

CAMP GRUBER
AVIATION
STANDING OPERATING
PROCEDURES



(April 2006)

OKLAHOMA ARMY NATIONAL GUARD

CAMP GRUBER JOINT MANEUVER

TRAINING CENTER - HEAVY

P.O. BOX 29

BRAGGS, OK 74423-0029

AVIATION STANDING OPERATING PROCEDURES (Supersedes all Previous Editions)

CHAPTER 1

GENERAL

1-1 PURPOSE

To set forth aviation policies and procedures for the commander, aviation personnel, and visiting units training at or assigned/attached to Camp Gruber Joint Maneuver Training Center – Heavy. The policies and procedures contained herein are directive in nature and implement existing Department of the Army, TRADOC and FORSCOM publications.

1-2 REVIEW

This SOP will be reviewed annually for revision and update. This annual revision does not preclude changes being made when required. Direct all suggested changes to the Director, Operations, Training, and Range Management, Camp Gruber Joint Maneuver Training Center– Heavy, PO Box 29, Braggs, OK 74423-0029.

1-3 OBJECTIVE

To provide a thorough knowledge of directives and policies to conduct aviation operations in a safe and efficient manner.

1-4 SCOPE

This SOP applies to all aviators and units operating on or around Camp Gruber Joint Maneuver Training Center – Heavy (CGJMTC-H).

1-5 AIRFIELD OPERATIONS

- a. Landing Zone (LZ) Blue Devil (in the vicinity UV028501) will be the primary landing location at CGJMTC-H. As such, all helicopter operations in and out of CGJMTC-H will be monitored by Range Control FM Primary (40.80), UHF (248.60), and VHF (141.200). When a Heliport Command Section is available, and the heliport is operational, the command section will:
 - (1) Establish flight operations and assign parking and ramp space to visiting units.
 - (2) Ensure visiting unit compliance with appropriate aviation rules and procedures.
 - (3) Coordinate daily activities with the appropriate Federal Aviation Administration (FAA) authorities.

- (4) Perform other services as necessary.
- b. Visiting aviation units will establish a Unit Flight Operations section at the heliport during extended training at CGJMTC-H. Units will be responsible for local area flight plans and flight-following for their aircraft, including air-to-ground radio communications. Units may coordinate/ obtain such support through Range Control, when available.
- c. Reserve Component Garrison Airfield Sections may participate in aviation operations training at CGJMTC-H. Every effort will be made to achieve maximum training by allowing personnel to work in the appropriate positions within the Flight Operations Section.
- d. When the Flight Operations Section is not assigned, aircraft may be operated at CGJMTC-H at the pilot's own risk. Use of CGJMTC-H training airspace requires coordination with CGJMTC-H Range Control.
- e. An OKARNG Form 107e should be submitted to Operations and Training Section, Camp Gruber Joint Maneuver Training Center - Heavy, PO Box 29, Braggs, OK 74423-0029. Phone inquiries may be made by calling commercial (918) 549-6194.
- f. Units bringing Air Traffic Control (ATC) elements must ensure that the ATC element coordinates its activities in accordance with this SOP and agreements in force between CGJMTC-H and the Federal Aviation Administration (FAA).
- g. Foreign Object Damage (FOD) Prevention is the responsibility of all aviation personnel. When the Flight Operations Section is operational, the Airfield Operations Officer will assume the duties of FOD Control Officer. He will ensure that:
 - (1) Weekly ramp inspections are conducted. Information copies should be given to Range Control.
 - (2) Spot checks of operational and maintenance areas of all aviation units are completed.

1-6 HELIPADS.

- a. MEDEVAC HELIPAD: In the vicinity UV008501 (Main Post) is used by MEDEVAC, LIFEFLIGHT and AIREVAC aircraft only (see Annex B).
- b. RANGE CONTROL/VIP HELIPAD: Heliport is south of rappelling towers and north of Building 740 (see Annex E). LZ Thunderbird vicinity UV025504 is for transit aircraft and VIP'S coming to Camp Gruber.

1- 7 TRAFFIC PATTERNS.

All aircraft entering the CGJMTC-H airspace will comply with minimum safe

altitudes IAW NGR 95-1. Traffic pattern entry will be as specified in Annex D for takeoff and landing at LZ Blue Devil.

a. TRAFFIC PATTERN ENTRY

- (1) From west landing south: Entry will be at Sicily Road Gate. Follow Sicily Road for a right base to LZ Blue Devil (in the vicinity UV029504).
 - (2) From west landing north: Entry will be made at Industrial Gate. Follow Central Europe Road for a left base to LZ Blue Devil.
 - (3) From east landing south: Entry will be made at North-South Road and Sicily Road. Follow Sicily Road for a left base to LZ Blue Devil.
 - (4) From east landing north: Entry will be made at North-South Road and Central Europe Road. Follow Central Europe Road for a right base to LZ Blue Devil.
- b. Departure will climb to 1300' MSL then depart on course, not to fly over "HOT" ranges.
- c. See Annex D for LZ Blue Devil traffic pattern.

CHAPTER 2

LOCAL AREA FLYING OPERATING PROCEDURES

2-1 AIRCRAFT OPERATIONS

- a. Aviators are responsible for visually separating their aircraft from other aircraft operating on Camp Gruber Joint Maneuver Training Center – Heavy (CGJMTC-H).
- b. The capability of rotary wing aircraft to operate from un-improved training areas is recognized. Subject to CGJMTC-H approval, rotary wing aircraft may land and take off from any part of CGJMTC-H other than the cantonment area, with the following exceptions:
 - (1) Any area closed by CGJMTC-H Range Control for weapons firing, para-drop operations, or in conflict with flight restricted areas (see Annex A).
 - (2) Landings will not be made to areas occupied by troops and vehicles unless the helicopter(s) is/are participating in that exercise, or if the helicopter(s) is/are involved in an actual MEDEVAC mission. Pilots are responsible for ensuring that such operations pose no hazard to personnel or equipment on the ground.
 - (3) Landings will not be made in the Wildlife Management Area of the Cherokee County portion of Camp Gruber North of grid line 46, East of line 07, & South of grid line 54.
 - (4) Training Areas closed during Designated Hunting Seasons: (not including CGJMTC-H Main Cantonment area). Hunting will be permitted IAW ODWC regulations, provided they do not conflict with DOD and/or DA Regulations or CGJMTC-H training requirements. All training areas, excluding the cantonment area, will be opened for hunting, without exception, during the following seasons:
 - A. The 9 day primitive deer season beginning in October
 - B. The first 9 days of deer gun season beginning in November
 - C. The Last 21 days of December (11th - 31st)
 - D. The 9 day spring turkey season beginning the 2nd Saturday of April
- c. Requests to land in closed and/or restricted areas will be submitted, in writing, to the Director, Operations, Training and Range Management, who will inspect the restricted area and give approval/disapproval for use during that unit's training cycle only. Such requests must be submitted no later than two full working days prior to the intended use.

- d. All landings are made by pilot-in-command responsibility.

2-2 NO FLY AREAS

The following are to be considered no fly areas and will not be over-flown below an altitude of 1500' AGL. Other no fly areas may be designated by the Director, Operations, Training and Range Management on an as-required or temporary basis. (See Annex A).

- a. Braggs, OK Grid area from UV015494 to TV994494 to TV994477 to UV020477 to UV015484 back to UV015494.
- b. Ranger House vicinity grid 1360. An area 1 KM circle.
- c. Greenleaf Lake recreational area; Area south of grid line 46, east of line 02, west of line 05, and north of grid line 43, including Greenleaf Lake, Swimming Beach area and Greenleaf lodge.
- d. City of Taft, OK (west of Muskogee Davis Field) N 35.46 W 095.33

2-3 SLING LOAD/EXTERNAL LOAD OPERATIONS

- a. Sling load operations will be conducted IAW applicable AR's, FM's, Department of the Army directives, and appropriate Aircrew Training Manuals (ATM's).
- b. Aircraft carrying sling loads shall not over-fly populated areas, buildings, troop concentrations, or built-up areas.

2-4 NIGHT OPERATIONS

- a. Unaided/Aided (NVG) night operations shall be conducted IAW AR 95-1, applicable Aircrew Training Manuals (ATM), Unit SOP, and current service directives. Units are responsible for providing their own tactical lights and must request to perform such training through Range Control, or the Director, Operations, Training and Range Management, CGJMTC-H.
- b. Night Vision Devices.
 - (1) Night Vision Goggle (NVG) operations will be conducted in accordance with all appropriate AR's, FM's, ATM's, Unit SOP's, and CGJMTC-H directives.
 - (2) Aviators are responsible for operating aircraft in such a manner as not to endanger life or property. It is the responsibility of each individual crewmember to be physically and psychologically fit to assume crew duties.
 - (3) NVG training may be conducted when the following conditions are met:

- A. Weather - AR 95-1 or unit's SOP.
 - B. Crew endurance is within established guidelines IAW AR 95-1 and unit SOP.
- (4) Aircraft may be operated under black-out conditions in the Camp Gruber training areas. Aircraft operating outside the Camp Gruber training areas must have navigation lights on above 500' AGL and rotating beacon/strobe light(s) on. Aircrews desiring to operate under black-out conditions over CGJMTC-H must coordinate through Range Control, CGJMTC-H.

2-5 PRACTICE ROTARY WING EMERGENCY PROCEDURES TRAINING

Training in rotary wing emergency procedures will be IAW AR 95-1, applicable DA directives, Unit SOP's, and appropriate ATM's. The following restrictions apply:

- a. Performance of emergency procedures training must have prior approval of the Director, Operations, Training and Range Management, CGJMTC-H.
- b. Practice touchdown emergency procedures will not be performed at CGJMTC-H with the exception of hovering auto-rotations for single engine helicopters. Exceptions may be granted by submitting written requests to the Director, Operations, Training and Range Management, CGJMTC-H (with an information copy to the Camp Gruber Safety Officer).

2-6 LOCAL FLYING AREA

- a. The local flying area for Camp Gruber is defined as that area located within a 100 nautical mile circle distance from LZ Blue Devil (UV029504) at CGJMTC-H.
- b. All aviation units, when conducting extended training at CGJMTC-H, should prepare a local area flying map to be displayed within their respective Flight Operations. The following Sectional Aeronautical Charts, scale 1:500,000, can be used for this construction: Dallas-Fort Worth, Memphis, Kansas City and Wichita.
- c. The local flying area should be divided into four sectors using Highway 10 and grid line 50. The northeast quadrant designated as Sector A; the southeast quadrant Sector B; the southwest quadrant C; the northwest quadrant D. CGJMTC-H will be designated as Sector E.

2-7 LOCAL ORIENTATION

- a. Each Reserve Component, Active Duty, and National Guard Aviation units' Commanders are responsible for ensuring that individual aviators receive a comprehensive briefing on the local flying regulations and that each aircrew

receives a local area orientation flight. Restricted areas, range and impact areas, boundaries, authorized landing areas, reporting points, and other significant features will be emphasized.

- b. Units conducting mission training within the Camp Gruber training areas that will not receive local area orientation flights due to the nature of their training mission will, however, be given a comprehensive range and safety briefing by Range Control, CGJMTC-H, prior to the start of the exercise and be held responsible for compliance with all procedures and policies set forth in this publication, CGJMTC-H Regulation 385-1, and all other aviation and range safety policies published by Camp Gruber Joint Maneuver Training Center - Heavy.
- c. To assist unit commanders in completing the local area orientation requirements, a representative of the Director, Operations, Training and Range Management should fly with an aviator designated by the Aviation Unit Commander (preferably an instructor pilot) on an initial local area orientation as soon as possible once the unit arrives at Camp Gruber. The Aviation Commander shall conduct an in-briefing of all aviators within 48 hours of a unit's arrival.
- d. All MEDEVAC pilots will receive an in-depth briefing and become familiar with all regulations, SOPs, and Letters of Agreement concerning MEDEVAC operations. MEDEVAC local orientation will include an approach into local hospitals and will include day approach to hospital helipads. Multiple training approaches will not be made to the hospital. All pilots-in-command will, as a minimum, become acquainted with the approach procedures.
- e. Units using AMPS/Falconview should obtain the Camp Gruber No-Fly Areas Drawing File from:

CW4 Hugh Odum
AASF #2, Tulsa, OK
918-832-*6506 or
Hugh.Odum@ok.ngb.army.mil

2-8 OPERATIONS IN CAMP GRUBER TRAINING AREAS

- a. Aviation unit commanders are responsible for ensuring that suitable Camp Gruber range maps are available to individual aviators flying on the reservation. Camp Gruber maps are available from Range Control, CGJMTC-H, on a limited basis or through normal procurement.
- b. In addition to Camp Gruber range map, all aircraft operating at Camp Gruber will have a Crash Grid System/Pre Accident Plan in effect prior to conducting operations. Aviation units will coordinate with Range Control to ensure Crash Grid Systems are compatible.

- c. Prior to conducting Day, Night, NOE, or NVG flight operations, a current Camp Gruber map depicting all current known hazards will be on board each aircraft and a current Camp Gruber hazards map will be posted in the Unit Flight Operations. The CGJMTC-H Operations and Safety Officer will ensure the hazards map located at CGJMTC-H Operations is current and will provide a current hazards map to Range Control.
- d. The following landing zones have been established on the Camp Gruber Reservation to expedite control of aircraft using the range areas. These landing zones are not automatically approved landing zones and must be safety checked prior to use during authorized cycles of training. Aviators using these areas will have the following checkpoints marked on their maps:

POINT	COMMON NAME	GRID COORDINATE
1	MEDEVAC PAD (Main Post)	UV 008501
2	LZ BUILDING 900	UV 043495
3	LZ PUMPKIN CENTER	UV 060540
4	LZ HUNTERS CAMP #2	UV 061550
5	LZ HILL TOP	UV 056591
6	LZ CENTRAL	UV 022579
7	LZ AMPHIBIOUS (Engineer point)	UV 046468
8	LZ BLUE DEVIL	UV 029504
9	LZ WILD HORSE	UV 092601
10	LZ CTF	UV 042504
11	LZ THUNDERBIRD (Range Control)	UV 025504
12	LZ ROOFTOP	UV 047492
13	LZ ASSAULT STRIP / ANTHONY FLS	UV 025487
14	LZ RAINBOW	UV 039476
15	LZ ASSAULT	UV 016584
16	LZ AMBUSH	UV 036575

- e. The Camp Gruber Safety Officer, when assigned, will coordinate the safety certification of these areas annually. Use of the listed checkpoints as LZ's must be coordinated with the Director, Operations, Training and Range Management, CGJMTC-H.
- f. Once the unit has arrived at CGJMTC-H, the unit will provide to Range Control, as soon as possible (within 48 hrs), number and type of aircraft by tail number, flight operation number, and location of key personnel in their organization. The unit will be responsible for their internal pre-accident plan and will coordinate with Range Control to maintain radio or landline communications.
- d. The following Aerial Entry and Exit check points will be utilized for entry and exit of the CGJMTC-H military range. Aviators arriving or departing CGJMTC-H will notify Range Control prior to entering and departing the area and will have the following checkpoints marked on their maps:

Check Point	COMMON_NAME	GRID COORDINATE
N	RED BERRY MOUNTAIN	UV 098631
NE	BUZZARD ROOST	UV 159617
E	WHITE OAK	UV 161547
SE	TENKILLER LAKE	UV 140457
S	GREENLEAF POINT	UV 060464
SW	MAIN GATE	UV 005496
W	SICILY GATE	UV 007510
NW	HIGHWAY 10	UV 015582

2-9 PARA-DROP OPERATIONS.

Para-drop operations shall be conducted IAW CGJMTC-H Regulation 385-1 with current changes and/or FAA Reg. part 105. Drop Zones will be requested on an OKARNG Form 107 IAW CGJMTC-H Regulation 210-1.

2-10 REFUELING OPERATIONS

Refueling operations shall be conducted IAW applicable Regulations, appropriate FM's and Unit SOP. Refueling at LZ Blue Devil/LZ Anthony (C130 Assault Strip), CGJMTC-H, will be coordinated with Range Control. Refueling operations will not be conducted on Camp Gruber until the unit has submitted their Spill Control Contingency Plan to the CGJMTC-H Environmental Supervisor for approval.

2-11 FIXED WING OPERATIONS AT CAMP GRUBER

Operation of fixed wing aircraft in and around Camp Gruber will be coordinated through the Director, Operations, Training and Range Management, CGJMTC-H (918-549-6041).

2-12 COMMUNICATIONS

- a. Radio contact with Range Control on 40.80 FM, 248.60 UHF and 141.200 VHF will be made as specified in Annex D. Aircraft will use FM 40.80 to advise others of their intentions. If Range Control is not in operation, aircraft movements will be at the pilot's own risk and must be performed with extreme caution.
- b. When tactical ATC facilities are established on CGJMTC-H, Letters of Instructions (LOI's) and/or Aviation Procedure Guides (APG's) will be published. All aircrews will comply with the communications and ATC requirements of such LOI's and APG's when operating in the affected areas.
- c. Units will request air-to-air and air-to-ground frequencies needed for internal command and control through their appropriate channels / CEOI / SOI prior to arrival at Camp Gruber.

- d. Communication requirements in areas outside the reservation and Camp Gruber designated airspace will be in accordance with appropriate ATC Flight Service and FAA directives.

CHAPTER 3

SAFETY

3-1 ACCIDENT PREVENTION PROGRAM

The Camp Gruber Aviation Accident Prevention Program is presented in NGB Pamphlet 385-95.

