FACSFACJAX

SMART PAK

2015

v3

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Points of Contact

Commanding Officer.....	542-2017
Operations Officer.....	542-2021
Airspace Officer.....	542-2027
ATC Officer.....	542-2023
SEALORD.....	542-2250
BRISTOL.....	542-2004
Schedules.....	542-2113
CDO.....	463-2437
Automated Hot Area Brief.....	542-2276
(FAX).....	542-2525
Area Code.....	904
DSN.....	942

Townsend Range Complex.....	912-963-3007
Pinecastle Range Complex.....	352-759-3184
Avon Park.....	863-452-4138

Website
http://www.public.navy/airfor/facsfacjax

Portal
https://www.portal.navy.mil/comnavairfor/facsfacjax

NIPR/SIPR GALs
FACSFAC_JAXS_SEALORD@navy.mil
FACSFAC_JAXS_SKEDS@navy.mil
FACSFAC_JAXS_SKEDS@navy.smil.mil

Divert Fields

NAS Jacksonville
N30º14'01" W081º40'29"
NIP TACAN CH 19
RWY 10-28…..8,002X200
RWY 14-32…..5,980X200
Arresting Gear: E28/E28(B)
RWY10(E28(B))-
1,190/RWY28(E28(B))-1,992
RWY14 (E28)-
1,229/RWY32(E28(B))-2,984
NIP TWR 340.2/120.0
BASEOPS 310.2/134.775
ATIS 281.0
(904)542-2511

NS Mayport
N30º23'28" W081º25'28"
NRB TACAN CH 51
RWY 05-23…..8,001x200
Arresting Gear: E28(B)
RWY 05-1,200/RWY 23-1,186
NRB TWR /239.3/118.75
JAX APP 308.4/124.9 ATIS 267.6
(904)270-6130/31

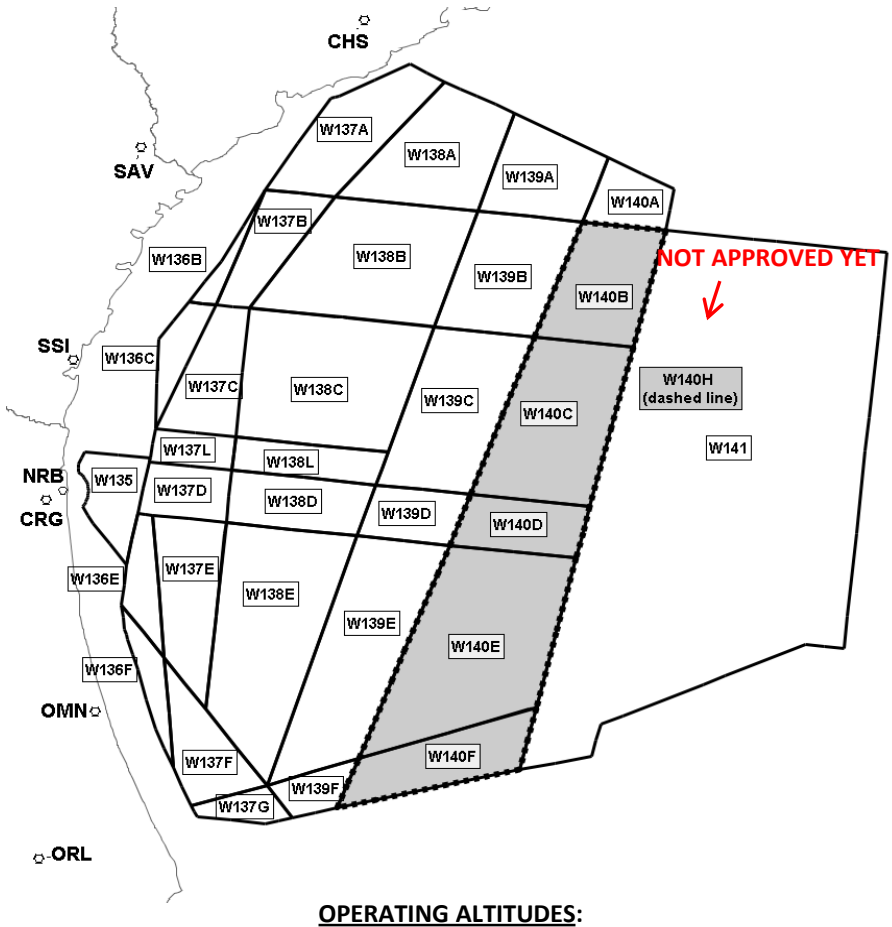
Cecil Field
N30º13'07" W081º52'37"
VORW 117.90 VQQ
RWY 9L-27R…..4,439X200
RWY 9R-27L…..8,003X197
RWY 18L-36R...12,503X193
RWY 18R/36L….8,000X200
UNICOM122.95 TWR 387.025
/126.1
ATIS 125.275

Jacksonville International
N30º29'38" W081º41'16"
CRG VORTAC 114.500 CRG CH 92
RWY8-26…..10,000X150
RWY 14-32…7,701X150
Arresting Gear: BAK-14 BAK-12B(B)
RWY 8-1,537FT/RWY 26-1,613FT
JAX APP 251.15/118.0 ATIS 125.85

MCAS Beaufort
N32º28'50" W080º43'09"
NBC TACAN CH 42
RWY 05/23…..12,200X200
RWY 10/28… 6,425X150
RWY 14/32…7,999X200
RWY 18/36…3,941X150
Arresting Gear: E28(B)
RWY 05-2,050/RWY 23-1,900
RWY 14-1,250/RWY 32-1,248
NBC TWR 342.875/119.05
APP 328.425/123.7 BASE OPS 281.8
(843)228-7301/2/3

Savannah Hilton Head Intl
N32º07'39" W081º12'07"
SAV VORTAC 115.950 SAV CH 106(Y)
RWY 01/19…..7,002X150
RWY 10/28…..9,351X150
Arresting Gear: BAK-14 BAK-12A(B)
RWY10-1,500/RWY 28-1,977
SAV TWR 257.8/119.1 UNICOM 122.95
APP 322.5/120.85 ATIS 123.75

Warning Areas



OPERATING ALTITUDES:

W-135	SFC-012	**W-140 "A-E"**	SFC-240
W-136 "B-C" and "E-F"	SFC-UNL	**W140 "F"**	SFC-130
W-137 "A-F" AND "L"	SFC-UNL	**W-140 "H"**	430-UNL
W-137 "G"	SFC-130	**W-141**	SFC-050
W-138 "A-E" AND "L"	SFC-UNL		
W-139 "A-E"	SFC-UNL		
W139 "F"	SFC-130		

******NOTE: W-140 "H" HAS NOT BEEN APPROVED BY THE FAA YET******

Warning Area Coordinates

W-135

N30°36’00” W081°19’27” to

N30°36’00” W080°57’39” to

N30°34’53” W080°57’48” to

N30°19’00” W080°59’47” to

N30°03’21” W081°01’44” to

N30°14’43” W081°14’23” to

N30°19’27” W081°18’19”; thence counterclockwise via a 7.4 nautical mile radius arc of N30°23’29” W081°25’28” (NAS MAYPORT) to N30°29’46” W081°20’56” to N30°31’57” W081°21’18” to beginning

W-136B

N32°00’00” W080°29’00” to

N31°24’00” W080°41’09” to

N31°24’00” W080°50’23” to

N31°37’00” W080°41’00” to

Beginning

W-136C

N31°24’00” W080°50’23” to

N31°24’00” W080°41’09” to

N30°45’00” W080°56’55” to

N31°12’00” W080°59’00” to

beginning

W-136E

N30°19’00” W080°59’47” to

N30°19’00” W080°54’52” to

N29°36’38” W080°45’42” to

N29°51’15” W081°02’02” to

N30°03’21” W081°01’44” to

beginning

W-136F

N29°51’15” W081°02’02” to

N29°36’38” W080°45’42” to

N29°03’16” W080°38’35” to

Beginning

Warning Area Coordinates (cont)

W-137A

N32°42’10” W079°45’27” to
N32°37’31” W079°33’24” to
N32°00’00” W080°05’44” to
N32°00’00” W080°29’00” to
N32°29’27” W080°10’36” to
beginning

W-137B

N32°00’00” W080°29’00” to
N31°24’00” W080°41’09” to
N31°24’00” W080°50’23” to
N31°37’00” W080°41’00” to
beginning

W-137C

N31°24’00” W080°41’09” to
N31°24’00” W080°30’00” to
N30°45’00” W080°30’00” to
N30°45’00” W080°56’55” to
beginning

W-137D

N30°34’53” W080°57’48” to
N30°34’53” W080°30’00” to
N30°19’00” W080°30’00” to
N30°19’00” W080°54’52” to
N30°19’00” W080°59’47” to
beginning

W-137E

N30°19’00” W080°54’52” to
N30°19’00” W080°30’00” to
N29°22’28” W080°30’00” to
N29°36’38” W080°45’42” to
beginning

W-137F

N29°36’38” W080°45’42” to
N29°22’28” W080°30’00” to
N29°01’30” W080°06’56” to
N28°53’00” W080°31’25” to
N29°03’16” W080°38’35” to
beginning

Warning Area Coordinates (cont)

