



## DEPARTMENT OF THE NAVY

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OPNAVINST 3770.2K  
N88  
17 Sep 07

### OPNAV INSTRUCTION 3770.2K

From: Chief of Naval Operations

Subj: AIRSPACE PROCEDURES AND PLANNING MANUAL

1. Purpose. To issue Department of the Navy (DON) procedures and delineate responsibilities for airspace planning and administration. This instruction has been revised and should be reviewed in its entirety.
2. Cancellation. OPNAVINST 3770.2J.
3. Concept. The competition for airspace between the services and civilian aviation interests mandates the establishment of a focused approach to discharge the responsibilities associated with planning and management of Special Use Airspace (SUA). This manual delineates the management approach and provides reporting requirements for the utilization of airspace and Military Training Routes (MTRs). It directs, to the extent practicable, Air Traffic Control (ATC) oversight of Restricted Areas and Warning Areas that aviation assets use to enhance safety of flight and promote joint usage with the National Airspace System (NAS). It describes the responsibilities of the DON representatives (NAVREPs) to the Federal Aviation Administration (FAA), Regional Airspace Coordinators (RACs), Command Airspace/Range Liaison Officers (CALOs/RLOs), and the Naval Technical Liaison to the United States Air Force (USAF) Airspace Management Course.
4. Reports and Forms
  - a. Reports. Report formats are provided in Annexes C through H.
  - b. Forms. FAA Form 7460-1, Notice of Proposed Construction or Alteration, used in evaluating and tracking possible effects of proposed projects on usage of airspace, is available on the FAA forms web site at <http://forms.faa.gov/>.

  
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Director, Air Warfare

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## CHAPTER 1

### INTRODUCTION

100. GENERAL. For the purposes of this Instruction the terms "Department of the Navy (DON)", "Chief of Naval Operations (CNO)," and "Naval" mean Navy and Marine Corps. Additional information on Marine Corps Ranges and Training Area Management is found in Marine Corps Order (MCO) P3550.10. Military and civil organizations have increasing and competing requirements for airspace - a crucially important limited resource, especially in the continental United States (CONUS) and the adjacent offshore areas. This competition is caused, in part, by emerging technology and the associated cost benefit to commercial air carriers, unconstrained growth in civil aviation, commercial encroachment on traditional sparsely populated areas, the expanding footprint of current weapons systems, and changing tactics. The Department of the Navy (DON) must continue to address the management, acquisition and control of airspace resources with a structured, focused approach in order to retain and expand airspace resources necessary to assure combat readiness. This document establishes the organizational structure and Special Use Airspace (SUA) management policy to provide the foundation for efficient airspace management, which contributes to SUA preservation for future training and readiness.

101. PURPOSE AND SCOPE. This manual addresses aeronautical matters of mutual concern to the DON and the Federal Aviation Administration (FAA). It delineates the duties, functions and interrelationships of the DON Representatives to the FAA (NAVREPs), Regional Airspace Coordinators (RACs), Command Airspace Liaison Officers (CALOs) and Range Liaison Officers (RLOs). Guidance for Navy and Marine Corps commands with airspace requirements is provided along with the methodology and process for developing and updating the Naval Airspace Plan/Project Blue Air. The manual is applicable to all Navy and Marine Corps activities having operational or administrative responsibilities for the use of airspace and navigational aids and to those activities engaged in planning or sponsoring construction projects, which could affect navigable airspace.

102. POLICY

a. The Federal Aviation Act of 1958, hereafter referred to as the Act, as reauthorized by the FAA Reauthorization Act of 1996, charges FAA with ensuring the safe and efficient use of the nation's airspace by military and civil aviation.

b. The FAA is chartered to provide support for all national defense activities associated with the use of the National Airspace System (NAS), including those having an international implication.

c. It is Chief of Naval Operations (CNO) policy to integrate naval air operations into the NAS to the maximum extent possible. CNO subscribes to the concept that all operational and training missions be conducted in a controlled environment without unacceptable derogation of mission.

d. DON activities must recognize the dependence of naval readiness upon a finite resource represented by airspace and its essential connectivity to training by DON air, surface and subsurface units. Accordingly, CNO (N885F) is designated the Executive Lead for all DON airspace, to include Special Use Airspace (SUA). It is also DON policy that, when recommended by the Federal Aviation Administration (FAA) Service Area Headquarters, DON SUA in areas highly congested with commercial and general aviation air traffic should have, to the extent practicable, DON Air Traffic Control (ATC) oversight. The decision to establish the recommended DON ATC oversight rests with CNO (N885F)/CMC (APC). ATC oversight is defined in Appendix I, page I-2.

e. Under the joint-use concept, it is DON policy to release SUA to other users whenever the airspace is not required to support naval missions. Per Appendix F, paragraph 4, using agencies shall ensure that the appropriate controlling agency is advised upon completion or cancellation of range activities within SUA or when portions or block altitudes within an area may be released to the controlling agency for other uses.

f. Joint-use Letters of Procedure/Agreement shall be implemented between the controlling and the using agency in regard to SUA as outlined in Appendix F. In addition,

provisions for preemptive use of warning area airspace by the using agency shall be included.

103. LEGISLATION, EXECUTIVE ORDERS, TITLE 14 OF THE CODE OF FEDERAL REGULATIONS, AND PUBLICATIONS

a. Public Law 85-726, the Federal Aviation Act of 1958, established the FAA and expanded the responsibilities previously held by the Civil Aeronautics Administration. Under the Secretary of Transportation, the FAA Administrator heads the FAA. The FAA Administrator is charged with the management of the NAS.

b. In exercising rule-making authority in matters of airspace use and air traffic rules, the FAA Administrator is normally subject to the provisions of the Administrative Procedures Act (Title 5 U.S.C., Section 551-559). This Act requires prior public notice of intent to undertake or implement an action, which may materially affect the public. Thus, a Notice of Proposed Rule Making (NPRM) is published in the Federal Register, which sets forth the proposal and specifies a period of time in which the FAA will accept comments or suggestions. The proposal may be modified as a result of the comments or suggestions received. If sufficient changes are warranted, the NPRM may be reissued to allow additional public review and comment. Having satisfied the Administrative Procedures Act, the FAA Administrator can proceed to rule making.

c. Title 14 of the Code of Federal Aviation Regulations (14 CFR) and handbooks germane to this manual, which may not be held by all addressees, are listed below:

(1) 14 CFR Part 1. Definitions and Abbreviations - Issues definitions, abbreviations, symbols and rules of construction.

(2) 14 CFR Part 11. General Rule-making Procedures - Prescribes procedures for initiation, administrative processing, issuance and publication of rules, regulations, or orders issued under the authority contained in Section 307(a) of the Federal Aviation Act of 1958, as amended, hereafter referred to as the Act, and other substantive rules, including those applicable to a class of persons, and those addressed to and served on named



persons whenever the Administrator decides to use public rule-making procedures in such a case.

(3) 14 CFR Part 71. Designation of class A, class B, class C, class D, and class E airspace areas; airways, routes, and reporting points.

(4) 14 CFR Part 73. Special Use Airspace - Defines the terms "Using agency", "Controlling agency" and reporting requirements for airspace designated as Restricted Areas, Prohibited Areas and Warning Area airspace established under the guidelines of Special Federal Aviation Regulation (S14 CFR) number 53.

(5) 14 CFR Part 77. Objects Affecting Navigable Airspace - Sets forth the requirements for notice to the Administrator of certain proposed construction or alteration, establishes standards for determining whether the proposed construction or alteration would be an obstruction to air navigation; provides for aeronautical studies of proposed construction or alteration that would exceed the standards in this part to determine its effect on the safe flight of aircraft and the efficient use of airspace. The FAA makes the determination of whether an obstruction is a hazard after consideration of the effect (s) that the obstruction would have on the airspace. 14 CFR Part 77 provides for public hearings on the effect(s) of obstruction(s) to air navigation and provides for establishing antenna farm areas.

(6) 14 CFR Part 91. General Operating and Flight Rules - Describes general operation and flight rules governing the operation of aircraft (other than moored balloons, kites, unmanned rockets and unmanned free balloons, and ultralight vehicles) in the United States.

(7) 14 CFR Part 95. IFR Altitudes - Prescribes activities governing the operation of aircraft under instrument flight rules (IFR) on federal airways, jet routes, area navigation, low or high routes, or other direct routes for which a Minimum Enroute Altitude (MEA) is designated. In addition, 14 CFR Part 95 designates mountainous areas and changeover points.

(8) 14 CFR Part 101. Moored Balloons, Kites, Unmanned Rockets, and Unmanned Free Balloons - Describes operation of moored balloons, kites, unmanned rockets and unmanned free balloons within the National Airspace System (NAS).

(9) 14 CFR Part 103. Ultralight Vehicles - Prescribes rules governing the operation of ultralight vehicles in the United States.

(10) 14 CFR Part 157. Notice of Construction, Alteration, Activation, and Deactivation of Airports - Describes the process for notifying the Administrator of any proposal to establish, reactivate, alter, or deactivate an airport for civil or joint civil/military use. **Note:** CFRs may be viewed at <http://www.gpoaccess.gov/cfr/index.html>.

(11) FAA Order 7110.65 - Air Traffic Control (ATC). Prescribes ATC procedures and phraseology for use by personnel providing Enroute and terminal ATC services.

(12) FAA Order 7210.3 - Facilities Operation and Administration. Provides direction and guidance for the day-to-day operation of facilities and offices under the jurisdiction of the FAA's Director of Air Traffic. (Per NAVAIR 00-80T-114, this order is not applicable to DON ATC Facilities)

(13) FAA Order 7400.2 - Procedures for Handling Airspace Matters. Prescribes criteria and procedures for handling airspace matters and the joint administration of the airspace program.

(14) Regulatory/Non-Regulatory Special Use Airspace Areas. (FAAO 7400.8) Provides a listing of all regulatory and non-regulatory special use airspace areas, as well as issued but not yet implemented amendments to those areas, established by the FAA.

(15) FAA Order 7400.9 - Airspace Designations and Reporting Points. Provides a listing of terminal and enroute airspace area designations and reporting points established by the FAA.

(16) FAA Order 7610.4 - Special Military Operations. Provides for air traffic control planning, coordination, and services during defense activities and special operations (DON utilization and application directed via OPNAVINST 3722.33C).

(17) FAA Order 8020.11 - Aircraft Accident and Incident Notification, Investigation and Reporting. Prescribes procedures for processing aircraft accidents and incidents.

d. Executive Orders

(1) Executive Order 10854 - (Extension of the Application of the Federal Aviation Act of 1958). Extends the application of the Act to those areas of land and water, and the overlying airspace, in which the United States, under international treaty, agreement, or other lawful arrangement, has appropriate jurisdiction or control provided that the Secretary of Transportation, prior to taking any action under this authority, shall first consult with the Secretary of State on matters affecting foreign relations and with the Secretary of Defense on matters affecting national defense. Additional information concerning this executive order is contained in FAA Order 7400.2.

(2) Executive Order 11161 - (Relating to the Certain Relationships between the Department of Defense and the Federal Aviation Administration). Indicates that FAA will function as an adjunct of DOD if it appears that the defense of the United States would require the transfer of certain FAA functions to the DOD in the event of war. The Secretary of Defense and the Administrator of the FAA have been directed to prepare and develop plans, procedures, policies, programs and courses of action in anticipation of the transfer of functions of the FAA to the DOD in the event of war. Additional information concerning this executive order is contained in FAA Order 7610.4.

CHAPTER 2

NAVAL AIRSPACE PLANNING AND MANAGEMENT

200. GENERAL. This chapter outlines SUA planning and management within the DON. Specific attention is placed on the Naval Airspace Plan/Project Blue Air, NAVREPs, RACs, CALOs, RLOs, and the Naval Technical Liaison to the USAF Airspace Management course.

201. NAVAL AIRSPACE PLAN/PROJECT BLUE AIR. The Naval Airspace Plan, in the form of Project Blue Air, an analysis of Navy/Marine Corps airspace utilization and requirements, defines and prioritizes Navy and Marine Corps SUA current and projected requirements. The Naval Airspace Plan/Project Blue Air is the central basis for documentation and justification of all SUA within the DON. This allows for a focused and coordinated approach by the DON in optimizing the use of current airspace resources and competing aggressively for the retention and expansion of airspace resources in the future. This document is produced and updated, in part, by data provided by DON regional airspace plans. The contents of this document will be the foundation input by the DON into the Department of Defense (DOD) Airspace Master Plan. The Naval Airspace Plan specifically addresses:

- a. Documentation and justification of current SUA.
- b. Identification, validation, and prioritization of projected SUA requirements.
- c. Current or projected encroachment of SUA that impacts DON operations and training.
- d. Significant environmental issues that impact current or projected SUA.
- e. Manning and equipment requirements necessary to support management of airspace assets.
- f. Current and projected non - SUA issues that impact DON SUA assets (e.g., FAA Flight Plan, National Airspace System Operational Evolution Plan, FAA Capital Investment Plan, Transition from ground to space based dependence for

Surveillance, Communications and Navigation, Free Flight, Open Skies, Military Training Route (MTR) encroachment, Windmill Farm proposals, etc.)

202. DEPARTMENT OF THE NAVY REPRESENTATIVE

a. Purpose and Authority. The Chief of Naval Operations (CNO) and the Commandant of the Marine Corps (CMC) maintain NAVREP offices at FAA Headquarters in Washington, DC, and at four of the FAA Service Area Headquarters. The NAVREPs at FAA Headquarters provide policy interpretation on national issues. Regional NAVREPs provide liaison between the FAA and DON activities within the regions they represent. NAVREPs provide direct DON policy integration during airspace negotiations at the regional level. NAVREP authority is derived from CNO by this document, with policy guidance and supervision directed from CNO (N885F). NAVREP/FAA offices and regional areas of responsibility are delineated in Appendix B.

b. NAVREP, FAA Headquarters, Washington, DC. The FAA and DON mutually agreed to establish liaison positions following the enactment Federal Aviation Act of 1958. This agreement was implemented by a Memorandum of Agreement (MoA) in May 1977. The Navy and Marine Corps representatives to FAA Headquarters serve as members of the Staff of Vice President of Systems Operations, (ATO-R). They receive guidance from CNO (N885F) and CMC (APC). The tasking for the NAVREPs assigned to FAA Headquarters include:

(1) Advise CNO/CMC on airspace matters. Serve as either the Navy/Marine Corps member or technical advisor to the sponsoring service member of the Special Use Airspace Subcommittee, DOD Policy Board on Federal Aviation (PBFA).