3-2 INSTALLATION SAFETY COUNCIL

This council is established in accordance with AR 385-95 to manage the installation's Safety Program. No aviation safety council will be maintained at Camp Gruber. The Camp Gruber Safety Officer will be a member of the Camp Gruber Safety Council.

3-3 AVIATION SAFETY MEETINGS.

Aviation Safety Meetings will be conducted IAW each visiting unit's SOP. At a minimum, one aviation safety meeting will be conducted while at Camp Gruber and will be attended by the Camp Gruber Safety Officer or his designative representative.

3-4 OPERATIONAL HAZARD REPORTS (OHR's)

Use of OHR (DA Form 2696-R) is encouraged. OHR's will be dealt with IAW AR 385-95.

3-5 RAMP DISCIPLINE

An airfield/heliport ramp is, by nature, a hazardous environment. Precautions must be taken at all times to avoid personal injury as well as damage to equipment.

- a. Smoking is prohibited on the ramp within 50 feet of aircraft, fuel trucks, or waste fuel disposal points.
- b. The speed limit on the ramp is 5 MPH around aircraft. This will be observed by all personnel operating vehicles at CGJMTC-H.
- c. All vehicle antennas will be lowered and secured prior to entering the ramp area.
- d. No horse play will be tolerated on the LZ or in aircraft parking areas.
- e. Prior to entering Flight Operations or the ramp area, all weapons will be cleared.
- f. No vehicles on LZ Blue Devil, unless cleared by Range Control.

3-6 AVIATION LIFE SUPPORT EQUIPMENT (ALSE)

All personnel acting as crewmembers will wear appropriate ALSE. ALSE will be inspected IAW AR 95-3 and will be in a serviceable condition.

3-7 NOISE ABATEMENT

Aviators will maintain appropriate altitudes when entering and departing the CGJMTC-H area and participate in noise abatement/fly-neighborly programs IAW annex A to minimize annoyance to persons on the ground when missions and safety are not adversely affected. Noise complaints received by training unit operations will be forwarded to Director, Operations, Training and Range Management, CGJMTC-H within 24 hours of receipt. See Annex D.

3-8 CREW ENDURANCE

Crew endurance is the responsibility of the unit commander and the individual aviator. All units training at Camp Gruber will have a crew endurance program in effect. Crewmembers will not exceed crew endurance limitations as set forth in AR 95-1 and their unit's SOP.

3-9 MAINTENANCE TEST FLIGHTS

Maintenance test flights will be conducted per appropriate TM, Check list, D.A. Regulations, and Unit SOP's. Aviators performing maintenance test flights must be qualified and current in mission, type, design, and series group of the aircraft for which the test flight is required. Test flights will be performed in the vicinity of the C130 Assault strip (east traffic), Muskogee Davis Airfield, or East of the CGJMTC-H above 1000' AGL over unpopulated areas. Aircrews will maintain radio contact at all times with their appropriate unit or ATC facility to ensure emergency response if required.

3-10 PRE-ACCIDENT PLAN

- a. The CGJMTC-H pre-accident plan shall be posted in Range Control, CGJMTC-H Operations, and a copy with each visiting aviation unit operations. The plan will be tested quarterly, and a record kept of the test and results. The Camp Gruber pre-accident plan will be supplemented by each aviation unit's own pre-accident plan. Responsibility for executing the aviation specific portions of the pre-accident plans will be upon the aviation unit. CGJMTC-H will assist to the extent that resources will allow (See Annex B).
- b. When an aircraft has been determined to be overdue, the flight-following facility, Unit, or person discovering the overdue aircraft shall:
 - (1) Initiate the appropriate pre-accident plan and begin a communications search.
 - (2) After an aircraft has been overdue 15 minutes from last required report,

- notify Director, Operations, Training and Range Management, CGJMTC-H, that a communications search for the aircraft has been initiated.
- (3) After the aircraft has been overdue 30 minutes, notify CGJMTC- H Operations Section (if operational) or Range Control that a communications search has failed to locate the aircraft.
 - (4) Notify CGJMTC-H Operations and Range Control when communications have been reestablished with the aircraft or if the aircraft has been located.
- c. CGJMTC-H Operations or Range Control will, after being notified by the flight-following facility of an overdue aircraft, take the following action:
- (1) Contact owning unit operations to inform them of an aircraft 15 minutes overdue and request they perform a ramp check.
 - (2) If an aircraft becomes 30 minutes overdue, search and rescue procedures will be initiated IAW individual unit search and rescue plans.
- d. In all cases, Range Control will be kept informed of the situation as it develops.

3-11 AIRCRAFT MISHAP PROCEDURES

- a. All aircraft mishaps occurring at CGJMTC-H will be reported to the Director, Operations, Training and Range Management, the CGJMTC-H Safety Officer, visiting Operations and Training Officer, State Army Aviation Officer (SAAO), and appropriate commanders as soon as possible if injuries or damage is involved. If no damage or injuries result, notification must be made within eight duty hours. Unit Aviation Safety Officers (ASO's) will submit required reports IAW AR 385-40. Coordination will be made with the Director, Operations, Training and Range Management prior to submitting reports. The Director, Operations, Training and Range Management will render any assistance necessary in preparing and transmitting reports as required.
- b. In the event of a precautionary landing not resulting in damage or injuries, the aircraft shall not take off until released by appropriate authority (qualified maintenance personnel).
- c. In the event of a crash involving a large aircraft with numerous personnel involved, guidance will be provided by the Director, Operations, Training and Range Management, CGJMTC-H.

CHAPTER 4

AIRSPACE MANAGEMENT PROGRAMS

4-1 AIRSPACE MANAGEMENT.

- a. Aviation Units are required to make sure that adequate measures are taken to insure aircraft separation is maintained during multi-ship, combined operations, night flight, and when NVG operations are involved.
- b. In the interest of training realism and airspace safety, CGJMTC-H may, from time to time, institute airspace management programs. Such programs will be issued in writing and will be mandatory for all aircraft operating on Camp Gruber. Aviators should note that Range Control is a range safety agency, not an airspace management agency. Camp Gruber initiated airspace management may integrate Range Control considerations into the airspace management element's responsibilities.
- c. Visiting units training at Camp Gruber are encouraged to develop appropriate airspace management programs. Such programs shall be submitted in written form to the Director, Operations, Training and Range Management, CGJMTC-H for approval. When more than one visiting unit has airspace concerns, the Director, Operations, Training and Range Management will resolve any conflicts. The Director, Operations, Training and Range Management will ensure that all aviation units' requirements do not conflict.
- d. All airspace programs will be subordinate to range safety considerations and shall be structured to ensure no conflict with the safety requirements of CGJMTC-H Regulation 385-1 and other pertinent directives addressing range safety.

4-2 CLEARANCE AUTHORITY

All Army aircraft operations from Camp Gruber must have a flight plan on file or aircraft flight log register IAW AR 95-1.

4-3 WEATHER BRIEFINGS

Prior to filing a flight plan at Camp Gruber, aviators will obtain a weather briefing. Briefing aids and telephone instructions will be available through the unit or may be available through CGJMTC-H Range Control and FSS (1 800 WX-BRIEF).

4-4 FLIGHT PLANS/LOGS

- a. Rotational units will file flight plans thru their unit Operations Section.
- b. Administrative aircraft and transient aircraft will have either an IFR or VFR flight plan on file with Camp Gruber Heliport Operations (if operational) or with the appropriate Flight Service Station (FSS) (McAlester) prior to departure.

OKARNG aircraft may operate on a local flight plan from Tulsa or Lexington home units.

- (1) Instrument Flight Rules (IFR) will be handled thru flight service. At this time, no instrument approach is available to Camp Gruber. Emergency recovery airfield will be Muskogee Davis Airfield or Tulsa IAP. Contact DFW Center for any emergency condition on VHF 132.2 or UHF 338.35. Consult NOTAMS/DOD FLIP for any frequency changes.
- (2) Visual Flight Rules (VFR) flight plans (DD Form 175 or local flight log) will be prepared for all VFR flights IAW AR 95-1.
 - A. Local flight plans (Flight Log) will be filed with the unit's Operations Section, and aviation unit operations will provide flight-following services/instructions. When the Unit's Flight Operations Section is operating, a Letter of Instruction (LOI) will be issued proscribing specific procedures for flight plans.
 - B. For other than local VFR flight, a DD 175 and 175-1 will be filed with/through the aviation unit's duty dispatcher. At other times, the pilot-in-command will be responsible for filing with local FSS.

4-5 CROSS COUNTRY, REMAIN OVER NIGHT (RON), AND OPERATIONAL SUPPORT AIRLIFT (OSA) FLIGHTS

Such flights are the responsibility of the appropriate Unit Commander and will be performed IAW AR 95-1, other appropriate directives, and unit SOP's.

4-6 TERRAIN FLIGHT TRAINING

- a. Unit Commanders are responsible for scheduling and monitoring the safety of terrain flight training conducted at Camp Gruber. Such training will be conducted IAW AR 95-1, appropriate ATM's, Unit SOP's, current service directives, CGJMTC-H SOP, TC's, and FM's.
- b. Only approved terrain flying areas on the reservation may be used for operations involving terrain flight. Terrain flight will be conducted only in areas designated by the Camp Gruber Range Control Officer. Use of such areas shall be requested in advance of the desired date, and when scheduled for use, terrain flight areas will be considered to be active ranges, thereby, restricting use by non-participating aircraft.
- c. Scheduled terrain flight training will not be conducted unless the prevailing weather for a period from one hour prior to the scheduled start of training through one hour following the scheduled end of training is forecast to be at or above:
 - (1) On-post facilities: Ceiling 500 ft AGL or visibility 1 mile or per unit SOP.

- (2) Off-post facilities: The lower of unit SOP, FAA, or AR 95-1.
- d. Terrain flight training will be terminated immediately whenever reported weather conditions become less than those stated above.

CHAPTER 5

RELATED ACTIVITIES

5-1 AIRCRAFT SECURITY

A physical security plan, to include key control procedures, will be implemented by aviation units operating from CGJMTC-H. Physical security will be accomplished IAW individual unit physical security plans, to include establishment of security procedures to preclude individuals from making unauthorized flights. Each visiting unit will brief the Director, Operations, Training and Range Management concerning the unit's physical security plan after arrival at CGJMTC-H.

5-2 IN-FLIGHT EMERGENCY PROCEDURES

- a. During Annual Training and IDT periods identified as aircraft intensive by the Director, Operations, Training and Range Management, crash rescue may be available at LZ Blue Devil (Heliport). The Availability/non-availability of crash rescue support will be covered in the local area orientation briefing. All other times, implement b. below.
- b. During periods of low aircraft usage, Davis Field should be considered as the primary landing site. Notify Camp Gruber Range Control FM 40.80 or Davis Unicom 122.80 for crash rescue assistance.

5-3 SEVERE WEATHER, TORNADO ALERT, DISASTER, AND EVACUATION

- a. All visiting units should maintain a severe weather scatter plan. Aviators will be advised by Unit Flight Operations or Range Control of severe weather warnings issued by USAF Air Weather Service, McAlester FSS, CGJMTC-H Operations, or Range Control.
- b. Visiting and rotational unit commanders will contact appropriate major commands for instructions in evacuating aircraft if required.
- c. If aircraft evacuation is deemed inappropriate, the Aviation Unit Commander and Operations and Training Officer will prepare the aircraft as required (i.e., chains, mooring, blade tie downs, rotor locks, etc.) and contact the Director, Operations, Training and Range Management for assistance if necessary.
- d. MEDEVAC helipad lights can be turned on from aircraft, tune to 122.800 and key the mike 5 times.

5-4 REFUELING

All refueling of aircraft at Camp Gruber will be accomplished IAW FM's, TM's OSHA, EPA, and unit SOP's.

- a. Visiting units may not dispense aviation fuel until an inspection of their equipment has been conducted by their unit ASO. Equipment must pass this inspection prior to being placed into service. Inspection will be IAW FM's and will be conducted using FORSCOM Form 387-R as a guide. The FORSCOM Form 387-R will be maintained at the refueling site.
- b. Visiting unit aviation POL facilities and records are subject to spot checks by the Director, Operations, Training and Range Management, CGJMTC-H. When deficiencies are found, facilities are subject to closure until corrections are made.
- c. Units desiring to conduct hot refueling must have a current hot refueling SOP. One copy of this SOP must be submitted to the Director, Operations, Training and Range Management for approval by the CGJMTC-H Environmental Supervisor prior to conduct of hot refueling.
- d. Anytime an aircraft is being refueled/de-fueled at CGJMTC-H, a fire guard will be present.

5-5 INADVERTENT FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IIMC)

Prior to entering IMC conditions, attempt the following:

- a. Avoid flight in areas of poor or deteriorating weather by:
 - (1) A 180 degree turn in VMC and returning to an area of better conditions, or
 - (2) Landing the aircraft and remaining on the ground until safe flight can be continued (notify appropriate flight-following agencies).
- b. If inadvertent IMC is encountered, proceed with the unit's inadvertent IMC procedures:
 - (1) Start an immediate climb to a minimum altitude of 3600 feet MSL. Squawk EMER (7700) on the transponder and contact Fort Worth Center on 132.2 VHF or 338.35 UHF, report IIMC and state intentions.
 - (2) Crew will select best approach and location of recovery airfield based on fuel and weather constraints.
 - (3) Outside of the CGJMTC-H area, the PC will plan and brief the crew on the minimum altitude and the frequencies to contact either approach control or center.

5-6 ARRIVAL/DEPARTURE CORRIDORS

Hill 903 between Davis Field and Camp Gruber at GRID TK 936553 (35 Degrees 39'07" N 95 Degrees 1'09" W): Aircraft will fly 1 to 1 ½ miles north of Hill 903

going to Davis Field from Camp Gruber, and 1 to 1-1/2 miles south of Hill 903 coming from Davis Field to Camp Gruber. A minimum of 500 ft AGL is required.

5-7 REQUESTS FOR CHANGES

Request for changes to this SOP must be submitted to the Commander, Camp Gruber Joint Maneuver Training Center - Heavy, ATTN: OKCG-PT-OT, PO Box 29, Braggs, OK 74423-0029.

ANNEX A

RESTRICTION TO FLIGHT IN CAMP GRUBER TRAINING AREAS

NO FLY AREAS: No fly areas will not be over-flown below an altitude of 1500' AGL.

BRAGGS. OK (S.W. of Camp Gruber) Grid area from UV015494 to TV994494 to TV994477 to UV020477 to UV015484 back to UV015494.

CITY of TAFT. OK (West of Muskogee) N 35. 46' W 095. 33'.

RANGER'S HOUSE (NE Corner CGJMTC-H) vicinity grid UV1360, N35.46' W095 1 Km circle

GREENLEAF LAKE RECREATIONAL AREA; Area south of grid line 46, East of line 02, West of line 05, and North of line 43, including Greenleaf Lake, Swimming Beach area and Greenleaf lodge.

NOISE AVOIDANCE AREAS: Noise avoidance areas will not be over-flown below an altitude of 500' AGL.

HILL TOP 903 Hill 903 (Air JOG) between Davis Field and Camp Gruber at GRID TV 935487 (N 35 39.66 / W 95 16.89): Aircraft will fly 1 to 1 1/2 miles North of Hill 903 westbound toward Davis Field, and 1 to 1 1/2 miles South of Hill 903 eastbound toward Camp Gruber.

NOTE: 500' AGL minimum required.

RED BERRY MOUNTAIN AREA Boundaries are as follows:

WEST: N/S Grid Line 03

NORTH: E/W Grid Line 65

EAST: N/S Grid Line 16

SOUTH: Military Boundary of Camp Gruber

NOTE: 500' AGL minimum required

TENKILLER LAKE AREA Boundaries are as follows:

NORTH: E/W Grid Line 45

WEST: N/S Grid Line 08

SOUTH: E/W Grid Line 42

EAST: N/S Grid Line 14

NOTE: 500' AGL minimum required

NO LANDING AREAS

Landings will not be made within the Wildlife Management Area of the Cherokee County portion of Camp Gruber. North of grid line 46, East of line 07, & South of line 54.

TEMPORARY CLOSURES

CAMP GRUBER Training Areas will be closed during the following Designated Hunting Seasons: (not including CGJMTC-H Main Cantonment area). All authorized areas will be opened for hunting during the following seasons. Other no-fly areas may be designated by the Director, Operations, Training and Range Management on an as-required or temporary basis:

- a. The 9 day primitive deer season beginning in October.
- b. The first 9 days of deer gun season beginning in November.
- c. The Last 21 days of December (11th - 31st).
- d. The 9 day spring turkey season beginning the 2nd Saturday of April.

Hunting will be permitted IAW ODWC regulations, provided they do not conflict with DOD and/or DA Regulations or CGJMTC-H training requirements.

ANNEX B

CAMP GRUBER PRE-ACCIDENT PLAN

1. Camp Gruber Range Control is responsible for the pre-accident plan. When Range Control is not operational, responsibility is shifted to Camp Gruber Police Department.

2. Camp Gruber has the following services:

- a. **RANGE CONTROL** PRIMARY PHONE: (918) 549-6041
ALT (918) 549-6046

Operational when ranges are active or when training dictates.

Radio Frequency FM 40.80, UHF 248.60 and VHF 141.200.

- b. **PROVOST MARSHAL/OMD POLICE** PHONE (918) 549-6021

Two MPs or OMD Police Officers will close post or limit access in case of an accident. They will be of limited use in case of an off post accident.

