

DEPARTMENT OF THE NAVY
NAVAL AIR STATION WHIDBEY ISLAND
OAK HARBOR, WASHINGTON 98278-5000

NASWHIDBEYINST 3770.1B
N3
27 Mar 02

NASWHIDBEY INSTRUCTION 3770.1B

Subj: PACIFIC NORTHWEST OPERATIONS AREA (PACNORWEST OPAREA)
MANUAL

Ref: (a) OPNAVINST 3770.2J
(b) OPNAVINST 3710.7S
(c) FAA Order 7400.2D
(d) FAA Order 7610.4H (OPNAVINST 3770.2H)
(e) NASWHIDBEYINST 3722.3A
(f) CINCPACFLTINST 3624.1F

Encl: (1) Pacific Northwest Operations Area Manual

1. Purpose. To issue enclosure (1) which provides PACNORWEST OPAREA users with an overview of NAS Whidbey Island training airspace areas. This manual incorporates guidance provided in references (a) through (f) and outlines safety precautions, procedures for scheduling, describes Special Use Airspace (SUA) and surface facilities; establishes procedures for training within NAS Whidbey Island PACNORWEST OPAREAs. This manual has been substantially revised and should be reviewed in its entirety.

2. Cancellation. NASWHIDBEYINST 3770.1A

3. Policy and Guidance

a. Per reference (a), Department of the Navy (DON) Airspace Procedures Manual, real time joint-use of SUA shall be the goal and is the only reasonable manner to conduct training in peacetime. At those times when SUA is not activated or being used by the designated using agency, every reasonable attempt shall be made to provide the airspace to other users. DON activities must ensure a mutual use doctrine that provides for timely turnover of airspace to the Federal Aviation Administration (FAA) which provides the maximum efficiency practicable. Activities requiring exclusive-use airspace must be identified and must provide justification.

b. Per reference (a), Fleet Area Control and Surveillance Facility, San Diego, California is designated as the DON Regional Airspace Coordinator (RAC) and is the focal point and central clearinghouse for all SUA matters that pertain to any DON

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airspace related activity within their regional area of responsibility. NAS Whidbey Island acts as a direct airspace liaison to the RAC and is responsible for the scheduling and management of all airspace matters that pertain to the PACNORWEST OPAREAs.

4. Recommended Changes. Forward recommended changes to:

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/s/
STEPHEN P. BLACK

Distribution:
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COMCARGRU ONE
COMCARGRU THREE
COMCARGRU SEVEN
COMCRUDESGRU ONE
COMCRUDESGRU THREE
COMCRUDESGRU FIVE
COMDESRON SEVEN
COMDESRON NINE
COMDESRON TWO THREE
COMMAROPSGRU TWO
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COGARD AIRSTA Port Angeles
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MARPAAC, Esquimalt NB, Victoria, B.C. Canada
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USS CAMDEN
USS FIFE
USS RANIER
USS RODNEY M DAVIS
USS INGRAHAM
USS FORD
USS PAUL FOSTER
USCGC MELLON
USCGC CUTTYHUNK
USCGC ACTIVE
USCGC ALERT
USCGC STEADFAST
USCGC ORCAS
USCGC COWSLIP
CVW-2
CVW-9
CVW-11
CVW-14
FAIRECONRON ONE
FAIRECONRON THREE
FASUPACNORWEST BREMERTON WA (N3)
MARPAHQ ESQUIMALT

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INSHOREBOATU TWELVE
MAWTS ONE, MCAS Yuma, AZ
142 FG Portland, OR
120 FIG Great Falls, MT
114 FS Kingsley Field, OR
391 FS Mountain Home AFB, ID
389 FS Mountain Home AFB, ID
92 BW Fairchild AFB, WA
OL GG 355WG, McChord AFB, WA
Det 1 142 FG McChord AFB, WA
62 AW McChord AFB, WA
190 FS Boise Air Terminal, ID
FAA Seattle ARTCC AUBURN SEATTLE WA (MOS)
AFREP, FAA Northwest Mountain Region (ANM-900)
FAA OAKLAND ARTCC FREMONT OAKLAND CA (MOS)
FLTINFOWARCEN DET SAN DIEGO CA CPF REP
COMNAVSURPAC SAN DIEGO CA (N3)

PACIFIC NORTHWEST OPERATIONS AREA MANUAL

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- (5) PREFERENTIAL DROP ZONES
- (6) CV CASE I OPAREA

CHAPTER 1 GENERAL

1.1 GENERAL

1. Per reference (a), NAS Whidbey Island is assigned responsibility to manage offshore and inland operating areas dedicated for military use, through coordination, scheduling and control, if applicable, of surface and air platforms operating to/from these areas. This manual contains a comprehensive listing of all PACNORWEST operating areas and Special Use Airspace. Chapters 2 through 7 include detailed descriptions of these areas.

2. All military training, to the maximum extent possible, should normally be conducted within the established OPAREAS.

1.2 NOISE ABATEMENT POLICY. It is Commanding Officer, Naval Air Station, Whidbey Island policy to conduct required training and operational flights with a minimum impact on surrounding communities. The importance of maintaining continued good relations with the public and other federal agencies dictates strict compliance with the provisions contained in reference (b) as well as this instruction. Each aircrew shall be familiar with the noise profiles of their aircraft and shall be committed to minimizing noise impacts without compromising operational and safety requirements.

1.3 DEFINITIONS

1.3.1 Air Combat Maneuvering (ACM). Flight of two or more aircraft involved in abrupt changes in flight path/altitude-scheduled as an exclusive operation.

1.3.2 Exclusive Use. OPAREA scheduling term, which indicates an area, is reserved for the unit, which scheduled the area. Non-participants are prohibited from entering the area.

1.3.3 Co-Usage. Concurrent use of an area by two or more units. Implies that units are able to conduct the operation safely even though other units are operating or transiting the area. Co-use of an area requires approval of the scheduling unit.

1.3.4 Cold Area. OPAREA wherein no hazardous operations are being conducted.

1.3.5 Hot Area. Air or surface OPAREA wherein ordnance is being fired/dropped or other operations are being conducted that presents a hazard to non-participants.

1.3.6 Notice to Airman (NOTAM). A broadcast or published flight advisory to disseminate information affecting safety of flight. Issued on a temporary basis.

1.3.7 Notice to Mariners. A broadcast or published navigation advisory to disseminate information affecting navigation within a limited geographic area.

1.3.8 Practice Bomb. Inert ordnance.

1.3.9 Restricted Area. An area in which special restricted measures are employed to prevent non-participants from entering the area.

1.3.10 Scheduling Authority. Exercises administrative control of OPAREAS, coordinates and schedules usage.

1.3.11 Special Use Airspace. Airspace wherein activities must be confined because of their nature, and/or wherein limitations are imposed on non-participating aircraft. Includes MOAs, Warning Areas, Alert Areas, and Restricted Areas.

1.3.12 Warning Area. A specified area over international waters where hazardous activities may occur.

1.3.13 Military Training Route (MTR). Designated airspace for military low altitude, high-speed navigation and tactics. MTRs are not SUA and as such FAR 91 concerning minimum altitude for flight applies. The FAA has exempted FAR 91 and allows MTRs to be flown in excess of 250 KIAS below 10,000'.

1.3.14 Military Operations Area. An airspace area designated for non-hazardous military activity to segregate non-participating IFR aircraft from participating military operations and to inform the VFR pilot when such activity is being conducted.

1.4 WARNINGS, CAUTIONS, AND NOTES

The following definitions apply to "WARNINGS,-" "CAUTIONS," and "Notes" found throughout this manual.

a. Warning. An operating procedure, practice or condition, etc., that may result in injury or death if not carefully observed or followed.

b. Caution. An operating procedure, practice or condition that may result in damage if not carefully observed or followed.

c. Notes. An operating procedure, practices or condition that must be emphasized.

1.5 GENERAL PRUDENTIAL RULES

1. This manual has been prepared per references (a) and (b). It shall not be construed as modifying or superseding directives issued by higher authority.

2. OPAREA users shall comply with this manual and are expected to exercise their best judgement when encountering conditions not covered.

1.6 USER RESPONSIBILITIES. The primary purpose of OPAREAS is to support the needs of the user. To permit effective utilization of all areas, the user also has certain responsibilities.

1. Unless otherwise directed by higher authority, users shall comply with procedures, weather minimums, and ordnance employment restrictions contained in this manual.

2. Schedule proposed activities within NAS Whidbey Island PACNORWEST OPAREAS directly with NAS Whidbey Island, Airspace Schedules Division (N38).

3. Provide a minimum of 60 days prior notice for large-scale (i.e., FLEETEX, READEX, ORI/ORE, ATA) exercises/events.

1.7 NAS WHIDBEY ISLAND, AIRSPACE SCHEDULES DIVISION

1. Responsible for overall management of the PACNORWEST OPAREA airspace areas described in this manual. Establish, enforce, and publish procedures for effective safe utilization of assigned OPAREAS.

2. Approving authority for all matters relating to the scheduling and use of these areas. De-conflict and assign priority to airspace usage.

3. Provide briefings concerning scheduling and use of NAS Whidbey Island PACNORWEST OPAREAS.

4. Coordinate services, ensure issuance of NOTAMS/NOTMARS, issue schedules, and prescribe additional regulations, as necessary.

5. Submit usage reports per references (a), (c), and (d).

6. Schedule FCLP periods at NAS Whidbey and OLF Coupeville.

7. Schedule Hot Pit periods at NAS Whidbey.

1.8 SAFETY PRECAUTIONS

1.8.1 General. The purpose of safety precautions and range regulations are to prevent personnel injury or property damage that might result, directly or indirectly, from any action of ships or aircraft training within the PACNORWEST OPAREAS. These safety precautions and range regulations are not intended to conflict with, or to reduce, the full exercise by any command of responsibilities assigned by competent authority. In any situation, the commanding officer or senior aviator in the flight shall use proper discretion to implement measures, which will achieve maximum safety.

1.8.2 Scope. This chapter sets forth the safety precautions and range regulations applicable to NAS Whidbey Island PACNORWEST OPAREAS. Those safety precautions and range regulations, which apply only to specific operating areas or targets, are included in the appropriate chapter of this manual.

1.9 REGULATIONS APPLICABLE TO BOTH AIR AND SURFACE UNITS

1.9.1 Clear Range. The operational commander conducting an exercise shall be satisfied that the range is clear prior to beginning the exercise. Procedures to ensure a clear range may be established based on visual and/or radar surveillance. The Officer Conducting Exercise (OCE) shall take into consideration all applicable factors in arriving at the final decision, such as urgency of the mission, density of air and surface traffic, local visibility, distance offshore, type and expected reliability of the ordnance and the availability, accuracy, reliability, and completeness of radar coverage. When surveillance of the range is conducted partially or solely by radar, surface and/or airborne, commanders shall ensure that the radar is operated and monitored by well-trained and competent personnel. Regardless of what surveillance method is used, there must be assurance that the RANGE IS CLEAR. Surface or air firing exercises shall be suspended at any time visual or radar warning indicates the presence of any vessel or aircraft within firing range.

