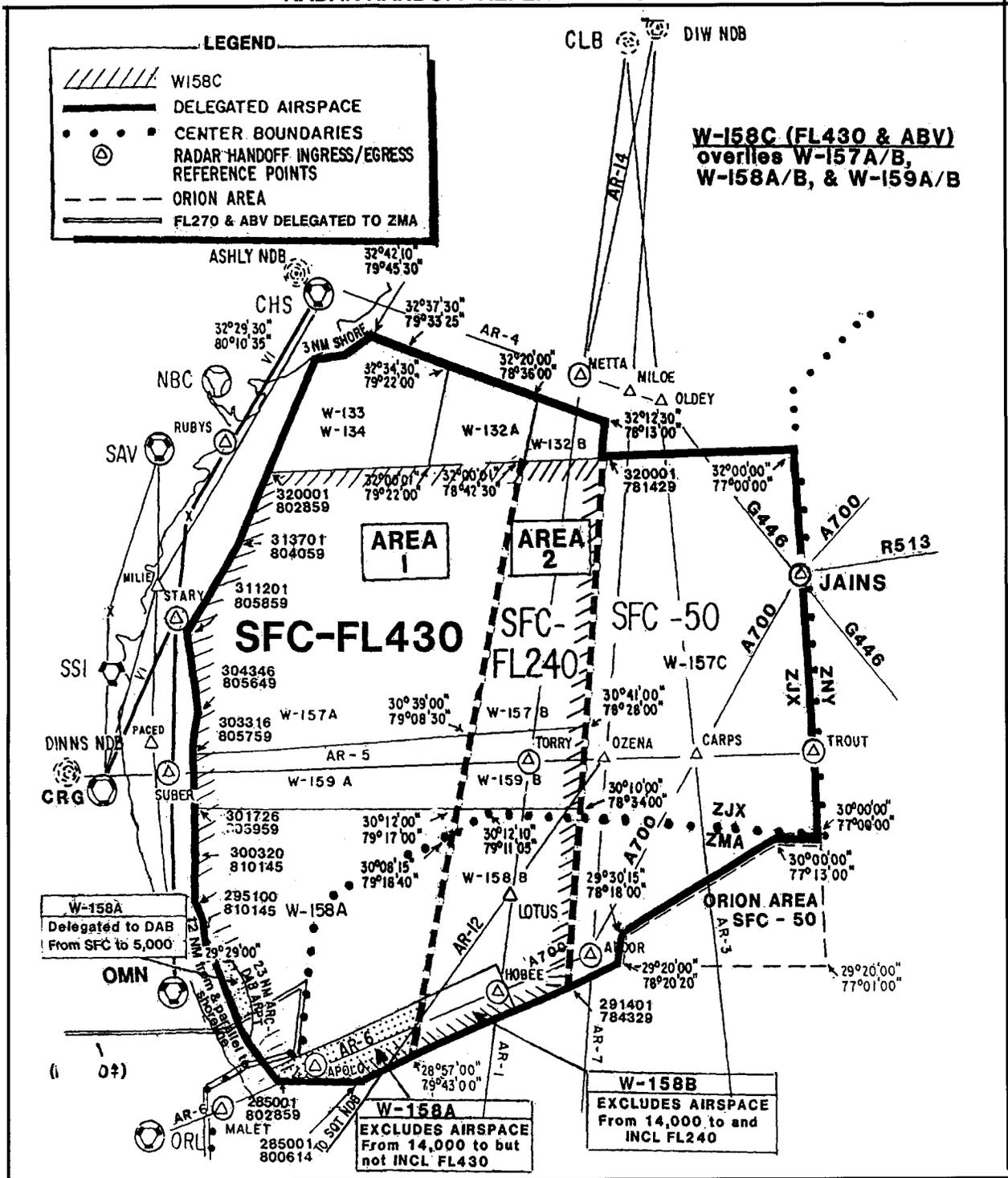


JACKSONVILLE ARTC CENTER, MIAMI ARTC CENTER and FACSFACJAX  
LETTER OF AGREEMENT  
DELEGATED AIRSPACE  
RADAR HANDOFF REFERENCE POINTS

EFFECTIVE: DECEMBER 13, 1990  
REV. 12: JANUARY 30, 1997



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

FACSFACJAXINST 3000.1D  
01 MAY 2001

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

FACSEACJAXINST 3000.1D  
01 MAY 2001

THIS PAGE INTENTIONALLY LEFT BLANK

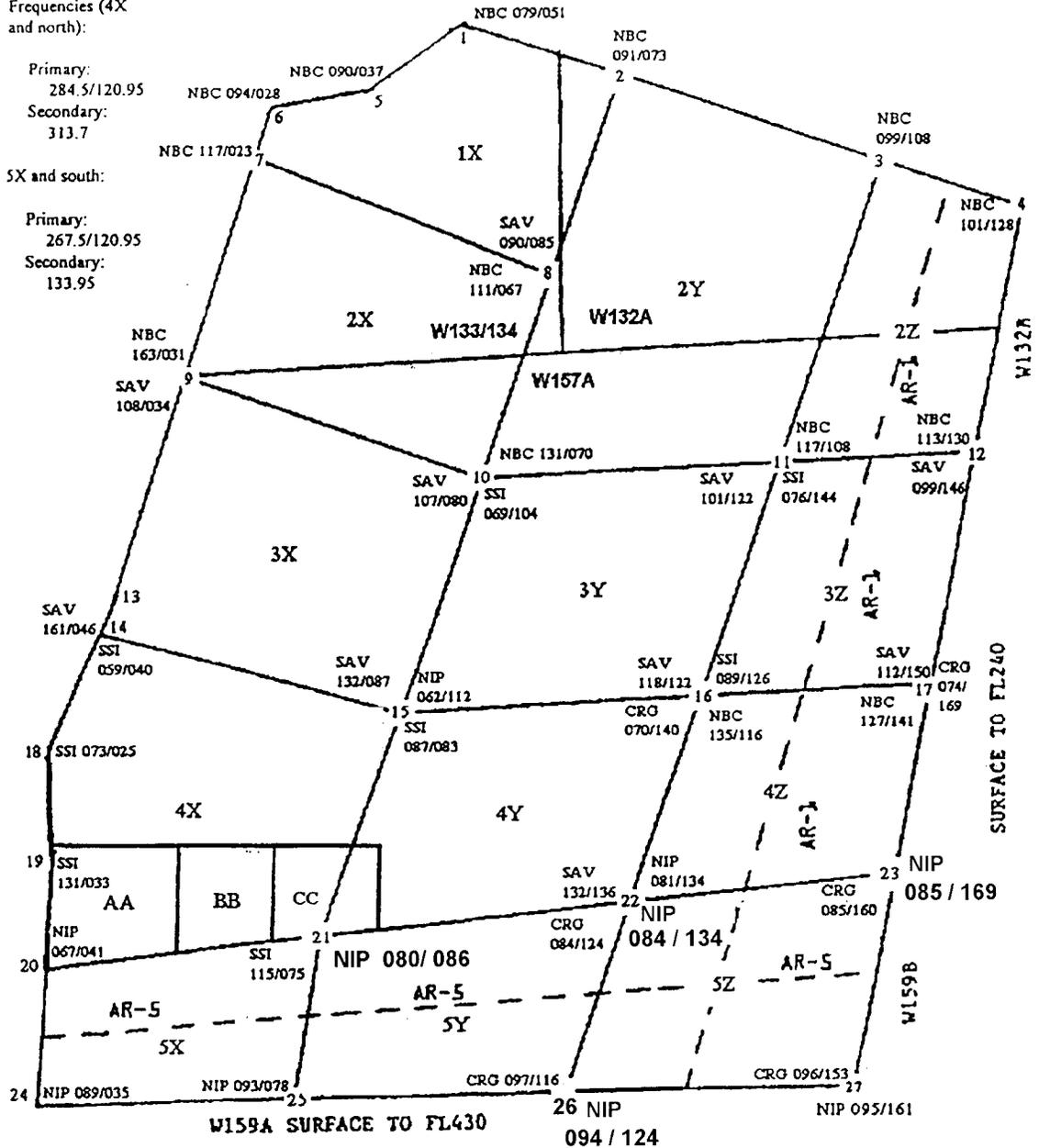
### FACSFAC Jacksonville Northern Op Area

