require the aircraft to be grounded.

1.4 Crash Rescue. There are no organic assets on Devens RFTA for crash rescue. Devens Fire Department Ambulance provides the only available services.

1.5 Aircraft Mishap Reporting. All aviation accidents, incidents, or forced landing within the purview of Devens RFTA, will be immediately reported to Devens RFTA Safety Office. When applicable, an Abbreviated Aviation Accident Report (AAAR) will be dispatched in accordance with AR 385-40. In no case will transmission of an AAAR be delayed due to lack of information.

1.6 Base Operations. There are no assets at Devens RFTA for weather information, NOTAMS, and aircraft maintenance capabilities or hanger space. All flight plans, weather briefings and checking of NOTAMS are through local Flight Service Station (FSS).

CHAPTER 2. LOCAL AREA

2.1 Flight Operations Procedures.

a. Authorized Landing Areas:

- (1) Devens Helipad (UH-1 and OH-58 or civilian equivalent only)
- (2) Turner Drop Zone
- (3) Landing Zones on South Post that has been approved by Range Control.

b. Unless landing or departing from an authorized landing area or conducting NVG training, minimum altitudes over Devens RFTA will be 1000' MSL.

2.2 Test Flight Area. The test flight area is designated as follows, from the intersection of Route 13 and Route 2A west to Ashburnham, Ma. North/northeast to Wilton, NH, then southeast to Hollis Depot, NH, then south/southwest to the intersection of the Nashua River and Route 225, then west to the intersection of Route 12 and Route 2A.

2.3 Procedures for Hazardous Cargo (South Post Only).

a. Units/agencies desiring to utilize South Post for shipment or receipt of hazardous materials will contact Range Control for approval. This is a "**HIGH RISK**" operation and the following information will be provided to Range Control.

- (1) Aircraft identification and type.
- (2) Estimated date/time (UTC) of arrival/departure.
- (3) Department of Transportation (DOT) class of hazardous material aboard.
- (4) DOD quantity distance class (when applicable).

(5) Net explosive weight (NEW), withdrawal distance and firefighting time when items have an assigned firefighting time.

(6) Inert devices (when applicable)

(7) Line number and quantities of cargo.

b. Firefighting is a requesting unit responsibility. Either required fire extinguisher must be available or the unit must contract with the Devens Fire Department. The phone number for the Devens Central Dispatch is (978) 772-7200, this is for both fire and ambulance support.

c. Vehicular transportation arriving at South Post for the purpose of pickup or delivery of dangerous cargo will be escorted at all times while on South Post.

d. Units requesting the movement of hazardous cargo will be thoroughly familiar with and responsible for strict compliance with procedures outlined in AR 95-27 and DA Pam 385-64.

2.4 Practice Emergency Procedures. Practicing emergency procedures is prohibited on Devens RFTA.

2.5 Vertical Helicopter IFR Recovery Procedures (VHIRP).

a. No aircraft will be allowed to train on Devens RFTA if the weather is reported to be less than Visual Flight Rule (VFR) for one hour before, until one hour after training, due to the lack of an official VHIRP agreement with Boston Center.

b. If conditions do change due to unforecasted weather, all training will be terminated and aircraft will either land or depart the area.

c. If an aircraft enters Instrument Meteorological Conditions (IMC), the following actions are suggested:

(1) Control the aircraft and avoid known obstacles.

(2) Climb to 3000' mean sea level (MSL)

(3) Fly heading 360 degrees.

(4) Contact Boston Approach Control on 120.6 VHF or 263.1 UHF.

(6) Announce on tactical frequencies that IMC has been encountered.

CHAPTER 3. NIGHT AND NIGHT VISION GOGGLES (NVG) OPERATIONS

3.1 Aircraft Lighting.

- a. Aircraft operating below 200' Above Ground Level (AGL) may go lights out on South Post
- b. Rotating beacons must be on for flight above 200' AGL and during prolonged ground operation. Navigation lights may be STEADY DIM or Bright.
- c. All aircraft operating on Main Post (north of Route 2) will have rotating beacons and navigation lights on.

3.2 South Post Operations.

- a. Transit to South Post via the Red Route (follow power lines west of old Moore Army Airfield to raining area (RP Oak Hill Pond). See Fig 3-1. Only one aircraft or formation is to be on the route at any one time. Minimum altitude is 200' AGL/ 700' MSL.
- b. Transit from South Post is via the Green Route (Jackson Gate north along the Nashua River to (RP Railroad Bridge). See Fig 3.1. Only one aircraft or formation is to be on the route at any one time. Minimum altitude is 200' AGL/ 700' MSL.

c. Altitude Restrictions on Routes:

- (1) NVG: Minimum: 200' AGL
Maximum: 900' MSL
- (2) Unaided: Minimum: 1000' MSL
Maximum: 1500' MSL

d. Radio Procedures:

- (1) Check in and monitor Range Control frequency (38.5)
- (2) UHF is primary air to air (386.6)
- (3) Position reports are required every 15 minutes on the quarter hour. These must be made to Range Control or a "high ship". Flight following within a multiship operation of three or more aircraft is acceptable.

3.3 Aided and Unaided Aircraft: "MAY NOT OPERATE SIMULTANEOUSLY ON SOUTH POST." Because of limited geography, a maximum of three aircraft or multiship operations may conduct simultaneously on South Post. Aided aircraft have priority, but shall not abuse that privilege.

3.4 Route Recon. No routes will be flown using NVG until the route has been flight checked during daylight hours for hazards and those hazards are posted on the map used by the aircrew. Every effort will be made to "Fly Neighborly", built up and noise sensitive areas will be avoided. Noise complaints are to be taken seriously and routing modified for future flights to minimize disrupting the citizenry.

3.5 Terminating of Training. No training or flight operations will be allowed on South Post if Range Control is closed.

CHAPTER 4. DEVENS RFTA RESTRICTIONS

4.1 Overflight Altitudes Restrictions. The following areas will not be overflown at altitudes below 1200' MSL

- a. Nashoba Hospital - vicinity BT 887162
- b. Ayer Page Schools - vicinity BT 885157
- c. Groton School- vicinity BT 879186
- d. Federal Prison Medical Center- vicinity BT 848112
- e. MCI Shirley- vicinity BT 825115
- f. Ammunition Storage Area- vicinity BT 833097

4.2 Landing Restriction. Landing at Rogers Field is no longer authorized for military aircraft. Moore AAF is closed and no longer operational or available for landing.

4.3 WARNING. All landings and takeoffs are at the discretion of the pilot-in-command. All landing areas and helipad are unmonitored.

OFFICIAL:


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Devens Web Site

APPENDIX
South Post Routes



Figure 3.1