1.9.2 Firing with Cloud Cover. No ordnance shall be expended through an overcast or over an undercast, or when there is more than 0.3

cloud coverage in the area, unless the criteria established in reference (c) are met.

1.9.3 Firing Areas. Firing exercises are permitted only within the off-shore warning areas approved by Commander, Submarine Training Group, Pacific Northwest (COMSUBTRAGRU PACNORWEST), Bangor and scheduled with NAS Whidbey Island. Exercises must be within the area/target assigned.

1.10 ADDITIONAL SAFETY PRECAUTIONS FOR FIRING EXERCISES BY SURFACE UNITS

1.10.1 Responsibility. The commanding officer of each ship or unit is responsible for compliance with these safety precautions and range regulations.

1.10.2 Lookouts. A sufficient number of qualified lookouts must be posted during all firing exercises.

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

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

1.10.5 Display of Bravo Flag. The Bravo Flag must be displayed close-up during all firing exercises.

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

1.11 SURFACE GUNNERY EXERCISES

1.11.1 Clear Range. The range must be clear to the extreme range of the gun.

1.11.2 Safety Bearings. The safety bearings established by FXP-3E shall be observed.

1.11.3 Communications. During surface gunnery exercises involving a towed target, two-way communications must be maintained between the firing unit and the towing vessel.

1.12 ANTI-AIRCRAFT (AA) GUNNERY

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

1.12.2 Communications. AA firing exercises involving a towed target or a target aircraft may be conducted only while two-way communications between the firing unit and the towing or controlling aircraft are maintained.

1.13 ANTI-SUBMARINE WARFARE EXERCISES. No live depth charges or other live underwater ordnance shall be dropped for exercise purposes except as authorized by COMSUBTRAGRU PACNORWEST Bangor, WA.

1.14 ADDITIONAL SAFETY PRECAUTIONS AND RANGE REGULATIONS FOR AIR UNITS

1.14.1 Responsibility. The responsibility for compliance with these safety precautions is vested in the Commanding Officer of each user squadron or unit.

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

1.14.3 Ordnance Jettison. Live ordnance may be jettisoned "safe" in the target area. The pilot is responsible for clearing the target area prior to any ordnance deliveries. Planned ordnance drops in offshore warning areas must be coordinated with COMSUBTRAGRU PACNORWEST, Bangor at least two weeks in advance.

1.14.4 Hung Ordnance. Detailed instructions for hung ordnance at NAS Whidbey Island are contained in the Air Operations Manual, NASWHIDBEYINST 3710.1 (series).

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

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

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

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

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

1.14.10 Disturbance of Wildlife. When it is necessary to fly over known habitat of wild fowl, an altitude of at least 3,000 feet shall be maintained, condition permitting.

1.14.11 Reporting Danger to Life or Property. It is mandatory that a report be made as soon as possible to NAS Whidbey Island Operations Duty Officer, DSN 820-2681/2, COMM (360) 257-2681 by any pilot who:

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

b. Upon return from flight, finds that bombs, rockets or any other missiles have been unaccountably expended.

c. Considers that any ammunition expended or any flight maneuvers employed may have endangered the life or property of another person, or who considers that such other person may reasonably believe that their life or property had been endangered.

1.15 AIR-TO-AIR GUNNERY EXERCISES

1.15.1 Minimum Range from Shore. Minimum firing range from the shoreline for air-to-air over water gunnery at any altitude shall be 10 miles outbound and 15 miles inbound within the assigned air area.

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

1.15.3 Range Clear. The range shall be clear before each firing run is started.

1.15.4 Target Safety Cone. No firing may be done within 15 degree safety cone of the target or if the firing aircraft is below the level of the tow plane.

1.15.5 Break-aways. All break-aways shall be up and over the target line of flight. On losing sight of target, a breakaway shall be executed immediately.

1.15.6 Visibility. Pilots must maintain visual contact with the target and other aircraft in the formation, and the flight path must permit safe breakaway at all times during a run.

1.16 AIR-TO-SURFACE EXERCISES

1.16.1 Characteristics of Ordnance. Pilots will be fully cognizant of the safety precautions applicable to the ordnance carried including the installed fuses.

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

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

1.16.4 Direction of Runs. All runs shall be made in the direction specified by the target observer, and no runs may be made at an angle of less than 30 degrees with the course of a towed surface target.

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

1.18 OTHER MISSILE EXERCISES. Surface to Air and Surface to Surface missiles may be expended within offshore operating areas. Because of the varying characteristics of the missiles used by the Navy, varying safety precautions and attack methods must be used. Each mission or exercise shall be briefed and the necessary safety precautions applied. Specifically, no missile shall be fired when there is a chance it will not fall in a safe area within the operating area.

CHAPTER 2

SCHEDULING PROCEDURES

2.1 GENERAL. When scheduling OPAREAS, users shall request only as much area, airspace, and time necessary to complete the mission.

2.2 SCHEDULING

2.2.1 NAS Whidbey Island Airspace Schedules Division. All users of NAS Whidbey Island administered areas shall schedule their proposed activities with NAS Whidbey Island Airspace Schedules Division. This division is the sole approving authority for OPAREAS and MTR's contained in this manual. Airspace may be scheduled via the following medium:

Mail: Commanding Officer (N38)
3730 N. Charles Porter Ave
NAS Whidbey Island
Oak Harbor, WA 98278-5300

Message: NAS WHIDBEY ISLAND
WA/N3/N38//

FAX: DSN: 820-1283
COMM: (360) 257-1283

Telephone: DSN: 820-2877
COMM: (360) 257-2877

e-mail: schedules@naswi.navy.mil

2.2.2 Hours of Operations. Airspace Schedules Division hours of operation are 0700-1700 local, Monday through Friday except holidays. Schedulers are located in the NAS Whidbey Island Flight Planning Office, Operations (Building 385).

2.2.3. Scheduling Times. Scheduling requests shall be made no later than 1600 local the day prior to desired usage, and not later than 1600 local on Friday for weekends/Mondays.

2.2.4 Notice to Mariners (NOTMARS). Requests for offshore Warning Areas requiring a NOTMAR must be received at least 96 hours in advance.

2.3 CHANGES AND CANCELLATIONS

2.3.1 Times. Users of SUA/MTRs shall notify Airspace Schedules Division of all requested changes and/or cancellations as soon as they occur.

2.3.2 Notices to Airman (NOTAM). Change, including additions, to scheduled SUA times

shall be requested a minimum of 2 1/2 hours (4 hrs for W-237H/J) prior to desired usage to allow for issuance of necessary Notices to Airman.

2.3.3 Extensions. Flights shall not extend beyond the scheduled period without approval of Airspace Schedules Division. Requests will normally be approved provided there is not a conflict with succeeding flights or release of airspace to Seattle Air Route Traffic Control Center (ARTCC). Otherwise, aircraft must vacate when instructed to do so or at the expiration of scheduled time.

2.3.4 Military Training Routes (MTRs). In the interest of flight safety, and to allow Flight Service Stations sufficient time to disseminate advisory information, MTR entry times are firm; slides are not authorized. MTR requests must be scheduled before 1600 the day prior to being flown. Same-day scheduling may be accomplished 0700 –1130 local for entry times after 1400 local. Actual IR entry times must be within 5 minutes of scheduled time. Actual VR entry times must be within 3 minutes of scheduled time.

2.4 PRIORITIES. NAS Whidbey Island will normally schedule OPAREAS and services as requested, but the demand often exceeds available resources. Accordingly, the following priority system is established for initial scheduling. It is not intended to be all-inclusive and is used for planning purposes only. Exceptions can be made for special mission requirements.

- a. PRI 1: Major exercises
- b. PRI 2: VAQ-129
- c. PRI 3: NAS Whidbey-based fleet squadrons in order of nearest deployment dates
- d. PRI 4: Other U.S. Navy units and other U.S. forces
- e. PRI 5: Foreign military forces
- f. PRI 6: All other authorized users

2.4.1 Conflict Resolution. When a scheduling conflict occurs, Airspace Schedules Division will determine priority of use and make every effort to coordinate adjustments to areas, times, altitudes, etc., to resolve the conflict. Units who do not receive their requested times will be

notified and offered other available airspace or time periods.

2.4.2 Scheduling. Fleet Replacement Squadron (VAQ-129) has scheduling priority until 1000 local the day prior to use for all MTRs, Olympic MOA, Okanogan MOA, and the Boardman Complex. After 1000 local the day prior, these areas are scheduled on a first-come-first-served basis. All other areas including Roosevelt MOA and all offshore Warning Areas are reserved on a first-come-first-served basis. Airspace for special exercises or events may be reserved as far in advance as desired.

2.5 REQUESTS VIA MESSAGE

2.5.1 Message Format

1. Requests for OPAREAS generally should be UNCLASSIFIED and shall be in the following format (omit non-applicable items):

Item (a): Requesting Unit (ship/unit or squadron name) and number of participants.

Item (b): Type exercise.

Item (c): Exclusive or co-usage (exclusive for hazardous operations).

Item (d): Area or target requested, include desired altitudes.

Item (e): Date and COMEX/FINEX of each period.

Item (f): Weapon information

1. Type of weapon or aircraft

2. Type of ordnance to be used

3. For ships: Max ordinate and range of weapon. For aircraft: Max operating altitudes or max ordnance altitude, as applicable.

4. Type target.

Item (g): Acceptable alternate area(s), date(s), or time(s) and amplifying remarks.

Item (h): TACP/TAC (A) requirements.

Item (i): Remarks and/or services requested (include point of contact and phone number).

2. Requests for multiple exercises/areas should be submitted in the same message using the format described above.

2.6 ELECTRONIC COUNTERMEASURES (ECM) AND CHAFF REQUESTS

2.6.1 ECM Area. The Continental United States ECM Area extends to the outer boundaries of the coastal Air Defense Identification Zone (ADIZ) or a perimeter 150nm seaward from the coastal states, whichever is farther out, except where this infringes on territorial limits of other nations/states.

2.6.2 ECM Coordination. All ECM activity (including chaff) shall be coordinated by the unit planning the ECM mission with the FAA Frequency Management Office. Reference (d) applies. In addition, use of chaff requires coordination with Western Air Defense Sector, DQM/AST; telephone DSN 382-4344, COMM (253) 984-4344.