- c. **HELICOPTER AMBULANCE CREW**

Camp Gruber is served from Tulsa by two Air Medevac services. Anticipate 20 to 30 minute response times. Use of commercial air ambulance will be used only in case of serious injury.

AIR EVAC 1 (918) 836-0576 / (800) 247-3822
TULSA LIFE FLIGHT (918) 584-5433

Military Medevac: Normally only available when large troop concentrations are present at Camp Gruber. Medevac is called through Range Control FM 40.80, UHF 248.60, and VHF 141.200

CAMP GRUBER HELIPAD N35°40'50" W95°12'50" (15 S) UV 008501

- d. **MEDICAL SUPPORT (EMS)**

MUSKOGEE EMS PHONE: (918) 683-0108
30 MIN TO CAMP GRUBER, 10 MIN TO DAVIS FIELD
STATE AVIATION OFFICER (SAO) PHONE: (405) 228-5606
DIRECTOR, OPERATIONS, TRAINING AND RANGE
MANAGEMENT PHONE: (918) 549-6048
OPERATIONS AND TRAINING OFFICER PHONE: (918) 549-6046
SAFETY OFFICER PHONE: (918) 549-6046
UTES #1 SUPERVISOR PHONE: (918) 549-6031
FACILITY ENGINEER/SAFETY PHONE: (918) 549-6071
FLIGHT OPERATIONS VISITING UNITS PHONE: (918) 549-6041

3. Oklahoma Military Department or 90th Troop Command provides the following for Camp Gruber - Public Affairs Officer, Staff Judge Advocate, Air Field Weather Officer, Aviation Officer, Accident Investigation Board and Aircraft Maintenance Officer.
4. Camp Gruber Range Control will be notified of any accident, mishap, or precautionary landing in the training areas.
5. State Aviation Officer or OKSAFE will notify the U.S. Army Safety Center.

ANNEX C

AIRCRAFT NOISE COMPLAIN QUESTIONNAIRE

INSTRUCTIONS

This questionnaire is to be used whenever a person contacts your office concerning aircraft noise problems. The form contains a series of steps, each involving questions to be asked of the inquirer, along with directions to be followed for various types of answers. Complete the following before beginning with Step 1

- a. Date/Time Complaint Received: _____
- b. Received by Whom: _____
- c. Method of Complaint: _____ Telephone _____ Personal Visit _____ Letter

STEP 1

Question: Are you calling to obtain information or to make a formal complaint?

- a. Information
- b. Complaint

If a – Provide information, terminate interview, and file this form.

If b – Go to Step 2.

STEP 2 READ THE FOLLOWING STATEMENT TO THE INQUIRER.

“In order to help up avoid future noise disturbances, we have developed a series of questions designed to pinpoint the exact cause of your complaint. I would like to ask you these questions.”

Question: Are you willing to answer some questions about your complaint?

- a. Yes
- b. No

If a – Go to Step 3.

If b – Terminate interview and file this form.

STEP 3 GATHERING BASIC DATA

Question: What is your name, address and telephone number?

Question: Where are you located in relation to our facility?

North_____ East_____ South_____ West_____ near city_____

Northeast_____ Southeast_____ Southwest_____ Northwest_____

Distance from facility: _____statute miles.

Question: When did the annoying noise occur? Date:_____ Time_____

Question: What type of aircraft was making the noise?

Helicopter_____ Airplane_____ Type (if known)_____ Quantity_____

STEP 4 GENERAL

Question: Where were you when the aircraft flew over?

Indoors_____ Outdoors_____ Driving_____

Question: How did the noise affect you?

Startled me_____ Woke me_____ Frightened the pet(s)_____

Disturbed livestock_____ Rattled the house_____ Woke a child_____

Interfered with conversation_____ Interfered with TV/radio_____

Other_____

Question: Did you see the aircraft or hear it pass by? Yes, saw it / No, hear it pass

If yes, go to Step 4.A.1

If no, go to Step 4.A.2

STEP 4.A.1 VISUAL DESCRIPTION OF AIRCRAFT

(If only noise was heard, go to Step 4.A.2)

Question: Type and number of aircraft (if known):_____

Question: Which of the following best describes the design of the aircraft?

- Helicopter with one rotor _____
- Helicopter with two rotors _____
- Helicopter with unknown number of rotors _____
- Jet with one engine _____

- Jet with two engines _____
- Jet with four engines _____
- Jet with unknown number of engines _____
- Plane with one propeller _____
- Plane with two propellers _____
- Plane with four propellers _____
- Plane with unknown number of propellers _____

Question: What color was the aircraft? _____

Question: Did it have a Red Cross or any other special markings? _____

Question: In what direction was the aircraft flying? _____

Question: About what altitude would you estimate the aircraft was flying (AGL)? _____

Question: Any other information about the incident? _____

STEP 4.A.2 AUDITORY DESCRIPTION OF AIRCRAFT

Question: How many aircraft do you think were in the flight? _____

Question: What do you think the aircraft was/were doing? _____

- Landing _____
- Taking off _____
- Passing by _____
- Circling _____
- Sling load? _____ (carrying water, truck, boxes, etc.)

Question: What direction do you think the aircraft was/were flying? _____

Question: What altitude do you think the aircraft was/were flying? _____

END

Finished: Thank you for your time.

Now, **TERMINATE** the interview as politely as possible. Assure the person that you will do what you can to investigate and resolve the situation and be in contact with them. Always thank the complainant for calling when you end the interview.

DISTRIBUTION:

- Copy to: 1 -CGJMTC-H Range Control
- 1 -OKSAO
- 1 - OKFAC
- 1 - OKENV
- 1 - OKSAFE File

ANNEX D

LANDING ZONE BLUE DEVIL TRAFFIC PATTERN

1. The safe landing of rotary-wing aircraft at Camp Gruber Landing Zone (LZ) Blue Devil (vicinity grid coordinates UV029504) requires establishment of traffic pattern guidance for airspace control in and around this landing zone.
2. The LZ Blue Devil traffic pattern will normally extend out to Sicily Road (North) and Central Europe Road (South) for base legs.
3. The altitude flown while in the LZ Blue Devil traffic pattern will be 500 feet above ground level (AGL). Exception during landing or takeoff.
4. Rotary-wing aircraft will use the north/south landing strip located at LZ Blue Devil. The landing strip extends along 18th Street from Rome Arno Road (North) to Southern France Road (South).
5. Aircraft inbound to LZ Blue Devil will use 1100 feet indicated and out bound traffic will use 1300 feet indicated. Aircraft will enter the traffic pattern as indicated below.
6. Traffic pattern entry legs are designated as follows:
 - a. South Final Approach Landings.
 - (1) Entry of Camp Gruber airspace from the west:

Entry will be at Sicily Road Gate.
Follow Sicily Road for a right base to LZ Blue Devil.
Final approach along 18th Street to north/south landing strip. After landing, right turn onto hover lane to parking pad.
 - (2) Entry of Camp Gruber airspace from the east:

Entry will be at the intersection of Sicily Road and North-South Road.
Follow Sicily Road for a left base to LZ Blue Devil. Final approach along 18th Street to north/south landing strip. After landing, right turn onto hover lane to parking pad.
 - b. North Final Approach Landings.
 - (1) Entry of Camp Gruber airspace from the west:

Entry will be at Industrial Gate. Follow Central Europe Road for a left base to LZ Blue Devil. Final approach along 18th Street to north/south landing strip. After landing, left turn onto hover lane to parking pad.

(2) Entry of Camp Gruber airspace from the east:

Entry will be at the intersection of Central Europe Road and North-South Road. Follow Central Europe Road for a right base to LZ Blue Devil. Final approach along 18th Street to north/south landing strip. After landing, left turn onto hover lane to parking pad.

7. All rotary-wing aircraft operations into and out of Camp Gruber airspace will be monitored by Range Control on FM 40.80 MHZ. When Range Control is not operational, FM 40.80 will be used by all rotary-wing aircraft as an advisory frequency so that all aircraft are monitoring a common frequency. All aircraft will announce entry to the traffic pattern and takeoff/departures on FM 40.80.
8. Departures from LZ Blue Devil are as follows:
 - a. North Departures.

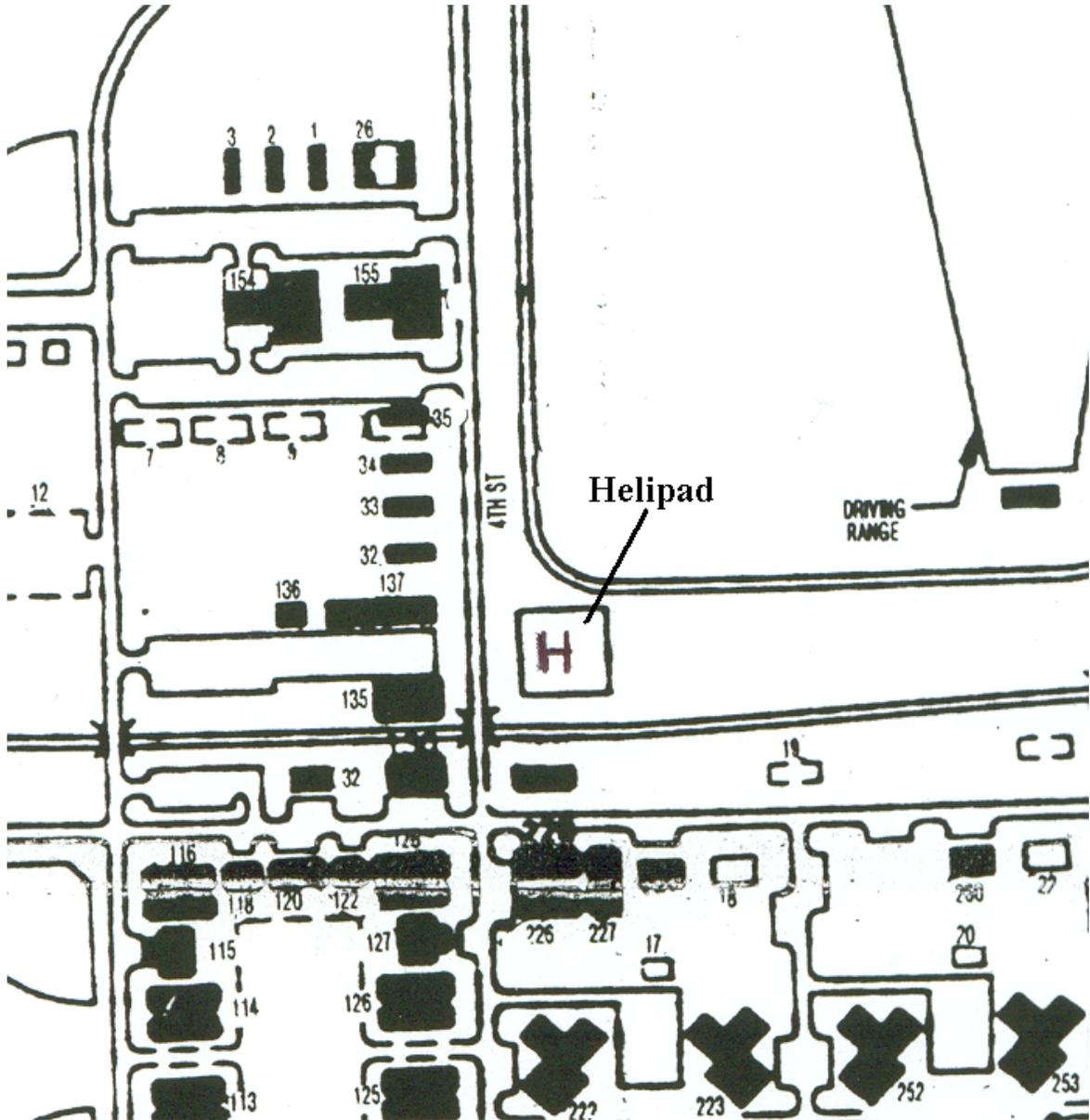
Reposition from parking pad along hover lane to north/south landing strip.
After takeoff, climb to 1300 feet indicated or higher if departing CGJMTC-H.
No "HOT" ranges will be over-flown.
 - b. South Departures.

Reposition from parking pad along hover lane to north/south landing strip.
After takeoff, climb to 1300 feet indicated or higher if departing CGJMTC-H.
9. The Camp Gruber cantonment area barracks, all "HOT" ranges, the Braggs community, and Greenleaf State Park WILL NOT be over-flown by aircraft on any approach or departure.

ANNEX E

LANDING ZONES, AERIAL CHECK POINTS, HELIPADS

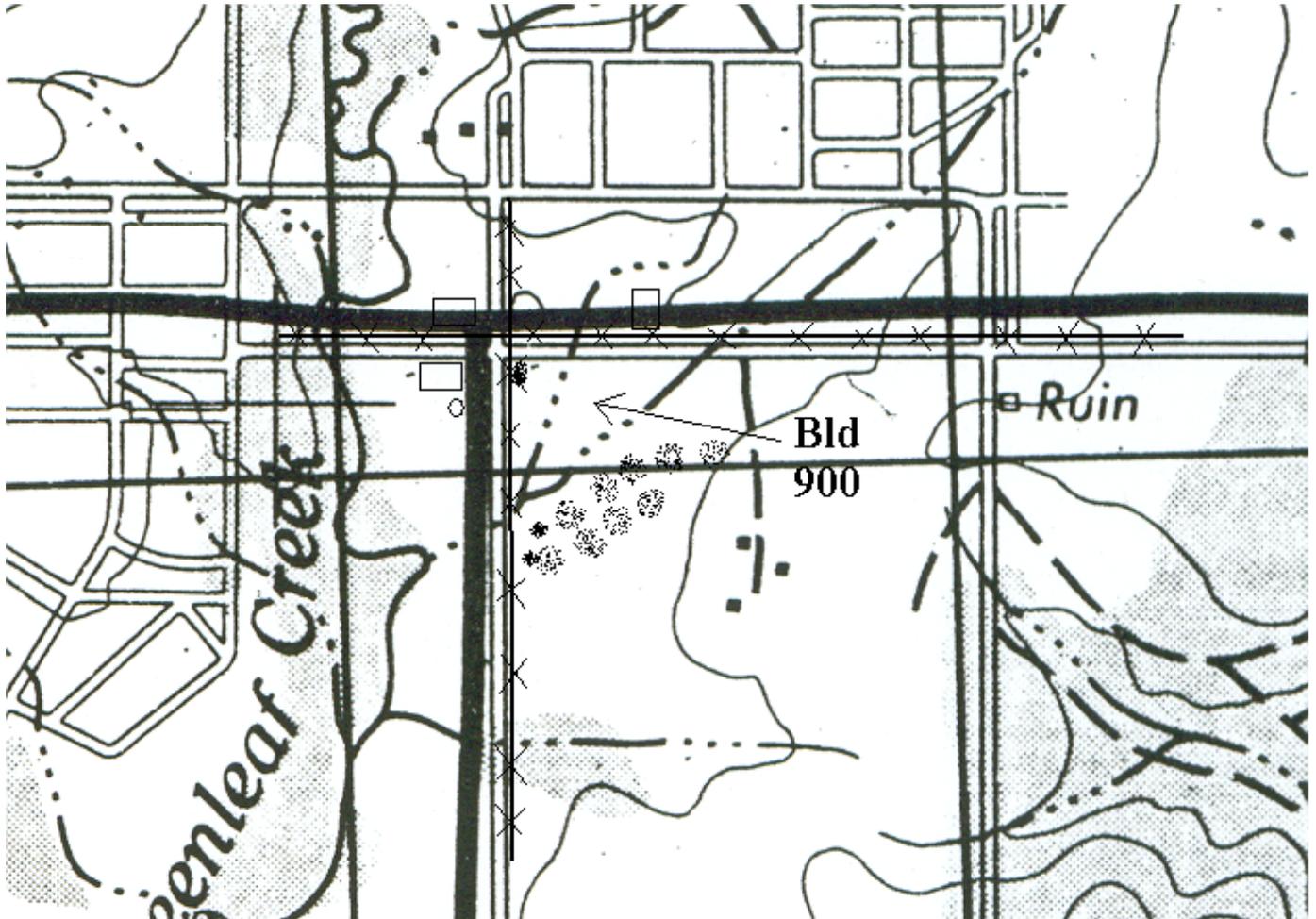
Checkpoint 01: MEDEVAC PAD
LOCATION: UV008501



LZ DESCRIPTION: Hard surface concrete pad located near built up area. Asphalt road along western and southern border.

