

Joint Okinawa Training Range Complex (JOTRC)

User's Handbook

This Handbook compiles policy and standard operating procedures for all users and service providers within the Joint Okinawa Training Range Complex (JOTRC). It provides general overview information for the JOTRC. It discusses the responsibilities for JOTRC range management. It discusses JOTRC general operating procedures relating to all work areas. It discusses JOTRC mandatory scheduling, flight operations, and airspace control measure operating procedures.

This Handbook intentionally repeats existing Joint-Service, Single-Service, and Bilateral rules, laws, regulations, and agreements into a single Handbook. It is intended as a comprehensive resource for the JOTRC users and service providers. It is intended to be a public release guide to all stakeholders.

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CHAPTER 1

INTRODUCTION

1. General. This handbook prescribes policy and general operating procedures for all user's operating in the sea, air and land spaces within the Joint Okinawa Training Range Complex (JOTRC).

1.2 CONTACT INFORMATION:

JOINT OKINAWA TRAINING RANGE COMPLEX, (JOTRC), JOINT OKINAWA SCHEDULING CELL (JOSC). Located in Building 3382 on Kadena, AB, Okinawa, Japan. The JOSC maintains a sharepoint site for DoD CAC users. The JOSC plans to implement the use of Digital Collection and Scheduling Tool (DCAST) as the primary method for scheduling sea, air and land space within the confines of JOTRC. After which, all requests shall be made via DCAST. For access to this system contact the JOSC via email or phone.

Mail	Chief Wing Scheduling Joint Okinawa Training Range Complex Kadena Air Force Base Unit 5177 Box 10 APO, AP 96368
email	18oss_osojosc@kadena.af.mil
Web	https://kadenae.eim.pacaf.af.mil/sites/JOSC/default.aspx (DoD CAC users only)
Phone	DSN : 634-4599, 4797, or 4360 Cml : 81-98-961-4599, 4797, or 4360
Radio Callsign	At this time the JOSC is solely a scheduling office and can only be contacted by phone or email.

OKINAWA DOD AVIATION LIAISON AND AIRSPACE MANAGER. Located within the Naha Radar Approach Control facility. The DoD Aviation Liaison and Airspace Manager functions are the single point of contact for DoD aviation airspace requirements for coordinating mission support services within the existing JOTRC design structure, to request temporary airspace requirements not included in the JOTRC design, or to initiate airspace actions for permanent modifications/additions to the JOTRC design.

Mail	Air Traffic Manager 18 OSS/OLA Unit 5177 Box 10 APO, AP 96368
email	
Web	https://kadenae.eim.pacaf.af.mil/sites/????/default.aspx (DoD CAC users only)
Phone	DSN : 634-4677 or 4647 Cml : 81-98-961-4677 or 4647
Radio Callsign	KADENA ARRIVAL CONTROL – Freq: 255.8 or 135.9

1.3 LOCAL FLYING AREA/OPERATING AREAS (OPAREA). Are areas within the JOTRC that are designated for use by the U.S. Air Force, Navy, Marine Corps and JSDF for air and fleet training, operations and research and development. They are defined by coordinates, may be further expanded to include airspace and sea depths, and include JOTRC training ranges.

While the majority of these areas exist within Special Use Airspace (Warning Areas, Restricted Areas, etc.), it is important to recognize that non-military surface and air platforms cannot be restricted nor prohibited from operating in or transiting most areas. Since offshore OPAREAs are located in international waters, normal "Freedom of Air/Sea" principles apply to airborne and surface vessels.

Hazardous Operations affecting airspace shall be conducted within designated SUA or ALTRV if the planned operation must occur outside aforementioned SUA.

All operations within these areas shall be conducted cautiously and military units shall maintain vigilant visual/sensor sanitization to ensure safety. Military units shall apply ORM principles throughout all evolutions conducted in these areas.

ESTABLISHMENT: In accordance with Joint Committee agreements JC-Incl 76 Memo 937, JC-Incl 77 Memo 938, JC-Incl 79 Memo 940, JC-Incl 86, Memo 948, and JC-Incl 89 Memo 951. These areas include the offshore areas contiguous Okinawa, Japan.

JOSC/JOTRC OPERATING AREAS. The areas addressed by this handbook are located in the country of Japan and their contiguous offshore areas.

GUIDANCE. This handbook prescribes general operating instructions and flight and procedures applicable to the operation of all aircraft, ships, and submarines operating within designated operating areas.

This handbook is not intended to cover every contingency that may arise nor every rule of safety and good practice. In the tactical environment, military exigency may require on-site deviations from handbooks/procedures contained here. The existing risk of deviation must continually be weighed against the benefit of deviating from this handbook. Deviation from specific flight and operating instructions is authorized in emergency situations when, in the judgment of the pilot in command or Commanding Officer, safety justifies such a deviation.

Standard definitions and word use has been adhered to for such phrases as "Warnings", "Cautions", "Notes", "Shall", "Should", "May", "Will", etc. It is often not feasible to completely specify all situations or circumstances under which provisions of this handbook shall apply; therefore, wording such as "normally," "etc.," "usually," and "such as" is employed. Words or clauses of that type shall not be used as loopholes nor shall they be expanded to include a maneuver, situation, or circumstances that should not be performed nor encountered.

CHANGE RECOMMENDATIONS. Recommended changes to this handbook may be submitted by anyone. Submit recommended changes to the JOSC via contact information listed above.

DISTRIBUTION. Automatic distribution of this handbook and revisions is primarily by electronic means.

CHAPTER 2

JOTRC DESCRIPTION AND USE

2.1 General: This chapter provides general overview information for the JOTRC. Detailed information for operations within the SCORE OPAREA may be found on the JOSC Website at: <https://kadenae.eim.pacaf.af.mil/sites/JOSC/default.aspx>

The JOTRC consists of open ocean areas (outside 12 nautical miles [nm] from land), offshore areas (within 12 nm from land), and onshore areas geographically situated on and around the island of Okinawa. Within the JOTRC various SUA and ASU fall into one or more of the makeup areas (open-ocean, offshore ranges and training areas).

Users of the JOTRC include both USFJ and JSDF units stationed in Okinawa, visiting units from mainland Japan, and transit units. The goal of the JOTRC is to support training and operational requirements for military stakeholders as well as (when mission requirements permit) accommodate training needs, maintenance check flights and aerial surveying needs of the civil flying community.

Use of the JOTRC includes land, sea, and air - space. This combination of training space is required; however, some types of missions can require a single type (land/sea/air) of space or a combination of two or even all three types of space.

2.2. Activities within JOTRC . The JOTRC SUAs, ASUs, and other airspace are described and charted in the sections that follow. The SUAs includes: Warning Areas and Restricted Areas. The ASUs includes: Stationary ALTRVs, ATCAAs, JASDF X-Ray Airspaces, Civil Training and Test Areas, and Aero Club Training Areas. Additionally, the local DZ and MARSAs procedures are key elements of the JOTRC.

SUA - Warning Areas

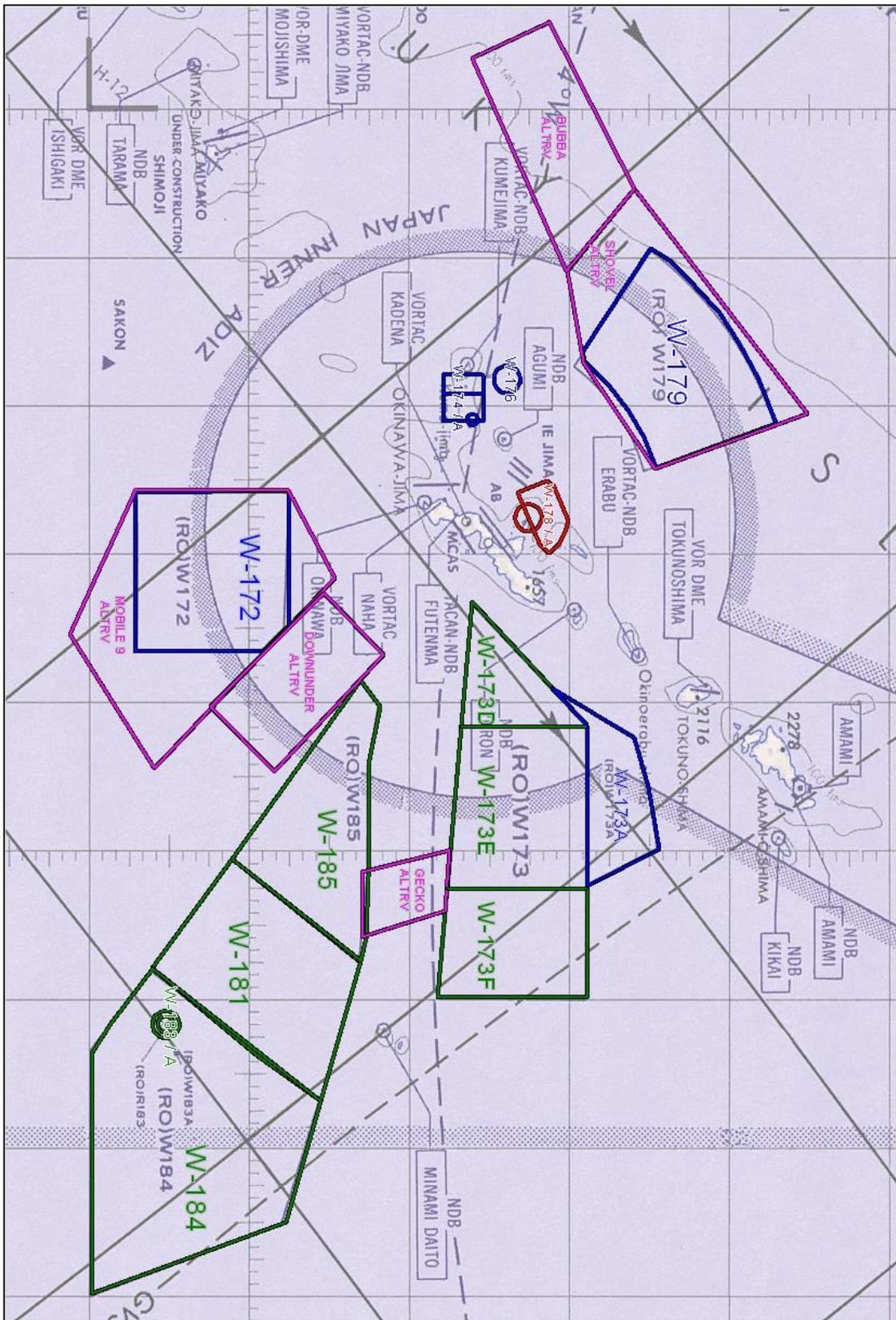
Name	Upper Lower Limits	Restrictions	Operation Hours	Remarks
W-172 SOUTH RANGE 251415N/1273453E 241645N/1273453E 241645N/1283953E 250445N/1283953E 251415N/1282953E	UNL ----- SFC	Warning Area (USAF air-air)	Continuous VMC- IMC	Sea area 38nm SSE of Naha city, Okinawa Pref. Headquarters South Western Composite Air Division JSDF-A (Naha Tel 098-857-1191 Ext 2234,2204) RODERICK (133.9MHz)
W-173 HOTEL HOTEL 262314N/1281953E 270614N/1290952E 270614N/1305952E 261015N/1305952E	UNL ----- SFC	Warning Area (USN)	Daily 2100-1100 VMC-IMC	Sea area 29nm ENE of Naha city, Okinawa Pref.
W-173A AREA ALFA 265314N/1285453E 272414N/1291452E 272914N/1293452E 273314N/1295952E 270614N/1301452E 270614N/1290952E	FL600 ----- 3000	Warning Area (USAF air to air Training)	Daily 2100-1100 VMC-IMC	Sea area NE of Naha City, Okinawa Pref.
W-174 IDESUNA JIMA 262714.1N/1265553.3E 262714.0N/1270653.4E 261214.0N/1270653.4E 261214.4N/1265553.2E Target will be a circle with a radius of 2nm of Irisuna Island, centered at 262300N/1270600E.	15000 ----- SFC	Warning Area (USAF air ground firing and bombing)	MON-SAT 2100-1400 VMC-IMC	33nm WNW of Naha City, Okinawa Pref.
W-174A KUME JIMA 262713.9N/1264753.5E 262714.1N/1265553.3E 261214.4N/1265553.2E 261214.0N/1264753.5E Target will be centered at 261900N/1265200E	FL150 ----- SFC	Warning Area (USAF)	MON-SAT 2100-1400 VMC-IMC	In and around KUMEJIMA and IDESUNAJIMA. Contact NAHA APP CON on only freq for penetration.
W-176 TORI SHIMA A circle radius of 5nm centered at 263614.3N/1264953.2E.	15000 ----- SFC	Warning Area (USAF air-air firing and bombing)	2100-1500 VMC-IMC	WNW of Kadena City, Okinawa Pref Contact NAHA APP CON on any freq for penetration.
W-178 IE SHIMA A circle radius of 5nm centered at	15000 -----	(USAF Air-Ground firing Range)	MON-FRI 2100-1400	N of Kadena City, Okinawa Pref.