W-137G

N28°53’00” W080°31’25” to
N29°01’30” W080°06’56” to
N28°52’39” W079°57’17” to
N28°50’00” W080°06’15” to
N28°50’00” W080°29’00” to
beginning

W-138A

N32°37’31” W079°33’24” to
N32°34’31” W079°21’59” to
N32°30’25” W079°08’52” to
N32°00’00” W079°17’38” to
N32°00’00” W080°05’44” to
Beginning

W-138B

N32°00’00” W080°05’44” to
N32°00’00” W079°17’38” to
N31°24’00” W079°27’51” to
N31°24’00” W080°30’00” to
beginning

W-138C

N31°24’00” W080°30’00” to
N31°24’00” W079°27’51” to
N30°45’00” W079°38’46” to
N30°45’00” W080°30’00” to
beginning

W-138D

N30°34’53” W080°30’00” to
N30°34’53” W079°41’34” to
N30°19’00” W079°45’57” to
N30°19’00” W080°30’00” to
Beginning

W-138E

N30°19’00” W080°30’00” to
N30°19’00” W079°45’57” to
N29°01’30” W080°06’56” to
N29°22’28” W080°30’00” to
beginning

Warning Area Coordinates (cont)

W-139A

N32°30’25” W079°08’52” to
N32°20’01” W078°35’59” to
N32°00’00” W078°42’29” to
N32°00’00” W079°17’38” to
Beginning

W-139B

N32°00’00” W079°17’38” to
N32°00’00” W078°42’29” to
N31°24’00” W078°54’09” to
N31°24’00” W079°27’51” to
Beginning.

W-139C

N31°24’00” W079°27’51” to
N31°24’00” W078°54’09” to
N30°34’53” W079°09’48” to
N30°34’53” W079°41’34” to
N30°45’00” W079°38’46” to
beginning

W-139D

N30°34’53” W079°41’34” to
N30°34’53” W079°09’48” to
N30°19’00” W079°14’48” to
N30°19’00” W079°45’57” to
Beginning

W-139E

N30°19’00” W079°45’57” to
N30°19’00” W079°14’48” to
N29°12’23” W079°37’26” to
N29°01’30” W080°06’56” to
Beginning

W-139F

N29°01’30” W080°06’56” to
N29°12’23” W079°37’26” to
N28°56’57” W079°42’40” to
N28°52’39” W079°57’17” to
beginning

Warning Area Coordinates (cont)

W-140A

N32°20’01” W078°35’59” to
N32°12’31” W078°12’59” to
N32°00’00” W078°14’29” to
N32°00’00” W078°42’29” to
Beginning

W-140B

N32°00’00” W078°42’29” to
N32°00’00” W078°14’29” to
N31°24’00” W078°20’55” to
N31°24’00” W078°54’09” to
Beginning

W-140C

N31°24’00” W078°54’09” to
N31°24’00” W078°20’55” to
N30°34’53” W078°29’34” to
N30°34’53” W079°09’48” to
beginning

W-140D

N30°34’53” W079°09’48” to
N30°34’53” W078°29’34” to
N30°19’00” W078°32’20” to
N30°19’00” W079°14’48” to
beginning

W-140E

N30°19’00” W079°14’48” to
N30°19’00” W078°32’20” to
N29°33’04” W078°40’15” to
N29°12’23” W079°37’26” to
Beginning

W-140F

N29°12’23” W079°37’26” to
N29°33’04” W078°40’15” to
N29°14’00” W078°43’30” to
N29°00’40” W079°30’00” to
N28°56’57” W079°42’40” to
beginning

Warning Area Coordinates (cont)

W-140H

N32°00’00” W078°42’29” to
N32°00’00” W078°14’29” to
N31°24’00” W078°20’55” to
N30°34’53” W078°29’34” to
N30°19’00” W078°32’20” to
N29°33’04” W078°40’15” to
N29°14’00” W078°43’30” to
N29°00’40” W079°30’00” to
N28°56’57” W079°42’40” to
N29°12’23” W079°37’26” to
N30°19’00” W079°14’48” to
N30°34’53” W079°09’48” to
N31°24’00” W078°54’09” to
beginning

W-141

N32°00’00” W078°14’29” to
N32°00’00” W077°00’00” to
N30°00’00” W077°00’00” to
N30°00’00” W077°13’00” to
N29°30’00” W078°18’00” to
N29°20’00” W078°20’09” to
N29°14’00” W078°43’30” to
N29°33’04” W078°40’15” to
N30°19’00” W078°32’20” to
N30°34’53” W078°29’34” to
N31°24’00” W078°20’55” to
beginning

Warning Area Coordinates (cont)

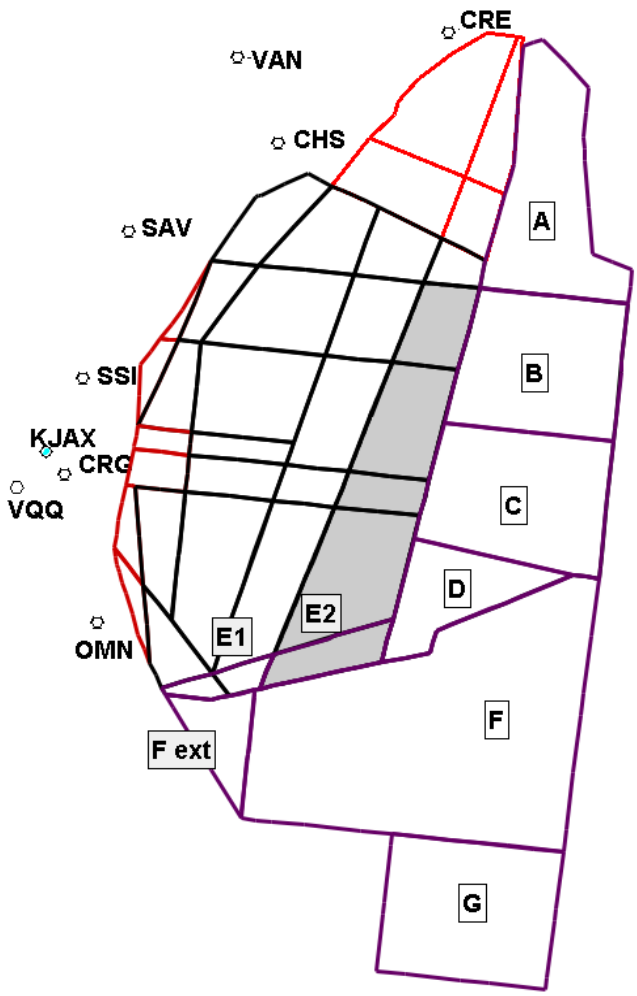
W-137L

N30°45’00” W080°56’55” to
N30°45’00” W080°30’00” to
N30°34’53” W080°30’00” to
N30°34’53” W080°57’48” to
N30°36’00” W080°57’39” to
beginning

W-138L

N30°45’00” W080°30’00” to
N30°45’00” W079°38’46” to
N30°34’53” W079°41’34” to
N30°34’53” W080°30’00” to
beginning

Tailhooks



OPERATING ALTITUDES:

TAILHOOK "A-F"	SFC-240
TAILHOOK "F" ext.	060-240 *only used with FINNS ALTRV*
TAILHOOK "G"	SFC-200
TAILHOOK "E"1	140-430
TAILHOOK "E"2	140-240

SEALORD also owns SFC-130 in Tailhook E1/E2 at all times

ATCAA Coordinates

TAILHOOK A

N33°50’30” W078°06’00” to
N33°50’30” W077°58’00” to
N33°31’30” W077°30’00” to
N33°10’00” W077°31’00” to
N32°20’00” W077°20’00” to
N32°17’00” W077° 00’00” to
N31°40’00” W077°00’00” to
N32°00’01” W078°14’29” to
N32°55’00” W078°04 ‘00”to
beginning

TAILHOOK B

N32°00’01” W078°14’29” to
N31°40’00” W077°00’00” to
N30°47’00” W077°00’00” to
N30°41’00” W078°28’00” to
beginning

TAILHOOK C

N30°41’00” W078°28’00” to
N30°47’00” W077°00’00” to
N30°00’00” W077°00’00” to
N30°10’01” W078°33’54” to
beginning

TAILHOOK D

N30°10’01” W078°33’54” to
N30°00’00” W077°13’00” to
N29°30’00” W078°18’00” to
N29°20’00” W078°20’00” to
N29°14’01” W078°43’29” to
beginning

ATCAA Coordinates (cont)