(2) Advise the FAA Administrator, through ATO-R, of DON plans and programs with the potential to impact the FAA.

(3) Coordinate DON airspace issues with representatives from the other services on DOD-wide airspace issues.

(4) Interface with the regional NAVREPs and the RACs to provide DON policy guidance and interpretation on airspace issues.

c. NAVREP, FAA Service Area Headquarters. NAVREPs are established at FAA Service Area Headquarters. Regional NAVREPs provide liaison between FAA and DON activities within their area of jurisdiction. NAVREPs facilitate regional DON/FAA communications and ensure regional DON airspace matters are in concert with national DON policy. The term NAVREP includes Navy and Marine Corps officers and enlisted personnel assigned to these billets. Billets are assigned by CNO/CMC under the direct operational control of CNO (N885F). NAVREPs are exempted from collateral duties to the activity to which they report for administrative support. NAVREPs are not assigned to investigate such matters as sonic booms or jet noise complaints, adjudicate final flight violation reports, secure waivers of noncompliance with 14 CFRs, or develop local instrument approach procedures. Such matters, although related to airspace, are the responsibility of the individual command, CALO, or RAC as appropriate. NAVREP involvement in these matters is limited to technical guidance and procedural assistance.

Service Area NAVREPs and associated administrative support activities:

<u>FAA Service Area</u>	<u>NAVREP</u>	<u>Administrative Support</u>
Eastern/New England	NAVREP-EA/NE ANE-930	NAS JRB Willow Grove
Southern	NAVREP - SO ASO-930	NAS Atlanta, GA (USN) Headquarters and Services Battalion, 4th Force Service Support Group, Marietta, GA (USMC)
Southwest/Central/ Great Lakes	NAVREP-SW/CE/GL ASW-930	PSD Memphis, Millington TN
Western Pacific/ Northwest Mountain/ Alaska	NAVREP WP/NW/AL AWP-930  AWP-930	NB Ventura County, CA (USN)  MCAS Miramar (USMC)

(1) Duties. Service Area NAVREP duties include:

(a) Provide liaison between RACs and FAA Service Area Headquarters. Service Area NAVREPs facilitate RLO/CALO/RAC/FAA Service Area interface and provide direct CNO airspace policy guidance. (See figure 1)

(b) Coordinate regional inter-service airspace issues.

(c) Provide technical advice to RLOs/CALOs/RACs and other DON/DOD activities located within their area of jurisdiction on airspace matters proposed or contemplated by the FAA, which could impact DON interest.

(d) Monitor national and regional plans and programs of sister services, the FAA and the DON to assure coordination is affected with all interested parties.

(e) Review regional airspace related proposals for compliance with applicable regulatory publications.

(f) Forward FAA generated aeronautical studies that impact DON operations to cognizant activities for review and comment.

(g) Review the Federal Register for publication of dockets that may affect DON use of airspace. Information affecting regional DON activities will be forwarded to the appropriate command/RLO/CALO/RAC for comment. DON comments and/or positions on airspace proposals will be forwarded by the NAVREP to the appropriate FAA Service Area (copy to CNO (N885F)). For proposals requesting direct comment to FAA Headquarters Washington DC, a coordinated DON position will be prepared by the cognizant NAVREP and forwarded to CNO (N885F) at least 30 working days prior to the published closing date for comment.

(h) Coordinate, consolidate, and forward regional DON comments to CNO (N885F) with regard to FAA proposals that require processing under the provisions of Executive Order 10854. Comments are appropriate only with respect to the international airspace aspects of a proposal. Issues concerning domestic airspace will be addressed if a proposal is published as a Notice of Proposed Rule Making (NPRM). CNO (N885F) will

formulate DON positions regarding such proposals. The DOD will make the final determination as to whether the proposal is consistent with the requirements of national defense.

(i) Report to CNO (N885F) all severe ATC hazards/operational errors, aircraft mishaps including near/actual midair collisions, and any other aviation related matters involving DON aircraft or facilities, which could generate media or national interest.

(j) Provide quarterly reports on significant issues and areas of concern to CNO (N885F) with copies to the cognizant Naval/Marine Corps Regional Command, ATC Type Commander (TYCOMs), RAC and support activities. Using agencies may be provided a copy upon request.

(k) Collect, review, consolidate and validate regional airspace plans. Provide feedback to the RAC, as required, ensuring compliance with the outline provided in Appendix H. Forward to CNO (N885F), with a copy to appropriate TYCOMs, no later than 31 March.

(l) Forward annual MOA/Restricted Area and MTR utilization reports to FAA Regional Headquarters, Chief, Air Traffic Division not later than 31 January.

(m) Ensure compliance with environmental provisions of DOT/DOD Memorandum of Understanding (MOU(s)) where appropriate.

(n) Coordinate with appropriate Regional Naval Facilities Engineering Command (NAVFAC) concerning content of airspace related environmental documentation (i.e., CAT-EX, EA, EIS, FONSI, ROD, etc.).

(o) Attend public meetings/hearings associated with DON regional airspace related actions.

(p) Conduct preliminary investigation and provide command and CNO (N885F) notification of alleged 14 CFR violations. NAVREP preliminary investigations will be limited to forwarding FAA Daily Administrators Report regarding pilot deviations to CNO (N885F), forwarding related FAA Form 8020-



17/18 to CNO (N885F) and associated command element, and providing CNO with command point of contact for follow-on investigation as may be required.

(q) Review proposed letters of agreement/ procedure as requested by RLOs/CALOs/RACs.

(r) NAVREP relationships within the DON Airspace administrative structure are depicted in Figure 1. Direct formal communications with CNO (N885F), RAC, CALO, and RLO is represented by a solid line and informal communications and information sharing is depicted with a dashed line. Informal coordination and communication with the appropriate Type Commander and Naval/Marine Corps regional representatives shall occur as necessary.

(s) Monitor international issues that may impact DON.

(2) Visit support. NAVREPs visiting commands on official business, either with the command or with another agency in the area, shall be accorded the maximum assistance possible in the performance of their duties. Such assistance may take the form of, but is not limited to, clerical services, local and long distance telephone services, internet services, and provisions for billeting.

(3) NAVREP Funding

(a) NAVREPs shall forward funding requirements to CNO (N885F) by March 1 for the fiscal year that begins 18 months later (e.g., requirements for FY-08 will be submitted by 1 March 06). Include the total amount requested, personnel supported, and a complete list of estimated expenditures. Justify increases to funding requirements. It is expected that thorough planning will keep requests for increased funding to a minimum.

(b) NAVREP SO (ASO-930) shall ensure funding submissions in requirements in support of the Naval Technical Liaison to the USAF Airspace Management Course.

(c) CNO (N885F) shall review, consolidate, and forward NAVREP funding requirements to NAVRESFOR via CNO (N88), Director, Air Warfare. NAVRESFOR obtains the Operations and Maintenance, Navy (O&M,N) resources from CNO. The resources are

then allocated by NAVRESFOR to the commands from which the NAVREPs receive administrative and fiscal support. NAVREP funds are to be "fenced" and are not to be reduced or reassigned without coordination and approval of CNO (N885F).

203. REGIONAL AIRSPACE COORDINATOR (RAC)

a. Responsibility. RACs serve as the DON focal point and central clearinghouse for all airspace, to include SUA, matters that pertain to any DON airspace related activity within their regional area of cognizance. All airspace issues that impact SUA/MTR activities shall be coordinated through the cognizant NAVREP.

b. Designation. RACs, and the CALOs and RLOs assigned to their cognizance, are listed in Appendix B. RAC assigned SUA responsibilities are listed in Appendix G. NAVREP/RAC/CALO/RLO relationships are illustrated in Figure 1.

c. Duties. RAC duties include:

(1) Monitor DON airspace, to include SUA, within their geographic area of cognizance. Scheduling priorities are determined by Fleet Commander directives as coordinated and agreed upon between the military services involved. Scheduling and/or control of specific airspace, such as priorities associated with a training range, shall be the using agency's responsibility.

(2) Maintain copies of annual SUA utilization reports provided by CALOs for a minimum of three years. Submit annual SUA reports to NAVREP NLT 01 Jan.

(3) Serve as coordinator for all DON SUA/MTR issues within their regional area of cognizance. In this capacity, the RAC serves as the regional spokesperson in SUA/MTR issue liaison with non-DON activities. To ensure coordination with DON-wide airspace policy, liaison, via the NAVREP, with the FAA at the Service Area headquarters.

(4) Monitor all inter-service and FAA letters of agreement (LOAs) that involve DON SUA issues within their regional area of cognizance.

(5) Monitor regional airspace encroachment concerns. Maintain an awareness of national issues, including legislation, which could impact current and planned airspace related initiatives. Provide liaison in coordination with the NAVREP/sister services and other supporting activities to local community/state agencies involved in airspace issues. Environmental impact issues will be coordinated by the RAC with the appropriate regional NAVFAC and appropriate NAVREP.

(6) Collect, review, and consolidate all regional airspace requirements for submission to higher authority. Include all proposals to add, modify, or delete SUA within purview. A prioritized annual submission of all emerging requirements for airspace will be submitted via the regional airspace plan outlined in Appendix H. Submit to the appropriate NAVREP annually not later than 28 February.

(7) Monitor and coordinate Open Skies Treaty compliance, as required.

(8) RAC relationships within the DON airspace administrative structure are depicted in Figure 1. Direct formal communications with CNO (N885F), NAVREP, and CALO is represented by a solid line and informal communications and information sharing is depicted with a dashed line. Informal coordination and communication with the appropriate Type Commander and Navy/Marine Corps regional representatives shall occur as necessary.

#### 204. COMMAND AIRSPACE LIAISON OFFICER (CALO)

a. Responsibilities. CALOs are appointed by air station Commanding Officers to represent the interests of their commands and assigned flying units on SUA and other airspace issues. The CALO is the command's resident authority on airspace matters. CALOs conduct liaison with local FAA facilities on local routine airspace matters. They maintain direct liaison with the appropriate RAC, NAVREP and Range Liaison Officer (USMC only), and with other organizations within the command to ensure coordination of DON airspace policy within their airspace. They ensure copies of all pertinent command correspondence are forwarded to the appropriate RAC for information and/or review. CALOs are responsible for coordinating administrative airspace functions. The term "Command" does not imply CALO operational command authority over RLOs or assigned RLO SUA.

b. Designation. Commands listed in Appendix B, other than RLOs, RACs and NAVREPs, shall designate a CALO in writing (refer to paragraph 701 and Appendix C). Due to the unique nature and intricacies involved in airspace negotiations with the FAA, the designated CALO will be the ATC facility officer. In those locations where an air station is co-located with a non-air station command or where an air station ATC facility can provide ATC services remotely, the air station ATC facility officer will be designated the CALO. A copy of the CALO designation letter shall be provided to the appropriate Navy/Marine Regional Commander ATC TYCOM, NAVREP, RAC and, as required, RLO.

c. Duties. CALO duties include:

(1) Provide direct liaison to the appropriate RAC and NAVREP on airspace initiatives envisioned or initiated by the command they represent.

(2) Document and maintain usage data of all SUA controlled or scheduled by the command(s) they represent. Submit annual usage reports of MOA/Restricted Area and MTRs to the RAC NLT 1 December. Refer to Chapter 7.

(3) Review all FAA-generated aeronautical studies, obstacle evaluations, or proposed landing zone evaluations within the command's airspace to determine the impact on the command's facilities, navigational aids and landing systems, instrument procedures, airspace, or mission capabilities.

(4) Initiate SUA or MTR proposals/modifications. Coordinate with the RAC prior to submission. Include permanent changes due to changing operational requirements and temporary SUA modifications for exercises.

(5) Coordinate the command's airspace issues with appropriate organizations within the command (i.e., public affairs, environmental, legal, etc.)

(6) Represent the RAC or NAVREP at local airspace related coordination meetings, when requested.

(7) Develop and update annually, a local airspace plan using the format in Appendix H and forward to the appropriate RAC annually by 15 December.

(8) CALO relationships within the DON airspace administrative structure are depicted in Figure 1. Direct formal communications with CNO (N885F), NAVREP, and RAC is represented by a solid line and informal communications and information sharing is depicted with a dashed line. Informal coordination and communication with the appropriate Type Commander and Naval/Marine Corps regional representatives shall occur as necessary.

205. RANGE LIAISON OFFICER (RLO) (USMC Only)

a. Responsibilities. RLOs are appointed by the Commanding Officer of USMC non-air station commands to represent the interests of their commands and non-flying units on SUA issues. RLOs will coordinate with appropriate CALOs for all airspace issues because of the potential impact hazardous activities could have on the National Airspace System. However, this does not preclude the RLO from submitting a daily range schedule to the controlling agency and, after coordination with the appropriate CALO, coordination with the RAC and NAVREP on DON airspace policy regarding RLO assigned SUA. RLOs ensure copies of all pertinent non-air station command airspace correspondence is forwarded to the appropriate CALO and RAC for information and/or review.

b. Designation. Non-air station commands listed in Appendix B, other than CALOs, RACs and NAVREPs, shall designate a RLO in writing (refer paragraph 701 and Appendix C). The RLO will be the non-air station command Range Control Officer. A copy of the RLO designation letter shall be provided to the appropriate Navy/Marine Regional Commander ATC TYCOM, NAVREP, RAC, and CALO.

c. Duties. RLO duties include:

(1) Provide direct liaison to the appropriate CALO, and coordination with the RAC and NAVREP, on SUA initiatives envisioned or initiated by the non-air station command they represent.

(2) Document and maintain usage data of all SUA controlled or scheduled by the non-air station command they represent. Submit annual usage reports of MOA/Restricted Area and MTRs to the CALO NLT 1 December. Refer to Chapter 7.