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

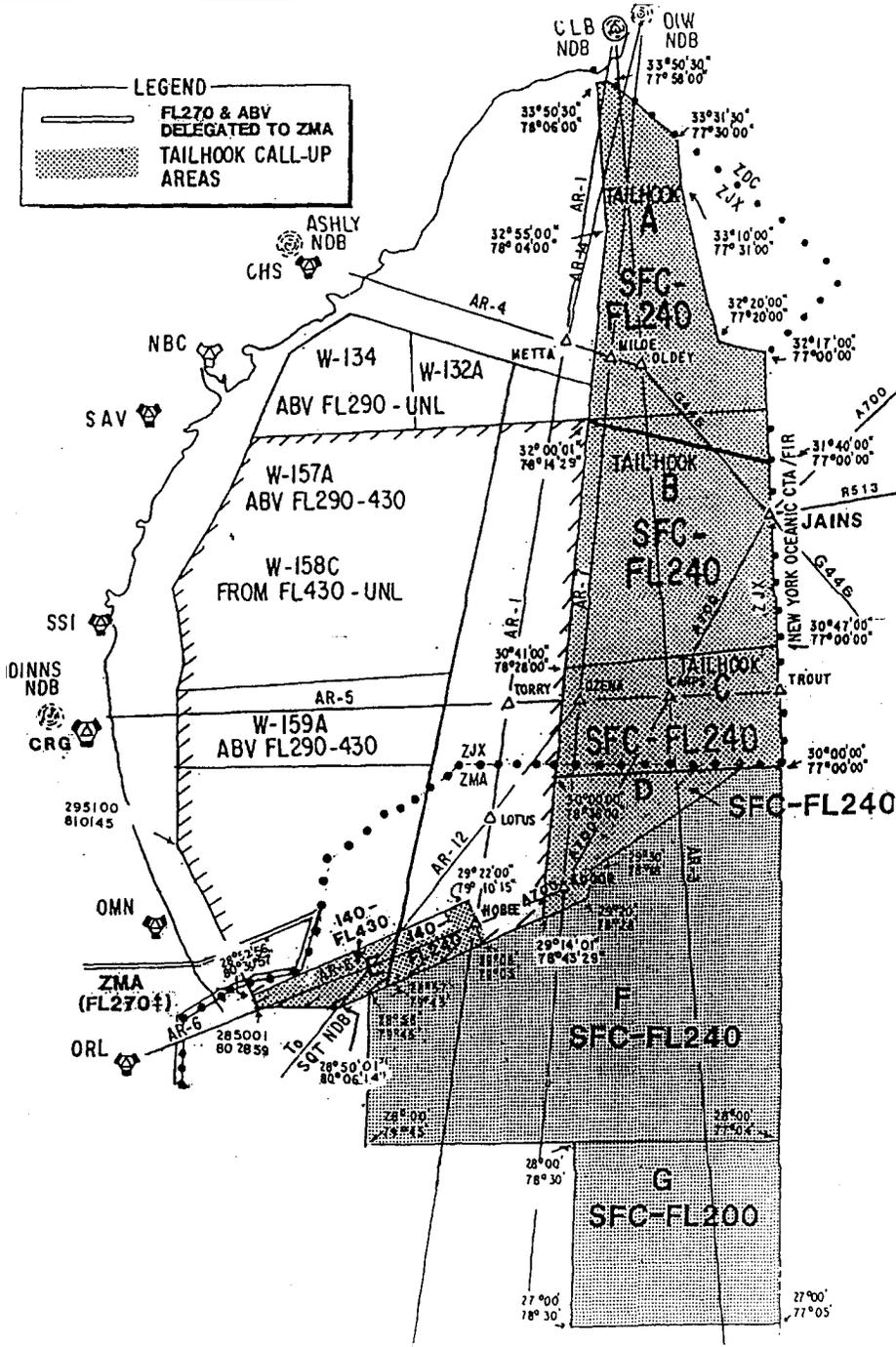
Brunswick VORTAC: SSI, CH 35, VOR 109.8, 31:03.0N, 81:26.8W, 4W variation  
Savannah VORTAC: SAV, CH 74, VOR 112.7, 32:09.6N, 81:06.8W, 1W variation  
Beaufort Tacan: NBC, CH 42, 32:28.7N, 80:43.0W, 5W variation

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



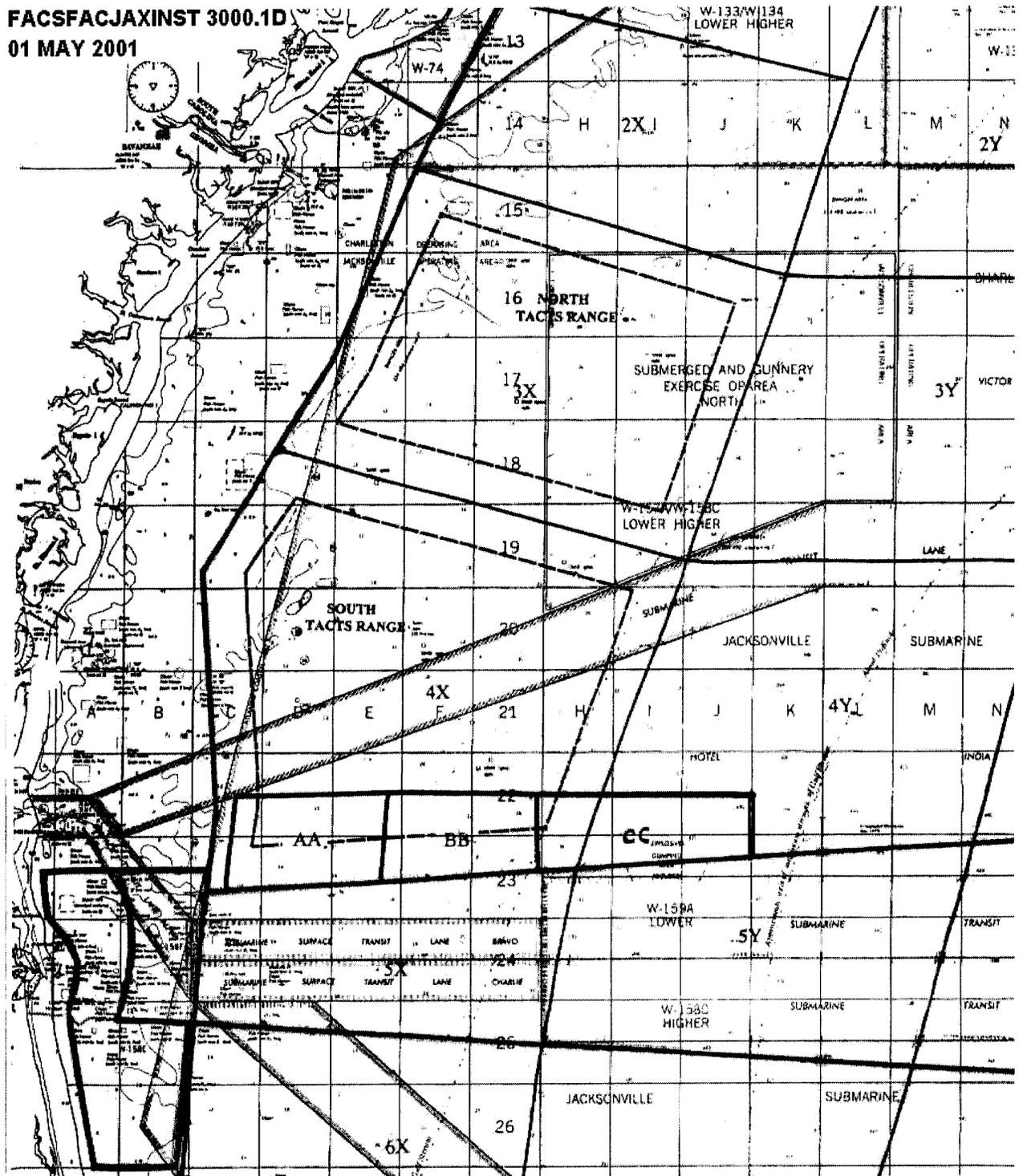
JACKSONVILLE ARTC CENTER, MIAMI ARTC CENTER  
and FACSFACJAX  
LETTER OF AGREEMENT  
TAILHOOK AREAS