CHAPTER 3

MILITARY OPERATIONS AREAS (MOAs)

3.1 GENERAL

3.1.1 Description. The Okanogan, Roosevelt Boardman, and Olympic MOAs are designated for the purpose of conducting special military training operations, such as combat tactics, aerobatics, intercepts, instrument training, aerial refueling, and formation flight training. Nonparticipating IFR traffic will be provided separation from operations within the MOAs by Seattle ARTCC. Nonparticipating VFR traffic is urged to remain clear of the area. Should it become necessary to transit Okanagon or Roosevelt when training activities are being conducted, exercise extreme caution.

3.1.2 Operating Hours. All MOAs are published "continuous by NOTAM" and are available 24 hours each day. A minimum of two and 1/2 hours-prior notice is required to allow sufficient time to disseminate the NOTAMS.

3.1.3 Scheduling. Missions or exercises involving multiple units/commands that extend two or more days shall be coordinated at least 30 days in advance to comply with Seattle ARTCC requirements. Refer to Chapter 2 for additional scheduling procedures. Air Traffic Control Assigned Airspace (ATCAA) is available above FL180 and may be requested with at least 30 minutes prior notice.

3.1.4 Communications. Communications in MOAs shall be maintained with the designated controlling agency (Table 1).

MOA COMMUNICATIONS

AREA	AGENCY	CALL SIGN	FREQUENCY
Okanogan	Seattle ARTCC	Seattle Center	291.6 MHZ
Roosevelt	Seattle ARTCC	Seattle Center	291.6 MHZ
Olympic	Seattle ARTCC	Seattle Center	291.6 MHZ

Table 1

3.2 OKANOGAN MOA. Illustration (1)

3.2.1 Okanogan A Boundaries. Beginning at:

49° 00' 00"N 119° 45' 04"W to
49° 00' 00"N 119° 20' 04"W to
49° 00' 00"N 119° 00' 04"W to
48° 03' 30"N 119° 00' 04"W to
48° 05' 00"N 120° 20' 04"W to
48° 06' 30"N 119° 45' 04"W to

48° 08' 29"N 120° 27' 34"W to
48° 54' 40"N 120° 03' 04"W to
48° 54' 40"N 119° 45' 04"W to
the point of beginning.

1. Altitudes: 9,000 feet MSL to but not including FL180.

2. ATCAA: FL180 to FL500.

3.2.2 Okanogan B Boundaries. Beginning at:

48° 08' 29"N 120° 27' 34"W to
48° 54' 40"N 120° 03' 04"W to
48° 54' 40"N 119° 45' 04"W to
48° 06' 30" N 119° 45' 04"W to
the point of beginning.

1. Altitudes: 300 feet AGL to but not including following airports: Twisp Municipal Airport, WA and the Methow Valley State Airport, Winthrop, WA. (Underlies Western portion of Okanogan A.)

3.2.3 Okanogan C Boundaries. Beginning at:

48° 05' 00"N 119° 20' 04"W to
49° 00' 00"N 119° 20' 04"W to
49° 00' 00"N 119° 00' 04"W to
48° 03' 30"N 119° 00' 04"W to
the point of beginning.

1. Altitudes: 300 feet AGL to but not including 9,000 feet MSL. (Underlies eastern portion of Okanogan A.)



VFR civil traffic is authorized in this MOA. Military aircrew must be alert for civilian controlled traffic.

3.3 ROOSEVELT MOA. Illustration (1)

3.3.1 Roosevelt A Boundaries. Beginning at:

49° 00' 00"N 119° 00' 04"W to
49° 00' 00"N 117° 23' 04"W to
49° 00' 00"N 116° 48' 04"W to
48° 22' 00"N 117° 28' 04"W to
48° 22' 00"N 118° 06' 04"W to
48° 19' 30"N 118° 14' 34"W to
48° 03' 30"N 119° 00' 04"W to
the point of beginning.

1. Altitudes: 9,000 feet MSL to but not including FL180.

2. ATCAA: FL180 to FL500.

3.3.2 Roosevelt B Boundaries. Beginning at:

49° 03' 30"N 119° 00' 04"W to
49° 00' 00"N 119° 00' 04"W to
49° 00' 00"N 117° 23' 04"W then
via a line parallel to and 2NM west of the west
bank of the Pend Oreille River, WA to

48° 38' 00"N 117° 25' 04"W to
48° 38' 00"N 118° 10' 34"W then
via a line parallel to and 2NM west of the west
bank of the Columbia River, WA to the point of
beginning.

1. Altitudes: 300 feet AGL to but not including
9,000 feet MSL. Excluding the airspace 1,500
feet and below within a 3NM radius of the Ferry
County Airport, Republic, WA. (Underlies a
portion of Roosevelt A.)



**VFR civil traffic is authorized in this MOA.
Military aircrew must be alert for
civil/uncontrolled traffic.**

3.4 OLYMPIC MOA. Illustration (2)

3.4.1 Olympic A Boundaries. Beginning at:

47° 41' 29"N 124° 33' 05"W to
47° 41' 29"N 123° 43' 35"W to
47° 37' 59"N 123° 40' 05"W to
47° 14' 59"N 123° 40' 05"W to
47° 05' 59"N 124° 14' 53"W thence
northbound 3 miles parallel to the shoreline, to
the point of beginning.

1. Altitudes: 6,000 feet MSL up to but not
including FL1 80, excluding that airspace below
1,200 feet AGL.

2. ATCAA: FL180 up to and including FL350.

3.4.2. Olympic B Boundaries. Beginning at:

48° 08' 59"N 124° 48' 05"W to
48° 08' 59"N 124° 30' 35"W to
47° 59' 59"N 124° 07' 05"W to
47° 41' 29"N 123° 43' 35"W to
47° 41' 29"N 124° 33' 05"W thence
northbound 3 miles parallel to the point of
beginning.

1. Altitudes: 6,000 feet MSL to but not including
FL180, excluding that airspace below 1,200 feet
AGL.

2. ATCAA: FL180 up to and including FL350.



**VFR civil traffic is authorized in this MOA.
Military aircrew must be alert for
civil/uncontrolled traffic.**

3.5 BOARDMAN MOA

3.5.1 Boardman MOA Boundaries. Illustration
(3). Beginning at:

45° 52' 59"N 119° 31' 04"W to
45° 46' 49"N 119° 31' 04"W to
45° 47' 44"N 119° 23' 29"W to
45° 46' 59"N 119° 22' 29"W to
45° 45' 09"N 119° 23' 34"W to
45° 43' 29"N 119° 23' 54"W to
45° 42' 14"N 119° 25' 04"W to
45° 39' 59"N 119° 27' 14"W to
45° 36' 09"N 119° 45' 44"W to
45° 38' 59"N 120° 09' 04"W to
45° 45' 29"N 120° 09' 04"W to
proceed along the south of the Columbia River to
45° 50' 49"N 119° 48' 44"W to
45° 50' 49"N 119° 45' 04"W to
45° 50' 19"N 119° 45' 04"W to
45° 50' 19"N 119° 42' 34"W to
45° 50' 59"N 119° 42' 34"W to
thence along the south shore of the Columbia
river to 45° 51' 49"N 119° 48' 44"W to the point
of beginning, excluding that airspace within a
5nm radius of a point located at 45° 43' 35"N
119° 41' 07"W.

1. Altitudes: 4,000 feet MSL to but not including
FL1 80.

2. ATCAA: FL1 80 to and including FL200.

**3.5.2. Boardman Restricted Areas
(R5701/5706).** Illustration (3)

1. The Boardman Restricted Areas are located
within the boundaries of the Boardman MOA.
Standard scheduling procedures apply for "no-
drop" fly through of area. Scheduling and
specific procedures for ordnance use shall be
obtained from Airspace Schedules Division.

Note

Services provided by Boardman Naval Weapons
Training Facility are limited. Support services
(moving targets, scoring) are no longer provided.

2. Altitudes:

(a) R-5701: SFC-20,000 feet MSL
SFC- 6,000 feet MSL

(b) R-5706: 3,500 to 10,000 MSL

3.6 FILING PROCEDURES

1. For Okanogan MOA/ATCAA file via FAIROPS (Whidbey-based units) or to EPH 320/055 and indicate MOA delay time.

2. For Roosevelt MOA/ATCAA file via FAIROPS (Whidbey-base units) or to EPH 005/060 and indicate MOA delay.

3. For Olympic A IVIOA/ATCAA file via FAIROPS (Whidbey-based units) or to HQM 327/033 and indicate MOA delay.

4. For Olympic B MOA/ATCAA file via FAIROPS (Whidbey-based units) or to HQVI 335/066 and indicate MOA delay.

5. For aerial refueling operations, receiver aircraft flight plans shall include, in the remarks section, the call sign(s) of tanker aircraft and a statement that MARSAs will be applied.

3.7 REAL-TIME COORDINATION

1. Seattle ARTCC releases SUA on a real-time basis and requires a 30-minute notice prior to entering any MOA so the area can be cleared of IFR traffic.

2. For coordination purposes, it is the responsibility of the mission commander to ensure that Whidbey Clearance Delivery or Seattle Center is notified at least 30 minutes prior to scheduled MOA entry time.

3.8 MOA OPERATING PROCEDURES

1. Military Assumes Responsibility for Separation of Aircraft (MARSAs) is a condition, which applies to those aircraft operating within the MOAs/ATCAAs. If more than one unit is scheduled to operate within a MOA/ATCAA, each unit will be briefed on the vertical and/or lateral assignments of the other units by the NAS Whidbey Island Airspace Schedules Division.

2. All operations within the MOAs are subject to a Letter of Agreement between NAS Whidbey Island and FAA Seattle ARTCC. Controlling agency is Seattle ARTCC; Using/scheduling agency is NAS Whidbey Island. No military operations are permitted within these MOAs without prior approval.

3. Aircrews shall not expect to enter MOAs/ATCAAs before their scheduled entry time. Seattle ARTCC will not issue entry clearance for early arrivals if the MOA/ATCAA is in use.

4. All aircraft shall have operable communications, navigation and identification (CNI) equipment on all flights. Malfunctions on CNI equipment is cause to cancel/abort missions.

5. Upon check-in with Seattle Center, provide call sign of aircraft to operate in MOA/ATCAA (include each aircraft within a formation), area(s) scheduled and altitudes required.

6. Aircraft shall monitor Seattle ARTCC frequency while operating within the MOA/ATCAA unless otherwise approved. If change to tactical frequency is authorized, monitor Guard 243.0 MHZ.

7. Pilots cleared to operate within the MOAs/ATCAAs are responsible for remaining within the vertical and lateral confines of the MOA/ATCAA as specified in the ATC clearance.

Note

Seattle ARTCC is equipped with error detection software to ascertain when spillouts occur. Seattle ARTCC may file Pilot Deviation reports when spillouts are detected.

