

## **APPENDIX J**

### **ROTARY WING OPERATIONS**

**J-1. Purpose.** To establish polices and procedures for administrative airspace control of aircraft operating over the Fort Devens Military Installation. To prescribe requirements to be met by aviation units and aviators prior to conducting aerial flights over Fort Devens and operational procedures for Range Control.

**J-2. Applicability.** The procedures outlined herein are applicable to all aviators and aviation units and Fort Devens Range Control.

**J-3. General.** The polices and procedures set forth in Devens RFTA Reg 95-1, and this appendix will govern flight procedures and the issuance of hazard area advisories by Range Control on Fort Devens. This appendix is designed to allow aircraft to operate in and around live fire training areas in a safe and timely method with minimum disruption to the conduct of live firing training.

#### **J-4. Responsibilities.**

1. The DPT through the Range Control airspace management element is charged with staff responsibility for planning, coordinating, and monitoring of airspace control.
2. Range Control will:
  - a) Implement the provisions of this regulation and provide air route advisories to all aircraft operating on the Fort Devens.
  - b) Maintain a Fort Devens map, 1:25,000, posted with the routes and known points as specified in this regulation. Active ranges, DZ, LZs and other current hazards to aviation will be posted on the map.
  - c) Monitor FM at 38.85MHz published in appropriate flight information publications.
  - d) Issue advisories on known hazards to aviation and provide flight following services.
3. Aviation units conducting aerial flights over Fort Devens will ensure its pilots are familiar with this regulation and have been properly briefed IAW paragraph J-5c(6) below.
4. Aviators conducting aerial flights over Fort Devens will be familiar with the provisions of this regulation and conduct all flights IAW advisories provided by Range Control. In the event of unforeseen situations or emergencies, the pilot in command is responsible for the safe operation of his aircraft and keeping Range Control advised of the current situation.

### J-5. Airspace Control Operation.

1. Airspace control . Range Control will be manned by qualified personnel at all times and will provide limited flight following and aircraft route advisories into and out of designated LZs. Range Control will maintain communications with all active ranges/firing points/range activities and restricted area data. Range Control radio facilities will provide a communications system to furnish route advisories. Positive control is dependent on aircraft operating within predetermined lanes over easily identifiable terrain. The following routes (see subparagraphs b and c below) have been established to aid in flight following and provide a positive means of channeling aircraft in the vicinity of hazards such as range fans or airdrops.
2. Routes. The following route structure is designed to provide a well-defined means of navigation between major areas of the reservation. Aircraft will avoid over-flight of prohibited areas in the vicinity of routes; however, safe operations will take precedence in all instances. Fort Devens routes are:

ROUTE	DESCRIPTION
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|----------|---|
| 1. GREEN | Tango Range (BH 8343507465) east to Trainfire Road),turn southwest to Rappel Tower Fac 6 (BH82210607), turn northwest to LZ 13 at (BH81850664).                                 |
| 2. RED   | Intersection MA Route 70 and Bivouac Road (BH79270800) east to Turner Drop Zone (BH80840780), north east to LZ10 at (BH81400805).   |
| 3. BLACK | Intersection MA Route 2 and Jackson Road (BH83481098), south to Range Control (BH83391066),south west to LZ1 (BH83151051), southwest to LZ2 (BH82931037), to LZ 3 (BH82521022). |
| 4. BLUE  | Intersection MA Route 2 and Jackson Road (BH83481098) south staying east of Jackson Road to Golf Range at (BH83170940).   |

3. Routes. Routes have been developed to provide precise flight paths to be utilized in the vicinity of live fire range fans or other activities that would restrict aircraft flight. Routes have the following airspace restrictions:
  - a) Altitude. A maximum of 100 feet above obstacles. Aircraft may climb to 200 feet mean sea level or above ground level to reestablish radio communications with Range Control. Aviators will report change in altitude and Range Control will determine if the mission can be continued at the attitude.
  - b) Airspeed. Airspeed will be adjusted to ensure ground track remains within prescribed limits.