EFF: DECEMBER 13, 1990  
REV. 12: JANUARY 30, 1997



FACSFACJAXINST 3000.1D

01 MAY 2001



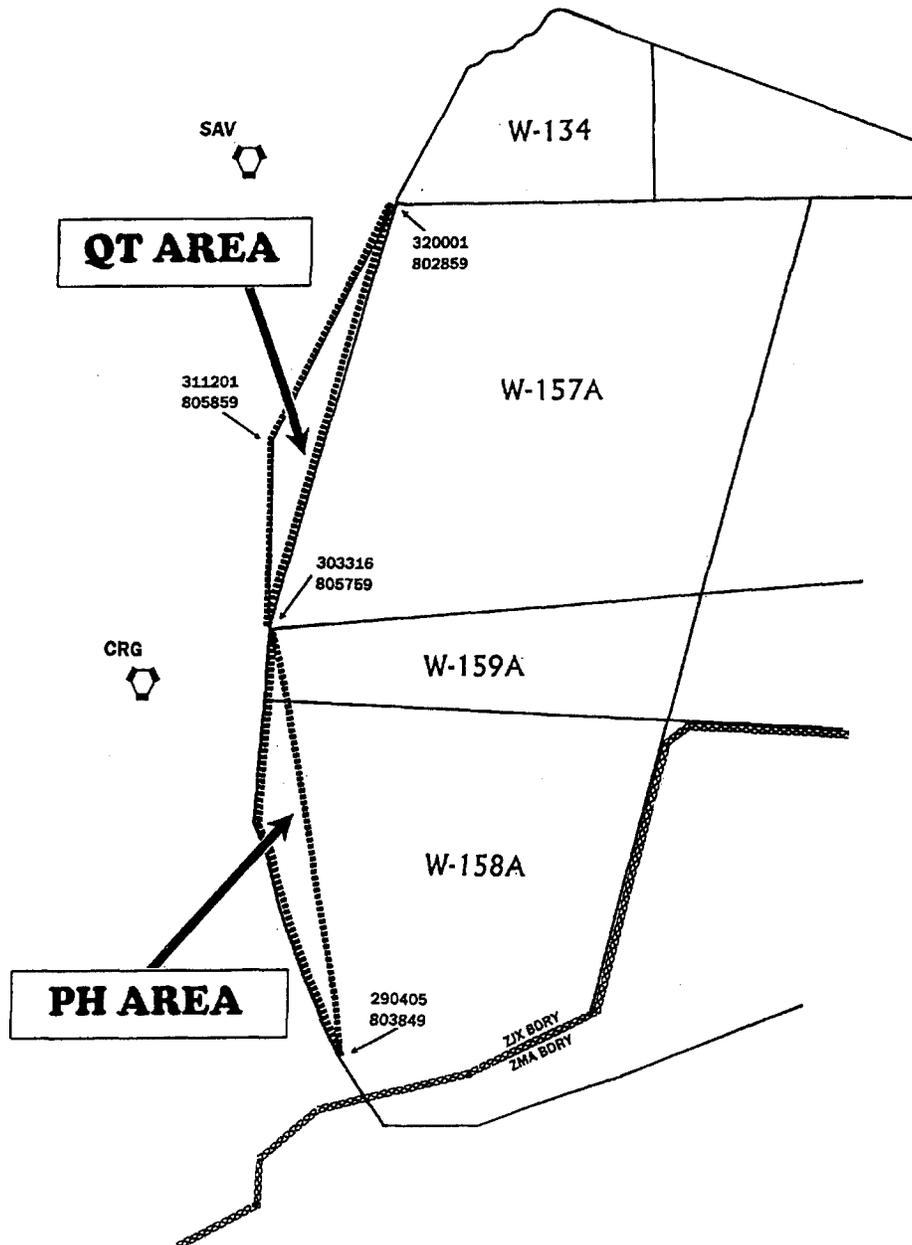
**GUNEX "AA"**  
3045N2 08054W7  
3045N2 08032W3  
3034N0 08033W4  
3033N9 08055W8  
TO BEGINNING

**GUNEX "BB"**  
3045N2 08032W3  
3045N2 08011W0  
3036N2 08011W0  
3034N0 08033W4  
TO BEGINNING

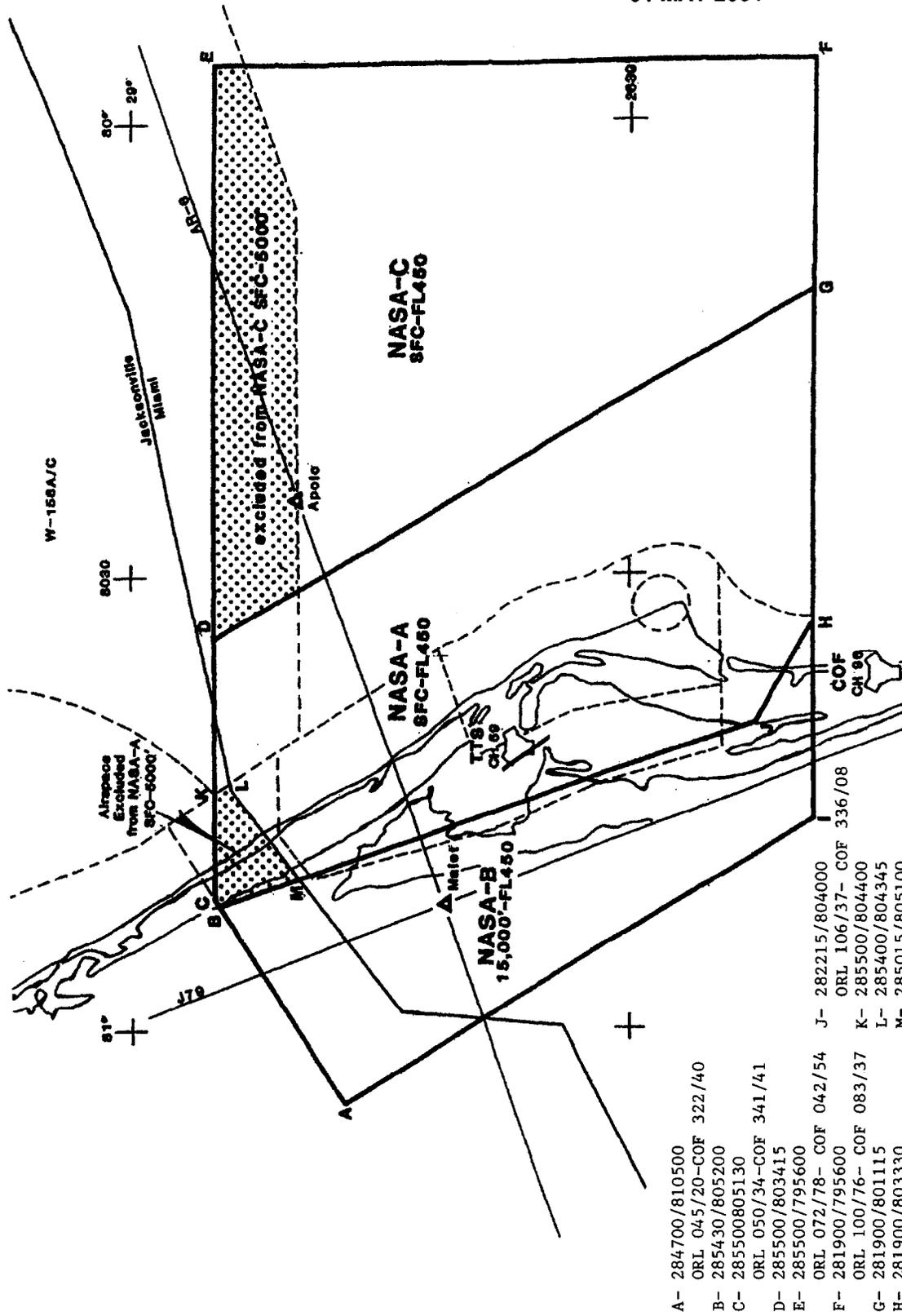
**GUNEX "CC"**  
3045N2 08011W9  
3045N2 07940W0  
3037.5N8 07940W0  
3036N2 08011W9  
TO BEGINNING