264413.9N/1274553.2E.	SFC		SAT 2100-0300 & 0800-1400 VMC-IMC	
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SUA - Warning Areas

Name	Upper Lower Limits	Restrictions	Operation Hours	Remarks
W-178A IE SHIMA Beginning at 265336.2N/1273245.0E to 265912.0N/1274707.0E then clockwise along the arc of a circle radius 15nm centered on 264413.9N/1274553.2E to 265209.9N/1280008.1E to 264848.9N/1275715.1E to 264014.3N/1273553.0E to 265114.2N/1273053.0E then clockwise along the arc of a circle radius 15nm centered on 264413.9N/1274553.2E.	13000 ----- SFC	(USAF Air-Ground firing Range)	MON-FRI 2100-1400 SAT 2100-0300 & 0800-1400 VMC-IMC	N of Kadena City, Okinawa Pref.
W-179 NORTH RANGE Beginning at 270445N/1263905E to 273014N/1255653E then clockwise along the arc of a circle radius 120nm centered on 262214N/1274753E to 281714N/1270753E to 273202N/1272535E then counter-clockwise along the arc of a circle radius 72nm centered on 262214N/1274753E to 270526N/1264259E	UNL ----- SFC	(USAF Air-Air firing Range)	Continuous VMC-IMC	Sea area 34nm NW of Kadena City, Okinawa Pref. Contact NAHA APP CON on any freq for penetration. Headquarters South-Western Composite Air Division JSDF-A (Naha Tel 098-857-1191 Ext 2234,2204) RODERIC (133.9MHz)
W-181 GOLF GOLF 254115N/1304452E 252615N/1314152E 242315N/1304752E 245315N/1300352E	4000 ----- SFC	Warning Area (USN)	by NOTAM	Sea area 140nm ESE of Naha City, OKINAWA Pref.
W-183A OKINO-DAITO JIMA The area beyond 3nm to 5nm radius of Okino-Daito Island, 242815.3N/1311052.0E.	UNL ----- SFC	Warning Area (USN)	Continuous VMC-IMC	SE of 220nm on the sea from Naha City OKINAWA Pref. Exercise will not exceed 180 days per year.
W-184 INDIA INDIA 242315N/1304752E 252615N/1314152E 251315N/1323052E 240016N/1325952E 240015N/1312238E 240733N/1311025E	UNL ----- SFC	Warning Area (USN)	DLY 2100-0900 VMC-IMC	Sea area 240nm E of Naha City, Okinawa Pref
W-185 MIKE MIKE 254115N/1285153E 254837N/1290219E 254415N/1292552E 254415N/1301052E 254324N/1303552E 254115N/1304452E 245315N/1300352E	UNL ----- SFC	Warning Area (USN)	DLY 2100-0900 VMC-IMC	Sea area 110nm SE of Naha City, Okinawa Pref. Headquarters South-Western Composite Air Division JSDF-A (Naha Tel 098-857-1191 Ext 2234,2204) RODERIC (133.9MHz)

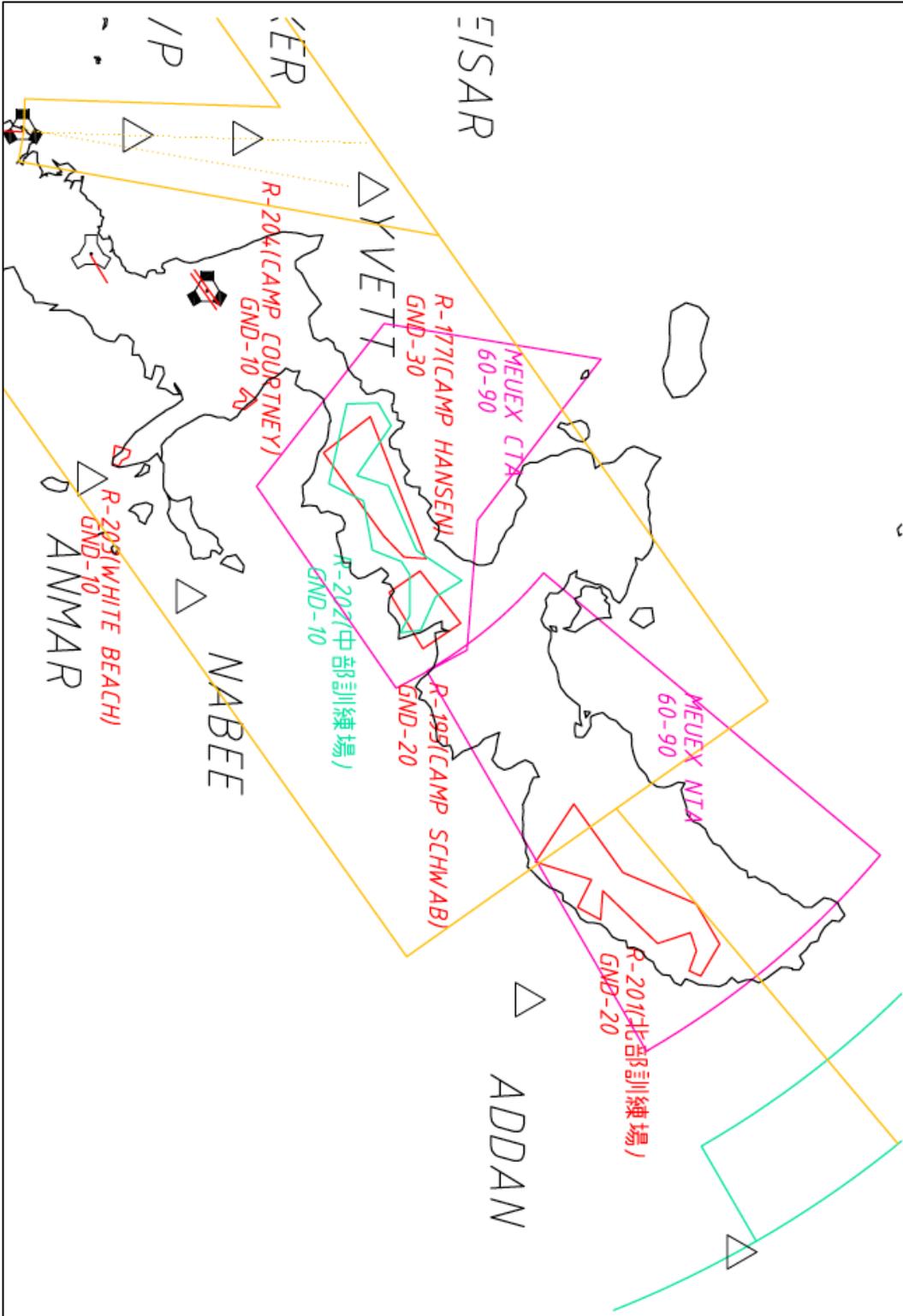
SUA - Warning Areas



SUA - Restricted Areas

Name	Upper Lower Limits	Restrictions	Operation Hours	Remarks
R-177 CAMP HANSEN (EASILY GUNNERY) 262714.0N/1275353.2E 263014.0N/1275753.1E 263114.0N/1275853.1E 263214.0N/1275853.1E 262914.0N/1275153.2E	3000 ----- GND	Restricted Area (US MARINES)	Continuous VMC-IMC	Central part of Okinawa
R-183 OKINO-DAITO JIMA A circular area including Okino-Daito Island, 242815.3N/1311052.0E and ocean area extending 3nm beyond the waters edge.	UNL ----- SFC	Restricted Area (USN)	Continuous VMC-IMC	SE of 220nm on the sea from Naha City, OKINAWA Pref. Exercise will not exceed 180 days per year
R-201 NORTHERN TRAINING AREA 264636N/1281730E 264524N/1281533E 264158N/1281413E 263931N/1281055E 263758N/1281400E 264034N/1281442E 264002N/1281609E 264107N/1281642E 264107N/1281513E 264347N/1281742E 264514N/1281702E 264534N/1281756E 264518N/1281858E 264551N/1281912E	2000 ----- GND	Restricted Area (USMC)	Continuous	Northern part of Okinawa Is
R-195 CAMP SCHWAB 263146N/1275939E 263347N/1280209E 263209N/1280335E 263026N/1280051E	2000 ----- GND	Restricted Area (USN)	MON-SAT 2100-1500	Central part of Okinawa Is.
R-202 CENTRAL TRAINING AREA 263342N/1275959E 263132N/1275837E 263003N/1275527E 262835N/1275502E 262958N/1275223E 262918N/1275117E 262753N/1275126E 262720N/1275533E 262858N/1275618E 262932N/1275846E 263053N/1275914E 263119N/1275953E 263127N/1280156E 263104N/1280251E 263159N/1280239E 263234N/1280054E Excluding CAMP SCHWAB and R-177	1000 ----- GND	Restricted Area (USMC)	Continuous	Central part of Okinawa Is
R-204 CAMP COURTNEY AREA 262348N/1275134E 262305N/1275101E 262300N/1275111E 262318N/1275128E 262317N/1275140E 262249N/1275144E 262244N/1275200E 262316N/1275206E	1000 ----- GND	Restricted Area (USMC)	Continuous	5.4nm NE of Kadena AB, not within Kadena Control Zone (CDSA) Okinawa Pref.
R-203 WHITE BEACH AREA 261813N/1275436E 261730N/1275424E 261727N/1275519E 261744N/1275526E 261752N/1275507E 261809N/1275456E	1000 ----- GND	Restricted Area (USN)	Continuous	8 nm SE of Kadena AB, Okinawa Pref.