HAZARDS: Power lines located along roadways. Close location to buildings

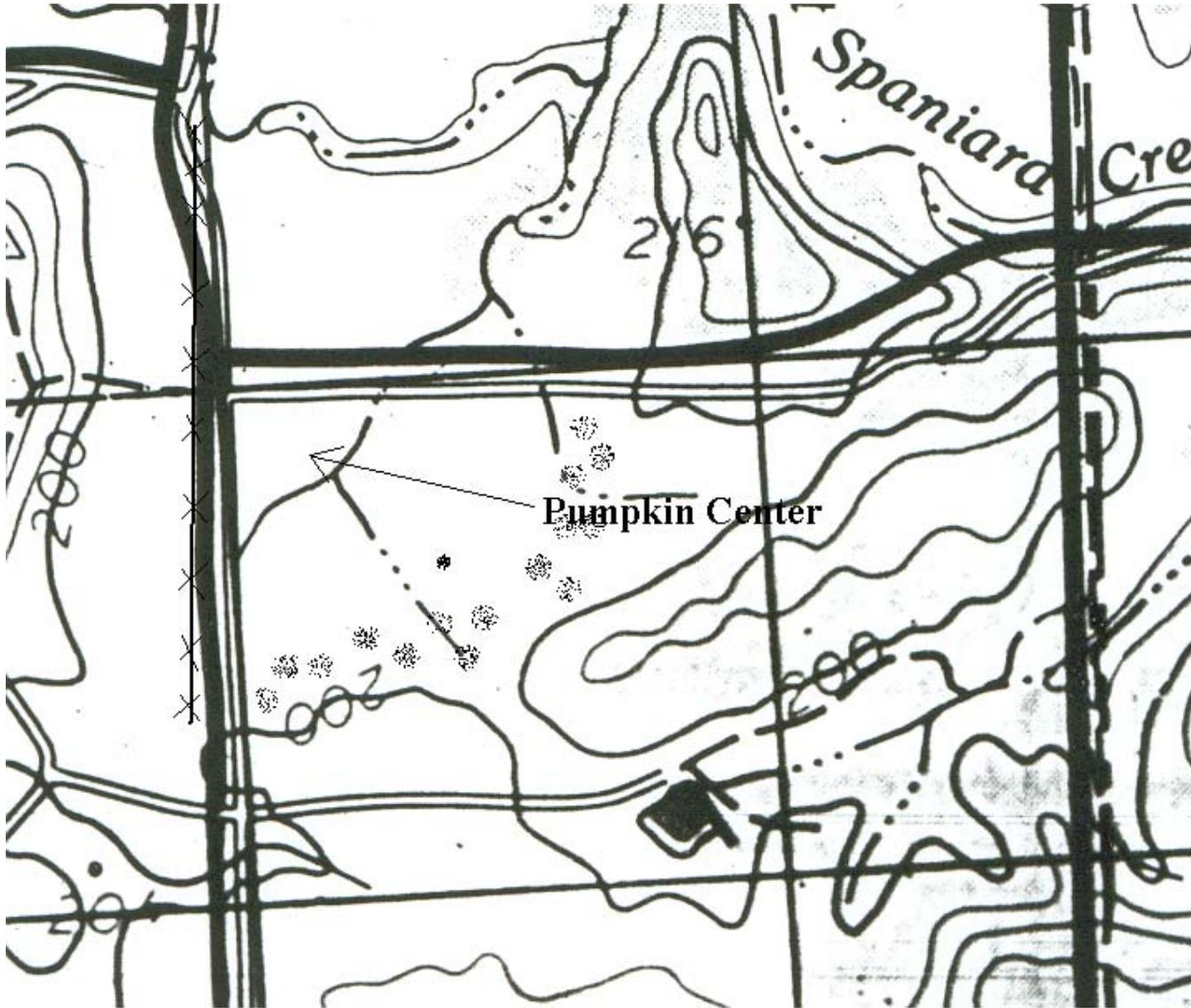
Checkpoint 03: BUILDING 900
LOCATION: UV043495



LZ DESCRIPTION: 125 meter wide X 100 meter long. Gently slopes to south. Hard pack surface with low cut grass.

HAZARDS: Power lines located along northern roadways. Marked with Orange wire balls.

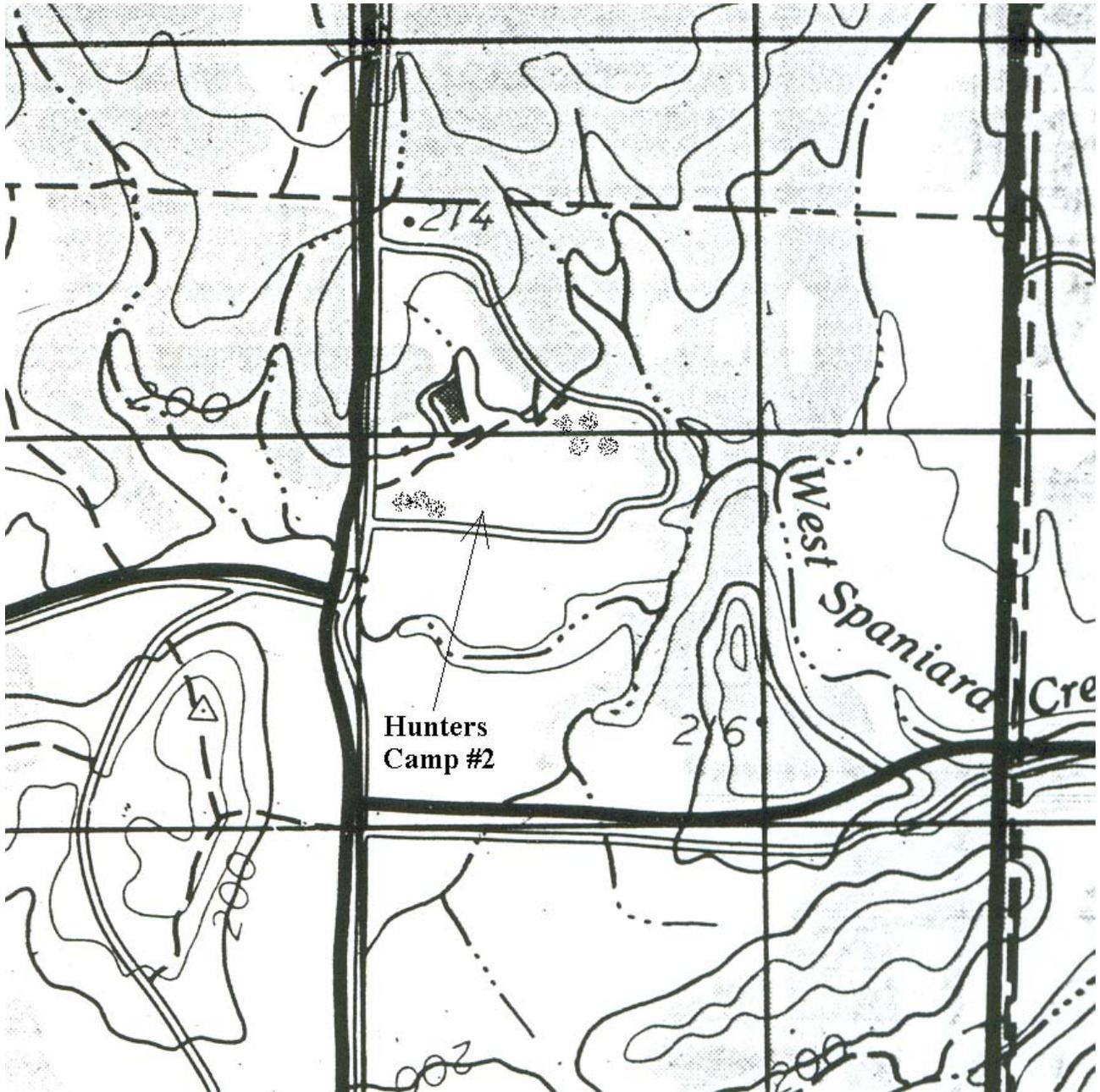
Checkpoint 04: PUMPKIN CENTER
LOCATION: UV060540



LZ DESCRIPTION: 150 meter wide X 100 meter long. Surface hard packed with 2-3 foot grass

HAZARDS: 5-7 foot scrub trees along South edge of LZ. Barbed wire fence 4 foot running north - south.

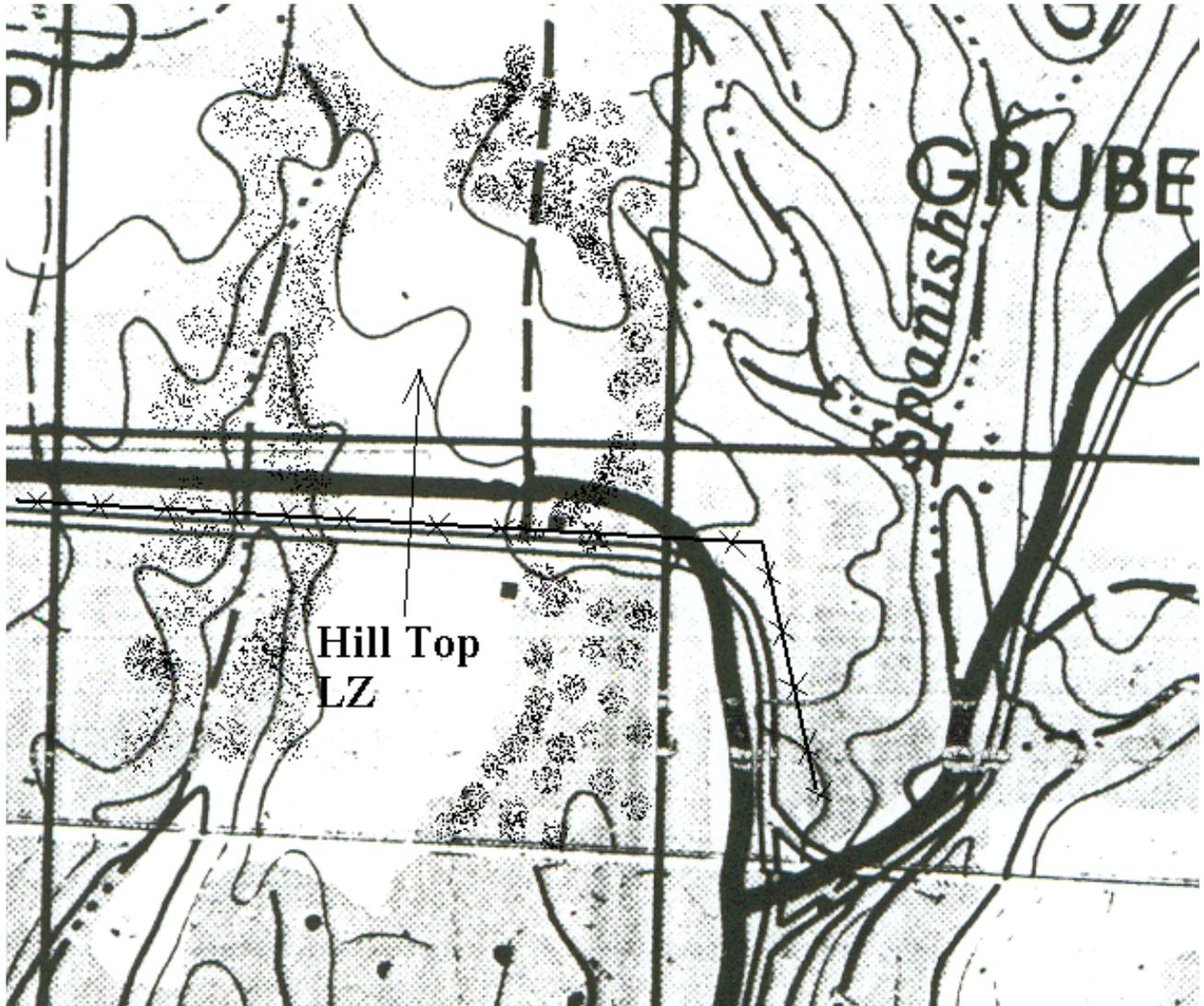
Checkpoint 05: HUNTERS CAMP #2
LOCATION: UV061550



LZ DESCRIPTION: 75 meter wide X 100 meter long cleared area. Hard packed with low cut grass and scrub bushes

HAZARDS: 30 foot high trees SW corner and East side of LZ. Small building located along NE corner. Small pond northern border.

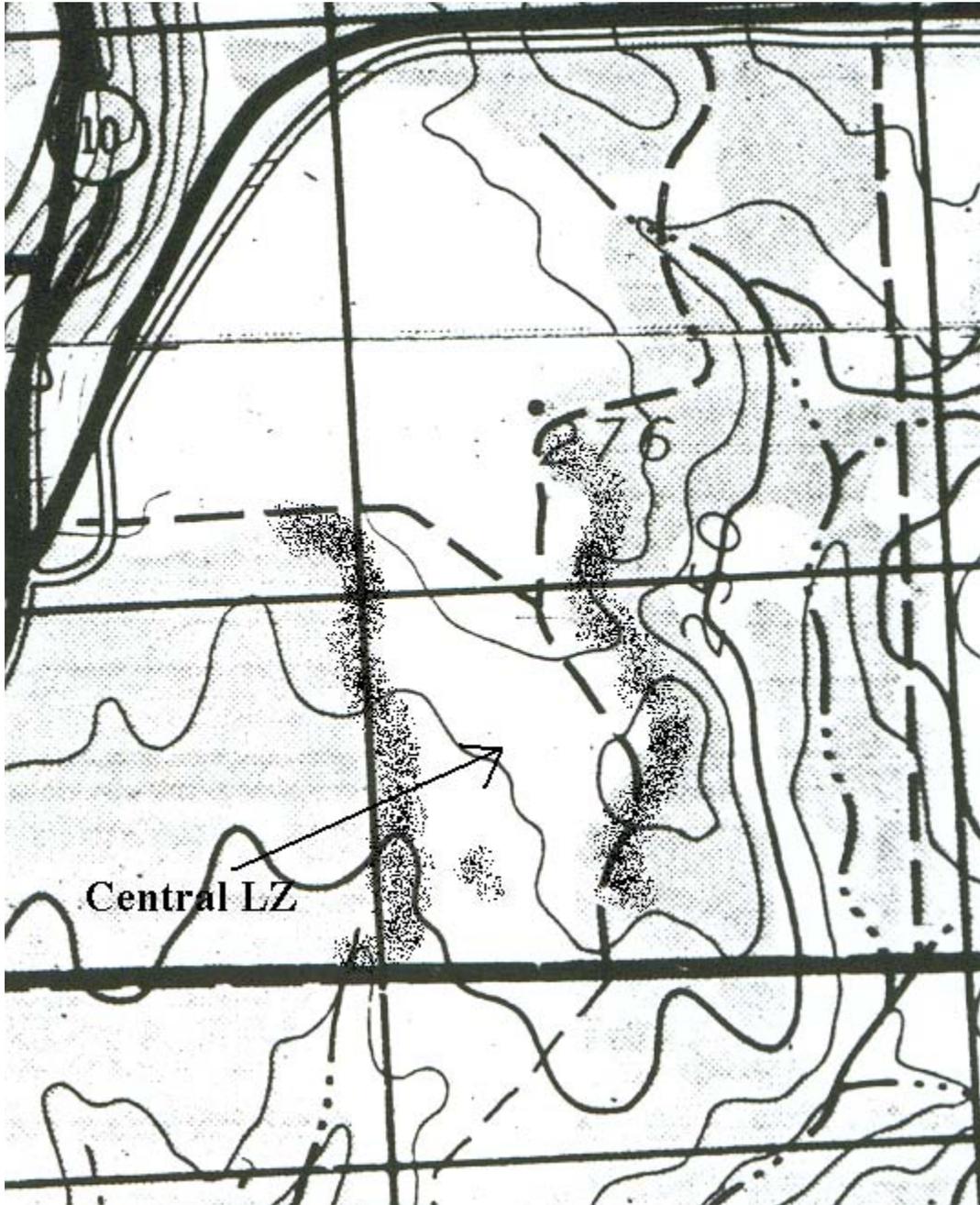
Checkpoint 06: HILL TOP LZ
LOCATION: UV056591



LZ DESCRIPTION: 150 Meter wide X 150 meter long. Surface varies in LZ. Slopes downhill to the south. 2-3 foot grass

HAZARDS: 5-7 foot scrub trees along southern border. Scattered brush in LZ.

