

Space, Missile, Command and Control

## WEAPONS RANGES

This supplement implements AFI 13-212, Test Weapons Ranges, and establishes procedures for Test Weapons delivery within the Utah Test and Training Range (UTTR), describes the range, and outlines range control officer, customer, range safety and ground party responsibilities. All aircrews, Test Directors, Program Managers, Range Control Officers and ground parties who perform duties within the boundaries of the UTTR will comply with this supplement.

This supplement requires the collection and maintenance of information protected by the Privacy Act of 1974. The authorities to collect and maintain the records prescribed in this supplement are 10 USC. 8013 and E.O. Number 9397, 22 November 1943.

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## Chapter 2

## RANGE AND AIRSPACE DESCRIPTION

**2.1. General Description.**

The UTTR is primarily a Training Range with infrastructure to support large footprint weapons testing. The UTTR is located in northwestern Utah and eastern Nevada. The Mission Control Center (MCC) is located off range at Hill AFB and is connected via microwave/fiber links. The large flat expanse of range has an average elevation of approximately 4,200 feet above sea level. Airspace boundaries do not necessarily coincide with the boundaries of the DoD-withdrawn land beneath this airspace. Refer to "APPENDIX A" for airspace descriptions. On the North Range, 348,767 acres are DoD owned., the South Range, including Dugway Proving Ground, there are 1,341,247 acres; (14,595 acres extend into Nevada). Much of the UTTR airspace is over Bureau of Land Management (BLM) land. No munitions may be expended on BLM land. Ground operations must be approved by BLM prior to the program commencement. The UTTR is surrounded by public domain land and is not likely to be encroached upon. Its remoteness provides much of the security for operations on the range. Training target descriptions are available in the 388 FW Training Supplement to AFI 13-212, and may be used to support test customers on a case by case basis (TOSS requirements, etc.).

**2.2. UTTR Support Facilities.**

**2.2.1. Dugway Proving Ground (DPG).** The range management section operates a support facility at Dugway Proving Ground and serves as the primary Air Force liaison for all operations. This Army post is located approximately 85 miles southwest of Salt Lake City and 110 miles from Hill AFB. The primary functional area is within the Avery Technical Center, 10 miles west of the main post. Michael Army Airfield (MAAF) is adjacent to the Avery area. The airfield features a 13,500 foot runway available for manned aircraft. Uninhabited Aerospace Vehicles REQUIRE approval from the DPG Commander and the 388 RANS. Field elevation is 4,349 feet. Prior approval must be obtained to stage out of MAAF with live ordnance. The Army provides rampside single-point refueling service. Typical services available are limited billeting, office space, vehicles; USA weather support; support coordination for MAAF; storage facilities; power production (Generators).

**2.2.2. Oasis Complex.** (Coordinates: 40° 09' 30" N, 112° 57' 30" W; Elevation: 4,210 feet mean seal level [MSL] ). Located between the Grassy and Lakeside Mountain ranges in the eastern portion of the North Range. This complex includes various billeting, dining, recreational, storage, and office facilities. Call DSN 777-1551 for reservations.

Adjacent to the compound is a 400 by 400 foot graded gravel pad used as a bivouac area. A lighted concrete helicopter pad adjacent to the headquarters building is available for use as are nearby uncontrolled, day-visual flight rules (VFR) landing strips (available to certain aircraft only). A runway adjacent to Target 22 can accept C-130 assault landings. All coordination for use of the assault landing strip is through UTTR Range Operations, (i.e., PM or RCO)

**2.2.3. Wig Support Area:** (Coordinates: 40° 09' 30" N, 112° 57' 30" W; Elevation: 4,349 feet MSL. The Wig Support Area contains the main test support facility for the South Range and an interface to the MCC located at HAFB. The 60 foot by 28 foot modular support facility is located in a 200 foot by 200 foot fenced secure compound. The modular support facility consists of a large view room, security office, communication equipment room, two special use rooms, restrooms, and a break area. All threat and moving target operations are controlled through this facility. The site also has a TEMPEST power system in which all power is filtered at the building perimeter. The Wig terminal building for fiber-optic cable tie point is located at this site.