8. Clearance to operate in the MOA/ATCAA shall be considered similar to holding instructions and not a cancellation of IFR. Further clearance is required prior to departing the MOA/ATCAA.

9. Aircraft that must continuously transit FL180 shall use the local altimeter setting as authorized in FAR Exemption 2861A.

10. Aircraft operating within the W-237 area or AR 626 shall squawk the Mode III discrete code assigned by NAS Whidbey Island Range Schedules Division. Range Schedules will issue the Mode III code at the time the airspace is scheduled. Aircraft operating within all other SUA, including IR/VR Training Routes shall squawk the Mode III discrete code assigned by Seattle ARTCC. Aircraft not previously assigned a Mode III discrete code shall squawk 4000.

11. Supersonic flights are not normally conducted in NAS Whidbey MOAs/ATCAAs. When required, supersonic operations shall be conducted according to OPNAVINST 3710.7 and applicable AF Regulations.

12. Unless safety of flight dictates, no aircraft shall depart assigned MOAs/ATCAAs until ATC clearance is received from Seattle ARTCC. Under normal circumstances, aircraft should provide Seattle ARTCC at least 5 minutes advance notice of intent to depart. This provides needed time for flight data processing, and coordination when required.

13. Lost communications shall be as outlined in DOD FLIP.

3.9 FLARE DROPS

1. The dispensing of self-protection flares is authorized in all MOA's with the following limitations:

a. Planned use shall be coordinated with Airspace Schedules Division.

b. Minimum altitudes for dispensing is 500' AGL for fixed wing and 700' AGL for helicopters.

2. Use of illumination flares is not authorized.

CHAPTER 4

DARRINGTON OPERATING AREA

4.1 GENERAL

4.1.1 Description. The Darrington Area is a block of airspace established by Letter of Agreement with Seattle ARTCC for ESM, ECM, DECM and functional check flight missions. This area is not a designated MOA and is for use by NAS Whidbey-based units only. See Illustration (4).

4.1.2 Scheduling. All scheduling is controlled through Seattle ARTCC on a "first-come-first-served" basis. Route to Darrington is defined by the NUW-Darrington FAIROPS route in reference (e).

4.1.3 Communications

1. Whidbey Approach: 270.8 MHZ
2. Seattle ARTCC: 270.3 MHZ

4.2 AREA BOUNDARIES. The Darrington Area is defined beginning at:

48° 46' 00"N 122° 09' 00"W to
48° 45' 00"N 120° 42' 00"W to
48° 15' 00"N 120° 42' 00"W to
48° 15' 00"N 122° 33' 00"W to
48° 21' 00"N 122° 44' 00"W to
48° 38' 00"N 122° 15' 00"W to
the point of beginning.

4.2.1 Altitude. Not specifically defined, however altitude assignments by Seattle ARTCC can be expected to be from 10,000 feet MSL up to and including FL230. Higher altitudes are available upon request.

Note

This area closely approximates the NUW 050 radial clockwise to the NUW 070 radial out to 65nm from NUW.

CAUTION

Darrington Area is not special use airspace. Military aircrew must be alert for civil/uncontrolled traffic.

4.3 OPERATING PROCEDURES

1. Electronic countermeasures training and EA6/P3/EP3 functional check flights (FCFs) only.

2. VFR on-top operations, aerobatics, ACM/DACM, and aerial refueling/practice plugs are not authorized.

3. Seattle ARTCC reserves the right to limit the number of aircraft that can operate in the area at any given time.

4. Maximum number of aircraft in formation flight is two. Aircrew shall ensure that each aircraft has filed an IFR flight plan for individual flight in the Darrington Area if flight break-up is planned.

5. IFR procedures are mandatory. Aircraft shall remain on Seattle ARTCC frequency when operating in the area, unless otherwise coordinated.

6. Aircraft cleared to operate in Darrington Area shall remain within the lateral and vertical limits of the area as assigned by Seattle ARTCC.

7. Lost communications shall be as out-lined in DOD FLIP.

CHAPTER 5

WASHINGTON COASTAL WARNING AREAS

5.1 GENERAL

COMM (705) 494-6401
(Senior Director)

5.1.1 Description. The W-237 complex includes Warning Areas W-237A through W-237J. They are off-shore areas used for joint air/surface operations such as missile firings, air-to-surface bombing, air-to-air firing, combat tactics, intercepts, aerial refueling, instrument training, aerobatics, and formation flight training. The W-237 complex is also a designated ASW range for coordinated ASW operations, sonobouys, and practice depth charges and smoke markers. See Illustration (2).

5.12 Operating Hours. The W-237 areas are published intermittently by NOTAM, and are available 24 hours each day. For sub-areas A through G, a minimum of 2 ½ hours prior notice is required to allow sufficient time to disseminate the NOTAM. A minimum of 4 ½ hours prior notice is required if sub-areas H or J are to be scheduled.

5.1.3 Scheduling. Missions or exercises involving multiple units/commands (i.e., Advanced Training Assessment (ATA), Operational Readiness Inspection/Evaluation (ORI/ORE), etc.) that extend 2 or more days shall be coordinated at least 14 days in advance. Refer to Chapter 2 for additional scheduling procedures.

5.1.4 Communications

1. Seattle ARTCC

Radio: 319.2/125.1 MHZ (North)
269.0/128.3 MHZ (South)

Telephone: DSN 891-1241
COMM (253) 351-3523

2. Western Air Defense Sector (Bigfoot)

Radio: 364.2 MHZ

Telephone: DSN 382-4352
COMM (253) 984-4352

3. Canadian Air Defense Sector (Sidecar)

Radio: 364.2 MHZ

Telephone DSN 319-628--6474
COMM (705) 494-6011
(ID Section)
DSN 628-6401

5.2 AIRSPACE BOUNDARIES

5.2.1 Warning Area W-237A Low/High

1. Beginning at:

47° 31' 59"N 125° 41' 05"W to
47° 41' 29"N 124° 33' 05"W thence
southbound 3 miles parallel to the shoreline
ending at
47° 05' 59"N 124° 14' 53"W to
47° 00' 29"N 124° 30' 05"W to
46° 49' 59"N 126° 24' 05"W to the point of
beginning.

2. Altitudes:

(a) W-237A Low - Surface to but not including
FL230.

(b) W-237A High - FL230 to but not including
FL500.

5.2.2 Warning Area W-237B Low/High

1. Beginning at:

48° 08' 59"N 125° 56' 05"W to
48° 08' 59"N 124° 48' 05"W thence
southbound 3 miles parallel to the shoreline
ending at
47° 41' 29"N 124° 33' 05"W to
47° 31' 59"N 125° 41' 05"W to
the point of beginning.

2. Altitudes:

(a) W-237B Low - Surface to but not including
FL230.

(b) W-237B High - FL230 up to but not
including FL500.

5.2.3 Warning Area W-237C

1. Beginning at:

48° 08' 59"N 125° 56' 05"W to
47° 00' 00"N 125° 28' 03"W to
47° 00' 00"N 126° 15' 00"W to
48° 08' 59"N 126° 15' 00"W to
the point of beginning.

2. Altitudes: Surface to Unlimited

5.2.4 Warning Area W-237D

1. Beginning at:
47° 00' 00"N 125° 28' 03"W to
46° 49' 59"N 125° 24' 05"W to
46° 53' 24"N 125° 06' 47"W to
46° 32' 00"N 125° 18' 00"W to
46° 06' 00"N 126° 15' 00"W to
47° 00' 00"N 126° 15' 00"W to
the point of beginning.

2. Altitudes: Surface to Unlimited

5.2.5 Warning Area W-237E

1. Beginning at:
48° 29' 37"N 125° 09' 01"W to
48° 08' 59"N 125° 05' 00"W to
48° 08' 59"N 127° 54' 44"W to
48° 20' 00"N 128° 00' 00"W to
the point of beginning.

2. Altitudes: Surface to FL270.

5.2.6 Warning Area W-237F

1. Beginning at:
48° 08' 59"N 126° 15' 00"W to
47° 00' 00"N 126° 15' 00"W to
47° 00' 00"N 127° 22' 26"W to
48° 08' 59"N 127° 54' 44"W to
the point of beginning.

2. Altitudes: Surface to Unlimited

5.2.7 Warning Area W-237G

1. Beginning at:
47° 00' 00"N 126° 15' 00"W to
46° 06' 00"N 126° 15' 00"W to
45° 48' 35"N 126° 50' 49"W to
47° 00' 00"N 127° 22' 26"W to
the point of beginning.

2. Altitudes: Surface to Unlimited

5.2.8 Warning Area W-237H

1. Beginning at:
48° 20' 00"N 128° 00' 00"W to
47° 00' 00"N 127° 22' 26"W to
47° 00' 00"N 129° 00' 00"W to
48° 21' 02"N 130° 00' 00"W to
the point of beginning.

2. Altitudes: Surface to FL270

5.2.9 Warning Area W-237J

1. Beginning at:
47° 00' 00"N 127° 22' 26"W to
45° 48' 35"N 126° 50' 49"W to

45° 50' 00"N 128° 10' 00"W to
47° 00' 00"N 129° 00' 00"W to
the point of beginning.

2. Altitudes: Surface to FL270

CAUTION

VFR civil traffic is authorized in the Warning Areas. Military aircrews must be alert for civil/uncontrolled traffic.

5.3 OLYMPIC COAST NATIONAL MARINE SANCTUARY (OCNMS).

1. The OCNMS was established off the coast of Washington in 1994 as part of the Marine Mammal Protection Act. This sanctuary underlies the eastern portion of W-237A/B and includes a 5 NM buffer zone seaward. (See Illustration 2).

2. Sanctuary regulations prohibit or condition numerous activities. Many of these regulations do not affect DOD operations, however, operators should always consider the implications of Federal and State laws governing protected marine species and prudence must be observed when conducting operations within this sanctuary. Authorized and unauthorized activities are listed in Paragraphs 5.3.2 and 5.3.3. Complete sanctuary regulations are contained in 15 CFR 925.5(e).