(3) Review all FAA-generated aeronautical studies, obstacle evaluations, or proposed landing zone evaluations within the non-air station commands SUA to determine the impact on the non-air station command's facilities or mission capabilities.

(4) Initiate SUA or MTR proposals/modifications. Coordinate with the CALO and RAC prior to submission. Include permanent changes due to changing operational requirements and temporary SUA modifications for exercises.

(5) Coordinate the non-air station command's SUA issues with appropriate organizations within the non-air station command (i.e., public affairs, environmental, legal, etc.) and CALO.

(6) Develop and update annually, a local SUA plan using the format in Appendix H and forward to the appropriate CALO annually by 15 December.

(7) RLO relationships within the DON airspace administrative structure are depicted in Figure 1. Direct formal communications with CNO (N885F), NAVREP, RAC, and CALO is represented by a solid line and informal communications and information sharing is depicted with a dashed line. Informal coordination and communication with the appropriate Type Commander and Naval/Marine Corps regional representatives shall occur as necessary.

206. NAVAL TECHNICAL LIAISON TO THE USAF AIRSPACE MANAGEMENT COURSE

a. Purpose. A Navy air traffic control specialist (E-7 or above) with an extensive background in airspace-related issues, and qualified as an instructor with a 9502 NEC, shall be assigned to the United States Air Force (USAF) Airspace Management Training Function (AMTRF), Keesler AFB, Biloxi, MS, to serve as the naval technical liaison. This individual shall provide information concerning naval air traffic control and airspace initiatives and assist the AMTRF in performing their airspace management education and assistance duties.

b. Duties and Responsibilities. Duties include but are not limited to:

(1) Provide direct technical liaison between CNO (N885F) and Airspace Management Course (AMC) on policy and procedures.

(2) Provide input to AMC concerning Plans of Instruction (POI) and courseware development.

(3) Augment AMC USAF personnel performing instructor duties in both resident and mobile airspace management courses and maintain USN instructor qualification requirements.

(4) Assist DON installations, air traffic control and operational flying units on technical airspace management questions/problems by researching appropriate documents.

(5) Serve as focal point for DON units submitting recommendations on curriculum development.

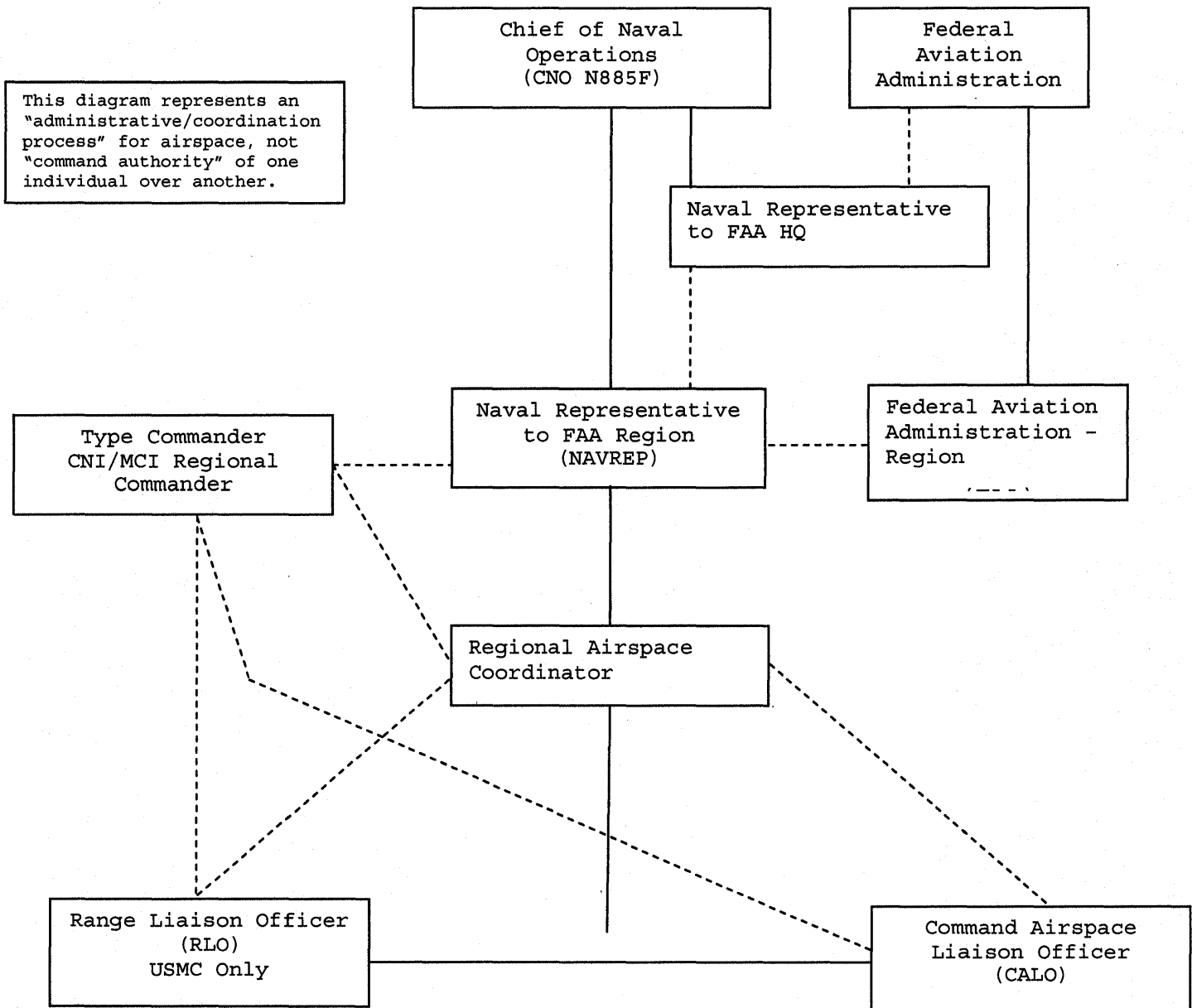
(6) Attend airspace management conferences in response to invitations, on a not-to-interfere with normal duties basis, as directed by CNO (N885F). The Naval Representative assigned to the FAA Southern Service Area Headquarters (ASO-930) shall provide funding to support this liaison function.

(7) Provide quarterly situation reports to CNO (N885F) via NAVREPSO.

c. Support. The billet of Naval Technical Liaison to the USAF Airspace Management course is administratively assigned to the Center for Naval Aviation Technical Training Unit (CNATTU), Keesler AFB. The reporting senior for fitness report purposes is the Commanding Officer, Center for Naval Aviation Technical Training Unit (CNATTU), Keesler AFB.

Figure 1

DON Airspace Administrative Structure





## CHAPTER 3

### RULE MAKING AND NON-RULE MAKING PROCEDURES

300. GENERAL. Rule making cases are those requiring rules, regulations and orders relating to the use or assignment of navigable airspace. Cases include the designation, alteration, or revocation of federal airways, Class A through G airspace, terminal control areas, jet routes, and restricted areas, as well as 14 CFRs and other matters not specifically within the purview of this manual.

301. AIRSPACE PROPOSAL. The first formal document in the rule making process is the proposal or written request for airspace action submitted by any person or agency. The FAA reviews the proposal and issues a notice of proposed rule making or letter of rejection. All DON activities shall submit airspace requests and proposals as depicted in Figure 1.

302. NOTICE OF PROPOSED RULE MAKING. The Notice of Proposed Rule Making (NPRM) is a public notice by the FAA that it is considering the adoption of a rule, regulation, or order relating to the designation, alteration, or revocation of airspace. It initiates procedures by which the interested persons or agencies may participate in the rule making process by presenting views and facts concerning the proposed action. The notice contains enough information so that the other persons or agencies may know the airspace problem under consideration with the proposed solution. It also advises interested persons and agencies how and where views may be stated. The notice is required by law to be published in the Federal Register. Accordingly, all persons are presumed to have been notified. Normally, 45 days are allowed for the submission of written data, views, comments or arguments to the FAA.

303. FEDERAL AVIATION ADMINISTRATION RECORDS/DOCKET. The official FAA records pertaining to a particular case are assembled in a docket, which is assigned an identifying number. The dockets are maintained by the FAA and are available to the public. The Federal Register can be viewed at <http://www.gpoaccess.gov/fr/index.html>.

304. PUBLIC HEARING. In controversial cases, the FAA may determine that a public hearing is desirable. The FAA will announce the time and place for a hearing in the Federal

Register. This may occur before or after the NPRM is issued. Interested persons and agencies have a choice of submitting their views in writing, appearing in person at the hearing, or both. A verbatim record is kept at a hearing. FAA Order 7400.2, Procedures for Handling Airspace Matters, contains details.

305. INFORMAL AIRSPACE MEETING. An informal airspace meeting is the most commonly used forum for hearing opposing views preliminary to reaching a decision on FAA matters of a controversial nature. The proceedings are less formal than a hearing and a verbatim record is optional.

306. AERONAUTICAL STUDY

a. Aeronautical studies are performed for both rule making and non-rule making proposals. This includes prohibited area, restricted area, MOA, and warning area proposals. Aeronautical studies are not required for proposals which reduce or revoke Special Use Airspace.

b. Aeronautical studies are most commonly conducted when determining effects of proposed construction on navigable airspace. 14 CFR Part 77, Subpart D "Aeronautical Studies of Effect of Proposed Construction on Navigable Airspace" provides detailed information.

c. Petitions to the FAA Administrator for review, extension, or revision of determinations issued by FAA regional officials shall be submitted to CNO (N885F) via the cognizant NAVREP. Guidance for preparation of petitions is contained in 14 CFR Part 77, for objects affecting navigable airspace and in 14 CFR 11 for other rule, non-rule proposals, and exemption requests.

d. Petitions to the FAA Administrator for reconsideration of an FAA Headquarters administrative denial, returned via a regional office/NAVREP, shall be submitted to CNO (N885F) via the chain of command, with a copy to the cognizant NAVREP. Guidance for preparation is the same as Paragraph 306c.

307. DISPOSITION OF PROPOSALS. After the closing date for submission of comments, or after a hearing, the FAA will issue a rule, regulation, or order that will be published in the Federal Register and other appropriate publications so the proponent and

public will be informed. Conversely, the FAA may issue a notice of denial that will be forwarded to the person or agency making the proposal.

308. NON-RULE MAKING CASES. Non-rule making cases are those in which the FAA has authority to take final action, but normally does not issue a rule, regulation, or order. These cases do not involve the specific assignment of airspace but do include matters pertaining to the following:

a. Warning Areas, Controlled Firing Areas (CFAs), MOAs, Alert Areas, or other areas within which the activities to be conducted warrant public notification.

b. Establishment, relocation, modification or discontinuance of navigational aids.

c. Proposed construction or alteration of ground structures for which public notice was given in accordance with 14 CFR Part 77.

309. NON-RULE MAKING AIRSPACE PROPOSAL. The first formal document in the non-rule making process is the proposal or written request for airspace action submitted by any person or agency. The FAA reviews the proposal and issues the results of an aeronautical study identified by a docket number or a letter of rejection. All DON activities shall submit non-rule making airspace proposals as depicted in Figure 1.

310. EMERGENCY EXEMPTION. If, as a result of enemy attack on the United States, communication with Washington headquarters of FAA is or may be disrupted or materially impaired, petitions for exemptions from any rule issued under Titles III or IV of the Federal Aviation Act of 1958 (air safety rules and air traffic and airspace rules) may also be filed at the nearest FAA Regional Office, air traffic control facility or office, Flight Standards District Office, Aircraft Certification Directorate, Aircraft Certification Office, International Filed Office, or FAA Representative in the Europe, Africa, and Middle East Region, or in the Pacific Region. The procedural requirements of 14 CFR subpart 11.53, 11.71 and 11.91 and the publication and comment procedures of 14 CFR subpart 11.27 need not be followed. Under these emergency conditions, the FAA inspectors or officers in charge of these offices may grant, in whole or in part and subject to such reasonable conditions or limitations, such

exemptions or may deny petitions for such exemptions; may issue such exemptions to named persons or in a blanket on their own initiative; and may limit or terminate exemptions so issued by them or by offices whose jurisdiction they may have assumed. Exemptions issued under these circumstances are at all times subject to modification and termination by the Regional Administrator or Acting Regional Administrator or office in charge of the region concerned, subject to the ultimate action by the Director of Acting Director of the Service concerned.

311. WAIVER OF 14 CFR PART 91. FAA Order 7210.3 prescribes standards, procedures and guidelines for the issuance or denial of waivers of flight rules governing the operation of aircraft within the U.S. (Subpart B to 14 CFR Part 91). It also prescribes standards, procedures and guidelines applicable to aerial demonstrations of an acrobatics nature. A certificate of waiver or authorization (FAA Form 7711-1) constitutes a waiver of only those specific regulations to the degree stated and for the period of time specified in the certificate. It does not constitute a waiver of any state law or local ordinance. A waiver may be canceled at any time by the Administrator, by those persons authorized to issue such a waiver, or by the representative designated to monitor the operation. FAA Form 7711-2, Certificate of Waiver or Authorization Application can be obtained at <http://forms.faa.gov/forms/faa7711-2.pdf>.

CHAPTER 4

AIRSPACE FOR MILITARY OPERATIONS

400. GENERAL

a. The following discussion outlines procedures for planning and requesting airspace for military operations. All requests for airspace, or a DON position with respect to FAA proposals involving airspace, must be developed within commands by firm, factual, substantial information and realistic comments that are self-supporting. Written requests for airspace based solely on planning directives are not acceptable. Direct contact should be made with the appropriate RAC and/or NAVREP for airspace requirements not covered in this manual or for additional information and guidance.

b. The FAA recognizes that the military has a continuing requirement to conduct certain training activities within airspace as free from other aircraft as practicable. In order to satisfy military airspace requirements, the FAA developed three categories of airspace areas for military operations. They are SUA, Air Traffic Control Assigned Airspace (ATCAA), and Airspace for Special Use. Paragraphs 401-404 address these airspace areas and periodic meetings between the DON and FAA on requirements and procedures.