JACKSONVILLE CENTER, MIAMI CENTER, and FACSFACJAX  
LETTER OF AGREEMENT  
QT AREA and PH AREA

EFFECTIVE: DECEMBER 13, 1990  
REV 17: JANUARY 11, 2000





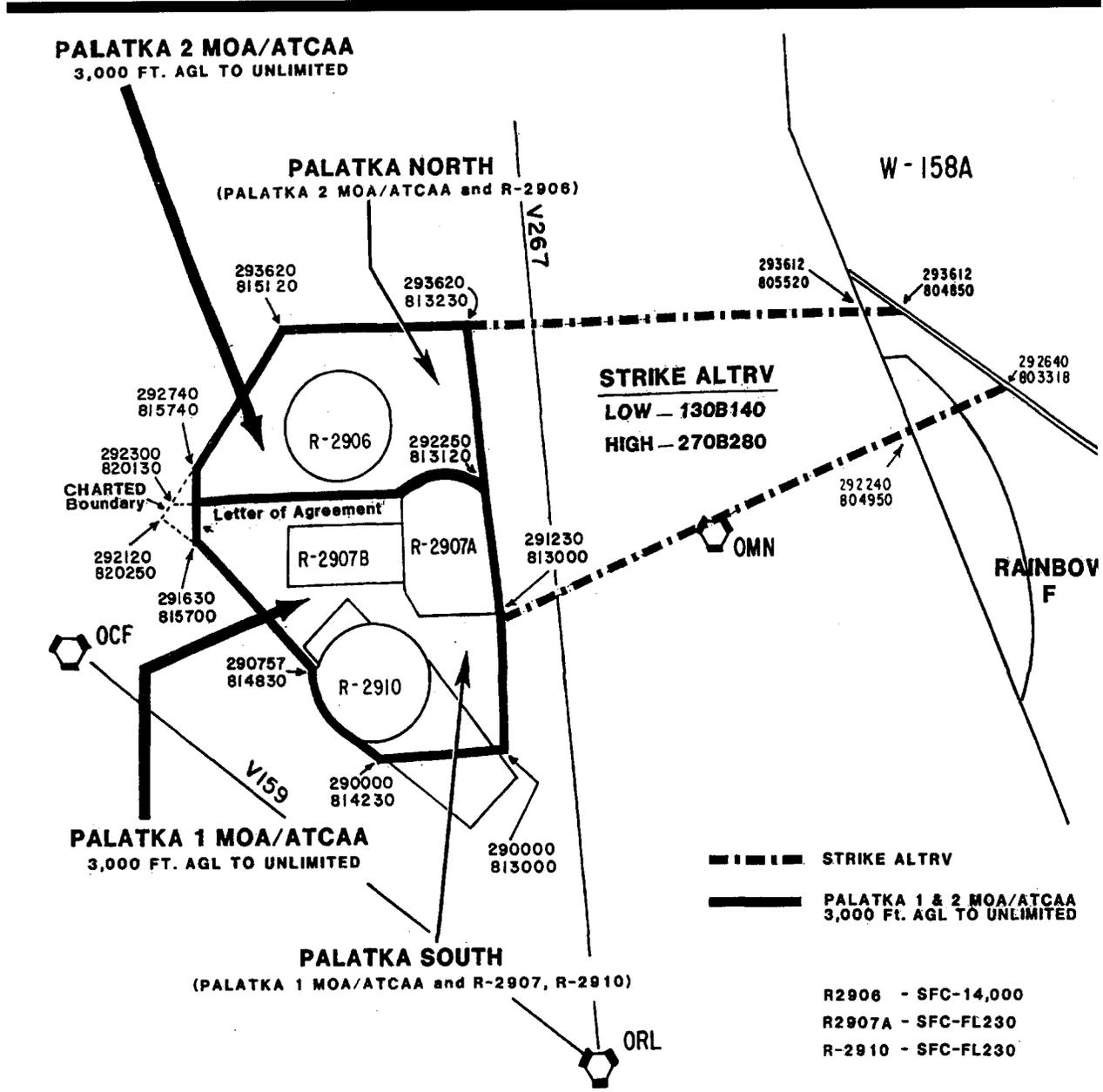


- A- 284700/810500
- ORL 045/20-COF 322/40
- B- 285430/805200
- C- 285500805130
- ORL 050/34-COF 341/41
- D- 285500/803415
- E- 285500/795600
- ORL 072/78- COF 042/54
- F- 281900/795600
- ORL 106/37- COF 336/08
- G- 281900/801115
- ORL 100/76- COF 083/37
- H- 281900/803330
- I- 281900/804630
- J- 282215/804000
- K- 285500/804400
- L- 285400/804345
- M- 285015/805100
- ORL 114/33- COF 295/09