TAILHOOK E1

N28°53’00” W080°31’25” to

N28°50’00” W080°29’00” to

N28°50’00” W080°06’15” to

N28°56’57” W079°42’40” to

N29°12’23” W079°37’26” to

Beginning

TAILHOOK E2

N28°56’57” W079°42’40” to

N29°12’23” W079°37’26” to

N29°33’04” W078°40’15” to

N29°14’00” W078°43’30” to

Beginning

TAILHOOK F

N28°56’00” W079°45’00” to

N29°20’00” W078°20’00” to

N29°30’00” W078°18’00” to

N30°00’00” W077°13’00” to

N30°00’00” W077°00’00” to

N28°00’00” W077°04’00” to

N28°00’00” W079°45’00” to

Beginning

TAILHOOK F Ext

N28°50’01” W080°28’59” to

N28°50’01” W080°06’14” to

N28°56’00” W079°45’00” to

N28°00’00” W079°45’00” to

Beginning

TAILHOOK G

N28°00’00” W078°30’00” to

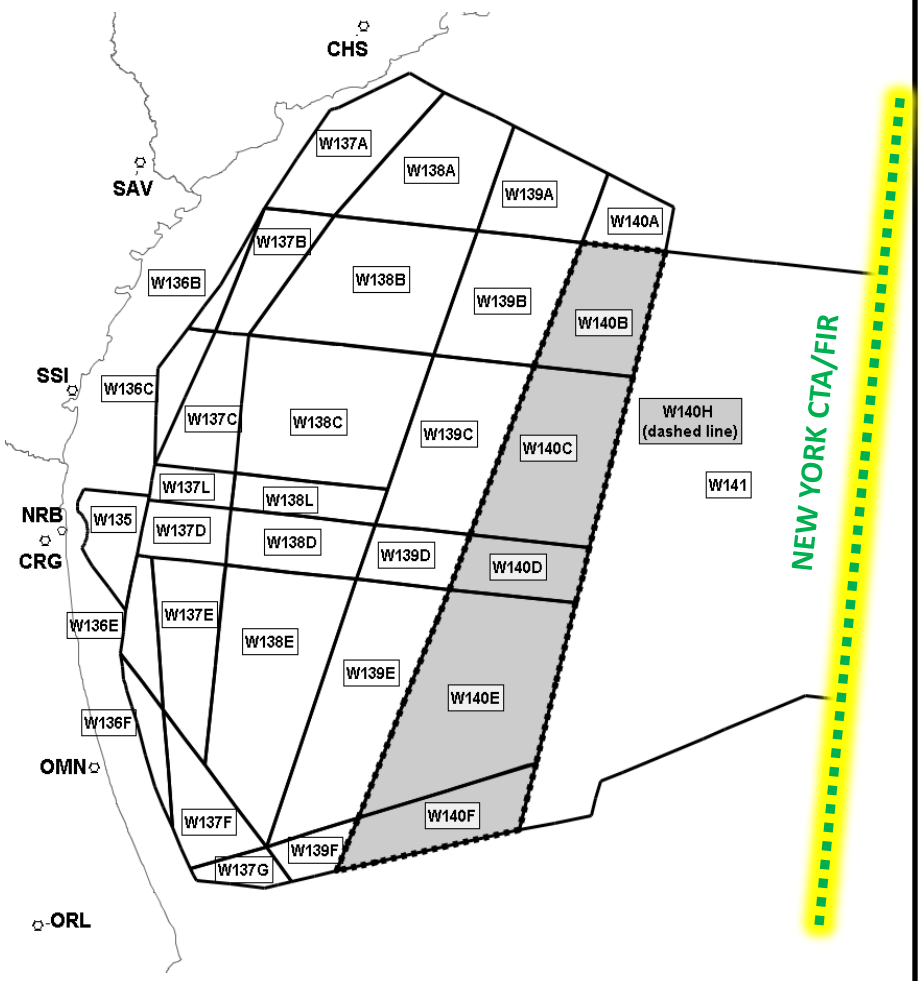
N28°00’00” W077°04’00” to

N27°00’00” W077°05’00” to

N27°00’00” W078°30’00” to

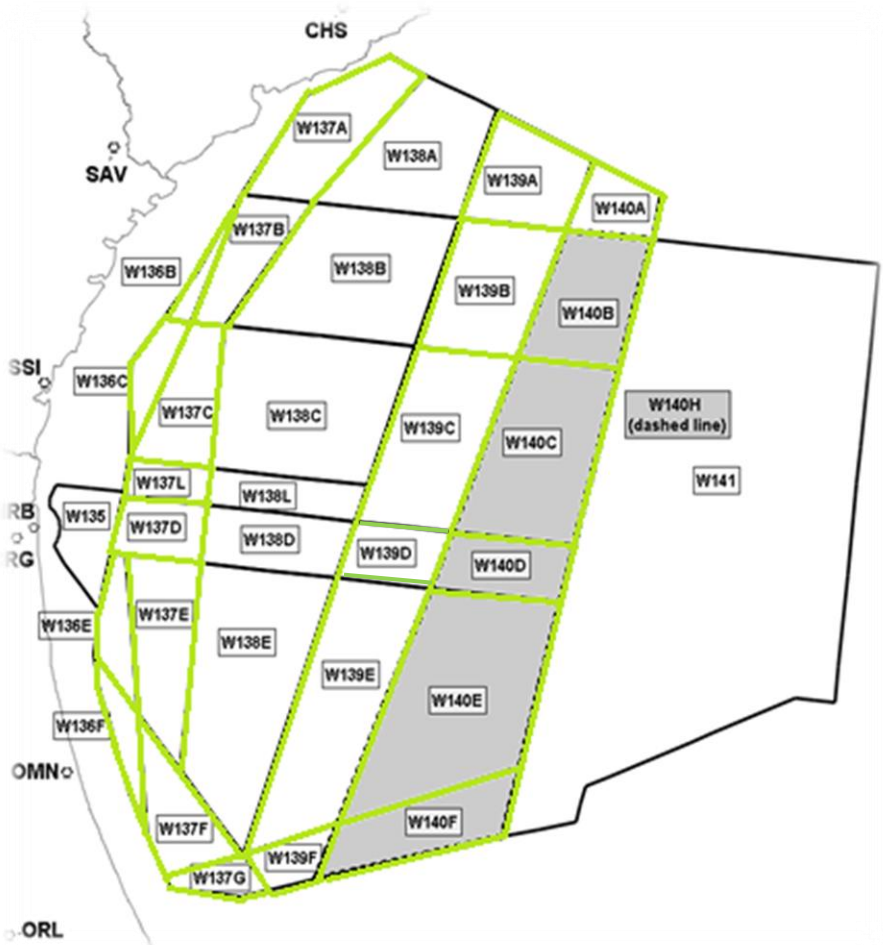
Beginning

Class A Airspace



All FACSFACJAX airspace lies within designated offshore controlled airspace. When not activated above FL180 this airspace is Class "A" airspace and an IFR clearance is required to operate. This airspace is controlled by Jacksonville / Miami Centers. The FAA applies domestic ATC procedures within designated Offshore/Control airspace from the 12NM limit outward to the inner oceanic CTA/FIR boundaries.

Weather/Traffic Release Areas

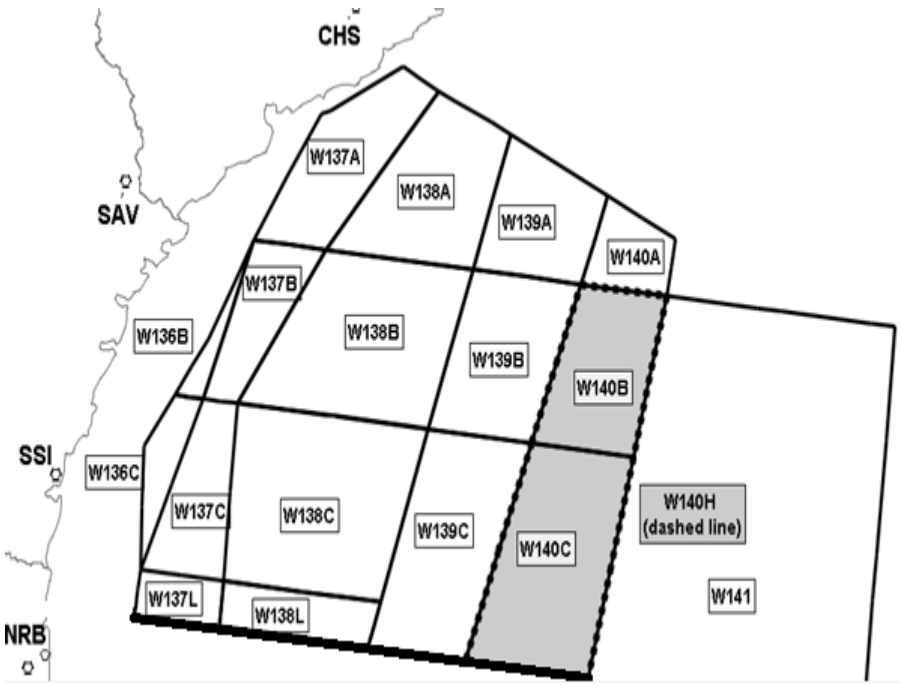


- Designated areas in **green** may be released to the FAA upon request for commercial traffic management purposes such as high traffic density or weather avoidance.

- Areas normally released FL 240 and above, however the FAA can request any block of altitudes.