401. SPECIAL USE AIRSPACE

a. Classifications of SUA:

(1) Rule Making Actions

(a) Restricted Area - Designated airspace within which the flight of aircraft, while not wholly prohibited is subject to restrictions. Designated when determined necessary to confine or segregate activities considered hazardous to non-participating aircraft.

(b) Prohibited Area - Designated airspace within which the flight of aircraft is prohibited in the interest of national security and welfare.

(2) Non-rule Making Actions:

(a) Warning Area - Airspace which may contain hazards to non-participating aircraft in international airspace.

(b) Military Operations Area - Established to contain certain non-hazardous military training activities such as air combat maneuvers, air intercepts, acrobatics, etc., in airspace as free as practicable from non-participating aircraft.

(c) Controlled Firing Area - Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to non-participating aircraft and to ensure the safety of persons and property on the ground.

(d) Alert Area - Airspace which may contain a high volume of pilot training activity or an unusual type of aerial activity, which is not hazardous to aircraft.

(e) National Security Area- Airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security of ground facilities.

b. Chart Depiction. With the exception of controlled firing areas, SUA is depicted on aeronautical charts.

c. Joint-Use Policy. The policy of CNO/FAA is that SUA should be available for use by all civil and military aviation when not required to contain the activity for which it is designated. Therefore, unless it is impractical because of the area's small size, location or high degree of usage, SUA should be designated for joint-use.

d. Use by Other Agencies. To further ensure the maximum usage of SUA, using agencies shall make available such airspace for the conduct of operations or training by other agencies on a shared-use basis, provided such operations or training can be safely contained within the airspace and will not derogate the mission of the using agency. If it is impractical for the using agency to determine the specific time an area will be required, it is permissible to designate the part-time use of the area by Notice to Airmen (NOTAM) if the following prerequisites are met:

(1) Adequate justification is presented to warrant the designation. A statement to the effect that unforeseen short-range requirements may arise is not considered adequate

justification. A positive indication must exist that the area will be required for use during certain periods of time, which at the time of request, cannot be specifically determined, and therefore dictates a designation which will provide the necessary flexibility.

(2) The designation is to be applicable to an entire area and not only to a portion. (When it has been determined that the time of use of one portion of an area varies significantly from that of the remainder, action should be taken to have the dissimilar portion re-designated as a separate area.)

(3) The using agency agrees to the required issuance of appropriate NOTAMS at least 24 hours in advance of the area's activation.

e. Procedures for Designation, Alteration, or Revocation

(1) DON initiated designation, alteration, or revocation of SUA will be in response to creating, streamlining, or eliminating SUA in support of an emerging or diminishing operational requirement. Accordingly, designation, alteration, or revocation of SUA must be validated and endorsed by the operational chain of command prior to submission to the FAA. For the Navy the operational chain of command must include the type commander (AIRLANT, AIRPAC) and CNATRA. The type commander should keep the Navy region appraised of the ongoing initiatives as required. For the USMC, coordination shall be accomplished with CG, MCCDC (C465), the appropriate MEF, the MCB/MCAS affected, and the administrative requirements coordinated thru the appropriate MCI RAC. After validation and endorsement by the operational chain of command, requests for designation, establishment, alteration, or revocation of SUA must be submitted to the appropriate FAA regional headquarters via the cognizant NAVREP in accordance with FAA Handbook 7400.2 prior to the required date. Justification for all requests must be fully substantiated and documented. FAA Handbook 7400.2, Part 5, contains the policy, procedures, and criteria for the designation, alteration and revocation of SUA.

(2) Warning Areas are normally established at the request of the military services and must not appear to assert a unilateral right to exercise control over international airspace. Establishment of temporary zones for use as warning areas, in the airspace above the high seas, is legal. Action

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performed in the airspace so designated must be limited to that which is considered reasonable by the community of nations. Accordingly, airspace managers should establish the time of use by NOTAMs or a special time of use other than continuous.

(3) Restricted area airspace criteria to be applied to target and range requirements can be found in NAVFAC P-80, Facility Planning Factors for Navy and Marine Corps Shore Installations.

(4) Airspace Requirements. The volume of airspace to be included in any specific area of SUA and the time during which it is to be assigned, shall be the absolute minimum required to contain the proposed user activities including safety zones. When an aircraft activity conducted in SUA could affect the safety of persons or property on the surface, provisions shall be made for their protection.

(5) Vertical Dimensions. A ceiling and floor shall be established to vertically contain the activities taking place therein. Below 18,000 feet MSL, the ceiling and floor shall be expressed to the nearest 100 feet. Above 18,000 feet MSL, said limits shall be expressed to the nearest 500 feet, or if appropriate, an equivalent flight level. The ceiling and floor shall be established at those levels absolutely necessary to contain the particular activity for which the area is assigned.

(6) Horizontal Dimensions. The boundaries of an area of SUA shall normally encompass only that airspace which is absolutely required by the using agency. In locations where it is difficult to establish boundaries easily discernible from the air, the airspace may be expanded to allow the boundary to be located along some prominent terrain feature or other reference.

(7) Time Period. Areas shall be assigned only for the minimum period of time necessary to meet the requirements of the using agency. They may be assigned continuously, for full days, or portions of days.

(8) Environmental Assessment/Impact Statement. The National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4332) and Council on Environmental Quality (CEQ) Regulations (40 CFR 1500-1508) require federal agencies to build into the main stream, consideration of environmental factors at the inception and development of plans, programs, and actions. OPNAVINST



5090.1B is based on the NEPA. Proposals for SUA establishment, with a floor of less than 3,000 feet AGL or supersonic flight anticipated at any altitude, must comply with OPNAVINST 5090.1B and MCO P5090.2 in regard to certification/documentation, of environmental effect. In most cases, an environmental assessment will be required. CNO Advisor for AICUZ/Environment (N46) may be contacted for recommendations on documentation requirements. To ensure agency cooperation early in the NEPA process, the Navy shall serve as the lead agency for preparation of environmental documents for proposed airspace actions with appropriate using agency and service elements/headquarters supporting. FAA will act as a cooperating agency in the environmental process. FAA will be responsible for the accuracy and completeness of those portions of the environmental documents that involve actions by the FAA to regulate the operation of non-participating aircraft outside of the proposed SUA. Include with certification/documentation, the name, address, and commercial telephone number of a point-of-contact for questions pertaining to the environmental study.

(9) Noise Sensitive Areas. Noise sensitive areas (e.g., wilderness areas, wildlife refuges) shall be avoided to the maximum extent possible; this applies for altitudes less than 3,000 feet AGL, except in compliance with an approved:

- (a) Traffic or approach pattern,
- (b) VR or IR route, or
- (c) SUA

Noise sensitive areas shall be avoided in the development of IR or VR routes and additional SUA unless the 3,000 feet criteria can be observed. OPNAVINST 3710.7T contains additional guidance.

(10) Charted Waypoints/Holding Fixes. The policy of the CNO (N885F) is that charted/published waypoints or holding fixes are not authorized within the boundaries of the Warning Areas. This policy is derived from the standpoint of safety. Published/Charted waypoints could pose the potential risk of a catastrophic mishap between commercial and military aircraft.

402. AIR TRAFFIC CONTROL ASSIGNED AIRSPACE

a. Policy

(1) Air Traffic Control Assigned Airspace (ATCAA) of defined vertical/lateral limits should be established by ATC for the purpose of separating military training activities from other IFR traffic. ATCAA is designed and established in controlled airspace normally above 18,000 feet Mean Sea Level (MSL) to accommodate daily training missions and planned exercises.

(2) Procedures governing operations within these areas shall be specified in letters of agreement between local military ATC facility and the cognizant FAA ATC facility. This airspace shall be identified by the use of a nickname (i.e., Tar Heel) rather than by terms such as "Special Operating Area," "Intercept Training Area," "Air Combat Maneuvering Areas," etc. Coordination shall be effected between adjacent ATC facilities to avoid use of similar sounding nicknames.

b. Airspace Requirements. Requests for the establishment of ATCAA to accommodate military activities shall be submitted in writing to the appropriate RAC as far in advance as possible and in accordance with the following guidelines:

(1) The proposed airspace should be no more than absolutely necessary to satisfy the training requirement.

(2) The proposed airspace should create a minimum impact on other ATC operations.

(3) To the maximum extent possible, areas should be situated over the landmass, within radar surveillance coverage, and located within 100 nautical miles of flight origin.

(4) Alternate proposals made by the FAA should be carefully considered in light of the overall traffic flow problem. (Conversely, the FAA shall give full consideration to the military training requirement and should take action to revoke, realign, or otherwise adjust airways if necessary.) After every possibility has been explored, and airspace cannot be established, the proponent of the request shall be so informed in writing. If the request for an ATCAA is denied, the DON command involved may request assistance from the NAVREP to obtain further consideration from the FAA Service Area Air Traffic Division.

(5) Conflicts resulting from two or more military units requesting establishment of the same airspace shall be referred to the appropriate regional military representative for resolution.

(6) When required, provisions shall be made for shared-use scheduling of ATCAA.

(7) Prior to the disestablishment of an ATCAA, the operational chain of command (see paragraph 401.e.1) shall validate and endorse the proposed action. The initiating command, via the CALO, shall coordinate with the RAC who shall coordinate with the NAVREP, prior to any disestablishment of the airspace. The NAVREP will coordinate with the appropriate FAA Service Area.

403. AIRSPACE FOR SPECIAL USE. Airspace for Special Use was developed to satisfy airspace requirements for point-to-point flight at airspeeds that reflect military training demands in excess of speeds authorized in 14 CFR Part 91.117. Airspace for Special Use is employed specifically as Military Training Routes for Visual Flight Rule (VFR) and Instrument Flight Rule (IFR) training. DON policy and procedures for Military Training Routes are further detailed in Chapter 5.

404. PERIODIC MEETINGS ON AIRSPACE USAGE. Meetings between FAA and military personnel shall be convened periodically at both regional and facility levels to ensure:

- a. Recognition of changing military requirements.
- b. Development of new procedures to improve efficiency and effectiveness of the present system.
- c. Understanding of requirements by both FAA and DON are clear and concise.

CHAPTER 5

MILITARY TRAINING ROUTES

500. GENERAL. This chapter describes policy and criteria for published Military Training Routes (MTRs) which are required for point-to-point training flights conducted in excess of 250 knots in areas where the 250-knot speed rule (14 CFR sub-part 91.117) is applicable. The FAA has authorized the DOD to operate aircraft at speeds in excess of that specified in 14 CFR sub-part 91.117 under certain conditions. Included among the conditions are operations on published MTRs.

501. POLICY. It is FAA and DOD policy that high speed, low altitude (below 10,000 feet in excess of 250 knots) enroute operations shall be conducted only on those routes established in accordance with a DOD/FAA mutually developed criteria and published in a chart format which is to be made available to the general public to assist pilots in their preflight/enroute planning. DON shall comply with FAA Order 7610.4 (OPNAVINST 3722.33C) "Special Military Operations" and/or DOD Flight Information Publication (FLIP) Section AP/1B, "Military Training Routes, North and South America" when conducting operations on MTRs.

502. CATEGORIES OF ROUTES. The MTR system consists of two route categories:

a. IFR Military Training Route (IR). A route of defined vertical and lateral dimensions for which ATC clearance is issued and IFR separation from other IFR traffic is provided.

b. VFR Military Training Route (VR). A route of defined vertical and lateral dimensions where separation from all other traffic is on a "see and avoid" basis.

503. PROCEDURE FOR MILITARY TRAINING ROUTE ESTABLISHMENT/MODIFICATION. The following are the highlights of the MTR processing procedures. Details for establishing or modifying an MTR are contained in FAA Handbook 7610.4, Special Military Operations (OPNAVINST 3722.33C):

a. Prior to requesting the establishment or modification of MTRs, proponents shall consider alternatives such as sharing an existing route or using an existing military operations area.

b. Proponents shall consult the appropriate CALO/RAC/NAVREP during the planning phase and validate the necessity for a route with the appropriate military headquarters as follows:

Commander Naval Air Force, U.S. Pacific Fleet  
Commander Naval Air Force, U.S. Atlantic Fleet  
Chief of Naval Air Training  
Commanding General, First Marine Aircraft Wing  
Commanding General, Second Marine Aircraft Wing  
Commanding General, Third Marine Aircraft Wing  
Commanding General, Fourth Marine Aircraft Wing

c. Proposals for new or revised MTRs must comply with OPNAVINST 5090.1B and MCO P5090.2 in regard to environmental documentation. Questions may also be addressed to CNO (N46).

d. Refer to Paragraph 401.e.(9) for guidance concerning MTRs and noise sensitive areas (wilderness areas).

e. Prior to submission of a new MTR for publication the originating activity will visually survey the total area of all route widths to locate all new obstructions and confirm existing obstructions. After coordination with the CALO, RAC and other DOD/FAA representatives, the appropriate military headquarters shall review the proposal for approval on the basis of mission requirements, command policies, environmental impact or other factors.

f. Upon receiving the proposal at FAA Service Area headquarters, the NAVREP shall coordinate the proposal with other military representatives and then submit the proposal to the FAA for review and/or approval as required. The FAA will then forward the proposal for entry in the National Flight Data Digest and subsequent publication in appropriate FAA/DOD publications and charts.

504. MILITARY TRAINING ROUTE OPERATING PROCEDURES. Preflight planning and operating procedures for MTRs are contained in OPNAVINST 3710.7

505. REPORTING OF MILITARY TRAINING ROUTE USAGE. Procedures for recording and reporting MTR usage are contained in paragraph 703 and Appendix E.

CHAPTER 6

MILITARY FACILITIES AFFECTING USE OF AIRSPACE

600. GENERAL

a. DOD Directive 5030.19 of 15 June 1997 (Enclosed in OPNAVINST 5740.13B (NOTAL)) is applicable to the DON and provides policy and guidelines for use of military facilities affecting the use of airspace. It also establishes responsibilities and procedures for compliance with the request of the administrator for timely advice with respect to major changes in usage of military airports, landing areas and missile rocket sites which may affect the use of airspace, even when the intended change does not involve a new facilities project.

b. Definitions

(1) Sponsor of a Navy or Marine Corps Construction Project - command or office having jurisdiction of the project.