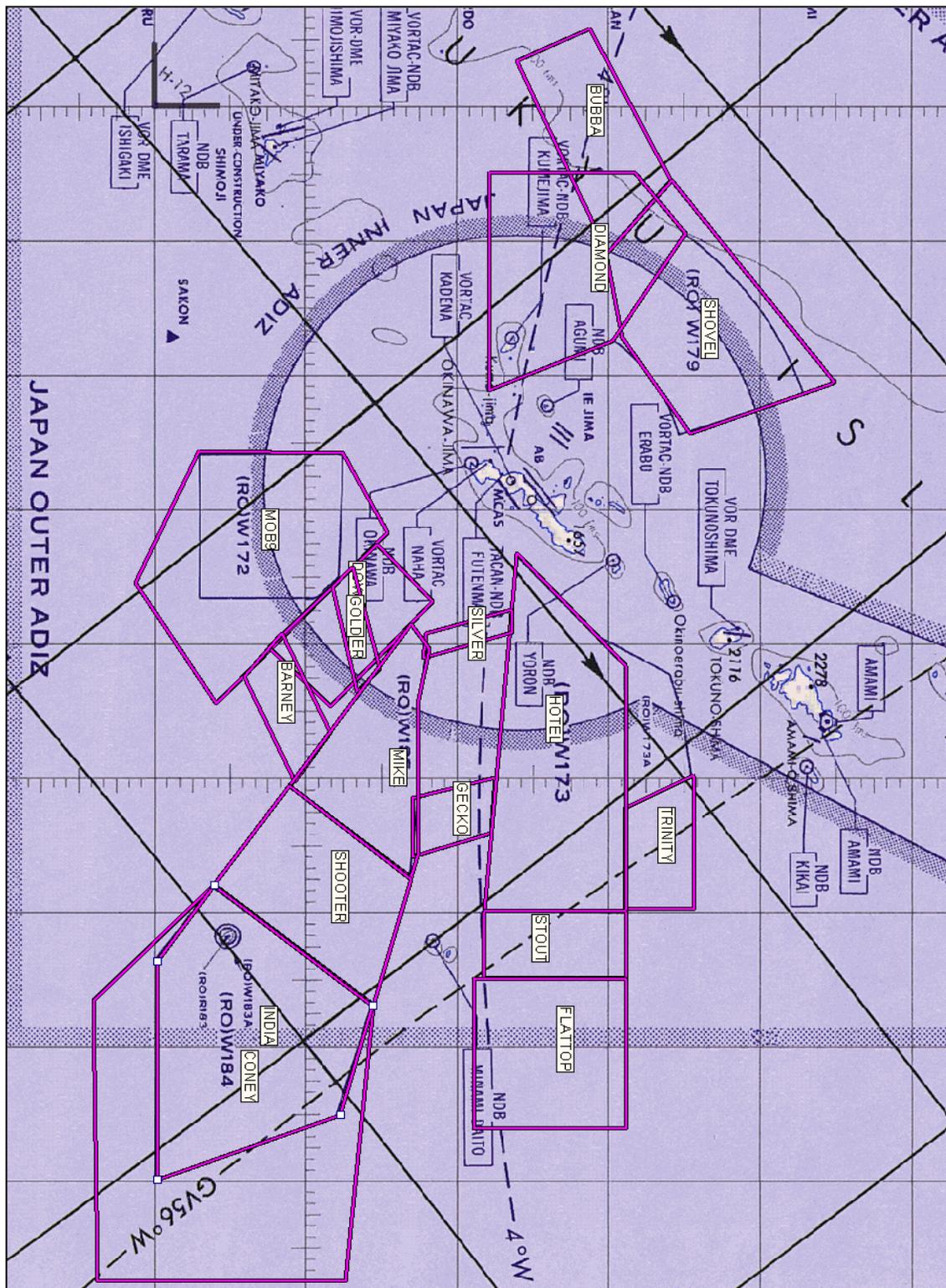
SUA - Restricted Areas



ASU – Stationary ALTRVs

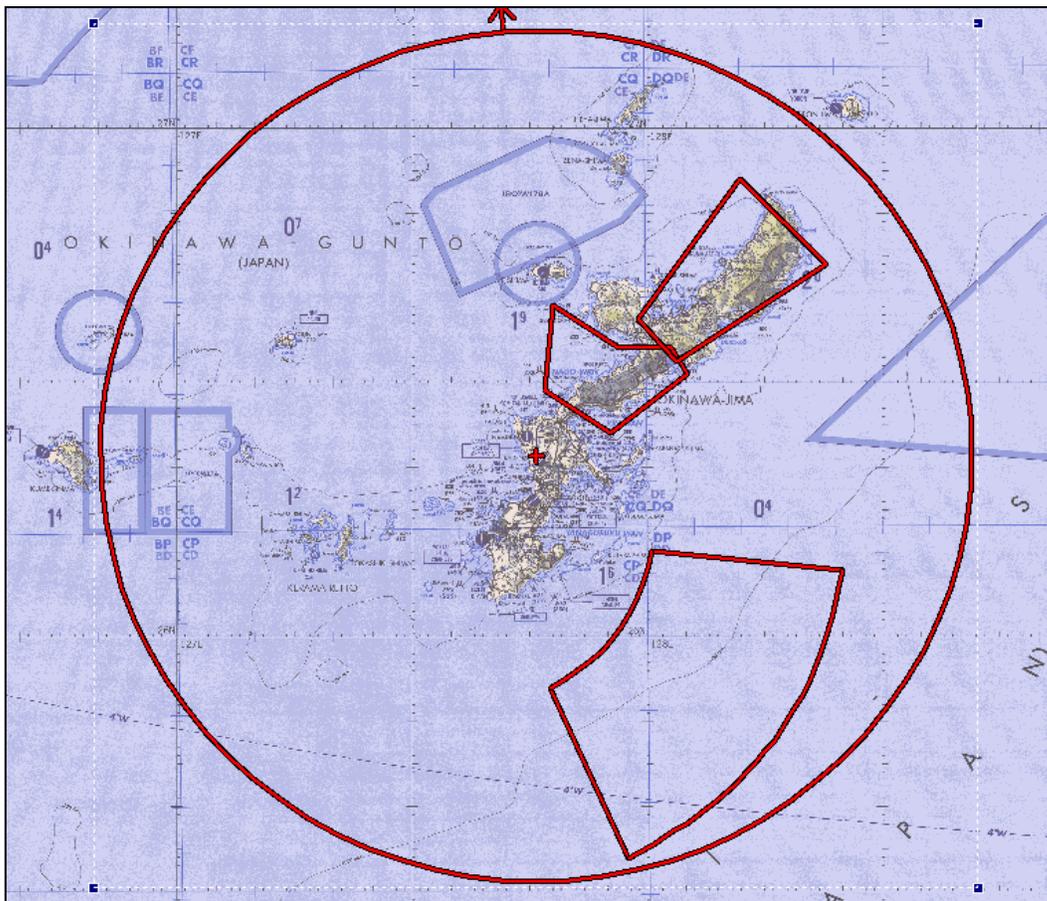
Name	Altitudes	Remarks
BARNEY 2450N/128556E 2509N/12940E 2455N/13002E 2435N/12915E	FL170 SFC	Scheduled by JOSC
BUBBA 2700N/12600E 2728N/12547E 2652N/12450E 2626N/12438E	FL250 FL200	Scheduled by JOSC
CONEY 2526N/13142E 2515N/13345E 2337N/13345E 2335N/13140E 2432N/13048E	FL440 055-	Scheduled by JOSC
DOWNUNDER 2528N/12816E 2455N/12902E 2509N/12928E 2550N/12841E	FL290 FL280	Scheduled by JOSC
FLATTOP 2706N/13130E 2706N/13237E 2606N/13237E 2606N/13130E	FL200 SFC	Scheduled by JOSC
GECKO 2542N/13009E 2615N/13000E 2613N/13025E 2542N/13035E	FL240 FL210	Scheduled by JOSC
GOLD 2510N/12835E 2520N/12922E 2518N/12826E/2529N/12911E	FL250 FL200	Scheduled by JOSC
HOTEL 2623N/12802E 2706N/12910E 2706N/13100E 2610N/13100E	FL400 055	Scheduled by JOSC
INDIA 2423N/13048E 2526N/13142E 2513N/13231E 2400N/13300E 2400N/13123E 2407N/13111E	UNL 055	Scheduled by JOSC
MIKE 2541N/12852E 2548N/12902E 2544N/12926E 2544N/13011E 2543N/13036E 2541N/13045E 2453N/13004E	FL400 050	Scheduled by JOSC
MOBILE 9 2514N/12735E 2531N/12810E 2424N/12927E 2352N/12833E 2416N/12735E	FL400 050	Scheduled by JOSC
SHOOTER 2541N/13045E 2526N/13142E 2423N/13048E 2453N/13004E	FL200 055	Scheduled by JOSC
SHOVEL 2830N/12705E 2732N/12726E 2702N/12626E 2659N/12606E 2718N/12524E	FL400 050	Scheduled by JOSC
SILVER 2612N/12855E 2621N/12845E 2547N/12856E 2546N/12907E	FL240 FL210	Scheduled by JOSC
STOUT 2610N/13100E 2706N/13100E 2706N/13130E 2610N/13130E	FL400 050	Scheduled by JOSC
TRINITY 2733N/12959E 2733N/13059E 2706N/13059E 2706N/13014E	FL400 050	Scheduled by JOSC

ASU – Stationary ALTRVs



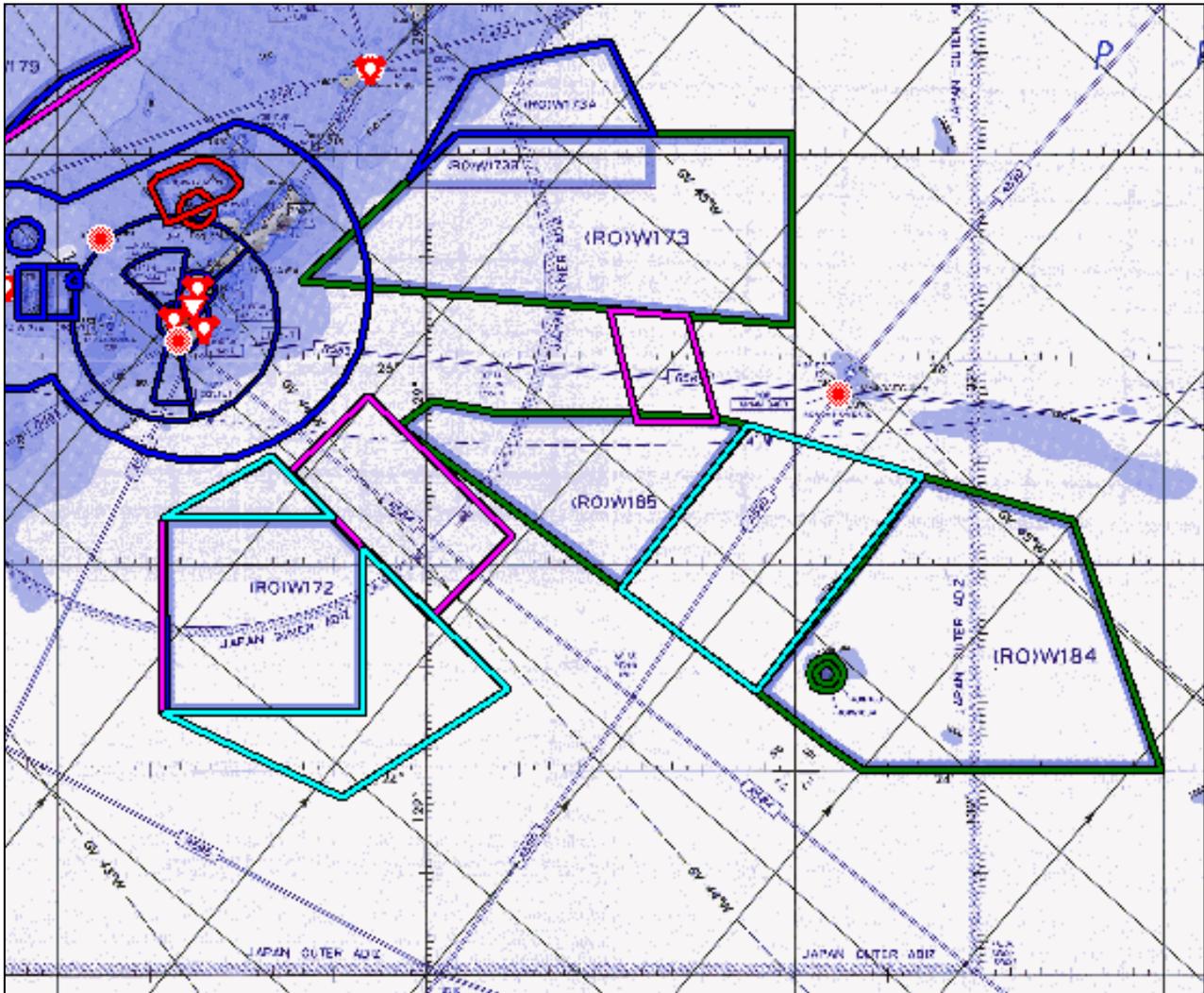
ASU – ATCAAs

Name	Upper Lower Limits	Restrictions	Operation Hours	Remarks
MEUEX CTA 262919N/1274713E 263917N/1274813E 263412N/1275652E 263410N/1280329E 263105N/1280541E 262404N/1275557ES	9000 ----- 6000	ATCAA (USMC)	See Remarks	Scheduled IAW Tab E of 2010 Amendment to 1972 ATC Agreement
MEUX NTA 263705N/12759E 2654N/12812E 2644N/12823E 263205N/12804E	9000 ----- 6000	ATCAA (USMC)	See Remarks	Scheduled IAW Tab E of 2010 Amendment to 1972 ATC Agreement
SETA NHC R-120 / 20 DME NHC R-100 / 42 DME NHC R-160 / 42 DME NHC R-160 / 20 DME	FL190 ----- 3000	ATCAA (USMC)	See Remarks	Scheduled IAW Tab E of 2010 Amendment to 1972 ATC Agreement



