



DEPARTMENT OF THE NAVY  
FLEET AREA CONTROL AND SURVEILLANCE FACILITY  
P.O. BOX 40  
NAVAL AIR STATION  
JACKSONVILLE, FLORIDA 32212-0040

FACSFACJAXINST 3000.1D  
30  
01 MAY 2001

FACSFACJAX INSTRUCTION 3000.1D

Subj: OPERATIONS MANUAL

Ref: (a) CINCLANTFLTINST 3120.26 SERIES  
(b) CINCLANTFLTINST 3624.1 SERIES  
(c) COMNAVAIRLANT 8840.1 SERIES  
(d) COMMINEWARCOMINST 8550.1 SERIES  
(e) OPNAVINST 3770.2 SERIES  
(f) COMNAVAIRLANTINST C8120.1 SERIES

1. Purpose. To establish and publish procedures for the effective, efficient and safe utilization of Fleet operating areas assigned to Fleet Area Control and Surveillance Facility, Jacksonville (FACSFACJAX).
2. Cancellation. FACSFACJAXINST 3000.1C.
3. Background. To ensure the most efficient use of the sea and airspace in selected Fleet Operating Areas (OPAREAS) the Navy established Fleet Area Control and Surveillance Facilities. The Chief of Naval Operations (CNO) established FACSFACJAX on 1 April 1977 to control areas in the Atlantic. Each FACSFAC has two major roles: OPAREA Resource Manager and Fleet Support Services Provider. All the Atlantic Fleet OPAREAS are defined by reference (a). It assigns the Jacksonville and Charleston Fleet OPAREA to FACSFACJAX. This includes all offshore surface and subsurface areas from Wilmington, North Carolina to Daytona Beach, Florida and East to 77° West longitude. It includes all offshore airspace within Warning Areas W-132, W-133, W-134, W-157, W-158, W-159, and the northeastern portion of W-497, as well as adjoining airspace on a temporary basis, assigned by the Federal Aviation Administration (FAA). It also includes assigned Special Use Airspace (SUA) over land associated with air-to-ground targets in Restricted Areas R-2906, R-2907, and R-2910, and the Palatka One/Two, Gator One/Two, and Mayport Military Operating Areas (MOAs). FACSFACJAX also manages fifteen low-level Military Training Routes (MTRs) in the southeast United States.
4. Authority. FACSFACJAX is the Area Coordinator for offshore areas and supports Commander, Naval Region, Southeast in his Area Coordination responsibilities ashore by managing designated

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Special Use Airspace (SUA) and Military Training Routes (MTR) on behalf of Commander Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT) in accordance with reference (a). Reference (b) tasks FACSFACJAX to "establish, enforce and publish procedures for effective, safe utilization of assigned areas." FACSFACJAX resource management authority applies to all military (and other authorized) users of the OPAREA including air, surface, and subsurface units. FACSFACJAX conducts direct liaison with any military command, authorized OPAREA user, Fleet support services provider, or other appropriate authority as related to the accomplishment of its major roles. Additionally, FACSFACJAX was designated on April 8, 1983 as the first Air Traffic Control Facility and provides IFR services to aircraft. On June 4, 1987, FACSFACJAX was further designated by COMNAVAIRLANT as the single point of contact between the Navy and the FAA on all airspace matters in the Jacksonville area. CNO designated FACSFACJAX as Regional Airspace Coordinator on December 12, 1988.

6. Distribution. Only one (1) copy of this manual is provided to each organization, unless otherwise noted via CD ROM. Organizations requiring additional copies may locally reproduce this manual or download additional copies from FACSFACJAX website at [www.facsfacjax.navy.mil](http://www.facsfacjax.navy.mil).

7. Changes or Corrections. Any recommendations for changes or corrections should be forwarded to Operations Office, FACSFACJAX via naval message, letter or by telephone, DSN 942-2551, or Commercial 904-542-2551.

8. Action. All users of Fleet OPAREAs, SUA and MTRs assigned to FACSFACJAX and the associated Fleet support services shall comply with the procedures and restrictions prescribed in this manual.

  
WILLIAM B. EVERS

Distribution:

SNDL Parts 1 and 2

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42FF1, 42GG1, 42GG3, 42UU1, 42XX, FKP1H, FA 6, FA 7, FA 24, FT  
90, FT91, 45A1, 46B, 46C1, 46C3, 46D2, 46D3, 46J

U.S. AIR FORCE

USSTRATCOM

OFFUTT AFB, NE 68113-5001

9AF/DOS

SHAW AFB, Sumter, SC 29152

12 AF/DOXS

DAVIS MONTHAN AFB, Tucson, AZ 85707

HQ AAC/DOOV

ELMENDORF AFB, AK 99506-5001

3334TRS/TTKOF

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HQ AMC/DOOXT

SCOTT AFB, IL 62225-5001

FEDERAL AVIATION ADMINISTRATION, FAA SOUTHWEST REGION, ASW-900/AF  
REP

2601 MEACHAM BLVD, FT WORTH, TX 76137-4298

AF REP, FAA WESTERN PACIFIC REGION, AWP-910

P.O. BOX 92007

WWPC, LOS ANGELES, CA 90009-2007

AF REP, FAA ALASKAN REGION, HQ AAC (DOOV)

ELMENDORF AFB, AK 99506

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AF REP, FAA CENTRAL REGION, 601 EAST 12TH ST, FEDERAL BUILDING  
KANSAS CITY, MO 64106

AF REP, FAA NEW ENGLAND REGION, ANE-900 PARK  
BURLINGTON, MA 01803

AF REP, NORTHWEST MOUNTAIN REGION, 1601 LIND AVE SW  
REMTOM, WA 98055-4056

AF REP, FAA SOUTHERN REGION, ASO-900, P.O. BOX 20636,  
ATLANTA, GA 30320

HQ AFC4A/ATCO  
SCOTT AFB, IL 62225-6001

HQ AFMC/IGOF  
WRIGHT PATTERSON AFB, OH 45433-5001

AFRES/DOTS  
ROBBINS AFB, GA 31098-6001

HQ ANGSC/DOS  
ANDREWS AFB, MD 20334-5000

SEAD SECTOR/DOS  
TYNDALL AFB, FL 32403-5015

MSCO  
PORT CANAVERAL FL, PATRICK AFB, FL 32925-5399

347 OSS  
MOODY AFB, GA 31699-1899

COAST GUARD

USCGC CONFIDENCE (WMEC 619)  
C/O PATRICK AFB, FL 32925-5080

COMDT COGARD (G-OMR-3) 2100 2ND ST. SW  
WASHINGTON, DC 20593-0001

COMCOGARD DISTRICT FIVE, FEDERAL BUILDING, 431 CRAWFORD ST.  
PORTSMOUTH, VA 23704-5004

COMMANDER 7TH COAST GUARD DISTRICT (OPC) FEDERAL BLDG 51 SW, 1ST  
AVE

MIAMI, FL 33131-3050

COMMANDING OFFICER GROUP, P.O. BOX 385  
MAYPORT, FL 32267

COMMANDING OFFICER, USS COAST GUARD BASE CHARLESTON, 196 TRADD ST  
CHARLESTON, SC 29401-1817

COMMANDER, ATLANTIC AREA U.S. COAST GUARD GOVERNOR IS.,  
NEW YORK, NY 10004-5498

COGARD HITRON TEN

ARMY

ALPHA COMMAND THIRD BATTALION, 160TH AVIATION REGIMENT,  
HUNTER ARMY AIR FIELD, GA 31409-5205  
COMMANDING OFFICER, B COMPANY, 224MI BN  
HUNTER ARMY AIR FIELD, GA 31409  
COMMANDER GENERAL, 24TH INF DIV (G-3)  
FORT STEWART, GA 31314  
COMMANDER, 96TH CA BN  
FORT BRAGG, NC 28307  
CINCARLANT  
FORT MCPHERSON, GA 30330  
CHIEF STAFF ARMY  
WASHINGTON, DC 20593  
COMMANDING OFFICER, 18TH ABN CORPS (AFZA-DPT-EX/AFZA-CE)  
FORT BRAGG, NC 28307  
COMMANDER 18TH ABN CORPS (AFZA-GT-EJ)  
FORT BRAGG, NC 28307  
117 AES HUNTER AAF  
FT STEWART, GA 31314  
HQ JASC, BOX 70239  
FORT BRAGG, NC 28307-5000

JOINT

COMMANDER MILITARY SEALIFT COMMAND (MBT)  
WASHINGTON, DC 20390  
COMSOLANT  
FORT BRAGG, NC 28307 (J-2/J-3/J-6)  
CJTTF4  
NAS KEY WEST, FL 33040-0002 P.O. BOX 9051  
COMUSMARDEZLANT GOVERNORS ISLAND  
NEW YORK, NY 10004  
DIRNSA/CSS (V09/V39R24)  
FT GEORGE G MEADE, MD 20755  
HEADQUARTERS NORAD, ALL KR ACTIVITIES  
PETERSON AFB, CO  
COMJARCC  
NAS KEY WEST, FL 33040  
COMMANDER, 1ST SOCOM (G3, AFVS-GC)  
FORT BRAGG, NC 28307

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FAA

FAA EASTERN RGN HQ (AEA530) JFK INTERNATIONAL AIRPORT,  
JAMAICA, NY 11430  
FAA JACKSONVILLE TOWER, P.O. BOX 18346  
JACKSONVILLE, FL 32229  
FAA ARTC, 7500 N.W. 58TH ST  
MIAMI, FL 33166  
FAA SOUTHERN REGION HQ (ASO531), P.O. BOX 20636  
ATLANTA, GA 30320  
FAA WASHINGTON ARTCC (ML0), ROUTE 7  
LEESBURG, VA 22075  
FAA JACKSONVILLE CENTER, 10 AVIATION AVE  
HILLIARD, FL 32046

OTHER

STATE OF FLORIDA DOT, AVIATION BUREAU, MS-46, 605 SUWANNEE ST  
TALLAHASSEE, FL 32301  
GULFSTREAM AEROSPACE CORP P.O. BOX 2206  
SAVANNAH, GA 31402  
GRUMMAN MELBOURNE SYSTEMS AND OPERATING DIVISION OF GRUMMAN CORP  
BETHPAGE LONG ISLAND, NY 11714  
GRUMMAN ST AUGUSTINE CORP, P.O. DRAWER 3447  
ST AUGUSTINE, FL 32085 ATTN: FLIGHT OPS, BLDG 15  
SENTEL AVIATION P.O. BOX 18383  
JACKSONVILLE FL 32229  
FLORIDA AIR NATIONAL GUARD, BASE OPS, P.O. BOX 18018 JACKSONVILLE  
IAP JACKSONVILLE FL 32229-0018  
CO, NAVAL SUBMARINE BASE, SUBMARINE SQUADRON 20,  
KINGS BAY GA, 31547

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RECORD OF CHANGES

CHANGE NUMBER      AUTHORITY/DTG/SER #      DATE ENTERED      ENTERED BY

CH-1 \_\_\_\_\_

CH-2 \_\_\_\_\_

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CHAPTER ONE

GENERAL INFORMATION

101. Situation. Fleet Area Control and Surveillance Facility, Jacksonville (FACSFACJAX) is responsible for the Jacksonville and Charleston (JAX/CHASN) Fleet Operating Areas (OPAREA). As Regional Coordinator, FACSFACJAX controls surface, subsurface, and designated air space for Commander in Chief, U.S. Atlantic Fleet (CINCLANTFLT) in accordance with reference (a). Ashore FACSFACJAX manages designated Special Use Airspace (SUA) and Military Training Routes (MTR) for Commander, Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT). FACSFACJAX provides and coordinates various Fleet support services throughout these areas.

102. Information. FACSFACJAX is located in Building 118 (Bldg. 118) onboard NAS Jacksonville, Florida. Visitors are required to enter through the Administrative Office on the second deck. The Command can be contacted as follows:

- a. Mailing address: Commanding Officer  
Fleet Area Control and Surveillance  
Facility  
Box 40 Naval Air Station  
Jacksonville, FL 32212-0040
- b. Message address: FACSFACJAX JACKSONVILLE FL//31//
- c. Telephone number: Commercial (904) 542-2113  
DSN 942-2113  
Facsimile (904) 542-2525
- d. Radio (selected frequencies):  
HF-3167.4KHZ(3166)/11253.5KHZ(11252) USB  
(call sign: As listed AMSH-1707)  
UHF-267.5/284.5 MHZ (call sign: SEALORD)  
VHF-120.95/133.95 MHZ (call sign: SEALORD)  
SATCOM - NBSV (call sign: FACSFACJAX)

103. Resource Management. FACSFACJAX is assigned by reference (b) the following Resource Management functions: Scheduling, Air Traffic Control, Surface and Subsurface Monitoring, Search and Rescue Coordination, Communication, Coordination, and Equipment

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Support. In particular, FACSFACJAX operates an Air Traffic Control Facility, serves as Navy Tactical Data System (NTDS), and LINK 16 Geographic Area Assignment Coordinator (GAAC) for all data link operations within assigned areas. These functions apply to the following areas as indicated on Defense Mapping Agency Chart 11496 and appropriate Department of Defense (DoD) Flight Information Publications (FLIP):

a. Jacksonville/Charleston offshore OPAREAs (surface and subsurface), individually identified on the Defense Mapping Agency Chart 11496 as OPAREAS 1 through 33 and A through Z (OPAREAS 1-33/A-Z).

b. Jacksonville/Charleston Warning Areas (Offshore SUA), identified in FLIP as Warning Areas W-132A, W-132B, W-133, W-134, W-157A, W-157B, W-157C, W-158A, W-158B, W-158C, W-158E, W-158F, W-159A, W-159B, and W-497 (only the northeast corner, identified as W-497 ORION).

c. Jacksonville Restricted Areas and MOAs (overland SUA), identified on FLIP charts as Restricted Areas R-2906 (Rodman Target), R-2907A and B (Lake George Target), R-2910 (Pinycastle Target), Palatka 1 and 2, Gator 1 and 2, and Mayport MOAs.

d. MTRs identified on FLIP charts as VR-1001, VR-1002, VR-1003, VR-1004, VR-1005, VR-1006, VR-1007, VR-1008, VR-1009, VR-1010, VR-1013, VR-1039, IR-018, IR-019, IR-020, IR-032 and IR-033.

104. Fleet Support Services. FACSFACJAX is assigned the following Fleet Support Services functions: Training Support, Test and Evaluation Support and Command and Control. Although FACSFACJAX is not the approving or scheduling authority for various Fleet support missions, it will assist and coordinate with the requesting unit to the maximum extent. FACSFACJAX provides ground-controlled intercept upon request.

105. Link Coordination

a. LINK 11. FACSFACJAX is designated as the Data Link Coordinator for the JAX/CHASN OPAREA. Fleet TDS ships and aircraft shall participate in the JAX/CHASN OPAREA TDS Link with

FACSFACJAX when operating within the boundaries of the FACSFACJAX OPAREA. FACSFACJAX is able to provide 24 hour LINK 11 services via High Frequency (HF) only. While participating in battle group, link operations within the FACSFACJAX OPAREAs, TDS ships are exempt from the requirements of establishing LINK 11 with FACSFACJAX, unless desired by the battle group. FACSFACJAX promulgates a Quarterly Operational Tasking (OPTASK) Link.

b. LINK 16 (JTIDS). FACSFACJAX is designated Geographic Area Assignment Coordinator (GAAC) for the JAX/CHASN OPAREA. All LINK 16 operations will be in accordance with CINCLANTFLT message DTG 182140Z MAY 98 and FACSFACJAX message DTG 041430Z AUG 98. All units conducting JTIDS operations in the FACSFACJAX operation area must schedule via hard copy message NLT 72 hours prior to the event. Units desiring JTIDS voice must add NAVEMSCEN as an action addee and must submit the request NLT 60 days in advance. FACSFACJAX weekly OPSKED will include JTIDS schedules. The following format shall be used when requesting JTIDS usage:

SUBJ: JTIDS-LINK 16 SCHEDULING COORDINATION REQUEST  
OCE:  
UNITS:  
PURPOSE: (TRAINING, EXERCISE, ETC.)  
AREA OF OPERATION:  
COMEX-FINEX TIME (ZULU):  
TSDF:  
MAXIMUM POWER OUT:  
STOP BUZZER POC:

106. Joint Maritime Command Information System (JMCIS). All units operating in the JAX/CHASN OPAREA are required to send position updates every 30 minutes to FACSFACJAX.

107. Fleet Air Intercept Control (AIC) Support

a. Air Intercept Control. FACSFACJAX provides AIC under the call sign "BRISTOL". This military radar unit provides Ground-Controlled Intercept (GCI) upon request. Real-time control, as available, may be coordinated through SEALORD.

b. Air Intercept Control Training. FACSFACJAX is available to provide real-time, AIC training to both Fleet units and shore based Air Intercept

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Controllers. FACSFACJAX Controllers can also provide classroom training upon request, to be held at FACSFACJAX.

(2) Air Intercept Controllers (AIC) attending training at FACSFACJAX must be in receipt of a current Control Log signed within the last quarter by the ship's Commanding Officer or his designated representative. If the student reports without the Control Log, the student will be returned to the parent command.

(3) All AICs must be current in proficiency as outlined by OPNAVINST 1211.1P. Any AIC attending training at FACSFACJAX, that is not current, will be returned to the parent command.

(4) Prospective students should contact FACSFACJAX a minimum of one week prior to requesting TAD time, to determine if services are available and to ensure that there are open TAD slots. FACSFACJAX can normally accommodate six (6) TAD personnel. FACSFACJAX requests TAD personnel be assigned a minimum of one, but not more than two weeks. Due to evening flights all Controllers assigned should be relieved from duty section responsibilities. The Senior Air Controller can be reached at DSN: 942-2024, or Commercial: (904) 542-2024.

#### 108. Complaints

a. Pilot complaints concerning Air Traffic Control service in the Jacksonville Naval Complex, shall be reported directly to the Air Traffic Control Facility Officer (ATCFO) involved. If the incident involves an FAA Facility, contact FACSFACJAX ATCFO. The Air Traffic Control Facility Officer (ATCFO) can be reached at DSN: 942-2235, or Commercial: (904) 542-2235. Complaints shall be made as soon as possible after the occurrence so that personnel directly responsible can answer questions and appropriate corrective action can be initiated.

b. Sonic boom/noise complaints generated within a five-mile radius of a Naval Air/Naval Station (i.e. NAS Jacksonville, Naval Station, Mayport) shall be responded to by that airfield. Noise complaints or incidents within Restricted Areas R-2906, R-2907 A/B, and R-2910 shall be responded to by FACSFACJAX. Noise complaints received outside this defined local area, will be referred to FACSFACJAX Airspace Office (Commercial 1-800-874-5059) for appropriate action.

CHAPTER TWO

WARNING AREAS

201. General

a. All the offshore airspace above the Jacksonville and Charleston Fleet Operating Areas is part of the South Atlantic Control Area. Within this controlled airspace, the Department of Defense, the State Department, and the FAA established Special Use Airspace (SUA) areas entitled "Warning Areas" for advising non-participating pilots where hazardous activities are conducted. Civil VFR aircraft operations are not restricted from these areas, below flight level 180 (FL180). For the safety of the general public, appropriate Notice to Airmen (NOTAM) and Notice to Mariners (NOTMAR) are published for hazardous operations. Additional airspace (Air Traffic Control, Assigned Airspace) may be temporarily delegated by the FAA to FACSFACJAX for non-hazardous military operations.

NOTE: The altimeter for all aircraft operating in the JAX/CHASN OPAREA will be 29.92. Aircraft operating 3,000 feet and below, or actively involved in Search Area Rescue (SAR), shall use the altimeter of the nearest station to their assigned area.

NOTE: Aircraft operating in Warning Areas shall squawk Modes II and IV, as directed by higher authority, and shall squawk the Mode III discrete code assigned. When no Mode III discrete code has been assigned, i.e., helicopters and carrier aircraft; squawk Mode III, Code 4000.

b. FACSFACJAX is the "use and scheduling agency" for the offshore Warning Areas listed below. The last area listed is a part of W-497, which is made available to FACSFACJAX by a separate Letter of Agreement. These areas are depicted in Appendices A and B. Appendix B provides latitude/longitude points for creating a map of these areas in a Navy Tactical Display System (NTDS) or other computer systems.

(1) W-132A: Surface to unlimited.

(2) W-132B: Surface to FL240.

- (3) W-133: Surface to 4500 FT MSL.
- (4) W-134: 4500 feet to unlimited.
- (5) W-157A: Surface to FL430.
- (6) W-157B: Surface to FL240.
- (7) W-157C: Surface to 5000 FT MSL.
- (8) W-158A: Surface to FL430.
- (9) W-158B: Surface to FL240.
- (10) W-158C: FL430 to unlimited.
- (11) W-158E: Surface to 1200 FT MSL.
- (12) W-158F: 1200 FT MSL to 1700 FT MSL.
- (13) W-159A: Surface to FL430.
- (14) W-159B: Surface to FL240.
- (15) W-497 "Orion": Surface to 5000 FT MSL.

## 202. Special Operating Areas

a. Within the Warning Areas, FACSFACJAX has designated Special Operating Areas (SOAs). The SOAs are defined with vertical and lateral limits. They are used to readily identify an area that is less than an entire Warning Area and to maximize the safe utilization of the Warning Areas. The SOAs are local management tools, and only published in this manual and associated Letters of Agreement. Two or more SOAs may be assigned collectively to provide sufficient airspace for a given mission. A description of SOAs is listed in Appendix C and includes latitude/longitude points.

### b. Pilot Procedures

(1) Concurrent Use: On initial check in, flight leads should inform SEALORD of the altitude block (or blocks) required

and event number for scheduled exercises. FACSFACJAX will assign the least crowded SOA/block. This does not prevent the flight from requesting a specific area or a specific altitude if weather or mission requirements dictate.

NOTE: NO GCI/ACM PERMITTED IN SOA FIVE XRAY.

(2) Exclusive Use: SOA's ONE Xray and SEVEN Xray, 6,000 FT MSL to FL430, and THREE Xray and FOUR Xray, 5,000 FT MSL to FL430 are reserved for EXCLUSIVE use only. Warning Area usage is normally VFR Mutual Use. However, users must be aware of exclusive use areas (HOT AREAS) established for special operations such as gunnery, missile firings, DACT, live ordnance drops, etc., which warrant strict avoidance by non-participants. Other occasional limitations may be imposed by release of the Rainbow, Sunshine, PH, and QT areas to the FAA, (see Appendix D) or by allocation to Eastern Test Range (ETR) (See Appendix E) of airspace for space-craft/missile launches. Exclusive use areas and other restrictions are listed on FACSFAC JAX/CHASN OPAREA WEEKLY SKED messages.

203. Tailhook Areas. Additional Air Traffic Control Assigned Airspace may be obtained by FACSFACJAX from the FAA for military operations. Normally provided for aircraft carrier operations, they are identified as "Tailhook Areas." Requests for Tailhook areas at other than ATC planning conferences must be made to FACSFACJAX at least 24 hours in advance (See Appendix C).

- a. Tailhook A: Surface to FL240.
- b. Tailhook B: Surface to FL240.
- c. Tailhook C: Surface to FL240.
- d. Tailhook D: Surface to FL240.
- e. Tailhook E: 14,000 FT MSL to FL430/ 14,000 FT MSL to FL240. (Notice that these altitudes correspond to upper limits of W-158A and W-158B, respectively.
- f. Tailhook F: Surface to FL240.
- g. Tailhook G: Surface to FL200.

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204. Severe Weather Avoidance Program. The Navy and Air Force agreed to participate with the FAA in the East Coast Severe Weather Avoidance Program (SWAP). The intent of SWAP is to improve flight safety by routing high altitude, airways traffic around severe weather. The military releases Warning Area airspace to the FAA, if military operations will not be impacted. Upon receipt of such a request, FACSFACJAX must contact each airborne user, and each user that has airspace exclusively scheduled, to determine availability of that airspace and then respond to the FAA. Users of FACSFACJAX airspace must be familiar with the areas and promptly answer FACSFACJAX's inquiry.

a. Rainbow Areas. The SWAP areas adjacent to airways over the coast are known as Rainbow Areas. These areas are depicted in Appendix D.

b. Sunshine Areas. SWAP areas adjacent to airways over W-157B/W-159B/W-158B are known as Sunshine Areas. These areas are depicted in Appendix D.

c. QT and PH Areas. The QT and PH areas are relief valves, which afford Jacksonville Center to accommodate periods of heavy traffic along the eastcoast airways. These areas are depicted in Appendix D.

205. Air Traffic Control

a. The FACSFACJAX Air Traffic Control Facility, identified as "SEALORD", is located onboard NAS Jacksonville and is manned continuously. In addition to air traffic control services, the facility is responsible for other military missions, such as Fleet support, and search and rescue. Flights desiring to use Warning Area airspace shall contact SEALORD for clearance and SOA assignment. Pilots shall remain on a SEALORD assigned frequency while in the Warning Area. SEALORD shall provide the following services for aircraft operating in the Warning Areas:

(1) Assignment of altitude blocks in specific SOAs will be made as per pilot request, whenever possible. However, traffic or weather may dictate assigning an area or altitude other than that requested. All pilots are reminded that such airspace assignments do not guarantee separation from other aircraft, nor do they preclude other aircraft from entering a

previously assigned SOA. Civil aircraft may operate VFR in any Warning Area below FL180. SEALORD will provide IFR services to aircraft encountering IMC in the Warning Area and will maintain separation between IFR traffic.

(2) SEALORD shall issue instructions as required to keep participating aircraft in assigned airspace. Flight leaders shall be expected to exercise diligence in the observance of assigned area boundaries and altitudes.

(3) SEALORD shall advise flights entering the Warning Area of:

(a) Data on known or scheduled (Exclusive/Hot) operations, which could effect the airspace assigned to the flight.

(b) The existence of known or scheduled aircraft carrier operations, which may affect their flight.

(c) Northern Right Whale activity, for flights conducting firing/bombing events.

(4) SEALORD shall provide continuous "VFR Advisory Service" to aircraft proceeding to and from, or operating within, an assigned SOA or Warning Area when able. Traffic information will be provided when radar coverage of an assigned area permits.

b. Communication Frequencies. The following primary and secondary frequencies are used at FACSFACJAX and are continuously monitored.

	<u>SEALORD</u>	<u>BRISTOL</u>
UHF Primary South Fixed Wing Frequency:	267.5 MHZ	270.6/272.5 MHZ
UHF Primary North Fixed Wing Frequency:	284.5 MHZ	285.7/311.5 MHZ
VHF Primary/Secondary North Frequencies:		120.95/135.925 MHZ
VHF Primary/Secondary South Frequencies:		133.95/120.95 MHZ
Primary Helo Control:	338.1 MHZ	

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c. An automated Hot Area brief is available for real-time information on severe weather, restrictions and Exclusive/HOT Areas airspace (SOA, altitudes, and times) by calling commercial (904)542-2276.

d. Traffic workload may require FACSFACJAX to sectorize the Warning Area into two sectors, North and South. SEALORD North will normally control all airspace within W-159A/B, W-157A/B, W-132A/B, W-134, W-133, and that portion of W-158C overlying W-157A/B and W-159A/B. SEALORD South will normally control W-158A/B and W-157C, and that portion of W-158C overlying W-158A/B. When sectorized, the following frequencies shall be used as primary or secondary and will be continuously monitored.

SEALORD NORTH

Primary - 284.5 MHZ  
Secondary - 313.7 MHZ  
Helo - 338.1 MHZ

SEALORD SOUTH

Primary - 267.5 MHZ  
Secondary - 284.5 MHZ  
Helo - 338.1 MHZ

e. Departing the Warning Areas

(1) Aircraft shall provide SEALORD with at least 5 minutes advance notice of RTB, prior to departing an assigned SOA or Warning Area. This provides adequate time for flight data processing and coordination with the FAA. In the event that the flight cannot contact SEALORD, the flight shall remain within the Warning Area airspace and contact the appropriate FAA Facility for assistance in obtaining a clearance.

(2) Emergencies. If an aircraft must immediately depart the Warning Area because of an emergency prior to obtaining a clearance, the pilot shall squawk the appropriate emergency code (Mode III 7700) and advise SEALORD of his intentions. If an aircraft is directed to BINGO from the ship, the pilot shall squawk and declare "emergency".

3. Non Radar Procedures. In the event SEALORD experiences a loss in radar coverage, all aircraft departing the Warning Areas will be advised to proceed to the following radial/DME depending on their destination airport.

-- NIP078/047 (3028N/08048W)

- NIP098/038 (3011N/08057W)
- SAV120/050 (3147N/08014W)

206. Ship-rider Program. As a service to aircraft carriers, FACSFACJAX will provide a Ship-rider, upon request to assist the ship operating in FACSFACJAX airspace. The Ship-rider assists with airspace management and flight operations, particularly entering or departing the Warning Areas. He/she also assists with surface and subsurface coordination procedures. COMNAVAIRLANT recommends that aircraft carriers take advantage of this service when returning from extended deployments.

207. Carrier Operations

a. PRE-SAILS. FACSFACJAX will conduct a Pre-sail Planning Conference for aircraft carrier at-sea periods that will involve air operations within FACSFACJAX or FAA ARTCC airspaces. Representatives from the following activities shall attend planning conferences if operations will impact their area of responsibility:

- (1) Aircraft Carrier Operations/Air Operations/Strike Operations/Combat Direction Center
- (2) Carrier Air Wing Operations
- (3) NAS Jacksonville
- (4) NS Mayport

NOTE: CV and CVW representatives should be knowledgeable of the schedule of events for the at-sea period.

(The following facilities are requested to send representatives to this meeting if applicable.)

- (5) Jacksonville ARTCC (Jax Center)
- (6) Jacksonville TRACON
- (7) NAVLO

b. Stereo Routes

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(1) The following routes are stored in Jacksonville Center's computer:

(a) **To/From restricted areas:**

<u>CODE</u>	<u>ROUTE</u>
CTA 1	(CV VFR) REQ 160 (58W) OMN070018 OMN OMN240030 R-2910 (VFR <u>TIME</u> PINECASTLE) REQ 130 R-2910 RAVEC OMN OMN070018 W-158A (VFR TO CV)
CTA 2	(CV VFR) REQ 160 (58W) OMN070018 OMN OMN240030 R-2907 (VFR <u>TIME</u> LAKE GEORGE) REQ 130 R-2907 RAVEC OMN OMN070018 W-158A (VFR TO CV)
CTA 3	(CV VFR) REQ 160 (58W) GNV093072 GNV078043 R-2906 (VFR <u>TIME</u> RODMAN) REQ 130 R-2906 RAVEC GNV093034 GNV093082 W-158A (VFR TO CV)
CTA 5	(CV VFR) REQ 160 (58W) GNV093082 GNV078043 R-2903A (VFR <u>TIME</u> STEVENS LAKE) REQ 150 R-2903B RAVEC (VFR TO CV)

(b) **To Jacksonville**

CTA 7 (CV VFR) REQ 110 (58W) NIP122040 NIP 182019 NIP

(c) **To/From Pinecastle via IR-023**

CTA 8	(CV VFR) REQ 160 (57W) SAV172059 SAV SAV292046 IR-023 OCF098027 R-2910 (VFR <u>TIME</u> PINECASTLE) REQ 130 R-2910 RAVEC OMN OMN070018 W-158A (VFR TO CV)
CTA 9	(CV VFR) REQ 160 (57W) CRG040048 AYS098029 IR-023 OCF098027 R-2910 (VFR <u>TIME</u> PINECASTLE) REQ 130 R-2910 RAVEC OMN070018 W-158A (VFR TO CV)

(d) **To MCAS Beaufort**

CTA 10 (CV VFR) REQ 140 (57W) NBC133027 NBC020035 NBC

(e) **To NAS Mayport**

CTA 11 (CV VFR) REQ 40 (57W) NRB062028 NRB075011 NRB

CTA 12 (CV VFR) REQ 40 (58W) NRB114024 NRB075011 NRB

(f) **To Patrick AFB**

CTA 13 (CV VFR) REQ 140 (58W) COF022038 COF090024

(g) **To/From Training Routes (VR's)**

CODE      ROUTE

HILO 1 (CV VFR) REQ 160 (58W) CRG079028 TAY GEF216010  
(ENTER VFR VR-1005 AT PT D TO R-2910)

NOTE: FILE HILO 1R RECOVERY FROM R-2910

HILO 1R R-2910 REQ 130 OMN OMN070018 W-158A (VFR TO CV)

HILO 2 (CV VFR) REQ 160 (58W) CRG079028 TAY143020  
(ENTER VFR VR-1008 AT PT A TO R-2910)

NOTE: FILE HILO 1R RECOVERY FROM R-2910

HILO 4 (CV VFR) (ENTER VFR VR-1009 AT PT A TO R-2907  
OR R-2910) (ELAPSED TIME TO IFR AIR FILE  
POINT) REQ 130 R-2907 OR R-2910 RAVEC  
OMN OMN070018 W-158A (VFR TO CV)

HILO 5 (CV VFR) REQ 140 (57W) SSI090025 AMG TAY  
TAY143020(ENTER VFR VR-1008 AT PT A TO  
R-2910)

NOTE: FILE HILO 1R RECOVERY FROM R-2910

(2) The Strike ALTRV (Appendix F) and the Palatka 1 and 2  
MOAs shall be used for strike missions originating from the ship.

STRIKE (CV VFR) 130B140 OMN070018 OMN240030

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The following route shall be used for such missions. It is not stored in the computer.

<u>ALTRV NAME</u>	<u>ROUTE</u>
	(VFR DELAY TIME PALATKA 1 AND 2 MOAs 30B180) 130B140 or 270B280 GNV093034 GNV093082 W-158A (VFR TO CV)

c. Flight Plan Procedures. The aircraft carrier shall file flight plans with SEALORD via message at least 8 hours prior to ETD. Flight plan messages shall be sent Unclassified, using an Immediate precedence. Ship PIM is not required by Jacksonville Center.

(1) Flight plan messages shall be sent to the Center, FACSFACJAX, and NAS Jacksonville Base Operations using the following format:

```
FM USS NEVERSAIL
TO FACSFACJAX JACKSONVILLE FL//31//
  FAA JACKSONVILLE ARTCC HILLIARD FL//JJJ//
  NAS JACKSONVILLE FL//30//
BT
UNCLAS //NO3124// FAA JACKSONVILLE PASS TO ZJX
MISSION COORDINATOR NAS JACKSONVILLE PASS TO BASE
OPERATIONS//
MSGID/GENADMIN/USS NEVERSAIL//
SUBJ/FLIGHT PLANS FOR (DATE)//
RMKS/1. CALLSIGN NR/TYPE/SUFFIX/SIP/TAS/ETD(Z)/FL
RTE/DEST/ETE DELAY TIME R AREA R- _ _ _ _
2. CALLSIGN NR/TYPE SIP TAS ETD FL RTE/DEST ETE
VVAG01 2/F14/P 7101 480 1230Z 280 CV-1/NTU 0+40
BT
```

(2) Flight plan messages using HILO stereo routes, shall include the elapsed time for the VR route in remarks. FACSFACJAX will pass the VFR portion of the flight plan to the appropriate tie-in FAA Flight Service Station and ensure that the appropriate HILO 1R return route is filed.

(3) Flight plans not using stereo routes, shall specify a requested altitude and route of flight.

(4) FACSFACJAX is responsible to ensure CV flight plans are entered into the FAA computer system.

(5) Use mission event voice call signs (seven-digit/ letters or less). Voice call signs will not be changed after the flight plan is filed.

(6) Stereo routes cannot be modified nor can combinations of stereo routes be used on the same flight plan.

d. ATC Procedures

(1) Operations - General

(a) As soon as released from carrier control, the pilot (formation leader) shall squawk Mode 3, Code 4000 and contact SEALORD for an ATC clearance.

(b) All aircraft shall remain within the Warning Area, until a clearance is received.

(c) SEALORD shall radar identify the aircraft or flight leader and issue an ATC clearance. Coded clearance procedures are authorized for aircraft using stereo routes.

EXAMPLE: AIRCRAFT - "SEALORD/Navy Alfa Charlie Three Zero One, request clearance via CTA ONE."

FACSFACJAX - "Navy Alfa Charlie Three Zero One cleared via CTA ONE, maintain one six thousand."

(d) The pilot shall exit the Warning Area at the altitude/flight level assigned in the ATC clearance.

(2) Strike ALTRV

(a) The flight leader or middleman will contact SEALORD and request to activate the Strike ALTRV at least 10 minutes prior to entering the ALTRV. The ALTRV must be scheduled at least two hours prior to activation.

(b) The Air Wing is responsible for ensuring all pilots know and understand the Strike ALTRV and Palatka MOAs. Pilots are responsible for adhering to the altitudes and routes specified in the Altitude Reservation. Pilots shall not descend

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below the MOA base altitude (3,000 FT AGL), unless they are in Restricted Area airspace.

(c) The communications relay aircraft will remain on SEALORD frequency and advise SEALORD when all aircraft have exited the ALTRV.

(d) All aircraft shall remain within the Restricted Area until a clearance is received on SEALORD frequency 357.0.

(e) The complex includes the following:

1. Palatka 1 & 2 OAS: 3,000 AGL up to 17,999 FT MSL.

Palatka 1 & 2 ATCAA: FL180 to and including FL300.

2. R-2906: Surf-14,000 FT MSL

3. R-2907A, R2910: Surf-FL230

e. Fly-OFS

(1) Launch Sequence Plan (LSP)

(a) The LSP routes shall be coordinated at the Pre-Sail Conference.

(b) File LSP flight plans with SEALORD at least 24 hours prior to ETD.

(c) Plan a five-minute interval for LSP aircraft on the same route.

(2) Procedures

(a) Perform all Air Wing fly-off as required by CNAL 3100.1 (Series).

(b) Use the following additional procedures for Air Wing fly-off from Warning Areas under Jacksonville Center's control.

1. Coordinate the dates/times/number of aircraft and destination bases at the ATC Pre-Sail Conference or by message, 48 hours prior to the proposed fly-off. Copies of the message shall be sent to SEALORD, concerned Arts, and destination bases.

2. The CTA 7 stereo route may be used for fly-off to NAS Jacksonville or the following preferred routes shall be used:

TO NAS OCEANA

CV REQ FL270 OR FL290 W-157A CHS J121 ISO V1 CV1 NTU

TO NAS NORFOLK

CV REQ FL210 OR FL230 W-157A CHS J121 ISO V1 DRONE NGU

CV REQ 150 OR 170 W-157A STARY V1 ORF NGU

CV REQ 150 OR 170 W-157A

TO NAS KEY WEST

CV REQ FL280 W-158A OMN070018 OMN ORL J53 MIA NQX245032 NQX

TO NAS JACKSONVILLE

CV REQ 110 W-159 NIP122040 NIP182019 NIP

(c) The fly-off shall be planned and controlled to provide at least a five-minute interval between aircraft/formations using the same fly-off route.

(d) A middleman aircraft shall be used for communications relay with FACSFACJAX.

(e) Pilots shall remain within the Warning Area, until receiving an ATC clearance.

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CHAPTER THREE

MILITARY OPERATIONS AREAS

301. Military Operations Areas (MOAs). FACSFACJAX schedules the following MOAs: (See Appendix G)

a. Gator 1 MOA - Published hours M-F, 0700-2200 (L), 14,000 FT MSL to 17,999 FT MSL.

b. Gator 2 MOA - Published hours M-F, 0800-1700 (L), 13,000 FT MSL to 14,000 FT MSL.

c. Palatka 1 MOA/ATCAA - Published hours intermittent daily 0500-0100 (L), other times by NOTAM six-hours in advance, 3,000 FT AGL to 17,999 FT MSL. R-2907 and R-2910 are activated in conjunction with this MOA. ATCAA available up to and including FL300.

d. Palatka 2 MOA/ATCAA - Published hours intermittent daily 0500-0100 (L), other times by NOTAM six-hours in advance, 3,000 FT AGL to 17,999 FT MSL. R-2906 is activated in conjunction with this MOA. ATCAA available up to and including FL300.

e. NRB MOA/ATCAA and Strike ALTRV - Published hours intermittent by NOTAM 2300-0300Z. Scheduled in conjunction with W-157A and/or W-159A. The following restrictions apply:

(1) May only be activated in a block of altitudes not to exceed seven consecutive altitudes, and only in one of the following stratum.

(a) 500 FT MSL to 15,000 FT MSL

(b) 16,000 FT MSL to FL230

(c) FL240 and above

(d) Mayport Low MOA - 500 FT MSL to 2,999 FT MSL, Intermittent by NOTAM, 0800-2200 (L)

1. Thirty, one-hour block times, per month

2. No more than three blocks, per day

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(e) Mayport High MOA - 3,000 FT MSL to 17,999 FT MSL, Intermittent by NOTAM, 1800-2200 (L)

1. Eight, one-hour block times, per month

2. No more than three blocks, per day

(f) Mayport High/Low MOA combination, 1800-2200 (L)

1. Two, one-hour block times, per month

(2) No more than twelve (12) aircraft, per event.

(3) AR-5 traffic shall take precedence over military activity.

(4) May not be scheduled simultaneously with the Strike ALTRV and/or Gator Strike Complex.

(5) Pilots shall be responsible for containment in the Mayport MOA/ATCAA and Strike ALTRV at activated altitudes. SEALORD shall assist through use of FACSFACJAX radar and communications.

g. Gator Strike Complex - Published hours M-F, 0800-1700 (L), not to exceed one hour increments, with at least one hour between events. No more than four times per day. The complex includes the following areas:

(1) Gator 1 MOA/ATCAA - 14,000 FT MSL to FL230.

(2) Gator 2 MOA - 13,000 FT MSL to 14,000 FT MSL.

(3) Strike ALTRV - A minimum of 2 consecutive ATC assigned altitudes from FL180 through FL220.

(4) SOA 3 Xray or SOA 4 Xray of W-157A must be scheduled exclusive, in conjunction with the Strike ALTRV.

(5) Pilots shall be responsible for containment in Gator 1 MOA/ATCAA and the Gator 2 MOA. SEALORD shall provide ATC services and assistance for the pilots to remain within the Strike ALTRV.

h. Palatka 1 and 2 MOA/ATCAA 3,000 FT AGL to FL300.

(1) Palatka North: Comprised of Palatka 2 MOA/ATCAA and R-2906. A request for Palatka North at and below FL300 shall mean R-2906 surface to 14,000 FT MSL, Palatka 2 MOA 3,000 FT MSL to 17,999 FT MSL, and the Palatka ATCAA FL180 to FL300.

(2) Palatka South: Comprised of Palatka 1 MOA/ATCAA and R-2907 and R-2910. A request for Palatka South at and below FL300 shall mean R-2907 surface to FL230, R-2910 surface to FL230, Palatka 1 MOA 3,000 FT MSL to 17,999 FT MSL, and the Palatka ATCAA FL180 to FL300.

(3) Palatka frequency (SEALORD): 357.0

i. Palatka Strike ALTRV (Appendix F)- Published hours, daily 0500-0100 (L). The Complex includes the following:

(1) High Strike ALTRV

(a) FL270 block FL280

(2) Low Strike ALTRV

(a) 13,000 FT MSL block 14,000 FT MSL

(3) SOA 7 XRAY will be scheduled exclusive, in conjunction with the strike ALTRV.

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CHAPTER FOUR

MILITARY TRAINING ROUTE FLIGHT PROCEDURES

401. General

a. Military Training Routes (MTRs) have been developed to accommodate training in low level, high-speed tactics, radar navigation, and photography. FACSFACJAX is responsible for twelve VFR and 5 IFR MTRs. VR-1001 through VR-1010, VR-1013, VR-1039 and IR-18 through IR-20, IR-30, IR-31, IR-32, and IR-33.

b. General operating restrictions, route descriptions, and availability are listed in FLIP Planning AP/1B.

c. Operations to and from VRs should be conducted on an IFR flight plan. Pilots operating on an IFR flight plan to a VR shall file to the fix/radial/distance (FRD) of their entry or alternate entry point. Pilots transitioning to IFR upon exiting a VR shall file the FRD of the exit or alternate exit point.

NOTE: Pilots must schedule any MTR that is under FACSFACJAX's cognizance and incorporated into a NAS JAX (NIP) stereo route.

402. Scheduling

a. Per FLIP AP/1B users shall schedule the route, through the designated scheduling activity, a minimum of two-hours prior to the proposed entry time.

b. All users shall obtain a MTR Flight Brief prior to scheduling. For scheduling information and recorded MTR Briefs, call Commercial (904) 542-2274/75 or DSN 942-2274 (scheduling)/75 (recording).

403. Weather. Flights on established IRs may be conducted in IMC unless otherwise stated. Flights on established VRs, may be conducted with weather conditions equal to or better than a ceiling of 3,000 FT AGL and a visibility of five-miles.

404. Restricted Area Entry. Filing a flight plan or stereo route that terminates in a Restricted Area, is not in itself an entry clearance into that Restricted Area. Route users must obtain permission from the using or controlling agency prior to entering a Restricted Area.

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405. Route Minimums. Published block altitudes are contained in FLIP AP/1B. Scheduled flight on published MTRs only waives the airspeed limitation of 250 knots below 10,000 feet MSL (FAR 91.70). The pilot is still responsible for compliance with the normal altitude restrictions (FAR 91.79).

406. Flights of More Than Four Aircraft. Due to greatly increased noise levels, flights of more than four aircraft are discouraged. In the event a mission requires more than four aircraft, the mission shall be flown with a 3NM or 30 second separation between sections.

407. Forest Fires

a. One of the primary missions of the Federal and State Fire Agencies is the protection of National and State Forest Lands. This protection involves forest fire suppression, which includes numerous low-level flight activities from 100 FT AGL to 2,000 FT AGL. These air operations involve helicopters, light aircraft, and large tankers. Since these aircraft are focused on fighting the fire, including dropping firefighters by parachute, they will not be looking for, or expect, low-flying military aircraft in their vicinity.

b. Since the "see and avoid" concept for low-level and/or high-speed aircraft separation may not provide for adequate separation in the low-visibility (smoke), high-density traffic area in and around forest fires, the following procedures shall be strictly adhered to:

(1) Remain clear of all forest fires, regardless of size.

(2) If the fire is within five miles of the VR, climb to 1,500 feet AGL.

(3) Avoid flying through the fire's smoke.

(4) If the fire cannot be avoided while remaining inside the boundaries of the VR route, abort the low-level mission, slow to 250 knots, climb, and contact an ATC facility for an IFR clearance.

c. Report all forest fires to nearest Flight Service Station.

CHAPTER FIVE

TARGETS

501. GENERAL.

Naval ordnance training areas in the North Central Florida region, under the scheduling control of FACSFACJAX are the Pinecastle Live and Inert Targets, Rodman Target, and Lake George Target areas (See Appendix H for target overviews). Service contractor personnel provide the operation and maintenance of the range complex. LASER operations are discussed in Chapter 8. Scheduling of all range activities is coordinated by FACSFACJAX, as described in Chapter 6. Special projects are invited, and details may be discussed by telephone with the Pinecastle Range Control (Commercial (352)759-2945/3184), the Range Operations Department (Commercial (352)759-3305/2929), or FACSFACJAX. Personal familiarization visits to both FACSFACJAX and the Pinecastle Ordnance Training Range are encouraged. A helicopter pad is situated within the Pinecastle Centroid compound and is available.

**Unit commanders must encourage close adherence to scheduled target times and ensure prompt notification of cancellations to maximize utilization of target assets and facilities.**

502. SAFETY PRECAUTIONS

1. Aircrews are responsible for positive identification of the intended target. Squadron Commanders and Strike Lead shall be responsible for ensuring all aircrew members within the strike force have had familiarization flights over the Pinecastle Range for the purpose of target identification. Prior to release of ANY ordnance, the following requirements shall be met:

a. Prior to ANY day bombing, all aircrew must have one dry familiarization run over the Pinecastle target complex. Subsequent runs and flights may release ordnance on "First Pass Hot" basis provided they have completed an initial familiarization pass. Familiarization runs must be made over the Pinecastle Range if a period of thirty (30) days have elapsed since the last hot pass.

b. Prior to ANY night bombing, all aircrew must have one night dry familiarization run over the Pinecastle target complex. Subsequent runs and flights may release INERT ONLY ordnance on "First Pass Hot" basis provided they have completed an initial familiarization pass. Familiarization runs must be made over the Pinecastle Range if a period of thirty (30) days have elapsed since the last hot pass.

c. Upon initial check-in with Pinecastle Targets, the aircrews shall inform operations personnel of the intended "First Pass Hot". Aircrews shall not commence LIVE or "Hot" runs unless cleared by the appropriate target control.

d. Aircrews shall use published run-in-lines or headings of  $317^{\circ}$  or  $137^{\circ}$  (+ or -  $10^{\circ}$ ) for approach to the intended target. Published run-in-lines or headings must be used for accurate electronic scoring of ordnance drops. Scoring clock codes are directly related to run-in-lines or headings utilized by aircrews. ALL LIVE ordnance must be dropped on the published run-in-lines or headings.

e. Pullouts below 200 FT AGL are prohibited.

f. Whenever an aircraft is observed making an unusually low pull-out or other unsafe flight maneuver (e.g. using a run-in-line or heading towards any spotting tower or "buzzing" a spotting tower) in the target area, range safety personnel will immediately notify FACSFACJAX and the aircrew concerned. Range Safety personnel will also immediately report any unusual occurrence (things falling off aircraft (TFOA) e.g., loss of aircraft parts, stores, or the release of ordnance other than that intended).

g. Users should report, as soon as practical, to FACSFACJAX any TFOA incident that occurs in the airspace under FACSFACJAX cognizance.

h. Whenever a fire or other irregularity is observed in the vicinity of any target, discontinue runs immediately and notify the associated target control; reporting the location and extent of observed fire or irregularity.

i. Aircraft carrying ordnance shall avoid over-flight of

populated areas.

j. Two-way radio communications are required to drop any ordnance.

k. Aircrews shall assist "SEALORD Control" in identifying aircraft which violate the restricted areas.

l. Afterburner use is prohibited in all target areas between 2000 and 0600 local.

m. Weather minimums. The ceiling and visibility minimums required for dropping ordnance in R-2906 (Rodman), R-2907 (Lake George), and R-2910 (Pinycastle), are 1000 foot ceiling and three-miles visibility within a five-mile circle of the target. Flight leaders are ultimately responsible for ceiling and visibility determinations, and the safe conduct of all ordnance deliveries.

n. Helicopters landing at the Centroid complex should be aware of the power lines north of the Helicopter pad.

#### 503. MINIATURE OR PRACTICE ORDNANCE.

The terms miniature or practice ordnance as used in this manual refers to BDU-33/MK-76, BDU-48/MK-106, and LGTR series ordnance.

#### 504. SCORING AND TARGET DATA.

The appropriate "Target Control" will pass scores, for all scoreable targets (miss distance and clock code direction) for INERT, LIVE and miniature or practice ordnance drops. The strafe target is scored automatically and rounds scored are relayed to aircrew via radio on the Pinycastle Target Control frequency 380.8 MHZ. Score sheets will be forwarded to units upon request. Accurate clock code directional scoring codes are based upon run-in-lines or headings reported by the aircrew. All published latitude and longitude coordinates are referenced to the World Geodetic System Datum of 1984 (WGS84); and all run-in-lines or headings are in reference to True North (T).