(2) Navy or Marine Corps Originator - officer empowered to originate the first correspondence requesting approval of a project or course of action within the scope of this section.

(3) Navy and Marine Corps Final Approval Authority - officer empowered to authorize the accomplishment of a requested project or program within the scope of this section.

c. Actions Involving Facilities Projects. In order to discharge DON obligations affecting the use of airspace involving facilities projects, the following courses of action are prescribed:

(1) Each sponsor for a Navy or Marine Corps military construction project shall communicate to the appropriate regional office of the FAA, via the cognizant NAVREP, information as to proposed facilities projects within the purview of Section 308 (b) of the Act, after the project has been approved by the Navy Military Construction Review Board or the Marine Corps Military Construction Steering Committee. The information furnished should be in sufficient detail to indicate the possible effect of each such project on usage of airspace. A separate FAA Form 7460-1 (Notice of Proposed Construction or Alteration) shall be attached for each project. Copies of this

correspondence shall be forwarded to CNO (N885F). Marine Corps sponsors shall forward additional copies to CMC (APC)/MCCDC (C465). This sponsor level to FAA channel of communications shall be used and recorded in the program submission as a regular part of normal programming procedures.

(2) The submittal of annual military construction authorization programs to the Assistant Secretary of Defense, (ASD), Production and Logistics (P&L), shall include the date of sponsor contact with the FAA regional office for programs within the purview of this section.

(3) When a program has been approved by the Office of the Secretary of Defense (OSD), or individual projects are changed by the DOD, the Office of Management and Budget, or the Congress, the ASD (P&L) notifies the Administrator of any substantive modifications.

(4) The ASD (P&L) notifies the Administrator of substantial revisions to projects, within the purview of this section, which require Secretary of Defense approval and are not contained in an annual military construction program.

(5) The final Navy or Marine Corps approving authority for projects affecting airspace usage which are within the scope of internal approval authority of the DON, including subordinate commands, shall be responsible for reasonable prior notice of the project to the appropriate regional office of the FAA via the cognizant NAVREP. A copy of the prior notice shall be forwarded to CNO (N885F) for review and submission to ASD (P&L) and the Secretary of the Navy (SECNAV). Marine Corps approving authorities shall forward additional copies to CMC (APC)/MCCDC (C465).

(6) In order to provide the earliest practicable notification of possible impact on airspace usage, the sponsors for military construction or final approving authorities should encourage Navy and Marine Corps originators to consult freely with the appropriate NAVREP, per Figure 1, during development stages of military construction projects affecting airspace usage prior to the required later formal notification. A brief of all such liaison should be included in the detailed project justification write-up.

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d. Actions Not Involving Facilities Projects. In order to discharge the DON obligation affecting the use of airspace but not involving facilities projects, the following courses of action are prescribed:

(1) The Navy or Marine Corps originator of a program not involving facilities projects but substantially changing usage of airports, landing areas, missile and rocket sites (or any comparable program which may have a measurable effect upon the use of airspace) shall consult with the appropriate NAVREP, as outlined in Figure 1, and appropriate regional office of the FAA during the development stages and prior to submission of a request for approval. The request for approval shall include pertinent airspace background information and the airspace status of the program. When the request is forwarded to the approving authority, the above information shall be provided to CNO (N885F) and for Marine Corps commands to CMC (APC)/MCCDC (C465).

(2) The final approval authority within the DON shall be responsible for advising CNO (N885F) of the action taken on the above requested program. Upon determination that a program will result in a substantial airspace usage change, CNO (N885F) shall furnish this information to ASD (P&L), SECNAV, CMC (APC)/MCCDC (C465), the cognizant NAVREP, and other interested offices.

#### 601. STRUCTURES AFFECTING USE OF AIRSPACE

a. 14 CFR Part 77 sets forth requirements for notifying the Administrator of certain proposed construction or alteration of structures affecting navigable airspace. The criteria contained in 14 CFR Part 77 must be applied to any construction contemplated by the DON. FAA Form 7460-1 (Notice of Proposed Construction or Alteration) must be submitted to the appropriate FAA office via the cognizant NAVREP for proposed construction which exceeds standards listed in 14 CFR Part 77. The form may be obtained from NAVREPs or the FAA or can be downloaded from <http://forms.faa.gov>.

b. The FAA assigns an aeronautical study number to each notice of proposed construction or alteration. Subsequent to a review, the FAA acknowledges the notice by stating one of the following:



(1) The proposal does not exceed standards and would not be a hazard to air navigation.

(2) The proposal exceeds standards but would not be a hazard to air navigation.

(3) The proposal exceeds standards and further aeronautical study is necessary to determine if it is a hazard.

c. For proposed construction or alteration of non-naval structures, which may have an impact on Naval Aviation, the NAVREP shall review and forward the acknowledgement and/or aeronautical study to naval activities affected. Commands involved shall expeditiously forward their views to the NAVREP in the event an aeronautical objection is to be registered.

602. EVALUATION OF AERONAUTICAL STUDIES (AERONAUTICAL AND ELECTROMAGNETIC)

a. Subpart C of 14 CFR Part 77 establishes standards for determining obstructions to air navigation. Once an aeronautical study has been initiated, other standards are used, in addition to those in Subpart C, to determine if the proposed structure would actually be a hazard to air navigation. The additional standards used are those established by the FAA to satisfy operational, procedural and electronic requirements. Evaluation of aeronautical studies should include but are not necessarily limited to: air traffic procedures, obstruction marking and lighting requirements, obstruction clearance altitudes, feeder routes or altitudes, approved or planned instrument approach/departure procedures, existing airports and planned or future airport development programs on file with the FAA, air traffic control tower line-of-sight capability, and interference effects upon electronic and visual aids to air navigation.

b. For a structure to be considered as having an adverse aeronautical effect, it must first exceed the obstruction standards of Subpart C of 14 CFR Part 77. However, every effort must be made to discourage construction of a structure, regardless of whether it exceeds the obstruction standards of Subpart C of 14 CFR Part 77, if it will result in an electromagnetic effect on an air navigation facility.

c. When a command study indicates adverse electromagnetic effect, this evidence shall be incorporated in command comments to the cognizant NAVREP. Assistance in determining the electromagnetic effect may be requested from COMNAVAIRSYSCOM. Provide information to cognizant NAVREP and TYCOM of such requests.

603. BALLOONS, KITES, AND ROCKETS. 14 CFR Part 101 sets forth procedures and requirements for operation of unmanned free balloons, moored balloons, kites, and unmanned rockets. If waivers to existing regulations are necessary, coordination shall be effected with cognizant NAVREP and appropriate ARTCC.

604. FLIGHT OPERATIONS AND FIRINGS OVER THE HIGH SEAS. Part of the freedom of the high seas is the freedom of aircraft of all nations to fly over the high seas. However, all DON aircraft must operate in accordance with policies and procedures in DOD Directive 4540.1 of 13 January 1981, reissued as OPNAVINST 3770.4A (NOTAL). Excerpts of DOD Directive 4540.1 are published in DOD Flip General Planning (GP) Document for operational ease of reference.

605. ANTI-SUBMARINE WARFARE OPERATIONS. Letters of agreement between naval commands and the FAA have been written for operations in international airspace so that maximum use may be made of FAA services. FAA oceanic control activities and NAVREPs maintain current copies of such agreements.

606. LETTERS OF AGREEMENT/PROCEDURE

a. All letters of agreement/procedure, pertaining to airspace usage, shall be reviewed by the RAC prior to obtaining signatures. Signatures must include the commanding officer of the DON activity concerned. Letters of agreement are explained in FAA Order 7110.65, NAVAIR 00-80T-114, FAA Order 7400.2, and 14 CFR sub-part 73.15. Appendix F is a template for a joint-use restricted area letter of procedure.

b. Prior to final approval, all special use airspace letters of agreement/procedure shall be forwarded to the NAVREP for review to determine if the agreement alters the airspace or the cognizant authority for which the airspace was designated.

c. A copy of all finalized letters of agreement/ procedure shall be forwarded to the cognizant RAC and NAVREP for retention.

607. AIR NAVIGATION AIDS. Requests for installation, commissioning, decommissioning, removal, or relocation of air navigation aids shall be submitted via the appropriate chain of command to CNO (N885F). When approval is received from CNO, the cognizant NAVREP and Naval Flight Information Group (NAVFIG) will be notified so that appropriate airspace and terminal instrument procedures (TERPS) action can be initiated. Additional information regarding installation and decommissioning of air navigation aids is contained in NAVAIR 00-80T-114 (NOTAL).

608. STANDARD TERMINAL INSTRUMENT APPROACH, DEPARTURE, AND ARRIVAL PROCEDURES. Criteria governing Instrument Departure Procedures (DP) and Standard Terminal Arrival Route (STAR) procedures is published in FAA Order 8260.46, Instrument Departure Program, and FAA Order 7100.9, Standard Terminal Arrival Program and Procedure. Portions of the order which address naval DP/STAR requirements are contained in NAVAIR 00-80T-114 (NOTAL).

CHAPTER 7

RECORDS AND REPORTS

700. GENERAL. The DON requires standardized retention of actual usage data for SUA, ATCAA, and Airspace for Special Use. Commands shall report actual usage of Restricted Areas, MOAs, and MTRs. For purposes of data retention, SUA includes Alert Areas, CFAs, MOAs, Restricted Areas, and Warning Areas. Airspace for Special Use includes the MTRs assigned to the DON. DoD and FAA have agreed upon a standardized format for reporting annual usage of Restricted Areas and MOAs. The format is provided in Appendix D. The format for recording annual MTR data is provided in Appendix E. Designated reporting activities are required to forward Restricted Area, MOA, and MTR annual usage reports and records, as appropriate, to the cognizant NAVREP, with information copies to the TYCOM and RAC, for analysis of overall DON airspace employment. The Restricted Area/MOA Annual Usage Report is forwarded to the FAA by the NAVREP for further analysis. MTR records are also analyzed at annual review conferences to justify continued designation of the routes. Paragraphs 702-704 address the procedures for recording, maintaining, and reporting usage data on SUA, ATCAA, and MTRs.

701. REPORTING COMMAND AIRSPACE LIAISON OFFICER (CALO)/NON-AIR STATION COMMAND RANGE LIAISON OFFICER (RLO) DESIGNATIONS. Those air station commands with airspace responsibilities shall designate a Command Airspace Liaison Officer (CALO) and report such designation to the appropriate RAC and NAVREP. The CALO will be the ATC facility officer. CALO designation letters will conform to Appendix C. Those non-air station commands with restricted area airspace will designate a Range Liaison Officer (RLO) and report such designation to the appropriate CALO, RAC and NAVREP. The RLO will be the non-air station command's Range Control Officer. RLO designation letters will conform to the format illustrated in Appendix C editing the subject line and line one to "(NON-AIR STATION COMMAND) RANGE LIAISON OFFICER (RLO)". CALO and RLO designation letter report symbol is OPNAV 3770-1.

702. DAILY RECORDING OF SPECIAL USE AIRSPACE, ATC ASSIGNED AIRSPACE, AND MILITARY TRAINING ROUTE USAGE. Daily usage of SUA, ATCAA, and MTRs shall be recorded in the following manner:

a. The using agency shall record each day and hours of usage for SUA and ATCAA in conformance with Appendix D. The MTR scheduling agency shall record daily usage in conformance with Appendix E.

b. A "record of release", as applicable, will be maintained, stating time and date airspace or portions thereof were released to the FAA.

703. MAINTAINING SPECIAL USE AIRSPACE, ATC ASSIGNED AIRSPACE, AND MILITARY TRAINING ROUTE ANNUAL USAGE DATA. Commands designated as using, scheduling, or originating agency in DoD FLIP Area Planning AP/1A or AP/1B shall, as applicable:

a. Maintain daily usage data for:

(1) Special Use Airspace:

(a) Alert Areas

(b) Controlled Firing Areas

(c) Military Operations Areas

(d) Restricted Areas

(e) Warning Areas

(2) ATC Assigned Airspace

(3) Military Training Routes (IR/VR)

b. Maintain daily usage data on SUA and ATCAA from 1 October through 30 September, each year.

c. Maintain daily usage data on MTRs from 1 January through 31 December, each year.

d. Maintain usage reports at the command for 3 years (see 14 CFR Part 73.19 and FAAO 7400.2).

704. REPORTING SPECIAL USE AIRSPACE, ATC ASSIGNED AIRSPACE, AND MILITARY TRAINING ROUTE ANNUAL USAGE. Commands are required to record and report annual usage of Restricted Areas, MOAs, and MTRs and shall use the report/record formats in Appendices D

and E, as applicable. While not reportable, annual usage records for Alerts Areas, Controlled Firing Areas, Warning Areas and stand alone ATCAA's shall be prepared utilizing the formats in Appendix D. Maintain these records for three years. The following applies:

a. Commands designated as the using/scheduling agency for SUA and MTRs in DoD FLIP Area Planning AP/1A or AP/1B shall:

(1) Report Restricted Area/MOA usage by 1 December each year to the cognizant FAA Service Area NAVREP office in which the airspace is located with a copy provided to the cognizant RAC and TYCOM. Report symbol is OPNAV 3770-2.

(2) Report MTR usage by 20 January each year to the cognizant FAA Service Area NAVREP office in which the airspace/MTR is located with a copy provided to the cognizant RAC and TYCOM. Report symbol is OPNAV 3770-3.

(3) Ensure reports are signed by the commanding officer.

b. NAVREPS shall:

(1) Retain one copy of the Restricted Area, MOA, and MTR reports for three years.

(2) Forward one copy of Restricted Area/MOA Reports to the Manager, Air Traffic Division in the cognizant FAA Service Area Headquarters by 31 January.

(3) Forward a copy of the Restricted Area/MOA Report to the Office of Systems Operations and Safety, Airspace and Rules Division, Federal Aviation Administration, 800 Independence Ave., SW, Washington DC 20591, in accordance with CFR Part 73.19, by 31 January.

705. REPORTING ANNUAL REGIONAL AIRSPACE PLANS. Regional airspace plans (RAP) are to be developed and updated annually by each RAC and are utilized to develop and update the Naval Airspace Plan/Project Blue Air and to provide real-time SUA information to the CNO, CMC, and NAVREPs.

a. RAC's shall:

(1) Develop consolidated annual regional airspace plans using the format outlined in Appendix H.