*******NOTE: All Areas are retained for CSG4 events unless an emergency / safety of flight exists*******

North Warning Areas



******DO NOT FLY ABOVE FL240 IN W-140A-C WITHOUT SEALORD APPROVAL******

<u>FREQS for W-136B-C, W-137A-B, W-138A-C & L, W-139A-C, and W-140A-C</u>

PRIMARY: 284.5 MHz / 120.95 MHz

SECONDARY: 313.7 MHz

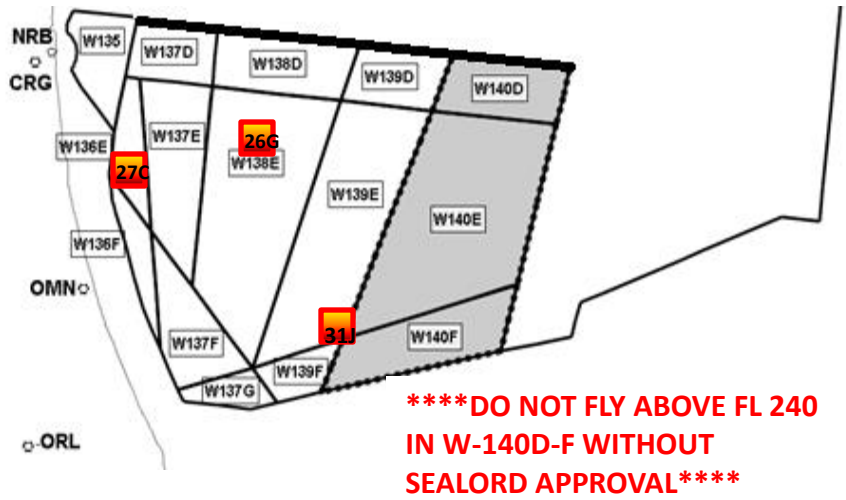
DISCREET: 385.3 MHz / 376.9 MHz / 349.9 MHz

North Warning Areas (cont.)

Designated Gunex Warning Areas

<u>ALTITUDES:</u>
SFC to Unlimited usable intermittent daily based on scheduled usage.

South Warning Areas



******DO NOT FLY ABOVE FL 240 IN W-140D-F WITHOUT SEALORD APPROVAL******

FREQS W-135, W-136E/F, W-137D-G, W-138D/E, W-139D-F, AND W-140D-F

PRIMARY: 267.5 MHz/ 120.95 MHz **SECONDARY**: 133.95 MHz

HELO Common: 311.5 MHz

DISCREET: 339.7 MHz / 318.6 MHz

26G- Helicopter Variable Depth Sonar Area (VDS)

27C - Gunnery Area

31J - Ordnance Jettison Area (NOTMAR 24/7):

- **31J is the only *designated* ordnance jettison area**
- **Notify Sealord / Visually clear range prior to release**
- **Release of ordnance through cloud cover prohibited**
- **Release of ordnance within 2nm of NRW prohibited**
- **Report COMEX/FINEX and number/type of ordnance**

South Warning Areas (cont.)

26G: SFC – 2,000ft
N30°00’00” W080°10’00” to
N30°10’00” W080°10’00” to
N30°10’00” W080°20’00” to
N30°00’00” W080°06’00” to
N30°04’00” W080°20’00” to
beginning

31J: SFC - FL430
N29°20’00” W079°50’00” to
N29°20’00” W079°40’00” to
N29°10’00” W079°40’00” to
N29°10’00” W079°50’00” to
beginning

27C : SFC - 5,000ft
N30°00’00” W081°00’00” to
N30°00’00” W080°50’00” to
N29°50’00” W080°50’00” to
N29°50’00” W081°00’00” to
beginning

Exclusive/Co-Use Areas

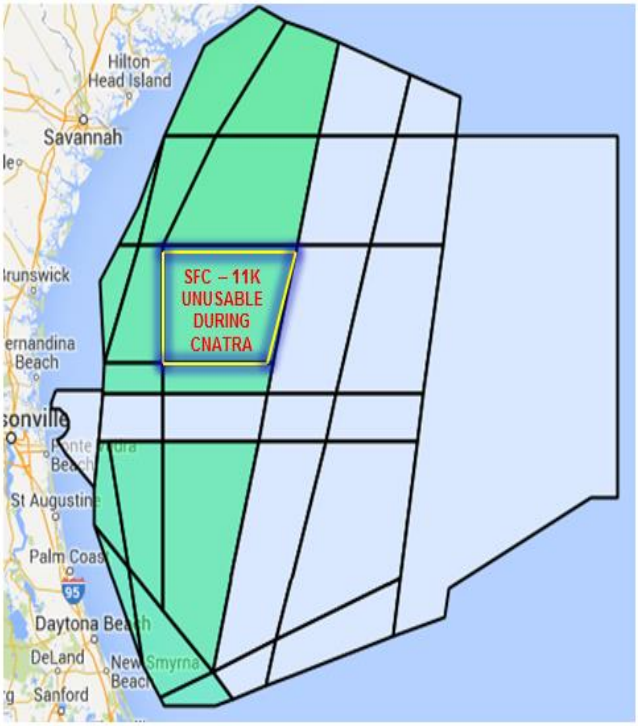
- Green Warning Areas
  exclusive areas

  - *W-136B/C/E/F*
  - *W-137A/B/C/E/F/G/L*
  - *W-138A/B/C/E/F/L*

NOTE: W-138C can not be scheduled exclusive below 12,000ft during CNATRA training evolutions

- Blue Warning Areas
  co-use areas

  - *W-135*
  - *W-137D*
  - *W-138D*
  - *W-139 A/B/C/D/E/F*
  - *W-140 A/B/C/D/E/F*
  - *W-141*

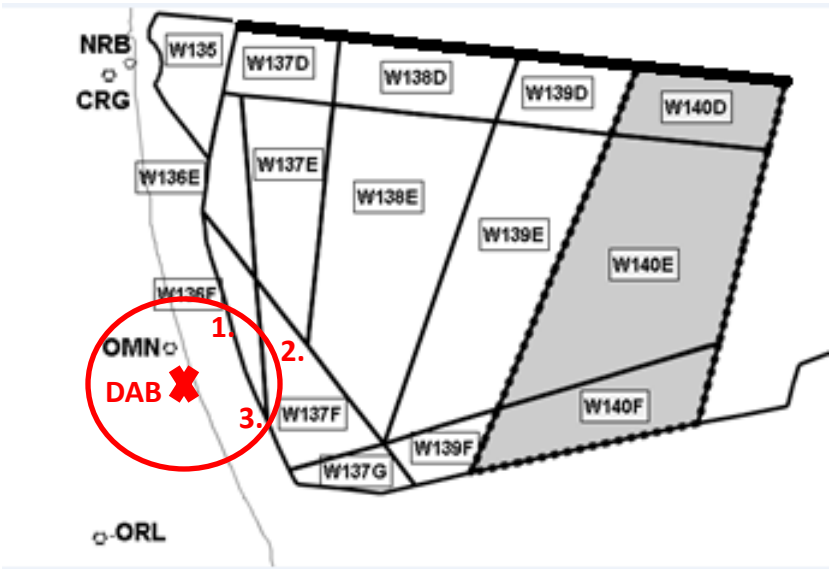


Note: W-138C is used just as an example. Any of the Warning Areas may be used by CNATRA and the same rules apply

Daily hot area brief and airspace schedule recording is available by calling:

1-904-542-2276

Daytona Beach (DAB) Shelf



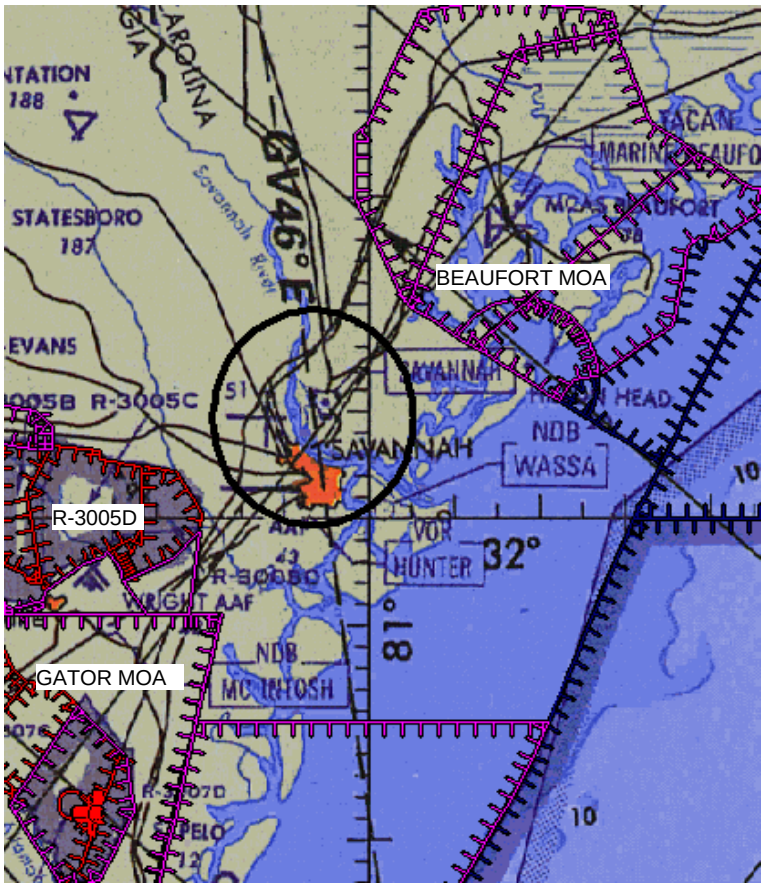
******WHILE OPERATING IN W-136F AND W-137F, REMAIN CLEAR OF THE "DAYTONA BEACH SHELF". THIS AREA IS RESERVED BY LETTER OF AGREEMENT TO PROTECT IFR ARRIVALS AND DEPARTURES******