5.3.1 OCNIVIS Boundaries. The sanctuary is defined by the following coordinates.

1. Beginning at:

47° 07' 45"N 124° 11' 02"W to
47° 07' 45"N 124° 58' 12"W to
47° 35' 05"N 125° 05' 00"W to
47° 40' 05"N 125° 09' 44"W to
47° 50' 01"N 125° 09' 42"W to
47° 57' 13"N 125° 29' 13"W to
48° 07' 33"N 125° 38' 20"W to
48° 15' 00"N 125° 40' 54"W to
48° 18' 21"N 125° 30' 02"W to
48° 20' 15"N 125° 22' 52"W to
48° 29' 59"N 125° 04' 13"W to
48° 26' 46"N 125° 09' 16"W to
48° 27' 09"N 125° 08' 29"W to
48° 28' 08"N 125° 05' 52"W to
48° 29' 43"N 125° 00' 11"W to
48° 29' 56"N 125° 59' 19"W to
48° 30' 13"N 124° 54' 57"W to
48° 30' 21"N 124° 50' 26"W to
48° 30' 10"N 124° 47' 18"W to
48° 29' 36"N 124° 43' 38"W to
48° 28' 08"N 124° 38' 13"W to
48° 23' 17"N 124° 38' 13"W

5.3.2 OCNMS Authorized Activities. The following activities are authorized within the listed boundaries of the OCNMS:

1. Live firing of guns, missiles, and chaff.
2. ASW operations, including inert torpedoes, ASW targets, sonobuoys, markers, inert mines, and SUS.
3. Activities associated with the Quinault Range including in water testing of non explosive torpedoes.
4. Hull integrity tests and other deep water tests.

5.3.3 OCNMS Restrictions and Prohibited Areas

1. No live ordnance.
2. No bombing, live or inert.
3. Flying less than 2000' within one nautical mile of the Flattery Rocks, Quillayute Needles, or Copalis National Wildlife Refuge.
4. Flying less than 2000' within one nautical mile of the coastal boundary (Shoreline to 1 nm seaward).

5.4 USE OF ORDNANCE

5.4.1 Authorized Ordnance

1. Conventional or inert ordnance, flares, and photo flash cartridges may be used except as noted under OCNMS, paragraphs 5.3.2 and 5.3.3.
2. Use of chaff requires compliance with applicable instructions and coordination with Western Air Defense Sector.

5.4.2 Ordnance Scheduling Procedures

1. All exercises involving use of ordnance must be approved by NAS Whidbey Island Airspace Schedules Division with concurrence from COMSUBTRAGRU PACNORWEST BANGOR WA//N3// (CTG 14.9), DSN 744-6530. CTG 14.9 plans water (surface) management 2 weeks prior and issues area assignment the week prior to becoming effective. Area requests should be transmitted with sufficient lead time to be factored into water management. CTG 14.9 prefers drops in W-237A vice W-237B due to shipping land restrictions.
2. Area requests, which involve use of ordnance, must be submitted via message using

the format in paragraph 2.5.1. Item (J) remarks, shall include the weight of each weapon and depth of weapon detonation. Message addrees should be as follows:

To: NAS WHIDBEY ISLAND WA//N3/N38//
Info: COMSUBTRAGRU PACNORWEST
BANGOR WA//N3//
CCGD THIRTEEN SEATTLE WA//JJJ//

5.4.3 Notice to Mariners (NOTEMARS)

1. Appropriate NOTEMARS must be transmitted to warn of hazardous activity or ordnance usage. User activities shall send a message at least 96 hours prior to the event:

To: CCGD THIRTEEN SEATTLE
WA//OLE/O/OAN//
Info: COGARD AIRSTA ASTORIA OR//OPS//
COMSUBPAC PEARL HARBOR
HI//JJJ//
COMSUBTRAGRU PACNORWEST
BANGOR WA//N3//
NAS WHIDBEY ISLAND WA//N3/N38//
FAA SEATTLE ARTCC AUBURN
SEATTLE WA/1MOS//
WESTERN AIR DEF SX MCCHORD AFB
WA//DO/DOO/SD/ICS//
(any other addrees(s) deemed appropriate by user activity)

2. Example of message narrative as follows:

REQ ISSUANCE OF A NOTICE TO MARINERS TO WARN OF HAZARDOUS FLT ACTIVITY IN W-237A. FA-18 ACFT WILL BE CONDUCTING LIVE ORDNANCE DELIVERIES OF MK 20 ROCKEYE CLUSTER WEAPONS ON MARINE SMOKE MARKERS IN W-237A ON 15/16 MARCH 2000Z - 21 OOZ. ACFT WILL BE OPERATING FM SURF TO 10,000 FT ABOVE THE WATER. AREA WILL BE CLEARED VISUALLY AND BY RADAR PRIOR TO ANY ORDNANCE DELIVERIES. POINT OF CONTACT: (name, command, message address, phone number).

5.4.4 Preferential Drop Zones. Six drop zones have been established to expedite and simplify drop coordination efforts. These zones are located outside of the Marine Sanctuary (OCNMS), and have been pre-coordinated with COMSUBTRAGRU as preferential areas. (See Illustration 5)

5.4.4.1 DZ 1. Beginning at:

47° 32' N, 125° 40' W to
47° 35' N, 125° 16' W to
47° 17' N, 125° 16' W to
47° 17' N, 125° 35' W to
beginning

5.4.4.2 DZ 2. Beginning at:

47° 49' N, 125° 40.9' W to
47° 49' N, 125° 22.5' W to
47° 35' N, 125° 16.0' W to
47° 32' N, 125° 42' W to
beginning

5.4.4.3 DZ 3. Beginning at:

47° 22-50 N, 126° 35' W to
47° 22'50 N, 126° 15' W to
47° 00'00 N, 126° 15' W to
47° 00'00 N, 126° 35' W to
beginning

5.4.4.4 DZ 4. Beginning at:

47° 22'50 N, 125° 55' W to
47° 22'50 N, 126° 15' W to
47° 00'00 N, 126° 15' W to
47° 00'00 N, 125° 55' W to
beginning

5.4.4.5 DZ 5. Beginning at:

47° 00'00 N, 126° 35' W to
47° 00'00 N, 126° 15' W to
46° 37'00 N, 126° 15' W to
46° 37'50 N, 126° 35' W to
beginning

5.4.4.6 DZ 6. Beginning at:

47° 00'00 N, 126° 15' W to
47° 00'00 N, 125° 55' W to
46° 37'50 N, 125° 55' W to
46° 37'50 N, 126° 15' W to
beginning

5.4.4.7 DZ Identification. These drop zones may be identified as "DZ 1," "DZ 2," "DZ 3," etc., in applicable message traffic. DZ 3 through DZ-6 when scheduled together comprise a grid area of approximately 25x35NM. This area is identified as FLETHOTA. Abbreviations can be substituted for coordinates since all addressees are familiar with these terms.

Note

Using activities may request any drop area outside of the OCNMS, however, use of preferential drop zones is preferred.

5.4.5 Preferential Routings

1. From NUW to W-237A: NUW 225020 ELMAA HQM HQM291019. Altitude FL190. (BOAT5)

2. From NUW to W-237B: NUW NUW 225020 NUW 227035 TOU TOU200020. Altitude FL190. (BOAT3)

3. From W-237A or W-237G/J to NUW: W-XXX HQM291019 HQM HQM046017 NUW200030 NUW. Altitude FL200. (BOAT6)

4. From W-237B to NUW: W-237B TOU200020 TOU NUW200030 NUW. Altitude FL200. (BOAT4)

5. From W-237 to:

a. NLC: W-XXX HQM UBG LKV J5 TIOGA FRA NLC140040 NLC. (Request NLC237)

b. NKX: W-XXX HQM UBG LKV J5 LAX OCN (IAF) NKX. (Request NKX237)

c. NZY: W-XXX HQM UBG LKV J5 LAX J1 MZB (IAF) NZY. (Request NZY237)

6. From W-570 to:

a. NUW: W-570 HQM NUW200030 NUW. (Request NUW570)

b. NLC: W-570 ONP OED RBL J65 EHF J5 TIOGA FRA NLC140040 NLC. (Request NLC570)

c. NKX: W-570 ONP OED RBL J65 EHF J5 LAX OCN (IAF) NKX. (Request NKX570)

d. NZY: W-570 ONP OED RBL J65 EHF J5 LAX J1 MZB (IAF) NZY. (Request NZY570)

7. From W-93 to:

a. NUW: W-93 ONP HQM NUW200030 NUW. (Request NUW93)

b. NLC: W-93 OTH RBL J65 EHF J5 TIOGA FRA NLC 140040 NLC. (Request NLC93)

c. NKX: W-93 OTH RBL J65 EHF J5 LAX OCN (IAF) NKX. (Request NKX93)

d. NZY: W-93 OTH RBL J65 EHF J5 LAX J1 MZB (IAF) NZY. (Request NZY93)

Note

If (IAF) is not applicable, route filed will be from last fix direct destination airport.

CAUTION

PADRA (Pass To Air Defense Radar) must appear in the remarks section of the DD-175.

5.5 OPERATING PROCEDURES

1. Military Assumes Responsibility for Separation of Aircraft (MARSA) is a condition that applies to those aircraft operating within the Warning Areas. If more than one unit is scheduled to operate within a Warning Area, each unit will be briefed on the vertical and/or lateral assignments of the other units by the NAS Whidbey Island Airspace Schedules Division.

2. All operations within W-237 are subject to a Letter of Agreement between NAS Whidbey Island and FAA Seattle and Oakland ARTCCs. Using and scheduling agency is NAS Whidbey Island. No military operations are permitted within these Warning Areas without prior approval.

3. Aircrews shall not expect to enter Warning Areas before their scheduled entry time. Seattle ARTCC will not issue entry clearance for early arrivals if the Warning Area is in use.

4. All aircraft shall have operable communications, navigation and identification (CNI) equipment on all flights. Malfunctions of CNI equipment is cause to cancel/abort missions.

5. Pilots cleared to operate within the Warning Areas are responsible for remaining within the vertical and lateral confines of the Warning Area as specified in the ATC clearance.

CAUTION

During coordinated surface-air events, movements and/or location of surface units shall not cause air units to "SPILLOUT" of assigned OPAREA(S).

Note

Seattle ARTCC is equipped with error detection software to ascertain when spillouts occur. Pilot deviation reports will be filed when spillouts are detected.

6. Aircraft operating in Warning Areas and ATCAAs shall squawk Modes II and IV, as directed by higher authority, and shall squawk the Mode III discrete code as assigned NAS Whidbey Island Range Schedules. If aircraft do not have Mode IV capability, advise Bigfoot prior to launch of OPAREA scheduled time. Airborne Mode IV checks are available from Bigfoot on 364.3 MHZ.

7. Carrier Operations that involve aircraft flight operations within W-237 must obtain Mode III discrete codes from NAS Whidbey Island Range Schedules. Requests for a block of Mode III discrete codes shall be made via message and formatted in accordance with paragraph 2.5.1.

8. Gunnery or live ordnance exercises shall not be conducted within 10 NM of the coastline.

9. Aircrews are responsible for ensuring that surface area of impact zones is clear.

10. Aircraft operating within W-237 must file for ADIZ penetration unless operating under positive control of Bigfoot or Seattle ARTCC. Communications within the western segment of W-237 with Bigfoot is marginal. HF communications are available from McClellan Airways.