**2.2.3.1 Other equipment at this facility includes:** Remote Instrumentation Control System (RICS) van; Remote Control Emitter System (RCES); and Ground Emitter Monitoring System (GEMS).

**2.2.3.1.1. The RICS van is a semi-trailer equipped with auto-track equipment to control up to four remotely-located Cinetheodolites (Cine-Ts) through fiber-optic cable systems.**

**2.2.3.1.2. RCES provides for the instrumentation and the remote control of threat emitters and moving targets throughout the south range from the Wig Support Facility. Silicon Graphics Incorporated (SGI) terminals are used to control the emitters through the fiber-optic cable system.**

**2.2.3.1.3. The GEMS is located at the WIG facility to monitor whether a test target is emitting the correct signal. The GEMS functions similarly to the Frequency Control and Analysis (FCA) system, but looks specifically at target emissions, and enables pre- and post-flight test characteristics analyses to be performed.**

**2.2.4. Reserved****2.3. Airspace.**

This section gives a general description of the UTTR airspace and ground space as depicted in DoD Area Planning (AP/1A).

### 2.3.1. Restricted Areas.

R6404A surface to Flight Level (FL) 580  
 R6404B surface to 13,000' Mean Sea Level (MSL)  
 R6404C 100' Above Ground Level (AGL) to FL 280  
 R6404D from, but not including 13,000' MSL to FL 250  
 R6405 100' AGL to FL 580  
 R6406A surface to FL 580  
 R6406B 100' AGL to FL 580  
 R6407 surface to FL 580  
 R6402A surface to FL 580  
 R6402B 100' AGL to FL 580

### 2.3.2. Military Operating Areas (MOAs).

Lucin A 100' AGL to 9,000' MSL  
 Lucin B 100' AGL to 7,500' MSL  
 Lucin C 100' to 6500' MSL  
 Sevier A 100' AGL to 14,500' MSL  
 Sevier B 100' AGL to 9,500' MSL  
 Sevier C\* 14,500' MSL to, but not including FL 180  
 Sevier D\* 9,500' MSL to, but not including FL 180  
 Gandy 100' AGL to, but not including FL 180

\*NOTE: Sevier C and D may be available up to but not including FL 180 to accommodate major exercises. Requests to use this airspace must be received by the range POC and an info copy to the range airspace manager at least 7 days prior to date of intended use.

### 2.3.3. Air Traffic Control Assigned Airspace (ATCAA).

Gandy: FL 180 to FL 580 (congruent with Gandy (MOA))  
 Lucin ALTRV: Raises most of Lucin A/B MOAs up to but not including FL180.

2.3.4. Instrument Route (IR) and Visual Route (VR). For scheduling authority and special instructions, see DoD AP/1B Chart, Western Edition.

2.3.5. Refueling Tracks. AR642 E, AR642 W, and AR659 - altitudes as directed by Clover Control. Additionally, radar directed air refueling may take place on the UTTR in airspace not designated as a refueling anchor.

### 2.4. North Range.

North Range is the following areas: R6404A, R6404B, R6404C, R6404D, Lucin A, and Lucin B.

### 2.5. South Range

South Range is the following areas: R6402A, R6402B, R6405, R6406A, R6406B, R6407, Lucin C, Sevier A, Sevier B, Sevier C, Sevier D, and Gandy.

### 2.6. Airspace Working Sectors.

The UTTR's restricted airspace is divided into sectors to permit scheduling and use of different parts of the range at the same time. Wherever possible, the boundaries coincide with natural terrain features. Altitude restrictions are designed to provide an even "floor" to separate air-to-air and air-to-ground missions. These altitudes can be modified to satisfy the user after coordination with the RCO and the 299 RCS.