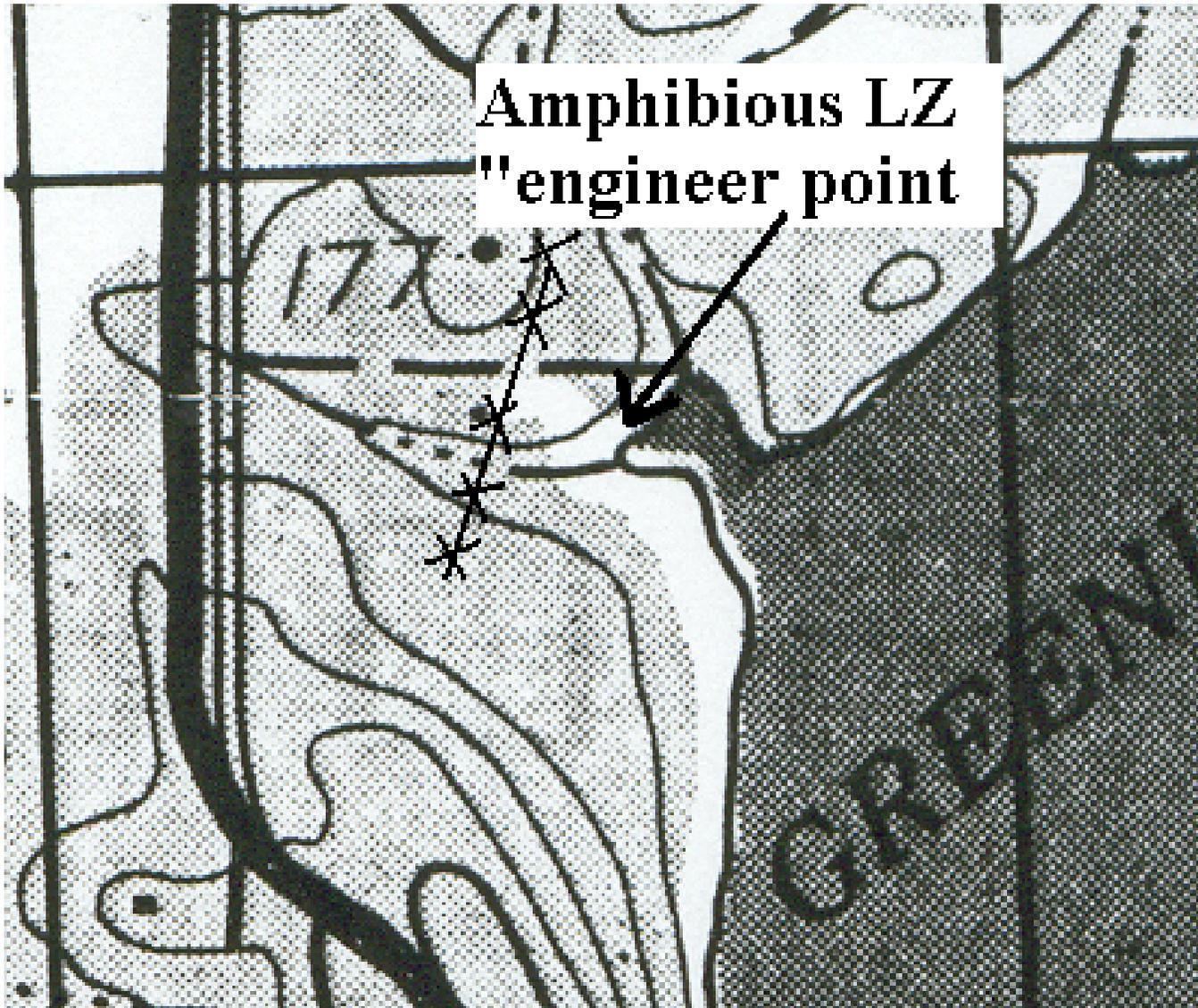
Checkpoint 07: CENTRAL LZ
LOCATION: UV022579



LZ DESCRIPTION: 40 meter wide X 100 meter long LZ oriented NW to SE. Wood line western side. Wood line along Eastern side.

HAZARDS: 20 foot tree in SW corner of LZ.

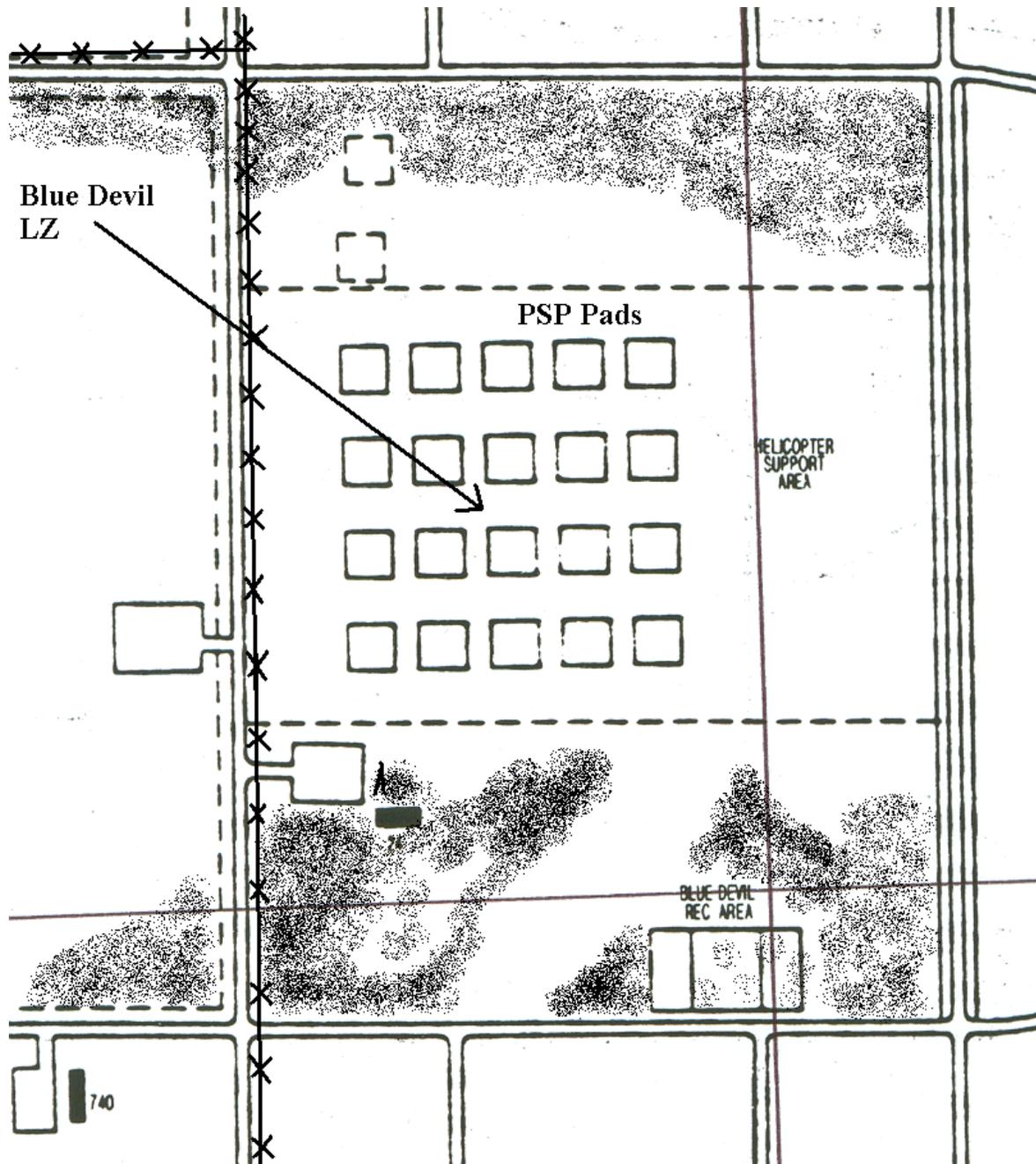
Checkpoint 08: AMPHIBIOUS LZ (Engineer point)
LOCATION: UV046468



LZ DESCRIPTION: 120 meter wide X 50 meter long. Slopes into lake on eastern side. Last 30 feet spongy surface with marsh conditions near water edge. Wood line along northern edge.

HAZARDS: Power lines located along western edge LZ. Marked with orange balls.

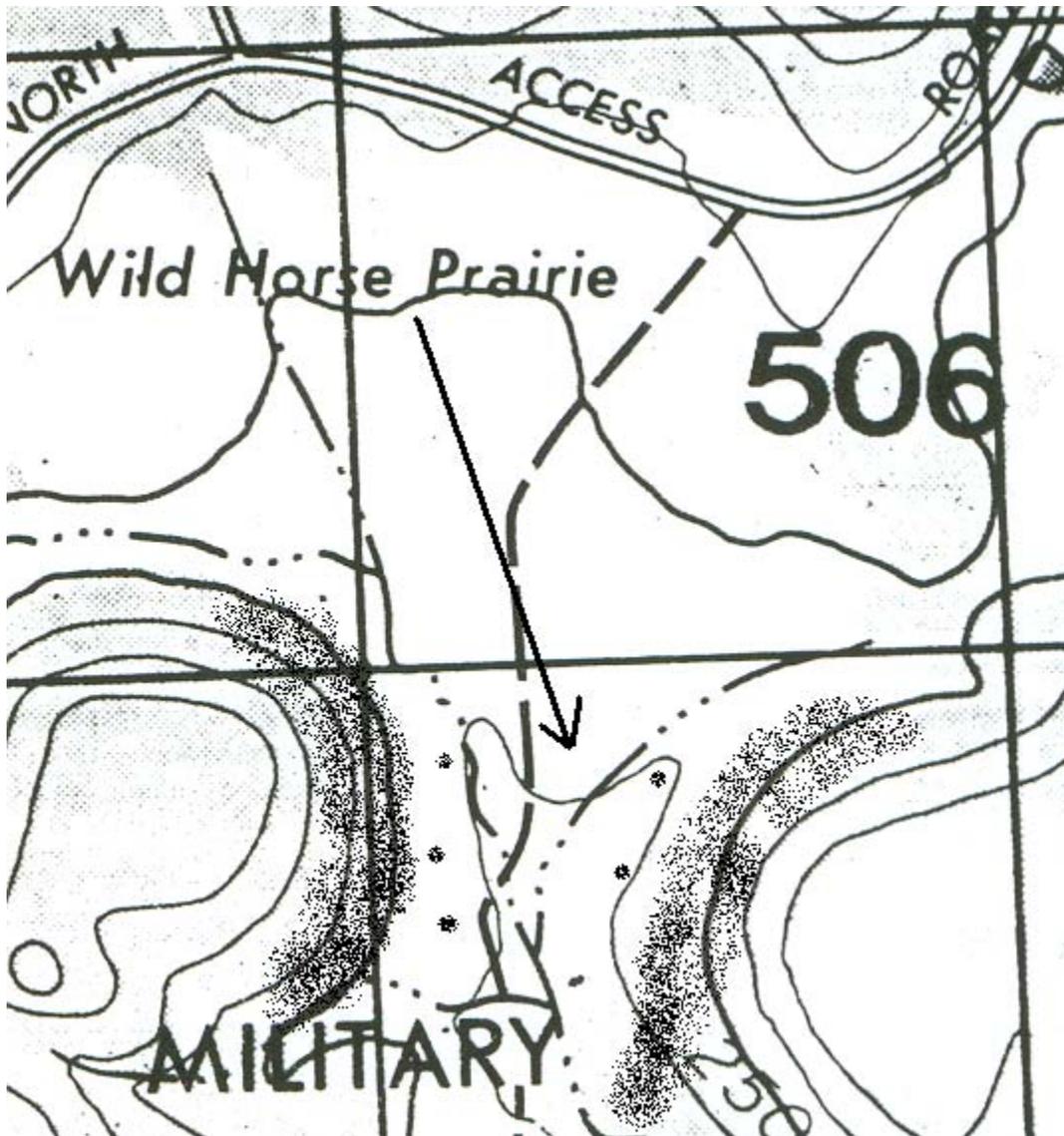
Checkpoint 09: BLUE DEVIL LZ
LOCATION: UV029504



LZ DESCRIPTION: Hard surface PSP pads evenly spaced within LZ. 2–3 foot grass and generally flat ground. Located next to north – south road along west side. Small building south side.

HAZARDS: Power lines located along roadways. Close location to buildings with power pole and wires on southern edge.

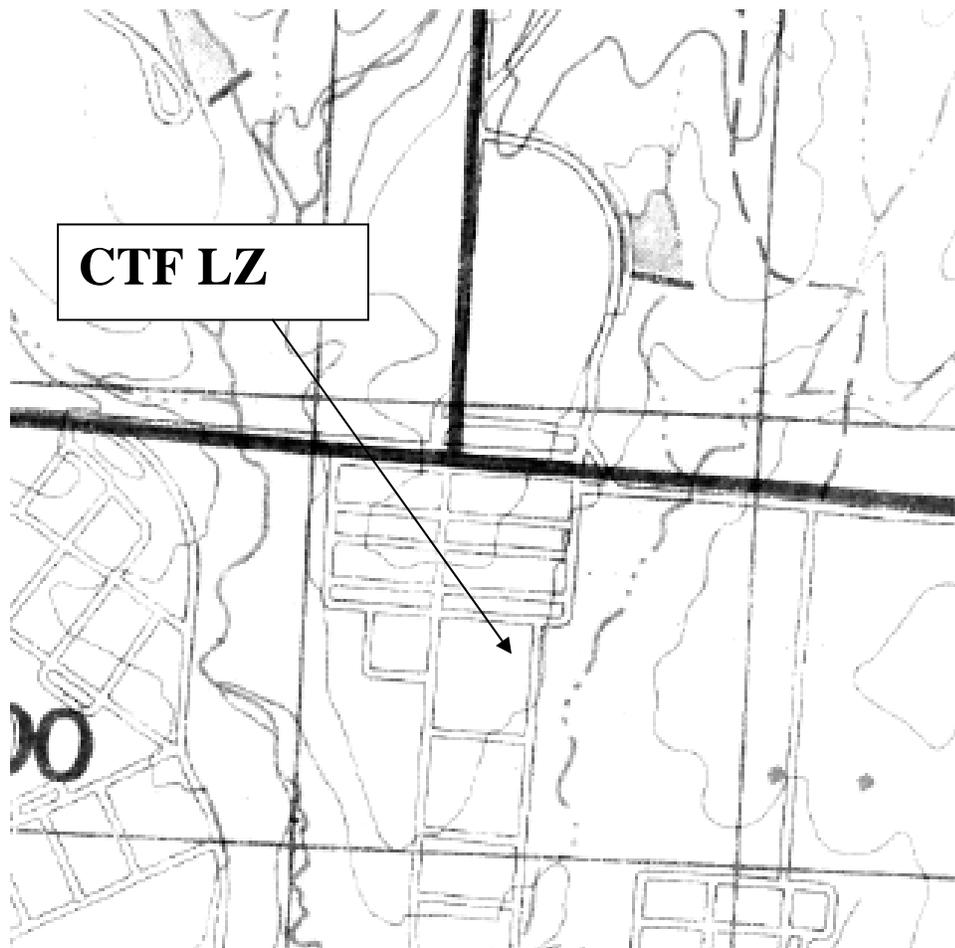
Checkpoint 10: WILD HORSE LZ
LOCATION: UV092601



LZ DESCRIPTION: large 400 meter X 600 meter field. 1-2 foot grass dirt trail on western side

HAZARDS: numerous small brush along edge of LZ.

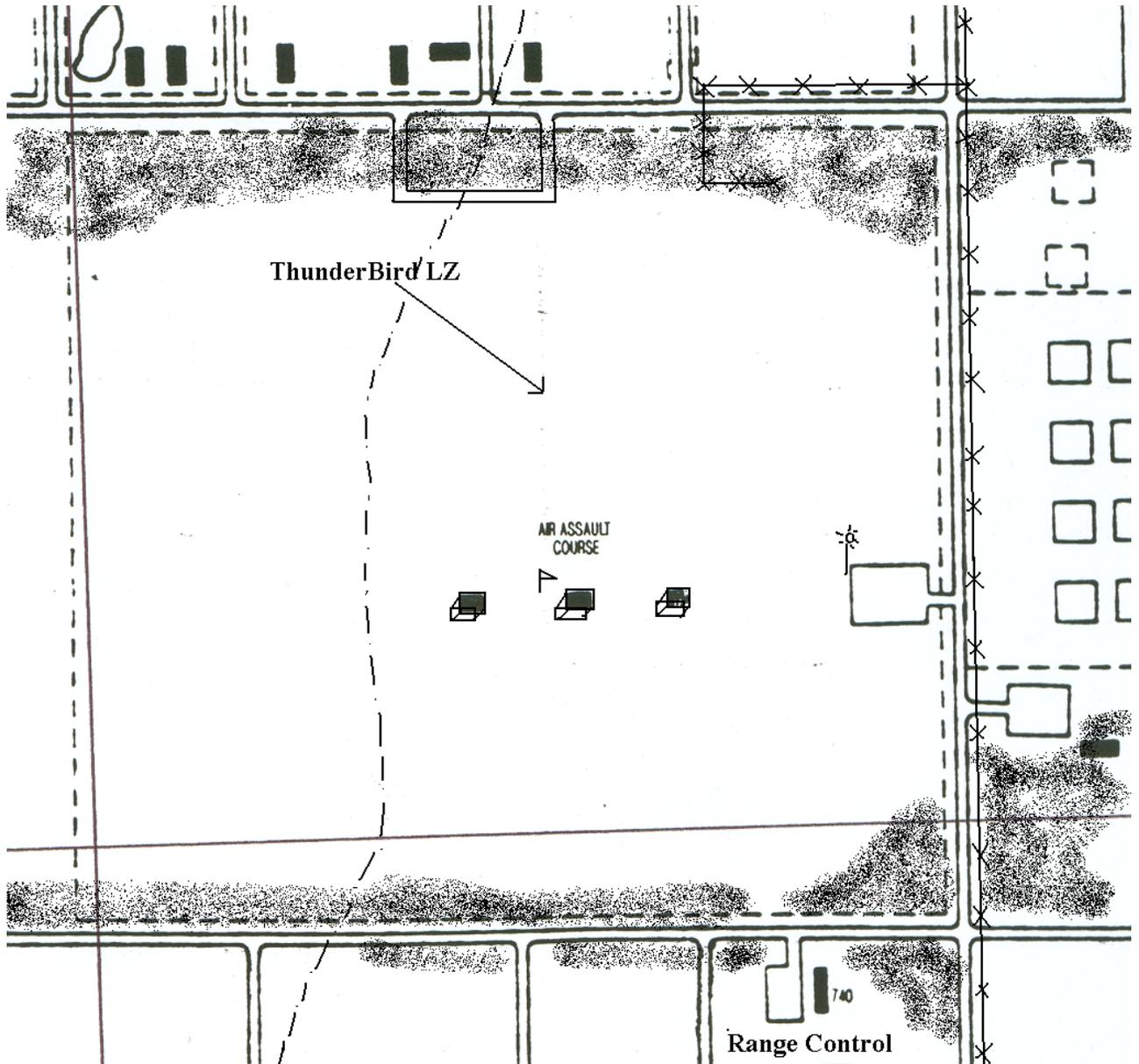
Checkpoint 11: CTF LZ
LOCATION: UV042504



LZ DESCRIPTION: Hard surface helipad located at MOUT Site. LZ is equipped with windsock located to the SW.