23NM Radius centered on Daytona Beach Airport
N29° 18'00" W081° 06'00"

1. N29°29'00" W080°52'15"
2. N29°20'78" W080°39'62"
3. N29°03'00" W080°38'50"

ALTITUDE: SFC - 5,000ft

CHUDD Haystack



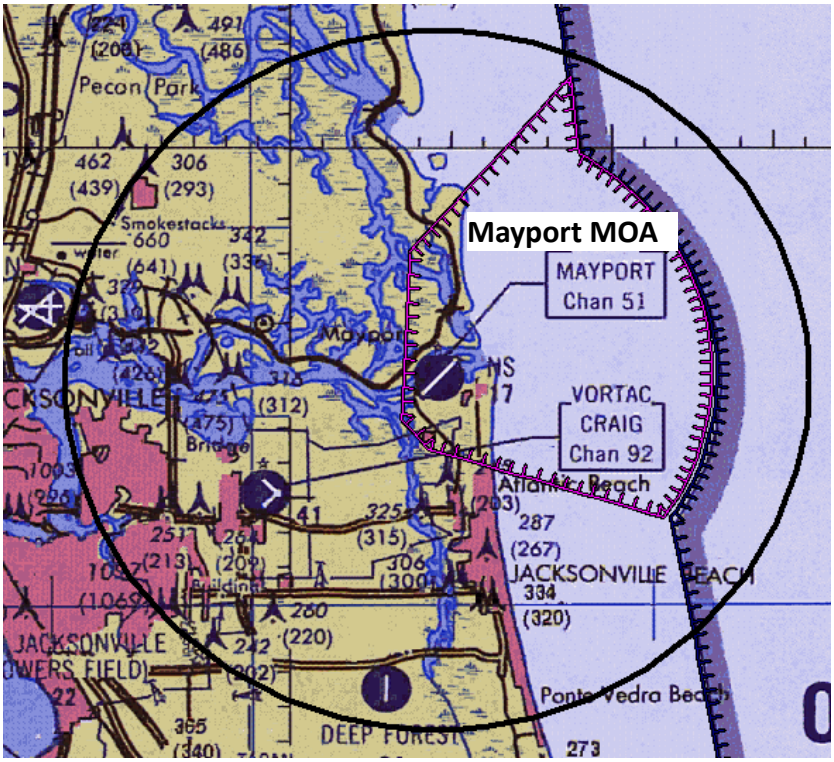
STEREO ROUTE: W138E REQ 140B170 SAV (DELAY 0+30)
W138E REMARKS: DELAY IN CHUDD STACK W/I 10NM

Contact SEALORD 267.5 MHz (South Warning Areas) or 284.5 MHz (North Warning Areas) and they will switch you to JAX CTR 322.5 MHz / 120.85 MHz

10NM Radius from N32° 08’46” W081° 11’56”

ALTITUDE: 140 - 170

CASEY Haystack



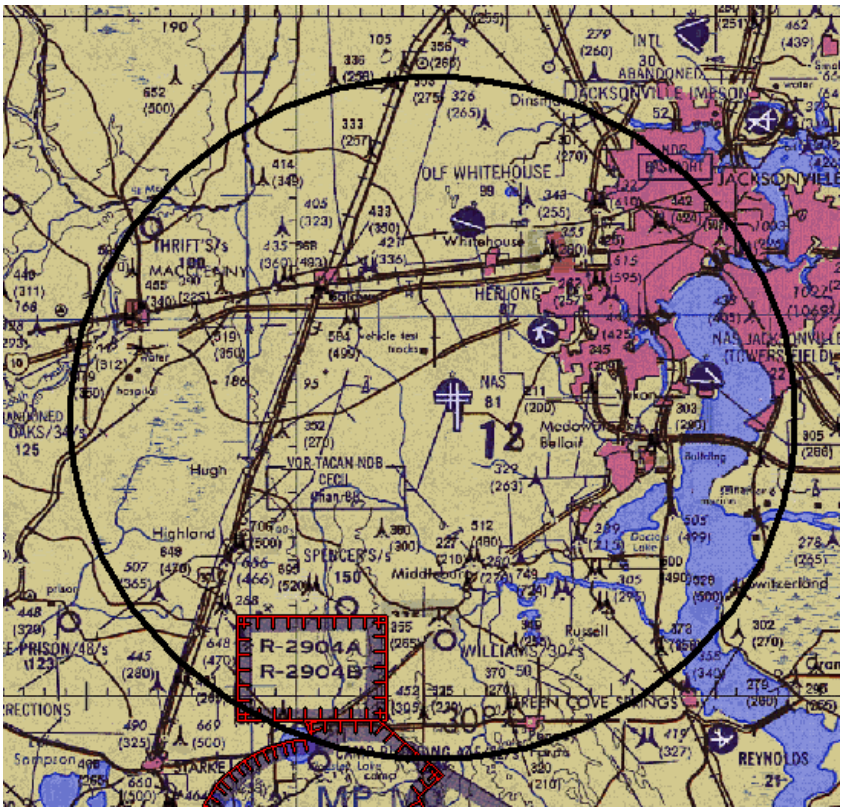
STEREO ROUTE: W138E REQ 120B150 NRB (DELAY 0+30)
W138E REMARKS: DELAY IN CASEY TST W/I 10NM

Contact SEALORD 267.5 MHz (South Warning Areas) or 284.5 MHz (North Warning Areas) they will switch you to JAX APP 351.8 MHz / 118.0 MHz

10NM Radius from N30° 23’19” W081° 25’23”

ALTITUDE: 120 - 150

HEDLES Haystack



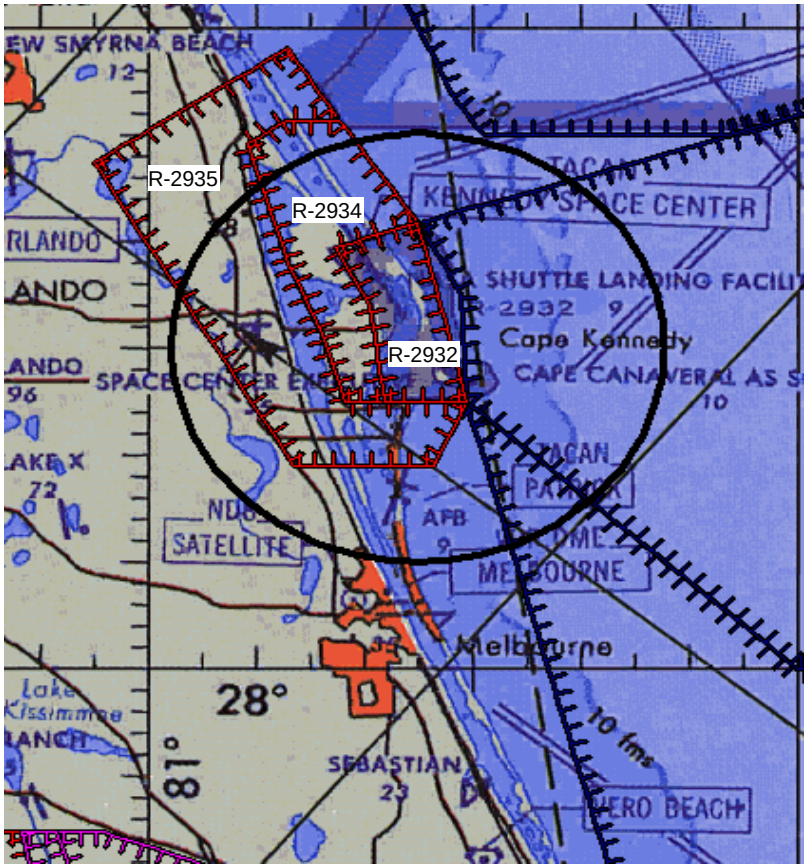
STEREO ROUTE: W138E REQ 160B190 VQQ (DELAY 0+30)
W138 REMARKS: HEDLES STACK W/I 15NM

Contact SEALORD 267.5 MHz (South Warning Areas) or 284.5 MHz (North Warning Areas) they will switch you to JAX CTR 307.25 MHz / 126.35 MHz or Iron Cross (C2X) 342.25 MHz