11. Unless safety of flight dictates, no aircraft shall depart assigned Warning Areas until an ATC clearance is received from Seattle ARTCC. Under normal circumstances, aircraft should provide Seattle ARTCC at least 5 minutes advance notice of intent to depart assigned Warning Areas. This provides needed time for flight data processing and coordination when required.

12. Lost communications shall be as out-lined in DOD FLIP.

5.6 ELECTRONIC COUNTERMEASURES (ECM)

1. The Continental United States ECM Area extends to the outer boundaries of the coastal Air Defense Identification Zone (ADIZ) or a perimeter 150nm seaward from the coastal states, whichever is farther out, except where this infringes on territorial limits of other nations/states.

2. Procedures for conducting ECM, including method of request and required limitations, are set forth in OPNAVINST 3430.9 (series), AFR 55-44 and applicable COMVAQWINGPAC instructions.

3. West-to-east (towards coastline) ECM runs should not be made due to potential interference with FAA Radars/NAVAIDS.

4. In addition, use of chaff requires coordination with Western Air Defense Sector DQM/AST; telephone DSN 382-4344; COMM (253) 982-4344.

5.7 CANADIAN MARITIME PACIFIC (MARPAAC) COORDINATION

1. Coordination with Canadian Maritime Pacific (MARPAAC) Headquarters at Esquimalt Naval Base, Victoria, B.C., is recommended for any operations within the Canadian ADIZ.

2. PLAD: MARPACHQ ESQUIMALT CAN

3. Tel: DSN 319-255-2415/2715; COMM (250) 363-2425/2715.

5.8 HELICOPTER SERVICES. Helicopter services in the PACNORWEST OPAREAS are limited. Units desiring services shall submit requests to NAS WHIDBEY ISLAND WA//N3/N38//, info COMNAVAIRPAC SAN DIEGO CA and COMNAVBASE SEATTLE WA for validation and approval 14 days prior to desired services.

5.9 POST OVERHAUL REQUIREMENTS.

Surface units completing an availability/overhaul at Puget Sound Naval Shipyard (PSNS) shall coordinate airspace requirements/aircraft services with the PSNS Combat Systems Branch (Code 290) at DSN 439-7106, COMM (360) 476-7106 for aircraft tracking, CIWS tracking and Link4/11 testing events.

5.10 SHIP - SHORE COMMUNICATIONS.

Dedicated (continuously guarded) HF assets are not available at NAS Whidbey Island. One method of establishing communication is via the Global HF system. This system provides HF radio communications for passing command and control information. The system/individual stations are not dedicated to any service, command or activity, but support authorized users on a traffic precedence basis. Facilities for providing phone patch service are available through all Global stations. Phone patch service is expedited if destination DSN or commercial phone numbers are provided at the time of request. McClellan AFB, CA is the nearest Global station; frequencies are as listed in the DOD FLIP Flight Information Handbook (FIH). Cal I sign is McClellan Airways. The NAS Whidbey Island Operations Duty Officer (ODO) can be reached at DSN 820-2681/2682 or commercial (360) 257-2681/2682.

CHAPTER 6

MILITARY TRAINING ROUTES (MTRs)

6.1 GENERAL

1. NAS Whidbey Island MTRs accommodate high speed, low level tactical training in excess of 250 knots IAS. Operations shall be conducted at the minimum airspeed compatible with the intent of the mission. Specific route information is contained in the current issue of FLIP AP/1 B (Military Training Routes). Flying safety is of prime consideration during all phases of low altitude training.

2. NAS Whidbey is the scheduling activity for the Military Training Routes in Table below.

VR-1350	IR-341
VR-1351	IR-342
VR-1352	IR-343
VR-1353	IR344
VR-1354	IR-346
VR-1355	IR-348
AR-717	AR-626

Table

Note

VR-1 350/VR-1351 points "A" through "D" can only be flown by NAS Whidbey-based units.

Note

AR-626 and AR-717A refueling routes are contained within existing SUA. Refer to FLIP AP-1 for coordinates. Routes are scheduled concurrently with associated SUA.

Note

Whidbey based units may schedule IR-348 without concurrently scheduling the Okanogan and Roosevelt MOAs. Altitude restrictions will apply and prior approval is required from NAS Whidbey Island Range Schedules. All other users must schedule the IR-348 concurrently with the Okanogan and Roosevelt MOA.

3. Routes shall not be used unless scheduled with NAS Whidbey Island Airspace Schedules Division. VRs are scheduled at 10-minute intervals (H + 00, H + 10, H + 20, H + 30, H + 40, H+50); and IRs are scheduled at 20-minute intervals (H + 00, H + 20, H + 40). If alternate entry/exit points are desired, they must be scheduled. Refer to Chapter 2 for additional scheduling procedures.

4. All routes are one way. Flight operations conducted along these routes or segments of these routes shall conform to the direction of traffic flow indicated in the route description.

5. FAIROPS Stereo Flight Plans have been developed for NAS Whidbey-based units to incorporate IR/VR routes into the local flight plan system. Refer to reference (e).

6.1.1 Preflight Planning

1. Low altitude, high-speed navigation training, with its attendant problems, can be safely conducted by the execution of carefully planned flights on selected routes. It is the responsibility of each crewmember to maintain professionalism in low-level operations and exercise a thorough knowledge of MTRs and is incumbent upon the mission commander of the aircraft to exercise the requisite judgment for the conduct of safe and nuisance-free flights.

2. Low-level flying requires extensive preflight planning to ensure flight safety and maximum training from each sortie. Familiarity with FLIP AP/1 B, temporary route advisories (displayed via internet – <https://www.notams.jcs.mil> or <http://www.notams.faa.gov>, Chart Updating Manual (CHUM), and Chart Updating Manual Supplement (CHUMSUP) is essential. Check with the scheduling agency for unpublished restrictions and the low-altitude charts for airspace restrictions.

3. A 1:500,000 scale map, current tactical pilotage chart (TPQ or sectional aeronautical chart, should be used for flying low-level navigation. Thorough and detailed map study is essential.

4. Study the route corridor to identify all significant obstacles and high terrain. Highlight these features on the chart for use in maintaining safe obstruction clearance on the route.
5. Note the avoidance criteria for airfields and the need to remain clear of noise sensitive areas.
6. Plan routing to and from the low-level route.
7. Compute a route abort altitude. This altitude is normally the ceiling of the route and shall provide appropriate obstruction clearance.

6.1.2 Operating Procedures

1. Unless otherwise delineated in a route's special operating procedures, avoid charted, uncontrolled airports by 3 NM or 1,500 feet.
2. Avoid Class B, C, and D, airspace.
3. Minimize disturbance to persons and property on the ground.
4. All "IR" operations shall be conducted on IFR flight plans.
5. Flight Plan requirements for VR route use:
 - a. Pilots departing on IFR clearances to fly VRs are required to file to the fix/radial/distance of their entry/alternate entry point of the route.
 - b. Pilots transitioning to IFR upon exiting the VR are required to have on file a previously filed IFR flight plan from the appropriate fix/radial/distance of their exit point.

Note

FAIROPS Stereo type flight plans provide this operational benefit for NAS Whidbey-based units.

6. Operations on VR routes shall be conducted only when the weather is at or above VFR minima, except that:
 - a. Flight visibility shall be 5 miles or greater; and
 - b. Flights shall not be conducted below a ceiling of less than 3,000 feet AGL.

7. All route entries shall be accomplished at published entry/alternate entry points only.
8. Specific entry times for MTRs are required to provide safe separation from other Whidbey-scheduled routes. In addition, MTR schedules are provided to general/agriculture aviation interests and are predicated on adherence to scheduled entry times. Aircraft shall not enter these routes at any time other than those obtained from NAS Whidbey Island Airspace Schedules Division. Entry times will be adhered to within plus or minus 3 minutes for VRs and plus or minus 5 minutes for IRs. It is the mission commander's responsibility not to enter the route if outside these tolerances.

CHAPTER 7

CV OPERATING PROCEDURES

7.1 GENERAL. To standardize procedures for PACNORWEST CV air and surface operations, the following procedures shall be utilized by PACFLT CV(N)'s and airwings when conducting flight operations within the W-237 complex, CYA102, CYR109 and Strait of Juan De Fuca. The following procedures have been coordinated with the FAA and are designed to reduce the disruption of CV training while providing a safe flying environment for both military and civil air traffic. CV operations which involve flights to shore stations are to be conducted in accordance with appropriate air traffic control directives and procedures outlined herein to preclude air traffic control problems with the FAA, military Air Traffic Control (ATC) Facilities and the Western Air Defense Command (WADS). Adherence to these procedures will alleviate many potential problem areas, enhance training and provide the following:

a. Standardization of flight information messages for relay of flight plan information, ADIZ penetration coordination, Altitude Reservation Airspace (ALTRV) usage, and Air Traffic Control assigned Airspace (ATCAA)/Warning Area/Restricted Area scheduling and usage.

b. Communications with shore facilities, surface/air platforms, WADS and FAA Seattle ARTCC.

c. Adequate lead-times for altitude/airspace reservations.

d. Timely clearance for aircraft entering Positive Control Areas (PCAs), Class B and C airspace, Warning Areas, ATCAA or ALTRV.

e. Enhancement of communications with ATC while operating beyond radar/radio line-of-sight and in uncontrolled airspace.

7.2 COORDINATION

7.2.1 Planning Conference. Prior to any underway period, a face to face coordination meeting shall be held (at least 3 working days in advance) to discuss forthcoming operations.

Appropriate CV Air Operations, Strike Ops or Airwing personnel will meet with NAS Whidbey Island Operations personnel to discuss following items of interest:

a. Planned PACNORWEST exercises and flight operations.

b. Coordinate OPAREA/airspace planning briefs.

c. Confirm OPAREA reservations, obtain ALTRV/MOAs/ATCAAs as required.

d. Use of Canadian airspace.

e. IFF assignments.

f. Operations penetrating the National Airspace System/Flight Planning.

g. Strait of Juan De Fuca.

h. Communications/coordination.

i. Unusual hours of operation.

j. Other items of interest.

7.2.2 ATC briefs/liaison Shipriders. Upon request, NAS Whidbey Island will furnish orientation teams capable of briefing AIROPS/CATCC/AIRWING personnel on OPAREA procedures and interfacing with the National Airspace System. In addition, ATC personnel are available to serve as onboard liaison during at-sea periods. Requests for orientation briefs/shipriders can be arranged by contacting ATC (Code N33) at DSN 820-2132, COMM (360) 257-2132, or e-mail: schedules@naswi.navy.mil.