#### 505. RANGE SCHEDULING AND TARGET DESCRIPTIONS.

1. Contained below are the range complex normal hours of operation (local time), general target descriptions, target data, and limitations or restrictions for individual targets.

a. Range Complex Hours of Operation

- (1) Monday and Wednesday - 1000-2000
- (2) Tuesday and Thursday - 0900-1700
- (3) Friday - 0800-1200
- (4) Target usage outside published times may be scheduled through FACSFACJAX in accordance with established notification requirements.

b. Pinecastle Target Complex (R-2910)

(1) Scheduling. All target scheduling shall be accomplished in accordance with Chapter 6. FACSFAC JAX is the only scheduling agent for the range complex. Submit target requests for LIVE ordnance at least three-working days (72 hours) in advance of intended use. The target complex is scheduled in twenty (20) minute periods of time. For special or unusual target requirements or scheduling requests contact FACSFACJAX.

(2) Airspace. The Pinecastle Target Complex, which lies within Restricted Area R-2910, will be automatically activated to 11,000 FT MSL (FL110) (Note: Restricted area extensions have lower limits). Restricted Area R-2910 may be activated up to 23,000 FT MSL (FL230) if requested.

(3) Communications. Aircrews will contact "SEALORD" on Frequency 357.0 MHZ. Upon initial contact state number and type of aircraft, restricted area(s) requested, delay time, and maximum altitude requested. Aircraft will be assigned a discrete code and pushed to 380.8 MHZ when crossing into the MOA. Upon contacting "PINECASTLE CONTROL", the aircrew will inform the operator of intended "FIRST RUN HOT" (IAW Paragraph 502.1.a above). The aircrew will be asked to state number and type of aircraft, the number and type of ordnance on each aircraft, target requested, requested run-in-line, and laser system nomenclature if an onboard laser will be activated. Aircrews will be requested to acknowledge the following "**PINECASTLE**" **PRE-BRIEF**:

Minimum altitude over any building outside the target area is restricted to 500 Ft. Minimum altitude in the R-2910 restricted area extension is 1500 FT AGL. Aircrews will not release ordnance without being cleared by "PINECASTLE". Each aircrew is required to report in HOT, OFF SAFE, and state the number of ordnance released. Aircrews will be provided the current weather and advised to maintain VFR, descend on the target, make the first run dry and report positive ID. Once positive target ID is acknowledged, aircrews will then be cleared to release ordnance. Upon completion of ordnance releases, aircrews will report switches safe, confirm WINCHESTER, and request push to 357.0 for departure.

(4) Target locating data is referenced to the World Geodetic System Datum of 1984 (WGS84) format.

- Tower 1:	29° 06' 28" N 81° 42' 54" W
- Tower 2:	29° 06' 39" N 81° 43' 51" W
(a) Day/Night Conventional Target:	29° 07' 10" N 81° 43' 02" W
(b) Special Weapons Target: (Main Bull)	29° 07' 26" N 81° 43' 10" W
(c) Live Ordnance Target:	29° 07' 06" N 81° 42' 21" W
(d) SAM Site Target:	29° 07' 05" N 81° 43' 29" W
(e) Strafing Target:	29° 06' 54" N 81° 43' 51" W
(f) Inert Ordnance Runway/ Mini-Convoy	29° 06' 54" N 81° 43' 26" W
(g) Red Box Target:	29° 07' 15" N 81° 43' 25" W

(5) Target Facilities and Restrictions

(a) Live Ordnance Impact Area. The Live Impact Area (LIA) is contained in a 2000' diameter cleared area approximately 117° T/5,000 FT from the Special Weapons Target. The LIA consists of eleven scoreable target sections; Ammunition Dump, Fuel Farm, Sam Site East, Bunkers, Helicopter Pad, Revetments A-C, and Sam Launchers 6-8. These targets are composed of various types of vehicle hulks surrounded by earthen revetments. The interconnecting roads are bordered by approximately 2' to 3' earthen berms. Ordnance impacts are electronically scored by the Weapons Impact Scoring System (WISS). (See Appendix H for target overview).

2. Run-in-Pattern. The allowable run-in/attack heading for the LIA target is restricted to 317° or 137° True (+ or - 10°). This restriction applies to all types and altitudes of delivery. No runs will be made toward, over, or in close proximity of the two spotting towers.

3. Authorized Ordnance. Live and Inert MK-82, MK-83, or MK-84 general purpose bombs; MK-20 with Inert sub-munitions; Rockets up to five inches; MK-76, LGTR, GBU-12, GBU-16, and GBU-10 Laser Guided bombs.

4. Restrictions

a. No ball ammunition, incendiaries, napalm, or paraflares.

b. No LIVE ordnance drops will be made without positive clearance from target control.

c. Use caution concerning the spotting tower south-southwest of the live ordnance target area.

d. LIVE ordnance drops are prohibited when surface winds in the live ordnance target area, exceed a steady twelve (12) knots.

e. LIVE ordnance can be expended ONLY between 0900 and one hour prior to sunset.

f. Positive identification of the live ordnance target area

is required prior to drops. (See Paragraph 502.1.a-c)

g. LIVE ordnance will normally NOT be jettisoned "SAFE" in the live ordnance target area; jettison "ARMED" if possible.

h. Burn Index (BI). In accordance with current interagency agreement between the Department of Agriculture (U.S. Forestry Service) and the Department of the Navy, the use of air delivered ordnance, to include both explosive and non-explosive, will be prohibited with the following Burning Index (BI) and Keetch-Byram Drought Index (KBDI):

- BI 70 or less: No prohibitions with KBDI less than 400.

- BI 71+: No air delivered ordnance with KBDI over 400, unless approved by the USDA Forest Service.

In special situations when the BI exceeds 70, the Navy may request permission to use air delivered ordnance, and the District Ranger may approve such request if predicted weather allows.

On days when the Burning Index is less than 71, the Range may be closed by the District Ranger for the use of air delivered ordnance due to unusual circumstances such as fire occurrences on the Forest.

FACSFAC JAX shall be responsible for contacting the District Ranger for the purpose of obtaining ordnance delivery waivers.

i. Time delay fuses are prohibited.

#### 4. Notes:

a. FACSFACJAX will notify the NAS Jacksonville Public Affairs Officer a minimum of three working days (72 hours) prior to each scheduled LIVE ordnance drop so an appropriate press release may be prepared.

b. The Pinecastle Target complex may be closed periodically for removal of unexploded ordnance and other range residue.

(b) Special Weapons Target (Main Bull). The target consists of five concentric rings of 50, 200, 400, 600, 800, and 900 FT radii from the target center. The target is clear out to 400 FT from the target center with two concentric rings of tires at 50 and 200 feet radii from the target center. The target is electronically scored by a Weapons Impact Scoring System (WISS). (See Appendix H for target overview).

1. Run-in Pattern. The allowable run-in/attack heading for the "Special Weapons (Main Bull)" target is restricted to 317 or 137 degrees true +/- 10 degrees. This restriction applies to all types and altitudes of delivery. No runs will be made toward, over, or within 20° of the two (2) spotting towers.

2. Authorized Ordnance. BDU-33/MK-76, BDU-48/MK-106, BDU-45, and LASER Guided Training Round (LGTR) series ordnance.

3. Restrictions. No ball ammunition, LIVE ordnance, rockets or paraflares.

(c) Day/Night Conventional Target. The target consists of a surplus military vehicle at the target center, surrounded by four concentric rings of tires at 50, 100, 200, and 300 FT radii situated at approximately 157° T/1,825 FT from the Special Weapons Target. The target is equipped with an integral target illumination and lighted run-in-line system for night ordnance training. The target is electronically scored by a Weapons Impact Scoring System (WISS). (See Appendix H for target overview)

1. Run-in Pattern. The allowable run-in/attack heading for the "Day/Night Conventional" target is restricted to 317 or 137 degrees true +/- 10 degrees. This restriction applies to all types and altitudes of delivery. No runs will be made toward, over, or within 20° of the two (2) spotting towers.

2. Authorized Ordnance. BDU-33/MK-76, BDU-48/MK-106, and LASER Guided Training Round (LGTR) series ordnance.

3. No ball ammunition, LIVE ordnance, rockets or paraflares.

(d) SAM Site West Target. A 1600 FT diameter circular

service road encompassing the revetted radar and surrounding missile launcher pads. This target is not scored. (See Appendix H for target overview)

1. Run-in Pattern. The allowable run-in/attack heading for the "SAM Site West" target is restricted to 317 or 137 degrees true +/- 10 degrees. This restriction applies to all types and altitudes of delivery. No runs will be made toward, over, or within 20° of the two (2) spotting towers.

2. Authorized Ordnance. BDU-33/MK-76, BDU-48/MK-106, MK-82 INERT, MK-83 INERT, BDU-45 INERT, BDU-50 INERT, MK-84 INERT series ordnance, INERT rockets up to five (5) inches in diameter, and Laser Guided Training Round (LGTR).

3. Restrictions. No ball ammunition, LIVE ordnance or paraflares.

(e) Strafing Target. Situated in a clear area on the Westside of the range located approximately 228° T/4,900 FT from the Special Weapons Target. The target consists of an orange/red rectangular banner suspended on the face of an earthen berm. The target is equipped with an automatic scoring device that provides scoring by recorded message on the target control frequency of 380.0 MHZ. Spotting Tower 2, at 90 FT elevation is situated on the foul line 600 FT right of the run-in-line or heading and 1,200 FT short of the banner. (See Appendix H for target overview)

1. Pattern. Right hand pattern ONLY and outside of the two (2) spotting towers using a 038° T run-in-line or heading.

2. Authorized Ordnance. Ball ammunition up to 30 MM.

3. Restrictions. No HE or Tracer rounds.

(f) Inert Ordnance Runway/Mini-convoy. Consists of a mock runway (13-31) situated approximately 205° T/3,575 FT from the Special Weapons Target. The mini-convoy consists of various small vehicles situated at the end of the mock runway. This target is not scored. (See Appendix H for target overview)

1. Run-in Pattern. The allowable run-in/attack heading for the "Inert Ordnance Runway/Mini convoy" target is restricted to 317 or 137 degrees true +/- 10 degrees. This restriction applies to all types and altitudes or delivery. No runs will be made toward, over, or within 20° of the two (2) spotting towers.

2. Authorized Ordnance. BDU-33/MK-76, BDU-48/MK-106, MK-82 INERT, BDU-45 INERT, BDU-50 INERT, MK-83 INERT, MK-84 INERT series ordnance, INERT rockets up to five (5) inches in diameter, and Laser Guided Training Round (LGTR).

3. Restrictions. No ball ammunition, LIVE ordnance or paraflares.

(g) Red Box Target. The target consists of four (4) red rectangular targets, positioned to form a square with a communications unit in the center. The target is located approximately 230° T/1,725 FT from the Special Weapons Target. The target square, is contained within a 200 FT circle. The target is electronically scored by Weapons Impact Scoring System (WISS). (See Appendix H for target overview)

1. Run-in Pattern. The allowable run-in/attack heading for the "Red Box" target is restricted to 317 or 137 degrees true +/- 10 degrees. This restriction applies to all types and altitudes or delivery. No runs will be made toward, over, or within 20° of the two (2) spotting towers.

2. Authorized Ordnance. BDU-33/MK-76, BDU-48/MK-106, MK-82 INERT, BDU-45 INERT, BDU-50 INERT, MK-83 INERT, MK-84 INERT series ordnance, INERT rockets up to five (5) inches in diameter, and Laser Guided Training Round (LGTR).

3. Restrictions. No ball ammunition, LIVE ordnance or paraflares.

c. Rodman Target (R-2906)

(1) Scheduling. Target scheduling is accomplished in accordance with Chapter 6.

(2) Airspace. Rodman Target lies within Restricted Area R-2906. Restricted Area R-2906 is normally activated to 11,000 FT

MSL (FL110) when the target is scheduled. Restricted Area R-2906 may be activated to 14,000 feet MSL (FL140) if requested.

(3) Communications. Aircrews will contact "SEALORD" on 357.0 MHZ. Upon initial contact state number and type of aircraft, restricted area(s) requested, delay time, and maximum altitude requested. Aircraft will be assigned a discrete code and pushed to 321.8 MHZ when crossing into the MOA. Upon contacting "RODMAN" the aircrew will be asked to state number and type of aircraft, run-in line, and the number and type of ordnance on each aircraft. Aircrews will be requested to acknowledge the following "RODMAN" PRE-BRIEF:

**Rodman Target Pre-Brief: "For multiple runs the minimum downwind altitude is 1,500 FT AGL; remain south of the barge canal if below 3,000 FT AGL". Prior to first ordnance release, advise Rodman target which run-in heading will be used for drops." Upon aircrew acknowledgement of the "Rodman Target Pre-Brief", "SEALORD Control" will pass the aircrew to "Rodman Target Control" on frequency 321.8 MHZ. Aircrews will be advised to maintain VFR, descend on the target, make the first run dry and report positive ID. Once positive target ID is acknowledged, aircrews will then be cleared to release ordnance. Upon completion of ordnance releases, aircrews will report switches safe, confirm WINCHESTER, and request push to 357.0 for departure.**

(4) Target locating data is referenced to the World Geodetic System Datum of 1984 (WGS84) format.

(a) Rodman Target:	29° 29' 25" N
	81° 46' 28" W
1. Tower 1:	29° 29' 25.8" N
	81° 45' 53.8" W
2. Tower 2:	29° 29' 36.5" N
	81° 46' 03.8" W

Rodman Range also includes Helicopter Landing Areas designated as Landing Zones (LZ) and Confined Area Landing (CAL) whose coordinates are as follows:

Open North LZ	29° 30' 09.2" N	81° 46' 13.7" W
Black Hole CAL	29° 30' 08.5" N	81° 45' 44.7" W
Open South LZ	29° 29' 25.2" N	81° 46' 25.5" W
¾ "Three Quarter" LZ	29° 30' 08.5" N	81° 45' 44.7" W
Moat LZ	29° 30' 04.3" N	81° 46' 08.4" W
Deer Camp CAL	29° 29' 17.0" N	81° 45' 38.2" W

(5) Target Facilities and Restrictions

(a) Rodman Target. The Rodman Target consists of a single target, with a surplus military vehicle at the target center, surrounded by concentric rings of tires at 50 and 100 foot radii. The target is cleared out to a 300 foot radius. The target is equipped with an integral target illumination and lighted run-in-line system for night ordnance training. The target is electronically scored by a Weapons Impact Scoring System (WISS). (See Appendix H for target overview).

1. Pattern. A right hand pattern for the 150° T run-in-line or heading; and a left hand pattern for the 330° T run-in-line or heading.

2. Authorized Ordnance. BDU-33/MK-76 and BDU-48/MK-106 series ordnance.

3. Restrictions. No ball ammunition, LIVE ordnance, rockets or paraflares.

d. Lake George Target (R-2907 A/B)

(1) Scheduling. Target scheduling is accomplished in accordance with Chapter 6. Paraflare observation services must be requested. For special or unusual target requests, contact FACSFACJAX.

(2) Airspace. Lake George Target lies within Restricted Area R-2907 A/B which will be automatically activated to 11,000 FT MSL (FL110) when the target is scheduled. Restricted Area R-2907 A/B may be activated to 23,000 FT MSL (FL230) if requested.

(3) Communications. Aircrews will contact "SEALORD" on 357.0 MHZ. Upon initial contact state number and type of aircraft, restricted area(s) requested, delay time, and maximum altitude requested. Aircraft will be assigned a discrete code and pushed to 380.8 MHZ when crossing into the MOA. Upon contacting "LAKE GEORGE" the aircrew will be asked to state number and type of aircraft, target requested, requested run-in line, and the number and type of ordnance on each aircraft. Aircrews will be requested to acknowledge the following "LAKE GEORGE" PRE-BRIEF:

**Lake George Target Pre-Brief:** "No drops on the first run to ensure there are no boats in the target area. Minimum altitude within 2 miles of the western shore is 1,200 FT. Minimum altitude near any building is 500 FT AGL. For multiple runs, the minimum altitude over houses located on eastern side of Drayton Island is 1,500 FT AGL." Prior to first ordnance release, advise "Lake George Target Control" of the run-in-line or heading that will be used for drops."

Aircrews will be advised to maintain VFR, descend on the target, make the first run dry, report positive ID and the target area clear of boats. Once positive target ID is acknowledged and that the target area is clear of boats, aircrews will then be cleared to release ordnance. Upon completion of ordnance releases, aircrews will report switches safe, confirm WINCHESTER, and request push to 357.0 for departure.

(4) Target locating data is referenced to the World Geodetic System Datum of 1984 (WGS84) format.

(a) Northern Target:            29° 19' 12" N            81° 35' 14" W

(b) Center Target:            29° 17' 02" N            81° 34' 42" W

(c) Southern Target:           29° 15' 45" N            81° 33' 59" W

(d) MINEX Splashdown Points:

No. 1: 129.4°T/23,700 FT from IP:    29° 17' 57" N    81° 35' 18" W

No. 2: 129.4°T/26,700 FT from IP:    29° 17' 38" N    81° 34' 52" W

No. 3: 129.4°T/29,700 FT from IP:    29° 17' 19" N    81° 34' 26" W

No. 4: 129.4°T/32,700 FT from IP: 29° 17' 00" N 81° 34' 00" W

Initial Point (Kingsley Point): 29° 20' 27" N 81° 38' 44" W

(e) Spotting Towers

Lake George Pine Island: 29° 18' 40" N 81° 32' 48" W

Lake George Nine Mile Point: 29° 16' 14" N 81° 32' 37" W

(5) Target Facilities and Restrictions

(a) Inert Ordnance Targets. The Lake George inert ordnance range consists of a water surface approximately 2 NM by 7 NM. Within its boundaries are three standard target areas (one scored) and a four (4) target scored MINEX area. Individual target descriptions follow:

1. Northern Target. Consists of a 24-foot square, reflective target center, surrounded by a ring of pilings with a 900 foot diameter. (See Appendix H for target overview)

2. Center Target. Consists of pilings arranged in three concentric rings of 250, 500, and 1,000-foot diameter. The target is electronically scored by a Weapons Impact Scoring System (WISS). (See Appendix H for target overview)

3. Southern Target. Consists of a 30 by 60 foot rectangular target center (six pilings) surrounded by three concentric piling rings of 250, 500, and 1,000 FT diameter. (See Appendix H for target overview)

4. MINEX Targets. Consists of four pre-planned splash points, on a 129.4° T bearing from the IP located at Kingsley Point, on the southern tip of Drayton Island. The Targets are electronically scored, by a Weapons Impact Scoring System (WISS). (See Appendix H for target overview)

(b) Pattern. Any run-in-line or heading between 090° and 180° may be used on the standard targets and a bearing of 129.4° T from the IP for the four MINEX targets. If scoring is desired on the center target, "Lake George Target Control" must be informed of the run-in-line or heading for proper WISS alignment.

(c) Authorized Ordnance

1. Northern Target. BDU-33/MK-76, BDU-48/MK-106, BDU45/MK-82 INERT, MK-83 INERT and MK-84 INERT series ordnance.
2. Center Target. BDU-33/MK-76, BDU-48/MK-106, BDU-45/MK-82 INERT, MK-83 INERT and MK-84 INERT series ordnance, INERT rockets up to 5 inches in diameter, and paraflares.
3. Southern Target. BDU-33/MK-76, BDU-48/MK-106, BDU-45/MK-82 INERT, MK-83 INERT and MK-84 INERT series ordnance.
4. MINEX Targets. BDU-33/MK-76, BDU-48/MK-106, BDU-45/MK-82 INERT, MK-83 INERT and MK-84 INERT series ordnance.

(d) Target Facilities and Restrictions

1. Paraflares drops are limited to the Center Target and may be monitored upon request. All paraflare drops must be accomplished from sufficient altitude to ensure complete burnout. Surface wind speed and direction reported by Lake George Target Control may be used as an aid in paraflare drift correction determinations.
2. The Northern Target may be used for low altitude radar ordnance training and searchlight illumination practice only.
3. Restrictions. No ball ammunition, LIVE ordnance or rockets.

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CHAPTER SIX

SCHEDULING PROCEDURES

601. Scheduling Priorities. FACSFACJAX desires to provide operating areas and services as requested, but the demand often exceeds available resources. The scheduling priority system directed by CINCLANTFLT OPOD is followed to resolve conflicts. A copy of this list of scheduling priorities is provided as Appendix I. Requests for areas and/or services shall include the most appropriate priority from this list. Non-scheduled operations also require support. CINCLANTFLT directs the highest priority be given to active undersea warfare (USW) investigations, over all other activities. Active Air Defense and Search and Rescue (SAR) are assigned the next highest priorities, followed by active USW surveillance. Eastern Test Range (ETR) operations for space flights are also given priority over other scheduled events.

When a scheduling conflict occurs, FACSFACJAX makes every effort to coordinate adjustments to areas, times, altitudes, etc., to resolve the conflict. If a conflict cannot be resolved locally, FACSFACJAX will contact appropriate higher authority for resolution.

602. Coordination. FACSFACJAX coordinates services, makes area/target assignments, ensures issuance of Notice to Mariners (NOTMAR), issues schedules, provides ATC services in the Warning Areas, and prescribes additional regulations in accordance with this instruction. All users of FACSFACJAX assigned areas shall schedule their proposed activities with FACSFACJAX. Requests should reach FACSFACJAX by the Monday preceding the week of the requested period. With the exception of GUNEX areas "AA" and "BB", "CC" and 31J, hot event use areas will only be authorized if scheduled a minimum of three (3) working days in advance. The OPAREA schedule is promulgated each Thursday for the following week. In addition, coordinators for NATO, CV, ORE, or fleet type exercises are required to attend a pre-planning conference with FACSFACJAX and FAA representatives to coordinate area requirements a minimum of 15 days prior to anticipated use. FACSFACJAX shall be contacted to effect conference scheduling. COMSUBGRU TEN is Submarine Exercise Area Coordinator (SEAC) for the remainder of the Jacksonville/Charleston (JAX/CHASN) OPAREA. FACSFACJAX is Variable Depth Sonar (VDS) Coordinator.

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603. Definitions. Fleet operating areas are generally considered to include all designated offshore surface and subsurface areas, and all assigned and overland Special Use Airspace designated for military operations. However, for purposes of this manual, an OPAREA is specifically defined as only offshore surface and subsurface areas, while all Special Use Airspace will be referred by its specific name (e.g., Warning Area, Restricted Area, or Military Operating Area). Special Operating Areas (SOS) have been designed within the Warning Areas to maximize airspace utilization, to improve safety, and to facilitate scheduling. Chapter 2 specifically defines the current SOA layout.

604. OPAREAS/Warning Areas

a. Clearance is required prior to entry into or use of the OPAREAS/Warning Areas. Request for use of the OPAREAS/Warning Areas should be by message or FAX addressed to FACSFACJAX JACKSONVILLE FL. Requests should arrive not later than 0800 local on Monday preceding the week of intended use. Late requests will be granted on an "as available" basis. "REAL TIME" air space can be scheduled by contacting FACSFACJAX Monday-Friday from 0800-1600 local. Transit of the OPAREA, including area boundaries, requires a clearance. Requests requiring a NOTMAR must be received three (3) working days in advance. The NOTMAR for hot event use GUNEX areas "AA", "BB", "CC", and 31J (surface - 43,000 feet) is in effect 24 hours a day. Unless Otherwise Directed (UNODIR) messages are not acceptable for any firing exercise and UNODIR messages dictating intent to transit/ISE must be received in sufficient time for processing and reply, if required. Area requests for submarine operations, are submitted by COMSUBLANT or the appropriate SEAC.