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





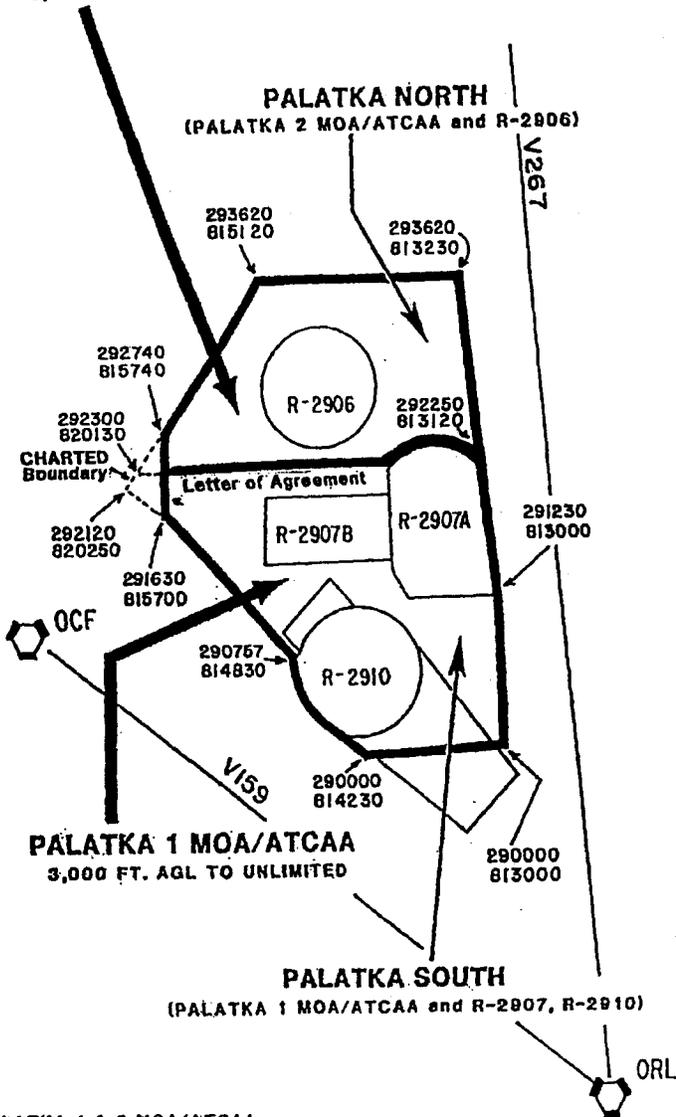
JACKSONVILLE ARTC CENTER, MIAMI ARTC CENTER AND FACSFACJAX

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

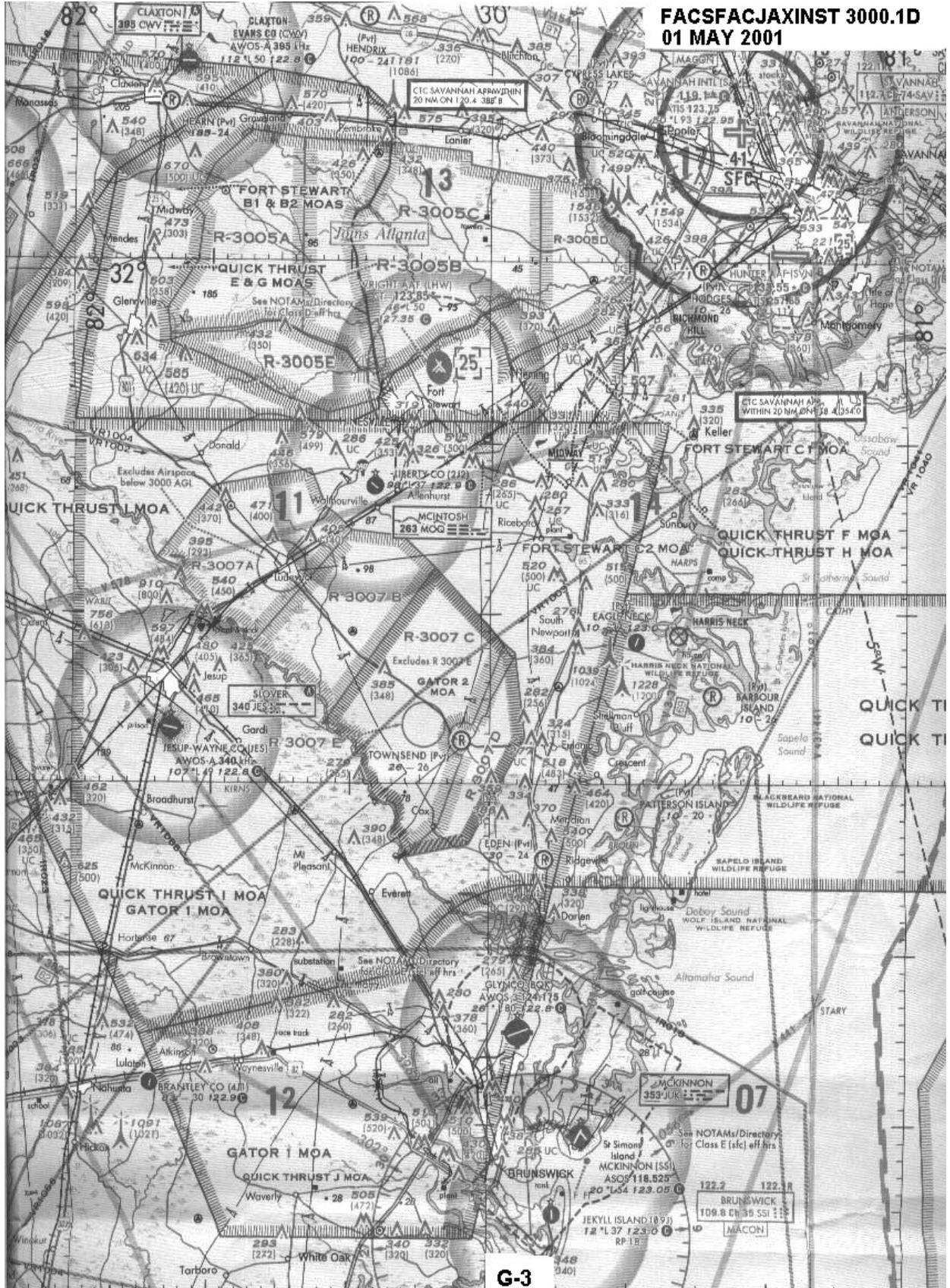


PALATKA 1 MOA/ATCAA  
3,000 FT. AGL TO UNLIMITED

PALATKA SOUTH  
(PALATKA 1 MOA/ATCAA and R-2907, R-2910)

- PALATKA 1 & 2 MOA/ATCAA  
3,000 FT. AGL TO UNLIMITED
- R2906 - SFC-14,000
- R2907A - SFC-FL230
- R-2910 - SFC-FL230

**FACSFACJAXINST 3000.1D**  
**01 MAY 2001**







FACSFACJAXINST 3000.1D  
01 MAY 2001

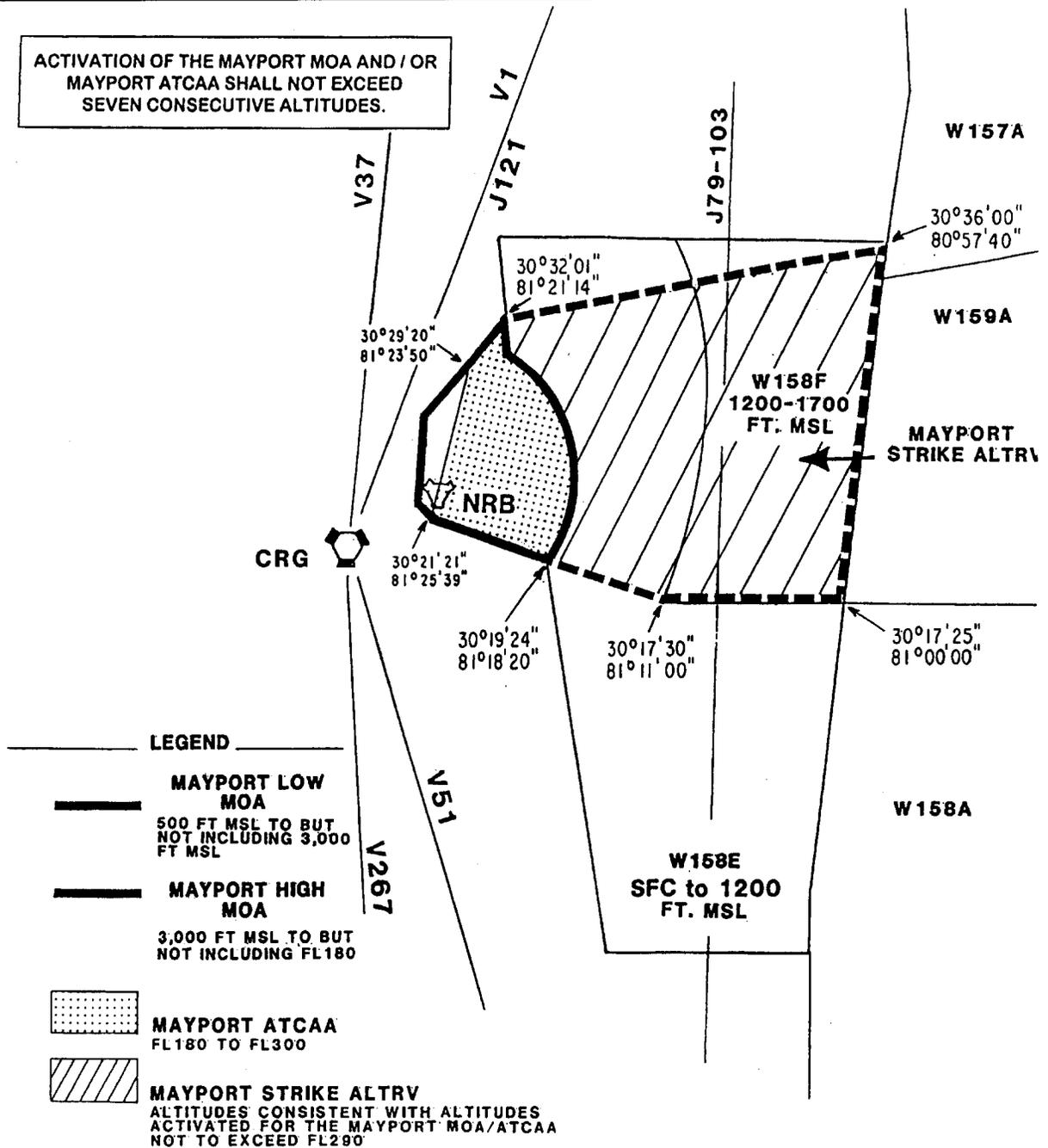
JACKSONVILLE CENTER, JACKSONVILLE ATC TOWER, and FACSFACJAX  
LETTER OF AGREEMENT  
MAYPORT MOA / ATCAA