(2) Submit the regional airspace plan to the appropriate NAVREP, copy to the TYCOM annually NLT 28 February. (Do not forward RAC RAP to CNO) In the event that a RAC's area covers more than one FAA/NAVREP Service Area, a copy of the regional airspace plan shall be submitted to both NAVREPs. Report symbol is OPNAV 3770-4.

(3) USMC RACs will provide a copy of the Regional Airspace Plan to MCCDC (C465).

b. NAVREPS shall:

(1) Consolidate RAC regional airspace plans into a single regional airspace plan reflecting the appropriate FAA Service Area, using the format outlined in Appendix H.

(2) Forward to CNO (N885F), CMC (APC), and MCCDC (C465) annually not later than 31 March. In the event a portion of the RAP is not included, an explanation and anticipated forwarding date shall be included.

APPENDIX A

GERMANE PUBLICATIONS

Department of Defense (DoD)

EXECUTIVE ORDER 10854

Extension of the Application of the Federal Aviation Act  
of 1958.

EXECUTIVE ORDER 11161

Relating to the Certain Relationships Between the  
Department of Defense and the Federal Aviation  
Administration

U.S.C. TITLE 10

(applicable portions)

U.S.C. TITLE 49

(applicable portions)

DoD DIRECTIVE 4540.1 of 13 Jan 81

Use of Airspace by Military Aircraft and Firing over the  
High Seas

DoD DIRECTIVE 5030.19 of 15 June 1997

DoD Responsibilities on Federal Aviation and National  
Airspace System Matters (enclosed in OPNAVINST 5740.13  
(NOTAL)

DoN AIRSPACE PLAN/PROJECT BLUE AIR UPDATE 2001

An Analysis of Naval Airspace Utilization and Requirements

DoD Flight Information Publications (FLIP)

(NOTAL)

OPNAVINST 3710.7T

NATOPS General Flight and Operating Instructions

OPNAVINST 3721.5K

Naval Air Traffic Control, Air Navigation Aids and Landing  
Systems (NAALS) Program



OPNAVINST 3722.16C  
United States Standard for Terminal Instrument Procedures  
(TERPS)

OPNAVINST 3722.33C  
DoN Compliance with Provisions of Federal Aviation  
Administration Handbook of Special Military Operations  
7610.4

OPNAVINST 5090.1B  
Environmental and Natural Resources Program Manual

OPNAVINST 11010.36B  
Air Installations Compatible Use Zone (AICUZ) Program

NAVAIR 00-80T-114  
NATOPS Air Traffic Control Manual (NOTAL)

Marine Corps Order P3550.10  
Policies and Procedures for Range and Training Area (RTA)  
Management

Marine Corps Order P5090.2  
Environmental Compliance and Protection Manual

Federal Aviation Administration (FAA) ORDERS

7110.65  
Air Traffic Control (NOTAL)

7210.3  
Facility Operation and Administration (not applicable to  
the DON) (NOTAL)

7400.2  
Procedures for Handling Airspace Matters

7400.8  
Special Use Airspace

7610.4  
Special Military Operations (NOTAL)

For initial DOD FLIP and FAA Publication orders contact:

Defense Logistics Agency  
Defense Supply Center Richmond Virginia  
8000 Jefferson Davis Highway  
Richmond, VA 23297-5335  
Commercial: (804) 279-6500  
DSN: 695-6500

Existing DOD FLIP and FAA Publication accounts are supported by:

Navy and Marine Corps Accounts East of the Mississippi and  
Europe

Map Support Office  
494 Park Crescent  
Norfolk VA 23511-4295  
Commercial: (757) 444-4243  
DSN: 564-4243

Navy and Marine Corps Accounts West of the Mississippi

Map Support Office  
Naval Air Station North Island  
PO Box 357057  
Bldg 654 Rogers Road  
San Diego CA 92135-7057  
Commercial: (619) 545-6069/70  
DSN: 735-6069/70

Navy and Marine Corps Accounts in Hawaii and Pacific

Map Support Office  
900 Hanger Avenue  
Hickam AFB HI 96853-5246  
Commercial: (808) 449-2100  
DSN: 315-449-5390/7396

APPENDIX B

DON REPRESENTATIVES TO THE FAA (NAVREPs), REGIONAL AIRSPACE COORDINATORS (RACs), COMMAND AIRSPACE LIAISON OFFICERS (CALOs), AND RANGE LIAISON OFFICERS (RLOs)

NAVREP-EA/NE

Department of the Navy Representative  
Federal Aviation Administration  
FAA New England Region (ANE-930)  
12 New England Executive Park  
Burlington MA 01803-5299  
Commercial: (781) 238-7907/8/9  
DSN: 478-4447  
Fax: (781) 238-7902  
PLA: NAVREPEANE FAA BURLINGTON MA//ANE-930//

NAVREP-EA/NE REGIONAL AIRSPACE COORDINATORS (RACs) AND ASSOCIATED COMMAND AIRSPACE LIAISON OFFICERS (CALOs) AND RANGE LIAISON OFFICERS (RLOs)

<u>RAC</u>	<u>CALO</u>	<u>RLO</u>
FACSFAC VACAPES	NAS BRUNSWICK, ME NAES LAKEHURST, NJ NAS OCEANA, VA NAS OCEANA AIR DET NORFOLK, VA NAS PATUXENT RIVER, MD NAS JRB WILLOW GROVE, PA	
MCI EAST	MCAF QUANTICO, VA	MCB QUANTICO, VA

NAVREP-SO

Department of the Navy Representative  
Federal Aviation Administration  
FAA Southern Region (ASO-930)  
1701 Columbia Avenue  
College Park GA 30337  
Commercial: (404) 305-6905  
DSN: 797-5481/82  
Fax: (404) 305-6990  
PLA: NAVREPSO ATLANTA GA//ASO-930//

NAVREP SO REGIONAL AIRSPACE COORDINATORS (RACs) AND ASSOCIATED  
COMMAND AIRSPACE LIAISON OFFICERS (CALOs) AND RANGE LIAISON  
OFFICERS (RLOs)

<u>RAC</u>	<u>CALO</u>	<u>RLO</u>
MCI EAST	MCAS BEAUFORT, SC MCAS CHERRY POINT NC  MCAS NEW RIVER, NC	MCB CAMP LEJEUNE, NC
FACSFAC JACKSONVILLE	NAS KEY WEST, FL NS MAYPORT, FL NAS JACKSONVILLE, FL NS GUANTANAMO BAY, CU NAS ATLANTA, GA (DOBBINS ARB)	
FACSFAC PENSACOLA	NAS WHITING FIELD, FL NAS PENSACOLA, FL NAS MERIDIAN, MS	

NAVREP-SW/CE/GL

Department of the Navy Representative  
Federal Aviation Administration  
FAA Southwest Region (ASW 930)  
2601 Meacham Blvd  
Fort Worth, TX 76137  
Commercial: (817) 222-5930  
DSN: 477-2930  
Fax: Commercial: (817) 222-5993  
DSN: 477-2993  
PLA: NAVREPSW FT WORTH TX//ASW-930//

NAVREP-SW/CE/GL REGIONAL AIRSPACE COORDINATORS (RACs) AND  
ASSOCIATED COMMAND AIRSPACE LIAISON OFFICERS (CALOs)

<u>RAC</u>	<u>CALO</u>	<u>RLO</u>
FACSFAC PENSACOLA	NAS KINGSVILLE, TX NAS CORPUS CHRISTI, TX NAS JRB FORT WORTH, TX NAS JRB NEW ORLEANS, LA	

NAVREP-WP/NM/AL

Department of the Navy Representative  
Federal Aviation Administration  
FAA Western-Pacific Region (AWP-930)  
PO Box 92007  
Los Angeles, CA 90009-2007  
Commercial: (310) 725-3910  
DSN: 958-3910  
Fax: (310) 725-3919  
PLA: NAVREPWP LOS ANGELES CA//AWP-930//

NAVREP WP/NM/AL REGIONAL AIRSPACE COORDINATORS (RACs) AND  
ASSOCIATED COMMAND AIRSPACE LIAISON OFFICERS (CALOs) AND RANGE  
LIAISON OFFICERS (RLOs)

<u>RAC</u>	<u>CALO</u>	<u>RLO</u>
MCI WEST	MCAS CAMP PENDELTON, MCAS MIRAMAR, CA MCAS YUMA, AZ	CAMCB CAMP PENDELTON, CA MCAGCC 29-PALMS, CA
FACSFAC SAN DIEGO	NAS WHIDBEY IS, WA NAF EL CENTRO, CA NAS FALLON, NV NAS LEMOORE, CA NB CORONADO (NAS NORTH ISLAND, CA) NB VENTURA COUNTY (NAS PT MUGU) NALF SAN CLEMENTE IS, CA NALF SAN NICHOLAS, CA	
FACSFAC PEARL HARBOR	MCAF KANEOHE BAY, HI PMRF BARKING SANDS, HI	
NAWCWD CHINA LAKE	NAWC POINT MUGU, CA NAWS CHINA LAKE, CA	

OPNAVINST 3770.2K  
17 Sep 07

APPENDIX C

FORMAT FOR REPORT OF COMMAND AIRSPACE LIAISON OFFICER  
(CALO)/RANGE LIAISON OFFICER (RLO) DESIGNATION  
(OPNAV 3770-1)

1200  
Ser XYZ/1234  
Date

From: Commanding Officer, Naval Air Station Danville  
To: LT Robert E. Smith, USN

Subj: DESIGNATION AS THE NAS DANVILLE COMMAND AIRSPACE LIAISON  
OFFICER (CALO) (OPNAV 3770-1)

Ref: (a) OPNAVINST 3770.2K

1. You are hereby designated the NAS Danville Command Airspace  
Liaison Officer (CALO).

- a. Name:
- b. Rank:
- c. Title:
- d. Address:
- e. Telephone Number: (Comm/DSN)
- f. E-mail address
- g. Security Clearance

2. You are directed to comply with all provisions of reference  
(a) in the performance of your duties and responsibilities.

3. This designation letter shall be kept on file in division  
spaces.

I. M. INCHARGE

OPNAVINST 3770.2K  
17 Sep 07

Subj: DESIGNATION AS THE NAS DANVILLE COMMAND AIRSPACE LIAISON  
OFFICER (CALO) (OPNAV 3770-1)

Copy to:

NAVREP

TYCOM

RAC

CALO (When designation letter is for RLO)

RLO (When designation letter is for CALO)

APPENDIX D

FORMAT FOR SPECIAL USE AIRSPACE AND ATC ASSIGNED AIRSPACE  
(RESTRICTED AREA AND MILITARY OPERATIONS AREA)  
ANNUAL USAGE REPORTS  
(OPNAV FORM 3770-2)

1. Restricted area number or MOA name: Report only one restricted area or MOA per form. Sub areas should be on separate forms.
2. Reporting period dates:
3. Reporting Unit Name and Phone Number:
4. Associated ATCAA:
  - a. ATCAA Name:
  - b. ATCAA Altitudes
5. Aircraft Activities:
  - a. Aircraft types:
  - b. Types of activities conducted
  - c. Altitude/flight levels used for each type of activity:
  - d. Supersonic flight:
    - (1) Area used for supersonic:
    - (2) Altitude/flight levels:
6. Artillery/Mortar/Missile Activities (Restricted Area only):
  - a. Type activity:
  - b. Maximum altitude used for each activity:
7. Other activities not reported in paragraphs 5 or 6:



- a. Type activity:
- b. Maximum altitude used for each activity:

8. Utilization Information:

a. Total number of air operations for period of report:  
Enter the total number of air operations recorded for the period of the report (e.g., 65,432 ops). A flight of four aircraft equals four air operations).

- b. Total number of days the area was:

- (1) Scheduled for use:

- (2) Activated:

- (3) Actually utilized:

- c. Total number of hours the area was:

- (1) Scheduled for use:

- (2) Activated:

- (3) Actually utilized:

9. Joint use information:

- a. Total number of hours the area was returned to the controlling agency:

- b. Letter of agreement provisions:

- c. Partial release: (Document specifics to partial release of airspace, e.g., SWAP)

10. New chart submitted/No Change:

11. Remarks:

**Note:** Additional instructions for preparing Restricted Area and Military Operations Area annual usage reports can be found in Chapter 21 of FAA Order 7400.2.

FORMAT FOR RECORD OF ALERT AREA/CONTROLLED FIRING AREA/  
WARNING AREA ANNUAL USAGE  
(OPNAV 3770-2)

1. Airspace identification: Report only one airspace area per form. Sub areas shall be retained on separate forms.
2. Period of report: Self explanatory.
3. Published hours of operation: Self explanatory.
4. Altitudes: Self explanatory.
5. Activities:
  - a. Aircraft Operations:
    - (1) Aircraft types: List the types of aircraft that used the area during the reporting period.
    - (2) Maximum altitude/flight level: List the maximum altitudes used.
    - (3) Activities conducted in the area: List the activities conducted during the reporting period.
    - (4) Area used for supersonic operations: Self explanatory.
  - b. Artillery/Mortar/Missile (Restricted Area):
    - (1) Type: Self Explanatory.
    - (2) Maximum altitude: Self explanatory.
    - (3) Purpose/Mission: Self explanatory.
  - c. Other Operations: List those operations not contained in Paragraph 5.a or 5.b (Lasers, RPV, etc.).
    - (1) Type: Self explanatory.
    - (2) Maximum altitude: Self explanatory.
    - (3) Purpose/Mission: Self explanatory.

6. Area Coverage Available.

a. Communications: List the radio frequencies/telephone lines being used to monitor (Radio/Land-line).

b. Radar/Type: State the type radar being used to monitor area activity. If none, so state.

c. ATC services provided: List what services are provided and by whom (e.g., Services = Positive Control, Flight Following. By whom = LAX ARTCC or NAS Kingsville).

7. Usage:

a. Total number of air operations for period of report: Enter the total number of air operations recorded for the period of the report (e.g., 65,432 ops). A flight of four aircraft equals four air operations).

b. Total number of days area was:

(1) Scheduled: Self explanatory.