b. Standard OPAREA/Warning Area request format.

```
UAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3  FM:  REQUESTING UNIT 3
3  TO:  FACSFACJAX JACKSONVILLE FL//31// 3
3  INFO: TYPE/OPERATIONAL COMMANDER 3
3  OTHER UNITS INVOLVED 3
3  UNCLAS //N03120// 3
3  MSGID/GENADMIN/ 3
3  SUBJ/JAX/CHASN OPAREA WARNING REQUEST// 3
3  REF/A/DOC// 3
3  REF/B/DOC// 3
3  NARR/REF A IS CINCLANTFLTINST 3120.26(SERIES). REF B IS 3
3  FACSFACJAXINST 3000.1D.// 3
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3 RMKS/1. IAW REFS A AND B, REQUEST THE FOLLOWING: 3  
3 A. UNIT(S) FOR WHICH CLEARANCE IS REQUESTED 3  
3 B. POINT OF CONTACT, COMMAND, DSN PHONE NUMBER 3  
3 C. JAX/CHASN OPAREA 3  
3 1. DATE(S)/TIME(S) DESIRED IN ZULU 3  
3 2. AREA DESIRED (E.G. JAXOA 21-22/D-F) 3  
3 3. TYPE EXERCISE/PRIORITY 3  
3 4. SERVICES REQUESTED 3  
3 5. REMARKS (DELETE IF NO REMARKS) 3  
3 D. NAME OF WARNING AREA (E.G. W-158A) 3  
3 1. DATE(S)/TIME(S) DESIRED (ZULU TIME) 3  
3 2. WARNING AREA PORTION ON SURFACE AREA UNDERLYING 3  
3 THE AIRSPACE AND ALTITUDES DESIRED (E.G. 3  
3 JAXOA 21, 22) OR WARNING AREA PORTION 3  
3 (E.G. W-157A) AND ALTITUDES DESIRED 3  
3 3. TYPE EXERCISE/PRIORITY 3  
3 4. SERVICES REQUESTED (E.G. LEAR JET) 3  
3 5. REMARKS (DELETE IF NO REMARKS) 3  
AAUU

SAMPLE MESSAGE

UAA  
3 FM: USS NEVERSAIL 3  
3 TO: FACSFACJAX JACKSONVILLE FL//31// 3  
3 INFO: COMSUBGRU TEN 3  
3 COMSUBRON TWO ZERO 3  
3 UNCLAS //N03120// 3  
3 MSGID/GENADMIN/NEVERSAIL// 3  
3 SUBJ/JAX/CHASN OPAREA WARNING AREA REQUEST// 3  
3 REF/A/DOC// 3  
3 REF/B/DOC// 3  
3 NARR/REF A IS CINCLANTFLTINST 3120.26F. REF B IS 3  
3 FACSFACJAXINST 3000.1D.// 3  
3 RMKS/1. IAW REFS A AND B REQ FOL: 3  
3 A. USS NEVERSAIL 3  
3 B. LTJG MELLONHEAD, USS NEVERSAIL, AV 555-1212 3  
3 C. JAXOA 3  
3 1. 211200-232400Z FEB 99 3  
3 2. JAXOA 1-33/A-Z 3  
3 3. ISE/TRANSIT/PRI 2 3  
3 4. N/A 3  
3 D. JAXOA 3  
3 1. 231200-1600Z FEB 99 3  
3 2. 20-22/D-F, SURF-BOTTOM 3  
3 3. VDS OPS/PRI 2 3  
3 4. N/A 3  
3 5. EXCLUSIVE USE REQUESTED// 3  
AAUU

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(1) The assignment of an operating area to a surface unit DOES NOT include the airspace above that area. All airspace in the OPAREA is assigned separately. If airspace above an operating area is required, it must be indicated (e.g., Charleston Operating Area (CHASNOA) 13-14/N-P, W-132A overlying JAX/CHASN OA 13-14/N-P or SOA 2Y.). The same is true for aviation units. If surface area is required for training (e.g., bombing) the surface area must also be requested.

(2) FACSFACJAX is the scheduling authority for non-submarine transits and operations. No operations hazardous to submarines or surface craft are permitted in the Surface Submarine Transit Lane (SURFSUBTRANSLANE), Jacksonville Submarine Operating Area (JAXSUBOPAREA), or Charleston Submarine Operating Area (CHASNSUBOPAREA) without specific clearance from FACSFACJAX/COMSUBGRU TEN.

(3) To maximize safety in the OPAREA a NOTMAR MUST BE ISSUED for any exercise requiring the use of live or inert ordnance.

(4) Normal area sizes assigned are:

PACFIRE/CIWS	10 X 10 NM SQUARE	SURF - 4,000 FT
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NOTE: If gun is to be elevated, ensure that the request indicates same. The altitude requested may be granted.

P-1 CIWS	10 X 20 NM SQUARE	SURF - 24,000 FT
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SURF-SURF GUNEX	20 X 20 NM SQUARE	SURF - 30,000 FT
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ASROC	10 X 20 NM SQUARE	SURF - 10,000 FT
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SURF-AIR GUNEX	20 X 20 NM SQUARE	SURF - 43,000 FT
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AIR-SURF BOMBEX/ GUNEX	10 X 10 NM SQUARE	SURF - 5,000 FT
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SMALL ARMS PACFIRE	10 X 10 NM SQUARE	SURF - 1,000 FT
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CHAFF FIRING	10 X 10 NM SQUARE	SURF - 1,000 FT
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CATAS/TACTASS/  
NIXIE/VDS OPS

SURF - BOTTOM

MISSILEX - All Missile firings are covered in Chapter 15.

NOTE: No live ordnance including small arms PACFIRE will be expended without prior clearance and approval from FACSFACJAX. Specific conduct of operations during Northern Right Whale (NRW) calving season is addressed in Chapter 17.

(5) CNO's policy for "Exclusive-Use" scheduling is designed to separate hazardous operations (air combat maneuvering, exercises involving live ordnance, exercises involving surface impacts, and aircraft trailing-wire missions) from non-participants. Non-hazardous activity (intercepts, tracking, maintenance flights, air refueling, AWACS orbits, etc.), may be scheduled "exclusive-use" if airspace is available.

(6) CINCLANTFLT priorities for scheduling of Atlantic Fleet Forces are detailed in Appendix I. Requests received by NAS Jacksonville shall be forwarded to FACSFACJAX for coordination and approval.

c. Mining Exercises. CINCLANT approves all requests to conduct mining exercises at the Charleston Mining Range. FACSFACJAX will schedule air and surface area. Written requests are submitted to CINCLANTFLT, INFO FACSFACJAX.

(1) The Charleston Mining Range is (See Appendix L) defined as Charleston OPAREA SOA 1 XRAY over-flying 11-12/I-K surface to 4,500 FT MSL. When scheduled into the OPAREA for practice mining the area will be assigned "Exclusive Sked." MINEX FAM flights will be assigned "Exclusive Sked." No drops of any type are permitted during a "MINEX FAM." EODMU SIX is the mine recovery agency for the area. During mine recovery operations in area 11J, the area will be assigned "Exclusive Sked" surface to bottom.

(2) Mine raking and scoring is provided by EODMU SIX. It is mandatory that all units using the MINEX Area INFORM EODMU SIX via landline of actual drop times to facilitate raking and scoring. EODMU SIX is responsible for mine recovery. Maximum

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range load is 32 mines per week/100 mines per month.

(3) The MINEX area will be scheduled for drops from 1300 to 1600 (L). EODMU SIX will normally recover mines from 0800 to 1300 (L). Specific times for requesting units will be promulgated in the JAX/CHASN OPAREA weekly schedule.

(4) To speed recovery and scoring of MRCI mines, participating units shall drop in the eastern half of the range. Aircraft dropping practice mines shall drop them in the western half of the range. Non-recoverable mines shall not be dropped in the mining range.

(5) Message requests should be sent to CINCLANTFLT with info copies to FACSFACJAX JACKSONVILLE FL.

(6) Actual Mining Range Drop Coordinates are as follows:

32-35-30N	79-51-30W
32-35-30N	79-45-00W
32-31-30N	79-45-00W
32-31-30N	79-51-30W

(7) Services other than those listed for the MINEX area, (i.e., Rake Requests, Scoring) shall be requested from EODMU SIX in accordance with reference (d). Procurement of practice mines should be requested from MOMAU ELEVEN in accordance with reference (d).

(8) Units requesting underwater DET must obtain approval from SUBLANT prior to scheduling of Charleston mine range.

(9) Any questions concerning scheduling of the MINEX area should be addressed to FACSFACJAX.

d. Mayport MOA/ATCAA and Strike ALTRV

(1) Restrictions. The Mayport MOA/ATCAA and Strike ALTRV:

(a) Is limited to four 30 minute block times per month scheduled between 1800 and 2200 local time, not to exceed one 30 minute block per day.

(b) May only be scheduled as a complete package in conjunction with W-157A and/or W-159A. (The intent is to allow a strike mission to proceed from the Warning Areas through the ALTRV into the MOA/ATCAA and return through the ALTRV to the warning areas.)

(c) May only be activated in a block of altitudes not to exceed seven (7) consecutive altitudes, and only in one of the following stratus:

500 FT MSL up to and including 15,000 FT MSL.

16,000 FT MSL up to and including FL230.

FL240 and above.

(d) May involve a maximum of 12 aircraft.

(e) Is established on the condition AR-5 traffic shall take precedence over military activity.

(f) May not be scheduled simultaneously with the CV Alfa Strike ALTRV and/or the Gator Strike Complex.

## (2) Scheduling

(a) At least six hours prior to scheduled use, SEALORD shall request release of the Mayport MOA/ATCAA and Strike ALTRV from ATC as follows:

1 For altitudes up to and including 15,000 FT MSL, Jacksonville Tower, TRACON Watch Supervisor, and Jacksonville Center Mission Coordinator (for NOTAM purposes).

2 For altitudes above 15,000 FT MSL and above, Jacksonville Center Mission Coordinator.

NOTE: The Center Traffic Management Unit shall approve/disapprove the request based on traffic projections, weather, etc.

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(b) The Jacksonville Center Mission Coordinator shall issue a NOTAM for the ALTRV at least 2 hours prior to the scheduled use if the ALTRV includes altitudes below FL180.

(3) Activation

(a) Activation of the Mayport MOA/ATCAA and Strike ALTRV for altitudes up to and including 15,000 feet MSL shall be in accordance with the Jacksonville ATC Tower, FACSFACJAX, and NAS Mayport Letter of Agreement; Subject: Procedures for Use of the Mayport MOA and associated ALTRV; Effective March 25, 1993.

(b) For altitudes above 15,000 feet MSL, activation of the Mayport MOA/ATCAA shall be on a real time basis during a previously approved scheduled time. SEALORD shall request approval for the subject area from Brunswick Sector or St. Augustine Sector, as appropriate, when the aircraft are ready to depart the Warning Area.

(4) ATC Coordination

(a) SEALORD shall:

1 Assume responsibility for ATC coordination of the Mayport MOA/ATCAA and Strike ALTRV during active times, and

2 Return the Mayport MOA/ATCAA and Strike ALTRV to Jacksonville Tower or Jacksonville Center, as appropriate, when activity previously scheduled is cancelled or when all activity is terminated prior to the scheduled end time.

(b) Jacksonville Center shall route QT ATA arrivals to the Jacksonville Complex affected by activation of Mayport MOA/ATCAA and Strike ALTRV to the Brunswick ATA.

(5) Aircraft Containment Procedures. Pilots shall be responsible for containment in the Mayport MOA/ATCAA and Strike ALTRV at the activated altitudes, however, SEALORD shall assist them through the use of FACSFACJAX radar and communications.

e. Communications. FACSFACJAX monitors the following frequencies: 3167.4 KHZ (3166), 11253.5 KHZ (11252), and SATHICOM-NBSV. FACSFACJAX also monitors the following air traffic control

frequencies: UHF 284.5/267.5 MHZ and VHF 120.95/133.95 MHZ (call sign "SEALORD"). Air Intercept Controllers are monitoring UHF 270.6/285.7 MHZ (call sign "BRISTOL"). NTDS Data Link frequencies are listed in our monthly OPTASK messages. Surface units in the OPAREA, and units controlling aircraft in the Warning Areas, shall establish and maintain two-way voice communications with FACSFACJAX. If unable to establish communications on primary frequencies, use SATHICOM/NBSV. All surface units using scheduled aircraft services in the Warning Areas shall check-in on the coordination net at least one hour prior to COMEX, at COMEX, and at FINEX. Failure to establish communications may result in delays or cancellation of services.

f. FACSFACJAX is cognizant authority for AIGs 6906 and 11470. Units desiring addition to or deletion from these AIGs should submit their request to FACSFACJAX JACKSONVILLE FL//31//

(1) AIG 6906

(a) Purpose: To promulgate weekly OPAREA schedules and modifications, and Notice to Mariners.

(b) Classification: UNCLAS

(c) Authorized User: FACSFACJAX JACKSONVILLE FL

(2) AIG 11470

(a) Purpose: To promulgate weekly inland target range schedules, modifications, and range danger messages.

(b) Classification: UNCLASSIFIED

(c) Authorized User: FACSFACJAX JACKSONVILLE FL

g. Fleet Indoctrination Course. FACSFACJAX offers an indoctrination course for operations in the OPAREA. COMNAVAIRLANT and COMNAVSURFLANT recognize and recommend this course to all OPAREA users. This course is structured for, but not limited to, individuals who control aircraft in the JAX/CHASN Warning Areas: AIC operators, AC ratings, OS ratings, RATTC/CATTC, CIC, Air Ops, etc. For further information contact FACSFACJAX Schedules Officer.

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h. Small Scale ECM Notification. All operations in the offshore/onshore operating areas which require operation of ACTIVE electronic countermeasures (ECM), including: jamming, chaff dispensing, deception, etc. must have prior approval before COMEX. Approval from JFMOLANT does not constitute permission to conduct exercise in the OPAREA. OPAREA requests must be received 72 hrs prior to event. Units conducting these exercises must comply with Chairman of the Joint Chiefs of Staff Manual 3212.02 (CJCSM 3212.02).

605. Services. Services available in the JAX/CHASN OPAREA are as listed below:

a. LEAR JET

PROVIDER: Flight International (at FACSFACJAX Vacapes)  
To schedule call FACSFACJAX  
DSN: 942-2113  
COMM: (904) 542-2113

MISSIONS: Tractor for TDU, Banner, Hayes-IR, Trackex,  
ASCM Simulation

SUBMIT REQUESTS: To: FACSFACJAX JACKSONVILLE FL//31//  
FACSFACJAX VACAPES VA//24//

b. F-14 Aircraft Services

PROVIDER: COMNAVAVIRLANT NORFOLK VA  
DSN: 564-4321/2723  
COMM: (757) 444-4321/2723

MISSIONS: LINK 4A, LINK 16 (Limited), CAP, Services  
requiring A/I radar

SUBMIT REQUESTS: To: COMNAVAVIRLANT NORFOLK VA//N83G//  
Info: FACSFACJAX JACKSONVILLE//31//  
COMFITWINGLANT OCEANA VA//30//

c. F/A-18 Aircraft Services

PROVIDER: COMNAVAVIRLANT NORFOLK VA  
DSN: 564-4321/2723  
COMM: (757) 444-4321/2723

MISSIONS: LINK 4A, CAP, AIC

SUBMIT REQUESTS: To: COMNAVAIRLANT NORFOLK VA//N83G//  
Info: FACSFACJAX JACKSONVILLE FL//31//

d. S-3 Aircraft Services

PROVIDER: COMNAVAIRLANT NORFOLK VA  
DSN: 564-4321/2723  
COMM: (757)444-4321/2723

MISSIONS: LINK 11, Long Haul COMM, IFF Checks

SUBMIT REQUESTS: To: COMNAVAIRLANT NORFOLK VA//N83G//  
Info: FACSFACJAX JACKSONVILLE FL//31//

e. E-2 Aircraft Services

PROVIDER: COMNAVAIRLANT NORFOLK VA  
DSN: 564-4321/2723  
COMM: (757)444-4321/2723

MISSIONS: LINK 11, LINK 16, NESTOR, AUTOCAT, Air/Surface  
Search Radar

SUBMIT REQUESTS: To: COMNAVAIRLANT NORFOLK VA//N83G//  
Info: FACSFACJAX JACKSONVILLE FL//31//

f. Helicopter Services

Helicopter services in the JAX/CHASN OPAREA are limited.

PROVIDER: COMNAVAIRLANT NORFOLK VA  
DSN: 564-4321/2723  
COMM: (757)444-4321/2723

ACFT AVAIL: SH-60F

SUBMIT REQUESTS: To: COMNAVAIRLANT NORFOLK VA//  
N83G//N34A//  
Info: FACSFACJAX JACKSONVILLE FL

g. Helicopter/Photo Services

PROVIDER: COMNAVAIRLANT NORFOLK VA  
DSN: 564-4321/2723

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COMM: (757)444-4321/2723

ACFT AVAIL: SH-60F

MISSION: Photo Triangulation

SUBMIT REQUESTS: To: COMNAVAIRLANT NORFOLK VA//  
N83G//N34A//  
Info: FACSFACJAX JACKSONVILLE FL//31//  
FLTIMAGCENLANT JACKSONVILLE FL  
//00//

h. Tug Services

PROVIDER: NAVSTA MAYPORT FL  
DSN: 960-5266/67  
COMM: (904) 270-5266/67

SUBMIT REQUESTS: To: NAVSTA MAYPORT FL//N3//  
Info: SOPA MAYPORT FL//N3//

i. Trimaran Towed Target and Improved Surface Towed Target (TSTT) services are available in the JAXOA surface gunnery areas. (Refer to reference (c).

PROVIDER: AFLOAT TRAINING GROUP MAYPORT FL  
DSN: 960-7410/11  
COMM: (904) 270-7410/11

SUBMIT REQUESTS: To: COMFLETRAGRU MAYPORT FL//N7//  
Info: FACSFACJAX JACKSONVILLE FL//31//

j. Drones (BQM/AQM)

PROVIDER: FLECOMPRON SIX (VC-6)  
DSN: 564-6793/4575  
COMM: (757) 444-6793

TARGETS AVAIL: BQM 74E Drones; AQM-37C

MISSION: ASCM Simulation

SUBMIT REQUESTS: To: FLECOMPRON SIX//20//

Info: FACSFACJAX JACKSONVILLE FL//31//  
FACSFACJAX VACAPES VA//24//

k. EW Services

PROVIDER: FIWC  
DSN: 537-4171  
COMM: (757) 417-4171

SUBMIT REQUESTS: To: FLTINFOWARCEN NORFOLK VA//N64//  
Info: FACSFACJAX JACKSONVILLE FL//31//

l. TACAN Certification

PROVIDER: FAA  
DSN: 940-2832  
COMM: (405) 954-9781  
Fax: (405) 954-2834  
E-mail: [9\\_AMC\\_AVN\\_FLC@FAA.GOV](mailto:9_AMC_AVN_FLC@FAA.GOV)

SUBMIT REQUESTS: To: FAA Aeronautical Center  
AVN-280  
P.O. Box 25082  
Oklahoma City, OK 73125-0082

NOTE: Ship MUST request airspace clearance from FACSFACJAX Jacksonville. TACAN certifications are also available from Mayport SESEF Control.

m. P-3 Services

PROVIDER: CINCLANTFLT  
DSN: 836-6516/6518  
COMM: (757) 836-6516/6518

SUBMIT REQUESTS: To: CINCLANTFLT NORFOLK VA//N332//  
Info: COMNAVAIRLANT NORFOLK VA  
//N33/N84A//

n. Any services that will be needed for INSURV, CSSQT, etc., should be obtained at CINCLANTFLT Quarterly Planning Conference.

o. FACSFACJAX will assign coordinating communication frequencies for Lear Jet services upon receiving confirmation of

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services from FACSFACJAX/VACAPES.

p. In the event that services arranged through FACSFACJAX must be cancelled, notification shall be sent as far in advance as possible. The message shall be sent action to the providing agency and info to FACSFACJAX.

#### 606. Submarine/Subsurface Operations

a. Requests for Submarine Operations. Requests for clearance for operations by submarines shall be addressed to the appropriate SEAC, info FACSFACJAX. The SEAC shall obtain clearances from FACSFACJAX and promulgate clearances to the individual units/commands. (Subsurface mutual use is from the surface to a 98 foot depth). Submerged operations involve the area from a 98 foot depth to the ocean bottom.

b. Subsurface Operations. Operations hazardous to submarines will not be scheduled in areas assigned for submarine operations. Surface vessels will be authorized to operate in an assigned submarine operating area providing the transit vessel maintains cavitation speed throughout the transit, operates active sonar, or operates fathometer on maximum depth scale while in the SUBOPAREA or SUBSURFTRANSLANE.

c. Requests for Subsurface Operations. Requests for clearance to conduct subsurface operations (VDS, ASROC, TORPEDO Firings, and Mine Sweeping, etc.) at any depth shall be addressed to FACSFACJAX with the appropriate SEAC as an info addee.

d. Units requesting to stream underwater equipment will receive clearance after coordination between FACSFACJAX and COMSUBGRU TEN for the area requested is complete. A 20 by 20 NM surface grid for a period of six (6) hours is normally given for the unit's exclusive use. Moving havens are not normally granted.

#### 607. Targets General

a. R-2906: Rodman - Surface to 14,000 FT MSL. Surface to 2,500 FT MSL is considered active as published to allow entries from Military Training Routes. When the Palatka 2 MOA is activated R-2906 must also be activated to the same vertical limit, not to exceed the upper limits of R-2906. Activation of R-2906 does not necessitate the activation of the Palatka 2 MOA.

All aircraft entering Rodman target from a VR route and desiring higher than 2,500 FT MSL, must request higher altitude from Sealord on initial contact. Sealord will then activate the restricted area above 2,500 FT MSL with JAX TRACON. Prior to departing the restricted area on an IFR flight plan, aircraft will remain VFR within the restricted area until an IFR clearance is received from TRACON on 379.9/319.9/120.75 MHZ.

b. R-2907: Lake George - Surface to and including FL230. Considered active Surface to 11,000 FT MSL. To activate altitudes above 11,000 FT MSL, make request to Sealord or FACSFACJAX schedules.

c. R-2910: Pinecastle - Surface to and including FL230. Considered active surface to 11,000 FT MSL. To activate altitudes above 11,000 FT MSL, make request to Sealord or FACSFACJAX schedules.

Range Complex Hours of Operation (Are published via message, all times local)

	<u>STANDARD</u>	<u>DAYLIGHT SAVINGS</u>
(1) Monday and Wednesday	- 1000-2000	1200-2200
(2) Tuesday and Thursday	- 0900-1700	0900-1700
(3) Friday	- 0800-1200	0800-1200

(4) Target usage outside published times may be scheduled through FACSFACJAX in accordance with established notification requirements.

NOTE: It is imperative that target times be scheduled in advance with FACSFACJAX to prevent conflicts. Request for operations outside of normal range hours, excluding weekends and holidays, require twelve (12) hours advance notice. Request for operations for weekends and holidays require twenty-four (24) hours advance notice and a minimum of two (2) hours scheduled range time.

d. Aircraft proceeding to R-2907 and R-2910 shall be released to Pinecastle Targets frequency when entering the Palatka 1 MOA.

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e. Aircraft flight planned to W-158A after operating in R-2907 and R-2910 shall contact Jacksonville Center for clearance.

f. Aircraft flight planned to land at NAS Jacksonville via overland routes shall contact TRACON for clearance. Aircraft flight planned to land at other bases via overland routes shall contact Jacksonville Center or Miami Center as appropriate for clearance.

g. Aircraft may exit R-2907 and R-2910 VFR remaining in the Palatka 1 MOA until receiving an IFR clearance. The IFR clearance will not be effective until the aircraft exits the MOA.

h. If the pilot is unable to maintain VFR until exiting the MOA, he shall advise the appropriate controlling agency. Coordination shall be affected between TRACON and Center before a clearance is issued for IFR flight through the Palatka 1 MOA airspace.

#### 608. Land Targets/Restricted Areas

##### a. Requests

(1) Units desiring immediate scheduling of targets, or cancellation of scheduled times, should coordinate through their respective scheduling authorities.

(2) Requests for use of FACSFACJAX Land Targets will be submitted prior to 0800 local time Monday of the week proceeding the week of intended utilization. All target time periods are twenty (20) minute periods that commence on the hour, twenty (20) minutes after the hour, and forty (40) minutes after the hour. Target requests must include the following information in five columns for each squadron or unit:

A	B	C	D	E	F
SQD	DATE/TIME	EXERCISE	TARGET	ORDNANCE	PRIORITY*

\* CINCLANTFLT OPORD 2000 criteria

Any other pertinent information, such as alternate target times and dates, that may aid in scheduling should be added.

(3) Strike ALTRV. Units requesting Strike ALTRV and other training exercises which require local altitude reservations shall contact FACSFACJAX. FACSFACJAX shall coordinate with the appropriate ATC Facilities to schedule an ATC Planning Conference, at least fifteen (15) days prior to commencing operations.

(4) BDU Scheduling. In addition to the procedures outlined in reference (e), target times scheduled for BDU drops must be coordinated with FACSFACJAX one week in advance to allow scheduled closure of affected target for post drop recovery of BDUs. The post drop "Quick Look" report message will be sent immediately by FACSFACJAX in accordance with reference (f). The need for advance scheduling of BDU drops is necessitated by the requirement to close the range while the BDUs are recovered (normally, in excess of one hour per BDU). Thus, squadrons must bear in mind that BDU drops, which are not coordinated with adequate lead time may not be approved, or if scheduled because of operational necessity, may cause other squadrons to lose their scheduled target time.

(5) Burn Index (BI). All ordnance including day smoke spotting charges (CXU 3/4) are subject to the BI restrictions.

(6) Live Ordnance Restrictions. For detailed information, see Chapter 7. Units intending to use the live ordnance impact area in the Pinycastle Target range will contact FACSFACJAX a minimum of three working days prior to desired target time. In addition to information required by paragraph 607a(2), units shall provide the following information:

Number of Aircraft.

Type and amount of ordnance.

Type of delivery.

Number of runs desired.

(7) Five-inch Zunis Special Scheduling. Five-inch Zunis must be specified in the target request or coordinated with FACSFACJAX a minimum of one hour prior to the event. Zunis must be fired as "singles" and no more than two (2) Zunis may be fired

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within any ten (10)-second period, except during scheduled coordinated attacks.

(8) SAR Exercise Scheduling. SAR exercises must be coordinated through FACSFACJAX to ensure target equipment and target schedules are arranged for personnel protection.

(9) LASER Operations at Pinecastle (R-2910). LASER Operations must be specified in the target request or coordinated with FACSFACJAX. LASER operations must be scheduled through FACSFACJAX at least twenty-four (24) hours prior to intended use to coordinate with target personnel for protection. See Chapter 8 for restrictions and procedures.

b. The FACSFACJAX Weekly Target Schedule will contain assignments for each restricted area by date and time for each unit designated by symbol in the key. The following alphabetical symbols will be used in scheduling and may be used by the requesting unit for brevity:

- (G) - Airspace only
- (H) - 500 FT and below
- (I) - Inert Ordnance
- (L) - LASER Operations
- (O) - Live Ordnance
- (PL) - with Palatka Low ALTRV
- (PH) - with Palatka High ALTRV
- (X) - Target and Airspace closed
- (Z) - Complex is unmanned (Airspace available)

c. Utilization of Unscheduled Target Times.

(1) Upon issuance of FACSFACJAX Weekly Target Schedule, any unassigned target times will be granted to those squadrons desiring additional time on a first come first serve basis. Requests for additional target time may be obtained by contacting

FACSFACJAX. To schedule periods not assigned on the Weekly Target Schedule, notice is required to enable FACSFACJAX to retrieve airspace for the time period from the FAA, man the target and brief personnel.

(2) If a scheduled period on any target becomes unavailable because of fires or other unavoidable circumstances, airborne aircraft may be diverted to other targets. Diverts to other targets must be coordinated by FACSFACJAX. Any one of the following methods may be used:

(a) Circumstances permitting, Pinycastle Targets will coordinate with FACSFACJAX to facilitate rescheduling on other targets.

(b) Airborne aircraft may contact their respective Squadron Duty Officer and have him contact FACSFACJAX for rescheduling on other targets.

(c) Airborne aircraft may contact SEALORD (FACSFACJAX) on 357.0 MHZ and request rescheduling on other targets.

NOTE: Do not call Jacksonville Center or TRACON for information on target availability and scheduling.

d. Cancellation of Scheduled Target Times. When a target time is scheduled and unforeseen circumstances cancel the flight, squadrons involved shall immediately notify FACSFACJAX.

#### 609. Non-FACSFACJAX Areas

a. Aviation units stationed at or deployed to NAS Jacksonville or NS Mayport shall submit daily flight schedules to the appropriate Base Operations Officer in accordance with local station directives.

#### b. Gator MOAs

(1) Activities must submit their request for Gator MOAs to FACSFACJAX on a day to day basis at least one (1) day prior to intended use.

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(2) Long range planning should be submitted to  
FACSFACJAX.

c. OLF Whitehouse. NAVY JAX Base OPS (DSN 942-2511, COM:  
(904)542-2511 is the point of contact for all OLF Whitehouse FCLP  
scheduling. Operations can also be scheduled via Airmaster's  
website at [www.airmaster.cnrse.navy.mil](http://www.airmaster.cnrse.navy.mil).

CHAPTER SEVEN

BEAUFORT TACTS RANGE

701. General. The Beaufort Tactical Aircrew Combat Training Systems (TACTS) is an advanced aircrew training facility developed to enhance aircrew proficiency and evaluate aircrew effectiveness in a tactical air combat maneuvering (ACM) environment. The Tactical Air Combat Training System (TACTS) Range consists of eight (8) off shore platforms located in the W-157A. The platforms receive inputs from the TACTS instrumentation pods carried on tactical aircraft, which down-link positional and dynamic data to the Control and Computation System (CCS) computer, located at MCAS Beaufort, South Carolina. The Beaufort TACTS Range is located within Special Operating Areas (SOAs) 3X and 4X within W-157A. The range is normally divided into two (2) distinct operation areas; the North Range call sign "Double Cross" and the South Range call sign "Warlock". The North and South areas (approx. 40NM X 40NM each) may be combined as one large area (approx. 40NM X 80NM) to support large-scale operations or exercises.

702. Dimensions. Geographic boundaries for both ranges have been designed with due consideration for appropriate buffer zones between TACTS and non-TACTS activity as well as SOA 3X and 4X activity. The operational coverage of the TACTS significantly exceeds the geographic boundaries listed. The workable area of the range may be expanded to the North and/or East by utilizing SOA 2X, 3Y and 4Y. W-157A block altitudes are Surface to FL430, however, for normal scheduling 5000 FT MSL to FL430 will be activated for TACTS participants. If the Surface to 5000 FT MSL block is required, it must be noted in the scheduling request. W-158C overlies W-157A and is available, if requested, from FL430 to Unlimited. The geographic limits of the ranges are:

NORTH RANGE ("Double Cross"):

N 31° 57' 53"	W 80° 22' 30"
N 31° 46' 00"	W 79° 38' 10"
N 31° 14' 00"	W 79° 51' 20"
N 31° 26' 12"	W 80° 40' 50"
N 31° 34' 50"	W 80° 34' 22"

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SOUTH RANGE ("Warlock"):

N 31° 24' 20"	W 80° 42' 00"
N 31° 12' 00"	W 79° 52' 10"
N 30° 45' 00"	W 80° 02' 50"
N 30° 45' 00"	W 80° 50' 00"
N 31° 10' 37"	W 80° 52' 10"

Additionally, the following locating data for the TACTS Towers are provided:

M1R1	N 31° 03' 00.0"	W 80° 26' 59.4"
R2/R10	N 31° 22' 29.9"	W 80° 33' 59.5"
R3/R9	N 31° 13' 00.1"	W 80° 06' 59.7"
R4	N 30° 47' 59.8"	W 80° 18' 59.5"
R5	N 30° 56' 30.4"	W 80° 44' 59.7"
M2R6	N 31° 32' 00.1"	W 80° 14' 00.0"
R7	N 31° 49' 00.4"	W 80° 16' 29.5"
R8	N 31° 37' 59.8"	W 79° 55' 30.0"

703. Scheduling. Beaufort TACTS is the designated Scheduling Agency for all TACTS activity within the 3X and 4X areas. Scheduling requests may be submitted to Beaufort TACTS via e-mail ([Beaurege@beaufort.corona.navy.mil](mailto:Beaurege@beaufort.corona.navy.mil)), phone (DSN 335-7450; COM (843) 228-7450) or FAX (DSN 335-7149; COM (843) 228-7149). Advanced scheduling requests should be received two weeks in advance whenever possible. However, Real-time scheduling is always available on a daily basis. All scheduling requests are subject to FACSFACJAX approval. Requests processed two (2) weeks prior will be included in the FACSFACJAX/CHARLESTON OPAREA WEEKLY SCHEDULE (Naval Message) which is transmitted each Thursday for the following week's activity. This message represents **FINAL** scheduling approval for all Warning Area usage (Aviation, Surface and Sub-surface) within the JAX/CHASN area. United States Air Force and Air National Guard requests for TACTS range usage should be coordinated via CRTC Savannah (DSN 860-3496) whenever possible.

Requests for warning area use not involving TACTS can be made directly to FACSFACJAX via phone or message.

704. Operating Procedures and Communications. Users may either file a DD-175 or utilize the local Stereo flight plan routes when

operating from MCAS Beaufort, CRTC Savannah, or the Jacksonville Complex. Prior to entering the W-157, ATC will hand-off aircraft to SEALORD for clearance into the Warning Areas. Prior to exiting the assigned area SEALORD will hand-off aircraft to ATC for clearance out of the Warning area. Expect a five (5) minute delay for hand-off coordination when exiting.

SEALORD PRIMARY        284.5 MHZ  
SEALORD SECONDARY     313.7 MHZ

Once established in the assigned area, aircraft will be assigned discrete operating frequencies:

SEALORD DISCRETE       349.8; 376.9; 385.3 MHZ

Beaufort TACTS has eight (8) permanently assigned discrete frequencies available, which can be recorded for post flight debrief:

North Range (3X) DOUBLE CROSS: 350.679; 355.325;  
381.875; 382.925 MHZ