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

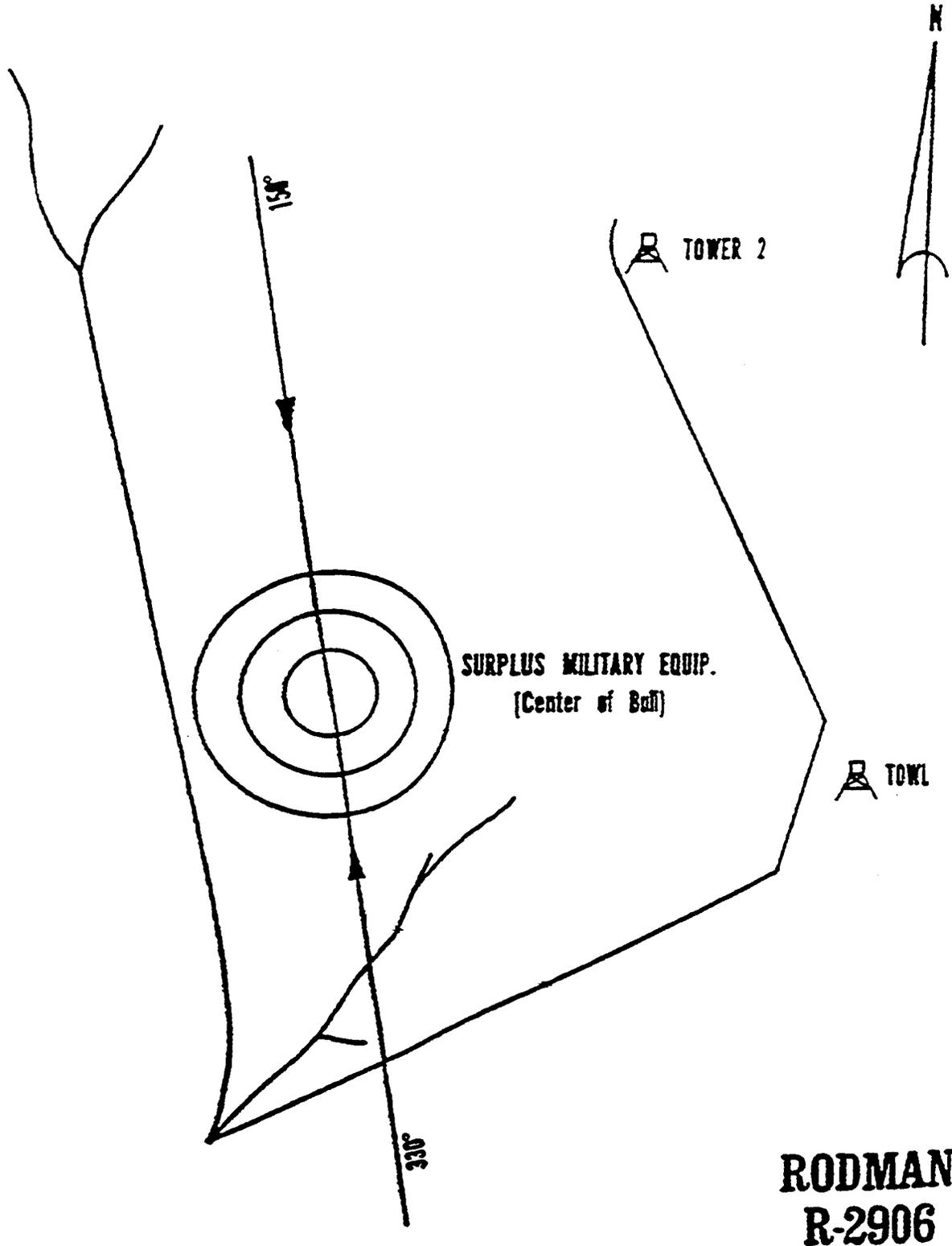
**MAYPORT LOW MOA**  
500 FT MSL TO BUT NOT INCLUDING 3,000 FT MSL

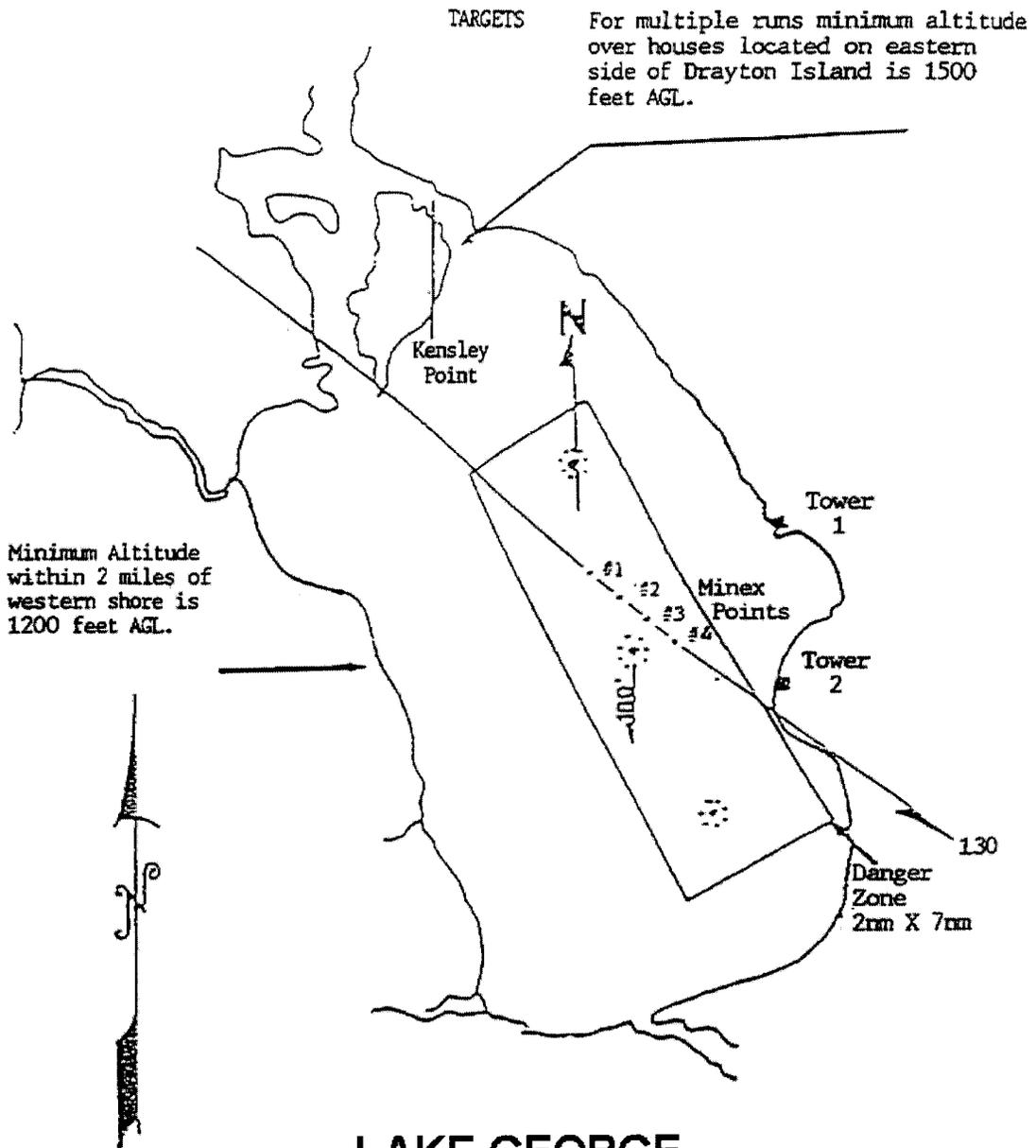
**MAYPORT HIGH MOA**  
3,000 FT MSL TO BUT NOT INCLUDING FL180

**MAYPORT ATCAA**  
FL180 TO FL300

**MAYPORT STRIKE ALTRV**  
ALTITUDES CONSISTENT WITH ALTITUDES ACTIVATED FOR THE MAYPORT MOA/ATCAA NOT TO EXCEED FL290

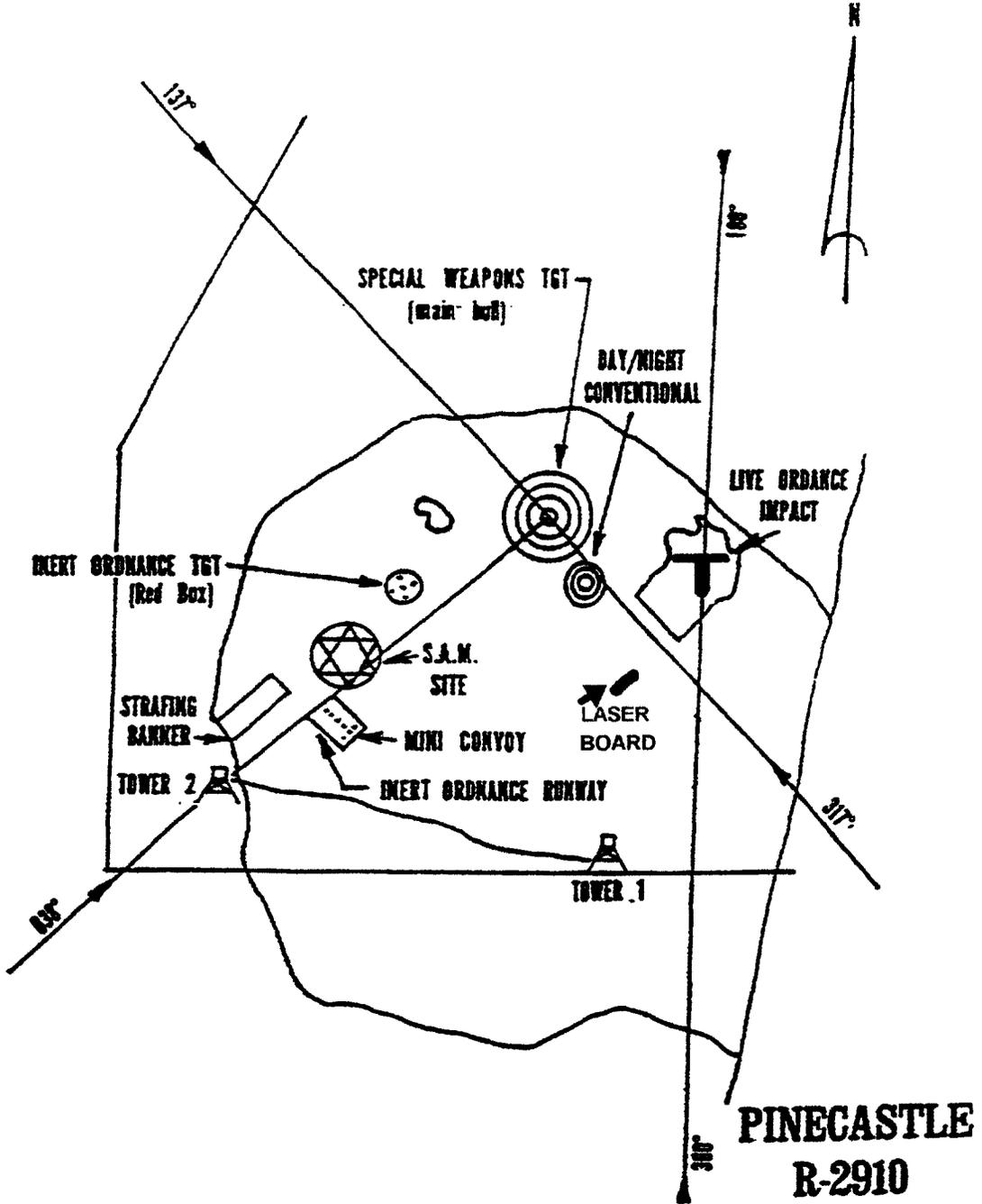
TARGETS

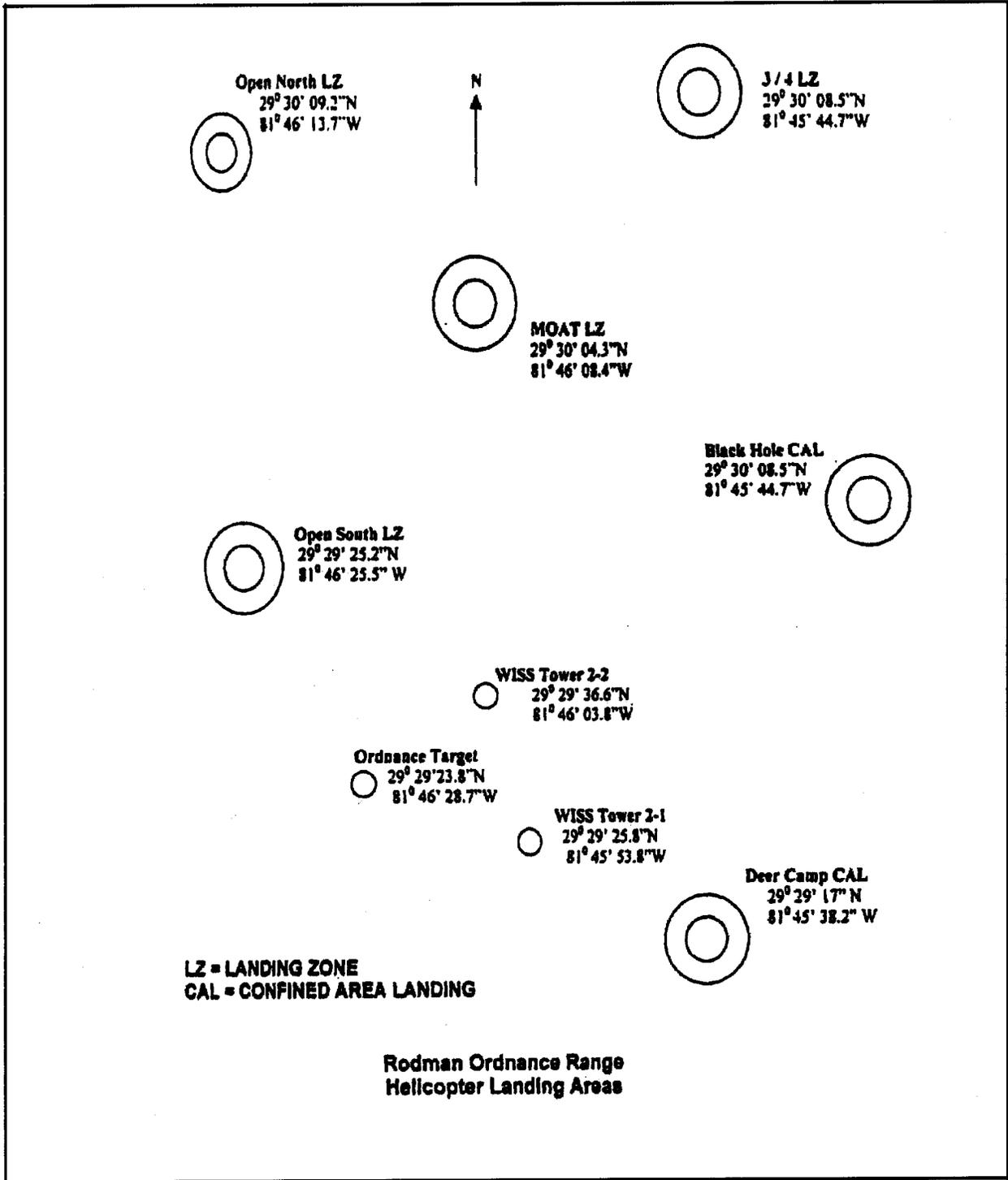




**LAKE GEORGE  
R-2907 A & B**

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

FACSFACJAXINST 3000.1D  
01 MAY 2001

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.

FACSFJAXINST 3000.1D  
01 MAY 2001

(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

FACSFACJAXINST 3000.1D  
01 MAY 2001

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.

FACSFACJAXINST 3000.1D  
01 MAY 2001

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.

FACSFACJAXINST 3000.1D  
01 MAY 2001

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

FACSFACJAXINST 3000.1D  
01 MAY 2001

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).

FACSFACJAXINST 3000.1D  
01 MAY 2001

THIS PAGE INTENTIONALLY LEFT BLANK

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.

FACSFACJAXINST 3000.1D  
01 MAY 2001

(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.