2.6.1. North Range is divided into 12 sectors, 1 corridor and ATC airspace. ATC airspace is coordinated real-time with Clover Control.

2.6.1.1. Sector H. Surface to 9,000' MSL used for the Helicopter Air-to-Ground (HAG) target complex. At or above 10,000' MSL designated ATC airspace for use in transition, holding, and sequencing recovering aircraft to HAFB.

2.6.1.2. Sector G. Surface to 9,000' MSL used for holding and low-level transition to and from VR routes and target areas

2.6.1.3. Sector N. 500' AGL to 9,000' MSL used primarily for the north test target 22, Nord LZ or Dawn DZ. At or below 500' AGL is a no-fly area, except when operations are scheduled on targets 1, 22, laser tunnel, Nord LZ or Dawn DZ.

2.6.1.4. Sector S. Surface to 9,000' MSL (higher airspace can be coordinated with Clover Control) - for munitions test on targets 2, 3, 5, 6, 9-14, 21, 23, 24, 26, and 82 located in the south complex, and pattern work in conjunction with Eagle target complex when scheduled with Sector E.

2.6.1.5. Sector E. Surface to 9,000' MSL (higher airspace for Eagle pattern requirements coordinated real-time with Clover Control) - normally used for Eagle target and targets 15-18.

2.6.1.6. Sector K. Surface to 9,000' MSL - ingress to and pattern work for the Craner tactical target.

2.6.1.7. Sector F: Surface to 9,000' MSL - low altitude air-to-air

2.6.1.8. Sector C: 100' AGL through 9,000 MSL - low altitude air-to-air, (usually in conjunction with Sectors K and F).

2.6.1.9. Sector Q: Surface to 9,000' MSL - transition to Eagle.

2.6.1.10. Newfy Corridor. Surface to 9,000' MSL - aircraft transition real-time with Clover Control.

2.6.1.11. Sector 1: 10,000' MSL to FL 580 (except R6404C which is 10,000' MSL to FL 280) - Air Combat Tactics (ACT); i.e., normally limited to 2v2, with Air Combat Maneuver Instrumentation (ACMI) support.

2.6.1.12. Sector 2: FL 200 to FL 580 - two ship visual Basic Fighter Maneuvers (BFM) and incentive rides only, 10,000' MSL - FL 190 is designated ATC airspace.

2.6.1.13. R6404D. From, but not including 13,000' MSL to FL 250 will be scheduled so as to avoid peak traffic periods of the Salt Lake Air Route Traffic Control Center (ARTCC) and limited. LUCIN ALTRV: Above most of the LUC A/B up to but not including FL 180.

2.6.2. South Range is divided into 12 sectors, 1 corridor, an ATC transition area, and the Wendover Shelf.

2.6.2.1. Sector L: Surface to 9,000' MSL - low-altitude training.

2.6.2.2. Sector W: Surface to 9,000' MSL - Pattern area for the Wildcat/Kittycat tactical target complex, i.e., large footprint weapon sites: TS-4, TS-2, and CALCM targets.

2.6.2.3. Sector 3: 10,000' MSL to FL 580 (excluding the Wendover Shelf FL 290 and above) - ACMI, air-to-air training, aerial gunnery against towed targets, test missions. Targets are program dependent, with DART Patterns available.

2.6.2.4. Sector 4: FL 210 - FL 580 (used in conjunction with Sector W and the ATC Transition Area for air-to-ground missions) - air-to-air training and test missions.

2.6.2.5. Sector B: Surface to 9,000' MSL - Air-to-ground strikes against Baker Strong Point (BSP) tactical target complex, Combat Hammer Target Complex, artillery grids, and air-to-air training.

2.6.2.6. Sector D: Surface to 9,000' MSL - USA DPG MAAF; artillery grids and Sand Island.

2.6.2.7. Sector 5. Use: 10,000' MSL to FL 580 ACMI, air-to-air training and test missions. 10,000' MSL to FL 580. AGM-88 large footprint weapons test airspace.