7.3 PRE-SAIL COORDINATION MESSAGES

7.3.1 Summary of Operations. No less than 48 hours prior to commencement of AIROPS, the carrier shall send a summary of intended air operations by message to NAS Whidbey Island, concerned FAA facilities, NORAD, Canadian military/ATC and other appropriate facilities. Anticipated AIROPS for the entire period shall be

listed. This message does not rescind or supersede airspace request procedures found in other sections of this manual, or replace divert alert/Notice of Intent/IFF messages as required by higher authority. The following example is provided:

FM: (CV)
TO: NAS WHIDBEY ISLAND WA/N3/N33/
N38//
FAA SEATTLE ARTCC AUBURN
SEATTLE WA/MOS//
WESTERN AIR DEF SX MCCHORD AFB
WA/IS/SOCC/DOOS//
MOC ESQUIMALT//N36-1//
WOC COMOX//
INFO: (Other addressees as required)
(UNCLAS/CONFIDENTIAL)//N03120//
SUBJ: SUMMARY OF INTENDED AIR
OPERATION
MSGID: GENADMIN/(ORIGINATOR)//

RMKS: 1. Read in four (4) columns:

DATE	TIME	EVENT	OPAREA
21 FEB	1830-2100Z	CYCLIC OPS	W-237 A,B
22 FEB	2000-2200Z	CQ	SOJDF
24 FEB	1900-2100Z	HELO OPS	CYA-102

7.3.2 Divert Alerts. Divert Alert requests shall be submitted per higher authority instructions. NAS Whidbey Island is a 24 hour airfield, however, additional personnel are required to support CV divert/bingo operations. Accuracy of divert alert periods is essential to ensure support of CVN contingencies.

7.3.3 OPAREA Requests. Users shall submit OPAREA requirements to NAS Whidbey Island Schedules Division per chapter 2 of this manual. Due to rapidly changing sea conditions, short fuse requests or changes will be accepted by phone/e-mail or airborne relay.

7.3.4 ALTRV Requests. CV(N)'s shall submit ALTRV requirements for domestic airspace to FAA CARF Washington DC, info FAA SEATTLE ARTCC AUBURN WA/MOS// and WESTERN AIR DEF SX MCCHORD AFB WA/IS/SOCC/DOOS//. Requests shall be made in accordance with Special Military Operations FAA Handbook 7610.4, part 3 (OPNAVINST 3722.33) no less than 6 days prior to COMEX of

flight OPS to ensure approval and NOTAM promulgation to users of Special Use Airspace.

7.3.5 IFF Requests. A request for IFF code assignment shall be received NLT 3 days prior to at-sea period. In lieu of message, IFF codes may be assigned at the pre-sail conference.

7.4 FLIGHT PLANNING

7.4.1 OPAREA Modifications. To ensure airspace availability, users shall submit OPAREA modification requests no later than 1500L the day prior. Submit ALTRV/ATCAA modification requests as soon as practicable to ensure ARTCC ability to coordinate requested modification. Verification of receipt of critical messages (i.e. short notice OPAREA modifications, change of flight operations, incident, mishaps, etc.) by phone communications, when practical, is recommended.

7.4.2 Daily Air Plan. To permit NAS Whidbey Island and other appropriate agencies to prepare for upcoming flight operations, the CV shall include NAS Whidbey and other appropriate agencies as an addressee on the daily Air Plan.

7.4.3 Flight Information Messages. In order to recognize and identify naval aircraft operating in the Pacific Coast ADIZ, CADIZ, flight information (flight advisories, launch advisories, flight plans) shall be passed to NORAD (WESTERN AIR DEF SX MCCHORD AFB WA) include NAS Whidbey Island, FAA Seattle ARTCC and cognizant area commanders as info addressees.

7.4.4 Flight Plans

a. Navy and FAA facilities must be kept informed of all aircraft which will enter the National Airspace System. To ensure timely filing, flight plans should be sent to NAS Whidbey Island listing all action addressees above. Every effort should be made to use Stereo Routes contained in Appendix 1.

b. A minimum lead time of 2 hours is required if filing Stereo Routes, and 4 hours for non-stereo routes. With ample notification via phone relay or relay from airborne platform, unscheduled flights will be handled on a case by case basis.

c. Once filed, flight plans are valid for 30 minutes prior to and two hours after proposed launch time.

d. Aircraft may enter the National Airspace System as singles, sections, or waves, but individual call signs/squawks (although in standby) are required for each aircraft in the event of emergencies, IMC, or separation of the flight. Filed call signs will be retained throughout the flight. Use of other than filed call signs for the mission can cause confusion with ATC agencies and possibly result in a delay in obtaining clearance or assistance, use of tactical call signs is permitted.

e. NAS Whidbey Island Base Operations will file all CV flight plans via the Service B network.

7.4.5 Overhead Messages. To ensure aircrew receive CV overhead times, include NAS WHIDBEY ISLAND WA/N3/N33/N38// as an addie on all overhead messages. A copy will be retained at the Operations Duty Officer desk for reference.

7.5 AT-SEA COORDINATION. Pre-sail coordination is the best method to articulate user requirements. However, it is understood that various events can and will effect planned evolutions. At-sea, to ensure receipt of special requests, airspace coordination, or flight plans, message traffic with proper lead times is the preferred method of communication. When time precludes use of message traffic, phonecon or airborne relay is an acceptable substitute. Use of e-mail messages is encouraged, however, e-mail notification can not be considered complete unless a response e-mail is received from NAS Whidbey confirming the action or responding to a request. Some examples of at-sea coordination:

- a. Notification of secured flight operations (cold deck notification). (Required)
- b. Short fused flight plans.
- c. Warning Area airspace changes.
- d. Coordination to move to Strait of Juan De Fuca due to W-237 weather/sea states.
- e. Extensions of divert alert periods.

7.6 COMMUNICATIONS

7.6.1 Landline Communications

1. When required for immediate coordination, NAS Whidbey phone numbers listed in table 3 shall be used:

NAS WHIDBEY POC'S

Agency	Number	Operating Hours
ATC FACILITY	(360) 357-2287	24 Hours
Airspace Schedules	(360) 257-2877 (360) 257-1283	0700-1700 FAX
OPS Duty Officer	(360) 257-2681	24 Hours
Flight Planning	(360) 257-1601	24 hours
NAS OPS	(360) 257-2120	0730-1600

Table 3

(Phone numbers are COMM. DSN prefix is 820)

2. Should a need arise to contact FAA Seattle ARTCC, the phone numbers in Table 4 should be used.

FAA SEATTLE ARTCC POC'S

Agency	Number	Operating Hours
Military Ops	(253) 351-3523	0700-2300
TRFC Mgmt	(253) 351-3520	24 hours
Area Sup	(253) 351-3505	24 hours

Table 4

7.6.2 Ship-to-Shore Communications. Ship-to-shore radio communications are extremely limited and may only be effective when the CV is in local waters/Strait of Juan De Fuca and within 15/20 miles of NAS Whidbey Island. There are no ship-to-shore communications in the W-237 complex. Radio frequencies are contained in Table 5.

NAS WHIDBEY RADIO FREQUENCIES

AGENCY	FREQ (UHF/VHF)
Approach CTL (CV Sector)	266.8 or L/L
Approach Control	286.0/118.2
Control Tower	340.2/127.9
Base OPS/ODO	350.0

Table 5

7.6.3 Air-to-Ground Communications. Aircraft operating within 100 miles of NAS Whidbey Island should experience good air-ground communications with NAS Whidbey ATC on the frequencies listed in Table 5. Aircraft operating in the W-237 complex should be able to maintain adequate communications with FAA Seattle ARTCC (319.2/125.1), except at lower altitudes. Flight leader of communications relay aircraft shall contact "SEATTLE CENTER" at least 5 minutes prior to obtain clearances and to alleviate any enroute delays. This will also permit flight participants to continue with their mission while the clearance is being obtained. All aircraft operating within the W-237 complex are required to contact Seattle Center for entry/exit approval. This may be accomplished by individual aircraft commanders or through the designated communications aircraft.

7.7 BINGO/DIVERTS TO SHORE FACILITIES

7.7.1 Bingo. A bingo aircraft inbound to a shore facility is an emergency and will be assimilated into the National Airspace System as expeditiously as possible. However, FAA publications do not define the term bingo as an emergency, nor is it indicative to FAA personnel that an aircraft is experiencing difficulties. To ensure priority handling, aircrew shall declare an emergency, stating the nature of the emergency, i.e., "EMERGENCY LOW FUEL," "PORT ENGINE OUT," etc. Once an emergency has been declared, if not already selected, IFF transponder will be set to the appropriate emergency code. Remain on that code until directed by ATC.

WARNING

Aircraft unable to contact ATC shall not enter Positive Controlled Airspace unless squawking the appropriate emergency code.

7.7.2 Diverts.

1. An aircraft inbound to a shore facility without an emergency is simply a divert. No special handling should be expected by the divert aircraft. If fuel state becomes a concern, aircrew shall state "Minimum Fuel" to the ATC facility when the aircraft reaches minimum fuel state as defined by NATOPS.

2. When diverts involve multiple aircraft, advance announcement of the divert to the controlling agency by the lead aircraft (or airborne relay) will greatly assist ATC and reduce aircraft delays. At a minimum, the number of aircraft inbound and destination should be provided.

7.8 CONDUCT OF FLIGHT

7.8.1 W-237 Complex Operations. All flights operating within the W-237 complex are required to remain in "due regard" status in accordance with OPNAVINST 3770.4 (series) until radar contact is established by FAA Center.

7.8.2 Strait of Juan de Fuca/Puget Sound Operations. The Strait of Juan de Fuca and the Puget Sound are not special use airspace, and as such, Federal Air Regulations and standard air traffic control procedures are applicable. All aircraft operating within the Puget Sound/Strait of Juan de Fuca, not on an IFR flight plan, shall follow standard Visual Flight Rules. "Due Regard" is unauthorized. Specific procedures for operating within this airspace are contained in Paragraph 7.9.

7.9 STRAIT OF JUAN DE FUCA (SOJDF) CARRIER OPERATIONS

7.9.1 General. Special Use Airspace, specifically a Warning Area, is designated as an operational area for potentially hazardous military air and surface activity. The SOJDF, however, has not been designated as Special Use Airspace, and safety precautions normally exercised in association for flight within Warning Areas are not present. Therefore to enhance safety with the SOJDF, local procedures have been developed to permit CV(N)'s to conduct limited flight operations in close proximity to civilian users.

7.9.2 CV use of SOJDF. CV(N)'s are strongly encouraged to use W-237 complex for flight

operations. When missions or W-237 weather/sea conditions restrict use of the Warning Areas, the SOJDF may be used for limited flight operations. Scheduling and use of SOJDF is controlled and must be pre-coordinated at a pre-sail conference. The following restrictions apply:

- a. Day time, Case 1 only.
- b. Limit 6 aircraft in CV pattern.
- c. All aircraft must monitor Whidbey Approach Control Frequency in addition to CV L/L.
- d. All aircraft must be on discrete beacon codes.
- e. minimum of 2.5 hour lead time is required for NOTAM broadcast.
- f. When able, a radio or phone communication link shall be maintained between CV CATCC and Whidbey Approach.
- g. CV is responsible for scheduling Canadian OPAREAS.
- h. Participating aircrew shall attend brief on SOJDF operations.