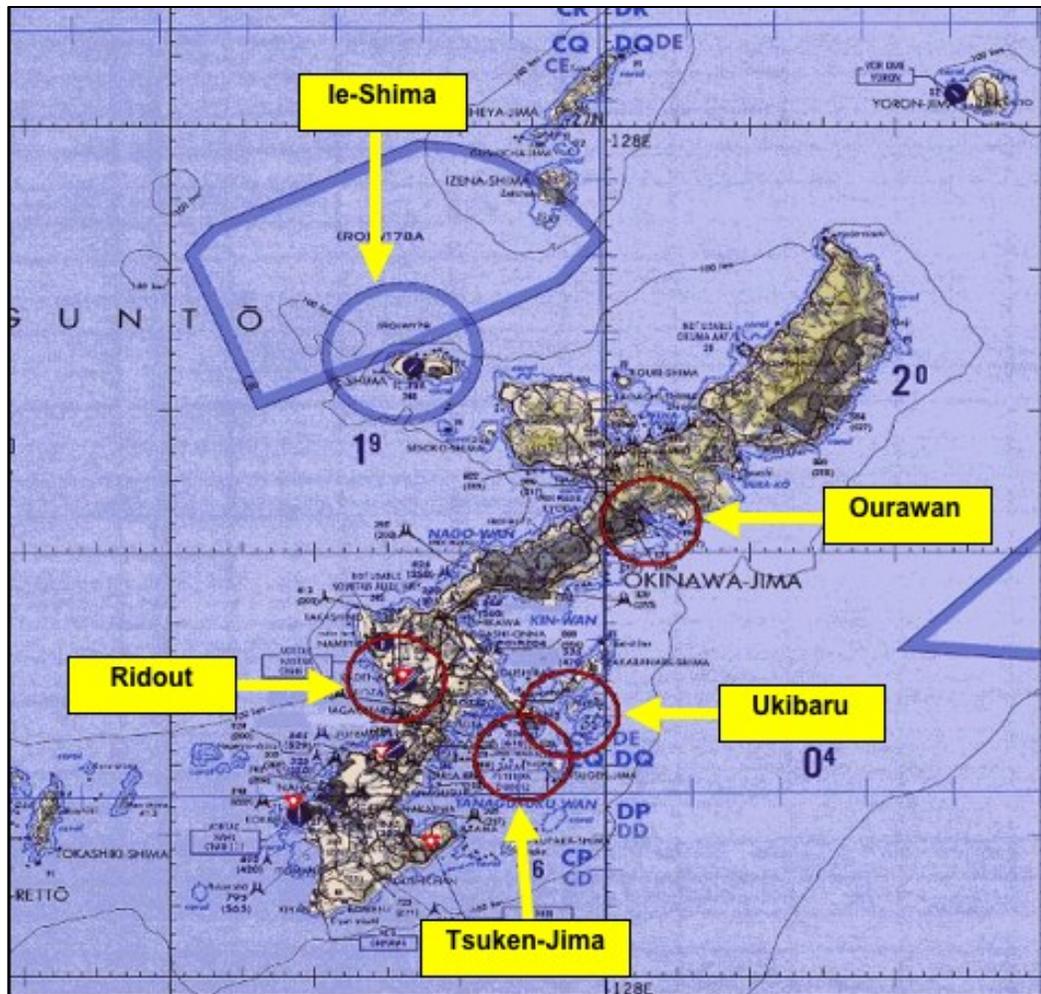
ASU - X-Ray

ID	Lateral limits	Vertical limits	Times	Controlling unit
X-24	The area bounded by straight lines connecting following points. (1)254115N/1304452E (2)252615N/1314152E (3)242315N/1304752E (4)245315N/1300352E	By NOTAM	By NOTAM	(TEL 098-857-1191 EXT 2234, 2204) Radio Callsign RODERIC 133.9MHz
X-25	The area bounded by straight lines connecting following points. (1)253215N/1280953E (2)251415N/1282953E (3)251415N/1273453E	By NOTAM	By NOTAM	(TEL 098-857-1191 EXT 2234, 2204) Radio Callsign RODERIC 133.9MHz
X-26	The area bounded by straight lines connecting following points. (1)250445N/1283953E (2)242415N/1292653E (3)235215N/1283253E (4)241645N/1273453E (5)241645N/1283953E	By NOTAM	By NOTAM	(TEL 098-857-1191 EXT 2234, 2204) Radio Callsign RODERIC 133.9MHz



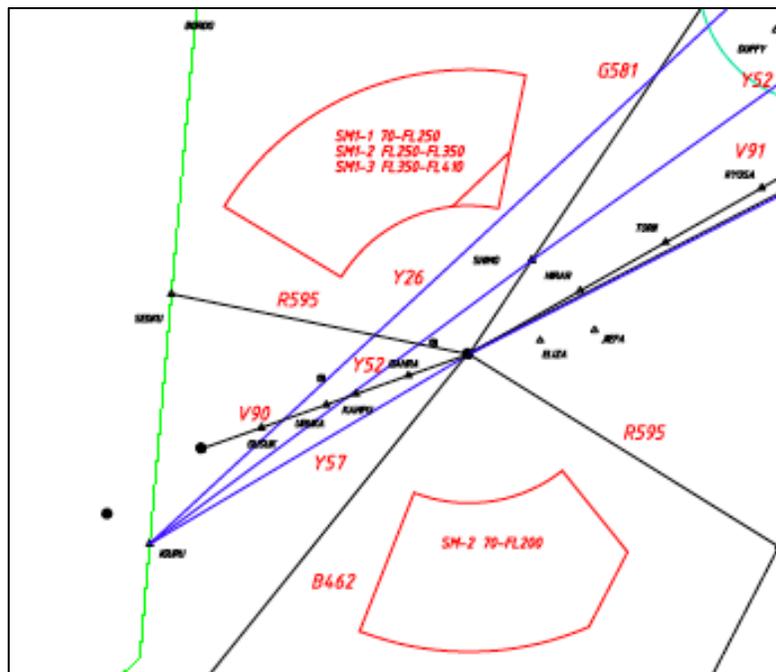
Drop Zones

Name	Location/DZ Center	Ceiling	Times	Lateral Dimensions
Ie-Shima	W178/W178A	W178 FL150 W178A 13,000	By JOSCSchedule	Operations authorized within confines of W-Area
Ourwan	263210.63N/1280310.30E	FL250	By JOSCSchedule and NOTAM	3 NM Radius
Ridout	262103.30N/1274539.66E	FL250	By JOSCSchedule and NOTAM	3 NM Radius
Tsuken-Jima	261529.04N/1275423.52E	FL250	By JOSCSchedule and NOTAM	3 NM Radius
Ukibaru	261831.8N/1275734.8E	FL250	By JOSCSchedule and NOTAM	3 NM Radius



Civil Training and Test Areas

ID	Lateral limits	Altitude	Times	Controlling unit
Shimajiri Area (SM)	1-1	FL250 ----- 7000	By NOTAM	Controlling Facility Naha Control 123.9MHz 276.5MHz
	1-2	FL350 ----- FL250	By NOTAM	Controlling Facility Naha Control 123.9MHz 276.5MHz
	1-3	FL410 ----- FL350		
	2	FL200 ----- 7000	By NOTAM	Controlling Facility Naha Control 123.9MHz 276.5MHz



CDR (Routes are currently published in AIP-Japan. However prior to operational implementation further review by legal and facilities personnel is required.

Route designator (Navigation specification) Name of significant points Coordinates [Available SENSOR]	Way-point IDENT of VOR/DME BRG & DIST	MAG TRACK [TRUE TRACK]	Geodetic DIST	Inner limits Lower limits Airspace classification	MEA [MOCA] (FT or FL)	Direction of cruising level		Critical DME	DMEGAP	Remarks Controlling Unit Frequency
						Odd	Even			
Z29 (RNAV5) [VOR/DME, DME/DME, INS or IRS, GNSS] GAKIA 274858N 1272515E GANEK 270145N 1255347E	NHC 357°/97.3NM	244 [240.2] 063 [059.5]	94.0	UNL ---	FL290 [2000]		FL300 ↓ ↑ FL290	MYC<25.0nm to GANEK/ GANEK>		For CDR2 Applicable date, period and minimum applicable altitude are notified by NOTAM. See ENR 3.5.3.12 Naha ACC Freq:132.35(132.1) 301.2(276.1)MHZ Naha ACC Freq:123.9(132.1) 276.5(276.1)MHZ
	KXC 316°/59.3NM									
Z32 (RNAV5) [VOR/DME, DME/DME, INS or IRS, GNSS] RYUKI 273727N 1321432E YUSKE 262330N 1281419E		257 [251.9]	226.6	UNL ---	FL290 [2000]		FL300 ↓	ALC<221.6nm to YUSKE/186.6nm to YUSKE> <166.6nm to YUSKE/126.6nm to YUSKE> TGE<221.6nm to YUSKE/186.6nm to YUSKE> ONC<166.6nm to YUSKE/126.6nm to YUSKE>	RYUKI/ 221.6nm to YUSKE, INS or IRS or GNSS required.	For CDR2 Applicable date, period and minimum applicable altitude are notified by NOTAM. See ENR 3.5.3.12 Naha ACC Freq:132.35(132.1) 301.2(276.1)MHZ Naha ACC Freq:123.9(132.1) 276.5(276.1)MHZ
	NHC 075°/33.9NM									
Z34 (RNAV5) [VOR/DME, DME/DME, INS or IRS, GNSS] RYUKI 273727N 1321432E TETTA 261504N 1285957E		250 [245.3]	192.2	UNL ---	FL290 [2000]		FL300 ↓	ALC<191.2nm to TETTA/140.0nm to TETTA> TGE<191.2nm to TETTA/140.0nm to TETTA>	RYUKI/ 191.2nm to TETTA, INS or IRS or GNSS required.	For CDR2 Applicable date, period and minimum applicable altitude are notified by NOTAM. See ENR 3.5.3.12 Naha ACC Freq:132.35(132.1) 301.2(276.1)MHZ Naha ACC Freq:123.9(132.1) 276.5(276.1)MHZ

CHAPTER 3

JOTRC AIRSPACE MANAGEMENT AND CONTROL PROCEDURES

3.1 General: The section discusses responsibilities for the agencies charged with management and control of JOTRC training spaces.

3.2 Airspace Management and Scheduling Responsibilities: The JOSC serves as the U.S. Forces Japan representative for airspace management and scheduling of JOTRC training areas. The JOSC serves as the DoD/MoD focal point and central clearinghouse for all Special Use Airspace (SUA) / Warning Area matters that pertain to any DoD/MoD airspace-related activity within the AOR. In accordance with the Amendment to the Okinawa Air Traffic Control dated 15 May 1972 (signed 18 Mar 2010), the JOSC is the single point scheduling agency for all areas except W178/W178A, which is scheduled by MCB Camp Smedley D. Butler. USFJ J32 is the Office of Primary Responsibility for oversight on the concept for joint airspace/range scheduling operations IAW USFJI 13-201.

U.S. Air Forces Japan (USAFJ), Commander Naval Forces Japan (CNFJ), Marine Forces, Japan (MARFORJ) Responsible for supporting the joint airspace/range scheduling concept. They will task subordinate units to develop local procedures to facilitate joint scheduling operations and ensure units provide manpower as required. The commands will review procedures annually and provide feedback for proposed changes/inputs to this handbook to Headquarters United States Forces, Japan as required.

18 WG Will ensure schedulers are trained to schedule all applicable airspace/ranges. Ensures compliance with AFI 13-212, Range Planning and Operations, and acts as the scheduling authority delegated by the Range Operating Authority for 18 WG controlled ranges. Assists CFAO in scheduling USN controlled ranges.

CFAO Will ensure schedulers are trained to schedule all applicable airspace/ranges. Processes requests for USN controlled ranges for use by USN users and notifies using agencies of approved schedule. Assists 18 WG in scheduling USAF controlled ranges.