2.6.2.8. Sector 6. 10,000' MSL to FL 580 - USA DPG, test missions and air-to-air training (high airspace above Sector D).

2.6.2.9. Sector M. 100' AGL to 9,000' MSL - testing, low-level transition, air-to-air training and Visual Meteorological Conditions (VMC) holding.

2.6.2.10. Sector T. 100' MSL to FL 580 - testing, low-level transition, air-to-air training and VMC holding.

2.6.2.11. Sector 7. 10,000' MSL to FL 580 - ACMI, air-to-air training and test missions.

2.6.2.12. Sector 8. 10,000' MSL to FL 580 - ACMI, air-to-air training and test missions.

2.6.2.13. R Corridor. Surface to 9,000' MSL, - transition (real-time only with Clover Control).

2.6.2.14. ATC Transition Area. 10,000' MSL to FL 200 - flight split-ups and holding.

2.6.2.15. Wendover Shelf. FL 290 and above - used by ARTCC for civilian traffic. This airspace can be released to Clover Control; however, it must be requested no later than 1 hour prior to intended use.

## 2.7. Aircraft Range Entry and Departure.

The preferred method to file for entry to the UTTR is via DD Form 175, Military Flight Plan. When staging out of HAFB, stereo flight plans on file with Base Operations should be utilized. Visual Flight Route (VFR) arrivals will contact Clover Control on appropriate Air Traffic Control (ATC) frequencies. All aircraft must receive clearance from Clover Control to enter and depart UTTR. Unauthorized entry to the UTTR is an airspace violation.

2.7.1. Mission Briefs: Prior to departure for the UTTR airspace, aircrews are responsible for pre-mission briefing Clover Control. Dedicated briefing numbers at Clover Control are DSN: 777-7575/777-4930 or FAX 777-9515. Mission commanders are responsible for ensuring test related pre-mission briefings take place. Pre-mission briefings will include, but are not limited to: Call Sign, Aircraft Type, Scheduled Range Time, Airspace, Inbound Profile, Mission Description, and Outbound Profile.

## 2.7.2. Airspace Working Sectors and Assigned Frequencies.

2.7.2.1. North Range. Clover North ATC - 339.0/118.45. Lucin A and B advisory - 298.6. MAWK Control test frequencies - 383.2, 398.1, 138.05.

2.7.2.2. South Range. Clover South ATC - 301.7/134.1. Lucin C, Gandy, and Sevier A and B advisory 316.05. MAWK Control test frequencies 266.3, 398.1, 138.05.

2.7.3. ATC Services and Procedures. Clover ATC is responsible for the safe and orderly flow of aircraft to and from assigned working sectors. Instrument Flight Rules (IFR) or VFR separation standards apply upon entry of the UTTR assigned working sector. Clover Control will provide: IFR descent to Visual Meteorological Conditions (VMC); area boundary advisories based on radar and radio

coverage; and IFR or VFR clearance from assigned working sectors to destination with radar hand off to the appropriate Federal Aviation Administration (FAA) facility.

## 2.8. On Range Flight Procedures:

2.8.1. Clover Control will provide a clearance to aircraft prior to entering the UTTR airspace.

2.8.2. Squawk Mode 3/C within UTTR airspace.

2.8.3. Remain on Clover ATC frequency until released to MAWK Control.

2.8.4. Inform Clover ATC if an IFR climb or descent to VMC conditions is required prior to range entry or exit.

2.8.5. Maintain inter-flight separation when established in assigned working sectors, and maintain a 2-1/2 mile buffer zone from all external boundaries.

2.8.6. Complete all tactical/inter-flight communications, flight join-ups, and weapons checks prior to contacting MAWK Control for clearance from assigned working sector.