(2) Activated: Self explanatory.

(3) Used: Self explanatory.

8. Released to controlling agency for public use (Joint Use):

a. Total number of hours released for period reported: Figure is based on 24 hours per day, 365 days per year.

b. Total number of hours area was active AND non-participating aircraft were permitted simultaneous access: Self explanatory.

c. Total number of weekdays area was not activated: Figure is based on actual days, NOT 2/3 day periods.

9. New chart submitted or no change: Submit new chart only if a change to the area has occurred.

10. Other pertinent information: Self explanatory.

FORMAT FOR RECORD OF ATC ASSIGNED AIRSPACE  
(STAND-ALONE) ANNUAL USAGE  
(OPNAV 3770-2)

1. ATCAA identification: Self explanatory.
2. Period of report: Self explanatory.
3. Published hours of operation: Self explanatory.
4. Altitudes: Self explanatory.
5. Activities:
  - a. Aircraft Operations:
    - (1) Aircraft types: List the types of aircraft that used the area during the reporting period.
    - (2) Maximum altitude/flight level: List the activities conducted during the reporting period.
    - (3) Activities conducted in the area: List the activities conducted during the reporting period.
    - (4) Area used for supersonic operations: Self explanatory.
  - b. Other Operations (List those operations not contained in Paragraph 5.a):
    - (1) Type: Self explanatory.
    - (2) Maximum altitude: Self explanatory.
    - (3) Purpose/Mission: Self explanatory.
6. Area Coverage Available:
  - a. Communications: List the radio frequencies/telephone lines being used to monitor (Radio/Land-line)
  - b. Radar/Type: State the type radar being used to monitor area activity. If none, so state.

c. ATC services provided: List what services are provided and by whom (e.g., Services = Positive Control, Flight Following. By whom = LAX ARTCC or NAS Kingsville).

7. Usage:

a. Total number of air operations for period of report: Enter the total number of air operations recorded for the period of the report (e.g., 65,432 ops). A flight of four aircraft equals four air operations).

b. Total number of days area was:

(1) Scheduled: Self explanatory.

(2) Activated: Self explanatory.

(3) Used: Self explanatory.

c. Total number of hours area was:

(1) Scheduled: Self explanatory.

(2) Activated: Self explanatory.

(3) Used: Self explanatory.

8. Released to controlling agency for public use (Joint Use).

a. Total number of hours released for period reported: Figure is based on 24 hours per day, 365 days per year.

b. Total number of hours area was active AND non-participating aircraft were permitted simultaneous access: Self explanatory.

c. Total number of weekend/holiday days area was not activated: Figure is based on actual days, NOT 2/3 day periods.

9. New chart submitted or no change: Submit new chart only if a change to the area has occurred.

10. Other pertinent information: Self explanatory.

APPENDIX E

FORMAT FOR RECORD OF MILITARY TRAINING ROUTE DATA RECORD  
(OPNAV 3770-3)

Subj: ANNUAL MILITARY TRAINING ROUTE (MTR) DATA RECORD

Ref: (a) OPNAVINST 3770.2K

Per reference (a), the following MTR data is submitted for  
calendar year 20\_\_:

Month: JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC TOTAL  
(circle as appropriate)

Route

IR -

" -

VR -

" -

" -

NOTE: Military training route data will be used at annual MTR  
conferences to justify continued designation and retention of  
the route.

APPENDIX F

FORMAT FOR JOINT USE RESTRICTED AREA LETTER OF PROCEDURE

Subj: JOINT USE LETTER OF PROCEDURE FOR USE OF RESTRICTED  
AREA R- \_\_\_\_\_

EFFECTIVE: \_\_\_\_\_

Per 14 CFR Part 73.13 and 73.15, the following letter establishes procedures for the use of Restricted Area R-\_\_\_\_\_, by (Controlling Agency), the Controlling Agency, and by (Using Agency), the Using Agency.

1. The Using Agency shall release R-\_\_\_\_\_, to the Controlling Agency when not in use for the purpose designated.
2. During the time when the airspace is released to the Controlling Agency, FAA may clear IFR traffic and authorize VFR traffic into R-\_\_\_\_\_.
3. The Controlling Agency shall return the use of R-\_\_\_\_\_ to the Using Agency upon request. Such request shall be made at least (hours/minutes) prior to use by the Using Agency. (In determining this specific time, consideration should be given to such factors as: (1) IFR procedures which impinge upon the Restricted Area; (2) communications; and (3) time required to ascertain that all VFR aircraft shall be clear of the area.)
4. \_\_\_\_\_ Tower, RAPCON, RATCF, FSS, etc., is designated as liaison for the relaying of information concerning R-\_\_\_\_\_ between the Controlling Agency and the Using Agency.

EXECUTED:

For the Controlling Agency:

For the Using Agency:

\_\_\_\_\_  
(Signed)

\_\_\_\_\_  
(Signed)

Chief \_\_\_\_\_

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

Regional Airspace Coordinator:

FAA Air Traffic  
Representative

\_\_\_\_\_  
(Signed)

\_\_\_\_\_  
(Signed)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

Command Airspace Liaison Officer

\_\_\_\_\_  
(Signed)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
Date

**NOTE:** The FAA Air Traffic Representative (ATREP) will be included as a signatory. The FAA ATREP is an integral participant in the LOA/LOP coordination and approval process.



APPENDIX G

REGIONAL AIRSPACE COORDINATOR (RAC) ASSIGNED AIRSPACE

1. MCI EAST
  - A-530
  - R-5303
  - R-5304
  - R-5306
  - R-6608
  - W-74
  - BEAUFORT MOA
  - DEMO MOA
  - HATTERAS MOA
  
2. MCI WEST
  - R-2301W
  - R-2501
  - R-2503
  - R-2507
  - R-2510
  - R-2512
  - ABEL MOA
  - BRISTOL MOA
  - DOME MOA
  - KANE MOA
  - QUAIL MOA
  - SUNDANCE MOA
  - TURTLE MOA
  
3. FACSFAC JACKSONVILLE
  - P-1002
  - R-1002
  - R-2906
  - R-2907
  - R-2910
  - R-7104
  - W-132
  - W-133
  - W-134
  - W-157
  - W-158
  - W-159
  - W-174
  - W-368
  - W-369
  - W-370
  - W-372

FACSFAC JACKSONVILLE (continued)

W-373  
W-374  
W-375  
W-376  
W-377  
W-428  
W-429  
W-465  
W-1001  
GATOR MOA  
MAYPORT MOA  
PALATKA MOA  
SNOWBIRD MOA  
TORTUGAS MOA

4. FACSFAC PEARL HARBOR

R-3101  
R-3107  
R-7201  
W-186  
W-187  
W-188  
W-189  
W-190  
W-191  
W-192  
W-193  
W-194  
W-196  
W-517

5. FACSFAC PENSACOLA

A-292  
A-632  
R-2908  
R-3404  
R-4404  
R-5113  
R-6312  
W-92  
W-155  
W-228  
BRADY MOA  
BROWNWOOD MOA  
KINGSVILLE MOA

FACSFAC PENSACOLA (continued)

MERIDIAN 1 MOA  
PENSACOLA MOA  
PINEHILL MOA

6. FACSFAC SAN DIEGO

A-680  
R-2512  
R-4802  
R-4803  
R-4804  
R-4810  
R-4812  
R-4813  
R-4816  
R-5701  
R-5706  
R-6701  
W-237  
W-260  
W-283  
W-285  
W-291  
W-513  
AUSTIN MOA  
BOARDMAN MOA  
CARSON MOA  
CHINOOK MOA  
CHURCHILL MOA  
FOOTHILL MOA  
GABBS MOA  
HUNTER MOA  
LEMOORE MOA  
OKANOGAN MOA  
OLYMPIC MOA  
RANCH MOA  
RENO MOA  
ROBERTS MOA  
ROOSEVELT MOA

7. FACSFAC VACAPES

R-4002  
R-4005  
R-4006  
R-4007  
R-4008

FACSFAC VACAPES (continued)

R-5301  
R-5302  
R-5313  
R-6606  
R-6609  
R-6611  
R-6612  
R-6613  
W-50  
W-72  
W-102L  
W-103  
W-104  
W-105  
W-106  
W-107  
W-110  
W-122  
W-386  
W-387  
PAMLICO MOA  
STUMPY POINT MOA

8. NAWCWD CHINA LAKE

R-2505  
R-2506  
R-2508  
R-2519  
R-2524  
R-2535  
W-60  
W-61  
W-289  
W-290  
W-412  
W-532  
W-537

APPENDIX H

FORMAT FOR THE REGIONAL AIRSPACE PLAN

EXECUTIVE SUMMARY

I. THE REGION COVERED

- A. Geographical Area
- B. Commands, Activities, and Missions Supported

II. AIRSPACE MANAGEMENT CAPABILITIES

- A. Control Entities
  - B. Surveillance
  - C. Communications
  - D. Staffing
- 1. Current
  - 2. Required
- A. Scheduling
  - B. Interface/Interconnectivity
  - C. Requirements/Deficiencies
  - D. Recommendations

III. AIRSPACE REQUIREMENTS

- A. Near Term (Five Years)
- B. Long Term (Six to Fifteen Years)

IV. AIRSPACE-RELATED REQUIREMENTS

- A. Systems/Equipment
- B. Personnel
- C. Other action

V. ENCROACHMENT

- A. Current
- B. Projected

VI. ENVIRONMENTAL ISSUES

- A. Current
- B. Projected

VII. COORDINATION

- A. Federal Agency
- B. Local/State Agency

VIII. POTENTIAL IMPACTS

- A. Department of the Navy on Civil
- B. Civil on Department of the Navy

IX. SPECIAL REQUIREMENTS

- A. Drug Enforcement
- B. Maritime Defense
- C. Contingency Operations

APPENDIX I

EXPLANATION OF TERMS

Administrator. The FAA Administrator or person to whom delegated authority in the matter concerned (14 CFR Part 1).

Aeronautical Objection. A written objection to any construction, procedure, or facility that infringes, or is believed to cause an infringement upon the safe orderly and expeditious flow of air traffic. This will include, but is not limited to, infringement upon DON airfield obstruction criteria, established and proposed ATC procedures, established ground-air communication frequencies, the operation of currently established and proposed air navigational aids and operations pertaining to SUA. To be considered as a valid aeronautical objection, it must be demonstrated that the item to which the objection is entered will, or would, adversely affect established or proposed DON construction, procedures, or facilities.

Aeronautical Proposal. A written proposal of, but not limited to, construction of an airport, tower or structure that would extend into navigable airspace, including any special or unusual ATC procedures applicable or otherwise proposed, and the establishment of any navigational aid or modification to an existing aid.

Air Installations Compatible Use Zones (AICUZ). A DOD program whose objective is to acquire compatible use in the vicinity of air installations. The program is concerned with many factors such as aircraft safety, public safety, environmental considerations, noise abatement, land use restrictions, etc. (OPNAVINST 11010.36B (NOTAL))

Airspace Action. The procedural act of designation, re-designation, modification, or revocation of an airspace assignment.

Air Traffic Control Assigned Airspace. (ATCAA). Airspace of defined vertical/lateral limits assigned by ATC, normally above 18,000 feet MSL, for the purpose of providing air traffic separation between the specified activities being conducted within airspace and other IFR air traffic. Procedures governing

operations within these areas shall be specified in letters of agreement between local military authorities and the ATC facility (OPNAVINST 3722.33C (NOTAL) and FAA Order 7610.4).

Air Traffic Control Oversight. Those actions a DON Air Traffic Control (ATC) Facility takes to support and assist a using agency's/Range Control Facility's SUA aviation activities. Subject to a Letter of Agreement (LOA) between a DON ATC facility and the using agency/Range Control Facility, such actions include, but are not limited to, and after coordinating with the using agency/Range Control Facility: The activation/deactivation of SUA; providing an air traffic control clearance to enter SUA and prior to exiting SUA to those aircraft requiring an ATC clearance; and providing assistance to the using agency/Range Control Facility in order to curtail spill-outs and enhance joint-use.

Alert Area. Airspace of defined dimensions established to inform pilots of specific areas wherein a high volume of pilot training or an unusual type of aeronautical activity is conducted (FAA Order 7610.4).

Class A Airspace. Generally, that airspace from 18,000 MSL up to and including FL 600, including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska; and designated international airspace beyond 12 nautical miles of the coast of the 48 contiguous States and Alaska within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic procedures are applied.

Class B Airspace. Generally, that airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of IFR operations or passenger enplanements. The configuration of each Class B airspace is individually tailored and consists of a surface area and two or more layers and is designed to contain all published instrument procedures once an aircraft enters that airspace.

Class C Airspace. Generally, that airspace from the surface to 4000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C airspace area is



individually tailored, the airspace usually consists of a five nautical mile radius core surface area that extends from the surface up to 4000 feet above the airport elevation, and a 10-NM radius shelf that extends from 1200 feet to 4000 feet above the airport elevation.

Class D Airspace. Generally, that airspace from the surface up to 2500 feet above the airport elevation (charted is MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain these procedures.

Class E Airspace. Generally, if the airspace is not Class A, Class B, Class C, or Class D, and is controlled airspace, it is Class E airspace.

Class G Airspace. Class G airspace (uncontrolled) is that portion of the airspace that has not been designated as Class A, Class B, Class C, Class D, or Class E airspace.

Controlled Airspace. Airspace is designated as Class A, Class B, Class C, Class D, or Class E, within which some or all aircraft may be subject to ATC (14 CFR Parts 1 and 71). The complete listing for all Class A, Class B, Class C, Class D, and Class E airspace areas and for all reporting points can be found in FAA Order 7400.9, Airspace Designations and Reporting Points.

Controlled Firing Area (CFA). An area approved by the FAA wherein activities are conducted under conditions so controlled as to eliminate hazards to non-participating aircraft and to ensure the safety of persons and property on the ground (FAA Order 7400.2).