SWCAD Will delegate Liaison officer(s) to request and coordinate the use of airspace/range for JASDF users. Assembles requests for airspace/range for JASDF users and submits to the JOSC. Notifies JASDF users of approval/denial of airspace/range requests.

3.3 SCHEDULING PROCEDURES

JOSC General: 18 WG and CFAO will work together in the same office to produce a joint schedule. Schedulers from either unit can schedule any airspace/range. All approvals and denials of airspace/range requests will be made known to 18 WG schedulers, CFAO schedulers, and SWCAD Liaison and documented through the request database. Any unresolved disputes will be sent to USFJ/J32.

All requests for Idesuna Jima (W-174) or Tori Shima (W-176) and requests for ordnance on USAF ranges will be coordinated with the 18 WG Range Operations Officer (ROO) or delegated JOSC representative before the request is approved.

All requests for Oki Daito Jima (W-183) and requests for ordnance on USN ranges will be coordinated with the CFAO Range Operations Officer (ROO) or delegated JOSC representative before the request is approved.

Per US State Department, W-182 (Sekibi Sho) and W-175 (Kobe Sho) are not to be scheduled or used by any US Forces.

SCHEDULING AUTHORITY.

Duties include: **Inputs to be added by appropriate SME**

SCHEDULING ACTIVITY.

Scheduling Activity duties include: **Inputs to be added by appropriate SME**

OFFICER SCHEDULING THE EXERCISE (OSE)/ OFFICER CONDUCTING THE EXERCISE (OCE)/OFFICER IN TACTICAL COMMAND (OTC).

3.4 Airspace Control Measures (ACM) in JOTRC

Introduction. This section is intended to provide background information on current ACM employment in the JOTRC. The information is general in nature in order to cover a wide range of operational capabilities for airspace control. In addition to the ACMs outlined here, strict adherence to established regulatory guidance, international agreements, and standardized operating procedures is vital for safety of all JOTRC users.

Purpose. It is understood and acknowledged that future technological advances for both military and civil aircraft combined with enhancements to the ATC/ATM systems, will increase user requirements/demands on airspace resources. Furthermore, airspace access and availability is vital to successful operations for both military and civil entities. This increased user demand has required the implementation and usage of ACMs. The current ACMs are baseline operations that create an integrated airspace control system (ACS) that facilitates mission accomplishment while maintaining the highest level of safety. This annex provides a basic overview of the framework of the currently used ACS broken down by

organization. Although some ACMs can be executed independently, largely these organizational entities work in concert.

Coordination. Coordinated airspace/range usage is essential to maximize training opportunities, enhance SUA /ASU efficiency, improve flight safety, and increase the capacity of the JOTRC. As civil aviation volume increases, civil airspace requirements will continue to grow. Therefore, it is important for all military forces to be good stewards of designated training areas. This annex explains the general ACMs for planning, coordinating, and conducting joint airspace/range scheduling throughout the JOTRC.

ACM Operating Principles. ACMs are multifaceted. They range from basic written procedures, to advanced scheduling, to radio reporting, to entry/exit radar marshalling, through advanced radar marshalling with monitoring/control functions. In order to operate safely and effectively in the JOTRC, the first two ACMs (basic written procedures and advanced scheduling) are required processes for JOTRC users. Other available ACMs identified below include a limited range control radio reporting facility, GCI, aerial surveillance, airborne command and control, and direction control facility with Japan ADIZ monitoring services.

3.5 Description of ACM Agencies:

Agency	CFAO, 18 OSS, MWLK, MCBJ, and SWCAD
Title	Joint Okinawa Scheduling Cell (JOSC)
Callsign	N/A
Mission Support Services provided:	
	The JOSC is the central point of contact for all ACM in the JOTRC and serves as the Airspace Control Authority (ACA). As the ACA the JOSC oversees scheduling for all airspace and ranges inside the JOTRC. Prior to the schedule being made available for public dissemination, the JOSC shall coordinate with the appropriate ACM agency listed below to determine monitoring availability. The JOSC is responsible for approval/denials of all airspace/range requests. If a dispute arises concerning a JOSC decision, it will be forward to appropriate Commanders for resolution.
Process	
	JOTRC users schedule training land/sea/air-space. The JOSC operates a web-based scheduling sharepoint that utilizes email notifications; excel tracking, and telephonic verifications. Users should attend the weekly JOSC Airspace/Range Scheduling Meeting where airspace/ranges are scheduled for the next two weeks. By having all users in the same meeting, the JOSC is better able to deconflict requests and provide everyone with the airspace/ranges they need. The JOSC is also responsible for Weapons Danger Zone (WDZ) determinates for W-174 IDESUNA JIMA, W-176 TORI SHIMA, and W-183 OKI DAITO.
Operational Hours:	
	Normally staffed Monday – Friday from 0730 – 1630L.
	For after Hours Airspace/Range Issues: A JOSC scheduler will always be on-call after hours and on weekends and holidays. Contact via cell phone at 090-1771-4189. If unable reach us at that number, call the 18WG Command Post at DSN 634-1800 and have them patch you to one of our

	home/cell numbers.
Agency	MCBJ/G3
Title	Ie Shima Range Control
Callsign	(verbiage to be added by appropriate SME)
Mission Support Services provided:	
	(verbiage to be added by appropriate SME)
Process	
	(verbiage to be added by appropriate SME)
Operational Hours:	
	(verbiage to be added by appropriate SME)

Agency	MCBJ/G3
Title	Hansen Range Control
Callsign	
Mission Support Services provided:	
	(verbiage to be added by appropriate SME)
Process	
	(verbiage to be added by appropriate SME)
Operational Hours:	
	(verbiage to be added by appropriate SME)

Agency	623 ACF The 623rd ACF is responsible for providing rapid response, combat-ready theater control operations teams integrating battle staff, weapons control, and host-nation command liaison elements in support of U.S. and bilateral interests throughout the entire Pacific theater. The 623rd ACF maintains system expertise on an indigenous primary command and control system at Naha Air Base south of Kadena and may deploy to other sites in Japan to provide ground-based radar. The 623rd ACF utilizes the callsign(s) listed below:
Title	
Callsign	Lightsword
Mission Support Services provided:	
	(verbiage to be added by appropriate SME) Host nation coordination to ensure effective employment of US air and air defenses operating in a sector, coordination support for US airborne C2 assets, Airspace Management, tactical aircraft control
Process	
	(verbiage to be added by appropriate SME)
Operational Hours:	
	(verbiage to be added by appropriate SME)
Callsign	Samurai
Mission Support Services provided:	
	(verbiage to be added by appropriate SME)
Process	
	(verbiage to be added by appropriate SME)
Operational Hours:	

	(verbiage to be added by appropriate SME)
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Agency	TACRON 12 Provides air control detachments in support of San Diego-based Expeditionary Strike Groups (ESG), the forward-deployed USS ESSEX ARG in Sasebo, Japan, and Commander, Task Force SEVENTY-SIX in Okinawa, Japan. The mission of TACRON 12 is directing combat aircraft to their targets, coordinating Strike Group air operations, or establishing expeditionary airfields ashore. TACRON-12 utilizes the callsign(s) listed below:
Title	
Callsign	
Mission Support Services provided:	
	(verbiage to be added by appropriate SME)
Process	
	(verbiage to be added by appropriate SME)
Operational Hours:	
	(verbiage to be added by appropriate SME)

Agency	MACS 4 Marine Air Control Squadron. The squadron provides aerial surveillance and air traffic control services for the III Marine Expeditionary Force. They are based at Marine Corps Air Station Futenma and fall under the command of Marine Air Control Group 18 and the 1st Marine Aircraft Wing.
Title	Air Traffic Control Detachment
Callsign	Witch-Doctors
Mission Support Services provided:	
	The ATC Detachment is the primary air terminal control agency for the Marine Air Command and Control System (MACCS). It provides continuous all-weather radar, non-radar, enroute, and VFR tower services; and airspace management in support of a Marine Air-Ground Task Force (MAGTF). These services are currently only provided during exercises and operations in support of the 1st Marine Aircraft Wing.
Process	
	The ATC Detachment provides air traffic control services to friendly aircraft. The detachment utilizes expeditionary control tower and radar approach control facilities to provide positive and procedural control of aircraft in assigned airspace.
Operational Hours:	
	0730-1630 Monday-Friday.
Title	Tactical Air Operations Center (TAOC)
Callsign	Vice-Squad
Mission Support Services provided:	
	The TAOC is the primary air defense agency for the MACCS. It provides air surveillance and the control of aircraft and surface-to-air weapons for anti-air warfare
Process	
	The TAOC is capable of providing traffic support within assigned airspace, to include air-to-air refueling (AAR) operations, Tactical Digital Information Link (TDL) operations and Ground Control

	Intercepts (GCI) utilizing positive control through long-range radar systems. Airspace and weather updates provided as necessary with support from the MACS-4 ATC and METOC detachments (or 18thWG as needed).Support provided through TAOC Scheduler @ 6363692.
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Operational Hours:	
	0730-1630 (Mon-Fri). Operations between 1630-2200 require scheduling through the TAOC Scheduler.

Agency	961 AACS Part of the 18th Wing at Kadena Air Base, Japan. It operates the E-3 Sentry aircraft conducting airborne command and control missions. Provide airborne command and control, long-range surveillance, detection and identification information for commanders in support of U.S. goals.
Title	
Callsign	Cowboy
Mission Support Services provided:	
	(verbiage to be added by appropriate SME) Equipped with the airborne warning and control system (AWACS), the 961st AACS is a combat-ready E-3 squadron providing airborne command and control, long-range surveillance, detection and identification information for commanders in support of U.S. goals. The 961st AACS responds to quick-alert mobilization, worldwide deployments and combat employment in support of Pacific Command operational plans and headquarters-directed contingency operations.
Process	
	(verbiage to be added by appropriate SME)
Operational Hours:	
	(verbiage to be added by appropriate SME)

Agency	SWCAD
Title	Direction Control
Callsign	RodeRick
Mission Support Services provided:	
	(verbiage to be added by appropriate SME) .
Process	
	(verbiage to be added by appropriate SME)
Operational Hours:	
	(verbiage to be added by appropriate SME)

3.6. Air Traffic Control (ATC) Operations in the JOTRC. ATC organizations/operations provide positive control and separation of aircraft under their control. This is accomplished using a variety of methods and/or procedures. (Needs to be added upon)

3.7 ATC AGENCIES

Agency	Japan Civil Aviation Bureau (JCAB)
Title	Naha Approach Control
Callsign	Naha Approach
Mission Support Services provided:	
	Control of all arriving and departing aircraft within 60nm of Naha VORTAC at or below 20,000 feet, with the exception of Kadena Arrival Control (ARC) facility airspace (see below). (further verbiage to be added by appropriate SME)
Operational Hours:	
	24 hours/day 365/year

Agency	18 WG/USAF
Title	Kadena ARC Facility
Callsign	Kadena Arrival
Mission Support Services provided:	
	Control of aircraft arriving and conducting multiple approaches into RODN and ROTM
Operational Hours:	
	2100Z-1300 daily, 365/year

CHAPTER 4

JOTRC GENERAL OPERATING PROCEDURES

4.1 GENERAL COMPLEX INFORMATION:

USER BRIEF. Units flying from Kadena Air Base must receive an OPAREA/JOTRC Course Rules Brief Make requests by telephone directly to 18th Operations Group Standardizations and Evaluations DSN 315-634-6336. Commands desiring a JOSC brief contact the Lead Scheduler at DSN 315-634-4599.

AREA ASSIGNMENT TIMES. All OPAREA use requiring air services, exclusive area use (hazardous to non-participants) and shipboard flight operations shall be scheduled and shall adhere to the time assigned. If a time extension is required due to operational commitments, submit change requests to the JOSC for real time coordination.

ALTITUDE RESERVATIONS (ALTRV). Airspace requiring ALTRVs will be coordinated by the JOSC in support of flight operations, in accordance with FAAH 7610.4. The JOSC requires a minimum of 30 days advance notice to properly process requests for all ALTRVs.