2.8.7. Complete flight split-up in the working sector.

2.8.8. Contact MAWK Control prior to contacting Clover ATC for range exit and clearance to final destination. If radio contact with MAWK OR CLOVER cannot be established, proceed with No Radio (NORDO) procedures.

2.8.8.1. Remain in VMC, if possible. If VMC cannot be maintained, or descend below FL 180 to VMC within restricted airspace, squawk the appropriate code, and proceed to destination under VFR upon departing restricted airspace.

2.8.8.2. If unable to maintain flight under VFR and with only two-way radio failure, proceed IAW current procedures as published FAA and Air Force two-way radio failure procedures with the following exception: HAFB assigned aircraft will fly NORDO procedures IAW current letters of agreement.

## 2.9. Restrictions.

2.9.1. Definition of terms: "Clearance to Fire Procedures" are established by the RCO, will be understood and complied with by all personnel using the UTTR complexes. Procedures follow generic terminology of "Hot, Cold, Closed" as defined below:

2.9.1.1. Hot: Specified airspace is unavailable for use due to the presence of: air traffic, live ordnance, and/or ground

parties. (Examples: "Sector K is hot." "Target 26 is hot surface to 15,000' MSL within 2 nautical miles (NM) radius." or "Grid 64 A & B is hot surface to FL 400.")

2.9.1.2. Closed: Specified target area is unavailable for weapons delivery; however, over-flight is authorized. (Examples: "Wildcat Industrial Complex is closed." or "Target 13 is closed.")

2.9.1.3. Cold: Specified ground or airspace status does not preclude its use. (Examples: "Sector W is cold." or "Wildcat Target Complex is cold.")

2.9.2. Uninhabited Aerospace Vehicles (UAV). UAVs, RPVs, cruise missiles, air-to-surface, air-to-air missiles, and accurate munitions will have profiles developed/provided by the program/project office which avoid manned/inhabited locations. The maximum level of risk to these locations shall not exceed RCC Std 321-97, which limits the risk of death per mission at 30 in 1 million for non-participants and 300 in 1 million for essential personnel. If these levels are exceeded or cannot be determined, then, the manned location shall be excluded from the vehicle maximum energy footprint. An exception to this maximum energy footprint exclusion exists when the vehicle has a range approved flight termination system. In that case, manned locations shall be avoided by a horizontal distance equal to the AGL altitude or 3 NM above 18,000 ft AGL, 1 NM below 6,000 ft AGL. Refer to para. 3.5 for FTS requirements.

## 2.9.3. Manned Aircraft Restrictions.

2.9.3.1. Flight restrictions over EOD ground parties in the process of area decontamination are as follows:

2.9.3.1.1. Unarmed aircraft and armed aircraft with master armament switch "Safe" - Minimum over flight altitude of 10,000' AGL within 2 NM horizontal distance.

2.9.3.1.2. Armed aircraft with master armament switch in "Arm" - Avoid by 2 NM horizontal distance.

2.9.3.2. Flight restrictions over all other ground parties are as follows:

2.9.3.2.1. Unarmed aircraft and armed aircraft with master armament switch "Safe" - Remain above 500' AGL.

2.9.3.2.2. Armed aircraft with master armament switch in "Arm" - Over-flight not authorized - minimum of 1 NM horizontal distance separation is mandatory.

2.9.4. Aircraft Mock Attacks. Test aircraft with inert ordnance are authorized mock attacks provided the attacks

are coordinated as a part of the test program and approved by the SRB. Master armament switches must be "safed", and aircraft will remain above 500' AGL. Aircraft carrying high explosive (HE) ordnance are not authorized mock attacks against any manned site, regardless of master armament switch position. Mock attacks against non-participating sites are prohibited.

**2.9.5. Aircraft Laser Guided Weapon Deliveries.** Over-flight of ground laser teams will maintain a minimum horizontal separation distance of 2,000' AGL.