South Range (4X) WARLOCK:        301.000; 336.925;  
340.375; 350.000 MHZ

NOTE: Frequencies are subject to change and should be verified prior to take-off. Other frequencies (provided by users) are also available for use when coordinated prior to take-off.

#### 705. Restrictions

a. Once cleared into an area, no aircraft will exit without SEALORD approval. SEALORD is responsible for insuring no aircraft spill out of an assigned area. Communications between SEALORD, assigned aircraft and TACTS Range Training Officers (RTO's) is mandatory.

b. Supersonic flight restrictions are in effect. Supersonic flight within 30NM of the coast is prohibited below 30,000 FT MSL. A record of supersonic events will be maintained at the user level for twenty-four (24) months IAW OPNAVINST 3710.7 series.

FACSFACJAXINST 3000.1D  
01 MAY 2001

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CHAPTER EIGHT

**LASER OPERATIONS**

801. LASER OPERATIONS AT PINECASTLE IMPACT RANGE

a. LASER Pre-Brief. Prior to lasing at Pinecastle Impact Range (R-2910), clearance must be obtained from Pinecastle Control. Pinecastle Range LASER Safety Officer shall perform a range clearance check prior to scheduled LASER missions to ensure there is no encroachment of civilian personnel or standing water puddles in the vicinity of the selected target. Authorized targets are the Red Box, SAM Site, Special Weapons (Main Bull), Live Impact, Mini Convoy, Conventional Day/Night, and Laser Evaluator System Target Board. All aircrews shall be familiar with LASER Hazard Zones and Firing Fans as delineated in the FACSFACJAX Operations Manual. **Upon Check-in with Pinecastle Control for LASER Operations, aircrew will identify the type of laser system to be used.**

b. The conditions of the General Range Procedures and Precautions for the safe use of airborne LASERS and ground-based LASER sections of this chapter shall be met. NAS Jacksonville Detachment (NASJAXDET) LASER range is considered safe for both ground-based and airborne LASER operations, with the following restrictions:

(1) For aircraft systems, only the aircraft-mounted LASER systems listed in Figures 8-40 through 8-43 are permitted. The LASER must be operated from aircraft against the target and within the established firing fans as illustrated in Figures 8-11 through 8-28.

(2) No unprotected personnel will be allowed within the LASER hazard zone (outlined area) per Figures 8-11 through 8-39, unless eyewear of the proper wavelength and Optical Density (OD) are worn as specified in Figures 8-40 through 8-43.

(3) For ground-based systems, only the man-portable LASER systems listed in Figures 8-40 through 8-43 are permitted. The LASER must be operated from Spotting Towers 2-1 and 2-2 against the target area and within the established firing fans as illustrated in Figures 8-11 through 8-21 and 8-29 through 8-39. **NOTE:** Figures 8-40 through 8-43 - The Nominal Ocular Hazard

Distance (NOHD) is the distance from the LASER at which the energy concentration has dropped below the eye protection standard from the LASER being considered. Magnifying optics increase the NOHD. Personnel required to be within the NOHD should have eye protection of the proper wavelength and Optical Density (OD) in place during LASER operations. Figures 8-40 through 8-43 lists the airborne and ground-based LASER systems, which can be safely operated on the Pinecastle Impact LASER Range, their assigned buffer zones, NOHD, and the OD necessary to protect personnel for both aided and unaided viewing of the beam.

(4) Aircraft-mounted LASER systems will only operate against the appropriate targets utilizing the specified operating fans as illustrated in Figures 8-11 through 8-39.

(5) Lasing shall not begin until the aircraft is within five (5) NM and on the approach zone to the appropriate target.

(6) No unprotected personnel will be allowed within the LASER hazard zone. The LASER hazard zone (Figures 8-21 through 8-39) is 150 feet left or right of the LASER line-of-sight extending from the near to far boundary.

(7) Personnel who are required to be within the LASER hazard zone (Figures 8-21 through 8-39) must wear eye protection of the proper wavelength and OD as specified in Figures 8-40 through 8-43.

(8) Aircraft must be on one of the headings or approach zones and at or above the flight profiles contained in Figures 8-11 through 8-21.

c. NASJAXDET is also considered safe for LASER operations utilizing the LASER Designator/Simulator System (LD/SS) in the simulator mode provided the device is placed on any of the targets within the target area per Figures 8-11 through 8-39.

d. The tripod-mounted LD/SS, MULE, or G/VLLD may be safely operated against the Laser Evaluator System (LES) target board provided the system is positioned along the established run-in heading, not more than 2,300 feet away from the location of the target board.

802. Procedures and Precautions for Airborne Lasers

- a. NASJAXDET LASER System Safety Officer (LSSO) shall keep a log showing the date, time and number of firings.
- b. The target and the target area must be free of any specular reflectors (mirrors, glass, still water, etc.).
- c. The range boundaries must be posted to advise the public of the presence of LASER operations.
- d. Unprotected personnel shall not be allowed to view the LASER beam or its specular reflection from within the beam's path and its associated buffer, with or without optics. Such eye protection shall have curved lenses and an OD of six (6) or greater at the LASER wavelength (OD of four (4) is adequate for personnel in other aircraft). The eye protection is adequate to protect personnel under all view conditions for the systems listed in Figures 8-40 through 8-43.
- e. All future targets must be free of mirror-like (specular reflective) objects.
- f. Only the authorized target may be designated or ranged.
- g. Do not designate or range still water, flat glass, mirrors, glazed ice, Plexiglas or any other specular reflector.
- h. Do not designate or range other aircraft.
- i. Prior to lasing, the target shall be positively identified under the crosshairs of the scope or on the operator's monitor.
- j. Lasing shall cease if the operator or range control is dissatisfied with target tracking.
- k. Lasing shall cease if unprotected and/or unauthorized personnel enter the LASER hazard zone.
- l. A fly-over of the range shall be made to ensure that no unprotected and/or unauthorized personnel are in the LASER hazard zone.

m. Lasing shall cease if unprotected and/or unauthorized aircraft enter the operations area or the buffer zone between the lasing aircraft and the target. The buffer zone is defined as a five-degree (half angle) cone surrounding the LASER line-of-sight to the target with the lasing aircraft at the apex.

n. Two-way communications must be maintained between the LASER system operators and all affected range personnel.

o. LASER operations shall take place only on laser approved ranges established in accordance with OPNAVINST 5100.27A and MIL-HDBK-828A.

p. No special precautions are necessary for firing LASERS during rain, fog, or snowfall. Ranges shall be closed to LASER operations if water begins to pond either on the ground, snow or ice. Lasing operations shall cease when standing water is observed.

#### 803. Procedures and Precautions for Ground-Based Lasers

a. NASJAXDET LASER System Safety Officer (LSSO) shall keep a log showing the date, time, place and number of LASER firings.

b. The target and the target area must be free of any specular reflectors (mirrors, glass, still water, etc.).

c. The range boundaries must be posted to advise the public of the presence of LASER operations.

d. All future targets must be free of mirror-like (specular reflective) objects.

e. Only the authorized target may be designated or ranged. The LASER must always be pointed down-range (toward the target).

f. All personnel in the immediate area of the LASER firing position must be behind the operator while the LASER is in use. LASER eye protection is not required for LASER operators or observation personnel viewing the target area with or without binoculars when they remain behind the operator. However, personnel shall never wander into the beam path, its associated buffer, or the LASER target area, without appropriate eye

protection. Such eye protection shall have curved lenses and an optical density of six (6) or greater at the LASER wavelength. This eye protection is adequate to protect personnel under all viewing conditions for the systems listed in Figures 8-40 through 8-43.

- g. Only authorized targets may be designated or ranged.
- h. Do not designate or range still water, flat glass, mirrors, glazed ice, Plexiglas, or any other specular reflector.
- i. Do not designate or range aircraft.
- j. The target must be positively identified under the crosshairs of the scope or on the operator's monitor prior to activation of the LASER.
- k. Lasing shall cease if the operator or the range control is dissatisfied with target tracking.
- l. Lasing shall cease when unprotected and/or unauthorized personnel enter the LASER hazard zone.
- m. The LASER will not be operated or used experimentally outside the range area without such operation being specifically authorized by the local LASER Safety Officer, comm: (352)759-2929).
- n. The LASER exit port of all ground-based LASER systems will be covered by an opaque dust cover when the LASER is located outside the range area or is not in use.
- o. No special precautions are necessary firing LASERs during rain, fog, or snowfall. Lasing operations shall cease when standing water is observed. Ranges shall be closed to LASER operations if water begins to pond on the ground, or if snow, or ice is present.
- p. LASER operations personnel shall read the range SOP periodically and agree to follow it at all times.
- q. Personnel must report to their supervisor immediately any suspected injury or defective equipment (e.g., misalignment of

the LASER beam with the pointing optics) so the appropriate action can be taken.

r. Operation shall be permitted only on the LASER approved range established in accordance with OPNAVINST 5100.27A and MIL-HDBK-828A.

s. Two-way communications must be maintained between the LASER system operators and all affected range personnel.

#### 804. LASER Operations in OPAREA

##### a. References

(1) Space and Naval Warfare Systems Command (SPAWAR-00F), Open Ocean Laser Safety, Recommendations for Lasing U. S. Naval Ships During Training exercises of 30 September 1993

(2) Laser Safety Review Board Minutes of 13 August 1997; The Nominal Ocular Hazard Distances (NOHD) and Optical Densities (OD)

(3) Laser Safety on Ranges and in Other Outdoor Areas, MIL-HDBK-828 of 15 April 1993.

(4) OPNAVINST 5100.27A Safe Use Of LASERS

#### 805. General

a. Purpose. To establish standard operating procedures for laser operations in the FACSFACJAX (FFJ) AOR.

b. Discussion. The SH-60B and HH-60H Seahawk helicopters are capable of carrying the AN/AAS-44 Laser Targeting/Designator Rangefinder (LTDR) and AGM-114 Hellfire missiles. Due to the power and capabilities of the AN/ASS-44 LTDR these special procedures are established for laser operations in accordance with references (a), (b), (c), and (d).

c. Scope. This chapter pertains to laser operations in the FACSFACJAX AOR by aircraft utilizing the AN/AAS-44 LTDR. Other laser systems should be evaluated on a case-by-case basis for addition to this chapter.

806. Definitions.

Green Range for Lasing: Announcement made by FACSFACJAX Range Control Officer (RCO) that all requirements of this document have been satisfied and participating aircraft are cleared to conduct laser operations. *This does not grant permission to arm or for firing of any ordnance.* Specific hazard zones for any ordnance must be met in accordance with a published Letter of Instruction (LOI).

Laser Eye Protection (LEP): Goggles or visors required for participants in laser operations. Each laser has specific requirements for the frequency and optical density that LEP must cover. Additionally, LEP must be inspected periodically. Pitting, cracking, and scratches on the surface may render the LEP useless.

Laser System Safety Officer (LSSO): An individual, designated by the Officer Conducting Exercise (OCE), trained in laser safety and certified Cat I (Technical and Management) or Cat II (Management only). A LSSO from each unit conducting laser operations shall be present at FACSFAC or in the lasing aircraft during laser operations.

Laser Training Range (LTR): NOTMARED area in which laser operations are conducted. This range encompasses the target area plus required safety buffer areas to account for the laser's Nominal Ocular Hazard Distance (NOHD).

Nominal Ocular Hazard Distance (NOHD): Distance along laser beam that intra-beam viewing will cause injury.

Officer Conducting Exercise (OCE): Officer in charge of Laser Operations. Gives the command "Clear to Arm", "Clear to Lase". This command may be delegated as per the units SOP/LOI for the event. The OCE or designated representative shall be present at FACSFACJAX.

Optical Density (OD): Amount of a specific wavelength filtered by LEP.

Red Range: This call, made at any time and by any unit, cancels any clearance to lase.

807. Laser Training Range (LTR) Location.

Figures 8-44 and 8-45 contain a diagram and coordinates for the LTR. Figure 8-44 covers the period between 01 April and 31 November, Non-Right Whale Season. Figure 8-45 locates the LTR further East for Right Whale Season from 01 December to 31 March.

808. Laser Training Procedures.

Prior to entering the Warning Area, aircraft shall contact SEALORD Control on 133.95 VHF or 267.5 UHF with request to enter the LTR. SEALORD Control will clear the aircraft onto the range and switch the aircraft to Bristol Control on a pre-briefed discreet frequency for commencement of aircraft LTR clearance.

After completing range clearance and ensuring range is clear of contacts, the aircraft commander will request "Green Range for Lasing".

809. Laser Training Range (LTR) Clearance.

The LTR is segmented allowing fouled segments to be restricted from use. Range clearance aircraft will report any contacts in the vicinity of the LTR to Bristol Control. If, after conducting range clearance, there are no contacts within the LTR, then the full LTR is authorized. If any contact is within a segment of the LTR, but other segment(s) are clear, then the RCO may grant "Green Range for Lasing" specifically for the clear segment(s) only by calling both the points of the permitted segment(s) and the firing bearings allowed. The RCO will issue "Green Range for Lasing" after participating aircraft reports range or specific segments clear of contacts, the weather meets requirements, and all participants are wearing Laser Eye Protection (LEP).

810. Lasing.

Lasing aircraft shall call "In Hot" at the beginning of each lasing run. Before each use of the laser, lasing aircraft shall call "Laser On" and after each use of the laser they shall call "Laser Off". At the end of each lasing run, the lasing aircraft shall call "Off Cold". Bristol control shall maintain a log of all pertinent events during the exercise.

NOTE: Any participant that spots a fouler entering the range shall call "Red Range".

#### 811. Training Completion.

After completion of laser operations, RCO will issue "Red Range" and ensure all participants are informed events are complete.

#### 812. Flight Profiles.

a. Lasing aircraft shall only lase within allowed firing bearings from aircraft to target. If the full LTR is authorized, firing bearings are from 045 degrees true clockwise to 135 degrees true. If "Green Range for Lasing" is authorized for only one or more segments of the LTR, then the restricted firing bearing will be specified by the RCO and shall be as described in Figure 8-44 or Figure 8-45 as appropriate.

b. Laser operators shall ensure the laser is never fired above the horizon. As range from the target increases, it will be necessary to increase altitude to maintain laser reticle below the horizon. This altitude will vary depending upon height of target point above the water line. At no time shall aircraft operate below minimum altitudes specified in Squadron standard operating procedures.

#### 813. Safety.

a. Pre-Brief. Before conducting Laser Operations, all participants shall receive a brief specifying conduct of exercise, LEP requirements, role of each participant, and outline of LTR. Prior to commencement of each range period, FACSFAC shall ensure participants acknowledge that they have read and understand this section of the FACSFACJAX Operations Manual.

b. LEP. The AN/AAS-44 LTDR transmits on a wavelength of 1064 nanometers and requires LEP with an OD of 4.0 or greater in that wavelength for unaided viewing. Any aided viewing requires an OD of 5.5 or greater in the 1064 nanometer wavelength and must be specifically cleared by FACSFAC (see paragraph 11.h.). All personnel on participating units and aircraft within the LTR shall wear appropriate LEP. Additionally, personnel shall

periodically perform inspections of LEP.

c. Range Clearance. Range clearance will be the primary responsibility of the lasing aircraft or a supporting asset if the lasing aircraft does not have onboard radar. All units on the range however, have the responsibility of reporting any potential range fouler to Bristol Control and if the fouler may be on an active segment of the LTR, immediately call "Red Range".

d. Notice to Mariners. FACSFAC shall issue a Notice to Mariners to cover the affected target area during laser operations.

e. Laser Employment. The lasing aircraft shall only lase on a positively identified target within the approved laser bearings. Lasing shall be discontinued if the Forward Looking Infra-Red (FLIR) system is not maintaining steady lock on the target. It is the ultimate responsibility of the aircraft commander to ensure the safe employment of the laser.

f. Communications. If at any time participating aircraft are not able to communicate with Bristol Control, they shall assume Red Range and discontinue lasing operations until communication is re-established. Participating aircraft may normally relay information from Bristol Control to participating surface units.

g. Target Preparation. Any target used for laser operations shall be inspected for specular reflection hazards. All bright work, chrome, mirrors, glass, or similar reflective surfaces shall be covered or removed prior to laser operations. Paper or thin plywood is an acceptable covering.

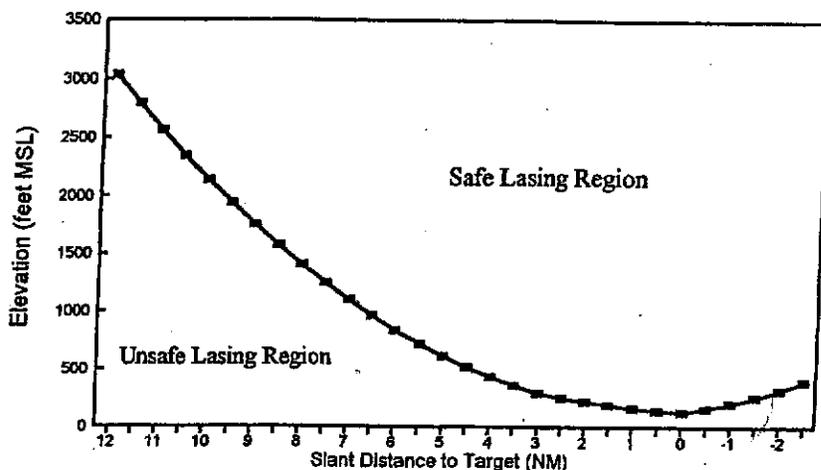
h. Aided Viewing. Any aided viewing of the target using binoculars or any other optic must be cleared through the LSSO to ensure proper NOHD and LEP requirements are followed.

#### 814. Weather Requirements.

Lasing operations shall only be conducted when cloud ceiling and visibility allow VFR operations. The FLIR operator shall have sufficient visibility to identify the target before lasing. Lasing operations shall not be conducted during flat sea state conditions due to specular reflection hazards.

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Mini Convoy" Aerial Lasing  
 Aircraft Heading: 122-152 degrees

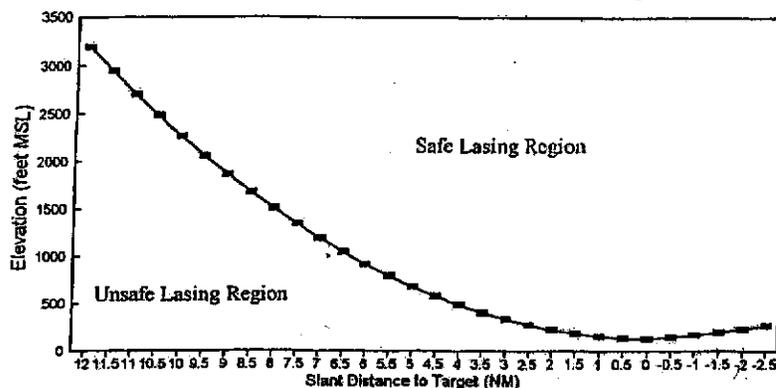


**AERIAL LASING PROFILE**

SLANT DISTANCE TO TARGET (nmi)	MINIMUM SAFE LASING ALTITUDE (feet MSL)	SLANT DISTANCE TO TARGET (nmi)	MINIMUM SAFE LASING ALTITUDE (feet MSL)
12	3030	4.5	515
11.5	2790	4	430
11	2560	3.5	356
10.5	2340	3	292
10	2131	2.5	252
9.5	1933	2	217
9	1744	1.5	187
8.5	1566	1	162
8	1399	0.5	141
7.5	1241	0	125
7	1094	-0.5	157
6.5	958	-1	200
6	832	-1.5	253
5.5	716	-2	316
5	610	-2.5	390

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Mini Convoy" Aerial Lasing  
 Aircraft Heading: 302-332 degrees

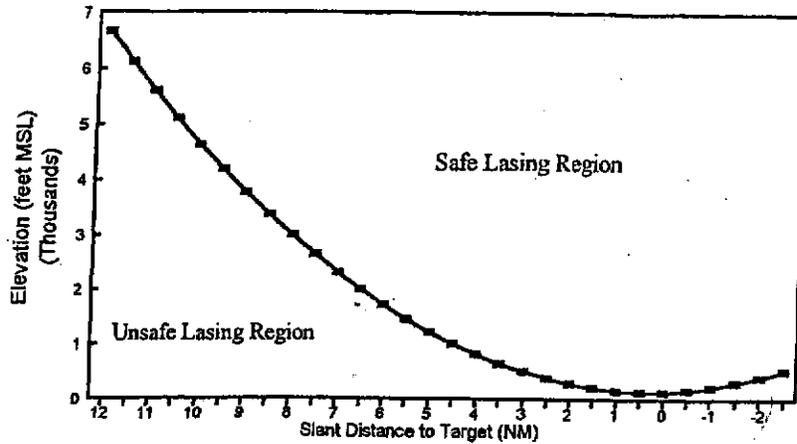


AERIAL LASING PROFILE

SLANT DISTANCE TO TARGET (nm)	MINIMUM SAFE LASING ALTITUDE (feet MSL)	SLANT DISTANCE TO TARGET (nm)	MINIMUM SAFE LASING ALTITUDE (feet MSL)
12	3186	4.5	574
11.5	2940	4	483
11	2703	3.5	402
10.5	2477	3	331
10	2262	2.5	271
9.5	2057	2	221
9	1862	1.5	181
8.5	1677	1	152
8	1503	0.5	133
7.5	1339	0	125
7	1186	-0.5	144
6.5	1043	-1	168
6	910	-1.5	196
5.5	788	-2	229
5	675	-2.5	267

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Sam Site" Aerial Lasing  
 Aircraft Heading: 122-152 degrees

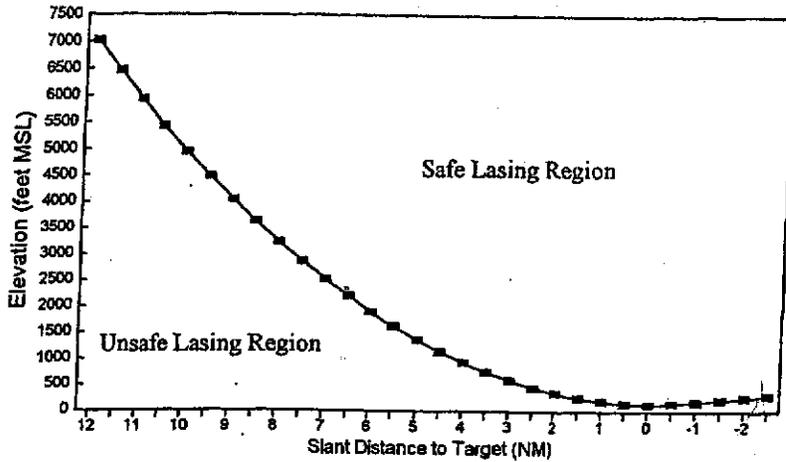


AERIAL LASING PROFILE

SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)	SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)
12	6654	4.5	1001
11.5	6114	4	810
11	5597	3.5	643
10.5	5104	3	499
10	4634	2.5	379
9.5	4187	2	281
9	3764	1.5	207
8.5	3363	1	157
8	2987	0.5	137
7.5	2633	0	125
7	2303	-0.5	160
6.5	1996	-1	217
6	1712	-1.5	298
5.5	1452	-2	403
5	1215	-2.5	530

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Sam Site" Aerial Lasing  
 Aircraft Heading: 302-332 degrees

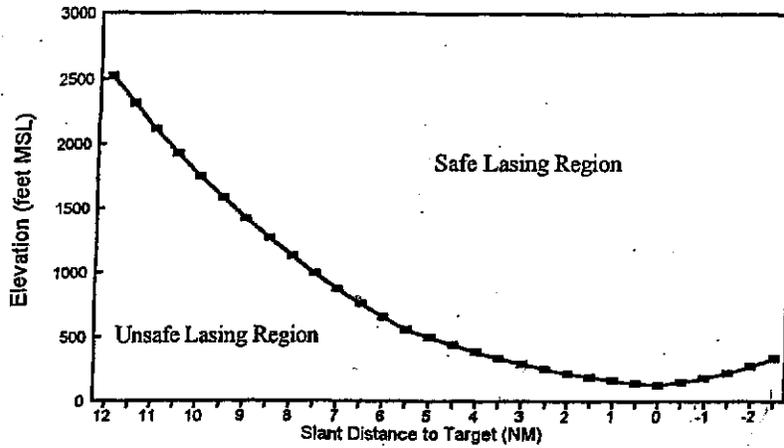


**AERIAL LASING PROFILE**

SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)	SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)
12	7017	4.5	1137
11.5	6462	4	931
11	5930	3.5	749
10.5	5422	3	590
10	4936	2.5	454
9.5	4474	2	342
9	4036	1.5	252
8.5	3620	1	187
8	3228	0.5	144
7.5	2860	0	125
7	2514	-0.5	149
6.5	2192	-1	178
6	1893	-1.5	213
5.5	1618	-2	253
5	1365	-2.5	302

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Red Box" Aerial Lasing  
 Aircraft Heading: 122-152 degrees

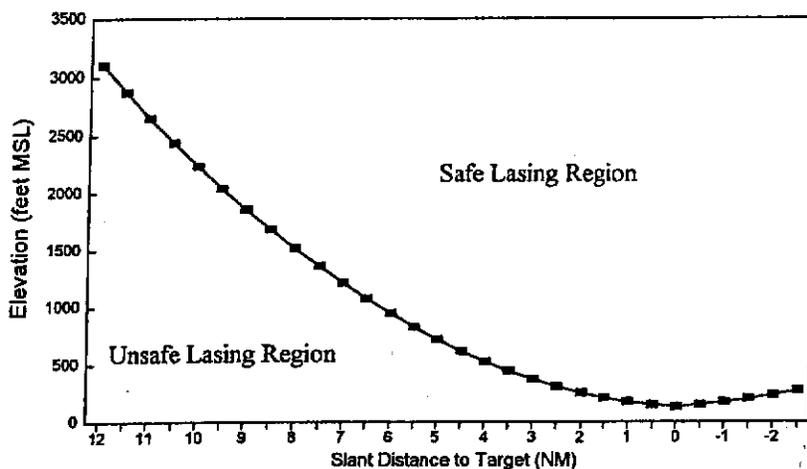


AERIAL LASING PROFILE

SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)	SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)
12	2519	4.5	437
11.5	2312	4	383
11	2114	3.5	335
10.5	1926	3	291
10	1747	2.5	252
9.5	1577	2	217
9	1417	1.5	187
8.5	1266	1	162
8	1124	0.5	141
7.5	992	0	125
7	869	-0.5	148
6.5	755	-1	180
6	651	-1.5	222
5.5	557	-2	273
5	495	-2.5	333

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Red Box" Aerial Lasing  
 Aircraft Heading: 302-332 degrees

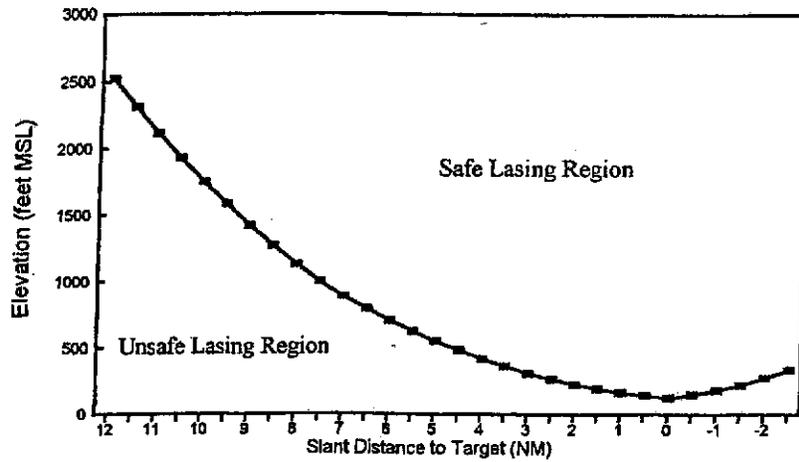


**AERIAL LASING PROFILE**

SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)	SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)
12	3101	4.5	612
11.5	2870	4	520
11	2648	3.5	438
10.5	2435	3	366
10	2232	2.5	302
9.5	2038	2	248
9	1853	1.5	203
8.5	1678	1	168
8	1512	0.5	142
7.5	1356	0	125
7	1208	-0.5	144
6.5	1070	-1	168
6	942	-1.5	196
5.5	822	-2	229
5	712	-2.5	267

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Main Bull" Aerial Lasing  
 Aircraft Heading: 122-152 degrees

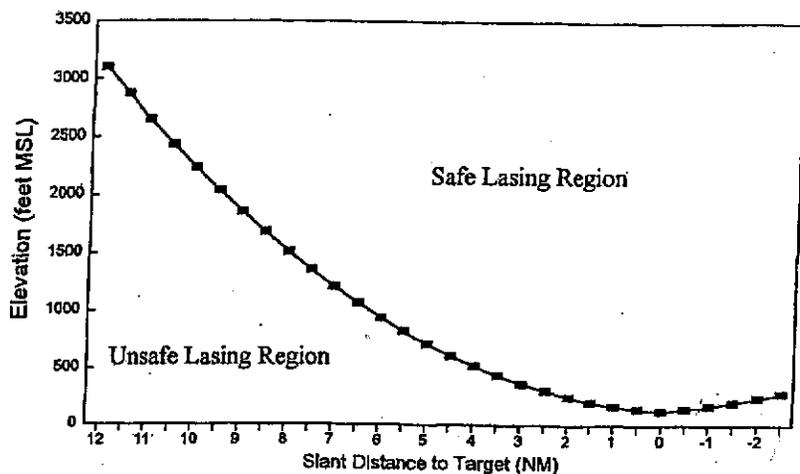


AERIAL LASING PROFILE

SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)	SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)
12	2519	4.5	480
11.5	2312	4	418
11	2114	3.5	361
10.5	1926	3	310
10	1747	2.5	264
9.5	1577	2	225
9	1417	1.5	191
8.5	1266	1	163
8	1124	0.5	141
7.5	992	0	125
7	882	-0.5	148
6.5	790	-1	180
6	704	-1.5	222
5.5	624	-2	273
5	549	-2.5	333

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Main Bull" Aerial Lasing  
 Aircraft Heading: 302-332 degrees

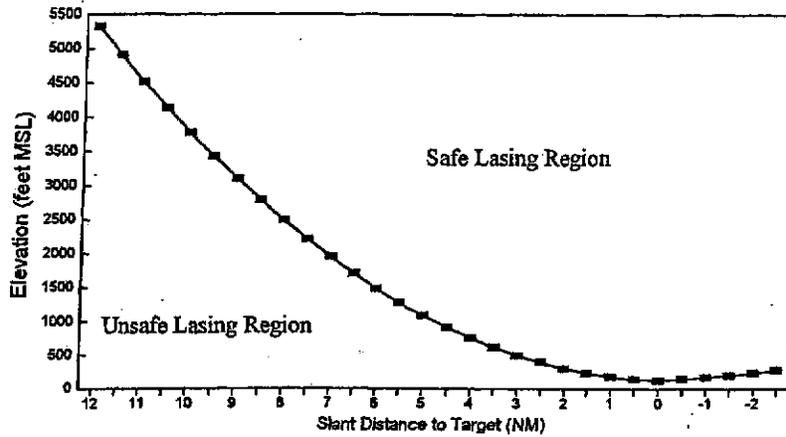


**AERIAL LASING PROFILE**

SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)	SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)
12	2666	4.5	553
11.5	2470	4	475
11	2283	3.5	404
10.5	2103	3	341
10	1931	2.5	285
9.5	1767	2	238
9	1611	1.5	198
8.5	1462	1	166
8	1322	0.5	142
7.5	1188	0	125
7	1063	-0.5	145
6.5	946	-1	171
6	836	-1.5	203
5.5	734	-2	240
5	640	-2.5	283

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Live Ordnance" Aerial Lasing  
 Aircraft Heading: 122-152 degrees

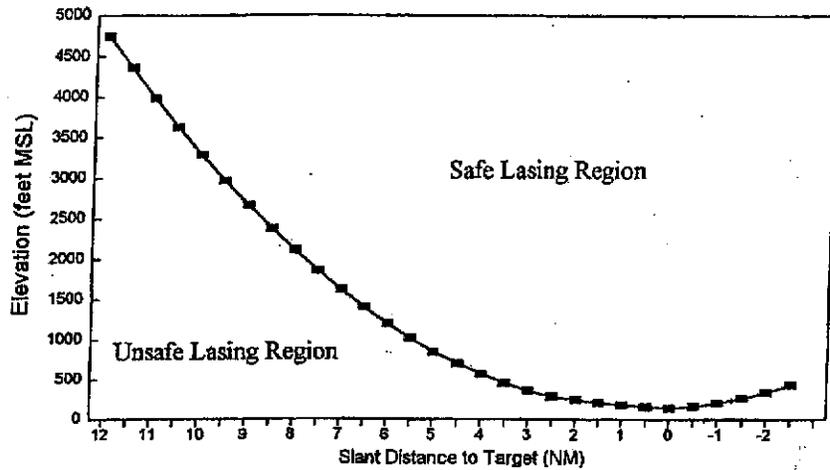


AERIAL LASING PROFILE

SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)	SLANT DISTANCE TO TARGET (NM)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)
12	5471	4.5	971
11.5	5050	4	809
11	4647	3.5	664
10.5	4260	3	537
10	3891	2.5	427
9.5	3539	2	334
9	3205	1.5	258
8.5	2888	1	200
8	2588	0.5	159
7.5	2305	0	135
7	2039	-0.5	153
6.5	1791	-1	176
6	1560	-1.5	205
5.5	1347	-2	240
5	1150	-2.5	279

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LTA "Live Ordnance" Aerial Lasing  
 Aircraft Heading: 302-332 degrees

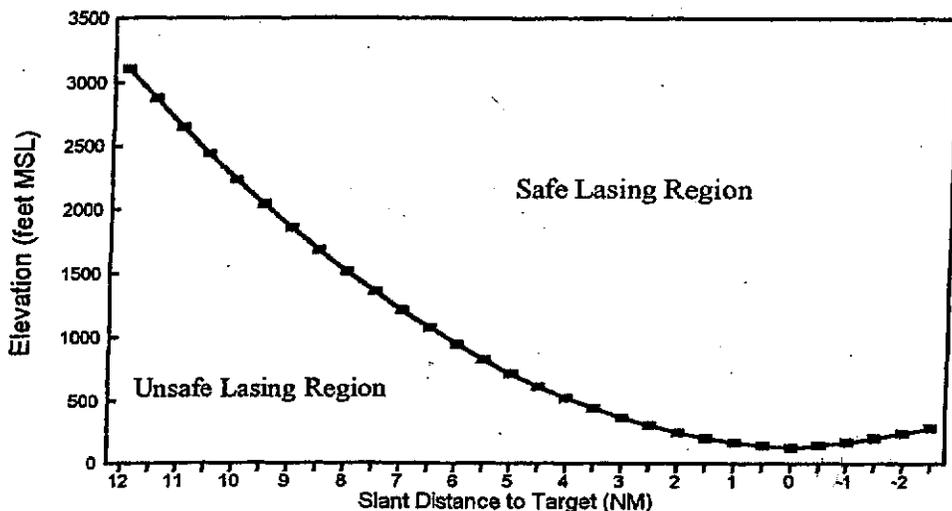


**AERIAL LASING PROFILE**

SLANT DISTANCE TO TARGET (NMI)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)	SLANT DISTANCE TO TARGET (NMI)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)
12	4742	4.5	697
11.5	4351	4	566
11	3978	3.5	452
10.5	3622	3	355
10	3284	2.5	280
9.5	2962	2	240
9	2658	1.5	205
8.5	2371	1	176
8	2101	0.5	153
7.5	1849	0	135
7	1614	-0.5	159
6.5	1396	-1	200
6	1195	-1.5	258
5.5	1015	-2	334
5	846	-2.5	427

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

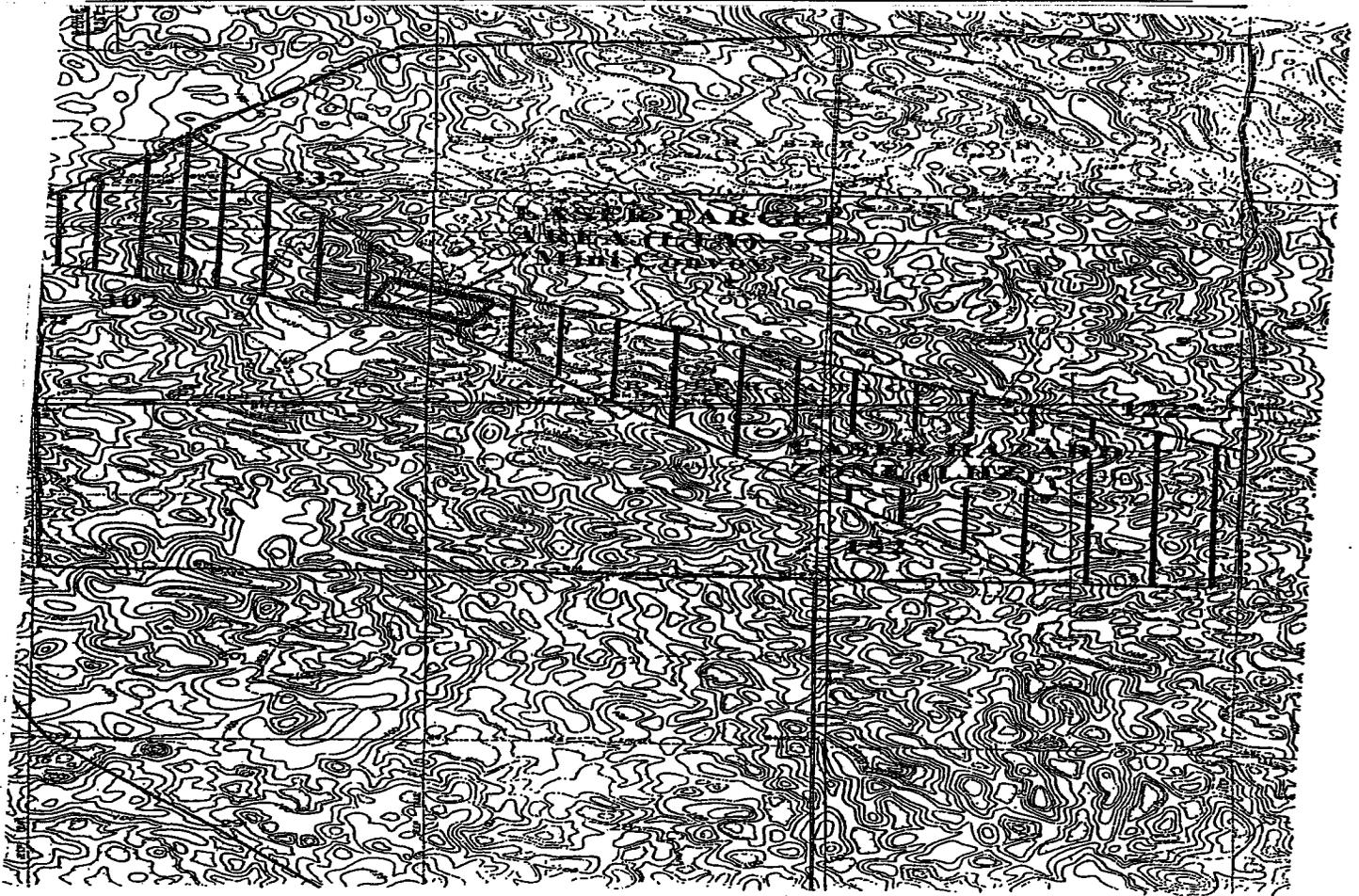
LTA "LSVRS Board" Aerial Lasing  
 Aircraft Heading: 302-332 degrees



**AERIAL LASING PROFILE**

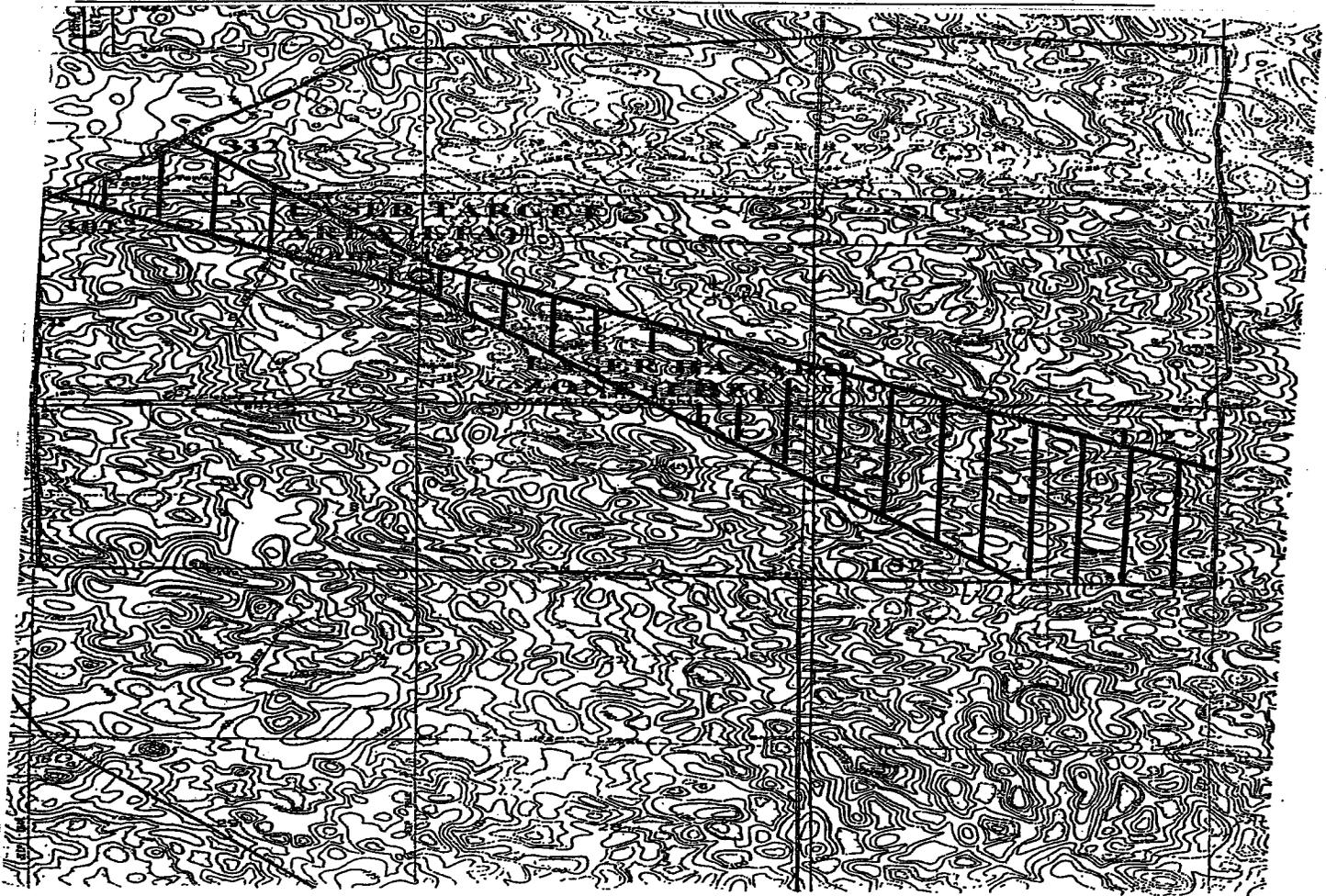
SLANT DISTANCE TO TARGET (NMI)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)	SLANT DISTANCE TO TARGET (NMI)	MINIMUM SAFE LASING ALTITUDE (FEET MSL)
12	3101	4.5	612
11.5	2870	4	520
11	2648	3.5	438
10.5	2435	3	366
10	2232	2.5	302
9.5	2038	2	248
9	1853	1.5	203
8.5	1678	1	168
8	1512	0.5	142
7.5	1356	0	125
7	1208	-0.5	145
6.5	1070	-1	171
6	942	-1.5	203
5.5	822	-2	240
5	712	-2.5	283

LASER SAFETY SURVEY REPORT  
PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



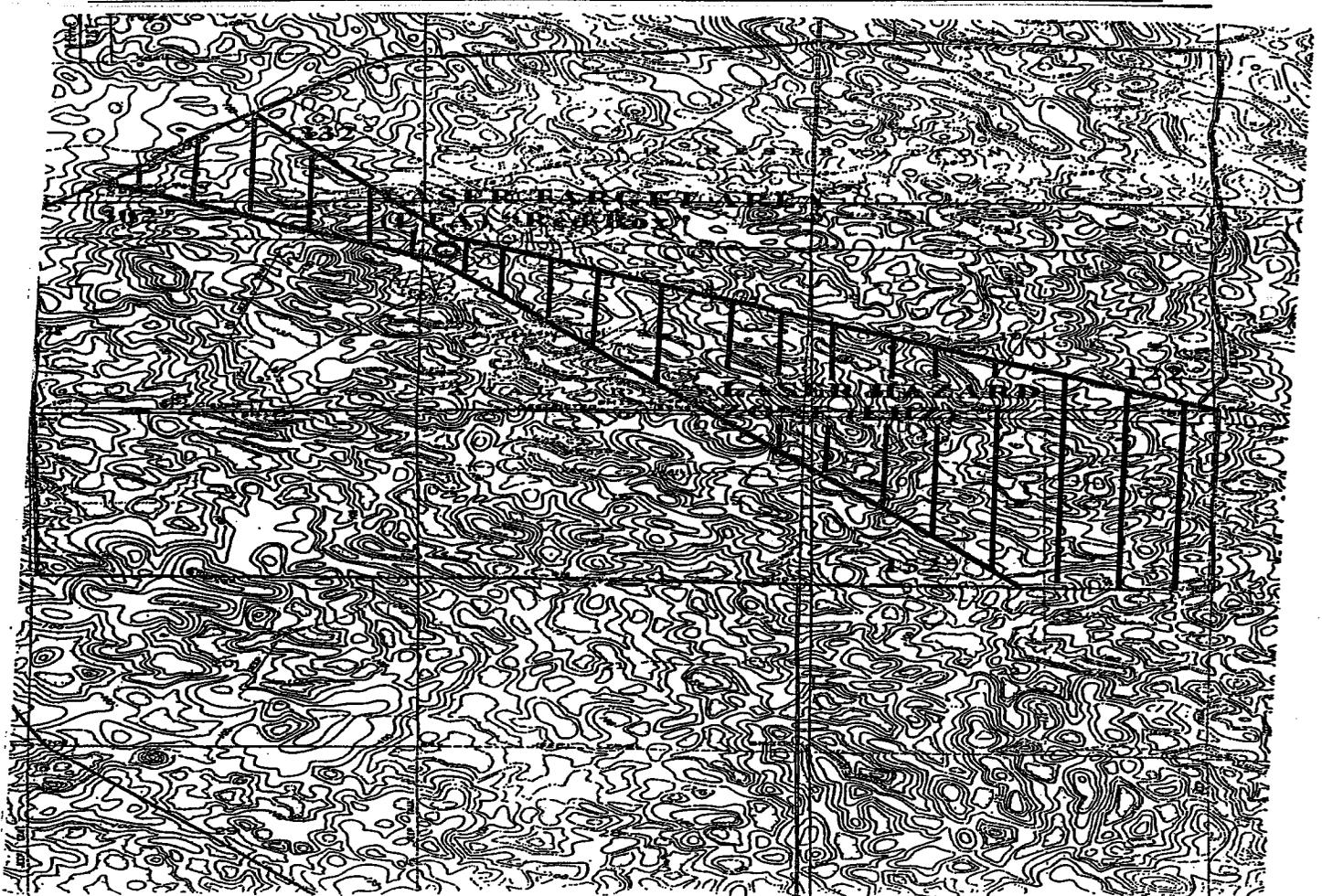
<b>Page: A-1</b>	<b>1</b>	<b>Figure A-1</b>	<b>Heading Availability: 122° clockwise to 152°, and 302° clockwise to 332° true north</b>
<b>Scale: 1 grid = 1 km</b>			<b>Laser Surface Hazard Zone LTA "Mini Convoy" from Aircraft</b>

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



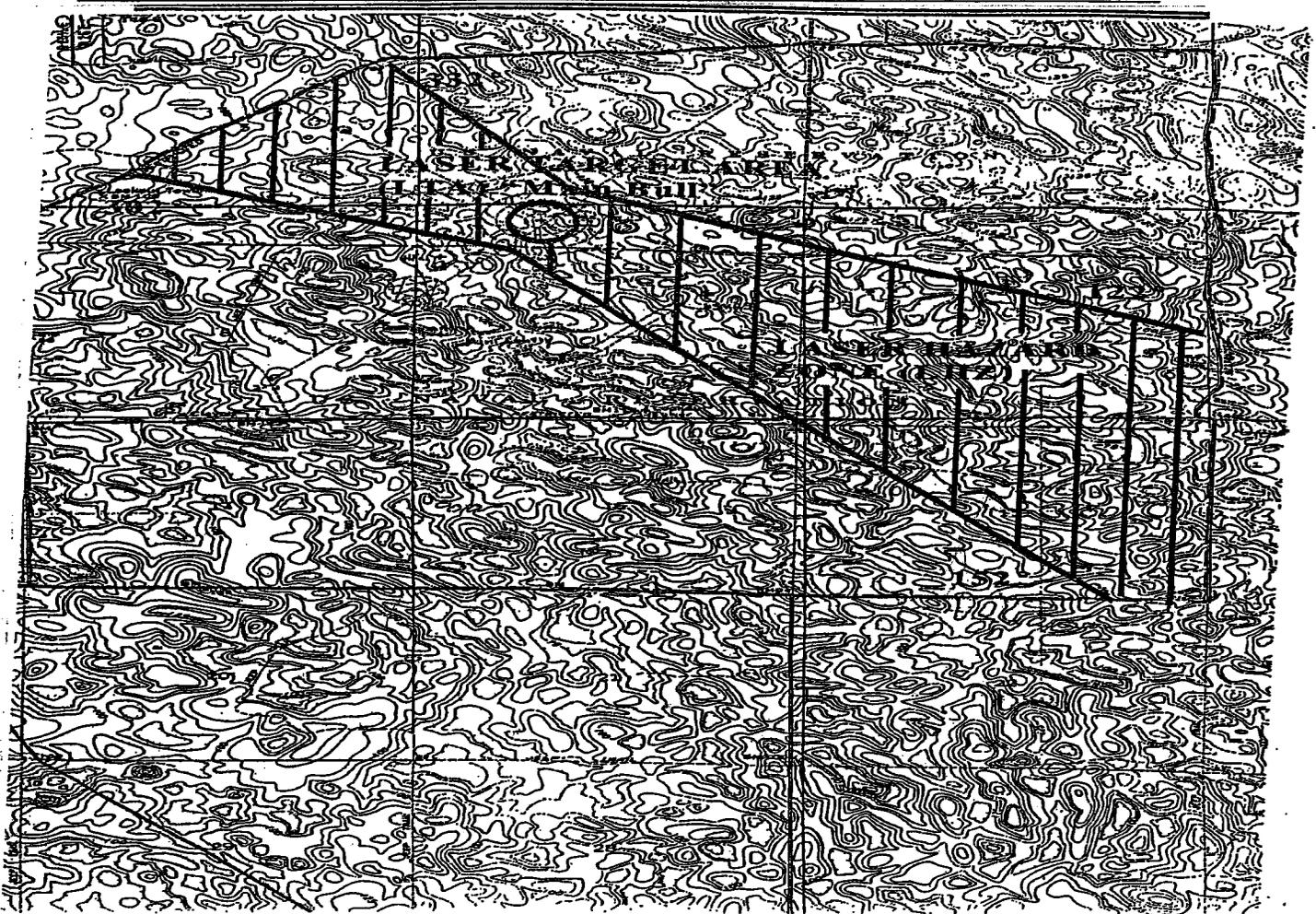
<p><b>Page: A2</b></p>	<p><b>1</b></p>	<p><b>Figure A-2</b></p>	<p>Heading Availability: 122° clockwise to 152°, and 302° clockwise to 332° true north</p>
<p>Scale: 1 grid = 1 km</p>	<p>Grid North</p>	<p>Laser Surface Hazard Zone LTA "Sam Site" from Aircraft</p>	<p>Maximum Buffer Zone Angle: 5 mrad</p>

LASER SAFETY SURVEY REPORT  
PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



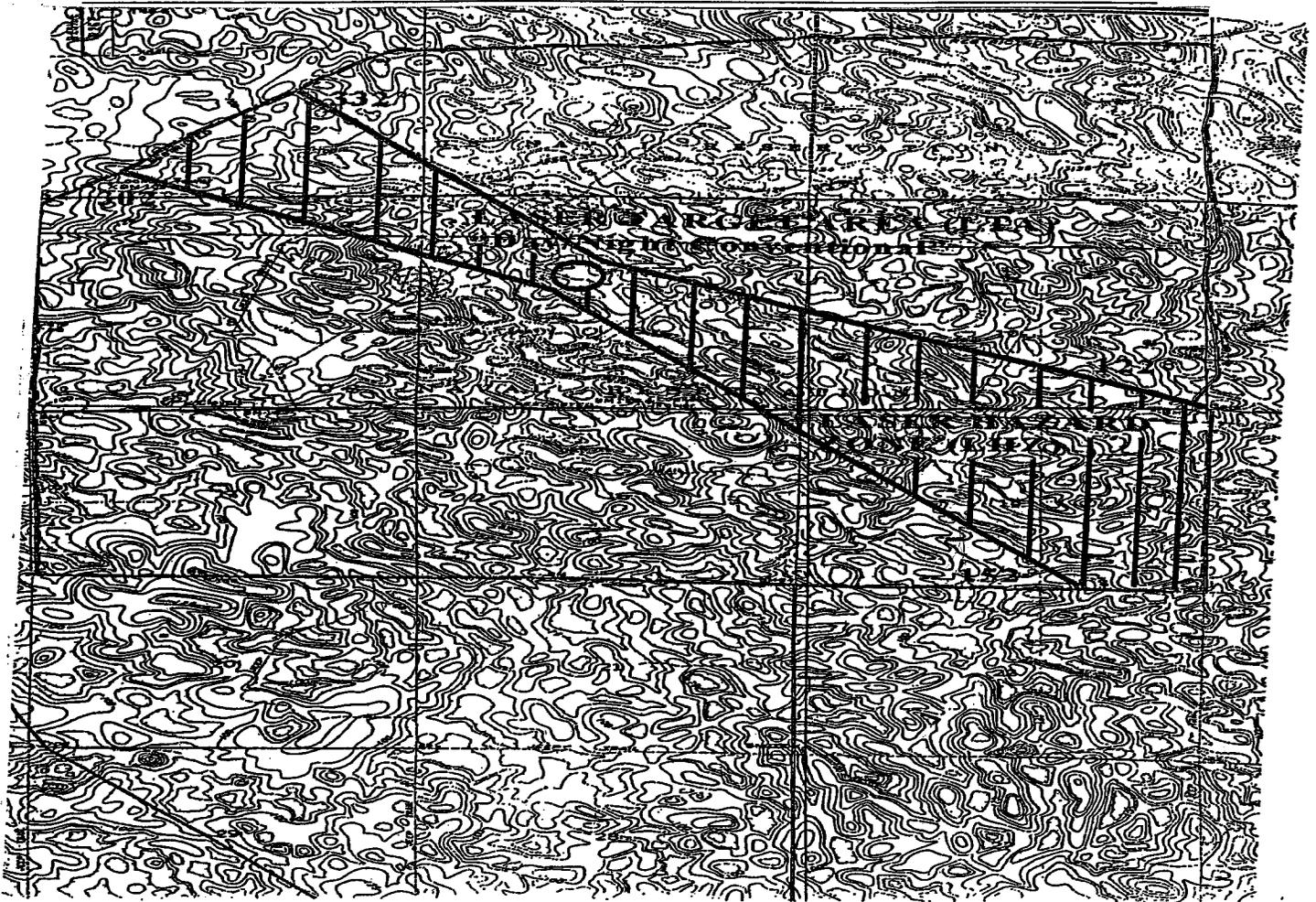
<b>Page: A-3</b>	<b>1</b>	<b>Figure A-3</b>	Heading Availability: 122° clockwise to 152°, and 302° clockwise to 332° true north
Scale: 1 grid = 1 km	Grid North	Laser Surface Hazard Zone LTA "Red Box" from Aircraft	Maximum Buffer Zone Angle: 5 mrad

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



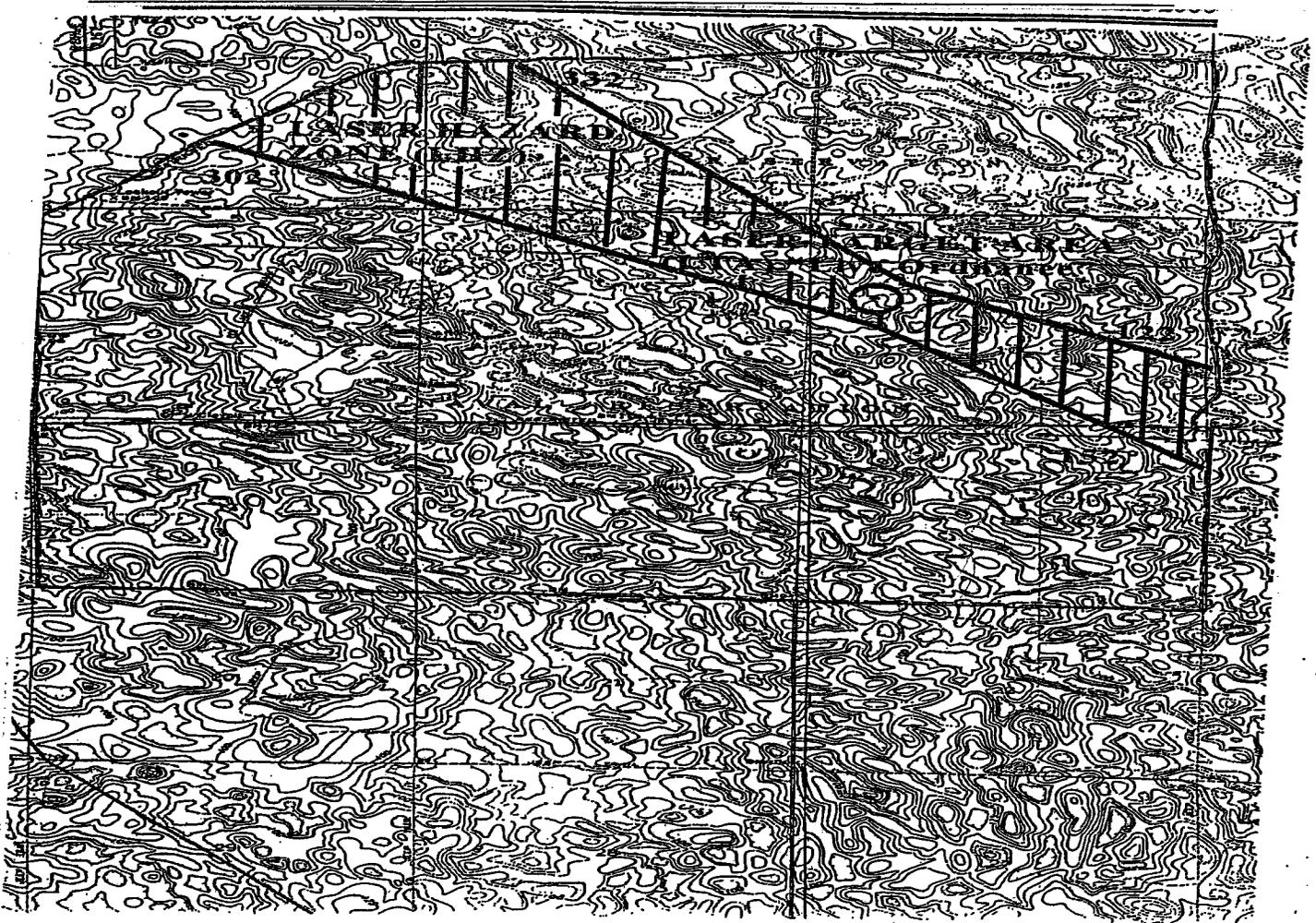
<p><b>Page: A-4</b></p>	<p><b>1</b></p>	<p><b>Figure A-4</b></p>	<p>Heading Availability: 122° clockwise to 152°, and 302° clockwise to 332° true north</p>
<p>Scale: 1 grid = 1 km</p>	<p>Grid North</p>	<p>Laser Surface Hazard Zone LTA "Main Bull" from Aircraft</p>	<p>Maximum Buffer Zone Angle: 5 mrad</p>

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



<p><b>Page: A-5</b></p>	<p><b>1</b></p>	<p><b>Figure A-5</b></p>	<p>Heading Availability: 122° clockwise to 152°, and 302° clockwise to 332° true north</p>
<p>Scale: 1 grid = 1 km</p>	<p>Grid North</p>	<p>Laser Surface Hazard Zone LTA "Day/Night Conventioanl" from Aircraft</p>	<p>Maximum Buffer Zone Angle: 5 mrad</p>

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



Page: A-6

1

Figure A-6

Heading Availability: 122° clockwise to 152°, and 302° clockwise to 332° true north

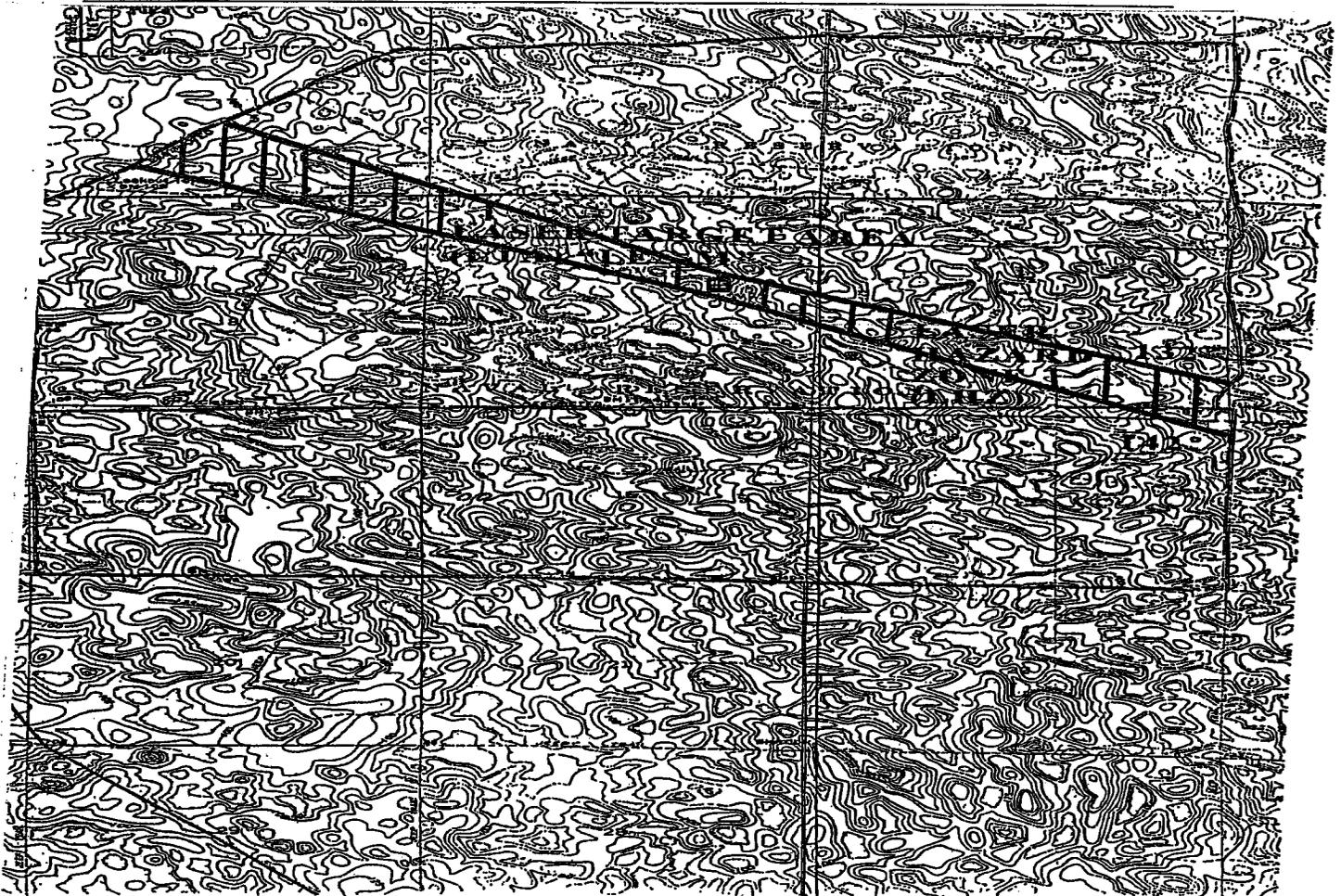
Scale:  
 1 grid = 1 km

Grid North

Laser Surface Hazard Zone  
 LTA "Live Ordnance" from Aircraft

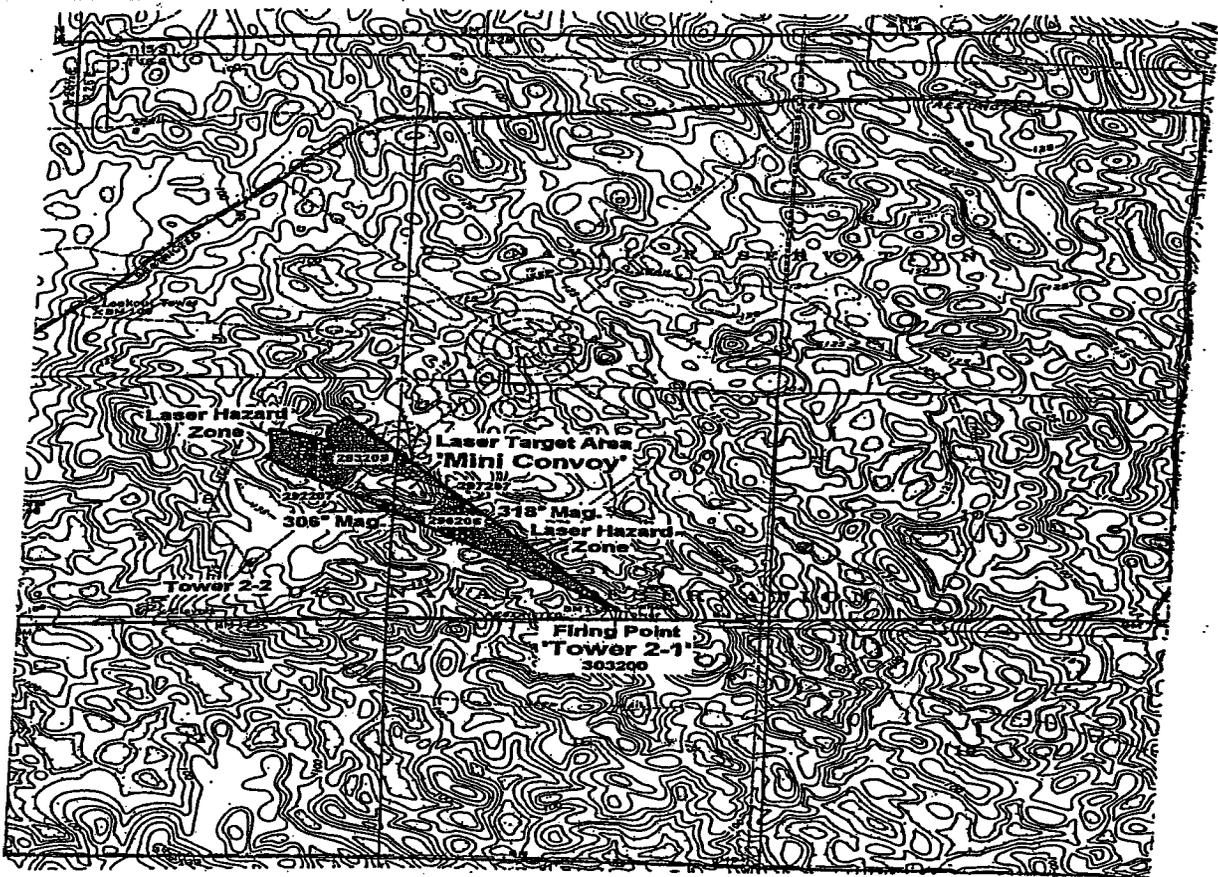
Maximum Buffer Zone Angle: 5 mrad

LASER SAFETY SURVEY REPORT  
PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



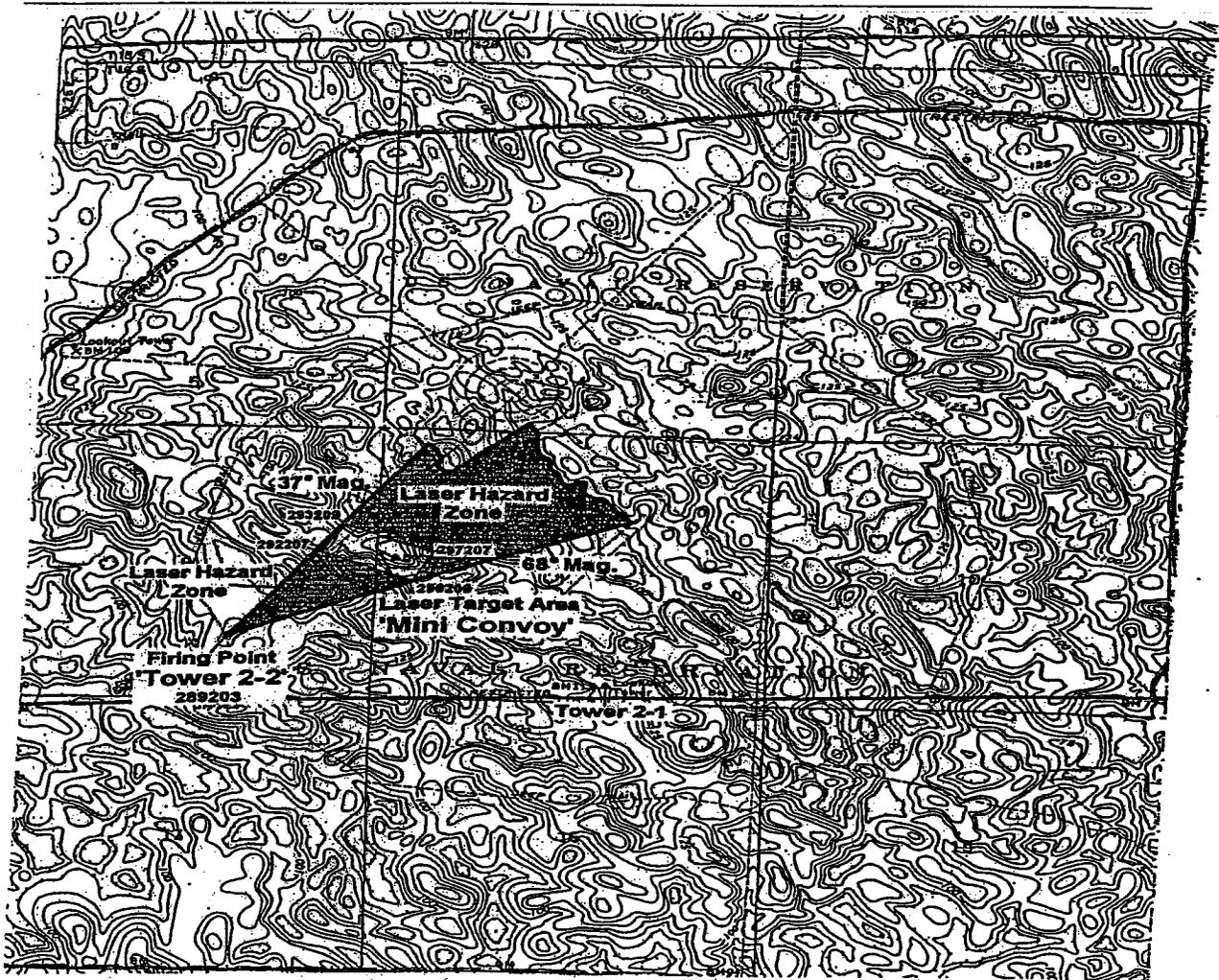
<b>Page: A-7</b>	<b>1</b>	<b>Figure A-7</b>	<b>Heading Availability: 132° clockwise to 142° true north</b>
Scale: 1 grid = 100m	Grid North	Laser Surface Hazard Zone LTA "LES-M" from Aircraft	Maximum Buffer Zone Angle: 5 mrad

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



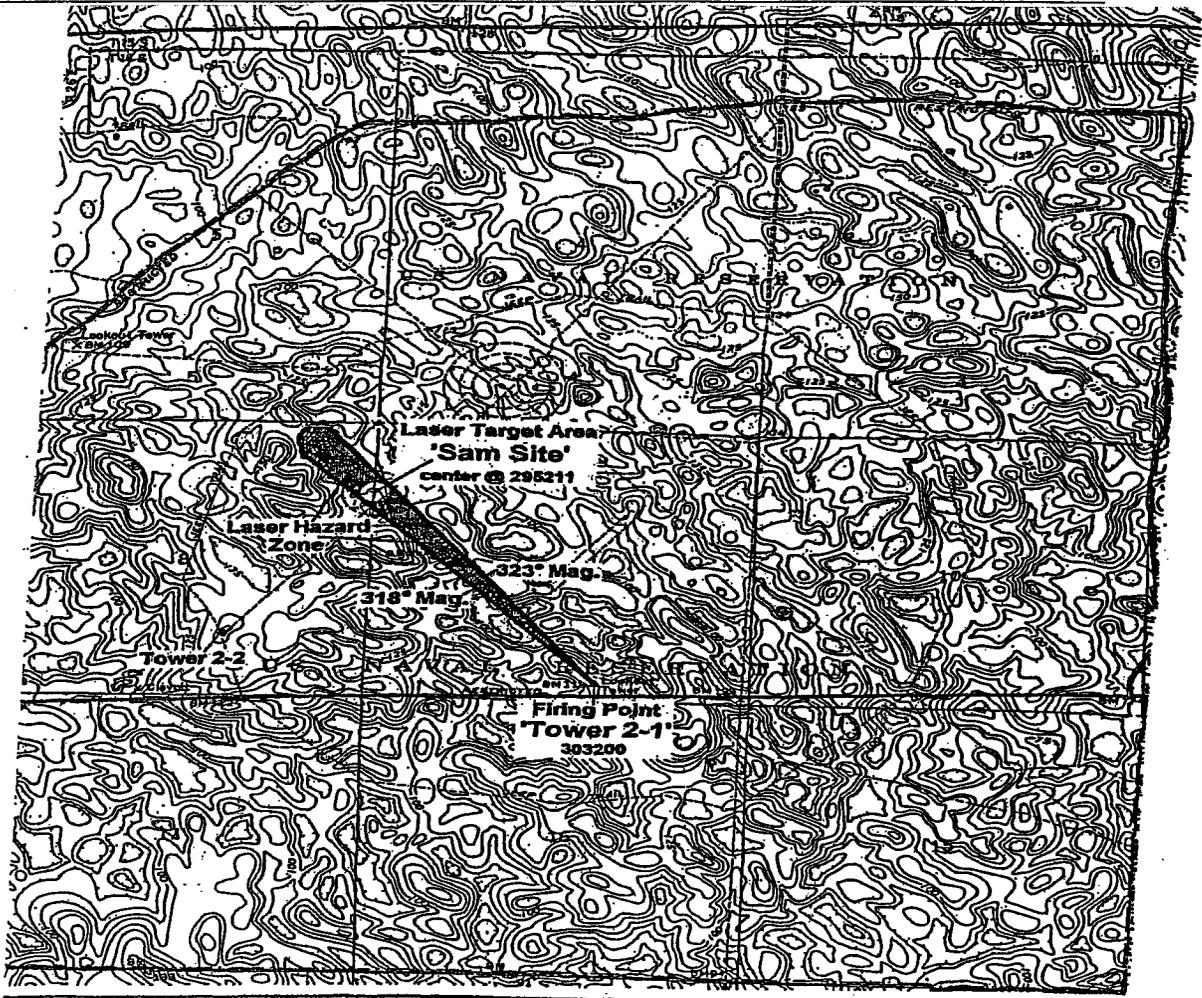
Page: C-1	<div style="font-size: 48pt; font-weight: bold;">1</div> <p>Grid North</p>	<div style="font-size: 24pt; font-weight: bold;">Figure C-1</div>	Lateral Firing Limits: 306 ° to 318° Clockwise True North Minimum Elevation: 160 feet MSL
Scale: 1 grid = 1 km		Laser Surface Hazard Zone LTA: "Mini Convoy" from FP "Tower 2-1"	Maximum Buffer Zone Angle: 5 mrad

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



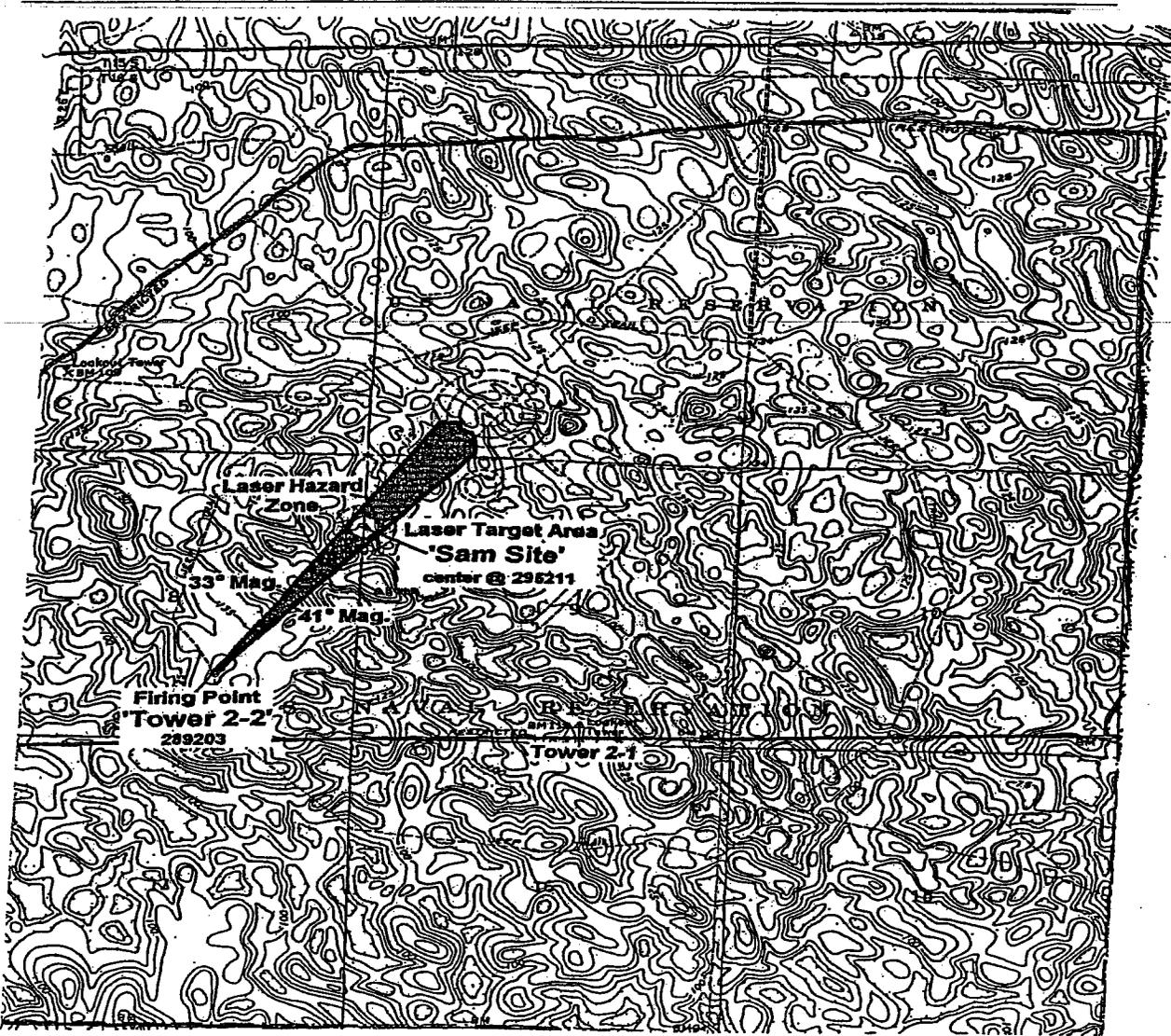
<p>Page: C-2</p>		<h1>Figure C-2</h1>	<p>Lateral Firing Limits: 037°              to 068° Clockwise True              North              Minimum Elevation: 200 feet              MSL</p>
<p>Scale: 1 grid = 1              km</p>	<p>Grid              North</p>	<p>Laser Surface Hazard Zone              LTA "Mini Convoy" from FP "Tower 2-2"</p>	<p>Maximum Buffer Zone              Angle: 10 mrad</p>

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



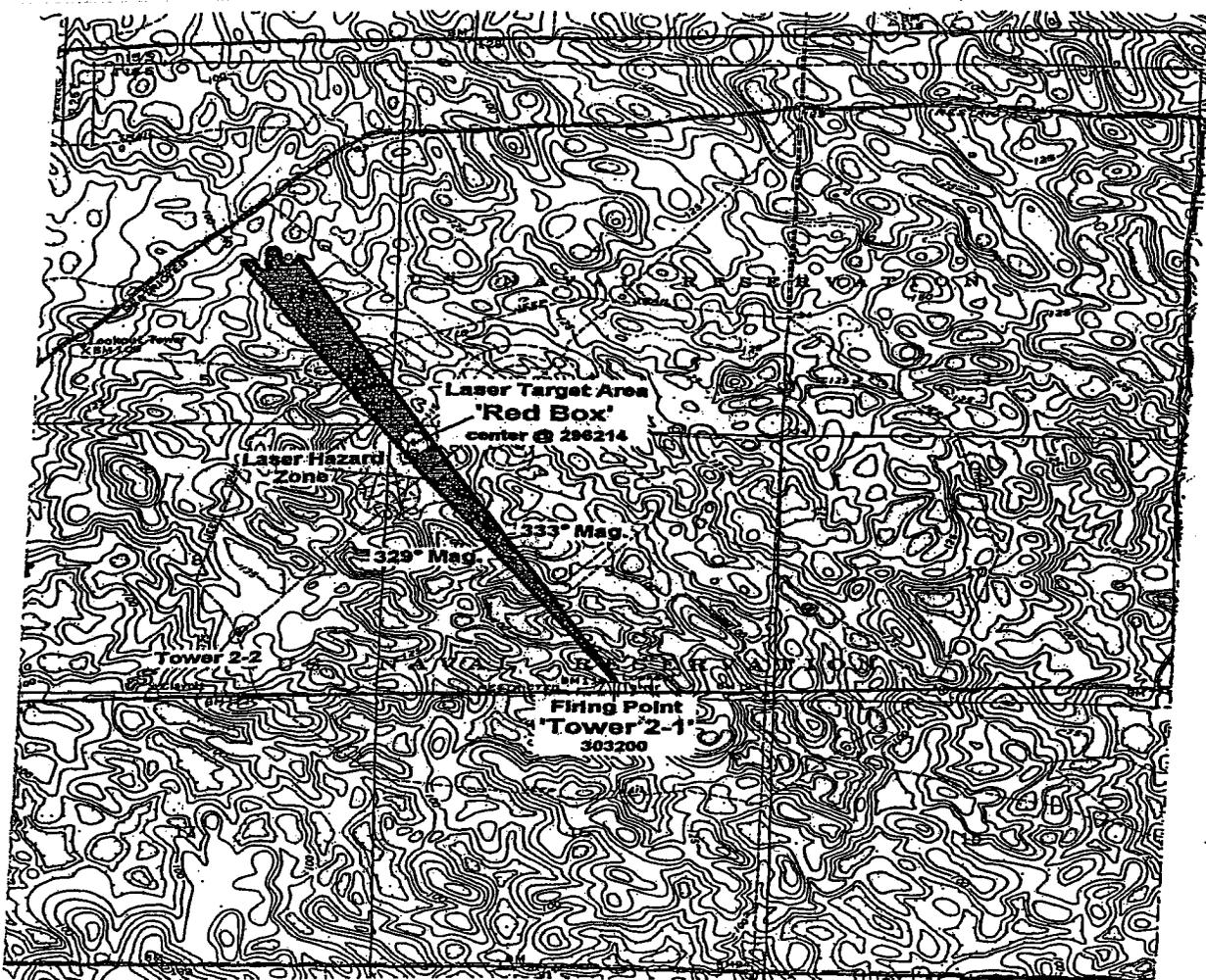
Page: C-3	<div style="font-size: 48pt; font-weight: bold;">1</div> <p>Grid North</p>	<div style="font-size: 24pt; font-weight: bold;">Figure C-3</div>	Lateral Firing Limits: 318 to 323° Clockwise True North Minimum Elevation: 160 feet MSL
Scale: 1 grid = 1 km		Laser Surface Hazard Zone LTA: "Sam Site" from FP "Tower 2-1"	Maximum Buffer Zone Angle: 5 mrad

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



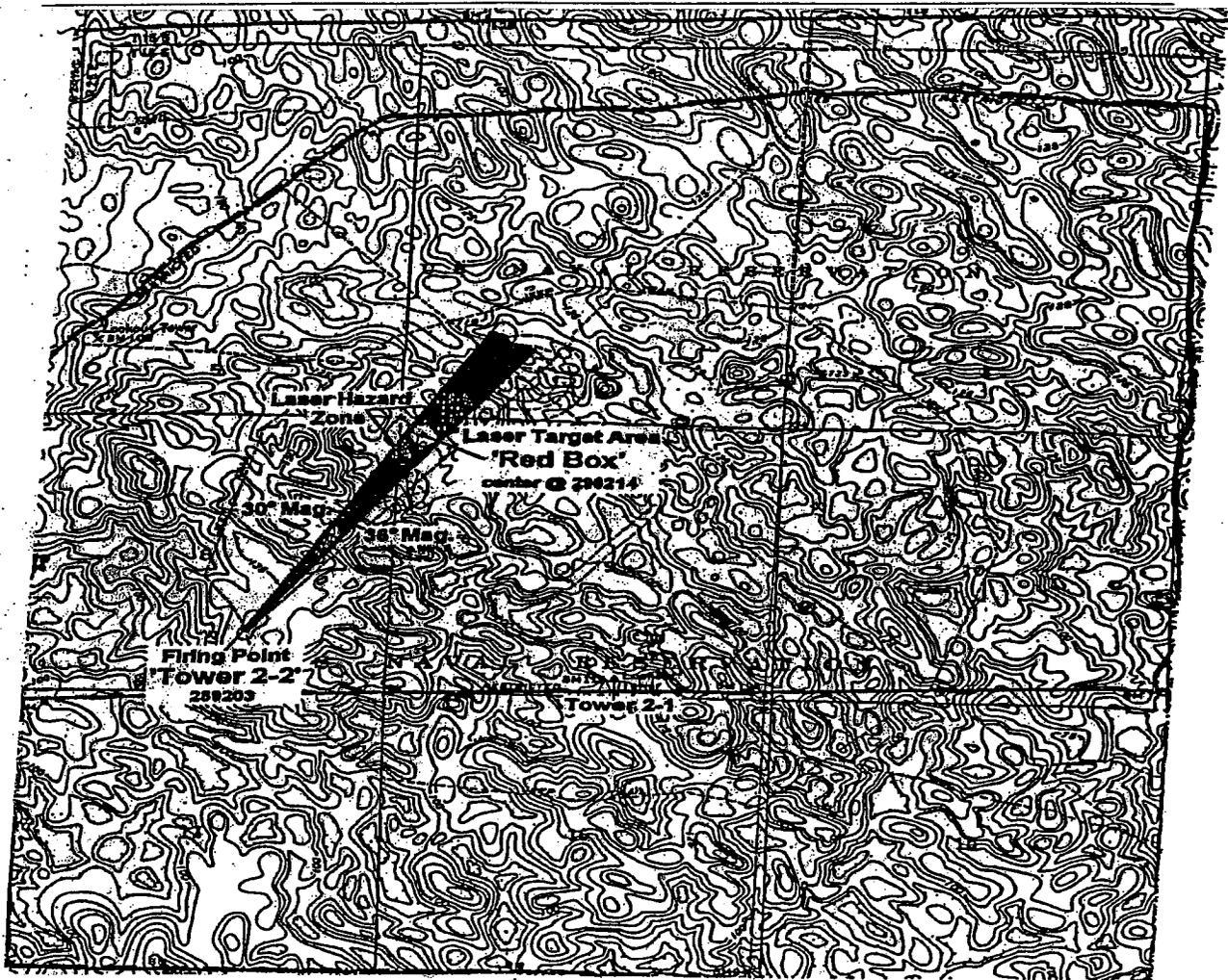
<p>Page: C-4</p>	<p>1</p>	<p><b>Figure C-4</b></p>	<p>Lateral Firing Limits: 033°              to 041° Clockwise Magnetic              True North              Minimum Elevation: 200              feet MSL</p>
<p>Scale: 1 grid = 1              km</p>	<p>Grid North</p>	<p>Laser Surface Hazard Zone              LTA "Sam Site" from FP "Tower 2-2"</p>	<p>Maximum Buffer Zone              Angle: 10 mrad</p>

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



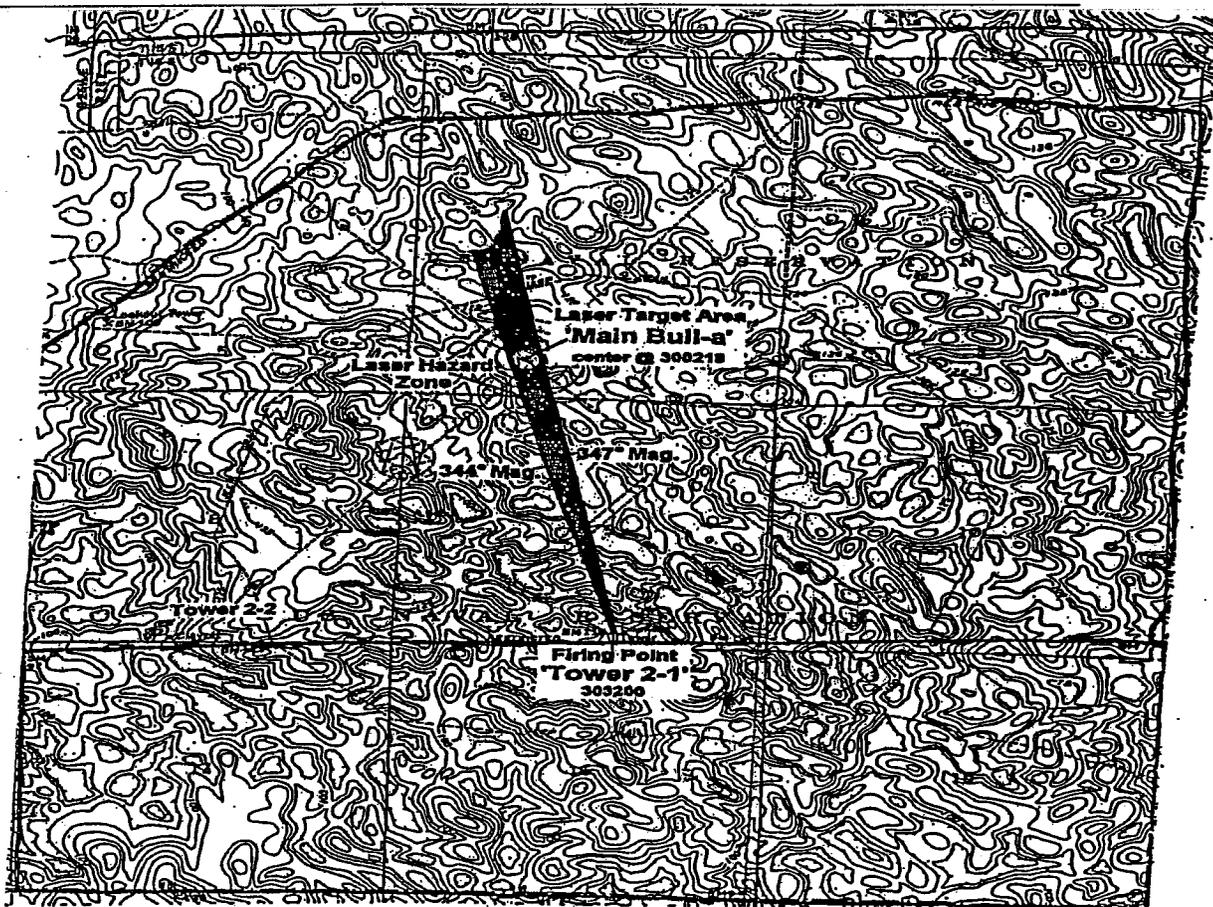
Page: C-5	1	<b>Figure C-5</b>	Lateral Firing Limits: 329° to 333° Clockwise True North Minimum Lasing Elevation: 160 feet MSL
Scale: 1 grid = 1 km	Grid North	Laser Surface Hazard Zone LTA "Red Box" from FP "Tower 2-1"	Maximum Buffer Zone Angle: 5 mrad

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



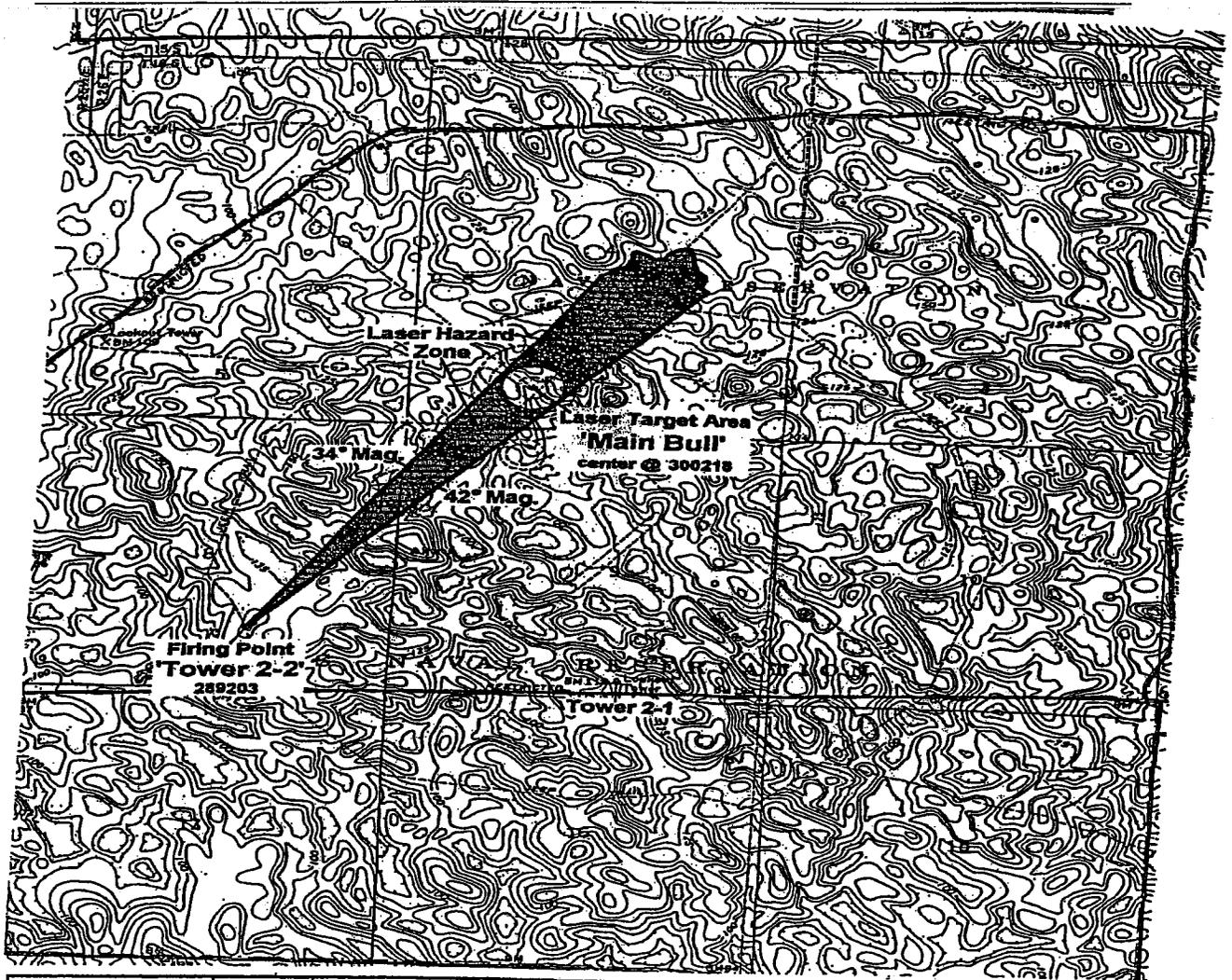
Page: C-6	1	<b>Figure C-6</b>	Lateral Firing Limits: 030° to 036° Clockwise True North Minimum Lasing Elevation: 200 feet MSL
Scale: 1 grid = 1 km	Grid North	Laser Surface Hazard Zone LTA "Red Box" from FP "Tower 2-2"	Maximum Buffer Zone Angle: 10 mrad

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



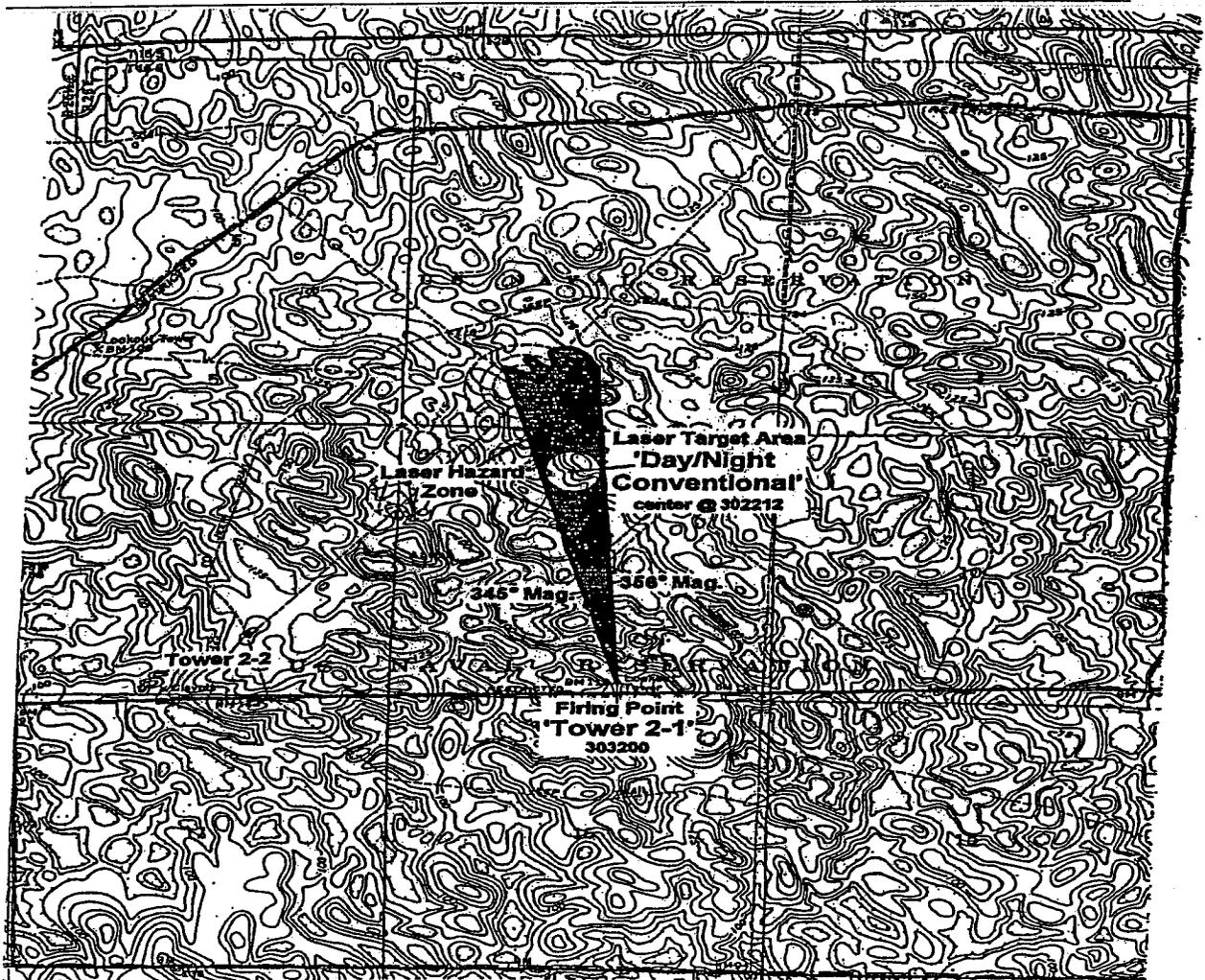
<p>Page: C-7</p>	<p>1</p>	<p>Figure C-7</p>	<p>Lateral Firing Limits:              to 347° Clockwise True              North              Minimum Lasing              Elevation:              160 feet MSL</p>
<p>Scale:              1 grid = 1              km</p>	<p>Grid              North</p>	<p>Laser Surface Hazard Zone              LTA: "Main Bull" from FP "Tower 2-1"</p>	<p>Maximum Buffer Zone              Angle: 5mrad</p>

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



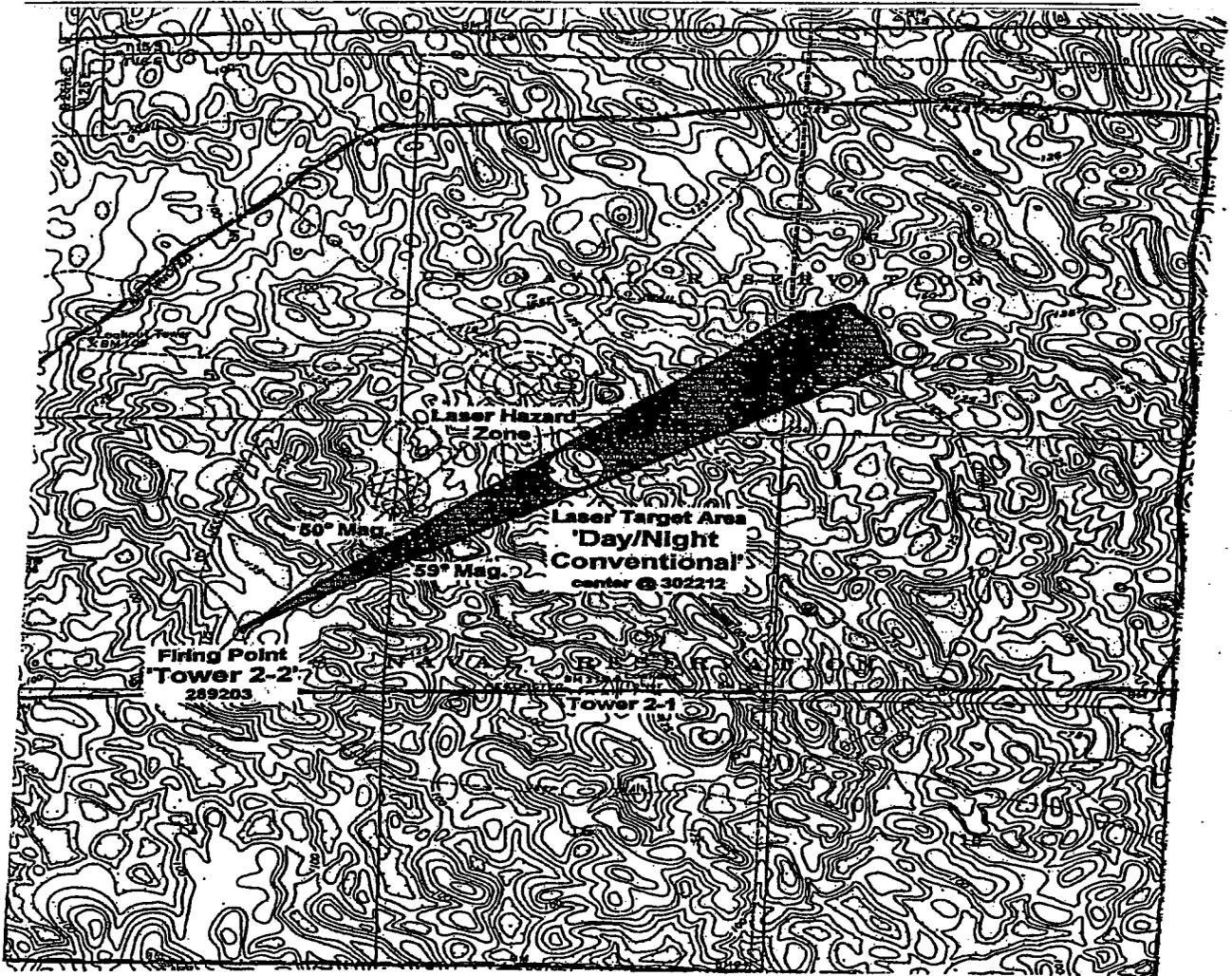
<p>Page: C-8</p>	<p>1</p>	<p><b>Figure C-8</b></p>	<p>Lateral Firing Limits: 034°              to 042° Clockwise True              North              Minimum Lasing Elevation:              200 feet MSL</p>
<p>Scale: 1 grid = 1              km</p>	<p>Grid              North</p>	<p>Laser Surface Hazard Zone              LTA "Main Bull" from FP "Tower 2-2"</p>	<p>Maximum Buffer Zone              Angle: 5 mrad</p>

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



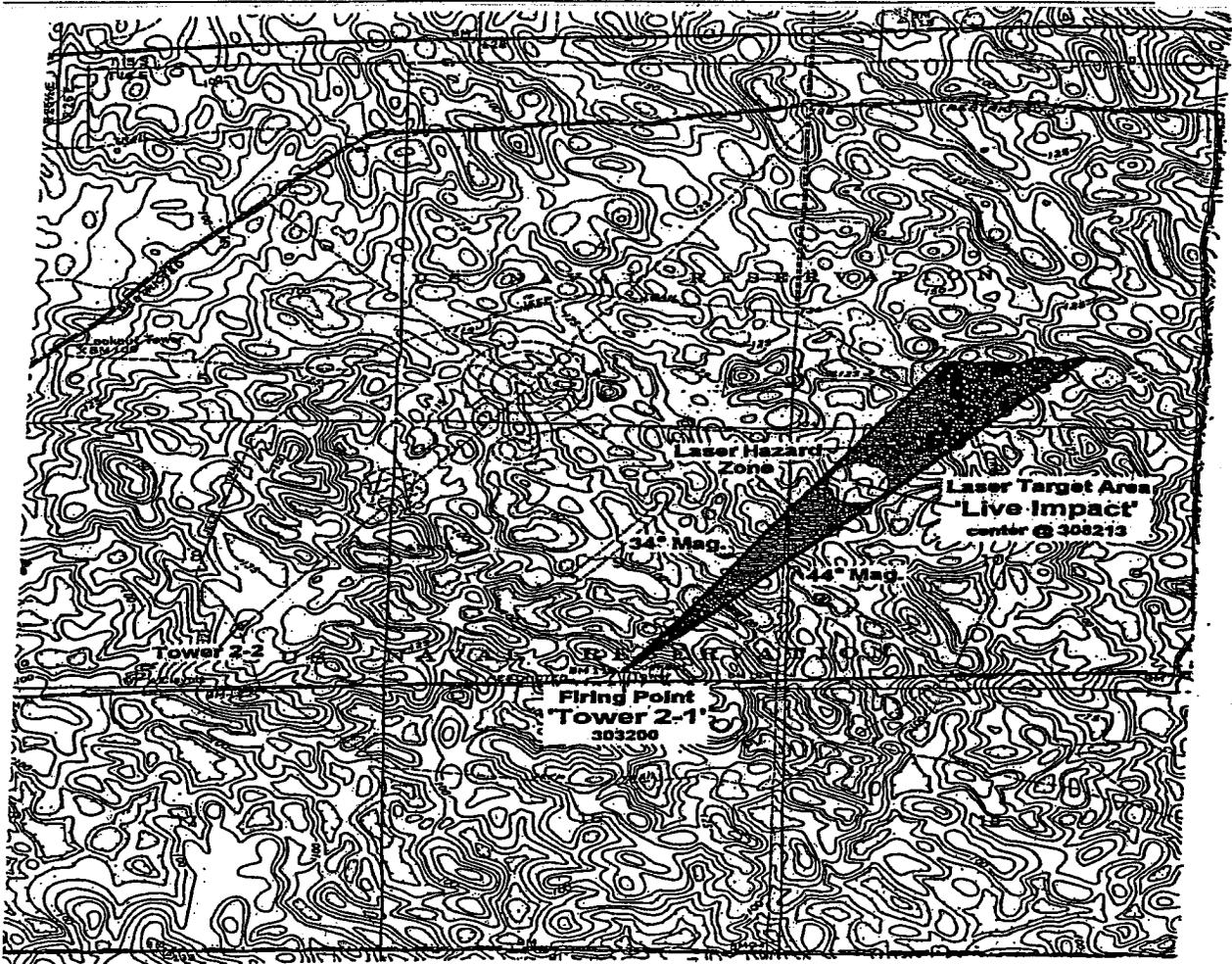
<p>Page: C-9</p>	<p>1</p>	<p><b>Figure C-9</b></p>	<p>Lateral Firing Limits: 345°              to 356° Clockwise True              North              Minimum Lasing Elevation:              160 feet MSL</p>
<p>Scale: 1 grid = 1              km</p>	<p>Grid              North</p>	<p>Laser Surface Hazard Zone              LTA "Day/Night Conventional" from FP "Tower 2-1"</p>	<p>Maximum Buffer Zone              Angle: 5 mrad</p>

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