Controlling Agency. The FAA facility or military ATC facility which may authorize transit through, or flight within, a restricted area or warning airspace in accordance with a joint use letter issued under 14 CFR Part 73. Designation of the FAA or military ATC facility as the controlling agency in restricted and warning airspace is for ATC purposes only and applies only during the period when the area is released to FAA or military ATC facility. Such designation does not negate, compromise or modify military control or use of the area.

Docket. Official FAA records relating to rule making actions (14 CFR Part 11).

Environmental Studies. Every action or proposed action by the DON has the potential, however remote, to affect the environment under a given set of circumstances. The degree to which a DON action must be evaluated to determine its environmental impact depends in part on whether the action, based upon past experience, normally does not effect the environment, has the potential to violate environmental laws, could result in a degree of degradation of environmental quality, or has the potential for significant degradation of environmental quality and could result in environmental controversy. In order to sensitize commanders to the necessity for an evaluation of the environmental consequences of a proposed action, and to assist in determining what degree of examination those concerns merit (none, assessment or statement), all applicable actions will minimally receive the benefit of a preliminary environmental assessment. Environmental studies must be conducted in accordance with the guidelines set forth in OPNAVINST 5090.1B and MCO P5090.2 (NOTAL).

Fleet Area Control and Surveillance Facility. (FACSFAC). A command that provides scheduling and control of all air, surface and subsurface activities within offshore operations areas, and all other assigned airspace where FACSFAC has jurisdiction. Administers services to support the coexistence of military, government, and non-government agencies consistent with national priorities.

Federal Register. An official publication by the Office of the Federal Register, National Archives and Records Administration, for making available to the public regulations and legal notices issued by federal agencies. The Register is published daily Monday through Friday, except on official holidays. The Register may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

Flight Level (FL). A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury. Each is stated in three digits that represent hundreds of feet. For example, FL 250 represents a barometric altimeter indication of 25,000 feet. (14 CFR Part 1).

Joint-Use Restricted/Warning Area. A restricted/warning area made available to the controlling agency for ATC use during periods when not required by the using agency (14 CFR Part 73).

Marine Corps Installations East/West (MCIEAST/MCIWEST). The Marine Corps command having fiscal and operational oversight for Marine Corps installations in CONUS on the East and West coast respectively.

Military Assumes Responsibility for Separation of Aircraft (MARSA). The application of MARSA is a military service prerogative and shall not be invoked indiscriminately by individual units or pilots. Military service commands authorizing MARSA shall be responsible for its implementation and terms of use. When military operations warrant a letter of agreement with the FAA to apply MARSA, the authority to invoke MARSA shall be contained in a letter of agreement. A letter of agreement is not required in all cases involving MARSA.

Military Operations Area (MOA). Airspace of defined dimensions established outside the positive control area to separate/segregate military activities from IFR traffic and to identify for VFR traffic where these activities are conducted.

Military Training Route (MTR). A route developed for the high speed, low altitude training of tactical aircrews. IFR military training routes (IR's) are mutually developed by FAA and DOD. VFR military training (VR's) routes are developed by DOD. MTRs are published by DOD in Flight Information Publications (see Chapter 5).

National Airspace System (NAS). The common network of U.S. airspace and navigational aids, communications facilities, aeronautical charts and information, weather information, rules, regulations and procedures, technical information and FAA manpower and material. Included are system components shared jointly with the military.

National Security Areas (NSA). A National Security Area (NSA) consists of airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security of ground facilities. Pilots are requested to voluntarily avoid flying through an NSA. When it is necessary to provide a greater level of security, flight in an

NSA may be temporarily prohibited pursuant to the provisions of 14 CFR Part 99.7, Special Security Instructions. Where there is a need to restrict flight operations in an NSA, the required restriction will be issued by ATA-400 and disseminated via NOTAM.

National System of Airports. Consists of those publicly used civil and jointly used civil/military airports (including heliports, short take-off and landing airports (STOL-ports), and seaplane bases within the United States and its territories where there is a national interest in providing reasonable access to the nation's air transportation system.

Non-rule Making Action. FAA decisions or activities affecting airspace for which a rule, regulation or order is not normally issued. These include actions such as establishment or discontinuance of FAA or military air navigational aids and establishment of airports, and establishment of warning areas and MOAs (FAA Handbook 7400.2 and Chapter 3 of this instruction).

Prohibited Area. Designated airspace within which the flight of aircraft is prohibited (14 CFR Parts 1 and 73).

Proposal. A formal written petition to the Administrator for action on airspace matters.

Range Air Installation Compatible Use Zones. A DoN program whose objective is to acquire compatible use in the vicinity of aviation ranges. The program is concerned with many factors such as aircraft and ordnance safety, public safety, environmental considerations, noise abatement, land use restrictions, etc. (OPNAVINST 3550.1)

Range Control. A USMC activity that schedules, manages, and controls all air, land, and surface activities on and within assigned land, water, and restricted area airspace. For other SUA, the using agency's range control will comply with FAAO 7400.8 (series), Special Use Airspace.

Restricted Area. Designated airspace within which the flight of aircraft, while not wholly permitted, is subject to restriction (14 CFR Parts 1 and 73).

Rule Making. Procedures whereby FAA assigns, modifies, or rescinds airspace and regulates its use by rule, regulation, or order (14 CFR Part 2 and Chapter 3 of this instruction).

Special Use Airspace (SUA). Airspace of defined dimensions identified by an area on the surface wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not part of those activities, or both. Categories of SUA are: prohibited areas, restricted areas, warning areas, alert areas, controlled firing areas, and military operations areas.

Terminal Area. A general term used to describe airspace in which approach control service or airport traffic control service is provided.

Type Commander (TYCOM). Air traffic control and ground electronic officers and enlisted specialists tasked with, but not limited to, oversight of ATC procedures, NAALS equipment, manpower, operational concerns, NAALS equipment, claimancy AC and ET of the year nominations, claimancy ATCS revocations, etc for ATC facilities and aviation capable ships (CV and L class) worldwide. Navy TYCOM duties and responsibilities are in accordance with Commander, Fleet Forces Command Executive agreements.

Using Agency. The agency, organization, or military command whose activity within a restricted area, warning area, or other SUA necessitated the area being so designated. The using agency has jurisdiction over the area unless it has been released to the controlling agency. (See Controlling Agency.)

Warning Area. Airspace of defined dimensions extending from 3 nautical miles outward from the coast of the United States, that contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning area is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

OPNAVINST 3770.2K  
17 Sep 07

3710  
Ser N885F/

From: Chief of Naval Operations (N88/N43)  
To: Commander, U.S. Fleet Forces Command  
Commander, Naval Air Forces

Subj: DEPARTMENT OF THE NAVY (DON) POLICY ON DEPARTMENT OF  
DEFENSE (DOD) MILITARY TRAINING ROUTES (MTR)

1. Purpose: To establish the Department of the Navy (DON) policy on management and protection from encroachment of Department of Defense (DOD) Military Training Routes (MTRs) under the cognizance of the DON. The DON policy is the precursor to continuing coordination with the other military services within the DOD to develop a comprehensive DoD policy while working toward modification of the Code of Federal Regulations (CFR), Part 77 to allow for a "Determination of Hazard" as it affects MTRs.
2. Overview and Background: MTRs have been developed in coordination with the Federal Aviation Administration (FAA) and the DoD/DON to provide aircrew training, cruise missile test flights, and research, development, test and evaluation (RDT&E) of military weapons systems. Continued use of these routes is extremely critical to national defense and pilot and aircrew survivability training. Military and civil organizations have increasing and competing requirements for airspace - a limited resource that is crucially important, especially in the continental United States (U.S.) and the adjacent offshore areas. This competition is caused, in part, by emerging technology, urban sprawl, cost considerations to commercial air carriers, unconstrained growth in civil aviation, and the expanding footprint of current weapons systems. DON must continue to address the management, acquisition and control of airspace resources, to include MTR's, with a structured, focused approach if we are to retain existing airspace resources and be competitive in acquiring additional resources necessary to assure combat readiness. The DON views the development of lands, construction of cellular and meteorological towers and windmills as important national priorities. The DON encourages and supports development of these resources in conjunction with

OPNAVINST 3770.2K  
17 Sep 07



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
2000 NAVY PENTAGON  
WASHINGTON, D.C. 20350-2000

IN REPLY REFER TO:

3710  
Ser N785F/4U790018  
2 December 2004

From: Chief of Naval Operations (N78/N43)  
To: Commander, Fleet Forces Command  
Commander, Naval Air Forces

Subj: DEPARTMENT OF THE NAVY (DoN) POLICY ON DEPARTMENT OF  
DEFENSE (DOD) MILITARY TRAINING ROUTES (MTR)

1. **Purpose:** To establish the Department of the Navy (DoN) policy on management and protection from encroachment of Department of Defense (DOD) Military Training Routes (MTRs) under the cognizance of the DoN. The DoN policy is the precursor to continuing coordination with the other military services within the DOD to develop a comprehensive DoD policy while working toward modification of the Code of Federal Regulations (CFR), Part 77 to allow for a "Determination of Hazard" as it affects MTRs.

2. **Overview and Background:** MTRs have been developed in coordination with the Federal Aviation Administration (FAA) and the DOD/DoN to provide aircrew training, cruise missile test flights, and research, development, test and evaluation (RDT&E) of military weapons systems. Continued use of these routes is extremely critical to national defense and pilot and aircrew survivability training. Military and civil organizations have increasing and competing requirements for airspace - a limited resource that is crucially important, especially in the continental United States (U.S.) and the adjacent offshore areas. This competition is caused, in part, by emerging technology, urban sprawl, cost considerations to commercial air carriers, unconstrained growth in civil aviation, and the expanding footprint of current weapons systems. DoN must continue to address the management, acquisition and control of airspace resources, to include MTR's, with a structured, focused approach if we are to retain existing airspace resources and be competitive in acquiring additional resources necessary to assure combat readiness. The DoN views the development of lands, construction of cellular and meteorological towers and windmills as important national priorities. The DoN encourages and supports development of these resources in conjunction with federal, state and local agencies while simultaneously avoiding adverse encroachment impacts to the military's aviation mission and flight safety.

Subj: DEPARTMENT OF THE NAVY (DoN) POLICY ON DEPARTMENT OF  
DEFENSE (DOD) MILITARY TRAINING ROUTES (MTR)

3. **Applicability:** This policy directive applies to all DoN activities involved in the management of military training routes, airspace and ranges and is effective upon signature of the Chief of Naval Operations (N78/N43).

4. **Policy:** It is DoN policy that high speed, low altitude (below 10,000 feet in excess of 250 knots) MTR operations be conducted only on those routes established in accordance with the DOD/FAA mutually developed criteria and published in a chart format which is to be made available to the general public to assist pilots in their preflight/enroute planning. DoN shall protect these routes from encroachment (i.e., urbanization, technological developments, etc.) to the maximum extent possible commensurate with prevailing local circumstances in conjunction with guidance and direction provided by higher authority where appropriate. Due to noise and concern for public safety, DoN views residential development under MTRs as incompatible and as such is strongly discouraged. Modifications of altitude or tracks within current lateral and vertical boundaries are possible and must be accomplished in accordance with FAA Order 7610.4; however, entertaining such actions shall be the exception to the rule. The wholesale movement, relocation or elimination of current MTR's should not be considered or expected.

5. **Responsibilities:** Each DoN activity designated as an Originating/Scheduling Agency having cognizance over MTRs shall coordinate with the Command Airspace Liaison Officer (CALO) to establish and maintain liaison with local, state and federal governments/agencies to ensure the DoN is notified of proposed construction of objects affecting navigable airspace (e.g., properties, cellular and meteorological towers, wind turbines, etc.). The Originating/Scheduling Agency shall review these proposals to ensure they do not significantly impact continued safe operations on military training routes. Any impacts and, if possible, recommended alternatives shall be forwarded to the appropriate Naval Representative (NAVREP) via the appropriate Regional Airspace Coordinator (RAC) for further assessment, in accordance with OPNAVINST 3770.2 (series). Pre-coordination with the appropriate RAC and NAVREP is strongly encouraged. The Originating/Scheduling Agency shall examine the following issues when assessing the encroachment impacts of construction underlying MTRs:

- Safety. The placement of cellular, meteorological, wind turbine towers, or other objects affecting navigable airspace shall be addressed through the Federal Aviation




Subj: DEPARTMENT OF THE NAVY (DoN) POLICY ON DEPARTMENT OF  
DEFENSE (DOD) MILITARY TRAINING ROUTES (MTR)

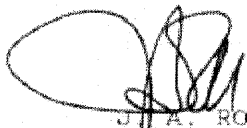
Administration Obstruction Evaluation/Airport Airspace Analysis System. From a safety standpoint, these towers should be viewed in a similar manner as other obstructions including oil/natural gas platforms, water towers, etc., encountered in normal air operations.

- Electromagnetic Interference and Radar Signatures. The development of wind turbines has increased dramatically worldwide and DoN operators will frequently encounter their presence in real world operations. The electromagnetic and radar signatures of a single wind turbine or a wind farm can affect some DoN systems. Determine whether the presence of these signatures will have an adverse or potentially adverse affect on current or future DoN operations.
- Test and Evaluation Impacts. Test and Evaluation is a unique and highly structured process that requires specific and predictable/repeatable environments. These requirements may not be compatible with the presence of cellular, meteorological, and wind turbine towers in specific areas of operations.

NAVREPs shall advise the MTR Originating/Scheduling Activity of known obstruction proposals as soon as practicable.

6. Head, Airspace and Air Traffic Control Programs (CNO (N785F)) will be the point of contact for airspace related MTR issues. N785F chairs a working group with assistance from N433, N45 and N46 to provide airspace oversight and policy guidance with respect to issues on ranges, fleet training and MTRs. This group also meets periodically to provide airspace management initiatives to DOD through the DOD Policy Board on Federal Aviation and to FAA. The OPNAV working group will keep FFC, TYCOMs and NAVFAC HQ informed of policy updates and issue resolution. The phone number for N785F is (703)604-7727 or DSN 664-7727.

  
T. J. KILCLINE  
Rear Admiral, U.S. Navy  
Director, Air Warfare

  
J. A. ROBB  
Rear Admiral, U.S. Navy  
Director, Fleet Readiness