HAZARDS: Powerlines to the East of Helipad. Buildings to the North and West of Helipad. Trees to the South and North.

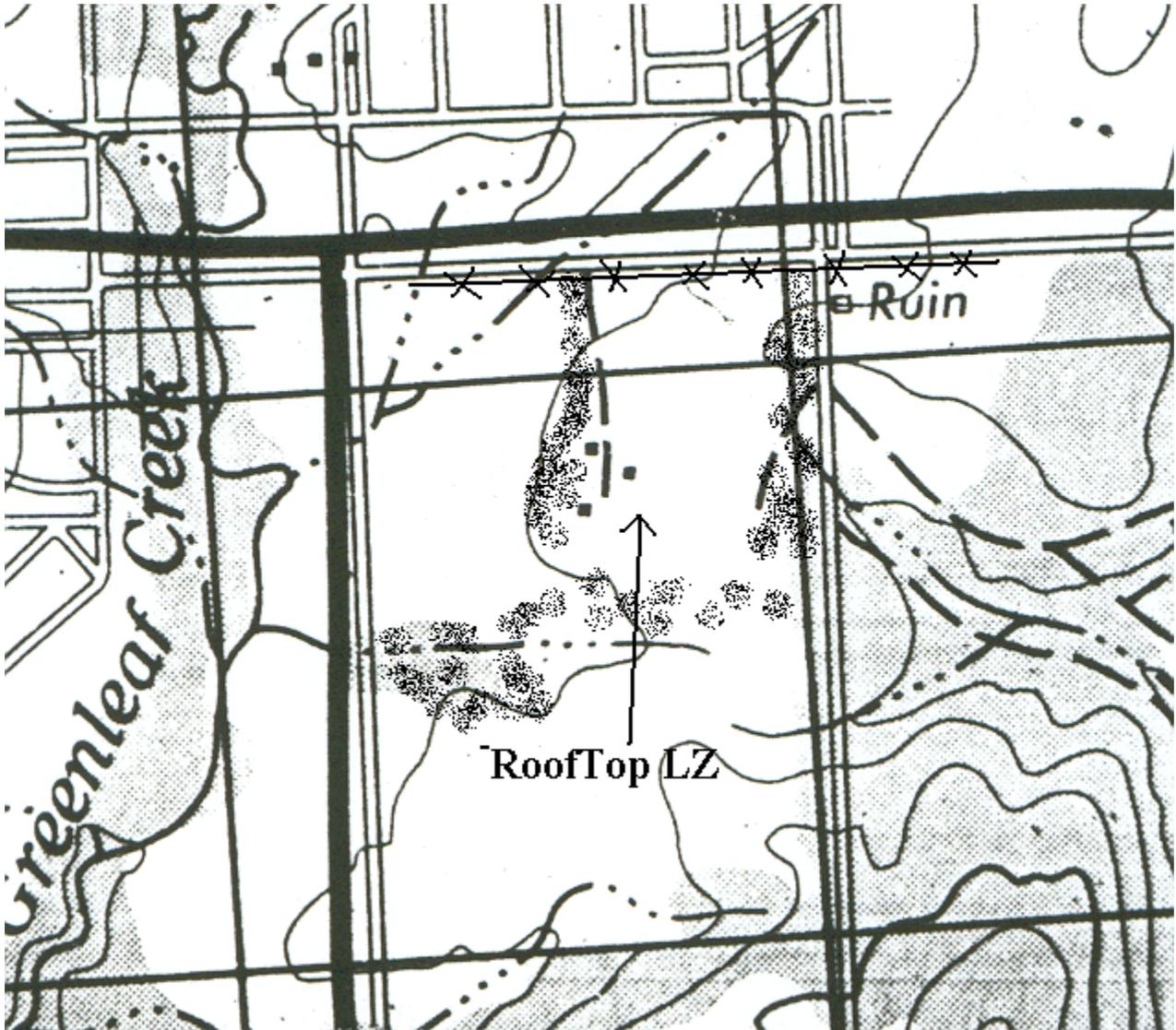
Checkpoint 12: THUNDERBIRD LZ (Range Control)
LOCATION: UV025504



LZ DESCRIPTION: Large field 200 meter X 200 meter with cut grass 1–2 foot tall. Tree line on northern edge.

HAZARDS: Power lines located along roadways on east side. Rappel towers located in southern center of LZ. Wind sock near rappel tower.

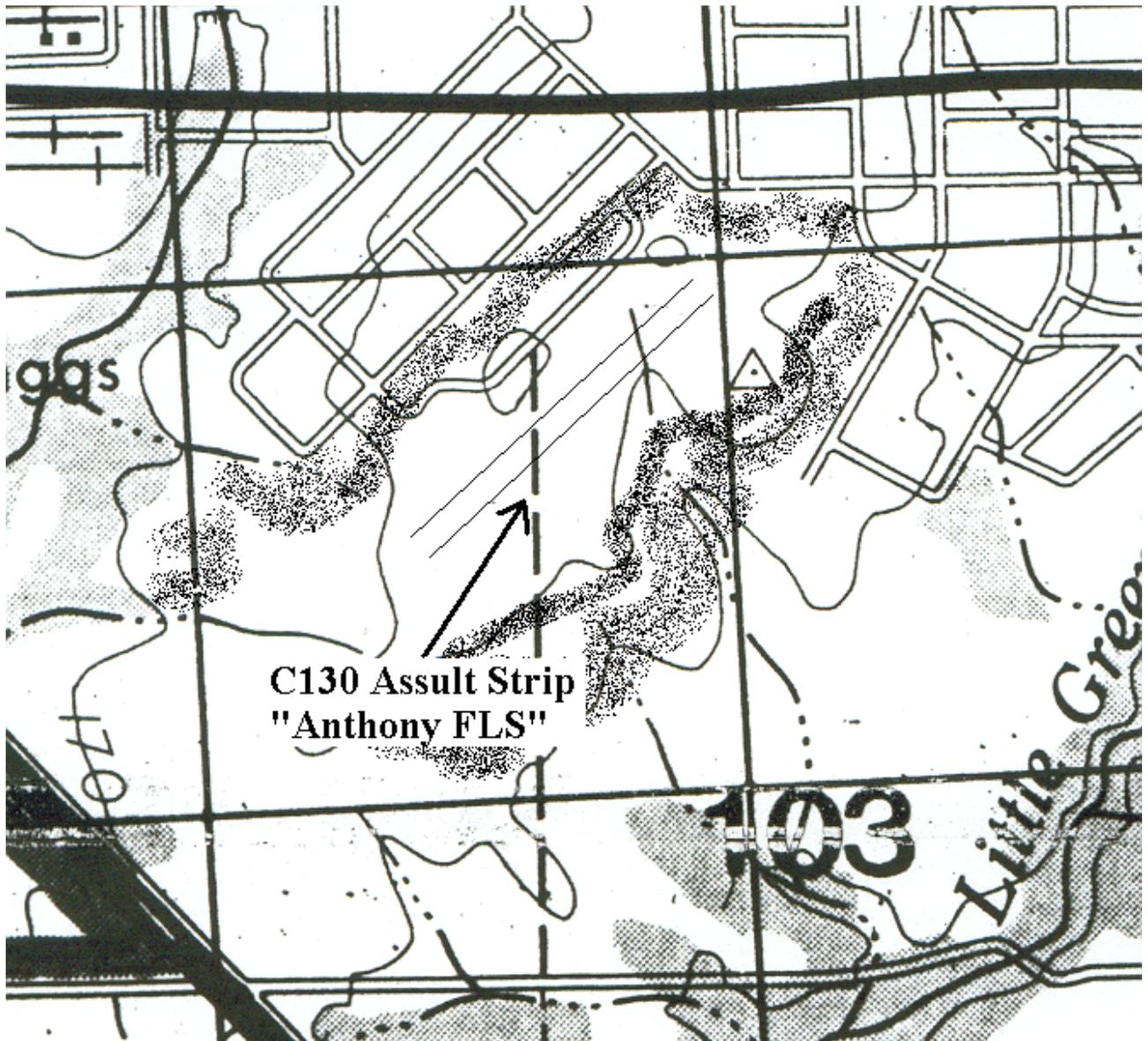
Checkpoint 13: ROOF TOP LZ
LOCATION: UV047492



LZ DESCRIPTION: 150 meter X 200 meter long. Wood line along southern edge. 2-3 foot tall grass.

HAZARDS: Power lines located along northern roadway. Close location to buildings on south west corner.

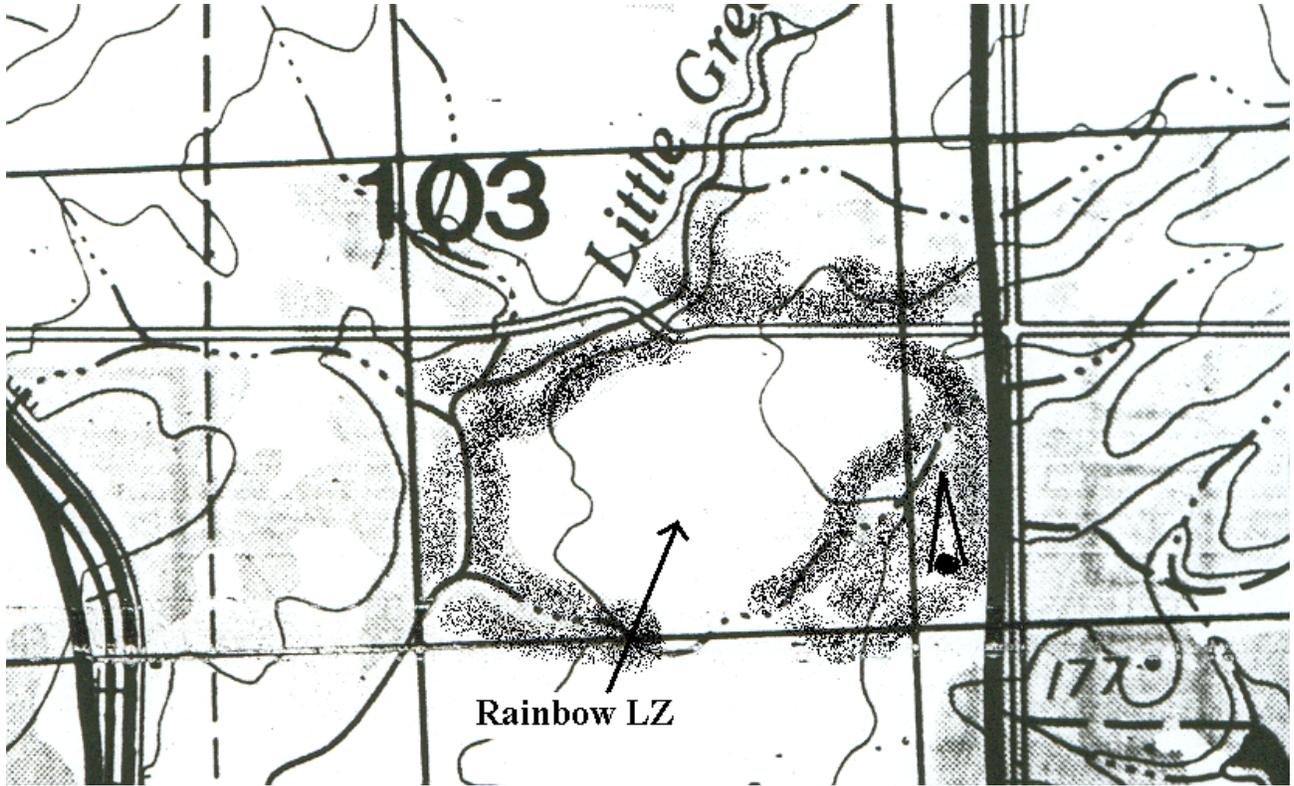
Checkpoint 14: ASSAULT STRIP (ANTHONY FLS) C130
LOCATION: UV025487



LZ DESCRIPTION: Hard surface packed dirt road. Aligned NE-SW. 200 meter X 1000 meters long. Dirt and gravel mix.

HAZARDS: Blowing dust, loose gravel. Vehicle travel possible.

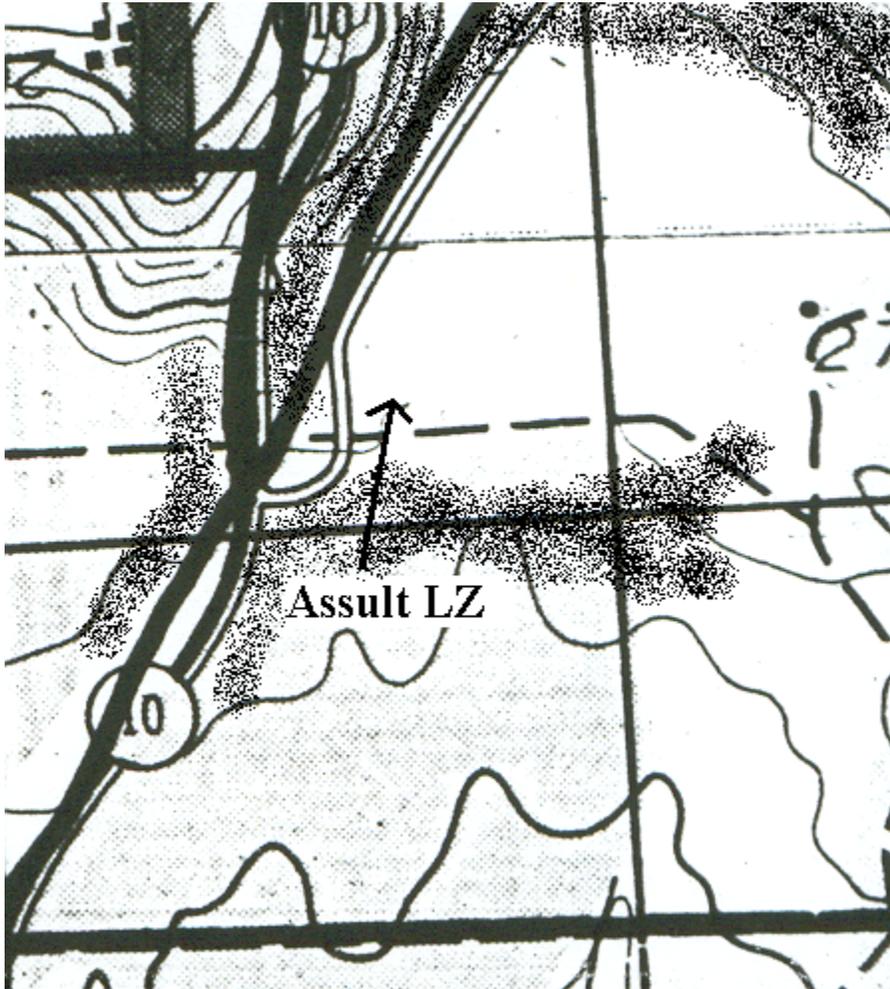
Checkpoint 15: RAINBOW LZ
LOCATION: UV039476



LZ DESCRIPTION: 150 meter X 300 meter long. LZ oriented E-W. Wood line along road on north side. 2-4 foot tall grass. Hard surface concrete pad located near built up area. Asphalt road along western and southern border.

HAZARDS: Power lines located along road eastern edge. Approx. 40 ft. Tower located SE corner.

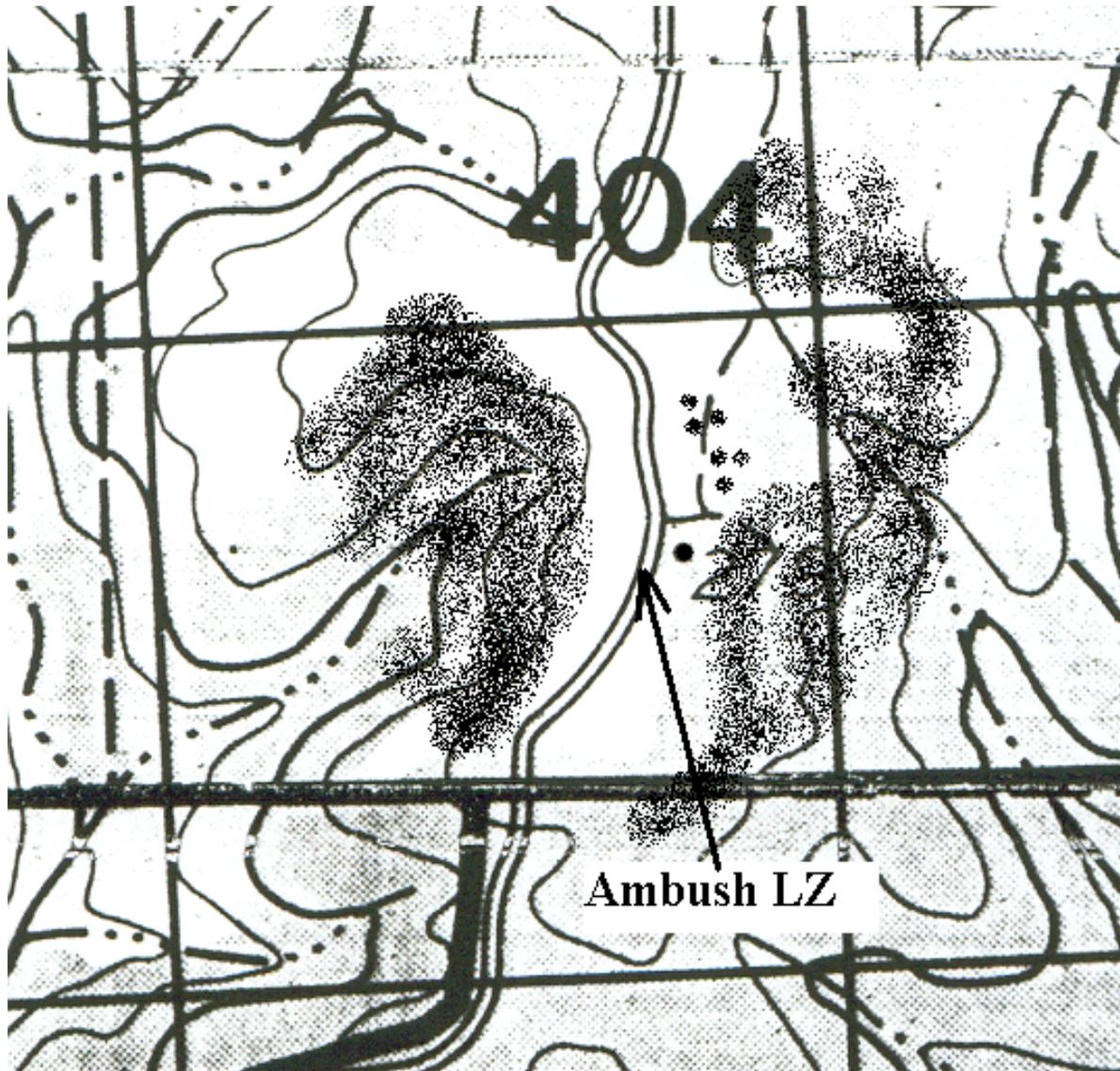
Checkpoint 16: ASSAULT LZ (TACTICAL RANGE)
LOCATION: UV016584



LZ DESCRIPTION: 100 meter X 100 meter. 1-3 foot tall grass in LZ. Hard surface road Northwest side of LZ. Wood line curves southern side up to eastern side.