EXIT FIXES AND FREQUENCIES FOR JCAB INTERFACE. See Appendix XX for exit fixes and frequencies. Every attempt shall be made to utilize the established fixes listed below for exiting Warning Areas. These fixes are readily identified by ATC facilities and will expedite handling during normal operations and ensure smoother handling during emergencies.

Flight leads shall request all ATC clearances from XXXX. Clearances requested more than 30 minutes prior to proposed times can expect a delay (flight plans are not available for issue until 30 minutes prior to ETD). All flights shall remain in their assigned areas until the flight is joined and **Controlling Agency** has given the approval to transit to the exiting fix.

Verbiage to be added by appropriate service provider at a later date.

SURFACE AND SUBSURFACE OPERATIONS. Knowledge of the location of all units facilitates air control, SAR, MEDEVAC's and area coordination. Units should request waterspace use from the JOSC.

Unit(s) shall NOT transit the JOTRC Airspace at any time without clearance from the JOSC.

4.2. JOTRC SCHEDULING PROCESS

Scheduling timelines/suspense: All using agencies operating from Okinawa will attend and request airspace/range time at the weekly Joint Airspace/Range Scheduling Meeting. The meetings are generally held on Mondays, and airspace for current week plus two weeks will be discussed. For using agencies that cannot attend the meeting due to location, a representative of their unit or service can attend, to include JOSC schedulers. For example, MWLK can request airspace/range time for all visiting USMC units before the unit arrives on station.

Requests for airspace/range time should be consolidated and prioritized by operational echelons at or above squadron/battalion level prior to submittal to the JOSC.

Written requests should be forwarded as far in-advance as possible, but no later than the Monday of the week of intended use. Requests received after this time (including same-day requests) will not receive priority (other than Priority 1), but may be honored on a space available basis.

Scheduling conflicts developed before or during the Scheduling Meeting which cannot be resolved through user coordination, will be resolved in accordance with the priorities in **4.3**.

The following using agencies are highly encouraged to submit requests at least 4 weeks prior to use.

Units stationed on the Korean peninsula or mainland Japan who are planning to use air-to-surface ranges.

Units who are planning Joint exercises/training.

Units who are planning large force employment.

Units who are planning missile shoot exercises.

USN vessels

All Navy units will submit OPAREA requests in Okinawa via the Joint Okinawa Scheduling Cell (JOSC) NIPR or SIPR email account. Standard airspace/range request templates are located on the CNFJ Collaboration At Sea (CAS) website: <http://www.cnfj.navy.smil.mil>. JOSC schedulers will check the SIPR email account (JOSC@kadena.af.smil.mil) daily for new requests. The JOSC does not accept requests via Message Traffic.

Secondary methods for Okinawa OPAREA requests will be a phone request to JOSC schedulers (DSN 634-4360).

Requests for airspace/ranges will be submitted via the Airspace/Range Request e-mail template, telephone, or classified message which can be found on the JOSC website at

<https://kadena.eim.pacaf.af.mil/sites/JOSC/default.aspx> or <https://kadenae.eim.pacaf.af.mil/sites/JOSC/default.aspx>. The user agency will e-mail the request to JOSC@kadena.af.mil or JOSC@kadena.af.smil.mil.

Short Notice Request: The JOSC requires 30 minutes minimum to coordinate changes or amendments to previously scheduled airspace/range times with host nation agencies and activate most special use airspaces. Air-to-surface and surface-to-surface operations always require written requests. Air Traffic Control (ATC) agencies do not have the authority to change or add airspace/range time.

Range Request format and Specifics: Range requests must include the following information:

Range Requested

Date and Time Requested. The range period will be commensurate with the training and type of activity. Units are not permitted to block large periods of range time to support only a few minutes actual use.

Number and type of aircraft/forces conducting operations during specific time period (Ex: 4xAV-8B) and TACP (4 personnel), 8xF/A-18C and 2xDDG, mortar platoon (12 personnel), etc.).

Required Altitudes List the lower and upper altitudes (MSL) required to complete mission.

Description of activities (Ex. Weapons delivery, parachute training, assault landing, indirect fire coordination and control, live missile shoot, etc.).

Total number and type of ordnance Provide military designation and a general description. Example: 4xGBU-33, 300 rounds of 50cal, etc. Units must be exact in their description of ordnance and effects in consideration of EOD operations. The request should also include WZ ID numbers as well as whether the ordnance is live or inert (designated by "L" or "I").

User agency will provide a Point of Contact(s) (POC) with both normal duty telephone and emergency 24 hour telephone numbers who is(are) authorized to make changes to airspace/range requests. If the using agency is in Japan, a cell-phone number is required. No changes to the original approvals will be made without consent from those listed as authorized POCs.

Range Reports: All missions expending ordnance on any range or involving the use of combat lasers require a post mission range report.

Coordination between the using agency and the controlling agency or a scheduling agency, as required: The JOSC Airspace/Range Schedule is made available to all DoD employees with a Common Access Card (CAC) via this website:

<https://kadenae.eim.pacaf.af.mil/sites/JOSC/default.aspx>

The development of a single source document/file to provide a 100% accurate and current representation of airspace usage: The JOSC will develop a schedule from a single source document/file which will provide a 100% accurate and current representation of the entire Okinawa airspace/range complex. This file will provide all users a graphic depiction of any airspace/range around Okinawa and reduce conflicts. This file will be accessible to all DoD users via the internet by accessing the JOSC website:

<https://kadenae.eim.pacaf.af.mil/sites/JOSC/default.aspx>.

After-hour scheduling/notification procedures: Normal duty hours are 0730-1630L Monday through Friday, excluding US holidays, and command-directed down days. All after duty hour requests and/or questions will be made as follows:

- JOSC On-Call cell phone: 090-1771-4189 (1630-2300L & 0500-0730L. 2300-0500L for emergencies only).
- Or call 18WG Command Post at 634-1800 and they will contact a JOSC scheduler.

The JOSC will provide this contact information to USFJ/J32.

Ensure changes to AP-3A as required: The JOSC will review Japan AIP and the Flight Information Publications (FLIP) bi-annually and submit changes to USFJ/J32.

Procedures to temporarily return SUA during extended periods of non-use (e.g. during significant lulls in daily schedule, end of scheduled flying operations, holidays) to appropriate military/civilian agency IAW established MOUs, Facility and/or Joint Committee Agreements: The JOSC shall notify the using agency and return SUA to the ATC facility as soon as possible when deemed necessary for safety of flight such as aircraft emergencies or weather deviation (such as when the Basho Area is temporarily released to the appropriate ATC facility during the outage of Yaedake ARSR), and whenever the airspace is not being used for the intended purpose designated.

The JOSC will temporarily release all unscheduled ALTRVs to ATC at the end of the duty day prior to the day of execution. The ALTRVs may be reactivated by the JOSC with 30 minutes notice to the appropriate ATC agency.

The using agency will notify the JOSC immediately of any cancellations.

EMERGENCY CLEARING OF AIRSPACE: Reference Amendment to the Okinawa Air Traffic Control Agreement dated 18 Mar 2010, ANNEX-B, TAB-G, Emergency and Special Procedures.

4.3. SCHEDULING PRIORITIES.

The demand for JOTRC OPAREAS and services often exceeds OPAREAS and services available. The following priority listing is provided as a guide for preparation of JOTRC OPAREA/Services request. This list is not intended to be all-inclusive and should be used for planning purposes only.

Priority 1 – US Forces and/or Japan Self Defense Forces (JSDF) conducting active air defense scrambles, active anti-submarine warfare missions, Higher Headquarters (HHQ) directed operational launches, and all search and rescue operations take priority over training or exercise events.

Priority 2 – HHQ tasked training exercises involving any combination of US Forces, JASDF, and Japan Maritime Self Defense Force (JMSDF). Tasking authorities shall schedule airspace/range time with the JOSC as soon as possible.

Priority 3 – Planned exercises or large force employments scheduled at a minimum of three weeks prior to execution. This includes, but is not limited to, 18 WG Operational Readiness Inspection (ORI), Operational Readiness Exercises (ORE), JASDF Inspections, JASDF Exercises, Large Force Employments (LFE) and missile shoots. Requires O-6 or higher recommendation for priority.

Priority 4 – Controlling Agency as listed in AP/3A will take priority in their service's airspace. In the event of a conflict between United States Air Force (USAF) activities, 5th Air Force (5AF/A3) will determine priority. In the event of a conflict between United States Navy (USN) activities, Commander Naval Forces Japan (CNFJ/N3) will determine priority. Changes inside one week may cause significant training loss to other prior scheduled users. Therefore, regardless of service, an O-6 or higher from the controlling agency shall coordinate with an O-6 or higher from the using agency before change of prior scheduled airspace occurs within one week of use.

Priority 5 – JASDF, JMSDF, and other US Forces to include Marine Wing Liaison Kadena (MWLK).

Priority 6 – Japan Coast Guard

4.4 SPECIAL ACTIVITIES

COMMERCIAL AIR SERVICES (CAS) Verbiage to be added at a later date by appropriate SME.

CAS AIRCRAFT TYPES AND PERFORMANCE. Verbiage to be added at a later date by appropriate SME.

TARGETS. Verbiage to be added at a later date by appropriate SME.

PRE-EXERCISE (PRE-EX) MESSAGE. Verbiage to be added at a later date by appropriate SME.

ADJUSTING/CANCELLING SERVICES. Verbiage to be added at a later date by appropriate SME.

REMOTELY PILOTED AIRCRAFT (RPA). Verbiage to be added at a later date by appropriate SME.

Unmanned Surface Systems (USS). Verbiage to be added at a later date by appropriate SME.

Unmanned Underwater Systems (UUS). Verbiage to be added at a later date by appropriate SME.

OPAREA CLEARANCE. It is the responsibility of individual unit commanders to ensure OPAREAs/targets are clear before commencing hazardous operations. Aircraft shall avoid populated areas as much as possible when carrying ordnance to and from ranges, targets, etc.

HAZARDOUS OPERATIONS. The following general rules apply to OPAREA clearances within the JOTRC OPAREAs.

Any OPAREA request involving ordnance expenditure and operations hazardous to submarines must be info addressed to the JOSC. Approval of the OPAREA request will not be granted without concurrence from JOSC.

Ships and aircraft conducting gunnery, rocket, missile or other exercises hazardous to non-participants, shall not start the exercises before, nor continue the exercise past, the scheduled times without permission from the JOSC. Units shall receive permission from the JOSC prior to COMEX.

Aircraft and targets shall remain in the assigned area ensuring all ordnance impacts within the area(s) specifically assigned and firing is in accordance with current safety instructions.