7.9.3 SOJDF Airspace for CV use.

1. A portion of airspace within the SOJDF has been locally designated for CV flight operations (Illustration 6). This airspace is of sufficient size for both aircraft operations and surface navigation purposes and should be used by CV(N)'s to the maximum extent practical due to added safety benefits, specifically, ship-to-shore/air-to-ground communications and ATC RADAR coverage. In this designated area, all CV(N) aircraft will be provided RADAR traffic advisories by NAS Whidbey Approach Control on a discrete frequency or on the CV(N) land launch button.

Note

Aircraft operating with the CV(N) in the CV(N) OPAREA are automatically cleared into NAS Whidbey Class C airspace when radio communications are maintained.

2. Aircraft operations in the Strait of Juan De Fuca involve many different types of aircraft from

seaplanes to air carriers. A high mid-air collision potential exists. Additionally, many of the air carrier aircraft that transit the SOJDF each day are equipped with TCAS equipment. A TCAS incident can be avoided when both military and civil aircraft are receiving traffic advisories from a controlling agency. Use of the designated OPAREA and compliance with local operating procedures are key to deconflicting civil and military traffic that operate within the SOJDF.

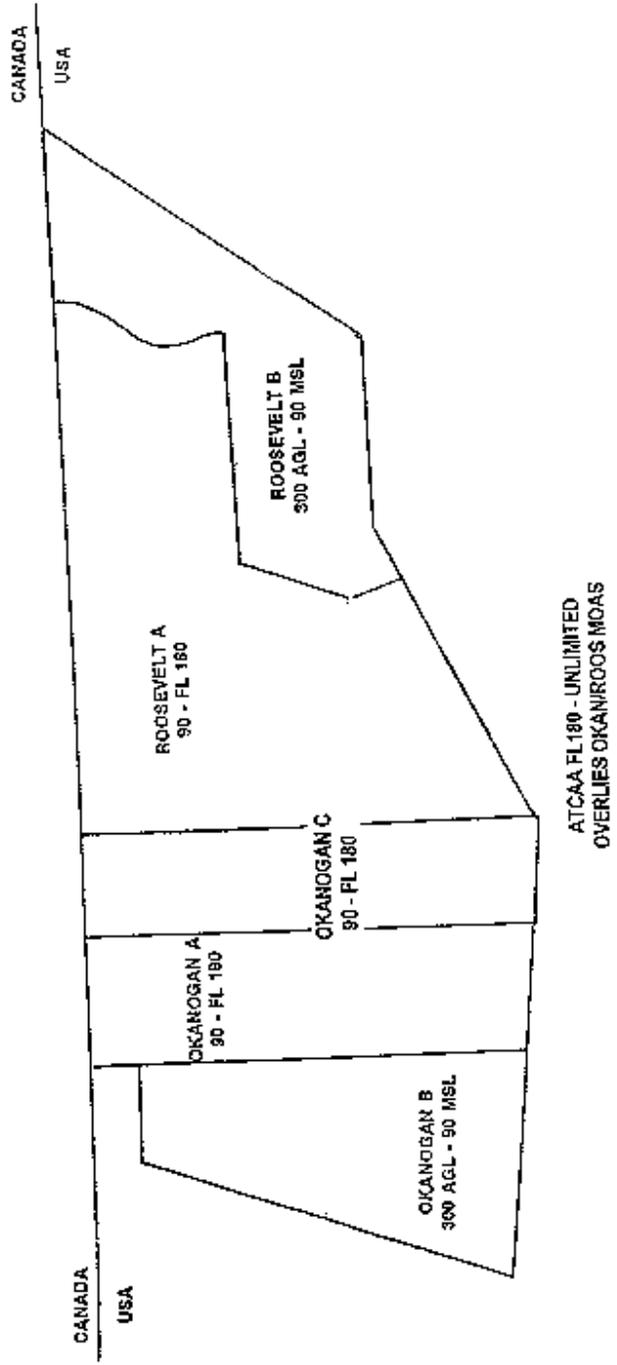
CAUTION

High intensity civil/non participating military VFR/IFR traffic will be encountered in the Puget Sound and Strait of Juan De Fuca. Military aircrew must be alert for both controlled and uncontrolled aircraft.

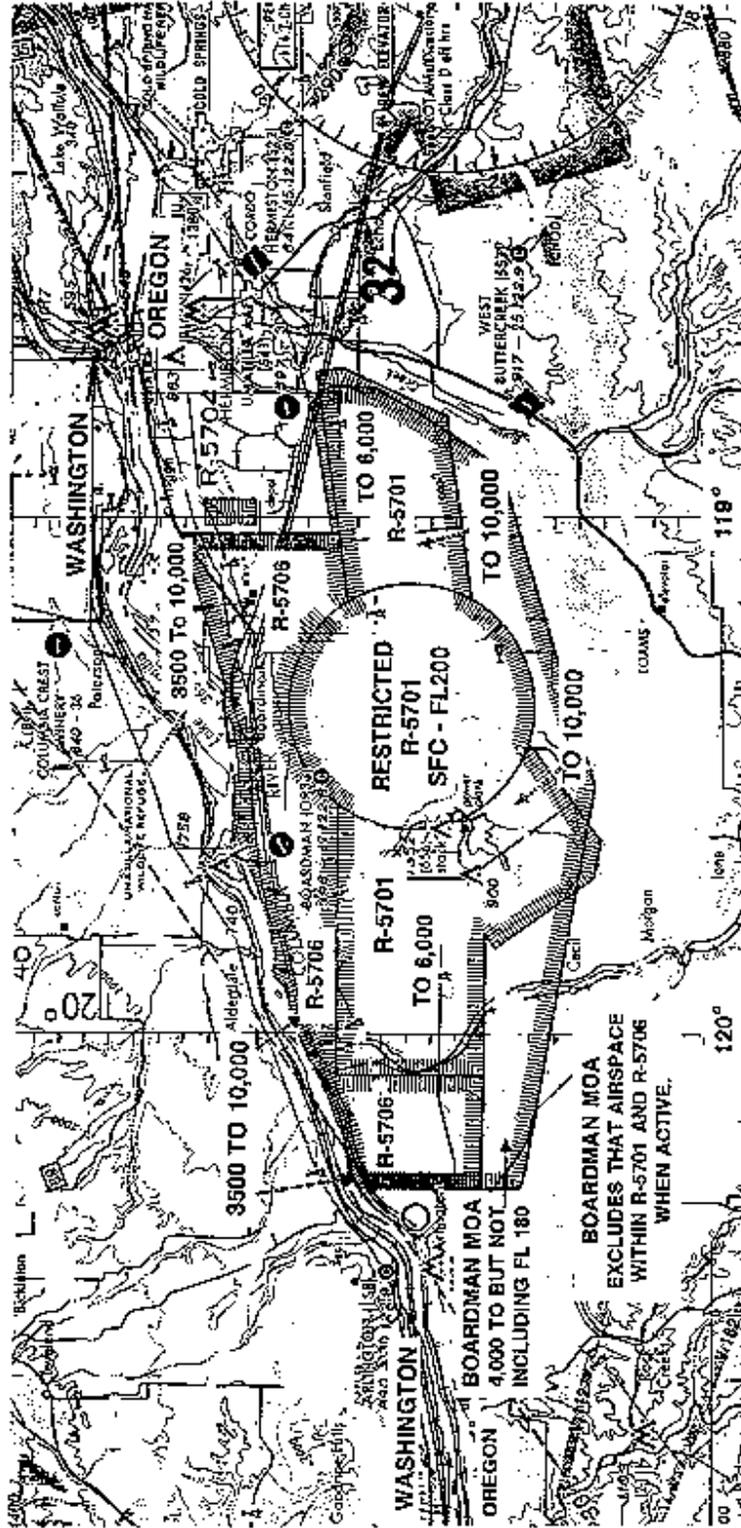
STRAIT OF JUAN DE FUCA CV OPAREA

48° 17'.3N/122° 43'.7W
48° 10'.0N/122° 51'.7W
48° 12'.6N/123° 14'.5W
48° 12'.0N/123° 20'.0W
48° 20'.0N/123° 22'.0W
48° 25'.5N/123° 07'.0W
48° 22'.4N/122° 46'.6W

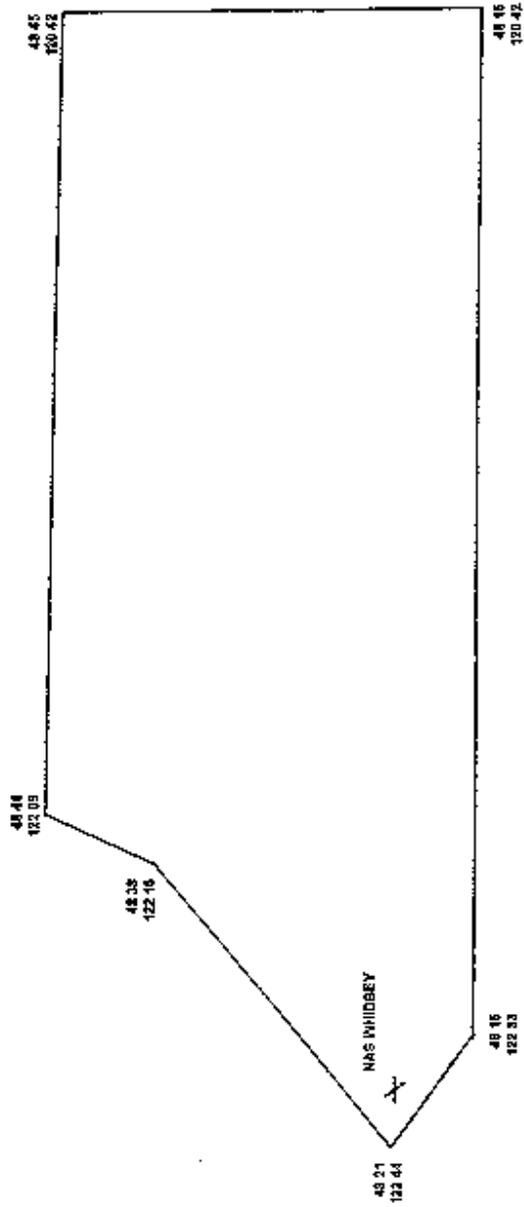
OKANOGAN/ROOSEVELT MOAS/ATCAA



BOARDMAN MOA/R-5701/R-5706



DARRINGTON AREA



W-237 DROP ZONES