15NM Radius from N30° 12’46” W081° 53’27”
VORW 117.900

ALTITUDE: 160 - 190

CAPE Haystack



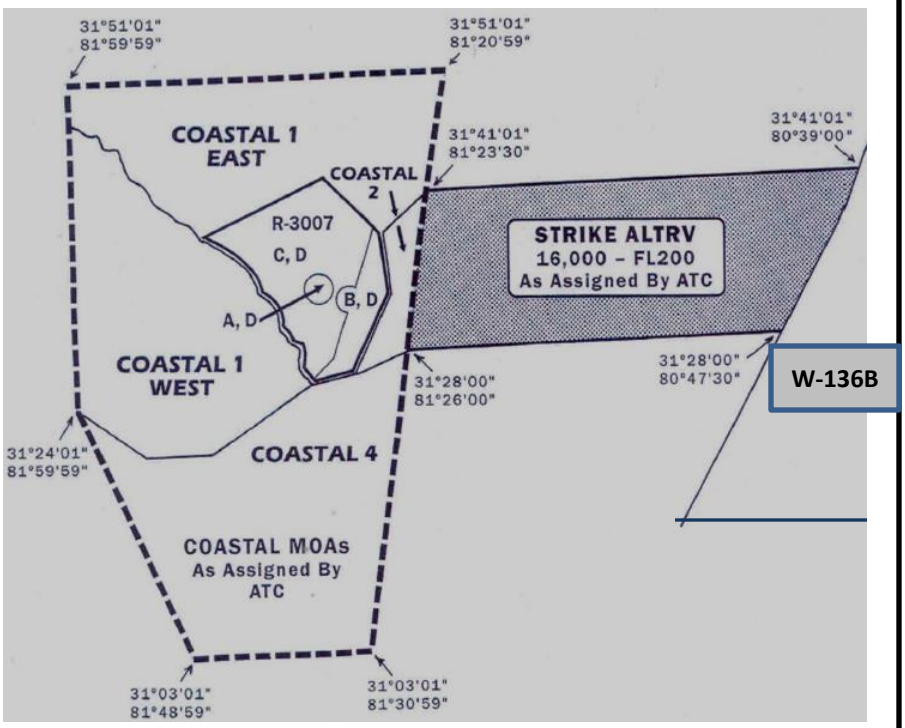
VFR: W-138E..COF007016 150B170 DELAY X+XX
W-138E

Contact SEALORD 267.5 MHz (South Warning Areas) or 284.5 MHz (North Warning Areas) SEALORD will cut you VFR at the border.

20NM Radius from N28° 30’00” W080° 35’00”

ALTITUDE: 150 - 170

Townsend Range Complex

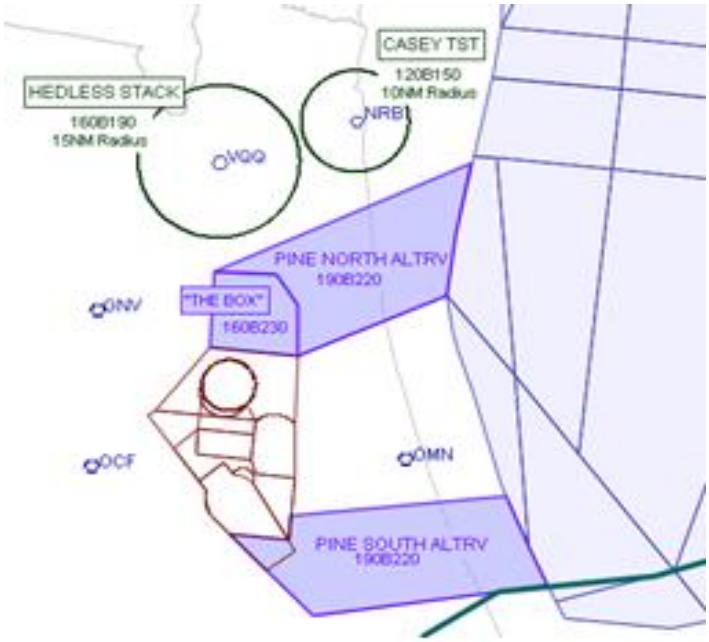


- The STRIKE ALTRV shall be utilized for high altitude deliveries into R-3007.
- SEALORD will activate the ALTRV. If the ALTRV is not activated, you can request to fly at a VFR altitude between the MOA and W-136B/W-137B.
- STRIKE ALTRV maximum of two consecutive altitudes between 16,000 feet and FL200, as assigned by ATC.
- SEALORD requires a 15 min notification call on 284.5 MHz prior to flying through the ALTRV for activation.
- Townsend Range: SFC – FL250.
- Traffic advisories for Coastal MOAs on VHF 119.225 MHz

- SEALORD: 284.5 MHz
- Townsend Target: 228.4 MHz

******NOTE: Range not managed by FACSFAC JAX******

Pinecastle ALTRVs



- Pine North and South ALTRV transition altitude FL190 to FL220.
- Pilots ensure you are established at FL190 prior to departing the Palatka MOA transitioning the ALTRV RTB to the Warning Areas.
- "The BOX" is a staging area that facilitates a 40NM sterilized straight-in run to the range. If it is not specifically requested from 16,000-FL230, it is active from FL190 to FL220 when Pine North ALTRV is in use.

SEALORD: 289.2 MHz
Pinecastle Control: 289.2 MHz
Pinecastle Target: 225.35 MHz
Lake George: 261.25 MHz

******NOTE: Pine North and South ALTRVs will not be activated simultaneously******

Pinecastle ALTRV Coordinates

Pine North

N29° 51’21” W081° 52’10” to
N30° 17’26” W080° 59’59” to
N30° 03’21” W081° 01’44” to
N29° 51’15” W081° 02’02” to
N29° 36’21” W081° 32’19” to
N29° 46’19” W081° 33’36” to
N29° 52’00” W081° 39’00” to
beginning

The Box

N29° 51’21” W081° 52’10” to
N29° 52’00” W081° 39’00” to
N29° 46’19” W081° 33’36” to
N29° 36’21” W081° 32’19” to
N29° 36’21” W081° 51’19” to
beginning

Pine South

N29° 00’01” W081° 42’29” to
N29° 00’00” W081° 30’00” to
N29° 04’47” W081° 44’39” to
N29° 12’52” W080° 17’40” to
N29° 03’16” W080° 38’35” to
N28° 56’08” W080° 33’36” to
N28° 54’00” W080° 44’00” to
N28° 45’45” W081° 22’46” to
beginning

Pinecastle ALTRV Procedures

- All Pilots / Flight Leads shall contact SEALORD on 289.2 MHz prior to crossing the Warning Area boundary into the ALTRV unless conducting a Large Force Strike.

-Large Force Strike Lead shall check in with SEALORD prior to flight transiting the ALTRV. Once communications have been established the Flight Lead can switch frequencies to the E-2 for clearance through the ALTRV (If being controlled by the E-2) or Pinecastle JTACS as required by mission, but **ALL** aircraft shall monitor 289.2 MHz for Safety Alerts / Traffic Calls. Acknowledgement of a Safety Alert / Traffic Call is mandatory.

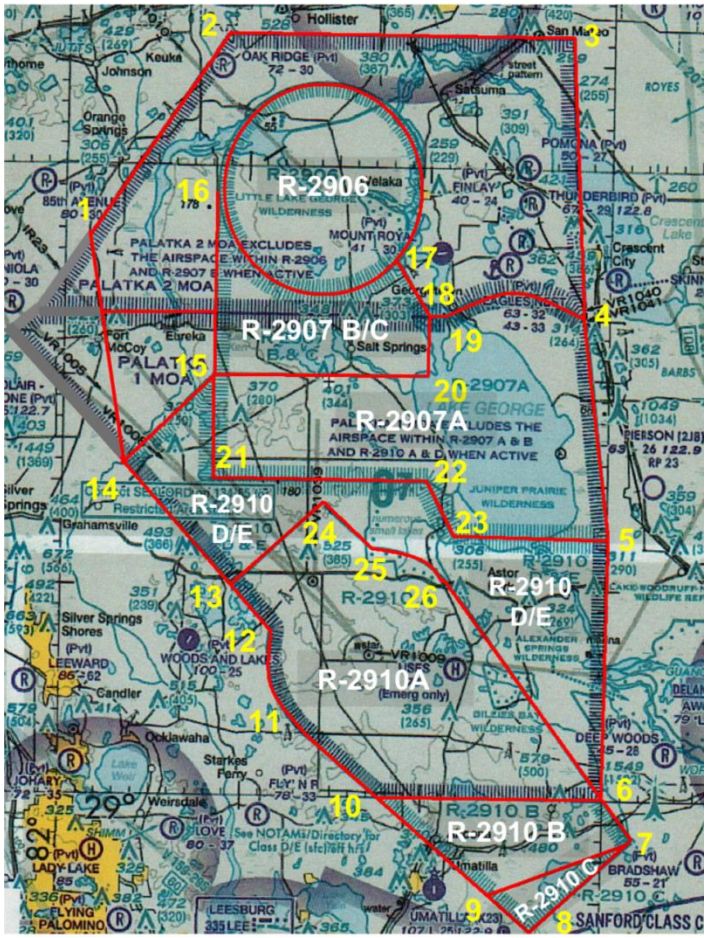
- Due to the high volume of North and Southbound commercial traffic in the vicinity of the ALTRVs, strict adherence to ALTRV confines is required to and from the Palatka MOAs.

- If pilots cannot establish contact with SEALORD on 289.2 MHz, attempt contact on 267.5 MHz or 225.35 MHz

- If pilots intend to RTB VFR or fly anything other than the normal ALTRV procedures, advise SEALORD (5) minutes prior to departing the MOA for coordination purposes.

- Pilots may not delay in any of the ALTRVs. Only point to point transitions are approved.

