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## RANGE ADVICE NOTE 1/12

See Distribution

Reference:

A. JSP 403 Volume II

Our reference: 28-14-01

Date 5 Mar 2012

### 1. Unloading bays. (Also for troops Op Herrick)

Weapon Unloading Facilities (WUF) are described in Reference A Chapter 32 which covers permanent and portable WUF. In both cases where weapons are fired into sand or loose material account must be taken of the muzzle blast particularly where small tubes or pipes are used to direct the weapon. Should the weapon be discharged into a pipe buried in sand or loose material that material will be blown up the tube into the firer's face. Reference A Para 3209 covers this hazard at sub para 3. Where tubes are used the bottom of the tube at the surface of the sand should be vented to allow the muzzle blast to escape. Alternatively a split rubber seal may be used at the mouth of the tube allowing the muzzle to be placed into the tube and any debris blown up the tube to be captured.

### 2. LMG practices (RSN 1 – 10)

It has been pointed out that not all the restrictions set out in RSN 1-10 have been lifted. For clarity, the restrictions on firing from 300 m and beyond mentioned in RSN 1 -10 need no longer be applied. It is now accepted that there is more potential for ricochet into the gallery when LMG is fired from distances greater than 300 m. The control measures set out in RSN 2 - 12 take this into account.

### 3. Range floor marking.

A question has been raised on how the intermediate firing points on barrack ranges should be marked. Reference A. Chapter 2 at para 02098a sets out the requirement to mark the intermediate firing points. Para 02098g calls for all trip hazards to be removed. Chapters 8 and 9 do not provide specific detail on how such marking should be provided but refer to timber markers or specifically surfaced firing points. Both these options and the use of buried timber marked with lane marking are suitable providing there is no trip hazard when installed and during use. With more use of movement on these ranges there is a requirement to provide clear lane and distance markers without introducing a trip hazard.



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