<p>Page: C-10</p>	<p>1</p>	<p><b>Figure C-10</b></p>	<p>Lateral Firing Limits: 050°              to 059° Clockwise True              North              Minimum Lasing Elevation:              200 feet MSL</p>
<p>Scale: 1 grid = 1              km</p>	<p>Grid              North</p>	<p>Laser Surface Hazard Zone              LTA "Day/Night Conventional" from FP "Tower 2-2"</p>	<p>Maximum Buffer Zone              Angle: 10 mrad</p>

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)



Page: C-11	1	<b>Figure C-11</b>	Lateral Firing Limits: 034° to 044° Clockwise True North Minimum Lasing Elevation: 160 feet MSL
Scale: 1 grid = 1 km	Grid North	Laser Surface Hazard Zone LTA "Live Ordnance" from FP "Tower 2-1"	Maximum Buffer Zone Angle: 5 mrad

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LASER WEAPON SYSTEM	BUFFER (MRAD)	WAVE LENGTH (nm)	NOMINAL OCULAR HAZARD DISTANCE			OPTICAL DENSITY	
			OPTICS (km)			OPTICS	
			EYE	8 cm	12 cm	UNAIID	AID
TADS/PNVS (AAH-TADS) <sup>a</sup>	5	1,064	26	68		4.0	5.5
LAAT (AH-1S) <sup>a</sup>	5	1,064	5	15	30	3.5	4.8
MMS (OH-58D) <sup>a</sup>	5	1,064	35			4.1	5.3
AN/AVQ-25 (F-111F PAVE TACK) <sup>a</sup>	5	1,064	16	52	70	4.3	5.8
ANAAS-33A (A-6E TRAM) <sup>a</sup>	5	1,064	14.6	58	58	4.6	5.8
ANAAS-37 (OV-10D NOS) <sup>a</sup>	5	1,064	11.2	56	59	5.2	5.6
ANAAS-38A (F/A-18 LTDR) <sup>a,1</sup>	5	1,064	17	63	73	4.3	5.4
LANTIRN LTDR <sup>a,2</sup>	5	1,064	22.7			4.15	
NITE EAGLE LTDR <sup>b</sup> (multi pulse to ground)	5	1,064	15	54.9	64.6	4.1	5.2
AN/ASQ-153 (F-4E PAVE SPIKE) <sup>a</sup>	5	1,064	10	48	58	4.2	5.6
LANTIRN RANGEFINDER <sup>a,2,3</sup>	5	1,540					
CLD <sup>a</sup> handheld	10	1,064	9.7	48	58	4.5	5.4
LLTD <sup>a</sup> handheld	10	1,064	7	38		4.0	4.9
AN/GVS-5 <sup>a</sup> handheld	10	1,064	2.7	21	27	3.7	4.4

LASER SAFETY SURVEY REPORT  
PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LASER WEAPON SYSTEM	BUFFER (MRAD)	WAVE LENGTH (nm)	NOMINAL OCULAR HAZARD DISTANCE			OPTICAL DENSITY	
			OPTICS (km)			OPTICS	
			EYE	8 cm	12 cm	UNAIID	AID
AN/PAQ-1 (LTD) <sup>a</sup> handheld	10	1,064	7	15	33	4.2	5.8
AN/GAQ-T1 (LDSS) <sup>b</sup> tripod (no lens)	5	1064	12.7	54.4	62.5	4.4	5.4
AN/GAQ-T1 (LDSS) <sup>b,4</sup> tripod (2x lens)	5	1064	4	19.3	33.2	5	5.4
AN/GAQ-T1 (LDSS) <sup>b,4</sup> tripod (5x lens)	5	1064	1.7	9.8	19	5.4	5.4
AN/GAQ-T1 (LDSS) <sup>b,4</sup> tripod (10x lens)	5	1064	.9	5.5	11.5	5.4	5.4
AN/TVQ-2 (GVLLD) <sup>a</sup> tripod	2	1,064	25	80	87	3.8	5.5
AN/PAQ-3 (MULE) <sup>a</sup> tripod	2	1,064	20	64	78	3.9	5.6
AN/PAQ-3 (MULE) <sup>a</sup> tripod night	5	1,064	20	64	78	3.9	5.6
AN/PAQ-3 (MULE) <sup>a</sup> handheld	10	1,064	20	64	78	3.9	5.6
AN/PAQ-3 (MULE) <sup>a</sup> handheld night	15	1,064	20	64	78	3.9	5.6
SOFLAM <sup>b</sup> (10 sec exp)	5	1,064	9.6	45	54	4.0	5.3
F-117	5	1,064	18.5	45	56	4.5	6.0

LASER SAFETY SURVEY REPORT  
 PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LASER WEAPON SYSTEM	BUFFER (MRAD)	WAVE LENGTH (nm)	NOMINAL OCULAR HAZARD DISTANCE			OPTICAL DENSITY	
			OPTICS (km)			OPTICS	
			EYE	8 cm	12 cm	UNAI D	AID
AN/ASQ-211 NTS LDRS (AH-1W)	5	1,064	15	48	59	3.5	5.2
AN/GVS-5 (19 db red filter)	10	1,064	0.29	1.8	1.8	3.7	4.4
AN/GVS-5 (29 db yellow filter)	10	1,064	0.05	0.55	0.55	3.7	3.7
AN/PEQ-2 (ITPAIL) aim mode, low pw	0	830	0	0	0	0	0
AN/PEQ-2 (ITPAIL) dual, low mode	10	830	0.07 8	0.61 5	0.88	2.2	2.2
AN/PEQ-2 (ITPAIL) dual, high mode	10	830	0.26 3	1.81	2.8	2.2	2.2
AN/PEQ-2 (TPAIL) aim or illum low	0	830	0	0	0	0	0
AN/PEQ-2 (TPAIL) dual, low mode	10	830	0.02 5	0.16	-	0	0
AN/PEQ-2 (TPAIL) dual, high mode	10	830	0.22	1.3	-	2.0	2.0
AN/PVS-X (MLRF)	1600**	1,064	3	16	29	3.7	3.7
AN/PVS-6 (MELIOS)	10	1,540	0	0.01 8	0.037	0	0.5

LASER SAFETY SURVEY REPORT  
PINECASTLE AIRCREW COMBAT TRAINING RANGE (ACTR)

LASER WEAPON SYSTEM	BUFFER (MRAD)	WAVE LENGTH (nm)	NOMINAL OCULAR HAZARD DISTANCE			OPTICAL DENSITY	
			OPTICS (km)			OPTICS	
			EYE	8 cm	12 cm	UNAIID	AID
IZLID 2	10	870	0.24 8	1.63	2.55	3.0	3.0
AN/AAS-44 LAMPS	5	1064	22.3 6	72.6 7	87.59	4.5	5.6
MPLI & HPLI	10	830-835	280	2900	4800	3.2	3.2
AN/VVG-3 (M1)	5	1064	7	35	44	4.7	4.7
AN/VVG-3 (LAV-105)	5	1064	8.2	41	50	4.7	4.7
AIM-1/DLR	10	830	0.23 6	1.56	2.43	1.7	1.7
LPL-30	10	800-850	0.08 5	0.68	1.1	1.7	1.7

SOURCES FOR DATA IN TABLE

- A MIL-HDBK-828 OF 15 APRIL 1993
- B LSRB MINUTES OF 1992
- C LSRB MINUTES OF 1993
- D LSRB MINUTES OF 1997

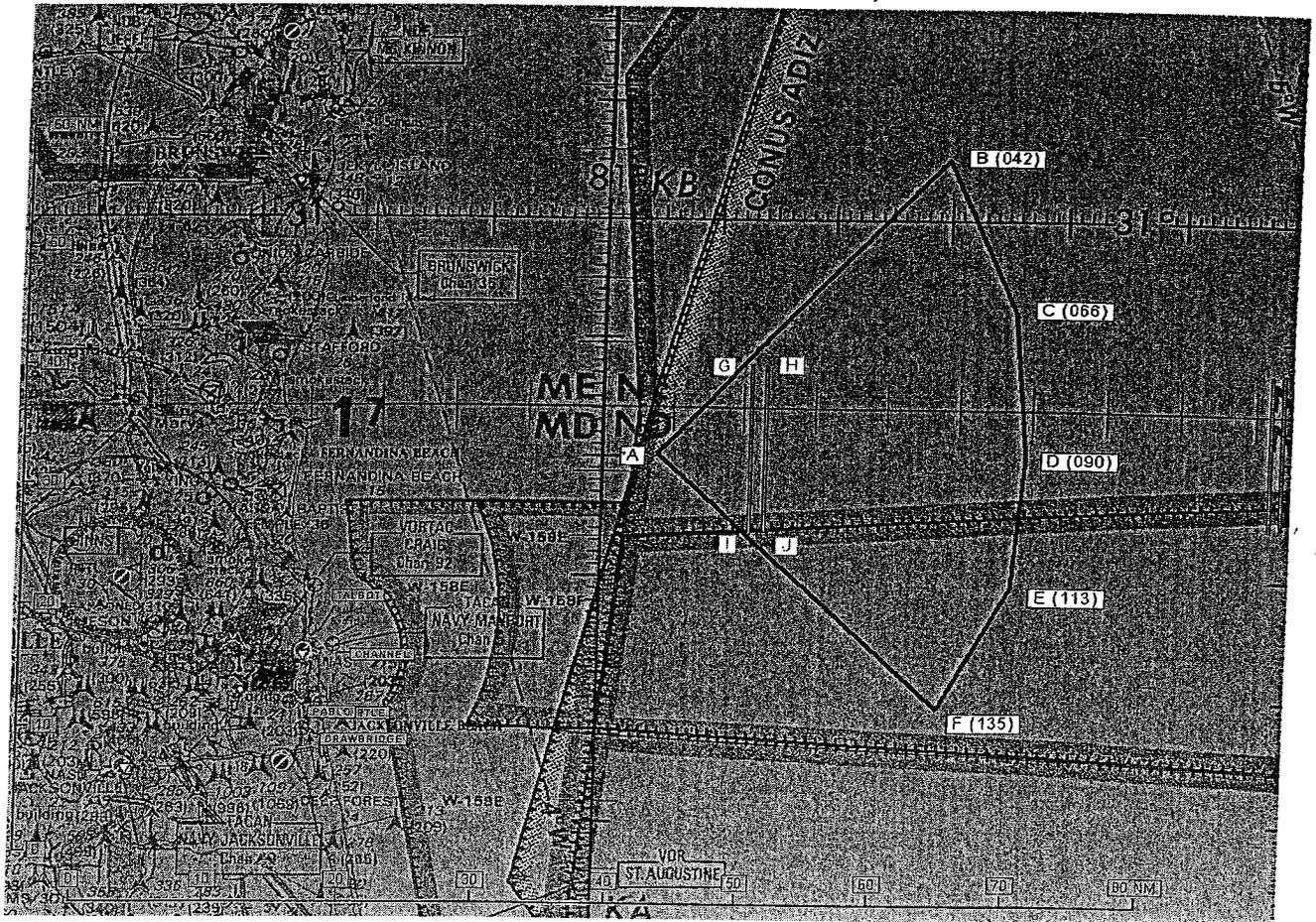
NOTES

- 1 LIMITED USE AS REQUIRED BY OPERATIONAL NECESSITY SEE LSRB MINUTES SER 223-2/007 OF 25 JANUARY 1993
- 2 THIS SYSTEM WAS TESTED BY BROOKS AIRFORCE BASE WHICH USES 2MRAD AS THEIR BUFFER ZONE. HOWEVER THE NAVY IS RESTRICTING THE BUFFER ZONE TO 5 MRAD.
- 3 THE AIRFORCE CONSIDERS THE OPERATIONAL PARAMETERS OF THE RANGEFINDER MODE TO BE OPERATIONALLY EYESAFE DUE TO THE WEAK PULSE AND TIME BETWEEN PULSES.
- 4 THERE IS A SKIN HAZARD DISTANCE AND A DIFFUSE REFLECTOR DISTANCE. SEE LSRB MINUTES SER 223-2/191 OF 16 JANUARY 1992
- \*\* 90 DEGREE BUFFER ZONE REQUIRED FOR RCA VERSION AN/PVS-X WITH SECONDARY BEAM; 10 DEGREES FOR BRUNSWICK VERSION.

### LASER TRAINING RANGE NON-RIGHT WHALE SEASON

The following coordinates apply to the points depicted for the Laser Training Range diagram for Non-Right Whale Season (01 April to 31 November):

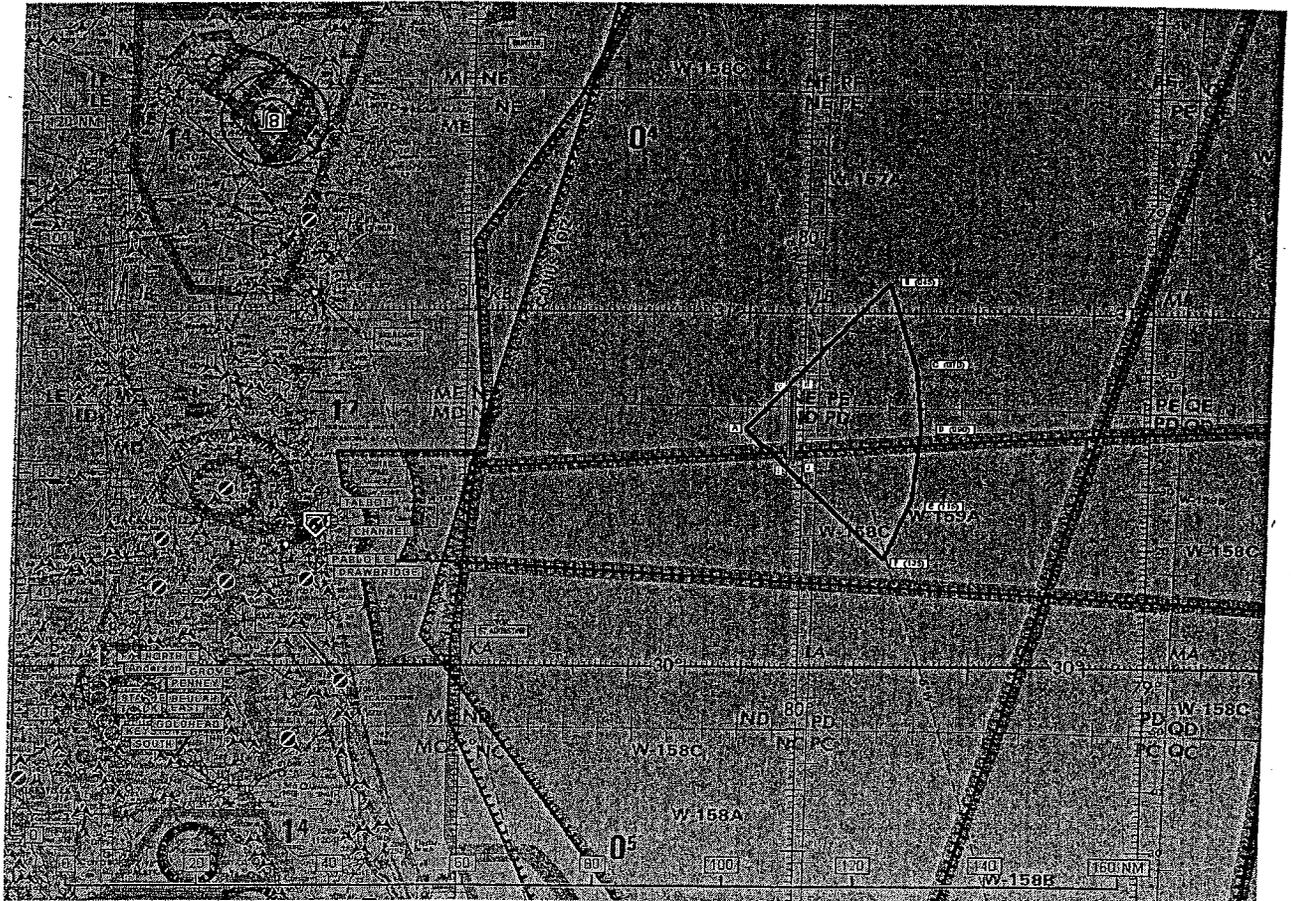
PT	LAT/LONG		FIRING BRG FROM PT A (IN DEGREES TRUE)
A.	30 40 00N	080 55 00W	N/A
B.	31 05 00N	080 30 00W	042
C.	30 52 00N	080 24 00W	066
D.	30 40 00N	080 23 00W	090
E.	30 29 00N	080 24 00W	113
F.	30 19 00N	080 30 00W	135
G.	30 47 30N	080 46 30W	N/A (TARGET BOX)
H.	30 47 30N	080 45 30W	N/A (TARGET BOX)
I.	30 33 30N	080 46 30W	N/A (TARGET BOX)
J.	30 33 30N	080 45 30W	N/A (TARGET BOX)



### LASER TRAINING RANGE RIGHT WHALE SEASON

The following coordinates apply to the points depicted for the Laser Training Range diagram for Right Whale Season (01 December to 31 March):

PT	LAT/LONG		FIRING BRG FROM PT A (IN DEGREES TRUE)
A.	30 40 00N	080 10 00W	N/A
B.	31 05 00N	079 45 00W	045
C.	30 50 00N	079 40 00W	070
D.	30 40 00N	079 39 00W	090
E.	30 28 00N	079 40 30W	115
F.	30 18 00N	079 45 00W	135
G.	30 47 00N	080 02 00W	N/A (TARGET BOX)
H.	30 47 00N	080 01 00W	N/A (TARGET BOX)
I.	30 34 00N	080 02 00W	N/A (TARGET BOX)
J.	30 34 00N	080 01 00W	N/A (TARGET BOX)



CHAPTER NINE

SESEF

901. SHIPBOARD ELECTRONICS SYSTEMS EVALUATION FACILITY  
OPERATIONS AND PROCEDURES (SESEF)

a. SESEF General - The SESEF facility is a land based test facility with a mission to provide electromagnetic system test and evaluation services to afloat and shore commands for the development of new and upgraded systems, to validate system performance following new construction and overhaul, and to provide real-time assessment of material readiness in an operational environment. Located at Naval Station, Mayport the SESEF facility is equipped with a full array of communication and EM spectrum emitter evaluation equipment used in conjunction with operations conducted by Fleet units either while in-port at Naval Station, Mayport, while transiting to/from sea, or while maneuvering in the SESEF At-sea Range. The SESEF At-sea Range is located at the extreme southwestern portion of Warning Area W-158F. An eastern-most utilization boundary is somewhat limited by line-of-sight from the facility (approximately 15 NM from the Mayport jetty shore); range operations will extend to the west into W-158E.

b. SESEF Testing Capabilities - SESEF provides two distinct types of services as follows:

(1) Quicklook Tests require no prior scheduling, no specific ship maneuvering, and minimal test time, and are provided for:

- (a) Communication Systems Analysis (HF, VHF, UHF)
- (b) IFF Systems Evaluation (Mode 1, 2, 3, 4, C)
- (c) TACAN Operational Check
- (d) EW (ECM Evaluation, ESM Bearing Accuracy)
- (e) LINK 11 Evaluation (Active, Passive)
- (f) LINK 4A/AIC Emulation

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(g) Gunfire Radar Beacon Acquisition (RBA)

(2) Dedicated Tests require advanced scheduling, specific ship geometry's, and longer dedicated test periods, and are provided for:

(a) Antenna Radiation Patterns (Communication, Radar, IFF)

(b) AN/ULM-4 Upgrade

(c) TACAN Certification

(d) Outboard/Combat DF Calibration

(e) ESM Receive Bearing Exercise

c. SESEF Range Dimensions - Geographic boundaries for the SESEF At-sea Range are established on a non-exclusive use basis via coordination with the SESEF Facility. Notification to the ship's home squadron and squadron notification to FACSFACJAX is also recommended. Generally, the utilization boundary of the range will be determined when scheduling tests with SESEF and will be based on the type of dedicated test to be performed. Geographically, there are two intersecting circular areas (rings) which will be utilized to perform dedicated SESEF tests. They are denoted as the Eastern Ring and Western Ring, as follows:

(1) The Eastern Ring will be used as a loiter area for tests, which do not require more specific ship maneuvering geometry other than a quantifiable bearing and distance "window", referenced to the SESEF facility. The Eastern Ring contains the Western Ring's center at its western-most boundary, and exists primarily at the extreme SW edge of W-158F. Most ships maneuvering will originate at this ring's center point and will be directed to the east or west as required. The center of the Eastern Ring is located at 3020N/8110W, with an approximate radius of 2.6 NM.

(2) The Western Ring will be further defined to contain a specific reference point for tests requiring specific ship

maneuvering geometry at the time of test conduct. The Western Ring contains the Eastern Ring's center at its eastern-most boundary. The Western Ring, due to line-of-site limitations, exists primarily within the center of W-158E. The center of the Western Ring is located at 3020N/8113W, with an approximate radius of 2.6 NM. Since use of the range may occur simultaneous with other shipping in transit, normal care must be taken to avoid other vessels while maneuvering on range. The geographic limits only apply to SESEF Dedicated tests; Quicklook tests will not (normally) encompass a scheduled use of the range as an exclusive requirement of the test.

d. SESEF Scheduling and Hours of Operation - Scheduling of SESEF services will depend upon which type of test evaluation is desired. Normal operating hours of the range are from 0700 - 1600 local Monday - Friday (except Government holidays). Test services desired for times other than normal operating hours, must be scheduled at least twenty-four (24) hours in advance by calling the SESEF Range Scheduling at commercial (904) 270-5753. A FAX line is also available at (904) 270-5754.

(1) Quicklook Tests. All SESEF quicklook testing may be scheduled directly with the SESEF Range via landline or radio communication at the time test services are desired. Advance notice is not required however, previous operational commitments will take precedence should schedule conflicts arise. SESEF monitors the following guard frequencies during normal operating hours:

(a) HF GUARD - 5745 KHZ

(b) UHF GUARD - 274.8 MHZ

(2) Dedicated Tests. All requests for SESEF dedicated testing must be received by the SESEF Range Scheduler at least twenty-four (24) hours in advance. Contact the SESEF Range via landline or via radio Guard frequencies noted above; additional details will be provided at that time. Additionally, it is the ship's responsibility to contact their applicable squadron with their test requirements for the purpose of squadron notification to FACSFACJAX, relative to use of the Warning Area. Depending on the type and nature of test services required, SESEF can also accommodate a limited number of test witnesses on-site if so

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desired; prior receipt of security clearance is requested (may be required - contact SESEF via phone for instructions).

e. SESEF Procedures. SESEF Operation Procedures are detailed in the SESEF Concept of Operations Manual (SESEF, Mayport chapter), dated 1 March 1999. SESEF can provide some test procedure data and requirements at time of test schedule. For both Quicklook and Dedicated tests, the following range procedures apply:

(1) Check-in Contact SESEF via HF 5745 KHZ or UHF 274.8 MHZ.

(2) SESEF will direct requests for additional communication and frequency switching.

(3) SESEF will direct execution of testing and requests for maneuvering on range. Requests by SESEF for specific ship maneuvering and/or emitter radiation are made with respect to maintaining safety and area use restrictions. SESEF requests and directions do not override Commanding Officer and/or EMCON authority.

f. SESEF Testing Restrictions. All restrictions and general instructions pertaining to operation under FACSFACJAXINST 3000.1D (inclusive) take precedence over any SESEF function. Testing and evaluation performed by SESEF with any and all vessels will occur on a strict not-to-interfere basis with any and all other scheduled FACSFACJAX and NAVSTA, MAYPORT activities as described by this instruction. The following additional restrictions apply:

(1) HF/HERO Restrictions - SESEF, Mayport will not radiate HF while HERO restrictions are in effect for Naval Station, Mayport, in accordance with current instructions, which are subject to changing circumstances. Further information will be provided by SESEF at time of schedule request.

(2) LINK 11/4A FACSFACJAX Restrictions - SESEF testing over each data LINK is designed to occur on a specific frequency and on a non-interference basis with any data LINK operations currently in progress. However, current FACSFACJAX LINK check-in procedures apply. AIC Safety-of-Flight for AIC will not apply as all airborne traffic is simulated during testing.

(3) IFF - No special IFF codes are required for testing. IFF evaluations will utilize existing assigned codes.

(4) Maneuvering by Ship Under Test - Requests for execution of maneuvers and/or radiating emitters are not to be construed as overriding Commanding Officers and/or EMCON authority. Since use of the range may occur simultaneous with other ships in transit, normal care must be exercised by the test vessel maneuvering in the range to avoid other vessels in transit.

(5) ULM-4 Range Testing - During the course of ULM-4 Testing, other traffic or sea buoys may pose adverse impact on test execution or results. Patience and flexibility are appreciated.

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CHAPTER TEN

GENERAL SAFETY PRECAUTIONS

1001. General

a. Purpose. The purpose of safety precautions and range regulations is to prevent accidental personnel injury or property damage that might result, directly or indirectly, from any action of ships or aircraft training within the JAX/CHASN OPAREAS. These safety precautions and range regulations are not intended to conflict with, or reduce the full exercise by any command of responsibilities assigned by competent authority. In any situation, the Commanding Officer or senior aviator in the flight shall use his discretion to implement measures, which will achieve maximum safety.

b. Scope. This chapter sets forth the safety precautions and range regulations applicable to JAX/CHASN OPAREAS, targets and other areas assigned to FACSFACJAX. Those safety precautions and range regulations, which apply only to specific operating areas or targets, are included in appropriate chapters of this manual.

1002. Regulations Applicable to Both Air and Surface Units. The following safety precautions and range regulations are applicable to firing exercises being conducted by both air and surface units.

a. The expenditure of any ordnance in the JAX/CHASN operating area is strictly prohibited unless prior approval has been received from FACSFACJAX. Advance coordination is required (message or voice) to ensure that a Notice to Mariners (NOTMAR) is issued, as appropriate.

b. Clear Range. The operational commander conducting an exercise shall satisfy himself that the range is clear prior to beginning the exercise. Procedures to ensure a clear range may be established based on visual and/or radar surveillance. The Officer Conducting Exercise (OCE) shall take into consideration all applicable factors in arriving at his final decision, such as urgency of the mission, density of air and surface traffic, local visibility, distance offshore, type and expected reliability of

the ordnance and the availability, accuracy, reliability and completeness of radar coverage. When surveillance of the range is conducted partially or solely by radar, surface and/or airborne, commanders shall ensure that the radar is operated and monitored by well-trained and competent personnel. Regardless of what area surveillance method is used, there must be assurance that the RANGE IS CLEAR. Surface or air firing exercises shall be suspended at any time visual or radar warning indicates the presence of any vessel or aircraft within firing range.

c. Firing with Cloud Cover. No ordnance shall be expended through an overcast or over an undercast, or when there is more than 0.3 cloud coverage in the area, unless the criteria established in paragraph 432 of FXP 2 are met.

d. Weather minimums. The ceiling and visibility minimums required for dropping ordnance in R-2906 (Rodman), R-2907 (Lake George), and R-2910 (Pinycastle) are 1000 feet ceiling and 3 miles visibility within a five (5) mile circle of the target. Flight leaders are ultimately responsible for ceiling and visibility determinations and the safe conduct of all ordnance deliveries.

e. Firing Areas. Firing exercises are permitted only within the areas in W-133/W-134, W-157 and W-158 and land targets as previously scheduled by FACSFACJAX. Exercises must be conducted in such a manner as to ensure that units and fall of shot are within the area/target assigned.

1003. Additional Safety Precautions for Firing Exercises by Surface Units

a. General

(1) Responsibility. The Commanding Officer of each ship or unit is responsible for compliance with these safety precautions and range regulations.

(2) Lookouts. A sufficient number of qualified lookouts must be posted during all firing exercises.

(3) Observers. A fully qualified check sight safety observer must be stationed at each firing turret or mount.

(4) Sight Setters. Sights will be set continuously in elevation and deflection during all firing exercises.

(5) Display of Bravo Flag. The Bravo Flag must be displayed closed-up during all firing exercises.

(6) Cease Firing. All firing will be secured when cease fire orders are received from FACSFACJAX or competent authority or when the line of fire is endangering any object other than the designated target.

b. Surface Gunnery

(1) Clear Range. The range must be clear to the extreme range of the gun.

(2) Target Damage. Care should be taken to avoid unnecessary damage to surface targets.

(3) Safety Bearings. The safety bearings established by Section 210 of FXP 3(E) shall be observed.

(4) Communications. Surface to surface gunnery exercise involving a towed target, may only be conducted while two-way communications between the firing unit and towing unit are maintained.

c. Anti-Aircraft Gunnery

(1) No heavy AA firing (three (3)-inch or larger) shall be conducted when the projectile would pass closer than 1,000 yards to the towing or controlling planes or other non-target aircraft. (See Section 710, FXP 2).

(2) Communications. Anti-aircraft firing exercises involving a towed target or a target aircraft may be conducted only while two-way communications between the firing unit and the towing or control aircraft are maintained.

d. Undersea Warfare Exercises. No live depth charges or other live underwater ordnance shall be dropped for exercise purposes in depth of water less than 100 fathoms (except as authorized by COMSUBLANT).

e. Mine Exercises

(1) If visibility prohibits establishment of reference points for MINEX without leaving W-133 contact SEALORD for instructions. Ensure all ordnance drops fall within assigned OPAREA(s) and altitude limits.

(2) Conflicting air traffic exists near CHARLESTON, SC. All MINEX flights should check with scheduling agency for VR-1041, as listed in FLIP AP-1B.

1004. Additional Safety Precautions and Range Regulations for Air Units

a. General

(1) Responsibility. The responsibility for assurance of compliance with these safety precautions is vested in the Commanding Officer of each user's squadron or unit.

(2) Visual Inspection. Pilots shall visually inspect ordnance equipment and armament loading prior to take-off.

(3) Ordnance Jettison. Live ordnance may be jettisoned "safe" in the target area. When feasible, ordnance should be jettisoned "safe" only in W-157 and W-158 East of eighty (80) degrees West Longitude. Ordnance drops in the Warning Area must be coordinated with SEALORD prior to expending any ordnance. These drops will normally be made in OPAREAS 17-18/L or 29-30/G-H. The pilot, upon approval, is responsible for area sanitation. Detailed instructions for hung ordnance at home field is contained in each respective air station's Air Operations Manual. If ordnance must be jettisoned "safe" at the target, notify Pinecastle Target Control for spot and EOD consideration.

(4) Alternate Ordnance Drop. Alternate Ordnance Drop areas will be designated within the Jacksonville/Charleston operating areas. These are to facilitate the dropping of ordnance in a safe area should the burn index exceed a safe level or fires or other irregularities be observed in the target area. Units desiring to drop ordnance in an Alternate Ordnance Drop area must contact SEALORD for clearance and coordination. Upon approval the pilot is responsible for sanitation of the area prior to the dropping of the ordnance.

(5) Air Separation. Users shall be responsible for separation of their units from other air units, both military and civilian.

(6) Target Identification. Positive identification of the target by each participating pilot must be attained by making an identification pass over the intended target prior to dropping or firing ordnance. The only exceptions to this will be CV strikes and observed competitive exercises.

(7) Doubt as to Safety. When any doubt exists as to the safety of continued firing or bombing, any member of the flight so in doubt shall call "Foul Range." In the event of such a call, all firing or bombing shall cease until the doubt as to safety is removed.

(8) Runs on Submarines. Aircraft runs on friendly submarines are prohibited unless joint aircraft-submarine exercises are specifically scheduled.

(9) Clearance from Helicopters. Aircraft flying below 700 feet should maintain a minimum lateral clearance of at least one-half (.5) mile from all helicopters over water.

(10) Disturbance of Wildlife. When it is necessary to fly over known habitat of wild fowl, an altitude of at least 3,000 feet shall be maintained, conditions permitting. The indiscriminate firing at large fish, whales or any wildlife in the sea or on land is prohibited.

(11) Armament Switch. Aircraft shall not select master arm until cleared to drop by target control and not until the flight is within the confines of the target impact area.

(12) Reporting Danger to Life or Property. It is mandatory that a report be made as soon as possible to FACSFACJAX, by any pilot who:

(a) Drops a bomb or a drop tank, fires a gun, rocket or any other missile outside the limits of a regularly scheduled impact area.

(b) Upon return from flight, finds that he had

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Bombs, rockets or any other missile which have been unaccountably expended.

(c) Considers that any ammunition he has expended or any flight maneuvers he has employed may have endangered the life or property of another person or who considers that such other person may reasonably believe that his life or property has been endangered.

(d) Discovers that any part of the aircraft has fallen off (TFOA) if the incident could have occurred in FACSFACJAX's area of responsibility.

b. Air-to-Air Gunnery Exercises

(1) Minimum Range from Shore. Minimum firing range from the shore line for air-to-air over-water gunnery at any altitude shall be ten (10) miles outbound and fifteen (15) miles inbound within the assigned air area.

(2) Armament Switch. The master armament switch will be in the "SAFE" position except, after proper clearance, for a live (HOT) run.

(3) Range Clear. The range will be clear before each firing run is started.

(4) Target Safety Cone. No firing may be done within fifteen (15) degree safety cone of the target or if the firing aircraft is below the level of the two plane.

(5) Break-a-ways. All breakaways shall be up and over the target line of flight. On losing sight of target, a break-away shall be executed immediately.

(6) Visibility. Pilots must maintain visual contact with the target and other aircraft in the formation and the flight path must permit safe breakaways at all times during a run.

c. Air-to-Surface Exercises

(1) Characteristics of Ordnance. Pilots will be fully cognizant of the safety precautions applicable to the ordnance

carried including the installed fuses.

(2) Populated Areas. Aircraft carrying service or practice ordnance shall avoid passing over ships or populated areas.

(3) Armament Switch. The master armament switch shall be in the "SAFE" position except, after proper clearance, for a live (HOT) run.

(4) Direction of Runs. All runs shall be made in the direction specified by the target observer, and no runs may be made at an angle of less than thirty (30) degrees with the course of a towed surface target. Directions of runs for land targets shall be made as specified elsewhere in this manual for specific targets.

(5) Computer Bombing. Computer dive bombing is permitted at all FACSFACJAX targets; however, initial check-out and calibration of aircraft computer bombing systems should be accomplished at the Pinecastle Target Range where spotting towers and personnel are further from the target.

d. Air-to-Air Exercise. Air-to-Air missiles may be expended within the offshore operating areas. Because of the varying characteristics of the missiles, varying safety precautions and attack methods must be used. Each mission must be specifically briefed, and the necessary safety precautions applied. Specifically, no missile shall be fired when there is any possibility that it will not fall in a safe area within the assigned operating area. No missile will be fired when there exists a possibility that it may be locked on anything other than the assigned target. When head-on runs are utilized, both the target and firing aircraft shall be under the positive control of an experienced radar controller.

e. LASER Operations. With the exception of Pinecastle Target within R-2910, no LASER operations are authorized within areas or routes managed by FACSFACJAX.

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CHAPTER ELEVEN

OTHER LAND TARGETS

1101. General. This section is intended to give information on other targets in the southeast United States controlled by other commands. These additional targets have provided means to train and evaluate pilots on an unfamiliar target, to expand incendiary ordnance not allowed on FACSFACJAX targets and to prosecute weapons evaluation programs.

1102. Scheduling. Targets may be scheduled either directly with the controlling activity or through FACSFACJAX. When practicable, request the targets directly. FACSFACJAX holds the target manuals of several other commands and the use of these manuals is encouraged.

1103. Targets

a. Avon Park Range Complex

(1) Applicable Instructions. All applicable instructions governing the use of Avon Park targets are available from the 6OSS MACDILL AFB FL//DO// COMM (813) 828-2902, DSN 968-2902

(2) Comments. Avon Park complex is located within R-2901 in central Florida approximately sixty (60) NM east of MACDILL AFB. The complex includes four (4) weapons ranges with a usable air strip for emergency landings.

(a) Alpha Complex 27-39-00N/081-16-00W. Air-to-Ground missile firing including Bullpup and Walleye (inert only) and night tactics.

(b) Bravo Complex 27-43-00N/081-17-00W. Training ordnance only.

(c) Charlie Complex 27-36-00N/081-12-00W. Training ordnance plus flares.

(d) Delta Complex. Training ordnance only plus One (1) NAPALM (water-sand filled dummies) target. Ordnance expended on Avon Park is limited to MK 24 flares, photo flash

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cartridges and training ordnance-spotting charges. A Range Control Officer is required in the control tower during use.

b. Marquesas Keys Target Area. Applicable Instruction: reference (a).

c. Brant Island BT-9 (MACS Cherry Point, NC).

(1) Applicable Instruction: Air Station (Cherry Point) ORDER 3570.2 (series).

(2) Description. An unmanned target consisting of two (2) ship hulks (DD Class) positioned 90 FT to each other, stern to stern and grounded on Brant Island Shoals. The location is in R-5306A at 35-12-30N/076-26-40W.

(3) Scheduling. Contact Commanding General, Second MAW by letter or message by 0900 local, Monday, two (2) weeks prior to date of intended use.

(4) Type of Exercise. Conventional weapons and Bullpup.

(5) Ordnance Authorized. Strafing and explosive ordnance not to exceed 100 pounds of TNT equivalent, five (5)- inch rockets, and inert Bullpups.

(6) Hours of operation: Continuous.

d. Piney Island BT-11

(1) Applicable Instruction: Air Station (Cherry Point) ORDER 3570.2(series).

(2) Description. A multipurpose target complex designed for conventional and special weapons training consisting of five (5) separate targets. EW assets are available 0840-1640 local Monday - Thursday. Details may be obtained from the Naval Warfare Assessment Center Detachment (NWAC DET) at COMM (252) 466-4040, DSN 582-4040.

(a) Barge Target - conventional and special weapons.

(b) Strafing Target.

- (c) 300 Foot Target - conventional weapons.
- (d) 800 Foot Target - conventional weapons.
- (e) Moving Target - conventional weapons.

This target complex is located within R-5306A and encompasses all of Piney Island and Point of Marsh Bay 24-59-00N/076-27-00W.

(3) Scheduling. Submit request to Commanding General, Second MAW by 0900 local Monday one week prior to the week of desired scheduling.

(4) Hours of Operation. Manned Monday through Friday, 0900-1700 local and as scheduled 1800-2300 local, except on holidays.

(5) Ordnance. See appropriate section of Air Station (Cherry Point) ORDER 3570.2 (series).

e. NAS Fallon, Nevada. Applicable Instruction: NASFINST 3752.1 (Series).

f. Virginia Capes, Virginia. Applicable Instruction: FACSFACJAXVACAPESINST 3120.1 (Series).

g. Townsend Air-To-Ground Weapons Range

(1) Range/Location. The Townsend Range is located forty-four (44) miles south of Savannah, Georgia, inland twenty (20) miles from the Atlantic Coast. It consists of 3882 acres of land leased from the Union Camp Pulpwood Company. Range terrain is flat, with a maximum elevation of twenty-one (21) feet. Ground cover is primarily pine forest broken by swamps.

(2) Scheduling

(a) Normal range hours are 0820-1520 local, Monday and Friday and 0820-1620 local, Tuesday through Thursday. All other times by NOTAM with at least twenty-four (24) hours notice, i.e. ORI's, ORE's, or special exercises.

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(b) All Townsend Range requests will be forwarded by letter to the Georgia ANG, PFTS/DO, Savannah, MAP, P.O. Box 7299, Garden City, GA 31418 or by electronic message to ANG CRTIC GARDEN CITY GA//DO//. A letter or message must be received at least fourteen (14) days prior to desired range period. Requests may be made by telephone with a letter/message follow-up. The range schedule is published weekly. Additional periods may be requested by telephone twenty-four (24) hours in advance to fill any open periods in the published schedule. The Georgia ANG will allocate all range periods on an equitable basis, giving priority to operational readiness inspections (ORI's), deployments, special exercises, etc., and retains final authority to resolve any scheduling conflicts that may occur.