HAZARDS: Power lines located along roadways. Close location to highway. At night may have problems with vehicle lights from road.

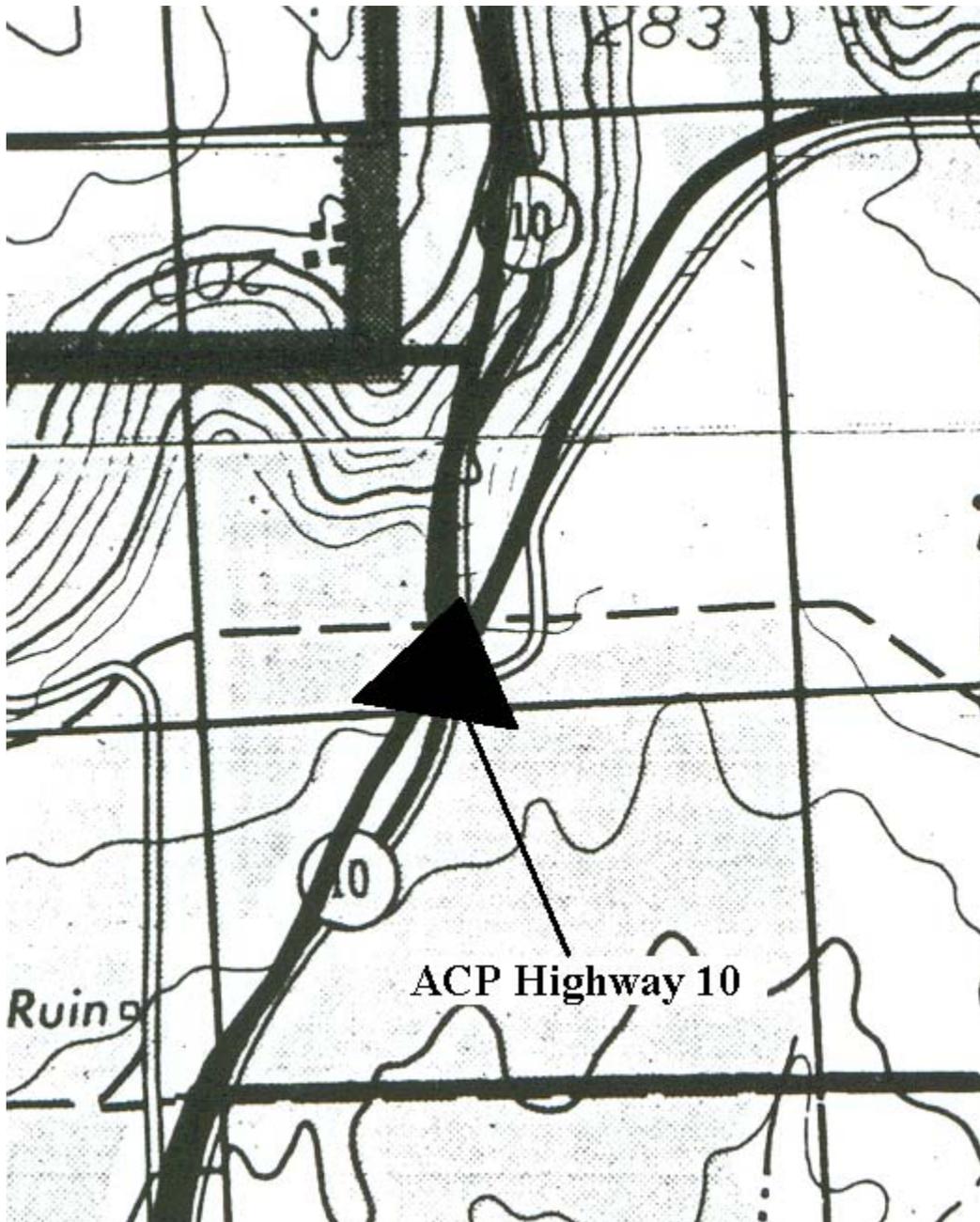
Checkpoint 17: AMBUSH LZ
LOCATION: UV036575



LZ DESCRIPTION: 200 meter X 200 meter. Slopes to the east. 1-3 foot tall grass and scrub.

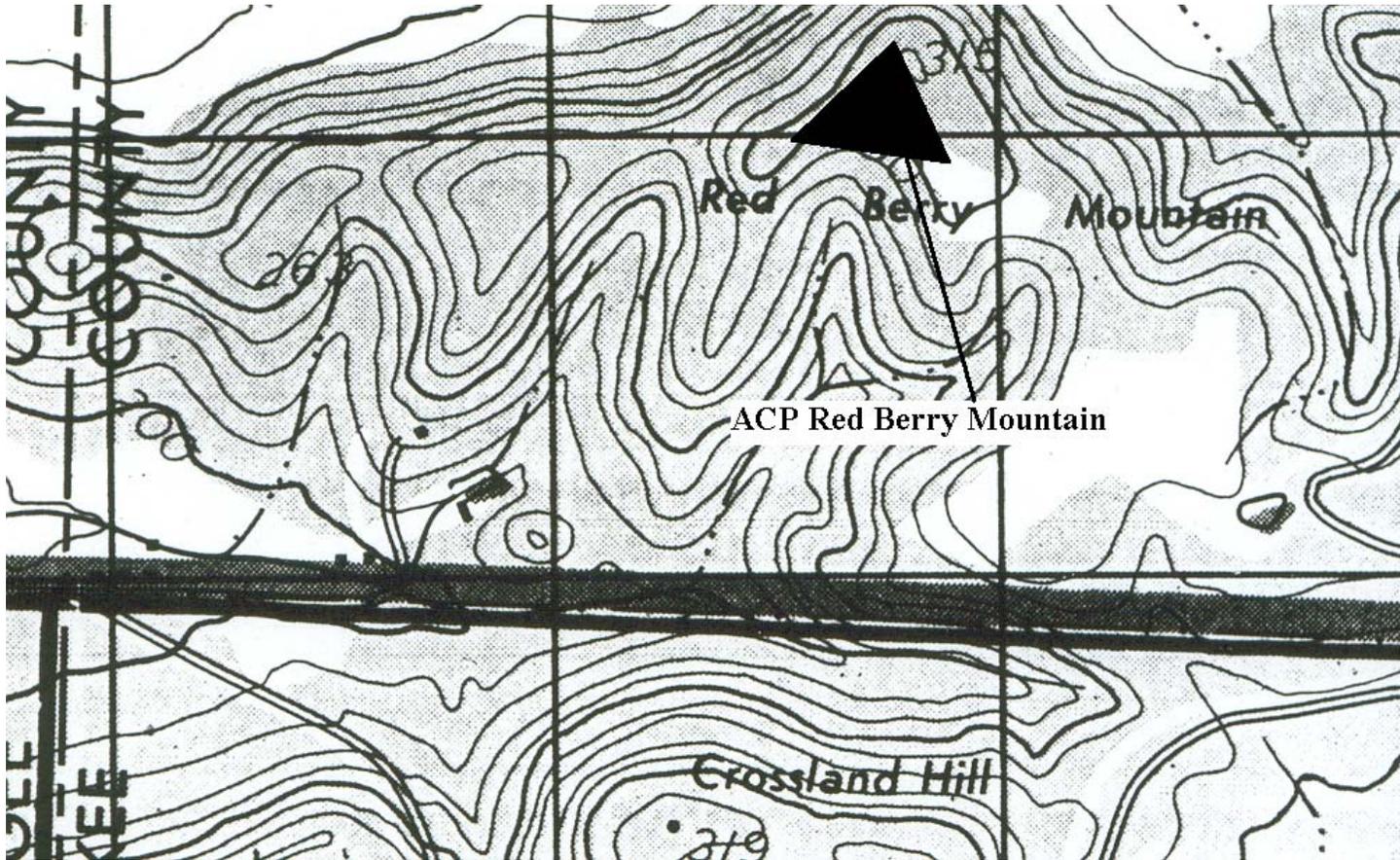
HAZARDS: 15 Foot Trees located in center of LZ. Dirt road on western side. Blowing dust.

AERIAL Checkpoint: NORTHWEST - HIGHWAY 10
LOCATION: UV015582



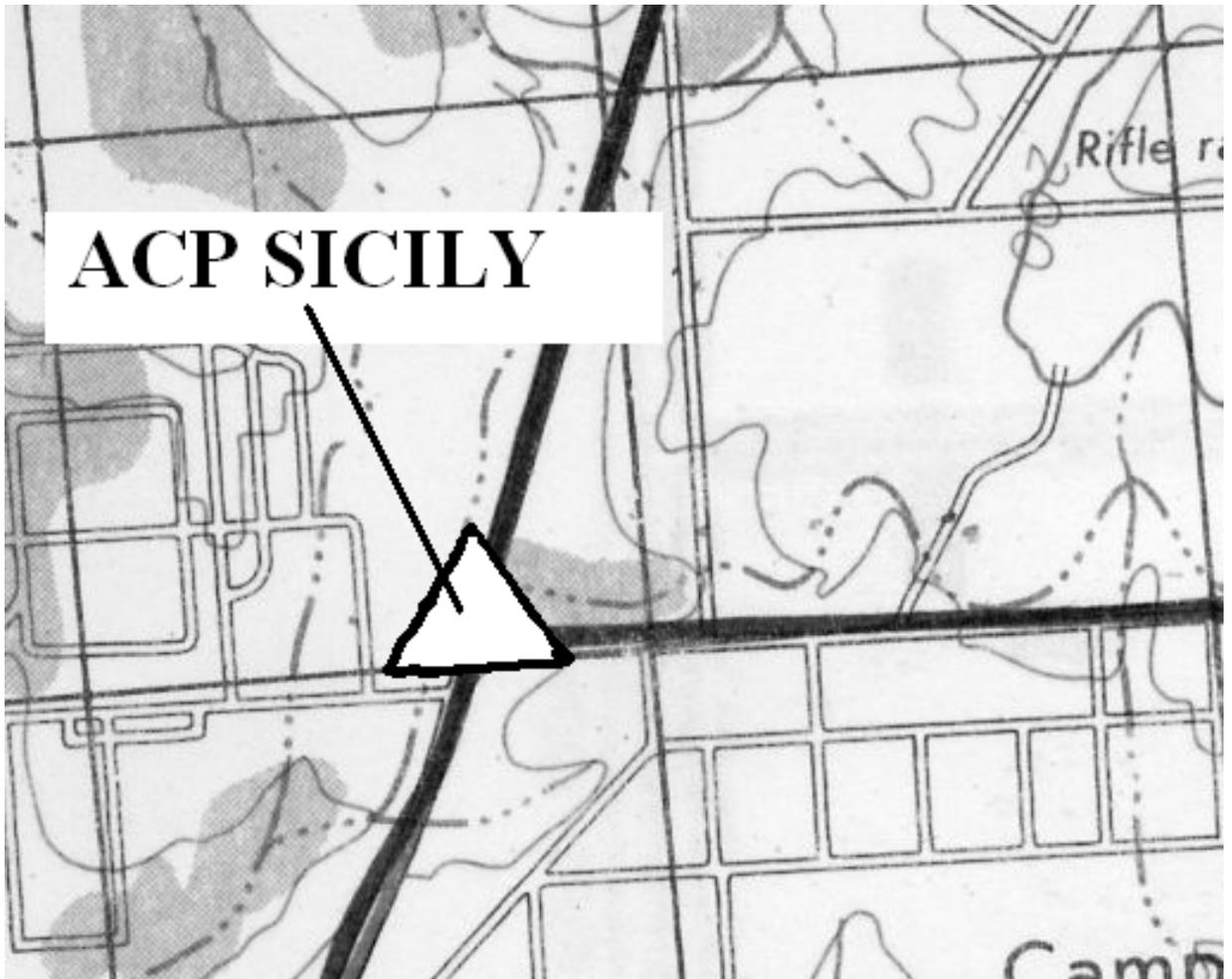
DESCRIPTION: Hard surface road with Y intersection on the southern point.

AERIAL Checkpoint: NORTH - RED BERRY MOUNTAIN
LOCATION: UV098631



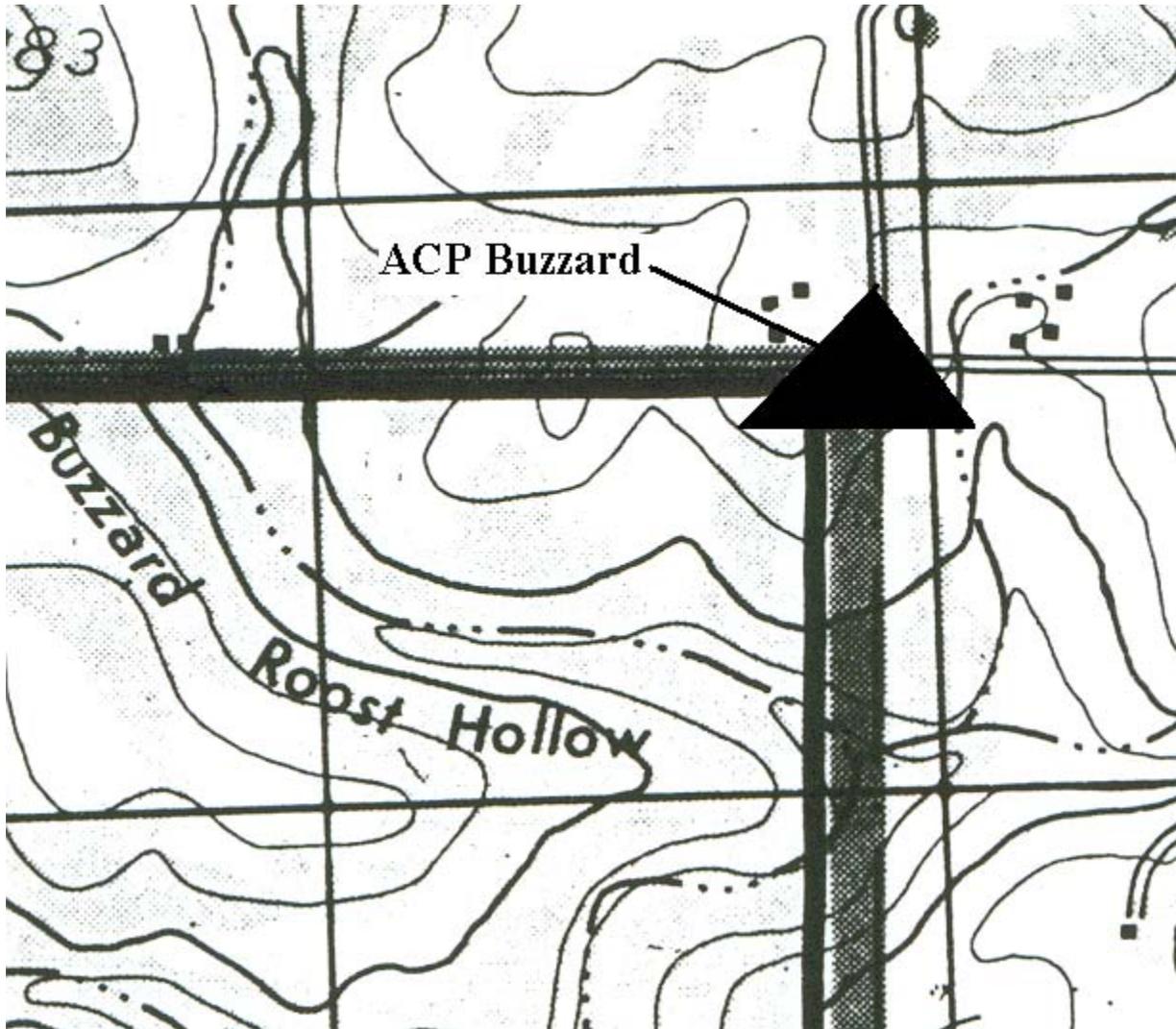
DESCRIPTION: Mountain top. East - West range 3km wide. South of Highway 10 on the Northern boarder 1050' feet. 100' foot Antenna located in center.