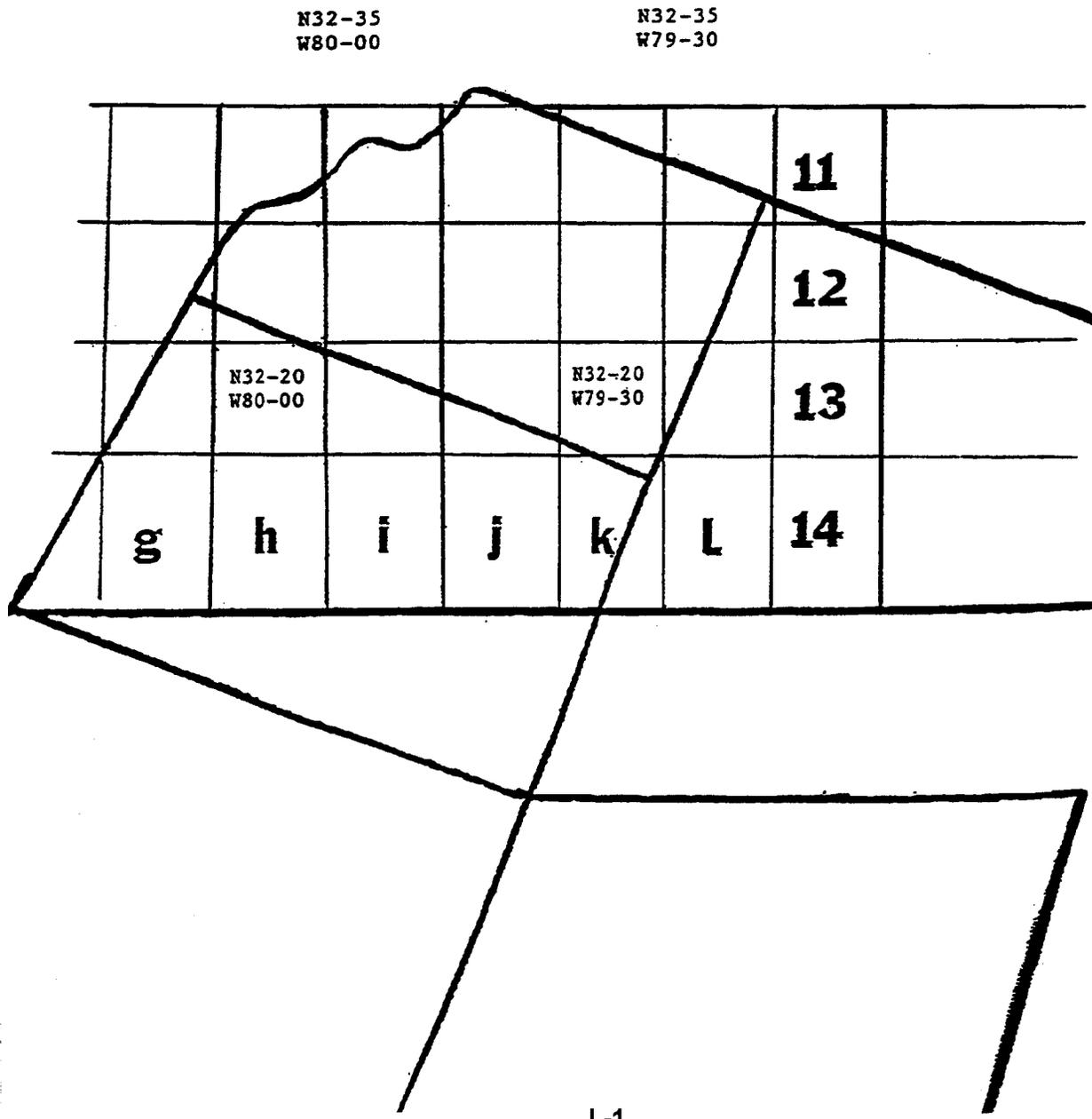
(8) Each facility shall immediately notify the other should they become unable to carry out the procedures in the

FACSFACJAXINST 3000.1D  
01 MAY 2001

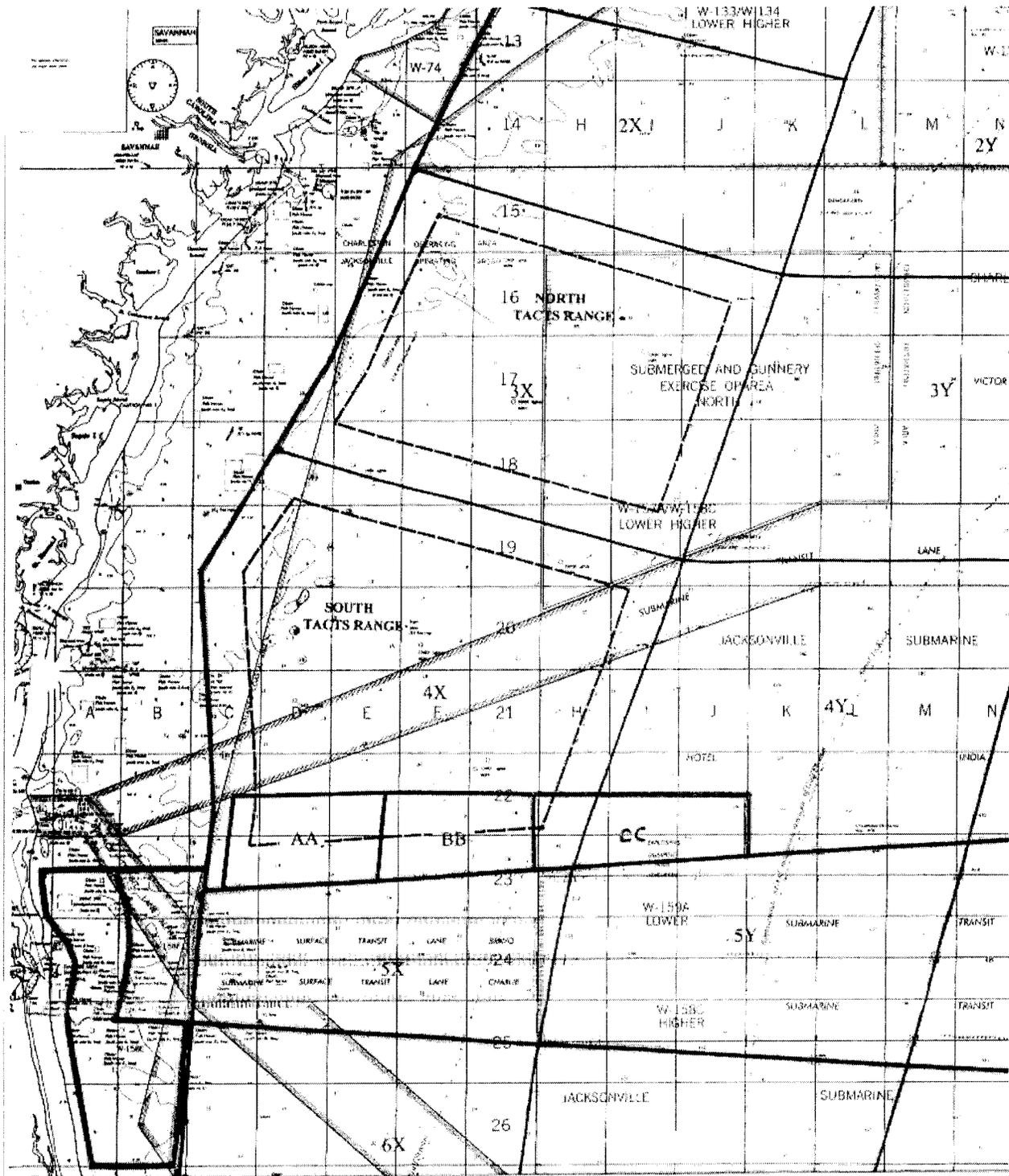
agreement. SEALORD, as the using agency for the Warning Area airspace, has the authority to terminate MRU/ARU control of the mission if the MRU/ARU is unable to comply with the procedures of the agreement.

(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



TACTS



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

FACSFACJAXINST 3000.1D  
01 MAY 2001

THIS PAGE INTENTIONALLY LEFT BLANK