Pinecastle Range Complex



PINECASTLE CONTROL – 289.2 MHz
PINECASTLE TARGET – 225.35 MHz
LAKE GEORGE – 261.25 MHz

R2906 - SFC TO 14,000'MSL

R2907A - SFC TO FL230
R2907B - 2000' MSL TO FL230
R2907C - 500' MSL < 2000' MSL

R2910A - SFC TO FL230
R2910B - SFC TO 6000' MSL
R2910C - SFC TO 6000' MSL
R2910D - 2000' TO FL230
R2910E - 500'MSL < 2000'MSL

Pinecastle Range Complex Coordinates

1. N29°26’47” W081°58’37”
2. N29°36’21” W081°51’19”
3. N29°36’21” W081°32’19”
4. N29°22’51” W081°31’19”
5. N29°12’31” W081°29’59”
6. N29°00’00” W081°30’00”
7. N28°57’56” W081°28’24”
8. N28°53’39“ W081°33’56”
9. N28°55’20” W081°36’12”
10. N29°00’01” W081°42’29”
11. N29°03’15” W081°46’50”
12. N29°07’58” W081°48’29”
13. N29°10’01” W081°50’34”
14. N29°15’55” W081°56’40”
15. N29°20’06” W081°51’49”
16. N29°29’30” W081°51’41”
17. N29°25’41” W081°41’47”
18. N29°23’01” W081°39’59”
19. N29°23’01” W081°38’54”
20. N29°20’06” W081°39’59”
21. N29°15’06” W081°51’49”
22. N29°15’06” W081° 39’59”
23. N29°12’31” W081°38’29”
24. N29°14’01” W081°45’49”
25. N29°11’51” W081°42’59”
26. N29^{0}10’14” W081^{0}38’39”

Pinecastle Targets

Inert Ordnance Target / Inert Ordnance FAH

	LIA	RY	West Urban Box			Sam Convoy		Strafe	Inert Ordnance FAH
20mm									142± 5(Runway) / 038 (Strafe)
LGTR									137/317 ± 10
MK-76									137/317 ± 10
BDU-33									137/317 ± 10
BDU-45									137/317 ± 10
BDU-48									137/317 ± 10
BDU-50									137/317 ± 10
GBU-10(I)									137/317 ± 10
GBU-12(I)									137/317 ± 10
GBU-16(I)									137/317 ± 10
MK-82(I)									137/317 ± 10
MK-83(I)									137/317 ± 10
MK-84(I)									137/317 ± 10

HE Ordnance Target / HE Ordnance FAH

									HE Ordnance FAH
GBU-10									317 ± 10, 169 ± 9
GBU-12									317 ± 10, 169 ± 9
GBU-16									317 ± 10, 178
MK-82									137/317 ± 10, 169 ± 9
MK-83									137/317 ± 10, 169 ± 9
MK-84									137/317 ± 10, 169 ± 9
								LD FIN	137 ± 10, DIVE (-60° TO -20°), Max Release Alt 10K
								HD FIN	317 ± 10, Max Release ALT 2K, Min Release Alt 750'

******NOTE: Table is F/A-18 specific. Refer to Range Manual for other platform information******

Pinecastle Targets General Information

- All Pilots must have Positive Target ID prior to weapons release.

- All weapons release must be inside R-2910 Airspace..

- Must maintain positive COMMS with Pinecastle Targets or JTAC at all times, loss of COMMS fouls the range.

- There cannot be clouds in between aircraft releasing Laser Guided Bombs and intended target, or clouds obstructing laser from aircraft to target from weapons release until target impact.

- Ensure you contact SEALORD on 289.2 MHz prior to checking in with Targets on 225.35 MHz

- Upon check-in, Pilots will state if they are working with JTAC, Targets, or requesting a "First Pass Hot" strike package.

- Targets will abort an event for any unsafe or restrictive issue.

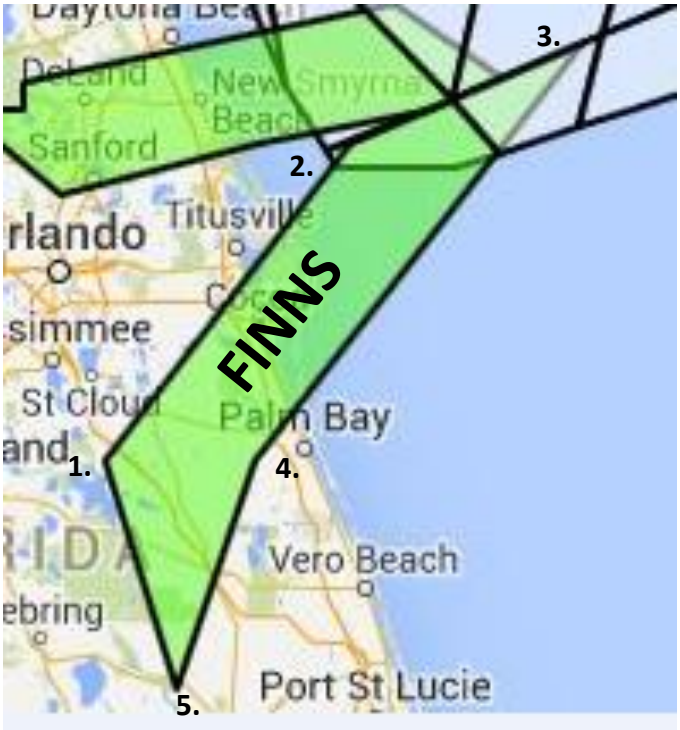
- All Pilots have the final responsibility to release the Ordnance safely regardless of how they are controlled. Pilot is required to have positive Target ID regardless of event parameters to ensure safe training environment.

- Contact Targets immediately for any Off Target, Off Range, or Mishap.

- Upon completion of event, confirm Winchester or state ordnance expended. Pinecastle will then switch pilots back to SEALORD on 289.2 MHz for RTB.

******NOTE: "First Pass Hot" events require all pilots to have had a FAM flight within 30 days prior to event. First Pass Hot request must be submitted to Pinecastle NLT 12 hours prior to event.******

FINNS ALTRV



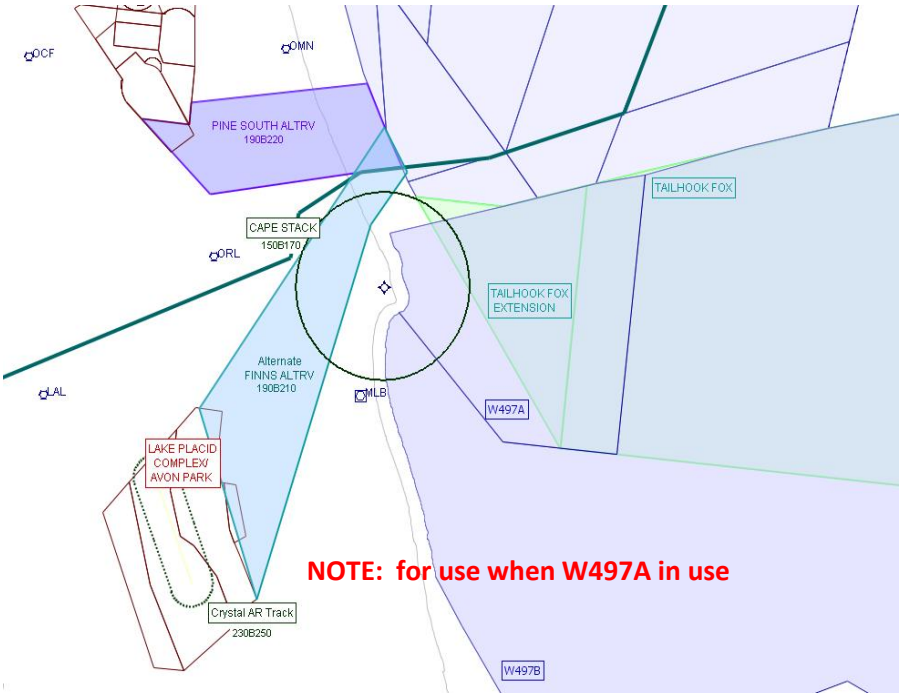
Stereo route: W138E REQ 170B210 APOLO DEARY FORTB R2901 (DELAY 1+00) JANGL DEARY APOLO W138E

- E-2 contact SEALORD 267.5 MHz prior to clearing any fighters through the ALTRV
- Fighters should check in with the E-2 if airborne and contact SEALORD 267.5 MHz until switched.
- Avon Park (OPS) 292.2 MHz / (FINAL) 264.625 MHz / (BACKUP) 256.7 MHz

Coordinates: Between a line from

(1) N28° 00'01" W081° 13'59" to
(2) N28° 53'54" W080° 26'49" to
(3) N29° 10'50" W079° 41'41" to
(4) N28° 00'00" W080° 45'00" to
(5) N27° 21'01" W080° 59'59" to
contour of AVON MOA to **(1)**