**2.9.6. Mishap Site.** Due to the significant number of personnel, equipment and aircraft involved in mishap investigation and recovery activities, all other uninvolved aircraft will avoid the crash site by a 5 NM radius and 5,000 feet AGL.

**2.10. Hung Ordnance Recovery at HAFB.** (Reference OO-ALC/HAFB 13-201 for Hill AFB Hung Bomb Pattern and Procedures.) Aircraft will advise Clover Control, via MAWK Control, as soon as it is determined aircraft will be returning to HAFB with secure hung or unexpended ordnance.

Note: Non-HAFB aircraft normally will not recover to HAFB with live hung ordnance. MAAF is the designated airfield for live hung ordnance, unless otherwise identified in the Test Plan or SRB.

**2.11. Emergency Jettison.**

Test aircraft may jettison or salvo live ordnance on live targets and inert ordnance on inert targets as designated by the RCO.

**2.12. Bail-out.**

In Sector D, Kittycat Target Complex, HAG Complex, and test targets - remain in position do not move around target area or try to walk out; wait for assistance or pickup. (NOTE: The UTTR does not currently have helicopter medical evacuation support available.)

**2.13. Supersonic Flight.**

Authorized only within the supersonic area of the South Range above 5,000' AGL and North Range between 700' to 7000' AGL. Contact the RCO for boundaries and operating limitations.

**2.14. Ground Space.**

DoD-withdrawn land is located in R6404A, R6404B, R6406A, and R6407.

**2.15. Aerial Refueling.**

AR-642E, AR-642W, and AR-659 are published refueling tracks, used primarily to support missions on the UTTR. If aerial refueling support is required, the UTTR customer is

responsible for coordinating and scheduling the ALTRV, and both tanker and receiver aircraft. Aerial refueling operations in AR-642E, AR-642W, an AR-659 will be under Clover Control. Radio frequency is 287.0 or as assigned. Entry, holding, and exit procedures will be IAW AP-1B, or as assigned.

**2.15.1. Aerial refueling airspace** extends from 18,000' MSL through FL 280 for AR659 (Gandy Extension). Fuel Dump Area is located in the center of area; i.e., 40° 30' N, 113° 34' W, or 133°/16 NM from BVL VORTAC (Channel 70).

**2.15.2. Emergency airfields** from the refueling tracks are: MAAF (Channel 79) at 40° 11' N. 112° 56' or 117°/23 NM; Wendover (282°/36 NM) at 40° 43.7' N. 114° 02.2' W. or 255°/12 NM from BVL VORTAC; (Channel 70).

**2.15.3. Special Procedures.** During high activity, a 20-mile extension is used west of the Gandy ATCAA with vectors from Clover Control. Radar directed air refueling may take place on the UTTR in airspace not designated as a refueling anchor.

**2.16. Fuel Dumping.**

Fuel dumping within the UTTR will be accomplished IAW FAA Hand-out (FAAH) 7110.65. Clover Control will assign appropriate altitude and pattern.

**2.17. Flight Avoidance Areas.**

Low-level flight over populated locations within the restricted areas and MOAs of the UTTR is restricted to a minimum altitude of 3,000' above the highest obstacle within a horizontal radius of 1-1/2 NM.

**2.17.1** Exception to the radius rule is Fish Springs National Wildlife Refuge located on the northeastern portion of the Fish Springs Mountain Range. This area presents a potential bird hazard to flight. Aircraft will avoid this entire area below 3,000' AGL.

**2.17.2.** All aircraft at 3,000' AGL, and below, within 5 statute miles of MAAF, will contact Dugway Range Control.

**2.17.3.** Unmanned vehicles will avoid over-flight within the area defined in paragraph 2.17.1.

**2.18. Range Violation Complaints.**

Range violation complaints will be logged on a Range Complaint Report form, and summarized in a letter to the commander of the organization involved. The commander will ensure an investigation is conducted, endorse the letter as to findings and action taken, and return it by the suspense date assigned.

