



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.

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

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SNDL Parts 1 and 2

List:

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28J1, 28K1, 28L1, 29A1, 29B1, 29E1, 29F1, 29N1, 29Q1, 29S, 29AA1,
30A, 30B, 30C (LESS: FLEINTROTM GREEN BAY WI), 31A1, 31G1, 31H1,
31I1, 31M1, 31N1, 32A1, 32C1, 32H1, 32N1, 32Q1, 32X1, 32DD1,
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42U1, 42W1, 42W3, 42X1, 42BB1, 42BB3, 42CC1, 42CC3, 42DD1, 42DD3,
42FF1, 42GG1, 42GG3, 42UU1, 42XX, FKP1H, FA 6, FA 7, FA 24, FT
90, FT91, 45A1, 46B, 46C1, 46C3, 46D2, 46D3, 46J

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BURLINGTON, MA 01803

AF REP, NORTHWEST MOUNTAIN REGION, 1601 LIND AVE SW
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AF REP, FAA SOUTHERN REGION, ASO-900, P.O. BOX 20636,
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HQ ANGSC/DOS
ANDREWS AFB, MD 20334-5000

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347 OSS
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PORTSMOUTH, VA 23704-5004

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AVE

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

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COGARD HITRON TEN

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COMMANDER GENERAL, 24TH INF DIV (G-3)
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COMMANDER, 96TH CA BN
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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)
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FT GEORGE G MEADE, MD 20755
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COMJARCC
NAS KEY WEST, FL 33040
COMMANDER, 1ST SOCOM (G3, AFVS-GC)
FORT BRAGG, NC 28307

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FAA

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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.

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- (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° or 137° (+ or - 10°) 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
```

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: COMNAVAIRLANT 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: COMNAVAIRLANT NORFOLK VA//N83G//
Info: FACSFACJAX JACKSONVILLE//31//
COMFITWINGLANT OCEANA VA//30//

c. F/A-18 Aircraft Services

PROVIDER: COMNAVAIRLANT 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

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.

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), 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.

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