ALTERNATE FINNS ALTRV



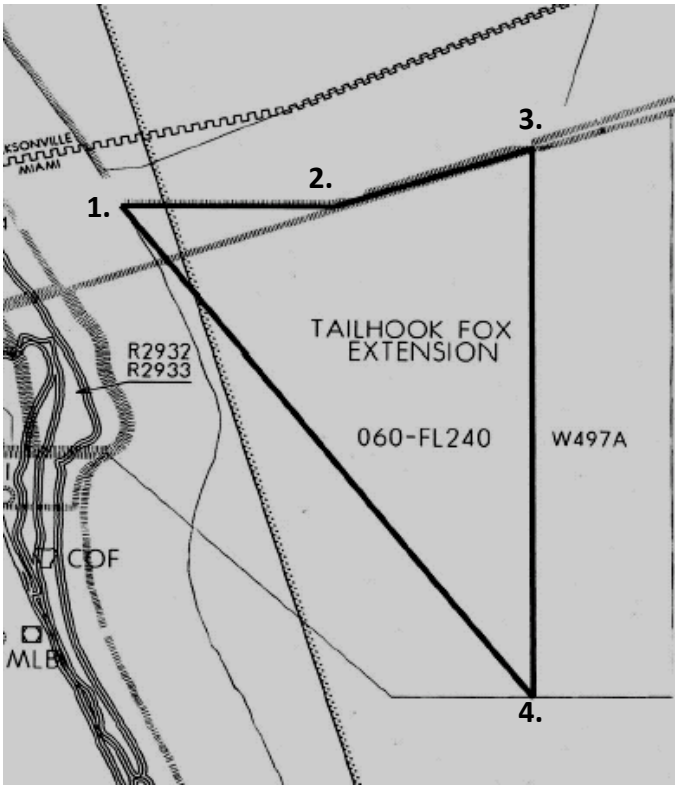
Stereo route: W138E REQ 170B210 APOLO DEARY FORTB R2901 (DELAY 1+00) JANGL DEARY APOLO W138E

- E-2 contact SEALORD 267.5 MHz prior to clearing any fighters through the ALTRV
- Fighters should check in with the E-2 if airborne and contact SEALORD 267.5 MHz until switched.
- Avon Park (OPS) 292.2 MHz / (FINAL) 264.625 MHz / (BACKUP) 256.7 MHz

Coordinates: Between a line from

29:04:00N 80:39:00W to
28:00:00N 81:20:00W to
and a line from:
28:55:00N 80:32:00W to
28:43:00N 80:40:00W to
27:21:00N 81:00:00.W

TAILHOOK FOX Extension



From:

(1) N28° 50'01" W080° 28'59" to

(2) N28° 50'01" W080° 06'14" to

(3) N28° 56'00" W079° 45'00" to

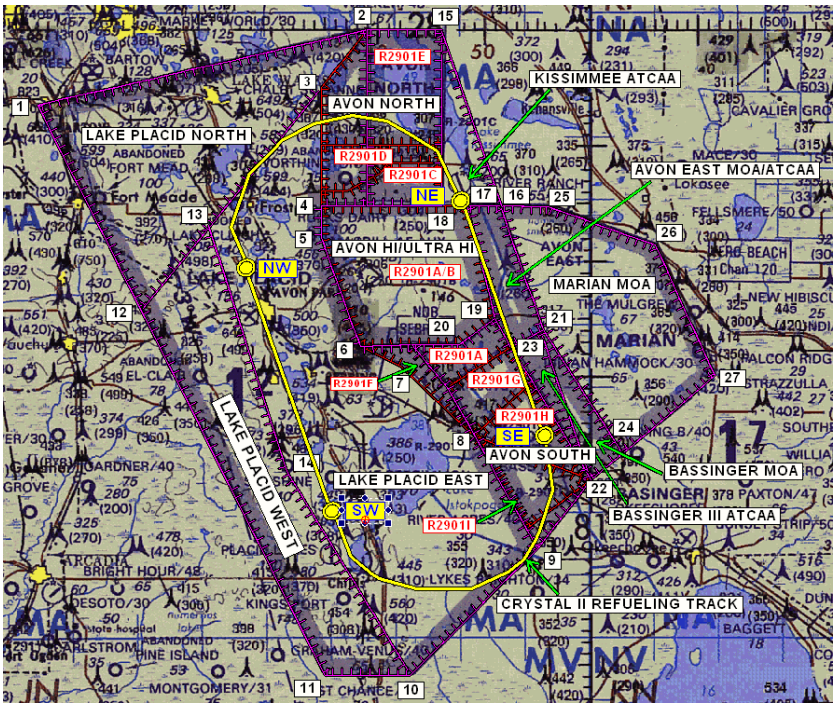
(4) N28° 00'00" W079° 45'00" to

beginning.

ALTITUDE: 6,000 - FL240

******NOTE: Only active when FINNS ALTRV is in use******

Avon Park / Crystal II AR



******NOTE: Crystal II AR is MARSA with CSFTL operations.******

Crystal II AR orbit points

NW Quadrant - N27°38’38” W081°32’02”(LAL 128/33)
SW Quadrant - N27°19’50” W081°25’11”(LAL 140/50)
SE Quadrant - N27°25’52” W081°04’10”(LAL 122/60)
NE Quadrant - N27°44’46” W081°10’52”(LAL 107/46)

ALTITUDE: FL210 - FL230

******NOTE: Range not managed by FACSFAC JAX******

Avon Park Altitudes

LAKE PLACID NORTH MOA - 7,000 to FL400
LAKE PLACID SOUTH MOA - 7,000 to FL400
LAKE PLACID WEST MOA – 7,000 to FL400

AVON NORTH MOA - 4,000 to FL400
AVON HI/ULTRA HI MOA - FL180 to FL400
AVON SOUTH MOA - 4,000 to FL400
AVON EAST MOA/ATCAA - 500ft to FL400

KISSIMMEE ATCAA - 3,000 to FL400

MARIAN MOA - 500 ft to 5,000

BASSINGER MOA - 500ft to 5,000

BASSINGER HI ATCAA - 5,000 to FL400

R2901A/B - SFC to FL180

R2901C - SFC to 4,000

R2901D - 1,000 to 4,000

R2901E - 1,000 to 4,000

R2901F - 4,000 to 5,000

R2901G - SFC to 4,000

R2901H - 1,000 to 4,000

R2901I - 1,500 to 4,000

Avon Park Coordinates

1. N27°53’31” W081°51’59”
2. N28°00’01” W081°20’59”
3. N27°55’01” W081°25’19”
4. N27°44’46” W081°25’19”
5. N27°42’01” W081°25’19”
6. N27°32’33” W081°21’39”
7. N27°30’46” W081°17’49”
8. N27°24’46“ W081°10’59”
9. N27°15’01” W081°04’59”
10. N27°04’01” W081°16’59”
11. N27°04’01” W081°28’00”
12. N27°35’44” W081°42’14”
13. N27°42’49” W081°36’16”
14. N27°21’30” W081°28’00”
15. N28°00’00” W081°13’59”
16. N27°44’46” W081°08’29”
17. N27°44’46” W081°11’39”
18. N27°44’46” W081°13’59”
19. N27°35’01” W081°08’59”
20. N27°32’41” W081°12’19”
21. N27°34’01” W081°04’29”
22. N27°21’01” W080° 59’59”
23. N27°32’31” W081°07’29”
24. N27°23’13” W080°56’59”
25. N27°44’41” W081°03’59”
26. N27°41’21” W080°53’59”
27. N27°30’01” W080°48’19”

Avon Park General Information

Airspace

- R2901A can be requested surface through FL 400.
- The R2901 Range Complex will include all areas except: Marian and Bassinger MOA on the east and Lake Placid East, West and North.
- Marian and Bassinger MOA remain 500'-5,000'.
- Lake Placid North has replaced Placid 3. Approved through special request only.
- Lake Placid East is available from 7,000'-FL 400.
- Lake Placid West is generally from 7,000'-15,000'.

TARGETS

- Target restrictions/coordinates/pictures/regulations can be found on the Air Force Portal. A CAC card and pre-registration is required.

Radio Procedures

- Avon Park does not monitor SEALORD frequencies, prior to entering the Avon Park Airspace all flights are to contact Avon Operations on 292.2 MHz for clearance on the range.
- They will then be given the range frequency to use while operating in the airspace.
- Prior to departing the airspace, each flight shall contact Avon Operations again advising of all ordnance expended on the range and that they are departing the range airspace.

Primary UHF: **292.2 MHz**
Primary VHF: **126.15 MHz**
North Tactical Range: **264.625 MHz**
South Tactical Range: **276.6 MHz**

Contacts
COM: 863-452-4138/4176
DSN: 968-7138/7176

Avon Park General Information (cont)

- R2901A thru I, Lake Placid, Avon North/South/East/Hi MOA's and ATCAA's and FINNS ALTRV's shall be activated real time by requesting FINNS ALTRV. Avon complex includes the named enroute ALTRV, R2901A thru I, Lake Placid, Avon North/South/East/Hi MOA's and ATCAA's.

- FINNS will be activated by Sealord. A call to Miami Center Mission Coordinator fifteen minutes prior to flights arrival at SUA is required for activation.

- Blue Air E2 or Strike Lead will be point of contact for Blue Air activation and will maintain contact with Miami Center Missions on briefed frequency.

- E2, Strike Lead, Miami Center Missions, and Avon Ops will all be on same frequency. Frequency for FINNS once switched from SEALORD will normally be 256.7 MHz Contact Avon 292.2 MHz for entry into the range. Avon will advise flights of active AR and JTAC call signs/frequencies. The range will approve frequency change to either the North Tactical frequency of 264.625 MHz, South Tactical frequency of 276.6 MHz or special frequencies assigned by JTACs. Flights will check out on 292.2 MHz to report ordnance expenditures on target numbers before departing FINNS.

SEALORD Frequencies
North Warning Areas: 284.5 MHz / 120.95 MHz
South Warning Areas: 267.5 MHz / 133.95 MHz

******NOTE: Lake Placid does not include Placid North subdivision.******