(c) If a cancellation or change of scheduled range periods is necessary, notify Townsend Range Scheduling as soon as possible, but not later than one (1) hour prior to the scheduled time. These changes can be called in during the hours of 0730-1600 local, Monday through Friday, Comm (912) 963-3496/97, DSN 860-3496/97.

CHAPTER TWELVE

SPECIAL USE AIRSPACE REPORT

1201. General

a. Purpose. To establish procedures for recording and reporting usage data for the Restricted, Warning, Military Operating Areas (MOAs) and Military Training Routes (MTRs), which are scheduled and administered by FACSFACJAX.

b. Reference (b) requires that controlling authorities for training area/ranges and targets submit monthly reports documenting their usage. This data is required by CINCLANTFLT for developing and justifying, on a continuing basis, the five (5)-year development plan for training range instrumentation resources.

c. Reference (e) requires that all commands exercising controlling authority over Special Use Airspace (SUA) such as Restricted, Warning, MOAs and MTRs, submit quarterly reports documenting their usage. This data is required by the Chief of Naval Operations to justify the retention of such areas to the FAA, which is charged with the control and management of all United States airspace. In many cases desirable airspace is under the control of the military in the form of Warning, Restricted, or MOAs and MTRs. The retention of these areas has become a matter of paramount importance to military personnel of all services. It is imperative that detailed, comprehensive usage data be maintained to document the tempo of training operations in these areas.

1202. Action Required

a. Activities and reporting responsibilities are as follows:

<u>ACTIVITY</u>	<u>AREA</u>	<u>REPORT REQUIRED</u>
Director, Det Astor, FL and FACSFACJAX	Rodman Target Lake George Target Pinycastle Impact Target	Range Utilization Quarterly Summary

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Naval Warfare Assessment  
Center, SE 56, BFT DET

Beaufort TACTS  
Range

Report of Special  
Use Airspace and

Air Traffic  
Control Assigned  
Airspace

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W-132A/B  
W-133  
W-134  
W-157A/B/C  
W-158A/B/D/E/F  
W-159A/B a.

(stand-alone)  
Annual Usage

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R-2906  
R-2907A/B  
R-2910  
Gator 1 / 2  
Mayport  
Palatka 1 / 2  
Tailhook A - G

Annual MTR Usage

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IR-18  
IR-19  
IR-20, IR-32, IR-33  
VR-1001  
VR-1002  
VR-1003  
VR-1004  
VR-1005  
VR-1006  
VR-1007  
VR-1008  
VR-1009  
VR-1010  
VR-1013  
VR-1039

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- Maintain usage data on SUA and ATCAA from 01 October through 30 September, each year.

- Maintain usage data on MTRs from 01 January through 31 December, each year.

- Maintain usage reports at the command for 3 years (see FAR Part 73.19 and FAAH 7400.2).

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CHAPTER THIRTEEN  
RESTRICTED AREA REPORT

1301. General. A major concern is the hazards involved in the high number of civilian aircraft flying through the Restricted Areas located in the Jacksonville area. To ensure prompt prosecution of pilots of these aircraft it is imperative that correct and factual information be provided by military flight crews, observing these intrusions into military airspace. In the past, the violation reports received have often been incomplete or in the wrong format and therefore unsuitable for use by the FAA for follow-up legal action. This situation is further complicated if the observing pilot has subsequently been deployed or transferred.

1302. Operating Near Other Aircraft. Although important to obtain pertinent information about intruding aircraft, reporting pilots must exercise extreme caution when attempting to identify offending aircraft in order not to be in violation of FAR 91.65, "Operating Near Other Aircraft", which is quoted for information: "No person may operate an aircraft so close to another aircraft as to create a collision hazard. No person may operate an aircraft in formation flight except by arrangement with the pilot in command of each aircraft in the formation."

1303. Reporting Requirements. All personnel concerned shall make every effort to obtain accurate, complete information about each incident that involves a violation of restricted airspace. A report shall be submitted to FACSFACJAX, within 48 hours after each incident or as soon thereafter as feasible, containing as much of the following required information as practicable.

a. A pilot's statement in first person format, stating the following:

(1) Aircraft registration number.

(2) Type aircraft, only if positive, otherwise wing configuration, number of engines, color, etc.

(3) Date, time, airspace violated, heading and altitude of intruding aircraft.

(4) A sectional aeronautical chart depicting the flight path of all aircraft concerned to provide a visual presentation of the incident.

b. Any additional observing pilot's statement, also in first person format, confirming the pilot's statement.

c. A statement from target personnel observing the incident, if applicable, including a map portrayal of aircraft tracks within the Restricted Area. This statement must also be in first person format.

1304. Interception Pattern For Identification of Transport Aircraft

a. Phase I: Intercepting aircraft approach intercepted aircraft from astern. Element leader reduces throttle and extends speed breaks. Wingman continues to the opposite side of the intercepted aircraft from the leader and climbs to 4000 feet above target aircraft altitude for the purpose of maintaining surveillance using economical power setting. Should weather ceiling not permit surveillance from this position, wingman will assume a position on either side of aircraft which will permit observation of both the aircraft and his element leader at a distance of 3,000 feet from the intercepted aircraft, if visibility permits. During surveillance, wingman will maintain position by S-turns rather than reducing speed with speed breaks. The desired position of the element leader is 1,000 feet abreast the aircraft at the aircraft's altitude. After speed and position are stabilized element proceeds with Phase II of the procedures.

b. Phase II: Wingman continues surveillance. Element leader begins gentle closure of aircraft at same level until no closer than absolutely necessary to obtain information needed. As flight leader gives identification information, wingman records information for mission report. Element leader uses every precaution to avoid startling intercepted aircrew or passengers, keeping in mind that maneuvers considered normal for a tactical aircraft may be considered hazardous to passengers and crews on non-fighter aircraft. Upon completion of identification, tactical aircraft withdraw from aircraft's vicinity as outlined in Phase III.

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c. Phase III: Element leader breaks gently away from aircraft in shallow dive to pick up speed. Wingman stays well clear of intercepted aircraft and joins leader.

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CHAPTER FOURTEEN

SEARCH AND RESCUE (SAR)

1401. Local Mishap On-Scene Commander Procedures. Upon first knowledge of an aircraft or surface ship mishap, the receiving unit will notify Coast Guard Group, Mayport at (904) 247-7311 and SEALORD at Commercial (904) 542-2250, DSN 942-2250 or frequency 284.5 or 267.5. BRISTOL will notify surface ships in the JAXOA and request assistance if so needed. The first aircraft or ship on scene will become the SAR On-Scene Commander. It shall be that unit's responsibility to notify the SAR Commander that they are assuming SAR On-Scene Commander responsibilities before shifting to SAR common, 282.8 MHz. The On-Scene Commander will be assigned a squawk (if so equipped) so that the controlling agency can monitor the unit's position while he is maintaining VFR (if aircraft) over the mishap site. The controlling agency will sterilize the airspace for approximately 5 NM around the scene of the mishap. The controlling agency will vector other aircraft to the mishap scene and will coordinate with the On-Scene Commander prior to allowing the aircraft to enter the sterilized area. All other aircraft and ships will remain clear of the SAR area and maintain proper circuit discipline unless help is specifically requested by the On-Scene Commander. These procedures will remain in effect until the SAR effort is concluded.

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CHAPTER FIFTEEN

MISSILE EXERCISE PROCEDURES

1501. General. These guidelines have been standardized to current Fleet training procedures. These procedures provide the best service and the most realistic missile firing environment consistent with safety and standardization.

1502. Background. While vital to Force combat readiness, every effort must be made to ensure that missile firings are carried out safely and achieve the maximum training benefit.

1503. Pre-MISSILEX Briefings. In order to ensure an adequate mutual understanding of firing procedures and requirements, a pre-MISSILEX briefing coordinated with FACSFACJAX and conducted by the OCE, shall be held. A FACSFACJAX representative, as well as representatives from all involved servicing and firing units, must attend. For air-to-air missile exercises this briefing must take place prior to crew preflight briefings and all participants in the missile shoot must be present **(NO EXCEPTIONS)**. Aircrew members and/or Controllers who have not attended the prescribed brief will not be permitted to participate in the MISSILEX event.

1504. Missile Exercise Procedures. Exercise procedures contained herein for air-to-air, surface-to-air, air-to-surface and surface-to-surface MISSILEXs are mandatory in all airspace and/or OPAREAS under the jurisdiction of FACSFACJAX and for missile exercises scheduled through FACSFACJAX. Missile exercises shall be conducted in compliance with the procedures and safety precautions contained in Chapter 10 and other pertinent instructions. In the absence of specific guidance on any matters of safety, the most prudent course of action shall be taken. Where safety matters or operating procedures require more precise definition, a clarification shall be requested from FACSFACJAX. The actual sequence for missile exercises may vary slightly to conform to specific operational conditions but must be detailed in the Letter of Instruction and the pre-MISSILEX briefing.

1505. Missile Target Simulation. The greatest training benefit will be derived from exercises when missile targets closely simulate expected enemy threats with respect to apparent target

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size, speed, and profile. In order to achieve realism in missile exercise presentations, target profiles may be varied according to the user's request within the performance and control characteristics of the target and the safety requirements of the range.

1506. Termination of Exercise. It is the responsibility of the OCE to use all available means to ensure the safety of all ships and aircraft in and around the exercise area. In those instances where information available to the OCE indicates that the exercise may not be continued safely, the OCE shall terminate the operation and advise the Range Control Officer (RCO) that the range is "fouled." The exercise may be resumed when the RCO again announces that the range is "green" and FACSFACJAX concurs, provided the range is still NOTMAREd/NOTAMED.

1507. AQM/BQM Targets. In the JAX/CHASN OPAREA, units controlling the launching of targets will be under the direction of the Range Control Officer. The RCO shall ensure that the "range is green" prior to target launch.

1508. Scheduling and Coordination

a. General. Units desiring to conduct missile firing exercises in the JAX/CHASN OPAREA shall initiate a message to FACSFACJAX at least four (4) weeks prior to the desired event. Secondary range periods should be included in the initial request message.

b. Requests.

(1) Requests shall be submitted in accordance with paragraph 604.

(2) Amplifying notes should include:

(a) Secondary date and time may be requested for weather and fouled range contingencies only.

(b) Designated OCE.

(c) Type and number of missiles to be fired during exercise.

(d) Type and number of targets to be used.

c. Automatic Cancellation. In the event of primary MISSILEX date cancellation, the OCE must notify FACSFACJAX and all units concerned by message to activate the secondary Missilex period, otherwise the secondary MISSILEX period will be cancelled automatically.

d. Letter of Instruction (LOI). OCEs desiring to conduct missile exercises in the JAX/CHASN OPAREA will be required to provide FACSFACJAX, and all participating units, a detailed MISSILEX LOI at least two (2) weeks prior to the exercise date. The LOI shall include all procedures and requirements for the conduct of the exercise, including time frames of all associated events. The LOI shall be the guide for the pre-exercise briefing discussed in paragraph 1503. The LOI may be promulgated by any method; however, timeliness is paramount. The following is a list of items to be included in the LOI if applicable; it is not meant to be all-inclusive as each exercise is different and procedures/scenarios may vary with missile type and exercise objective. The purpose of the LOI is to present a clear picture of the MISSILEX events as they will occur. Failure to submit a detailed LOI will result in cancellation of the MISSILEX.

(1) General Information: This section should include OCE assignment, missile and target allocation information, dates, Zulu times, and areas.

(2) Scenario: The sequence of events and operational environment the exercise is attempting to simulate should be included.

(3) Objectives: Include all objectives expected to be achieved by the exercise.

(4) Coordination: All necessary coordination information must be detailed including the following:

(a) Target presentation desired.

(b) Surveillance aircraft stations and procedures.

(c) Missile firing procedures.

- (d) Target recovery procedures if applicable.
- (5) Communication/Navigation:
  - (a) TACAN channel and ID if available.
  - (b) Control, coordination, and safety frequencies.
  - (c) Unit(s) call sign(s), as appropriate.
- (6) Safety:
  - (a) Range clearance requirements for missile/scenario involved.
  - (b) Missile hazard area/target hazard area.
  - (c) Missile destruct procedures and criteria.
  - (d) Launcher elevation.
  - (e) Other safety considerations.
- (7) Remarks: Any other information the OCE desires to include.

e. MISSILEX Participants. The following are major participants when conducting MISSILEX events in the JAX/CHASN OPAREA. These participants must receive information copies of MISSILEX requests and LOIs and must be represented at the pre-MISSILEX briefing.

(1) OCE: Responsible for submitting MISSILEX requests to FACSFACJAX and for obtaining the necessary complex and safety observers. Responsible for establishing target requirements, and verifying target and exercise missile allocations. Also responsible for conducting face-to-face pre-MISSILEX briefing with all participating units, as well as promulgating necessary pre-exercise information required to fulfill FXP, NATOPS, and tactical manual requirements.

(2) FACSFACJAX: Responsible for scheduling the MISSILEX and for coordinating times, services, and OPAREA allocation.

Responsible for hosting pre-MISSILEX briefing when requested.

(3) COMNAVAIRLANT: Responsible for providing Link-11 capable surveillance aircraft E-2C/S3B. E-2C/S3B crew will attend pre-Missilex brief when feasible.

NOTE: FACSFACJAX preference is an E-2C.

(4) OTHERS: Units or organizations for launch or tow of targets.

f. Definition of Terms. The following terms are defined for clarity in describing missile firing procedures and range safety requirements.

(1) MISSILE/TARGET HAZARD AREA (MHA): Missile Hazard Area is an area on the surface of the earth and the airspace immediately above, originating at the launch point, within which ninety-eight (98) percent of the fired missiles, including BQM/AQM targets, TALDS (Tactical Air Launched Decoys) or their major fragments, will be contained (either as a result of maximum aerodynamic/ballistic capability or controlled flight termination). The MHA will vary according to the launch parameters and characteristics of the particular missile involved. The OCE will provide FACSFACJAX an up-to-date MHA for the desired missile and target requested in the LOI.

(2) AIR-TO-AIR/AIR-TO-SURFACE MISSILEX CODE WORDS:

(a) ABORT. Terminate this portion of the exercise. Turn missile power switches off and ensure switches are safe.

(b) ARMSTRONG, HOT TRIGGER. Pilot call to Safety Observer indicating that he has armed the missile.

(c) BREAK THE DRONE. Command from Safety Observer to Drone Controller to initiate maximum performance turn for drone preservation purposes.

(d) BOOLAH-BOOLAH. Target is destroyed.

(e) BUZZER. Firing aircraft has Sidewinder IR tone.

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(f) CLEARED TO ARM. Firing aircraft is cleared to arm missiles. This does not constitute a clearance to fire.

(g) CLEARED TO FIRE. Firing aircrew is cleared to release briefed missile(s) when all pre-briefed parameters are met. Only the airborne Safety Observer may authorize a CLEARED TO FIRE or transmit the word FIRE.

(h) CONTACT. (With bearing and range). Radar contact on target or tow/launch aircraft.

(i) CONTINUE. Non-participating unit lies between the shooter and the range. GREEN RANGE will be issued when the MHA clears the non-participant.

(j) FOX-1=AIM-7 trigger squeeze, FOX-2=AIM-9 trigger squeeze, FOX-3=AIM-54/AIM120 trigger squeeze.

(k) HOTSHOT. Safety Observer call to ignite flare augmentation.

(l) HUNG MISSILE. Firing attempted but the missile has not left aircraft.

(m) JUDY. Intercept control assumed by firing aircraft.

(n) LIGHTS OUT. Firing aircraft turns radar power and CW power switches off to preclude AIM-7 guidance.

(o) OP-AWAY. Missile has left aircraft.

(p) INTERROGATIVE RANGE STATUS/SAY RANGE STATUS. Interrogative call from Safety Observer to RCO. Only the RCO may transmit the words GREEN RANGE.

(q) RENO. Range and bearing to target to confirm separation between tractor aircraft and target (Tractor aircraft must be steady inbound toward firing platform).

(r) ROGER, CLEARED. Firing aircrews acknowledgement of clearance to fire.

(s) SKIP-IT/KNOCK IT OFF. Break off intercept.

(t) SMOKE THE DRONE. Pilot/Safety Observer  
Call requesting smoke augmentation of BQM-74C target drone.

(u) LASER ON - Laser activated and tracking.

(v) LASER OFF - Laser De-activated.

(3) SURFACE-TO-AIR/SURFACE-TO-SURFACE MISSILE EXERCISE TERMINOLOGY. The following terms shall be used to the maximum extent possible in all surface-to-air missile firings conducted in JAX/CHASN operating areas:

(a) ABORT. Terminate this portion of the exercise. Turn missile power switches OFF / ensure switches are safe.

(b) BIRDS AFFIRM. Fire Control locked onto target.

(c) BIRDS AWAY. Missile has been launched.

(d) BREAK ENGAGE. Cease tracking the target. Do not fire at the target and, if firing has occurred, do not allow missiles in-flight to intercept the target.

(e) CEASE FIRE. Continue tracking the target. Do not fire at the target, but if firing has occurred, allow missiles in-flight to continue to the target.

(f) CLEARED TO FIRE. Cleared to expend ordnance.

(g) CONTACT (With range and bearing). Radar contact on target.

(h) HOLD FIRE. Emergency order. Cease firing at the specified target. Do not fire at the target. If firing has occurred, do not allow missiles in-flight to intercept the target.

(i) MARK DELTA. Initiate command destruct procedures to destroy missile in-flight.

(j) MARK INDIA. Missile intercept with target.

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(k) RANGE STATUS/SAY RANGE STATUS. Interrogative call to RCO requesting current range condition in affect.

(l) RENO. Range and bearing to target to confirm separation between tractor aircraft and target. (Tractor aircraft must be steady inbound toward firing platform).

1509. Range Safety and Surveillance Responsibilities

a. CINCLANTFLT exercises overall cognizance regarding range operational procedures and safety criteria.

b. FACSFACJAX ensures that range supervision, communications, coordination, and surveillance of missile exercises are in compliance with range safety procedures and applicable directives in the warning areas.

c. The Officer Conducting the Exercise (OCE) is responsible for:

(1) Conducting missile firings in accordance with established range procedures and safety criteria.

(2) Firing missiles only after having received "Range is Green" from the RCO and FACSFACJAX has acknowledged green range.

(3) Ordering "Fouled Range", "Abort", or "Destruct" to the firing unit if any units, participating or non-participating, are endangered by continuation of the exercise.

(4) Ensuring no missiles are fired if a "Fouled Range" is transmitted by the RCO or any participating unit. The RCO must retransmit "Range is Green" and FACSFACJAX must acknowledge prior to continuation of the exercise.

d. The Range Control Officer (RCO) designated by the OCE is responsible for:

(1) Supervising range surveillance, utilizing airborne radar surveillance aircraft, shore based radar, available ship's radar, and visual surveillance.

(2) Providing clearance to launch aerial targets with FACSFACJAX concurrence.

(3) Informing OCE of range status, i.e. "Green", "Red", or "Fouled".

(4) Establishing or changing the firing units' positions and the orientation of the missile hazard zone at the time of the firing.

(5) Supervising CAP control during air-to-air missile exercises.

(6) Ordering "Fouled Range" or "Destruct" procedures to be effective if any unit, participating or non-participating, is endangered by continuation of the exercise.

(7) Issuing appropriate "Warning Yellow" or "Warning Red" for surface-to-surface or surface-to-air MISSILEXs.

(8) Supervising control of helicopters or surface vessels used for target recovery.

e. The Commanding Officer of the firing unit or Aircraft Mission Commander is responsible for:

(1) Compliance with the applicable range safety and destruct criteria for the particular missile employed.

(2) Ensuring that the missile and all of the missile components will be contained within the missile hazard zone. The RCO must be notified if unable to comply with this requirement.

(3) As necessary, executing "Destruct" or "Hold Missiles" to preclude endangering any units, participating or non-participating.

(4) Following all directives of the Range Control Officer, OCE, FACSFACJAX and the Designated Safety Observer.

#### 1510. Specific Range Safety Requirements

a. General. The following specific range safety requirements, are established for the JAX/CHASN OPAREA:

(1) Missile Destruct Systems: A destruct system, if incorporated in the design of the missile, shall be installed and

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operative in all respects unless a waiver of the requirement is granted by CINCLANTFLT via the Commanding Officer of FACSFACJAX.

(2) Missile Launch Limitations: Missiles shall not be launched from a position or in a direction other than that which is in the LOI without clearance from FACSFACJAX.

(3) Aircraft Missile Launch Positions: Aircraft firing air-to-air missiles will be accurately positioned by radar to ensure that the missile/debris fallout is restricted to the assigned operating area.

(4) Area Activation Requirements: Under no circumstances will a missile firing exercise be conducted in an area or a range, which is not covered by appropriate NOTMARs. All missile firings are conducted under a controlled firing concept, which places the ultimate responsibility for range safety on the OCE.

1511. Range Safety Policy. General. Range safety policy is based on compliance with the following range safety criteria:

a. In-flight Missile Safety. The in-flight missile safety standards are set forth in the Pacific Missile Test Center Range Safety Operational Plan.

b. Area to be Cleared. The missile hazard zone must be clear of all ships and aircraft except the firing unit, other assigned exercise units, and the target(s) during missile flight.

c. Weather. Meteorological conditions at the time of firing must be in conformance with appropriate instructions.

1512. Surveillance Requirements. The following surveillance requirements apply to all missile exercises in the JAX/CHASN OPAREA:

a. Search Radars: The OCE is responsible for proper employment of search radars in the OPAREA to ensure full coverage of the MHA.

b. An airborne search radar is required to fulfill search requirements. If the airborne search radar fails, the MISSILEX will be canceled/postponed until the failure is corrected. One or two LINK capable S-3 aircraft greatly enhance range surveillance and surface sanitization.

c. Visual Search: A visual search of the MHA is also required. If weather conditions or lack of search units prevent or preclude a complete visual search of the MHA, the exercise is cancelled.

1513. Communications. MISSILEX participants must have continuous two-way communication with FACSFACJAX. Loss of direct communications results in cancellation/suspension of the MISSILEX.

1514. Firing Clearance

a. Clearance to conduct the MISSILEX event is received from FACSFACJAX. Missiles may be fired only after "Range is Green" is reported by the RCO, concurred with by FACSFACJAX, and firing clearance is granted by the OCE or Safety Observer as designated by the OCE.

b. Clearance from the OCE/Safety Observer is based upon the following:

(1) Satisfactory communications established with all units and FACSFACJAX.

(2) Area surveillance indicating negative air or surface contacts within the missile hazard zone.

(3) No known condition exists which would result in a safety hazard.

c. Missile Destruct. The OCE must be prepared to destroy missiles if there is reason to believe that the missile may cause a hazard to civil interests, participating forces, or to other aircraft and ships. The decision to destroy a missile is primarily the responsibility of the OCE. The RCO may direct destruction of a missile because of safety hazards, and such an order must be executed immediately.

1515. Waiver of Range Safety Criteria (RSC)

a. General. Normally, only operations, which meet all of the safety criteria specified for the particular missile to be fired will be scheduled. However, it is recognized that deviations from the prescribed criteria may be necessary if

mission objectives are to be achieved. Whenever a deviation from the established criteria is determined to be necessary, a formal request shall be submitted to CINCLANTFLT via the Commanding Officer of FACSFACJAX. The waiver request, together with supporting data for the waiver, must be submitted as early as practical to preclude missing the desired exercise date.

b. Supporting data for the waiver should include:

(1) A statement of the technical requirement which makes the waiver necessary.

(2) A study which analyzes the increase in risk which would result if the proposed waiver is granted.

(3) A statement of the affect on the program if the waiver is not granted.

#### 1516. Missile Firing Exercises

a. General. Procedures in this section address the JAX OPAREA. The procedures herein are applicable to any MISSILEX under the cognizance of FACSFACJAX. Although Terrier, NATO Sea Sparrow, Harpoon, Tomahawk, Phoenix, AMRAAM, Sidewinder, Sea Sparrow, HARM and Maverick were considered, these procedures may not be all inclusive and are set forth to provide minimum requirements for range usage. The OCE must ensure appropriate guidance specific to the missile firing exercise requested as well as course rules and OPAREA procedures for the firing range concerned, are included in the LOI/Pre-ex and disseminated during the pre-MISSILEX/pre-flight briefings.

b. Procedures. The following are the procedures and rules to be used during all missile firings within the JAX OPAREA. Procedures specific to only one of the four types of missile firing exercises addressed in this section will be prefaced by **(A-A)** for Air-to-Air, **(A-S)** for Air-to-Surface, **(S-A)** for Surface-to-Air or **(S-S)** for Surface-to-Surface.

(1) Conduct of Exercise

(a) Frequencies:	PRI/SEC
TM (Telemetry) Checks	As promulgated by the OCE
SEALORD Check in/out	267.5/284.5 MHZ
MISSILEX (UHF)	311.5/270.61 MHZ
FACSFACJAX Voice HF Net	3167.4 KHZ
LINK 11	As promulgated

(b) Range Surveillance: Range control and surveillance will be provided by the RCO utilizing an E-2, other aircraft assigned, participating units and Bristol.

(c) Unit Positioning: Units will be positioned in accordance with the LOI and modified as necessary by the RCO to meet the range safety requirements.

(d) OPAREA CAP Stations: Initial contact shall be established with SEALORD on 267.5 MHZ. When established in the warning area, participating A/C will be switched to the primary control frequency for RCO control and vectored to assigned CAP stations. The CAP station may be adjusted by the RCO if required.

(e) Target Specifications: Target specifications shall be provided by the OCE. They shall be addressed in the LOI/Pre-ex and discussed at the pre-MISSILEX Brief. Specific information concerning BQM-74E, AQM-37C, QST-33/35(SEPTAR), TRIMARAN and Improved Surface Towed Target is available from FLECOMPRONSIX in the following instructions:

BQM-74E	FLECOMPRONSIXINST 13145.1D series
AQM-37C	FLECOMPRONSIXINST 13145.4 series
QST-33	FLECOMPRONSIXINST 13145.2C series
QST-35C	FLECOMPRONSIXINST 13145.3C series
TRIMARAN	FLECOMPRONSIXINST 13145.3C series
ISTT	FLECOMPRONSIXINST 13145.3C series

Technical data concerning TALD/I-TALD is available in Mission Planning Documents that can be obtained from Brunswick Defense Corporation. Refer to appropriate TACMAN when Para-Flares are used as targets. Information for TDU and Towed Banners will be available from the contract service provider.

(f) **(A-A)/(A-S)** Safety Observers:

1 Primary and alternate safety observers shall be identified during the pre-MISSILEX briefing.

2 The safety observer must ensure that all safety parameters are met prior to missile firing. Only the OCE/safety observer may transmit "Cleared to Fire".

(g) Stationing Procedures:

1 Aircraft will be positioned at the CAP station by the RCO.

2 TDU tractor aircraft will position at the pre-briefed station and altitude by the RCO. Control of tractor aircraft for actual profiles will be passed to the OCE.

3 BQM-74E/AQM-37C/SEPTAR/TRIMARAN/ISTT targets will be controlled by VC-6 under the direction of the OCE assisted by the RCO.

(h) **(A-A)** Intercept and firing procedures: For BQM-74E target conservation purposes, radar guided missiles shall not be fired closer than 3.5 NM separation in the forward quarter and no missiles shall be fired closer than 1 NM in the stern quarter.

(i) **(A-S)/(S-S)** Harpoon/Tomahawk procedures in their entirety are beyond the scope of this manual. Consult the Pacific Missile Test Center A/R/UGM Harpoon/Tomahawk Missile Firing Guide for procedures. Advanced coordination with FACSFACJAX is required and a detailed draft LOI must be submitted prior to the pre-MissileX briefing.

(2) Safety: The following rules must be adhered to but do not preclude the application of safety standards required by additional guidance (e.g., NATOPS, SOMs, FXPs, NSTMs, Squadron Doctrine, etc.).

(a) Each participating unit must know the target profiles and receive confirmation from the RCO/OCE when the target has commenced the planned target presentation.

(b) No unit may fire missiles until "Range is Green" has been issued by the RCO and acknowledged by FACFACJAX and a "Cleared to Fire", has been issued by the OCE/safety observer.

(c) Each unit must maintain a sharp lookout for unauthorized surface and airborne targets and broadcast their positions, if sighted.