AERIAL Checkpoint: WEST – SICILY GATE
LOCATION: UV 007510



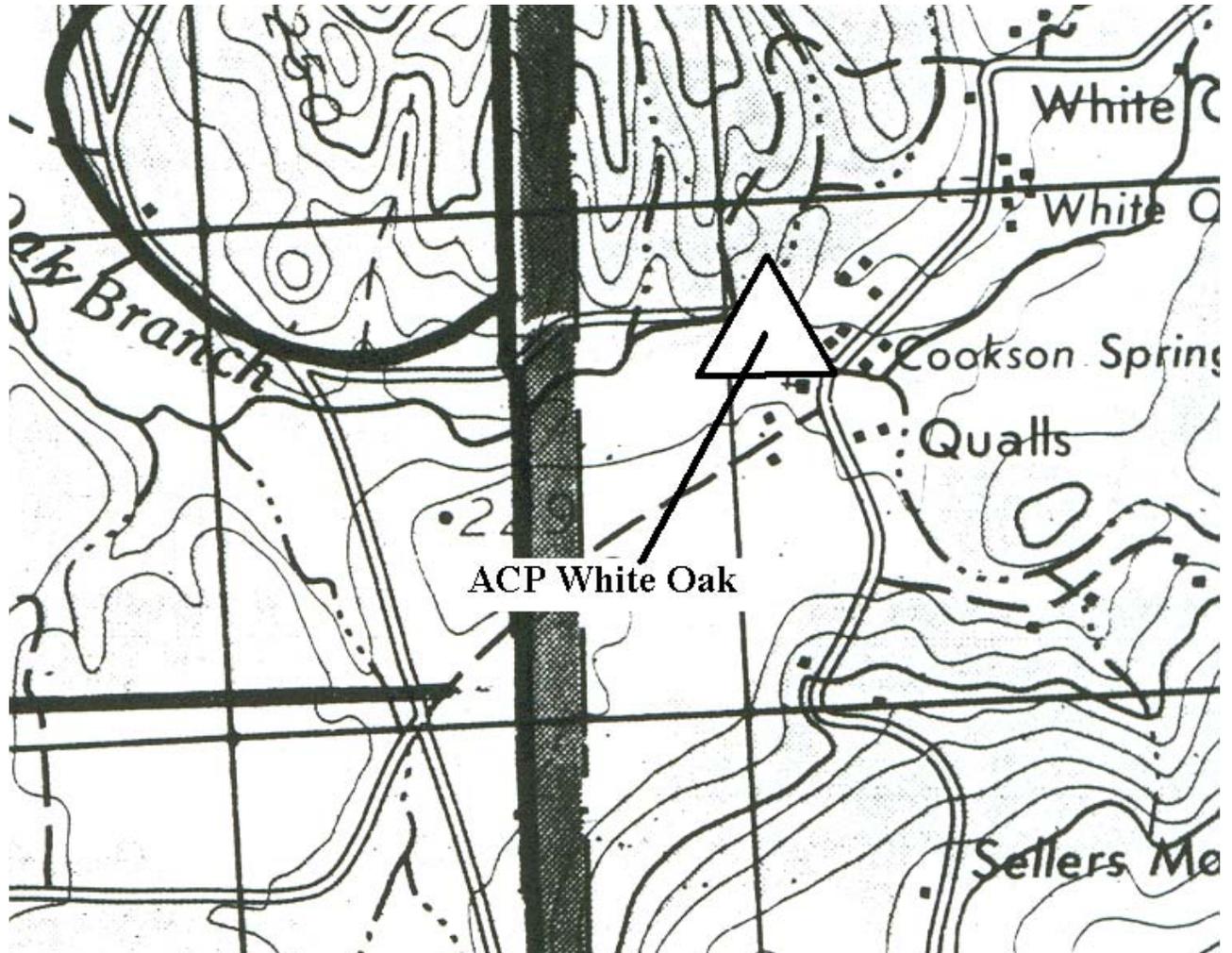
DESCRIPTION: Northern gate of Main cantonment. North/South road on west side of Gruber.

AERIAL Checkpoint: NORTH EAST - BUZZARD ROOST
LOCATION: UV159617



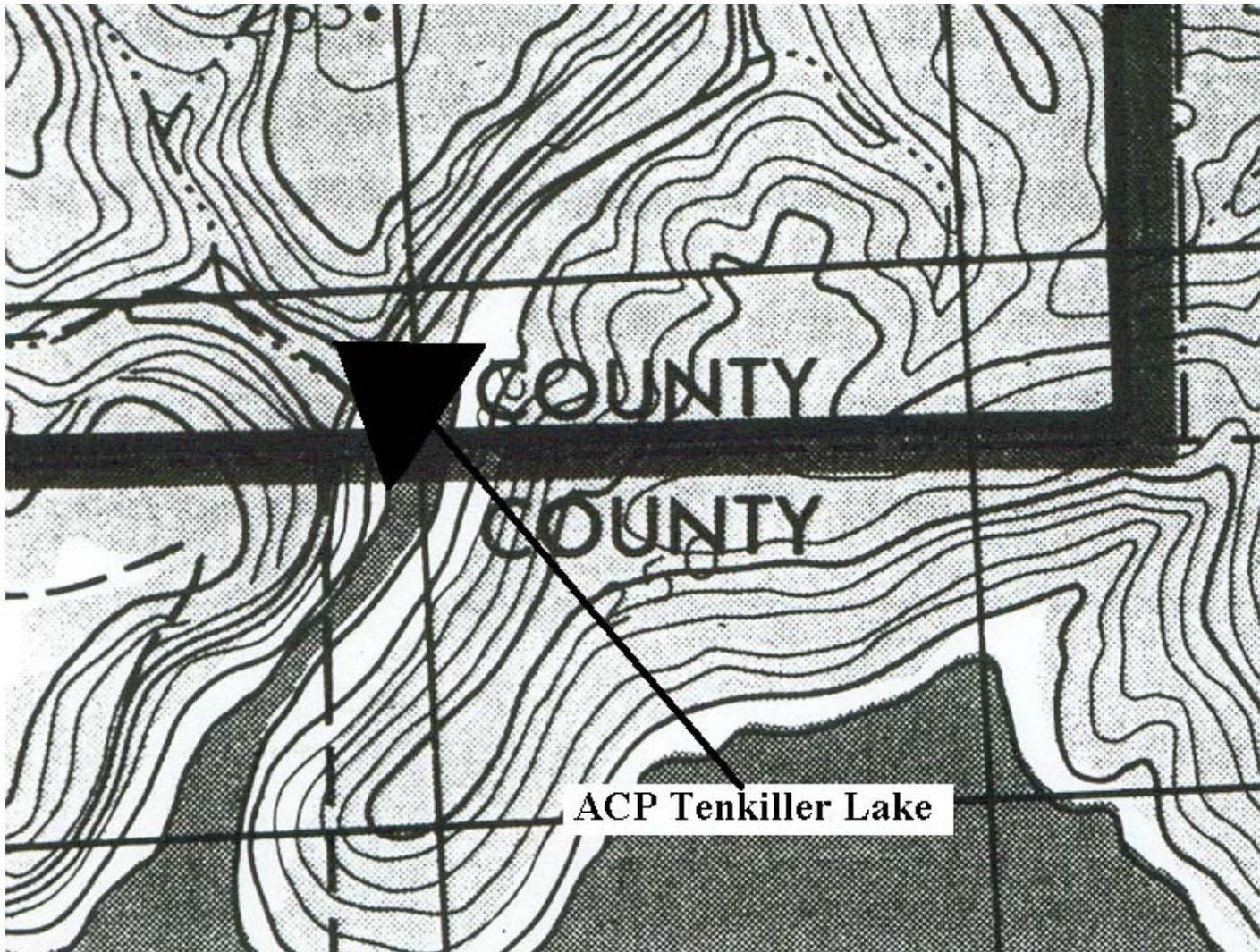
DESCRIPTION: Hard surface T road intersection. 40 foot draw southwest of intersection.

AERIAL Checkpoint: EAST - WHITE OAK
LOCATION: UV161547



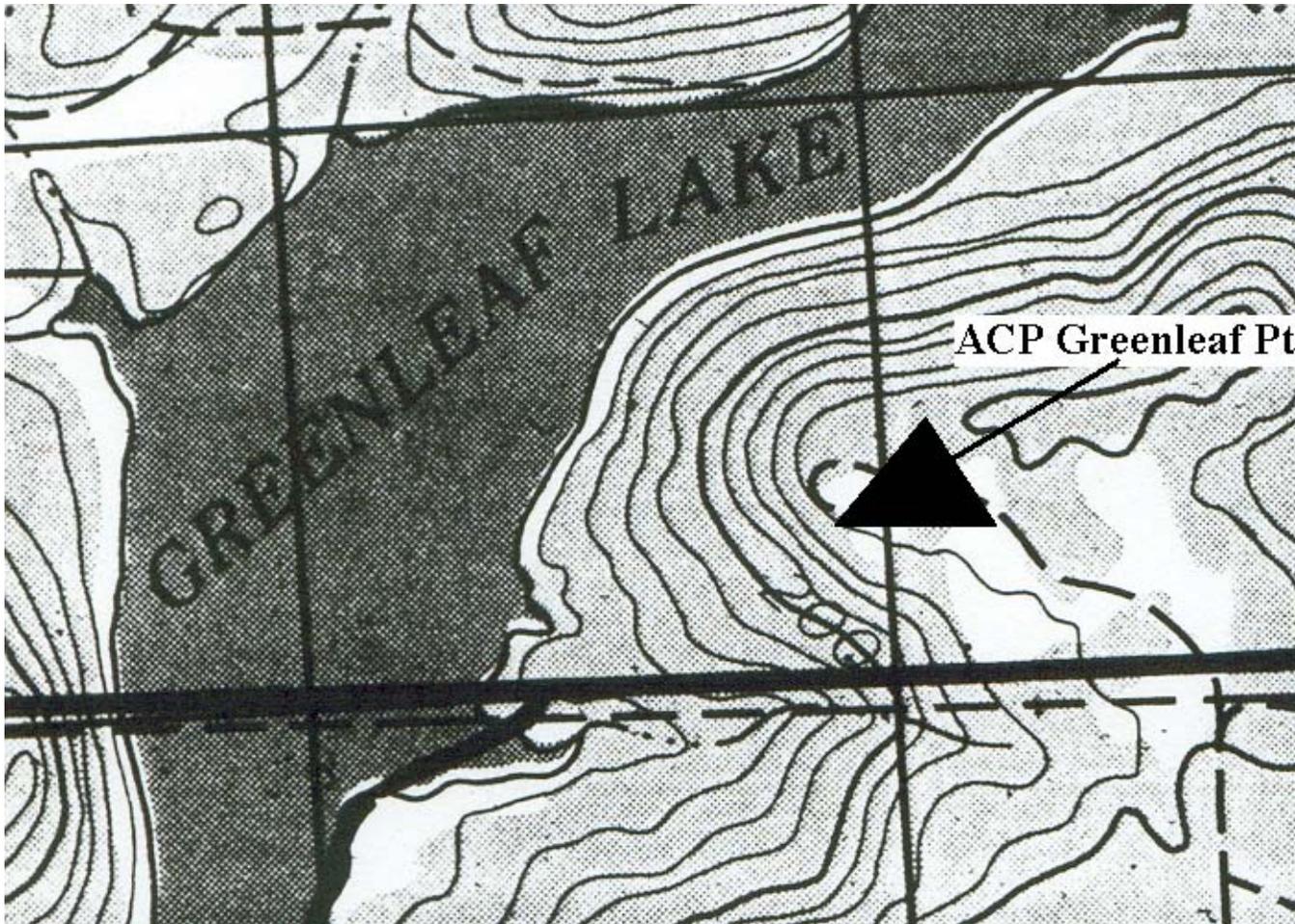
DESCRIPTION: Hard surface road East – West along eastern boundary. Town of White Oak East of Boundary. Hill 600' north of road.

AERIAL Checkpoint: SOUTH EAST - TENKILLER LAKE
LOCATION: UV140457



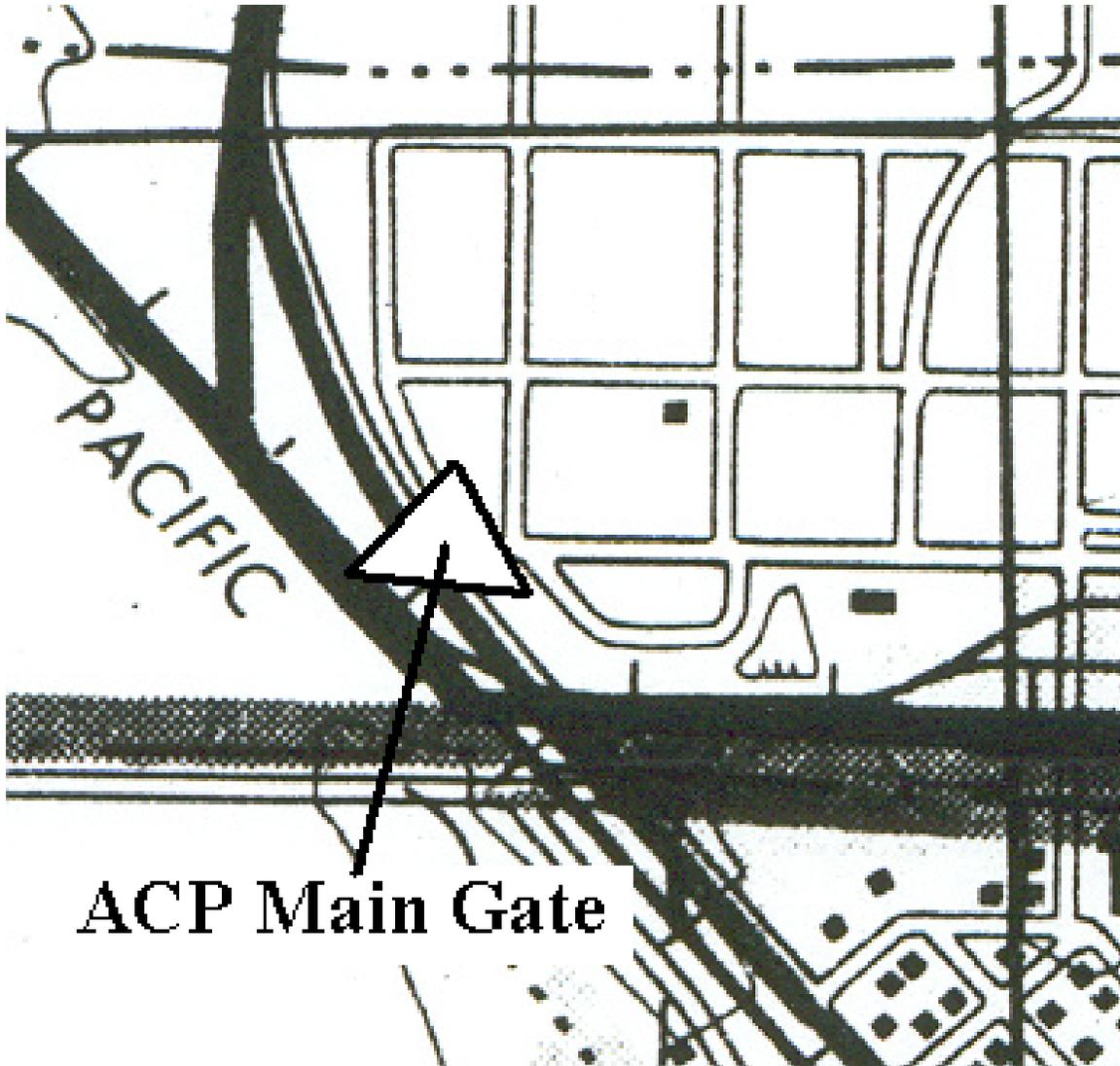
DESCRIPTION: Finger of Tenkiller Lake with Dirt road on western side. South eastern border.

AERIAL Checkpoint: SOUTH - GREENLEAF POINT
LOCATION: UV060464



DESCRIPTION: East side of Greenleaf Lake. High point with open field in middle of outcrop. Trail running through middle of field.

AERIAL Checkpoint: SOUTH WEST - MAIN GATE (CGJMTC-H)
LOCATION: UV005496



DESCRIPTION: Camp Gruber Main post gate entrance. Southwest corner of main post. Y intersection approaching from west of Gruber. Town of Braggs south of gate.

USERS OF THIS REGULATION ARE INVITED TO SEND COMMENTS AND SUGGESTED IMPROVEMENTS ON A DA FORM 2028 (RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS) OR MEMORANDUM TO COMMANDER, CAMP GRUBER JOINT MANEUVER TRAINING CENTER - HEAVY, ATTN: OKCG-PT-OT, P.O. BOX 29, BRAGGS, OK 74423-0029.

FOR THE ADJUTANT GENERAL:

FLOYD D. HAUGHT
COL, FA, OKARNG
Commanding

DISTRIBUTION:

A