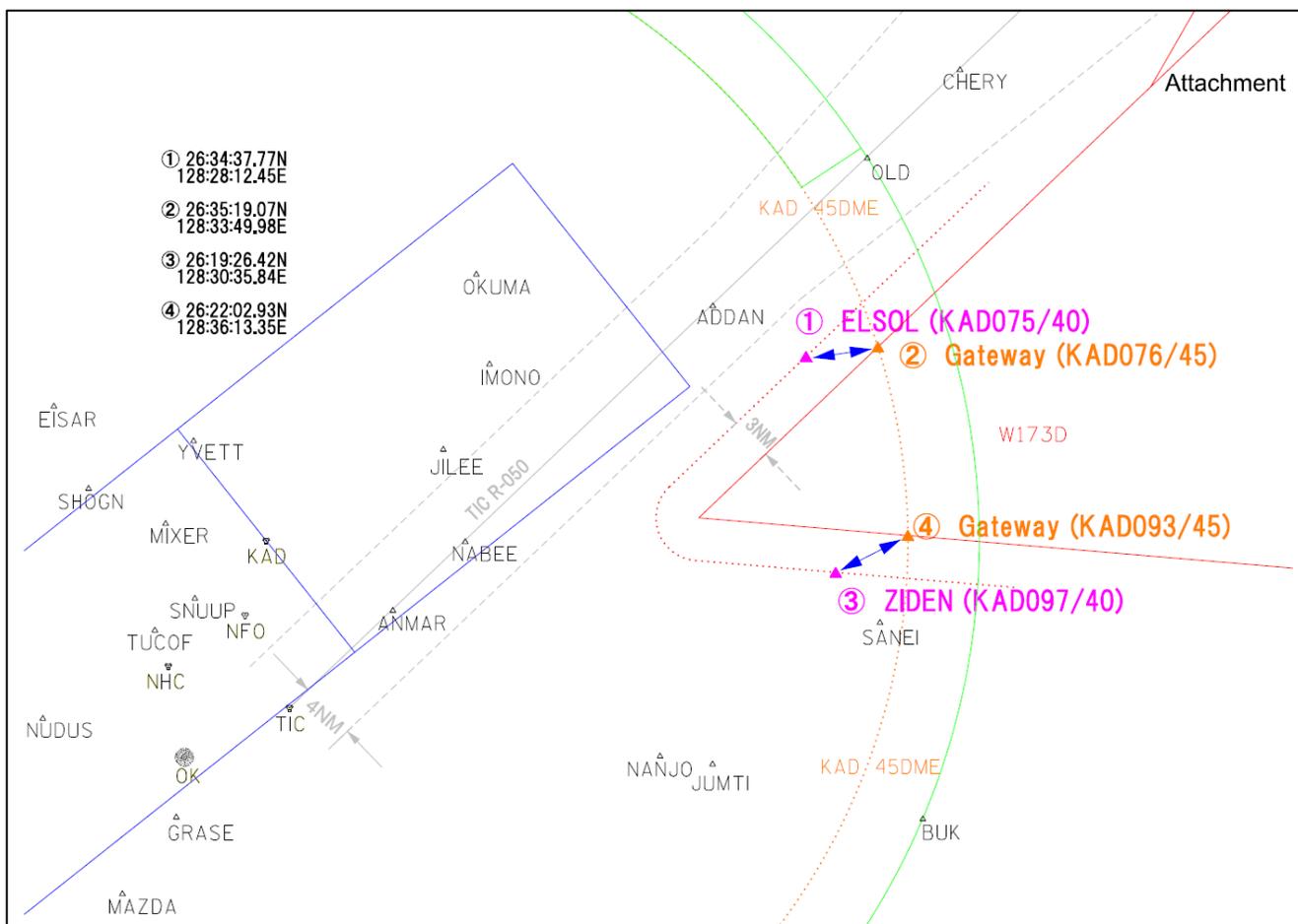
Supersonic Restriction for Training Flights: DoD Aircraft shall avoid supersonic flights below FL300 within 30 miles of the coastline or any land mass. (To be verified by

appropriate SME) JASDF will avoid supersonic flight within 25 miles of the coastline.
Every effort shall be made to orient such flight away from land

CHAPTER 5

JOTRC FLYING PROCEDURES

5.1 MARSAS 18 OG aircraft (permanently stationed or temporarily assigned to Kadena Air Base/RODN) departing RODN enroute to W173A/D/E/F currently utilize MARSAS IFR stereo route procedures. The procedures are defined in a LOA between 18 OG/NACC and Naha Approach. 18 OG aircraft file local stereo Hotel-One (HTL1) IFR flight plans. HTL1 utilizes the following entry/exit/gateway fixes: runway 5 entry – ELSOL (KAD075/40), Gateway – KAD076/45, runway 5 exit – Gateway – KAD093/45, exit – ZIDEN (KAD097/40), runway 23 entry – ZIDEN (KAD097/40), Gateway – KAD093/45, exit gateway – KAD076/45, Exit – ELSOL (KAD075/40). The figure below lists each of the aforementioned points.



CHAPTER 6

WARNING AREA OPERATING PROCEDURES

6.1 General: The JOSCS is the single point Scheduling Agency for all areas; except W-178/W-178A which is scheduled by MCB Camp Smedley D. Butler

ATC Facilities will only consider previously coordinated and approved times/altitudes/areas to be valid. Aircrews will not request time/altitude extensions or area activations directly with the ATC Facility.

Communal Use by Other Agencies: The JOSCS and MCB Camp Smedley D. Butler may authorize the use of an area by another agency; and shall accomplish all required coordination specified in this TAB.

Separation: ATMC, Naha ACC, and Naha APP shall separate non-participating aircraft from the lateral boundary or the vertical limit of Warning Areas within their areas of jurisdiction by providing appropriate radar or non-radar separation.

Entry: The Mission/Participating aircraft can enter and use areas while operating on a IFR or VFR flight plans.

6.2 Specific Procedures:

W-178/W-178A: The following procedures are necessary in order to provide safe and expeditious transition through Naha ACA:

MCB (Range Control Facility Ie-Shima) will: Provide Naha APP with the actual times/altitudes/areas prior to 1800L on the preceding day, Coordinate with Naha APP for any changes to the daily times/altitudes/areas at least 30 minutes prior to the start of daily operations, Coordinate any changes to the times/altitudes/areas as required. Operations will not continue beyond previously coordinated times without the approval of Naha APP, Ensure Naha APP is advised of the landline communications failure between Ie-Shima and Naha APP by alternate means of communication.

W-174/W-174A/W-176: The following procedures are necessary in order to provide safe and expeditious transition through Naha ACA.

The Mission/Participating aircraft will: Contact Naha APP on 119.1/335.8 MHz to report activation/deactivation of the area, Exit the area to the north (for W-174/W-174A) or to the east (for W-176) with 5 minute prior notice unless otherwise instructed or approved by Naha APP.

Note: Exiting the area in other directions may result in conflict with non-participating aircraft. In the event of radio communications failure between the aircraft and Naha APP after initial contact being established, the aircraft will exit the area and follow lost communications procedures for landing at the destination

CHAPTER 7

RESTRICTED AREA OPERATING PROCEDURES

7.1 General. R-177 is normally operated at or below 1,000 feet MSL, if higher altitudes are necessary for U.S. operations the following procedures will be used.

7.2 R-177 Military Firing Operation Procedures:

Kadena ARR ATC Liaison shall ensure that Naha APP/Kadena ARR receives prior notice of any scheduled firing by email notification normally at least seven days prior. This will be followed-up via memo no later than 24 hours prior to scheduled operation.

MCB Camp Smedley D. Butler shall ensure that: Firing above 1,000 feet MSL during Kadena Runway 23 operations will normally be scheduled for only a 3 day period, once a month.

A US Marine representative will be located at Naha APP/Kadena ARR with direct communications line to the artillery unit, which must be established prior to and maintained throughout the time firing.

Any loss of communications will result in an immediate "Check Fire."

Prior to commencing fire, positive communications must exist between Range Control and Naha APP/Kadena ARR. Primary communications will be via the Naha APP/Kadena ARR/Range Control direct line. Secondary communications via DSN 634-4641(APP)/634-4647(ARR)/623-7705(Range Control).

NOTE: Firing must be conducted solely within the confines of R-177, to a maximum altitude of 3,000 feet MSL, maximum ordinate not to exceed 914 meters MSL.

Naha APP/Kadena ARR is advised when firing is completed or terminated and R-177 altitude is returned to 1,000 feet MSL.

Naha APP/Kadena ARR is notified when the FDC is not manned and verifies that firing is restricted to 1,000 feet MSL and below.

CHECK FIRE: Check Fire is immediately in effect whenever:

"Check Fire" is passed from Naha APP/Kadena ARR to US Marine representative and confirmation is received from the artillery unit.

Landline communications between Range Control and Naha APP/Kadena ARR are lost.

The Ground Using Agency shall: Activate the FDC any time firing is to be conducted above 1,000 feet MSL, Provide positive coordination link between the FDO at the firing site and Range Control, Provide lookouts at each gun position to visually ensure that no aircraft are operating within R-177.

Immediately check fire whenever: "Check Fire" is passed from Range Control, Communications between the FDC and Range Control are lost, Aircraft sighted within R-177 that are not under FDC control.

7.3 R-177 SIMCAS Operations:

NOTE: SIMCAS missions described herein are restricted to helicopter operations due to internal U.S. regulations; accordingly no high performance jet aircraft will operate within R-177.

MCB Camp Smedley D. Butler shall ensure the Air Using Agency: Establishes direct two-way radio communication between the FAC and Naha APP/Kadena ARR.

Ensures a visual check that R-177 is clear of aircraft prior to commencing SIMCAS operations.

Drops no ordnance in R-177 (live or dummy).

Does not attempt to fly SIMCAS missions when the reported ceiling and visibility are less than 3,000 feet and/or 5 miles.

Ensures separation between aircraft operating within R-177 and that no aircraft exceed the lateral/vertical limits of R-177.

Operates at or below 1,000 feet MSL, except when a higher altitude is specifically authorized by Naha APP/Kadena ARR.

Enters and exits R-177 via one of two points to preclude conflict with Kadena traffic. The Northeast entry/exit point is the Ginoza Dam training site (N26.5059/E127.9649 MGRS: 52RCQ96853213). The Northwest entry/exit point is the road junction of Highway 58 and Highway 71 (Kyoda Interchange of Okinawa Expressway) (N26.5333/E127.9676 MGRS: 52RCQ97153517). Both locations are easily identified from the air and provide adequate clearance from the Kadena CTR (Class D Airspace).

All other restricted areas, R-195, 201, 202, 203, 204, have been established for military security reasons not involving aircraft operations. Aircraft do transition into and from the landing zone.

CHAPTER 8

STATIONARY ALTRV PROCEDURES

8.1 DOWN UNDER:

961 AACS shall ensure that:

The type and number of 961 AACS aircraft operating within the airspace is E3 and one aircraft for each operation.

Aircraft maintains its IFR while in the DOWN UNDER despite the flight plan format in paragraph 3.a.2) (The format is for operational convenience in Naha ACC).

While operating in DOWN UNDER, 961 AACS aircraft shall monitor 124.5MHz or an assigned frequency and follow ATC clearance or instruction, issued on traffic situation, to change altitude and/or flight course, to transmit assigned beacon code.

Flight to/from DOWN UNDER shall be made under IFR.

AMOPS shall utilize standard flight plan procedures for DOWN UNDER flights using the following format:

RVSM compliant aircraft : <FPL-CALL SIGN-YM-E3TF/H-SW/C-RODN0000-N0425F290 DUE/N0400VFR VFR DUX/N0425F280 IFR KAD-RODN0400-RMK/AWACS OPERATION 4+00 DUX/0350>

Non-RVSM compliant aircraft: <FPL-CALL SIGN-YM-E3TF/H-S/C-RODN0000-N0425F290 DUE/N0400VFR VFR DUX/N0425F280 IFR KAD-RODN0400-RMK/AWACS OPERATION 4+00 DUX/0350 STS/APVD NON RVSM FACILITY (Name, Tel) >

Note: YM: Filed instead of "IM" for operational convenience in Naha ACC. 961 AACS aircraft will maintain IFR.

Naha ACC may:

Temporarily deactivate DOWN UNDER at any times as traffic situation requires by direct communication with a pilot of 961 AACS operating in DOWN UNDER.

Temporarily deactivate DOWN UNDER as 961 AACS aircraft is not operating in it, despite the approved time-frame of DOWN UNDER.

8.2 BUBBA

18 WG ensures that AMOPS shall utilize standard flight plan procedures for BUBBA flights using the following format: <FPL-CALL SIGN-YM-K35R/H-S/C-RODN0000-N0425F240 BISIS BBE/N0400VFR VFR BBX/N0425F210 IFR BISIS KAD-RODN0400-RMK/AIR REFUELING OPERATION 4+00 BBX/0350>

Note: YM: Filed instead of "IM" for operational convenience in Naha ACC. Aircraft operating in BUBBA will maintain IFR.

CHAPTER 9

ATCAA OPERATING PROCEDURES

9.1 General: The use of the MEUEX/SETA airspaces, depicted in Attachment 1, is to increase the readiness capability of airborne and ground personnel.

The MEUEX CTA airspace is the primary training area and every effort possible must be made to make it available.

The MEUEX NTA airspace is intended to be the alternate training area in the event the MEUEX CTA airspace is not available.

Procedures defined are intended to ensure flight safety of all mission aircraft and non-participating aircraft.

9.2 Restrictions

MEUEX/SETA airspaces are only available during the following hours:

Monday thru Friday – 0600L to 2200L

Saturday – 0800L to 1800L

Special missions requiring other times will be considered, but must be pre-coordinated and approved by Naha APP well in advance of event.