(d) Any participating unit may call "Range Fouled/Abort" at any time. All missile systems shall immediately be safed.

(e) Loss of two-way communications will constitute an abort regardless of the circumstances.

(f) (A-A) The word "Fire" shall not be broadcast except when the OCE/safety observer transmits "Cleared to Fire".

(g) (A-A) AIM firings are prohibited when the tractor aircraft is within 60 degrees of the shooter's nose.

(h) (A-A) The AIM-9 tone shall not be checked during flight on another aircraft.

(i) (A-A) In the event of an unplanned or unsafe AIM-7 missile firing, any participant may call "Lights Off".

(j) In the event the Mission Commander is unable to participate, the missile shoot may proceed if a pre-briefed alternate Mission Commander is designated.

(k) (A-A)/(A-S) All safety precautions in appropriate NATOPS and tactical manuals shall be adhered to. The following applies to section firing:

1 No firing without positive location of wingman. Free fighter must be safe, engaging fighter is armed.

(l) (S-S)/(A-S) Harpoon or Tomahawk missiles shall not be fired in the FACSFACJAX OPAREA without an internal destruct system installed and a unit capable of enabling the destruct system on station.

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(3) "Cleared to Fire" Requirements: The following conditions are the minimum requirements that must be met prior to the OCE/safety observer transmitting "Cleared to Fire."

(a) The RCO has issued a "Range is Green" and FACSFACJAX has acknowledged green range.

(b) No surface or air targets, except for participating aircraft, can be in or approaching the predicted MHA.

(c) For TDU tows, the tractor aircraft has passed "on-top" the firing unit prior to missile firing in Surface-to-Air environment or in Air-to-Air environment, the firing group is clear of the tow aircraft. This will be verified by visual contact with the tow aircraft.

(d) (A-A)/(A-S) The OCE has determined that the firing aircraft is making a safe attack on the correct target.

Any member of the exercise noting an unsafe condition shall call "Abort".

(e) (S-A) Launch azimuth is within the assigned safe firing bearings.

(f) (A-A) For TDU tows, the firing aircraft has reported "Contact", "Reno" and "Judy." To ensure that the firing aircraft has locked on the target, the firing aircraft will transmit the range to the target every five (5) miles. Absence of a "Reno" call by the time the range has decreased to eight (8) miles is an abort.

(4) Training Requirements: Paucity of target assets and support personnel dictates adherence to the following requirements during the planning and conduct of the MISSILEX:

(a) The target will not be launched with less than 20/30 (A-A)/(S-A) minutes range time remaining.

(b) All agencies and units participating in the Missilex are represented at the pre-Missilex brief unless FACSFACJAX has issued a waiver.

(c) The OCE, RCO, flight leader or FACSFACJAX may terminated the exercise in the event of adverse weather.

(d) (A-A) A minimum of two (2) "full mission" capable aircraft are required before the target will be launched.

(e) (A-A) Aircrews must know the correct maneuvering missile envelopes for the MISSILEX being conducted and fire only within these parameters.

(f) (A-A) No single aircraft will be loaded with two conflicting TM packages.

(g) Aircraft may fire AIM-9 only when the pilot has visually acquired the flare (sunlamp), if so equipped, and a valid "Buzzer" is obtained.

c. BQM-74/TALD Target Procedures for Fighter Aircraft.  
(Radar acquisition and tracking capable)

(1) Firing aircraft will be vectored as a single or section by the RCO with the Safety observer in company. Section firing is authorized when circumstances dictate. The aircraft designated prior to acceptance of the initial vector will be the only firing aircraft. The Safety observer shall fly in close proximity, but well clear of the firing aircraft and his wingman. The wingman shall remain clear of the firing aircraft, in close proximity astern. The Safety observer will retain his responsibilities throughout the run and will not assume the lead for firing purposes.

(2) The initial vectors will be provided by the RCO; however, the firing aircraft is responsible for generating displacement and proper positioning at launch point.

(3) The firing aircraft shall report all contacts, "Judy" with velocity, and transmit directive commentary for all maneuvers.

(4) The RCO will transmit "Range is Green" when there are no known airborne or surface targets within the predicted MHA.

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(5) The safety observer shall transmit "Cleared to Arm" if he concurs with the "Range is Green" call, FACSFACJAX has acknowledged green range and if the intercept is progressing safely. Aircraft will be on a heading away from land prior to issuing "Cleared to Arm."

(6) Firing aircraft shall acknowledge "Modex, Cleared to Arm."

(7) The safety observer shall transmit "Cleared to Fire", when he is satisfied that:

(a) The range is clear.

(b) The firing aircraft has the proper target.

(c) All firing parameters are met.

"Cleared to Fire" constitutes clearance for both "Fox One" and "Fox Two" on the target.

(8) The shooter shall acknowledge "Modex, Roger, Cleared."

(9) The pilot of the firing aircraft calls "Fox One" at trigger squeeze and "Op Away" at missile launch or "Hung Missile" if the missile does not launch.

(a) At "Fox One" or 4 NM range to go, whichever occurs first, the target will be turned to a designated heading and if "Fox Two" is intended, smoke augmentation will be selected to aid visual acquisition of the drone.

(b) Upon visual acquisition, the firing aircraft shall call "Tally-Ho" and "Hotshot" which is the command to ignite flare augmentation of the BQM if so equipped. "Hotshot" will not be called prior to "Tally-Ho."

(c) Upon sighting the flare, the firing aircraft shall call "Sunlamp." When receiving an IR tone, the firing aircraft transmits, "Buzzer, Turn the Drone." When the drone is observed turning, the firing aircraft is automatically cleared to

fire. Sidewinders shall not be fired until these calls are made. Aircraft shall call "Fox Two" at trigger squeeze and "Op Away" at missile launch or "Hung Missile" if missile does not launch.

(10) Upon completion of missile firing, the Mission Commander shall ensure that the firing aircraft acknowledges "Switches Safe". The RCO will vector the section to CAP station for the next intercept, or clear the range if the evolution is complete.

d. Towed Target Procedures for Fighter Aircraft. (Radar acquisition and tracking capable).

(1) Firing aircraft will be vectored singularly by the RCO with the Mission Commander accompanying. Section firing is not authorized. The Mission Commander will retain his responsibilities throughout the run and will not assume the lead for firing purposes.

(2) The designated shooter is responsible for generating his own displacement and positioning for "Fox One." Intercepts should be planned to generate not less than a 160 degree TCA at "Fox One."

(3) The TDU target will normally be streamed approximately 28,000 FT behind and 2,000 FT below the tow aircraft.

(4) The RCO will initially provide shooters with bearing and range to the tractor aircraft.

(5) The firing aircraft shall make standard contact transmissions on UHF until contact with the tractor aircraft is confirmed. The firing aircraft shall search for the target approximately 4.5 miles behind the tractor. The RCO will give ranges and bearings to the TDU after radar contact with the tractor is confirmed. The firing aircraft shall call "Reno" when he has both the target and the tractor on radar. The firing aircraft may call "Judy" with range, only after calling "Reno." Lock-on to the TDU shall not be made prior to "Reno."

(6) After "Reno", the OCE shall transmit "Cleared to Arm." When the following parameters are met, the OCE shall transmit "Cleared to Fire."

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- (a) "Range is Green" (Called only by the RCO).
- (b) "Reno" Prior to 8 NM (Called by firing aircraft).
- (c) "Judy" (Called by firing aircraft).
- (d) Mission Commander has determined visually that the firing aircraft has passed the tractor.
- (e) The firing aircraft shall acknowledge "Modex, Roger, Cleared."
- (f) The firing pilot shall call "Fox One" at trigger squeeze and "Op Away" at missile launch or "Hung" missile if missile does not launch. After firing or hung missile, the firing pilot shall call "Switches Safe."

STANDARD LETTER OF INSTRUCTION (LOI) FOR MISSILEXES  
CONDUCTED IN FACSFACJAX OPAREA

The following standard requirements for an LOI shall be in message or letter format. All items listed in paragraph III shall be filled in (enter N/A where appropriate).

I. MESSAGE HEADER FORMAT:

FM: (UNIT DESIRING Missilex)

TO: FACSFAC JACKSONVILLE FL//30//  
(ALL PARTICIPANTS OF THE EXERCISE)

INFO: AS APPROPRIATE

BT  
(CLASSIFICATION)//N03120//

SUBJ: MISSILEX LETTER OF INSTRUCTION (LOI) (U)

A. CINCLANTFLT 3120.26 (Series)  
B. FACSFACJAXINST 3000.1D (Series)  
C. (OTHERS AS APPROPRIATE)  
Copy to: (ALL PARTICIPANTS OF THE EXERCISE)

II. LETTER HEADER FORMAT:

(CLASSIFICATION)

From: Commanding Officer, (UNIT NAME)  
To: Commanding Officer, Fleet Area Control and  
Surveillance Facility, Jacksonville, FL

Subj: (UNIT NAME) MISSILE FIRING EXERCISE LETTER OF  
INSTRUCTION

Ref: (a) CINCLANTFLTINST 3120.26 (Series)  
(b) FACSFACJAXINST 3000.1 (Series)  
(c) (OTHERS AS APPROPRIATE)

Copy to: (All participants of the exercise)

III. MESSAGE/LETTER BODY FORMAT:

1. IAW refs A and B, following LOI submitted:

- A. OCE (be specific)
- B. PURPOSE OF THE EXERCISE.
- C. OBJECTIVE OF THE EXERCISE. (To provide aircrew; To successfully exercise; To provide maintenance personnel; etc.)
- D. REQUIREMENTS: (as appropriate)
  - (1) Missiles(s). (number and type, provide serial numbers if telemetry requires them)
  - (2) Target(s).
  - (3) Areas designated in FACSFACJAX OPSKED.
  - (4) Area surveillance provided by (squadron).
  - (5) Date/time (ZULU) of primary (Primary/Secondary).
  - (6) Weather. (ceiling and visibility required, sea state as appropriate).

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(7) Safety Observer. (as appropriate)

(8) Event number: (from FACSFACJAX OPSKED or TBA if LOI promulgated before OPSKED)

(9) Missile Profiles (Altitude, Speed, etc.), Target Profiles (Altitude, Speed, etc.)

(10) Missile Hazard Pattern(s): (Back range, down range, total cross range. (Consult FACSFACJAXINST 3000.1 (Series)

(11) Target Hazard Pattern: (as appropriate)

(12) Aircrew Assignments: (air-to-air, air-to-ground)

(13) Frequencies: (contact FACSFACJAX at 942-2553 for frequencies)

(14) Participant call signs (daily changing call signs where appropriate)

E. Schedule of Events (order of shooters, profiles, etc.)

F. Exercise Procedures (as appropriate)

G. Missile/target set-up/aspect (as required by FXP, SELEX, ORI, etc.)

H. Missile Firing Procedures. (as appropriate)

I. Abort Criteria.

J. Hung Missile (air-to-air, air-to-ground)/Misfire (surface-to-air, surface-to-surface) Procedures. (as appropriate)

K. Shooter Safety Precautions. (as appropriate)

L. Missillex Terminology. (see Chapter 15)

M. RCO: FACSFAC JACKSONVILLE (Primary)  
\_\_\_\_\_ (Back-up)

N. Miscellaneous. (as appropriate)

O. FACSFAC JACKSONVILLE Safety Requirements: (include following as appropriate):

(1) Two-way communications - all players

(2) FACSFACJAX and the air surveillance unit shall call GREEN RANGE when the missile/target hazard pattern is free of all contacts as reported by the air surveillance unit. The words GREEN RANGE shall only be used by the Range Control Officer. The OCE/Safety Observer may request the status of the range with the interrogative transmission, "RANGE STATUS". It shall be answered by FACSFACJAX personnel with either GREEN RANGE, RED RANGE or CONTINUE. All participants are required to call RED RANGE if they observe an unsafe situation.

(3) LINK-11 capable surveillance units shall establish a link with FACSFACJAX. In the event LINK-11 is not available, a surface SITREP shall be provided at least every 15 minutes, and just prior to commencing the exercise.

(4) Target launch procedures shall be in accordance with cognizant SOP. Target shall not be launched without permission of FACSFACJAX.

(5) FACSFACJAX and the air surveillance unit shall determine missile/target hazard area to be protected.

(6) FACSFACJAX and the air surveillance unit shall determine safe launch point off Oceana TACAN and determine safe launch headings from the launch point. (Jacksonville TACAN CH to be used as back-up NAVAID)

(7) The words CLEARED TO ARM/CLEARED TO FIRE shall only be used by the OCE/Safety Observer.

(8) For Air-to-Air missile exercises conducted in JAX OPAREA, the entire missile hazard pattern shall lie two nautical miles inside the assigned exercise area.

P. Action addressees acknowledged receipt of this LOI.

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CHAPTER SIXTEEN  
HELICOPTER PROCEDURES

1601. General

a. Helicopters shall be flown at or above 500 feet AGL, except when:

(1) Maneuvering to land at, or after departure from, an approved landing area.

(2) Cloud clearance requires a lower altitude.

(3) Operating within an authorized training area.

(4) An emergency exists.

(5) Otherwise authorized by appropriate controlling agency.

NOTE: IT IS IMPERATIVE THAT HELICOPTERS MAINTAIN 500 FEET AGL WHILE OPERATING OVER, OR IN IMMEDIATE PROXIMITY TO, ANY RESIDENTIAL AREA; IN PARTICULAR, THOSE SITUATED ON THE EAST BANK OF THE ST. JOHNS RIVER.

b. Helicopters shall display all aircraft lights when operating in Class "D" airspace.

1602. Local Flight

a. When conducting local flight operations outside Class "D" Airspace, Restricted Areas, Warning Areas, all helicopters operating at or above 1,200 feet shall contact the appropriate tower or Jacksonville Approach Control for VFR Radar Advisory Services.

b. Helicopters shall avoid routes which are coincidental with designated VFR Low Level Training Routes (VRs) and should exercise extreme caution when crossing or operating in close proximity to such routes. Refer to FLIP, Area Planning, Military Training Routes (AP/1B) for precise data on such routes in the local area.

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c. Helicopter operations at OLF Whitehouse are authorized provided prior approval is received from NAS Jacksonville Operations Duty Officer, (commercial 904-542-2511/Base Ops Frequency 310.2) and weather minimums are at least 1000 feet/3 miles. Special VFR operations are not authorized. If weather decreases to less than 1000/3 while operating at OLF Whitehouse an IFR departure will be used for return to NAS Jacksonville.

1603. Helicopter Routes. The routes described below have been established for helicopter operations within the Jacksonville area. They have been carefully designed to avoid known obstructions, population concentrations, and Class "D" airspace. They also comply with minimum noise abatements and environmental impact criteria and have been coordinated with the FAA, Army, Air National Guard, and other agencies. The routes are VFR, though special VFR may be authorized within Class "D" airspace. The altitudes along these routes shall be 500 feet AGL under VFR conditions. Under special VFR conditions the highest safe, legal altitude shall be maintained. Minor deviations of two (2) to three (3) NM either side of track are authorized at pilot's discretion. Flights in the local area which deviate from these published routes shall be held to an absolute minimum and be for actual SAR or other bona fide purposes.

a. MAYPORT ONE (NIP TO NRB). Depart NAS Jacksonville and proceed southeast to the east end of the Buckman Bridge, arriving at 500 feet AGL prior to crossing the east bank of the St. Johns River. Continue east along I-295 until clear of the NIP Class "D" airspace. This can be visually referenced at the junction of Old St. Augustine Road. and I-295. Turn northeast and track 065 climbing to 1000 feet MSL (weather permitting) until crossing J. Turner Butler (JTB) Boulevard. Deviate north to pass northwest of the Mayo Clinic, descending to 500 feet AGL by the Intercoastal Waterway. Proceed north along the waterway and obtain clearance to enter the NRB Class "D" airspace by reporting "Drawbridge, inbound" at the Beach Boulevard Bridge.

b. JAX ONE (NRB TO NIP). Depart NAS Mayport climbing to 500 feet AGL and proceed east through the jetties until one mile from the beach and then turn south to parallel the shoreline. Call when clear of the Class "D" airspace, climb to 1000 feet MSL and turn to track 225 to fly directly over the JTB Boulevard Bridge, remaining southeast of the Mayo Clinic. Crossing the JTB Bridge

turn and track 240 to arrive over Julington Creek. Descend to 500 feet AGL and report "Julington Creek inbound" to NAS Jacksonville tower. Turn to the west and fly to the center of the St. Johns River and then proceed to the center span of the Buckman Bridge and then comply with the tower's instructions for pattern entry.

c. MAYPORT ONE ALPHA (NIP TO WARNING AREA). Depart NAS Jacksonville and proceed southeast to the east-end of the Buckman Bridge, arriving at 500 feet AGL prior to crossing the east bank of the St. Johns River. Continue east along I-295 until clear of the NIP Class "D" airspace. This can be visually referenced at the junction of Old St. Augustine Road and I-295. Continue east along I-295 to the intersection of I-295 and I-95 and then begin to track 090. Begin to climb to 1000 feet MSL after crossing US-1, avoiding the trailer park on the eastern side of US-1. Continue tracking 090 until entering the Warning Area. Contact with Mayport Radar is mandatory prior to entering W158E/F. Contact with FACSFACJAX (call sign "SEALORD") is mandatory prior to entering other offshore Warning Areas.

d. JAX ONE ALPHA (WARNING AREA TO NIP). Report departing the Warning Area to Mayport Radar and proceed directly to the NRB 163/14 at 1000 feet MSL. Report "Feet Dry", and turn to track 270 to arrive at the Julington Creek Bridge. A decent to 500 feet AGL may be made at any time once west of the Inter Coastal Waterway. Report "Julington Creek Inbound" to NAS Jacksonville Tower. Continue west and fly to the center of the St. Johns River then proceed to the center span of the Buckman Bridge and then comply with the tower's instructions for pattern entry.

e. WHITEHOUSE ONE (NIP TO NEN). Depart NAS Jacksonville and proceed to the west end of the Buckman Bridge, arriving at 500 feet AGL. Turn west and follow I-295 to the intersection with I-10. Contact Whitehouse for pattern entry. If Whitehouse is not operating, then contact Navy JAX Tower. Track 300 from the I-295/I-10 intersection.

f. JAX TWO (NEN TO NIP). Depart OLF Whitehouse at 500 feet AGL on a heading of 110 to intercept the railroad tracks and power line slash southeast of the field. Track 090 along the railroad tracks, climbing to 1000 feet MSL upon reaching I-295. At I-295, track 150 toward Point Sadler. Contact NAS Jacksonville

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Jacksonville Tower at five (5) miles and descend to 500 feet AGL only after crossing the west-bank of the St Johns River. Report "Point Sadler, inbound" for landing instructions.

g. OLF WHITEHOUSE TWO (NRB TO NEN). Depart Mayport to the west along the north bank of the St. Johns River at 500 feet AGL. Contact Craig Tower for clearance east to west through Craig's airspace. Pass north of the Dame's Point Bridge. Continue west along the north bank of the Trout River, crossing the Trout River Bridge (I-95, the western bridge) on the northern side. Climb to 1000 feet MSL and track 255 until crossing I-295. Contact Whitehouse or Navy JAX Tower and proceed 260 inbound, descending to 500 feet AGL.

h. MAYPORT TWO (NEN TO NRB). Depart OLF Whitehouse at 500 feet AGL on a heading of 110 to intercept the railroad tracks and power line slash southeast of the field. Track 090 along the railroad tracks, climbing to 1000 feet MSL prior to reaching I-295. At I-295, track 060 to the southern end of the Trout River Bridge (US-17, the eastern bride). Turn and track east along the southern bank of the Trout River, descending to 500 feet AGL. Intercept the St. Johns River and turn east along the southern neck, contacting Craig Tower for clearance through Craig airspace. Pass south of the Dame's Point Bridge. Continue east, contacting Mayport Tower for pattern entry.

i. BLANDING ONE. Depart NAS Jacksonville and proceed to the west end of the Buckman Bridge, arriving at 500 feet AGL. Fly south along the western edge of the St. Johns River until reaching Doctors Lake. Turn southwest and fly down the center of Doctors Lake at 500 feet AGL. Approaching the south shore of Doctors Lake, begin a climb to reach 1000 feet MSL prior to crossing the south shore. Track 240 towards Kingsley Lake. Reaching Blanding Boulevard. follow it to the intersection of State Road (SR) 215. Take the western fork and follow SR-215. Reaching the church, report "Oak Grove, Inbound" to Blanding Range Control. At the intersection of SR 16, descend to 500 feet AGL and turn west remaining on the north side of the road and continue until the skid strip is in sight. Contact Blanding Skid Strip prior to pattern entry.

j. BLANDING TWO. Depart Mayport using a JAX ONE departure reaching Julington Creek, descend to 500 feet AGL and fly across

the St. Johns River to Doctor's Lake and continue to Camp Blanding using a BLANDING ONE departure.

k. MAYPORT THREE. Depart the skid strip to the east, remaining south of SR 16, climbing to 1000 feet MSL. Report your departure to Blanding Range Control and continue east on SR 16. At Penny Farms, track 050 to the east edge of the peninsula formed by Doctors Lake and the St. Johns River being cautious of the radio tower. Once over the St. Johns River, maintain 1000 feet and fly to the Julington Creek Bridge. Over the bridge, turn to fly to the intersection of Old St. Augustine and I-295 and continue with the Mayport One course rules.

l. JAX THREE. Depart the skid strip to the east, remaining south of SR 16, climbing to 1000 feet MSL. Report your departure to Blanding Range Control and continue east on SR 16. At checkpoint Penny (intersection of SR 16 and SR 21) report clear to Blanding Range Control. At Penny Farms, track 050 to east edge of the peninsula formed by Doctors Lake and the St. Johns River being cautious of the radio tower. Descend to 500 feet AGL over the river and call Jacksonville Tower. Proceed to the center of the Buckman Bridge for pattern entry.

1604. Authorized Helicopter Training Areas

a. AREA ONE. Water Bird area: This area will be used during daylight hours only Monday through Friday. The area depicted on figure 16-1 is designed for actual aircraft water landings and water taxi practice.

b. AREA TWO. SAR Training Area. The area depicted on figure 16-2 will be used daylight hours only Monday through Friday. It is designed as a search and rescue Aircrewman training area and it is mandatory that a Navy boat be in close proximity during all operations for safety purposes.

NOTE: All operations in the above areas shall be conducted so as to remain well clear of the navigable river channel and clear of all civilian boat traffic. Additionally all aircraft must maintain communications with NAS Jacksonville Tower.

c. W-158E/F. While all FACSFACJAX controlled Warning Areas are normally available for use, W-158E and W-158F have been established to provide airspace for helicopter training activity.

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FACSFACJAX has delegated control authority for W-158E/F to NAS Mayport. All fixed wing and helicopter traffic desiring to transit W-158E/F, with the exception of aircraft carrier operations, shall contact NAS Mayport for flight following. Aircraft carrier traffic shall contact SEALORD prior to entering W-158E/F. Units desiring to conduct hazardous activities, i.e. live firings, shall schedule and receive prior approval for such activities from FACSFACJAX.

1605. HELICOPTER CSAR LOW LEVEL TRAINING ROUTES/NVG OPERATIONS AT PINECASTLE TARGET COMPLEX AND RODMAN TARGET

a. Combat Search and Rescue Low Level Helicopter Training Routes.

(1) These routes comply with maximum noise abatement and environmental impact criteria and have been coordinated with the FAA. Altitudes/Airspeeds shall be maintained at all times in accordance with paragraph 1605.a.2 of this instruction, being careful to avoid obstructions, population concentrations and airport traffic areas. Route width is one mile either side of centerline. All routes are flown one-way and shall be flown in the same direction starting at each Ingress Point.

(2) Altitude/Airspeed restrictions. Minimum altitude and maximum airspeed limits during CSAR training flights shall be as specified in the applicable NATOPS Flight Manual or COMNAVAIRSYSCOM Clearance and absolutely no lower or faster than indicated below:

(a) VFR navigation off established low level navigation routes: 500 feet AGL.

(b) Established low-level navigation routes and low-level operating areas: 200 feet AGL/Airspeed varies.

(c) Contour flight: 100 feet AGL/Airspeed varies.

(d) Published Nap-of-the-Earth (NOE) navigation routes and training areas: Ground-speed no faster than height above ground with exception of dashes in open area up to thirty (30) feet AGL/70KGS.

(3) RED ROUTE

<u>Checkpoint</u>	<u>LAT/LONG</u>	<u>Identification</u>
IP	N295400/W813730	Clarke's Creek Inlet on St. Johns River
CP1	N295230/W0814430	2 lakes
CP2	N2946045/W0814145	Isolated bridge over Creek
CP3	N294115/W0815300	Lake Grandin
CP4	N294030/W0815906	Intersection of dirt roads in swamp
CP5	N293630/W0820140	T intersection of State Roads 21/20
CP6	N294700/W0820700	Circle pond
CP7	N295100/W0821600	Isolated bridge
CP8	N295630/W0821200	NW corner of Lake Sampson
CP9	N300230/W0820345	Mine dump

(4) ORANGE ROUTE

<u>Checkpoint</u>	<u>LAT/LONG</u>	<u>Identification</u>
IP	N293630/W0820140	T intersection of State Roads 20/21
CP1	N292730/W0820350	Bridge at dead end road
CP2	N292240/W0815352	Eureka Dam
CP3	N291810/W0815230	Influx of creek into west end of Mud Lake

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\*\* NOTE: The Orange Route is to be used only as a feeder route into R-2906/R-2910. Check Point 5 on the Red Route is the same as the Ingress Point on the Orange Route.

(5) BLUE ROUTE

<u>Checkpoint</u>	<u>LAT/LONG</u>	<u>Identification</u>
IP	N300630/W0812210	On top of Intercoastal Waterway
CP1	N295725/W0813240	Bridge over Six Mile Creek & St. Johns River
CP2	N295135/W0813315	Inlet north of Toco
CP3	N294339/W0812347	Bend in road State Road 206 - crop dust airfield 2 miles to west of CP3
CP4	N293258/W0811958	Pond on isolated cobblestone road and power lines 2 miles south crossing road along with a lighted tower antenna. *Power line one (1) mile to SW of CP4 not on map.
CP5	N292300/W0812425	Pointed end of lake on NE border
CP6	N292245/W0813055	T intersection on west side of Hwy 17
CP7	N292550/W0813615	T intersection on Hwy 308

(7) PURPLE ROUTE

<u>Checkpoint</u>	<u>LAT/LONG</u>	<u>Identification</u>
IP	N303108/W0815615	Dirt road - R/R tracks parallel road

CP1	N303622/W0815952	Y intersection of State Roads 108/121
CP2	N304055/W0820155	T intersection - logging area - mobile home at T intersection
CP3	N304800/W0815300	Y intersection of creek
CP4	N305515/W0815734	Y intersection w/dirt road on the SE side
CP5	N305630/W0815355	Road bridge over Satilla River
CP6	N304900/W0814000	I-95 & railroad tracks
CP7	N303740/W0812910	Bridge NW of Fernandina Airport

(7) BLACK ROUTE

<u>Checkpoint</u>	<u>LAT/LONG</u>	<u>Identification</u>
IP	N303050/W0812725	Bridge over water
CP1	N303430/W0813630	Bridge over river
CP2	N303745/W0813420	Bridge over creek
CP3	N304150/W0814150	Railroad and intersection
CP4	N304350/W0815345	Bridge over creek
CP5	N303815/W0815305	Railroad bridge over creek
CP6	N303720/W0814645	Railroad bridge over creek
CP7	N302740/W0814925	R/R and road intersection

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(8) BROWN ROUTE

<u>Checkpoint</u>	<u>LAT/LONG</u>	<u>Identification</u>
IP	N302415/W0814910	90 degree bend in road
CP1	N302315/W0815610	T intersection in road
CP2	N303115/W0820620	T intersection in road
CP3	N302625/W0821640	Road bridge over creek
CP4	N302410/W0821345	Road bridge over creek
CP5	N301650/W0821715	Y intersection in road
CP6	N300730/W0821755	Pond
CP7	N300120/W0821505	90 degree bend in road
CP8	N300115/W0820905	Y intersection of State Road 16

(9) Communications. All aircraft shall call entering the initial point and all subsequent checkpoints along the navigation routes, along with their altitude, on 268.9 MHZ, the HS-1 tactical frequency.

CHAPTER SEVENTEEN

NORTHERN RIGHT WHALE PROTECTIVE MEASURES

1701. Situation

The Navy, in conjunction with the National Marine Fisheries Service, has adopted certain measures to minimize the potential for impact between naval units and the highly endangered Northern Right Whale (NRW). FACSFACJAX has been tasked to coordinate the implementation of CINCLANTFLT directed Northern Right Whale protective measures within the JAX/CHASN OPAREAS and Warning Areas. These measures apply to all ships, submarines and aircraft, which operate in these areas. Compliance will enable FACSFACJAX to provide units with the best possible information upon which to make sound operational judgements to carry out mission requirements and minimize interaction with this endangered species. The NRW inhabits the coastal waters of Georgia and North Florida between 1 December and 31 March annually. If deemed necessary CINCLANTFLT can begin season early or extend the season based on NRW activities. During this period, known as NRW calving season, certain restrictions are placed upon naval operations in the JAX/CHASN OPAREAS.

1702. Critical Habitat and Associated Area of Concern

The area from 3115'N to 3015'N extending from the coast out to fifteen (15) NM and the area from 3115'N to 2800'N extending from the coast out to five (5) NM is known as the critical habitat (CH). In addition to the CH, the Navy has adopted an Associated Area of Concern (AAOC), which is a five (5) mile buffer zone around the Critical Habitat. All restrictions set forth in the chapter apply to the Critical Habitat and Associated Area of Concern.

1703. Clearance into OPAREA

During the NRW calving season, ships will not be granted blanket OPAREA clearance for ISE transit (1-33, A-Z). Instead, ships will be given the following clearance: 1-33, A-Z, less the following areas: 19-30, A-C and 31-33 A-E (these excluded grids encompass the critical habitat and AAOC). For clearance into these excluded grids, ships must contact FACSFACJAX and specifically request clearance. The only operations permitted

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within the CH and AAOC are precision anchorage, SESEF calibration, and swept channel exercises. All other exercises must be conducted outside of the CH and AAOC. When transiting the CH and AAOC, ships must do so only in an East/West direction, North/South transits of the CH and AAOC are not permitted.

1704. Surface Ordnance Exercises

During the calving season, Gunex area AA is permanently closed. All surface gunnery exercises will be conducted in areas BB and CC, and will be fired in an easterly direction. Area CC is defined as the area encompassed by the following four coordinates: 3045N2-07940W0, 3037.5N8-07940W0, 3045N2-08010W9, 3036N2-08010W9. Only inert ordnance is to be used during the calving season. All units are required to report COMEX, FINEX, and number/type of rounds expended to BRISTOL Control via fastest means available.

1705. Air Dropped Ordnance

Aircraft are to use area 31J for all air dropped ordnance. Air dropped ordnance will not be dropped until after the range has been visually cleared. Release of ordnance through cloud cover is prohibited. Release of live ordnance within five (5) NM of an NRW is prohibited. Aircraft are required to report COMEX, FINEX, and number/type of ordnance expended to SEALORD. During the calving season, inert ordnance should be used whenever possible.