Flight Avoidance Areas TableLucin MOAs

Town of Park Valley: 41 deg 49.017 min N, 113 deg 18.433 min W

Town of Grouse Creek: 41 deg 42.556 min N, 113 52.981 min W

Town of Etna: 41 deg 40.575 min N, 113 57.361 min W

Town of Montello: 41 deg 15.736 min N, 114 deg 11.588 min W

Town of Wendover: 40 deg 43 min N, 113 deg 27.5 min W

Morris Ranch Complex  
(East of Lucin C): 41 deg 49.7 min N, 113 deg 27.5 min W

North Range Sector

Sector N - 75 RANS (military complex) 41 deg 03 min N, 112 deg 46 min W

Sevier MOAs

Sevier A: Town of Eskdale

Sevier B. Minimum altitude 1,000' AGL north of 40 deg 13 min N

South Range Sectors

<u>Sector</u>	<u>Area</u>
M	Town of Gandy
M	Town of Partoun
M	Town of Trout Creek
M	Pleasant Valley
B	Town of Ibapah
B	Ibapah Airfield
B	Six-Mile Ranch
B	Town of Callao
B	Town of Gold Hill
B	Timm's Ranch
M	Town of Goshute
T	Fish Springs

All aircraft (tactical, non-tactical, etc.) are restricted to an altitude of 3,000' AGL or above within a 1 NM horizontal radius of the following in sectors D and D/W:

Sector D	Baker Lab*
Sector D	CARR Facility*
Sector D	Ditto Facility*
Sector D	Defensive Test Chamber*
Sector D	English Village*
Sector D	Fries Park*
Sector D	Sand Island
Sector D/W	J-Target Complex

\*All UAVs are restricted from overflight of the following locations: Bakers Lab, CARR Facility, Ditto Facility, Defensive Test Chamber, English Village and Fries Park.



**2.19. Hazards to Flight.**

Numerous high towers are located within the UTTR. Contact Dugway Range Control (DSN 789-5141) for locations in Sector D and project RCO for other sectors.

**2.20. Hazardous Ground Operations.**

Several areas throughout the UTTR are scheduled periodically for munitions propagation, static missile motor firing, small arms training, etc. When these areas are scheduled to be hot, certain over-flight restrictions will be implemented and identified on the range schedule. The following information is provided to assist in mission planning.

**2.20.1. Peacekeeper Area (Small Arms Fire)**

Coordinates: 41° 08.070 min N ; 112° 58.008 min W  
Elevation : 4,250' MSL

**2.20.2. GAU-8 Area (Ground Test Firing)**

Coordinates:

1) Firing Area: 41° 05.362 min N; 112 ° 59.116 min W

2) Impact Area: 41° 05.558 min N; 112 ° 59.545 min W

Elevations:

1) Firing Area 4,315' MSL

2) Impact Area 4,370' MSL

**2.20.3. Phoenix (Small Arms Training):**

Coordinates: 41° 03.161 min N; 112 ° 59.466 min W  
Elevation: 4,672' MSL

**2.20.4. CBU Valley (Propagation Testing)**

Coordinates: 41° 05.608 min N; 113 ° 01.573 min W  
Elevation: 4,205' MSL

**2.20.5. Big Pappa (Propagation Testing)**

Coordinates: 41° 08.819 min N; 112° 57.2 min W  
Elevation 4,250' MSL

**2.20.6. TTU (Munitions Disposal):**

Coordinates: 41° 07.873 min N; 112 ° 53.528 min W  
Elevation: 4,711' MSL

**2.20.7. Hazard Pads (Missile Motor Firing):**

Coordinates:

1) 41° 02.995 min N; 112° 57.523 min W

2) 41° 03.059 min N ; 112 ° 57.807 min W

3) 41° 03.192 min N; 112 ° 57.776 min W

Elevations

1) 4,480' MS

2) 4,496' MSL

3) 4,506' MSL