1706. Reporting Requirements

All units are required to report any whale sightings to FACSFACJAX via voice communications or quickest means available. Reports should include the following information:

1. Date/Time
2. Lat/Long
3. Direction of movement
4. Number of whales
5. Description of whales (i.e. adult or calf)
6. Source of sighting (own unit or from another unit)
7. POC name and phone number if relayed from civilian

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1707. Information provided by FACSFACJAX

All units operating within the JAX/CHASN OPAREAS must ensure that the FACSFACJAX broadcast SID 199 is in their OTCIXS guard list. All NRW sightings will be reported to the fleet via OTCIXS (submarines will receive this information through COMSUBGRU Ten). For all sightings, FACSFACJAX entries consist of "NRW" followed by year (fiscal) and a three-digit serial number. For each sighting, an OPNOTE containing locations and details will be broadcast. For up-to-date sighting information, ships should contact BRISTOL Control at DSN 542-2004/2005, prior to getting underway from Mayport.

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APPENDIX B

MAP 1: Basic Airspace Map

1.	32-42-10N	079-45-30W	23.	32-00-00N	080-29-00W
2.	32-34-30N	079-22-00W	24.	32-29-00N	080-10-35W
3.	32-20-00N	078-36-00W	25.	32-32-00N	079-59-00W
4.	32-14-30N	078-13-00W	26.	32-00-00N	079-22-00W
5.	32-00-00N	078-14-30W	27.	32-00-00N	078-42-30W
6.	32-00-00N	077-00-00W	28.	30-39-00N	079-08-30W
7.	30-00-00N	077-00-00W	29.	30-41-00N	078-28-00W
8.	29-20-00N	077-00-00W	30.	30-12-00N	079-17-00W
9.	29-20-00N	078-20-00W	31.	30-10-00N	078-34-00W
10.	29-14-00N	078-43-30W	32.	29-29-00N	080-48-20W
11.	29-08-00N	079-05-00W	33.	29-22-35N	080-40-20W
12.	28-57-00N	079-43-00W	34.	29-13-15N	080-36-35W
13.	28-50-00N	080-06-15W	35.	29-03-05N	080-38-00W
14.	28-50-00N	080-41-35W	36.	29-12-29N	079-37-24W
15.	28-54-00N	080-44-15W	37.	29-22-15N	079-10-20W
16.	29-29-00N	081-00-45W	38.	29-30-15N	078-18-00W
17.	29-32-20N	081-01-40W	39.	30-00-00N	077-15-00W
18.	30-17-25N	081-00-00W	40.	30-35-00N	080-54-00W
19.	30-33-15N	080-58-00W	41.	30-45-00N	080-32-00W
20.	30-43-45N	080-56-50W	42.	30-34-00N	080-33-00W
21.	31-12-00N	080-59-00W	43.	30-33-00N	080-55-00W
22.	31-37-00N	080-41-00W	44.	30-45-00N	080-11-00W
			45.	30-36-00N	080-11-00W

Recommended sequence for constructing a NTDS OPAREA Program for the Basic Airspace Map (Map 1):

	START		STOP		
1.	32-42-10N	79-45-30W	2.	32-34-30N	79-22-00W
2.	32-34-30N	79-22-00W	3.	32-20-00N	78-36-00W
3.	32-20-00N	78-36-00W	4.	32-14-00N	78-13-00W
4.	32-14-00N	78-13-00W	5.	32-00-00N	78-14-30W
5.	32-00-00N	78-14-30W	6.	32-00-00N	77-00-00W
6.	32-00-00N	77-00-00W	7.	30-00-00N	77-00-00W
7.	30-00-00N	77-00-00W	8.	29-20-00N	77-00-00W
8.	29-20-00N	77-00-00W	9.	29-20-00N	78-20-00W
9.	29-20-00N	78-20-00W	10.	29-14-00N	78-43-30W
10.	29-14-00N	78-43-30W	11.	29-10-00N	79-00-00W

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11.	29-10-00N	79-00-00W	12.	28-57-00N	79-43-00W
12.	28-57-00N	79-43-00W	13.	28-50-00N	80-06-15W
13.	28-50-00N	80-06-15W	14.	28-50-00N	80-41-35W
14.	28-50-00N	80-41-35W	15.	28-54-00N	80-44-15W
15.	28-54-00N	80-44-15W	16.	29-29-00N	81-00-45W
16.	29-29-00N	81-00-45W	17.	29-32-20N	81-01-40W
17.	29-32-20N	81-01-40W	18.	30-17-25N	81-00-00W
18.	30-17-25N	81-00-00W	19.	30-33-15N	80-58-00W
19.	30-33-15N	80-58-00W	20.	30-43-45N	80-56-50W
20.	30-43-45N	80-56-50W	21.	31-12-00N	80-59-00W
21.	31-12-00N	80-59-00W	22.	31-37-00N	80-41-00W
22.	31-37-00N	80-41-00W	23.	32-00-00N	80-29-00W
23.	32-00-00N	80-29-00W	24a	32-29-30N	80-10-35W
24a	32-29-30N	80-15-35W	24b	32-32-00N	79-59-00W
24b	32-32-00N	79-59-00W	1.	32-42-10N	79-45-30W
2.	32-34-30N	79-22-00W	25.	32-00-00N	79-22-00W
3.	32-20-00N	78-36-00W	26.	32-00-00N	78-42-30W
23.	32-00-00N	80-29-00W	25.	32-00-00N	79-22-00W
25.	32-00-00N	79-22-00W	26.	32-00-00N	78-42-30W
26.	32-00-00N	78-42-30W	27.	30-39-00N	79-08-30W
27.	30-39-00N	79-08-30W	19.	30-33-15N	80-58-00W
26.	32-00-00N	78-42-30W	5.	32-00-00N	78-14-30W
5.	32-00-00N	78-14-30W	28.	30-41-00N	78-28-00W
28.	30-41-00N	78-28-00W	27.	30-39-00N	79-08-30W
27.	30-39-00N	79-08-30W	29.	30-12-00N	79-17-00W
29.	30-12-00N	79-17-00W	18.	30-17-25N	81-00-00W
28.	30-41-00N	78-28-00W	30.	30-10-00N	78-34-00W
30.	30-10-00N	78-34-00W	29.	30-12-00N	79-17-00W
29.	30-12-00N	70-17-00W	12.	28-57-00N	79-43-00W
30.	30-10-00N	78-34-00W	10.	29-14-00N	78-43-30W
16.	29-29-00N	81-00-45W	31.	29-29-00N	80-48-20W
31.	29-29-00N	80-48-20W	32.	29-22-35N	80-40-20W
32.	29-22-35N	80-40-20W	33.	29-13-15N	80-36-35W
33.	29-13-15N	80-36-35W	34.	29-03-05N	80-38-00W
34.	29-03-05N	80-38-00W	15.	28-54-00N	80-44-15W
14.	28-50-00N	80-41-35W	35.	29-12-29N	79-37-24W
35.	29-12-29N	79-37-24W	36.	29-22-00N	79-06-15W
36.	29-22-00N	79-06-15W	11.	29-10-00N	79-00-00W
7.	30-00-00N	77-00-00W	37.	30-00-00N	77-15-00W
37.	30-00-00N	77-15-00W	38.	29-30-15N	78-18-00W
38.	29-30-15N	78-18-00W	9.	29-20-00N	78-20-00W

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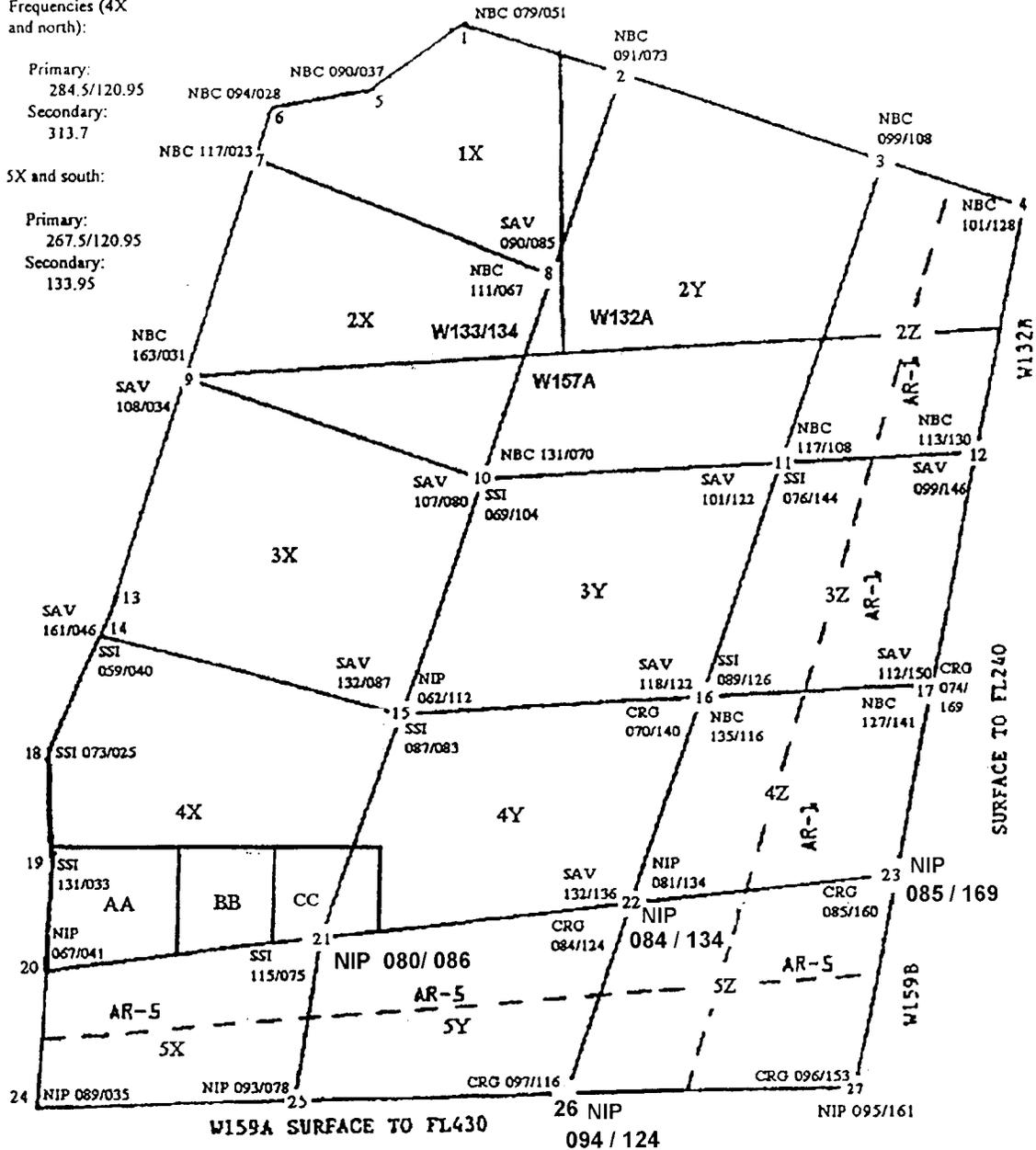
### FACSFAC Jacksonville Northern Op Area

North Sector  
Frequencies (4X  
and north):

Primary:  
284.5/120.95  
Secondary:  
313.7

5X and south:

Primary:  
267.5/120.95  
Secondary:  
133.95



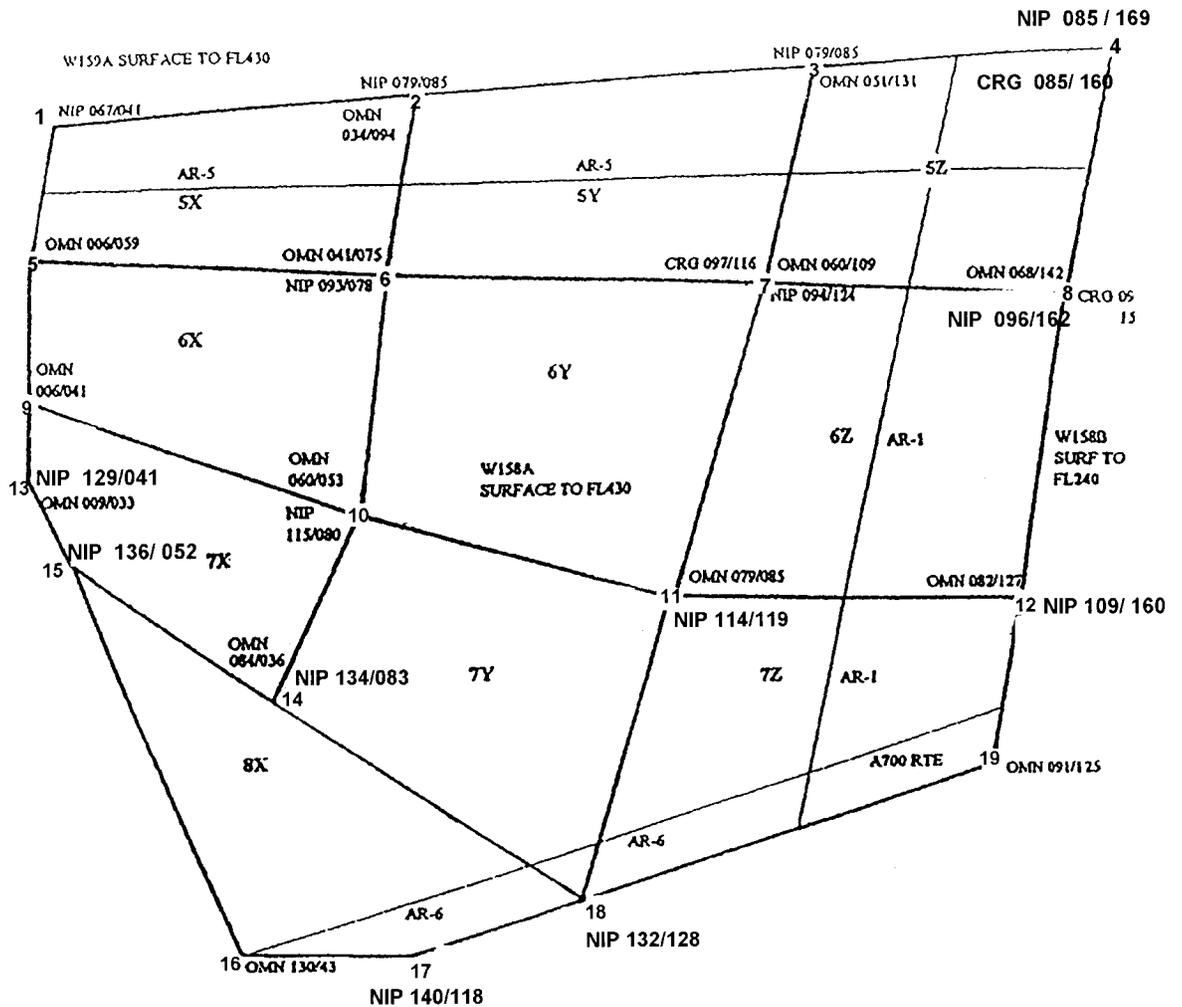
- |                  |                   |                   |                   |                   |
|------------------|-------------------|-------------------|-------------------|-------------------|
| 1. 32:42N 79:45W | 7. 32:20N 80:18W  | 13. 31:37N 80:41W | 19. 30:45N 80:54W | 25. 30:15N 80:10W |
| 2. 32:33N 79:17W | 8. 32:10N 79:27W  | 14. 31:26N 80:48W | 20. 30:33N 80:58W | 26. 30:12N 79:17W |
| 3. 32:20N 78:36W | 9. 32:00N 80:29W  | 15. 31:13N 79:50W | 21. 30:36N 80:05W | 27. 30:10N 78:34W |
| 4. 32:14N 78:13W | 10. 31:47N 79:36W | 16. 31:13N 79:00W | 22. 30:39N 79:08W |                   |
| 5. 32:32N 79:59W | 11. 31:47N 78:46W | 17. 31:13N 78:23W | 23. 30:41N 78:28W |                   |
| 6. 32:29N 80:10W | 12. 31:47N 78:17W | 18. 31:12N 80:59W | 24. 30:17N 81:00W |                   |

Navy Jacksonville Tacan: NIP, CH 49, 30:14.1N, 81:40.5W, 4W variation

Brunswick VORTAC: SSI, CH 35, VOR 109.8, 31:03.0N, 81:26.8W, 4W variation  
Savannah VORTAC: SAV, CH 74, VOR 112.7, 32:09.6N, 81:06.8W, 1W variation  
Beaufort Tacan: NBC, CH 42, 32:28.7N, 80:43.0W, 5W variation

Hot areas AA, BB & CC are used for TacAir weapons training and may be in use while other aircraft are cleared "VFR mutual use" in 4X

FACSFAC JACKSONVILLE SOUTHERN OPAREA



SOUTHERN AREA (5X and south) frequencies:

Primary: 267.5 /120.95  
 Secondary: 133.95

- |                  |                   |                   |                   |
|------------------|-------------------|-------------------|-------------------|
| 1. 30:33N 80:58W | 6. 30:15N 80:10W  | 11. 29:34N 79:31W | 16. 28:50N 80:29W |
| 2. 30:36N 80:05W | 7. 30:12N 79:17W  | 12. 29:34N 78:42W | 17. 28:50N 80:06W |
| 3. 30:39N 79:08W | 8. 30:10N 78:34W  | 13. 29:51N 81:01W | 18. 28:57N 79:43W |
| 4. 30:41N 78:28W | 9. 29:59N 81:02W  | 14. 29:22N 80:26W | 19. 29:14N 78:43W |
| 5. 30:17N 81:00W | 10. 29:45N 80:14W | 15. 29:40N 80:55W |                   |

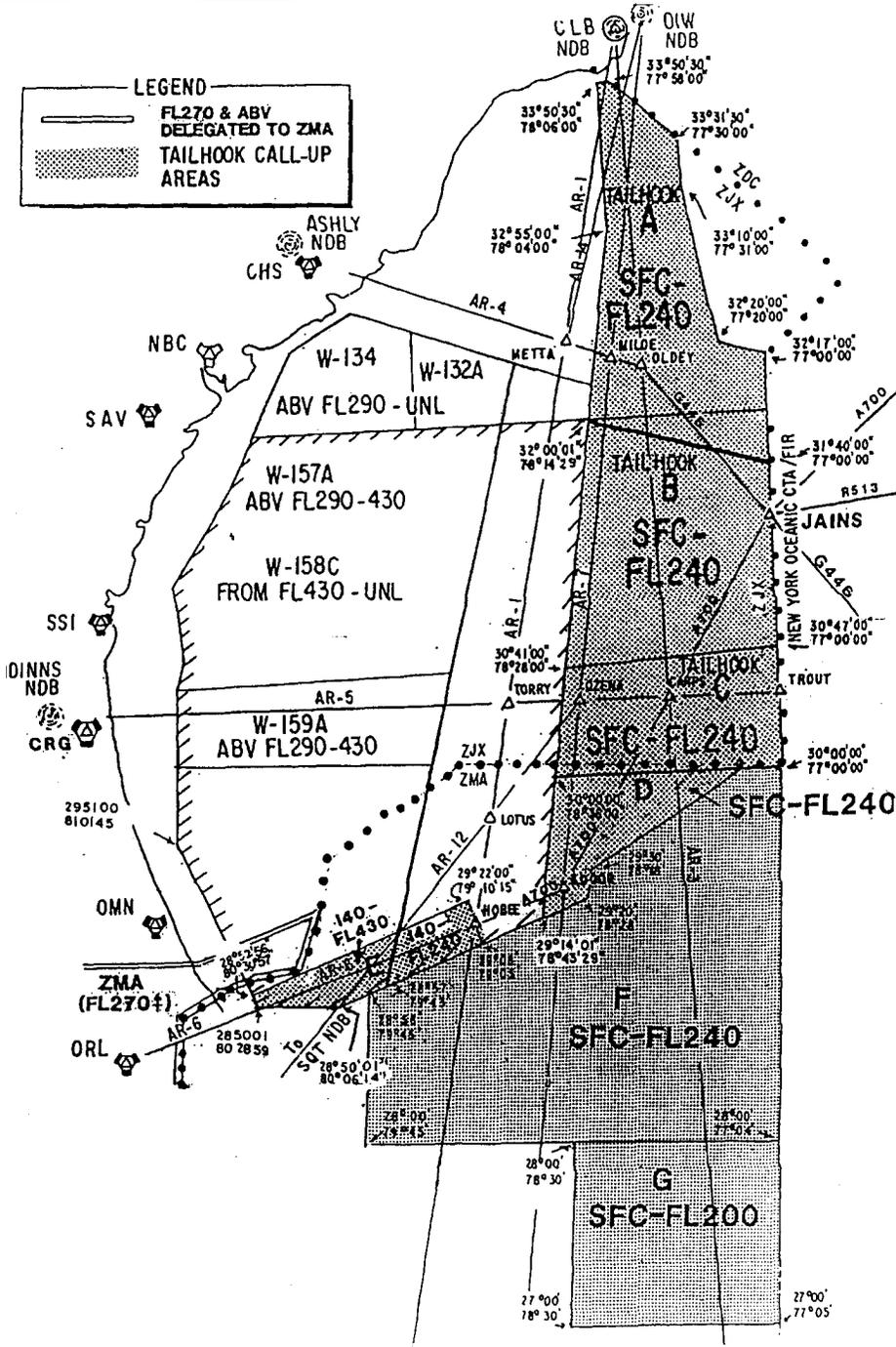
NAVY JACKSONVILLE TACAN: NIP, CH49, 30:14.1N, 81:40.5 W, 4W variation

NAVY CECIL VOR: VQQ, 117.9, 30:12.8N 81:53.5W, 3W variation

ORMAND BEACH VORTAC: OMN, CH73, VOR 112.6, 29:18.2N 81:06.8W 0E VARIATION

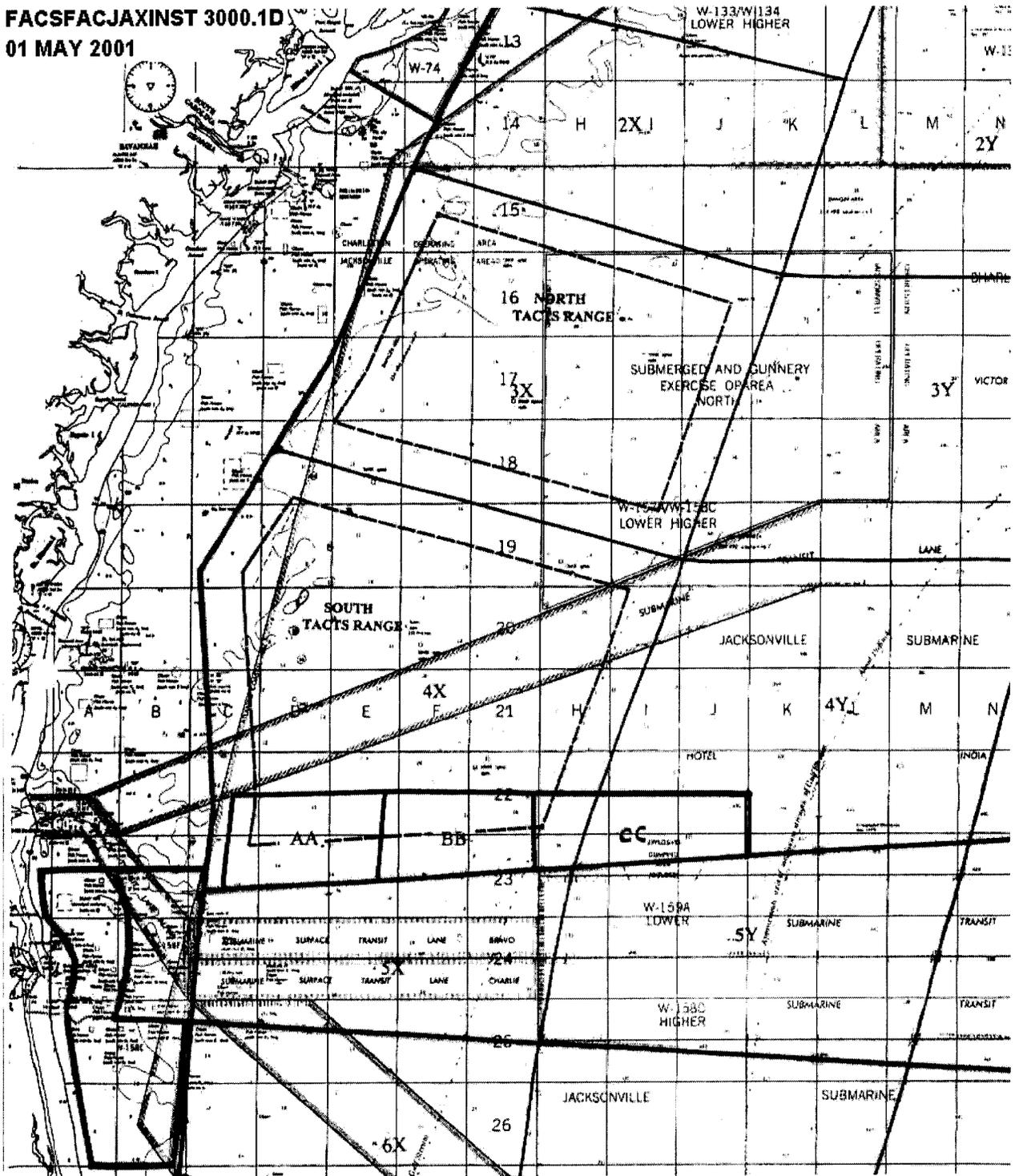
JACKSONVILLE ARTC CENTER, MIAMI ARTC CENTER  
and FACSFACJAX  
LETTER OF AGREEMENT  
TAILHOOK AREAS

EFF: DECEMBER 13, 1990  
REV. 12: JANUARY 30, 1997



FACSFACJAXINST 3000.1D

01 MAY 2001



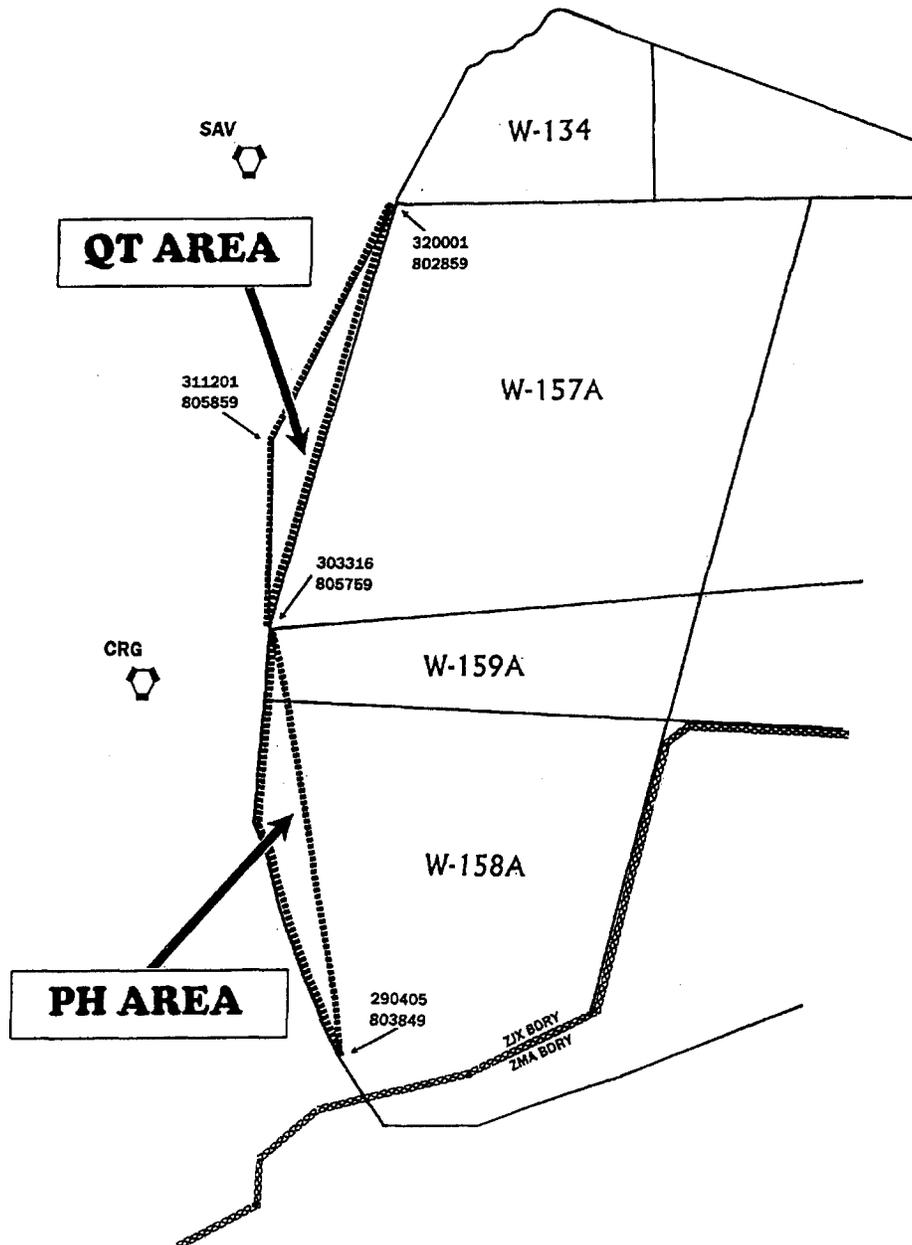
**GUNEX "AA"**  
3045N2 08054W7  
3045N2 08032W3  
3034N0 08033W4  
3033N9 08055W8  
TO BEGINNING

**GUNEX "BB"**  
3045N2 08032W3  
3045N2 08011W0  
3036N2 08011W0  
3034N0 08033W4  
TO BEGINNING

**GUNEX "CC"**  
3045N2 08011W9  
3045N2 07940W0  
3037.5N8 07940W0  
3036N2 08011W9  
TO BEGINNING

JACKSONVILLE CENTER, MIAMI CENTER, and FACSFACJAX  
LETTER OF AGREEMENT  
QT AREA and PH AREA

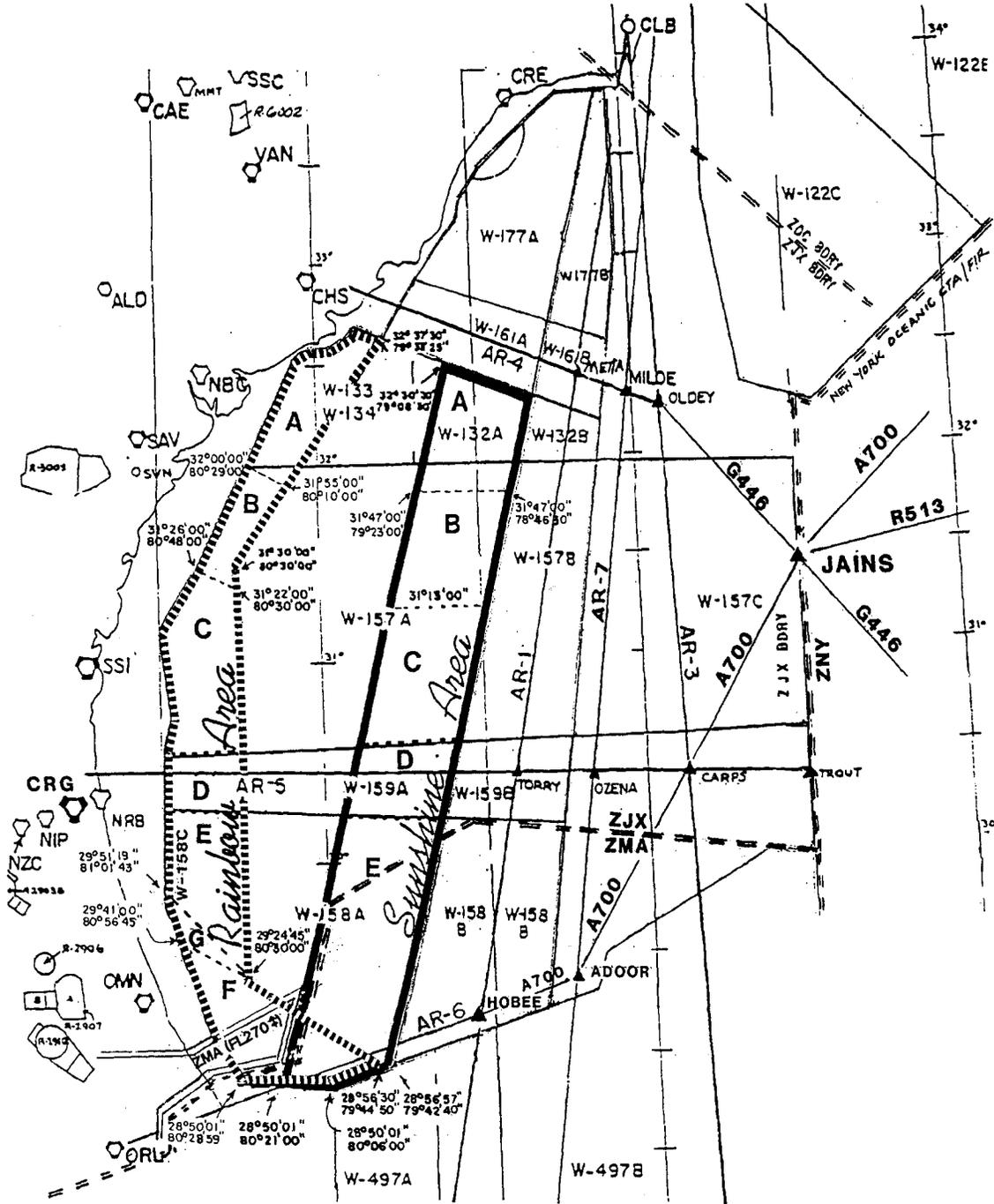
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REV 17: JANUARY 11, 2000

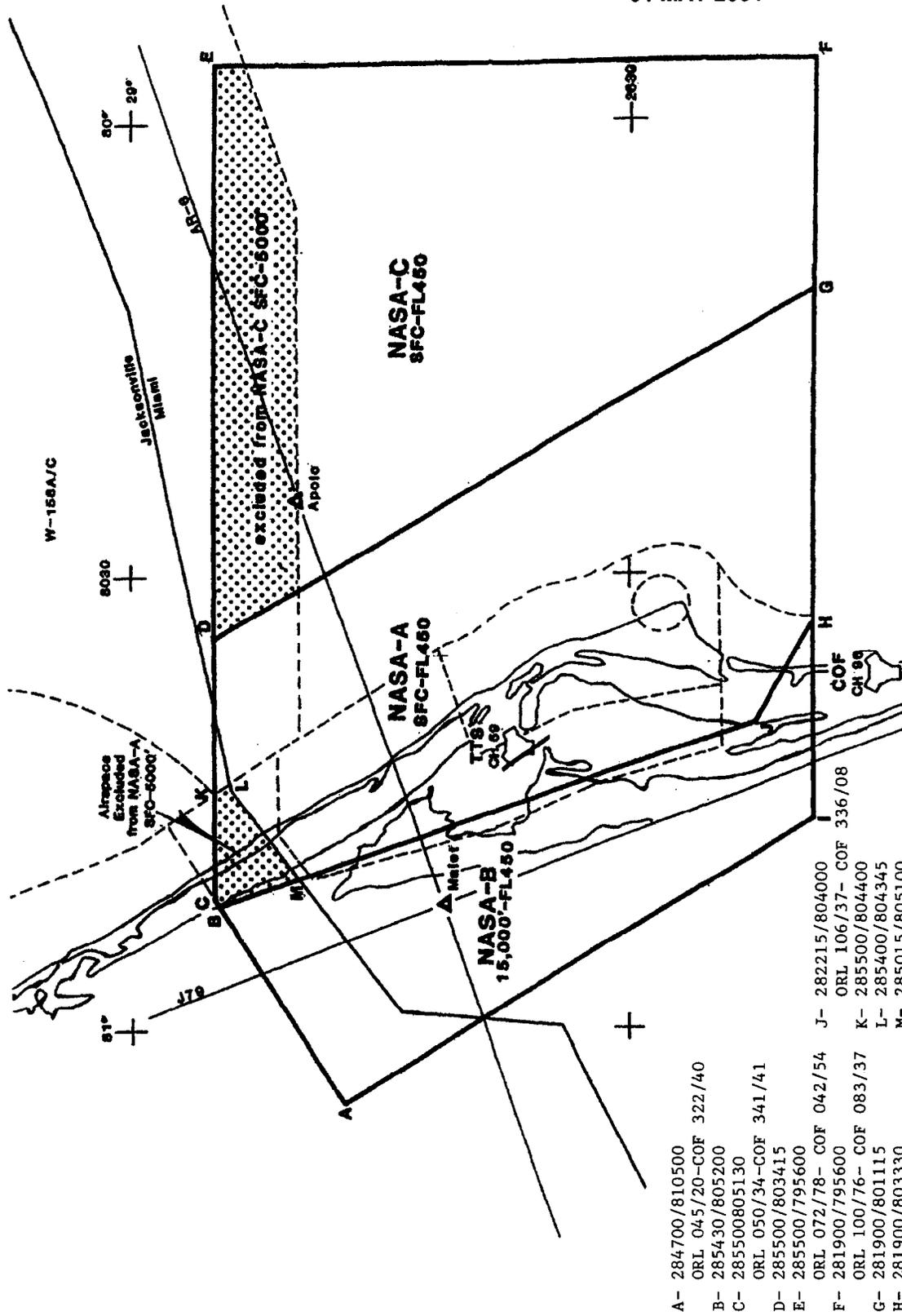


JACKSONVILLE ARTC CENTER, MIAMI ARTC CENTER, and FACSFACJAX  
LETTER OF AGREEMENT

RAINBOW / SUNSHINE AREAS

EFF: DECEMBER 13, 1990  
REV. 12: JANUARY 30, 1997



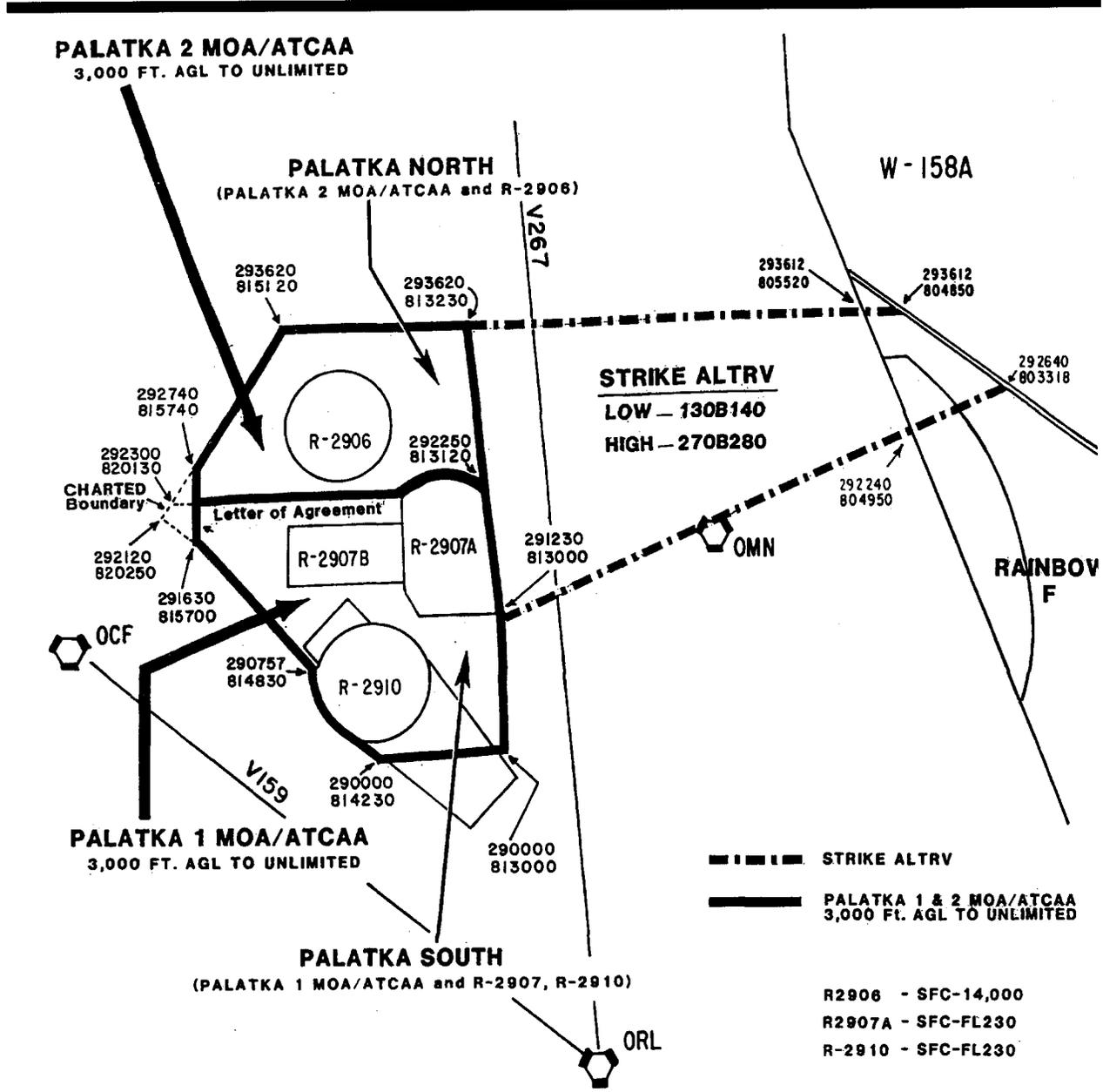


E-1

JACKSONVILLE CENTER, JACKSONVILLE TRACON and FACSFACJAX  
LETTER OF AGREEMENT

EFFECTIVE: JUNE 20, 1996  
REV. 10: DECEMBER 30, 1999

PALATKA 1 and 2 MOA's / ATCAA's / STRIVE ALTRV  
R-2906, R-2907, R-2910





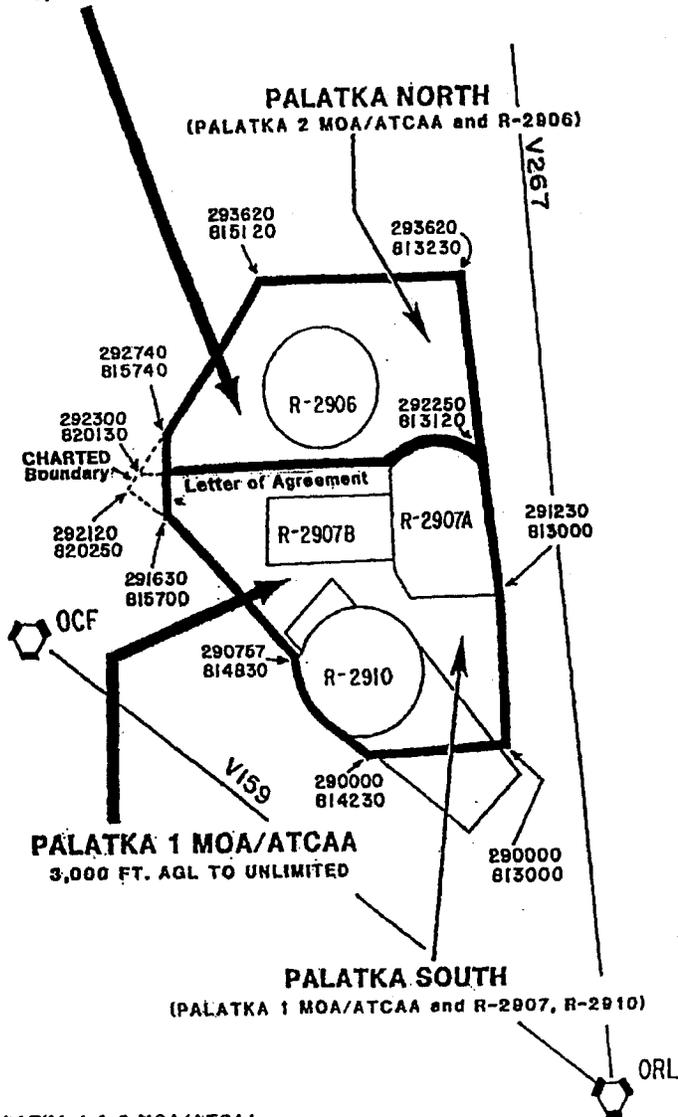
JACKSONVILLE ARTC CENTER, MIAMI ARTC CENTER AND FACSFACJAX

LETTER OF AGREEMENT

EFF: DECEMBER 13, 1990  
REV. 13: SEPTEMBER 11, 1997

PALATKA 1 AND 2 MOA's/ATCAA's  
R-2906, R-2907, R-2910

PALATKA 2 MOA/ATCAA  
3,000 FT. AGL TO UNLIMITED

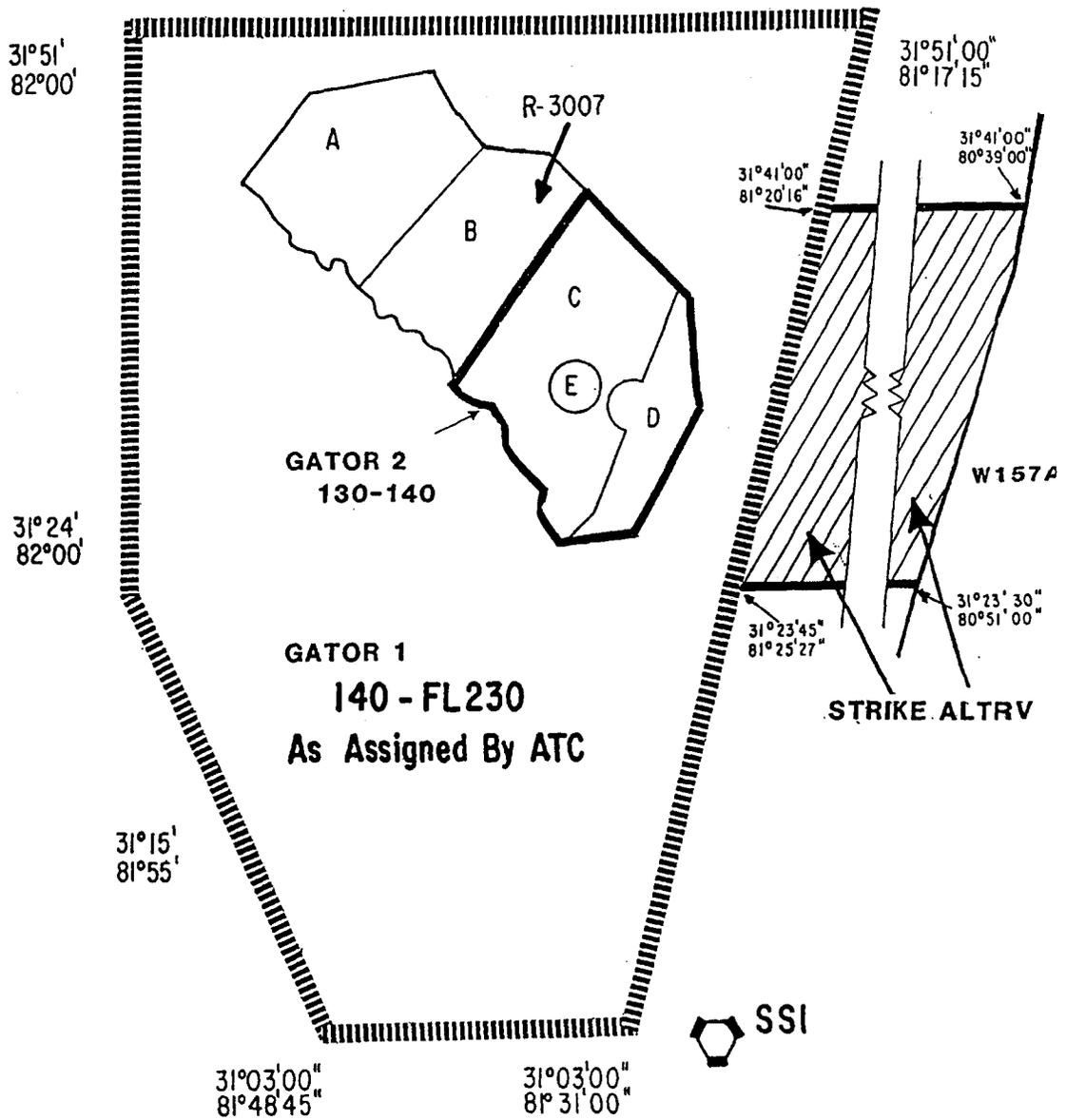


— PALATKA 1 & 2 MOA/ATCAA  
3,000 FT. AGL TO UNLIMITED  
R2906 - SFC-14,000  
R2907A - SFC-FL230  
R-2910 - SFC-FL230



JACKSONVILLE ARTC CENTER, JACKSONVILLE TRACON and FACSFACJAX  
LETTER OF AGREEMENT  
GATOR STRIKE COMPLEX

EFFECTIVE: JUNE 20, 1996



**FACSFACJAXINST 3000.1D**  
**01 MAY 2001**

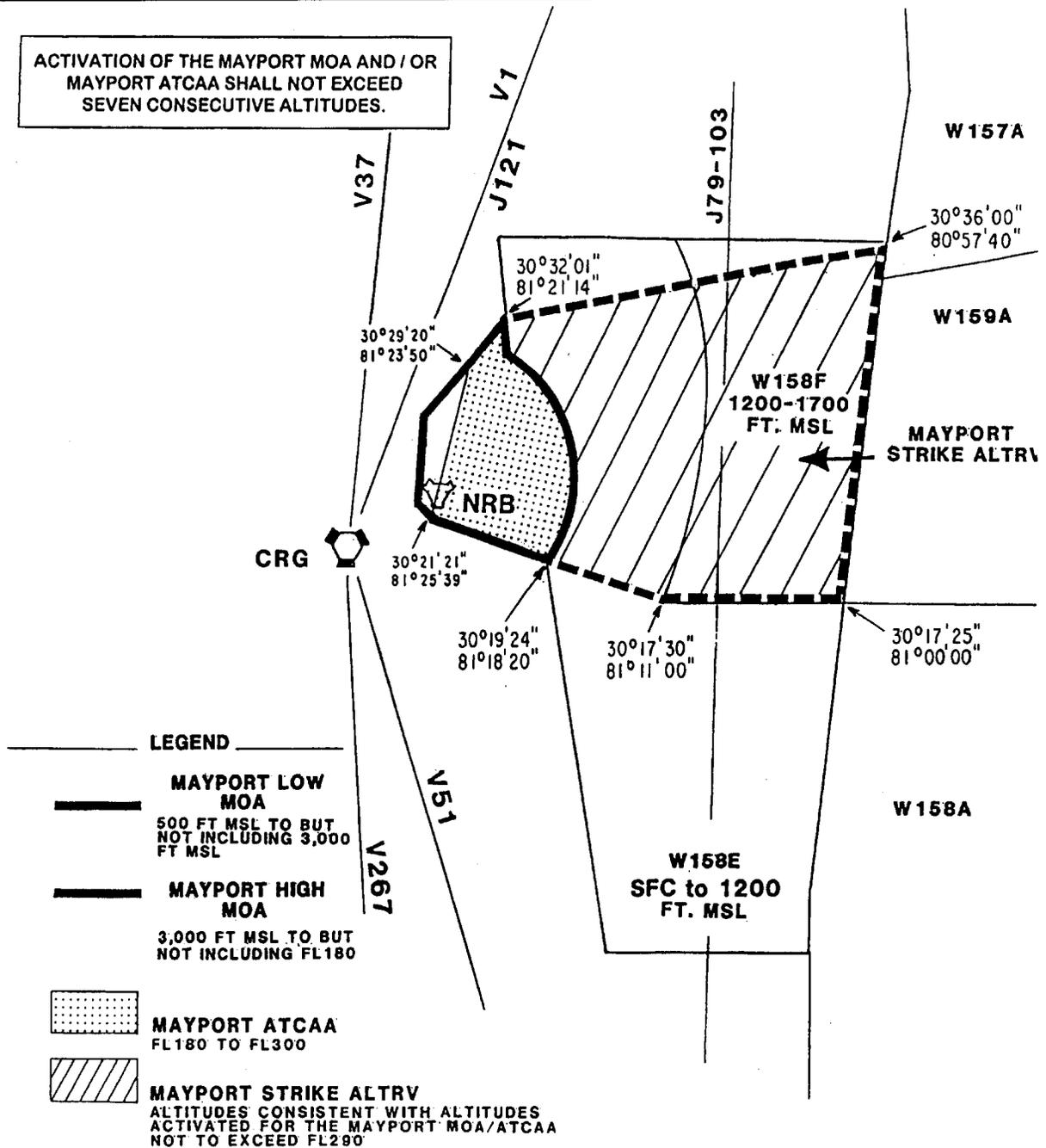


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 01 MAY 2001

JACKSONVILLE CENTER, JACKSONVILLE ATC TOWER, and FACSFACJAX  
 LETTER OF AGREEMENT  
 MAYPORT MOA / ATCAA  
 STRIKE ALTRV

EFFECTIVE: JUNE 20, 1996  
 REV. 10: DECEMBER 30, 1999

ACTIVATION OF THE MAYPORT MOA AND / OR  
 MAYPORT ATCAA SHALL NOT EXCEED  
 SEVEN CONSECUTIVE ALTITUDES.



LEGEND

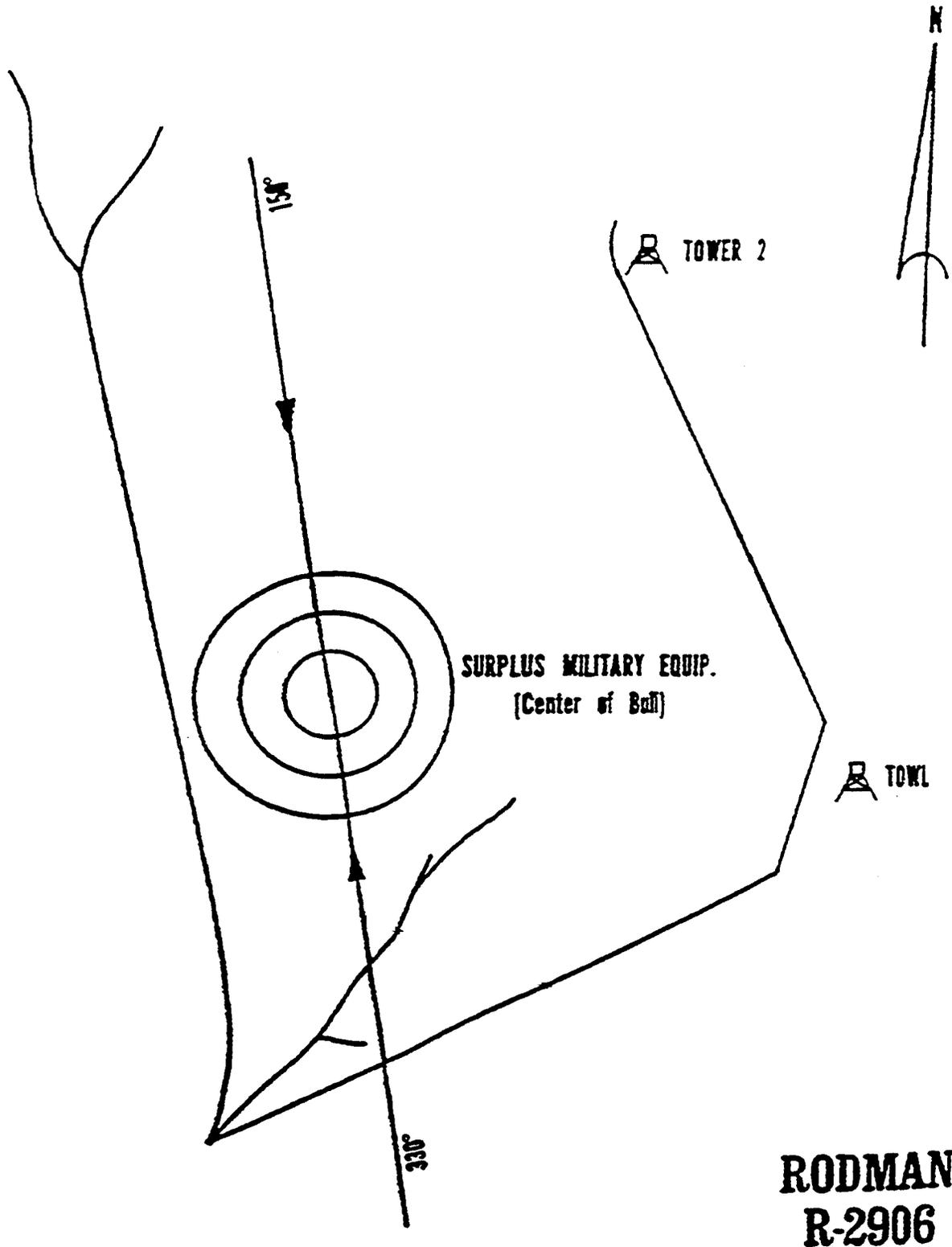
**MAYPORT LOW MOA**  
 500 FT MSL TO BUT NOT INCLUDING 3,000 FT MSL

**MAYPORT HIGH MOA**  
 3,000 FT MSL TO BUT NOT INCLUDING FL180

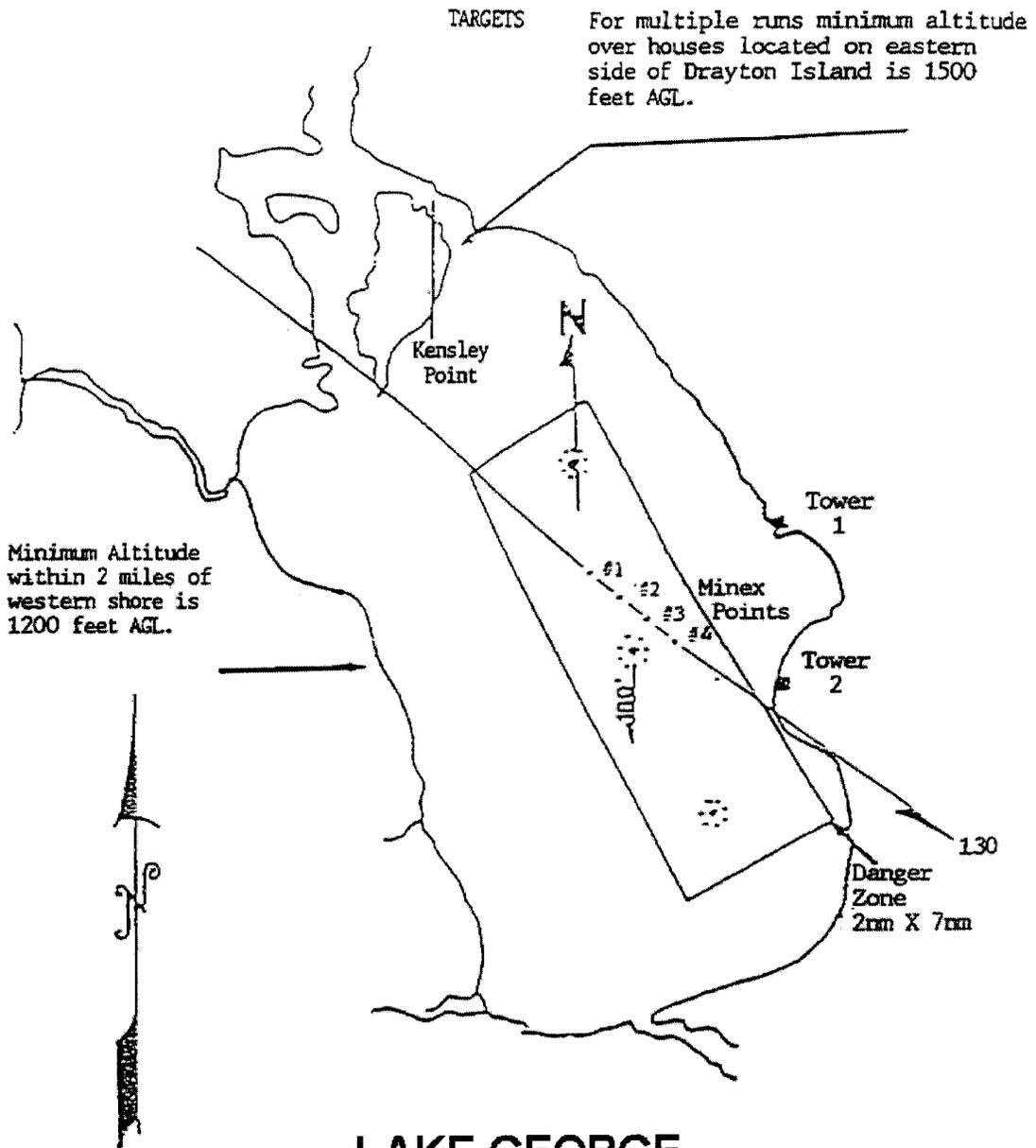
**MAYPORT ATCAA**  
 FL180 TO FL300

**MAYPORT STRIKE ALTRV**  
 ALTITUDES CONSISTENT WITH ALTITUDES ACTIVATED FOR THE MAYPORT MOA/ATCAA NOT TO EXCEED FL290

TARGETS

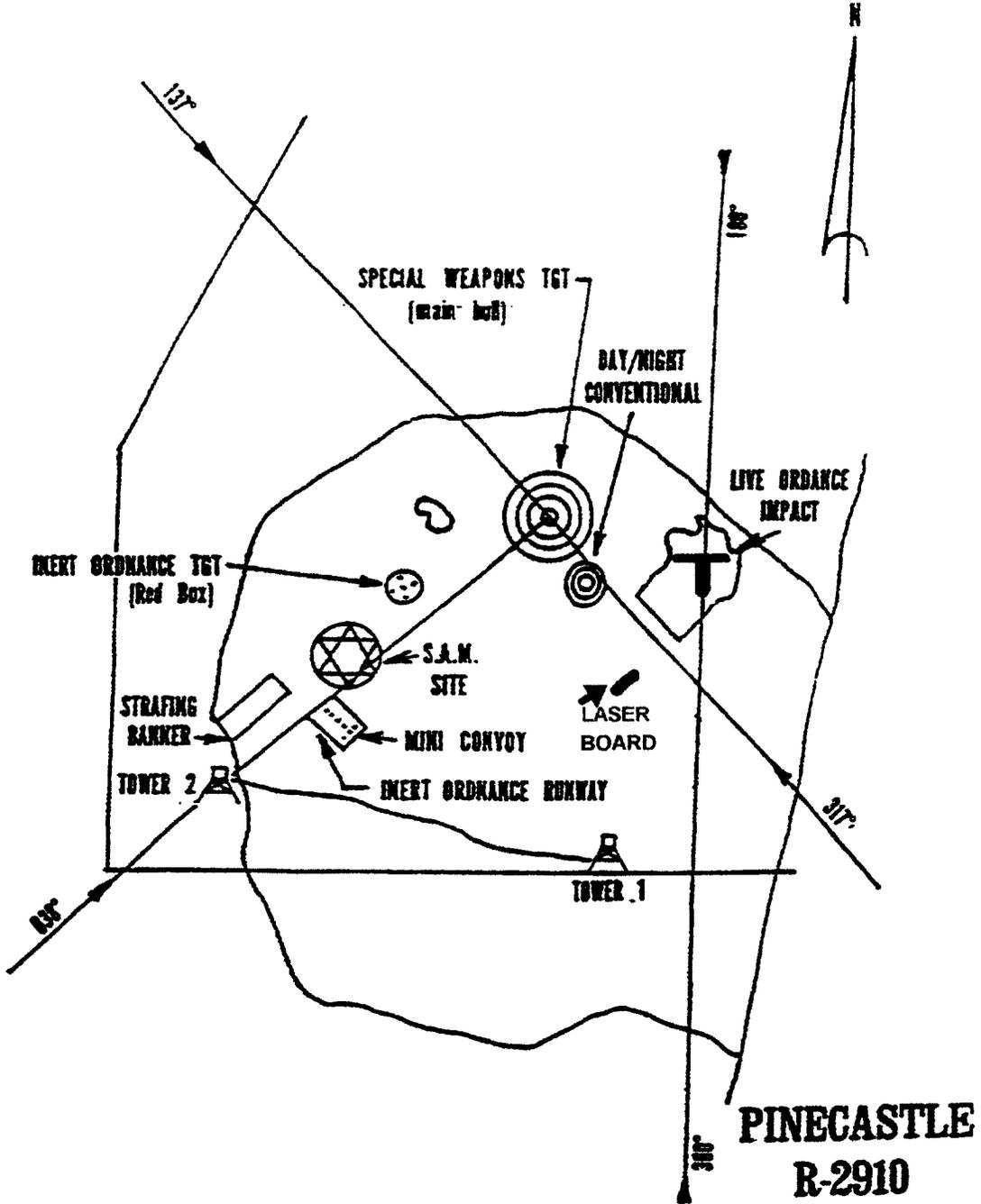


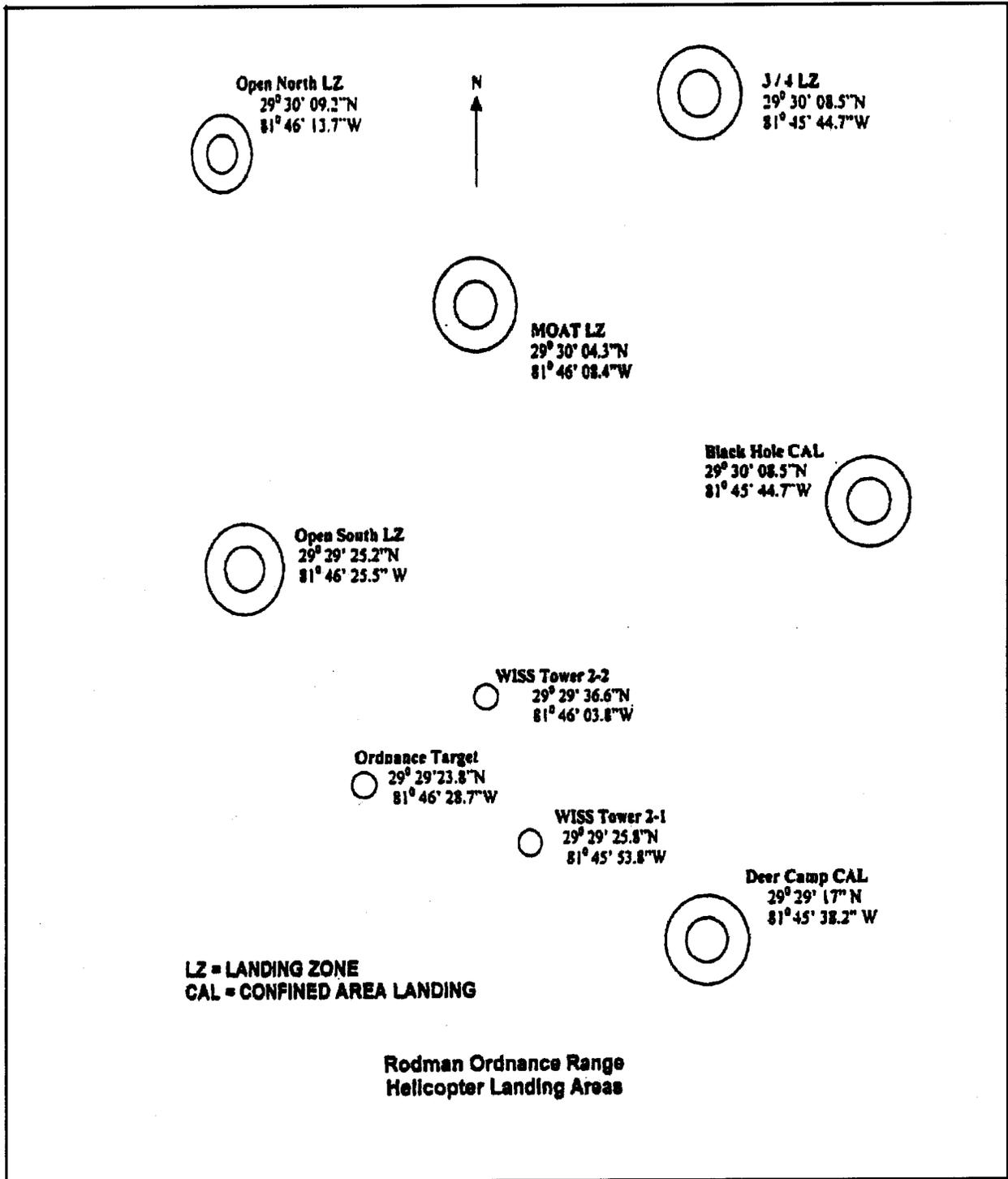
**RODMAN  
R-2906**



**LAKE GEORGE  
R-2907 A & B**

TARGETS





APPENDIX I

SCHEDULING PRIORITIES

Ref: TAB A TO APPENDIX 26 TO ANNEX C TO CINCLANTFLT OPOD 2000-92

1. General. To provide an integrated employment list for the scheduling of Atlantic Fleet Forces.

2. Situation. The demand for the services of Atlantic Fleet forces often exceeds the services available. The following priority list is provided as a guide for preparation of LANTFLT employment schedules. This list is not intended to be all-inclusive and should be used for planning purposes only. Exceptions can be made and conflicts, which cannot otherwise be resolved, will be settled on a case basis by CINCLANTFLT.

3. Execution

a. The following list provides an integrated employment priority for the scheduling of Atlantic Fleet Forces:

(1) PRIORITY I. Deployments in support of National Policy:

(a) Forward deployed forces in support of national and Allied defense (NAVY - 56 days or greater; Air Force - 45 days or greater).

(b) Peacetime military presence in support of National Policy.

(c) DoD missions associated with peacetime national security requirements (DoD manned space flight, NORAD active Air Defense, Open Skies Treaty events, TACAMO, DASO, FCET).

(d) DoD/DoT Law Enforcement operations.

(2) PRIORITY II. DEPLOYMENT CERTIFICATION:

(a) DoD/DoT Intermediate and advanced training/services to achieve deployment readiness for DoD/DoT

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units that deploy within ninety (90) days (USACOM JTFEX series, PMINT, COMPTUEX, INDEX, MSLX, NSFS qualifications, Submarine POM certification).

(b) Pre-deployment Operational Readiness Inspections.

(c) Submarine PCO Tactical Operations Certification.

(3) PRIORITY III. Major Joint Exercises:

(a) Category 2 Joint Training: Component Interoperability Training (US ONLY).

(b) Category 3 Joint Training: Joint Training (US ONLY).

(c) Joint experimentation (Millenium Challenge/Olympic challenge series).

(4) PRIORITY IV. Inter-deployment Training:

(a) DoD/DoT Training/Services to achieve deployment readiness status for units that deploy within 180 days.

(b) Final evaluation period.

(c) Tailored ships training availability (TSTA I, II, III).

(d) Post Overhaul and Post Shakedown Availability Sea Trials, INSURV, Sea Trial, and Test Support, New Construction Sea Trials and Test Support.

(e) USAF Operational readiness exercise.

(f) Submarine service weapons tests.

(g) Submarine Tactical Readiness Evaluation.

(h) Submarine tactical development exercise.

(i) Evolutions, priority IV and above, scheduled at an OPAREA Coordinator Scheduling Conference.

(5) PRIORITY V. Significant RDT&E Program Support:

(a) Service Priority 1 RDT&E Program Support.

(b) Rocket Missile System Testing.

(c) NASA Unmanned System Testing.

(6) PRIORITY VI. Routine Operations, Exercises and Training:

(a) Category 4 Jointing Training: Multinational International Training.

(b) Category 5 Joint Training: Joint/Multinational Training.

(c) Category 6 Joint Training: Interagency/Inter-governmental Training.

(d) Integrated Air Wing Combat and Weapons Training Exercises (Ready Aircrew Program).

(e) Fleet Refresher Squadron Training - USAF/ANG/USAFR Fighter Training Units.

(f) DoD Air Combat Training.

(g) Fleet Carrier Qualifications.

(h) Deck Landing Qualifications.

(i) Joint demonstrations and evaluations.

(j) Service experiments.

(k) Service priority two RDT&E program support.

(l) Training necessary to maintain a deployable readiness status.

(m) SPECWAR/UDT/SEAL/RECON training.

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(n) USAF/ANG/USAFR E-3 orbits/air refueling training not included in a higher priority.

(o) Pilot re-qualification and proficiency requirements.

(p) USAF/ANG simulated penetration air defense exercise missions.

(q) MIDSHIPMAN/Cadet Orientation and Training Programs.

(r) School house training to achieve initial qualification for students.

(7) PRIORITY VII. Support Services:

(a) Service Priority Three RDT&E Program Support.

(b) EWTGLANT NSFS Training.

(c) Port visits.

(d) Special interest groups.

APPENDIX J

GLOSSARY

ACM - Air Combat Maneuvers. Simulated opposition of air assets in opposing/aggressor roles involving dynamic maneuvering flight. ACM can be one aircraft versus one aircraft, one aircraft versus two aircraft, etc. Example: Two F/A-18's opposing each other in air combat. Airspace will not be scheduled below 5,000 FT MSL in accordance with directives set fourth in COMNAVAIRLANTINST 3710.47 (Series) and Air Force Regulation 51-2 ACM: Rules of Engagement.

ADIZ - Air Defense Identification Zone. The area of airspace over land or water, extending upward from the surface, within which the ready identification, the location, and the control of aircraft are required in the interest of national security.

AEW - Airborne Early Warning. Air surveillance provided by aircraft equipped with search and identification radar.

AIC - Air Intercept Control. Positive control of air assets for detection, identification and interdiction of enemy aircraft. AIC involves continuous vectors from controllers to aircraft for target engagement.

ALTRV - Altitude Reservation. Airspace utilization under prescribed conditions normally employed for mass movement of aircraft or other special user requirements which cannot otherwise be accomplished. ALTRV's are approved by the appropriate FAA facility.

ASTAC - ASW/ASUW Tactical Air Control. The direct control by certified controllers of anti-submarine/surface assets (S-3, P-3 and Helicopters) for detection, localization, tracking and destruction of enemy submarines and surface combatants.

ATCAA - Air Traffic Control Assigned Airspace. Airspace of defined horizontal and vertical limits, assigned by ATC, for the purpose of separating certain military training activities being conducted within the assigned airspace from IFR traffic. ATCAAs

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are used for the development of proficiency in all phases of the intercept mission by both air and ground components. Procedures governing operations within ATCAAs shall be specified in letters of agreement between local military authorities and the ATC facilities concerned. ATCAAs shall be identified by use of nicknames rather than by terms such as "INTERCEPT TRAINING AREAS."

BFT TACTS - Basic Fighter Training Tactics.

BINGO - An order for a carrier-based aircraft to proceed and land at the field specified, using a "bingo" profile. The aircraft is considered to be in an emergency/fuel critical situation. An aircraft ordered to bingo will be instructed to squawk Mode III Code 7700 and will be switched to SEALORD as soon as possible. The pilot will provide SEALORD with bingo profile altitude, descent point and other pertinent information (type emergency, operational limitations, assistance required at destination).

CONTROLLED AIRSPACE - Airspace of defined dimensions designated as Class A, B, C, D, and E areas, within which some or all aircraft may be subject to air traffic control.

CONTROLLING AGENCY - The FAA facility that may authorize transit through, or flight within, a Restricted/Warning Area in accordance with a joint use letter issued under FAR, part 73. Designation of the FAA as the controlling agency in restricted and warning area airspace applies only during the period when the area is released to FAA. Such designation does not negate, compromise or modify military control or use of the area.

DACT - Dissimilar Air Combat Training. Same as ACM, with more than one type of aircraft participating.

EXCLUSIVE USE - When an operating area is scheduled for use only by the assigned unit. No other units will be scheduled in the same area at the same time unless previously coordinated between both units.

GCI - Ground Control Intercept. Same as AIC, but aircraft controlled exclusively from a ground station.

IFR - Instrument Flight Rules. Rules governing the procedures

for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan (refer to AIM). (Also see VFR, IMC, and VMC).

IMC - Instrument Meteorological Conditions. Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minimum specified for visual meteorological conditions. (Also see VMC, IFR, and VFR).

IR - IFR Military Training Routes. Routes for conducting low-altitude navigation and Tactical Training in both IFR and VFR weather conditions below 10,000 feet MSL at airspeeds in excess of 250 knots IAS.

ISE - Independent Steaming Exercise. Surface unit conducting independent internal exercises requiring no other restricting area clearances. ISEs are usually associated with transit through OPAREAs.

MCM - Mine Counter Measures. Operations by surface vessels or helicopters for locating, retrieving or disabling mines. Usually, MCM is conducted close to shore in shallow water.

MINIMUM FUEL - Indicates that an aircraft's fuel supply has attained a state where upon reaching the destination, it can accept no undue delay. This is not an emergency situation but merely indicates an emergency situation is possible should any undue delay occur.

MRCI- Mine Readiness Certification Inspection.

MOA - Military Operating Area. Airspace of defined dimensions established outside of Positive Control Areas to separate certain military activities from IFR traffic.

MRU - Military Radar Unit. Any fixed or mobile ground based unit under the operational jurisdiction of the military services excluding commissioned ATC facilities. Military radar units shall not provide ATC services.

MTR - Military Training Route. Airspace of defined dimensions established for the conduct of military flight training below 10,000 feet MSL at airspeed in excess of 250 knots IAS.

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NORAD - North American Aerospace Defense Command. NORAD forces are responsible for air defense, missile warning, and space defense. NORAD is tasked with providing early warning, limiting damage to strategic retaliatory forces and command control and communications nodes, controlling access to North American airspace and defending against an atmospheric attack.

NOTMAR - Notice to Mariners. Notice to ships and submarines issued as an advisory of potentially hazardous operations. NOTMAR areas will normally be promulgated 72 hours prior to hazardous operations.

OCE - Officer Conducting Exercise.

OCEANIC AIRSPACE - Airspace over the oceans of the world, considered international airspace.

OCEANIC CONTROLLED AIRSPACE - That airspace within oceanic airspace which is designated as controlled airspace (see control area (CTA)).

OFFSHORE CONTROL AREA - The airspace between the U.S. 12 mile statutory limit and the oceanic FIR/CTA boundary within which air traffic control is exercised.

OTC - Officer in Tactical Command. Senior officer present eligible to assume command or the officer he has delegated tactical command.

PIM - Position of Intended Movement. Position of ship or submarine with regards to expected course and speed vector over a specific time period.

RESTRICTED AREAS - Airspace of defined dimensions within which the flight of aircraft, while not wholly prohibited, is subject to restriction.

SCHEDULING AGENCY - The organization or military command having authority for scheduling a given operating area and/or designated special use airspace.

SEAC - Submarine Exercise Area Coordinator. SEACs are charged with monitoring submerged interference within the local fleet

operating areas. They maintain plots of submarine movements and activity potentially hazardous to submarines, and to take appropriate action to prevent submerged or mutual interference between submarines and other units/activities within their area of responsibility. SEACs are also responsible for ensuring that cognizant scheduling agencies are advised when submarine transit lanes are being used.

SOA - Special Operating Area. SOAs are designated portions of Special Use Airspace, which may be assigned for specific air operations.

SUA - Special Use Airspace. Airspace of defined dimensions wherein activities must be confined because of their nature, and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities.

SUBMARINE TRANSIT LANE - Area designated for submarine conducting transits, normally submerged below 90 foot depth.

SUBOA - Submarine Operating Area. Area designated for submarines conducting training or operations, consisting of area 90 feet below surface to bottom.

SURFACE AREA - For purpose of this manual, surface of the ocean down to 90 foot depth.

SURFSUBTRANSLANE - Surface Submarine Transit Lane. Area designated for submarines conducting surface transits.

SWAP - Severe Weather Avoidance Plan. A plan to reroute traffic to avoid severe weather along the east coast. Releasing warning area airspace to the FAA provides the least disruption to the ATC system when large portions of airspace are unusable due to severe weather.

TACTASS - Tactical Towed Array Surveillance System.

TACTS - Tactical Aircrew Combat Training System.

TASS - Towed Array Surveillance System.

TFOA - Things falling off aircraft.

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TRACON - Terminal Radar Approach Control. A TRACON is a DoD or FAA facility, which provides radar services to specified airports, both civil and military. Additional radar services are available within the airspace assigned to TRACON (i.e., low altitude enroute, VFR advisories).

UNODIR - Unless Otherwise Directed. Except for ISE/Transit, UNODIR requests will NOT be granted.

USING AGENCY - The organization or military command whose activity within a restricted area, warning area or other special use airspace requires the area being so designated. The using agency has jurisdiction over the area unless it has been released to the controlling agency.

VDS - Variable Depth Sonar. Sonar transducer, which can be towed behind or beneath the parent ship.

VDS COORDINATOR - The command designated for each operating area responsible for the prevention of submerged interference between submarines and VDS transducers or other towed devices. The VDS Coordinator shall process all requests for VDS operations within his area, and shall obtain appropriate area clearances from the controlling authority or designated sub-area scheduling agency before assigning VDS operating areas.

VFR - Visual Flight Rules. Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" also indicates weather conditions that are equal to or greater than minimal VFR requirements. (Refer to FAR part 91 and the Airman's Information Manual). (Also see VMC, IFR, and IMC).

VMC - Visual Meteorological Conditions. Meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling equal to or better than specified minimal. (Also see VFR, IFR, and IMC).

VR - VFR Military Training Route. Routes for conducting low-altitude navigation and tactical training under VFR weather conditions below 10,000 feet MSL at airspeeds in excess of 250 knots IAS.

WARNING AREA - Airspace of defined dimensions outside of United

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States territorial waters in which exists a hazard to non-participating aircraft. Since Warning Areas are located over international water, flight within Warning Areas is not legally restricted. However, pilots are advised to be aware of the activities conducted therein. Warning Area coordinates are set forth in DOD Flight Information Publications, Planning Section II, AP/1A (Special Use Airspace).

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APPENDIX K

MILITARY RADAR UNIT/AIRBORNE RADAR UNITS OPERATING PROCEDURES

1. Purpose. This appendix establishes coordination, and control responsibility procedures between FACSFACJAX (hereinafter called SEALORD) and Military Radar Units (MRU)/Airborne Radar Units (ARU) operating in FACSFACJAX delegated airspace.
2. Scope. SEALORD is the using agency for the Warning Area Airspace depicted and as such, exercises air traffic control and airspace management authority for the airspace. MRUs and ARUs provide command and control functions, including air intercept control and traffic advisories, to participating aircraft operating within airspace which has been released to the unit.
3. Responsibilities
  - a. SEALORD shall:
    - (1) Provide IFR separation between aircraft entering, departing, and transitioning assigned MRU/ARU airspace.
    - (2) Notify the MRU/ARU when any of the airspace depicted must be recalled due to a higher priority.
    - (3) Conduct video map correlation with the MRU/ARU prior to commencing operations (once each watch). Correlation checks shall be within +/- 2NM and +/- 2 degrees.
    - (4) Ensure all traffic conflicts are resolved prior to transferring aircraft or airspace control to the MRU.
    - (5) Coordinate other aircraft assigned or transiting airspace delegated to an MRU/ARU prior to the aircraft entering the assigned area.
    - (6) Assign 29.92 as a standard altimeter setting to all aircraft operating above 3,000 feet. On Return to Base (RTB), the nearest reported altimeter shall be assigned prior to departing the Warning Area.

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(7) Monitor Warning Area airspace under the MRU/ARU's jurisdiction and provide service to assist aircrews in remaining within the Warning Area.

(8) Ensure aircraft are in Visual Meteorological Conditions (VMC) prior to transferring responsibility to the MRU/ARU.

b. MRU/ARUs shall:

(1) Ensure that both radar and Identification Friend or Foe (IFF) are operational and shall immediately return control of all aircraft and airspace to SEALORD in the event of radar/communication failure.

(2) Ensure aircraft remain at least two and one-half (2 ½)- miles inside Warning Area boundaries.

(3) Confirm and/or update daily mission schedules with SEALORD. A briefing on planned Warning Area activity shall be accomplished at least thirty (30) minutes prior to commencing operations.

(4) Call SEALORD five (5) minutes prior to any aircraft intending to RTB. If changes to flight plans (routing, altitude, and number of aircraft in flight or destination) are required, notify SEALORD at least ten (10) minutes prior.

(5) Notify SEALORD when Instrument Meteorological Conditions (IMC) are encountered prior to aircraft returning to base.

(6) Immediately terminate its mission and return control of all aircraft and airspace to SEALORD if unable to comply with any provisions of Letters of Agreement.

(7) Transfer responsibility of all aircraft under their control to SEALORD when mission is complete.

c. Procedures

(1) Spill-ins/Spill-outs (laterally or vertically) shall

be coordinated immediately using the phrase "Whiskey Alert" and provide the following information:

(a) Location and altitude.

(b) Action being initiated to correct the situation.

(2) Aircraft transfer of responsibility shall be made with reference to the fixes depicted in Letters of Agreement and shall include the following information:

(a) Aircraft identification/discrete code.

(b) Location from fix.

(c) Altitude/flight level.

(3) When requested by SEALORD, the MRU/ARU shall split/rejoin formation flights prior to communication transfer.

(4) Aircraft that experience two way communication failure shall follow lost communication procedures in accordance with FAR 91.

(5) If a communications transfer cannot be effected with SEALORD, aircraft shall be instructed to remain within assigned airspace and contact SEALORD for instructions.

(6) All aircraft operating in the Warning Areas shall squawk Modes II and VI, as directed by higher authority, and shall squawk Mode III discrete code assigned. The MRU/ARU shall not change the ATC assigned Mode III for aircraft operating under their jurisdiction. If a flight splits, the MRU/ARU shall assign each wingman a Mode III code 51XX or a code as coordinated with SEALORD. Prior to RTB, all aircraft shall return to the original ATC assigned code if returning to base as a formation flight.

(7) Deviations from procedures in the agreement are authorized provided prior coordination completely defines responsibilities in each case.

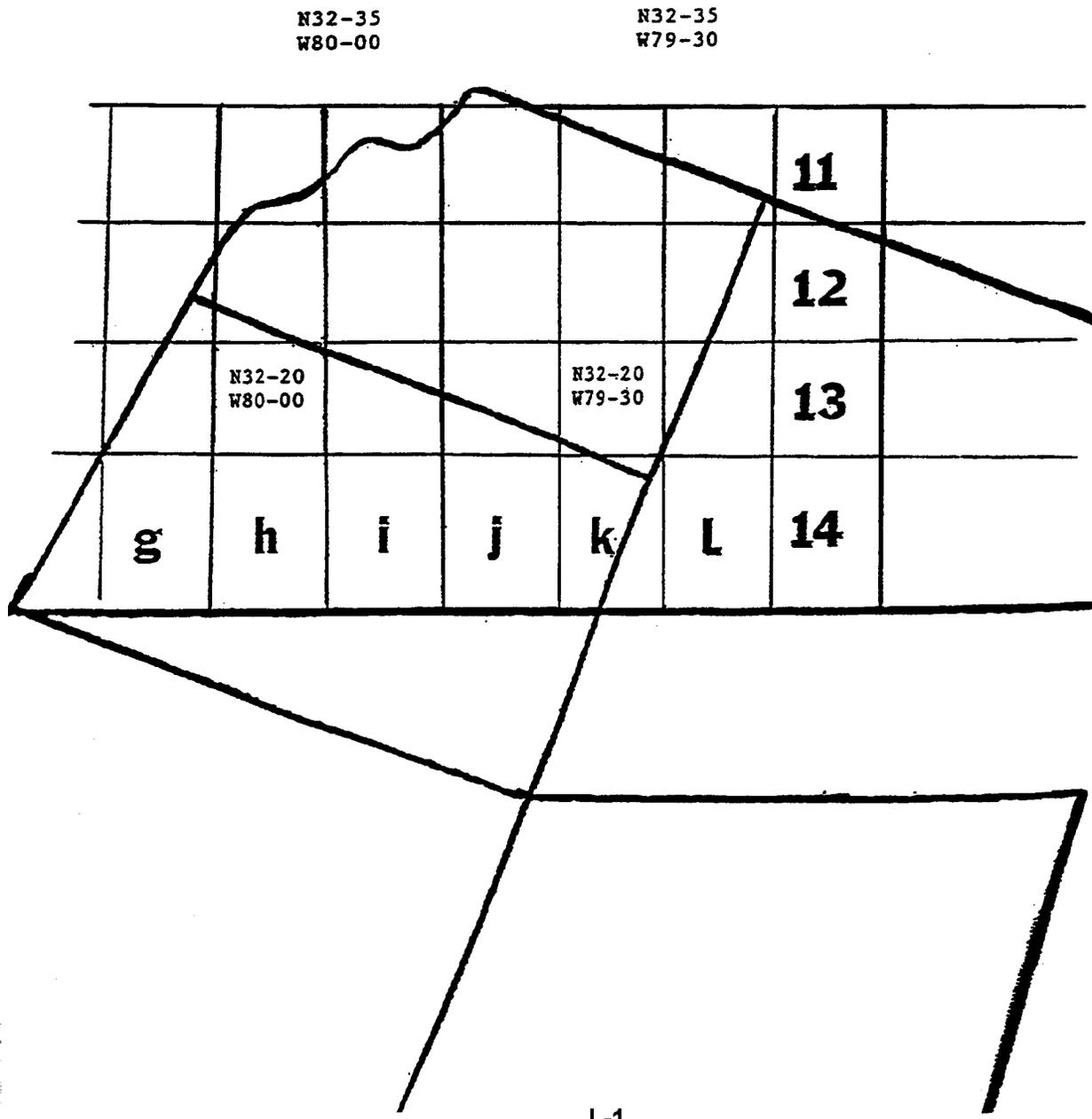
(8) Each facility shall immediately notify the other should they become unable to carry out the procedures in the

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agreement. SEALORD, as the using agency for the Warning Area airspace, has the authority to terminate MRU/ARU control of the mission if the MRU/ARU is unable to comply with the procedures of the agreement.

(9) Transient Military Radar Units hosted by the signatory agencies on MRU/ARU Letters of Agreement will also be responsible for procedures outlined in the agreement.

CHARLESTON MINING RANGE





APPENDIX N

FACILITY PHONE NUMBERS

DSN: 942-XXXX	Commercial:	(904)	542-XXXX
Commanding Officer			xxx-2018
Executive Officer			xxx-2018
Administrative Officer			xxx-2016
Quarterdeck			xxx-2004/2005
FAA Liaison			xxx-2522
Air Space Manager			xxx-2112
<u>OPERATIONS DEPARTMENT</u>			
Operations Officer			xxx-2021
<u>Air Traffic Control Division</u>			
Air Traffic Control Officer			xxx-2235
Air Traffic Control LCPO			xxx-2254
Air Traffic Control Radar Branch Manager			xxx-2255
Air Traffic Control Facility Watch Supervisor			xxx-2250/2259
<u>Operations Intelligence Division</u>			
Operations Intelligence Officer/Missilex Coordinator			xxx-2026
OI Division LCPO/LPO			xxx-2024/2025
Area Coordinator			xxx-2004/2005
Geographic Area Assignment Coordinator (GAAC)			xxx-2024/2025
OI Division/Security Fax Communications			xxx-2019 xxx-2272
<u>Schedules Division</u>			
Schedules Officer			xxx-2026
Schedules LCPO			xxx-3971
Schedules Writers			xxx-2113/2551
Schedules Fax			xxx-2525
Target Schedule Coordinator			xxx-2003/2028
Military Training Routes Scheduling/Briefing			xxx-2113/2551

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