Maximum number of aircraft allowed to simultaneously operate within the MEUEX/SETA airspaces is:

MEUEX CTA airspace – 4 aircraft.

MEUEX NTA airspace – 4 aircraft.

SETA airspace – 2 aircraft.

SETA airspace is only available for non-tactical operations.

9.3 Procedures/Responsibilities.

The Using Agency shall:

Coordinate USMC use of the MEUEX airspaces at least 48 hours prior to usage by appropriate means to Naha APP ATC Liaison. Coordination shall include: call sign of aircraft, number/type aircraft, airspace/s, requested altitudes, and times of usage.

Not request any simultaneous use of both the MEUEX CTA and MEUEX NTA airspaces.

Ensure all aircrews scheduling to use the MEUEX/SETA airspaces have received the local area brief to include procedures and requirements to operate in the respective airspace.

18 OG and Naha APP will provide local area and MEUEX airspace briefs as requested by the Using Agency.

Mission aircraft shall:

Operate under VFR within the confines of the MEUEX/SETA airspaces, and not request IFR operations within these airspaces.

Remain within the confines of the MEUEX/SETA airspaces, and not request extensions to the lateral boundaries or the vertical limits of these airspaces.

Assume responsibility for separation of their own aircraft by following MARSAs procedures while operating within the confines of the MEUEX/SETA airspaces.

Not use chaff within the confines of the MEUEX/SETA airspaces.

Not conduct any air refueling missions within MEUEX/SETA airspaces.

Monitor assigned ATC frequencies at all times while in the MEUEX/SETA airspaces.

Remain on ATC assigned IFF/SIF code.

Acknowledge receipt of restrictions to Naha APP.

Notify Naha APP 5 minutes prior to departing the airspace, and not exit the MEUEX/SETA airspaces until authorized by Naha APP.

9.4 Standard Procedures For All Parties

Clearances issued to the MEUEX/SETA airspaces will use the following clearance limit as entry/exit points unless otherwise directed by Naha APP.

MEUEX CTA airspace: CAMRY - Kadena VORTAC (KAD) R-010/15DME.

MEUEX NTA airspace: NISMO - Kadena VORTAC (KAD) R-040/30DME.

SETA airspace: SHOWA - Naha VORTAC (NHC) R-100/20DME.

Altitude assignment within the MEUEX/SETA airspaces constitutes a clearance to enter the Naha PCA (Class B Airspace).

Lost Communications Procedures:

If an aircraft loses radio contact with Naha APP while operating within the confines of the MEUEX/SETA airspaces, they will descend to the lowest assigned altitude, squawk the appropriate emergency IFF/SIF code and exit the airspace as follows:

MEUEX CTA airspace: Exit at CAMRY.

MEUEX NTA airspace: Exit at NISMO.

SETA airspace: Exit at SHOWA.

Once clear of the MEUEX/SETA airspaces, the aircraft will proceed to their filed destination via the most direct route and comply with the destination airfield established lost communications procedures.

CHAPTER 10

RESCUE TRAINING

10.1 General: This chapter provides information on rescue training opportunities in JOTRC. The procedures specified are intended to maintain DoD mission readiness capability. The procedures contained herein do not grant or otherwise authorize the use of associated land and/or water training areas not otherwise granted to the U.S. Forces. This chapter does not apply to rescue training conducted solely within the Class E and G Airspaces. This chapter does not address actual rescue operations and they will be handled according to appropriate regulatory guidance.

10.2 Restrictions

All mission aircraft operating within the confines of parajump airspace for rescue training will normally operate under VFR weather conditions.

To the maximum extent possible rescue training should be scheduled during Naha Airport, Kadena AB, and MCAS Futenma's off-peak traffic periods.

A maximum of one aircraft shall be allowed to operate within the designated parajump airspace. The required holding track for aircraft may extend beyond the parajump airspace.

Parajump Operators shall comply with all restrictions/information listed in applicable DZ Surveys.

The restrictions listed above may be waived by the 18 OG Commander. Such waivers include, but are not limited to, the use of designated parajump airspace 24 hours a day and operations during IFR weather conditions.

Rescue training at RIDOUT DZ shall not be available when aircraft are parked on Taxiway Bravo (Hazardous Cargo parking) at Kadena AB.

10.3 Standard Procedures

The Using Agency shall:

Coordinate use of parajump airspace for rescue training at least 48 hours (72 hours when the parajump airspace activated above FL200) prior to usage by appropriate means to Naha APP ATC Liaison. Coordination shall include: call sign of aircraft, number/type aircraft, parajump airspace, type of parajump activity (free fall or static line), requested altitudes, and times of usage.

Ensure all aircrews scheduling the designated parajump airspace have received the local area brief to include procedures and requirements to operate in the designated parajump.

Not request any simultaneous use of two (2) designated parajump airspaces. Except W-178/178A (Ie Shima) may be scheduled simultaneously with any other single designated parajump airspace.

18 OG and Naha APP will provide local area and designated parajump airspace briefs as requested by the Using Agency.

Note: Any two (2) designated parajump airspace areas **will not** be approved to be active simultaneously. Except W-178/178A (Ie Shima) may be approved simultaneously with any other single designated parajump airspace.

Mission aircraft shall:

Advise Naha APP, Kadena ARR or Kadena TWR, as appropriate, of desired route and holding track.

Ensure a safe designated parajump airspace area exists prior to release.

Advise Naha APP, Kadena ARR or Kadena TWR, as appropriate, of the requested start time at least 10 minutes before.

Monitor applicable Naha APP, Kadena ARR or Kadena TWR frequencies for traffic advisories.

Acknowledge receipt of restrictions from Naha APP, Kadena ARR or Kadena TWR.

Notify Naha APP or Kadena ARR, as appropriate, when all Parajump Operators are on the ground/in the water, except for RIDOUT DZ.

Notify Naha APP, Kadena ARR or Kadena TWR, as appropriate, 10 minutes prior to departing designated parajump airspace area.

Not exit the designated parajump airspace area until authorized by Naha APP, Kadena ARR or Kadena TWR.

In the event of lost communications and in addition to standard lost communications procedures mission aircraft shall:

While operating within the confines of the Naha PCA (Class B Airspace) descend to the minimum safe altitude for VFR operations, exit the airspace, and remain clear of the Naha PCA.

While in the Kadena CTR (Class D Airspace), execute VFR lost-communication procedures IAW CFRs and local directives.

Parajump Operators shall:

Ensure a safe designated DZ exists prior to the release.

Assume responsibility for safety and security of the DZ during operations to include immediate removal of wind check streamers, other equipment, and FOD from the DZ after each jump.

Not control non-participating aircraft movement through any DZ.

Maintain a current DZ survey and provide a copy to 18 OSS Airfield Operations Flight and Naha APP.

10.4 Specific Procedures For RIDOUT DZ

Naha APP and/or Kadena ARR (as appropriate):

Shall authorize parajump airspace as requested by Kadena TWR based on known traffic or safety of flight.

Kadena TWR shall:

Requisition airspace above 3,000 feet AGL from Naha APP and/or Kadena ARR, as appropriate, when required for proposed parajump activity.

Direct Entry/exit points, route of flight, and holding track for parajump airspace based on known traffic to ensure the most efficient use.

Upon receiving the 10-minute call from mission aircraft, sterilize the parajump airspace.

Impose flight/altitude restrictions on the mission aircraft as necessary based on scheduled or known flights. Advise mission aircraft entering the designated parajump airspace areas of imposed flight restrictions prior to area entry.

Immediately terminate all designated parajump operations when:

Safety of flight dictates.

Priority traffic and/or weather conditions dictate.

10.5 Known Limiting Factors

High-density civilian and military VFR fly-ways exist within the all of the designated parajump airspace. Mission aircraft and parajump operators are cautioned to be extremely vigilant of other aircraft. Mission aircraft and parajump operators may request Naha APP, Kadena ARR or Kadena TWR, as appropriate, for traffic advisories or weather information to assist with ensuring a safe designated parajump airspace exists prior to the release of jumpers.

CHAPTER 11

EMERGENCY AND SPECIAL PROCEDURES

11.1 General Procedures/Responsibilities:

The Using Agency shall allow transition through any SUA/Stationary ALTRV for safety of flight. Excluding scramble missions the common scenarios for invoking the release or transition of a SUA/Stationary ALTRV include but are not limited to:

IFE aircraft

SAR aircraft performing a SAR mission

Medical Evacuation or Medical Transport requiring special handling

JASDF aircraft scrambled on an active intercept mission

JMSDF aircraft on an active Ocean Patrol and Surveillance mission

Aircraft requiring weather deviation for safety

ATMC, Fukuoka ACC, Naha ACC, Naha APP, Kadena ARR and/or DC will make all reasonable efforts to accommodate the safe transition.

The pilot-in-command of a non-participating aircraft remains responsible for the transition. If a non-participating aircraft elects to transition through any SUA/Stationary ALTRV without confirmation, they do so at their own risk and accept responsibility for the safety of their aircraft as well as the Mission/Participating aircraft. Additionally, the non-participating aircraft assumes responsibility for all coordination and communications with Using Agencies and/or Mission/Participating aircraft.

11.2 Specific Procedures:

The agency in communication with the aircraft requiring transition shall at a minimum and as specifically as possible relay to the following agencies as appropriate: the nature of the situation and time, position, and altitude for the transition before attempting to contact the user (either Mission/Participating aircraft or ships) in a SUA/Stationary ALTRV. The following agencies will attempt to coordinate access to the required SUA/Stationary ALTRV and advise the agency in communication with the aircraft if access is granted or not granted.

JASDF: DC (RODE RICK).

JMSDF: The point of contact listed on the schedule.

USAF: AWACS/GCI (LIGHTSWORD) if those functions are being utilized at the time. If there is no AWACS/GCI, then the SOF for fighter units, or the 18 WG CP for non-fighter units.

USMC: If USMC aircraft are jointly utilizing a SUA/Stationary ALTRV with USAF or USN units, utilize para c) above or e) below. Utilize range control for R-177/W-178/W-178A. When USMC units are the sole users of any other SUA/Stationary ALTRV, use the procedures in para 3.b.2).

USN: The point of contact listed on the schedule for all users.

In the event the Specific Procedures in 1) above do not apply or are unsuccessful at gaining access to the required SUA/Stationary ALTRV use the following procedures:

Fukuoka ACC, Naha ACC, Naha APP, Kadena ARR, and/or DC shall attempt to contact the user in a SUA/Stationary ALTRV on 243.0 MHz and/or 121.5 MHz. When direct contact is attempted via radio, the following standardized phraseology shall be used:

“ATTENTION ALL AIRCRAFT IN (Name of SUA/Stationary ALTRV), (Facility Call Sign) ON GUARD. AN EMERGENCY AIRCRAFT NEEDS TO TRANSIT (Name of SUA/Stationary ALTRV), CONTACT (Facility Call Sign) ON (frequency) IMMEDIATELY.”

ATMC, Fukuoka ACC, Naha ACC and Naha APP shall follow the procedures IAW the ALTRV MOU between JCAB and PACMARF to request the user to clear a Stationary ALTRV.

Naha ACC will request the following from the user for a SUA in question.

For Scramble Mission: Clear the entire SUA, and when the users are clear of the SUA issue instructions/clearances to destination or a holding fix.

For other than Scramble Mission: Deconflict the SUA by recommending a transition altitude to the entering aircraft and a recommended altitude block or geographic restriction to the users already in the SUA.

Naha APP shall provide the following for the user in W-174/W-174A/W-176/W-178/W-178A, and will request the user to clear other SUA as required.

For Scramble Mission: Instructions to clear the entire SUA, and instructions/clearances for all users to destination or a holding fix.

For other than Scramble Mission: Instructions to deconflict the SUA by assigning a transition altitude to the entering aircraft and an altitude block or geographic restriction to the users already in the SUA.

Naha APP and Kadena ARR shall follow the procedures IAW TAB-C for R-177.

DC shall provide the following for the user in SUA/Stationary ALTRV in question as required.

For Scramble Mission: Instructions to clear the entire SUA/Stationary ALTRV, and instructions for all users to destination or a holding fix.

For other than Scramble Mission: Instructions to deconflict the SUA/Stationary ALTRV by assigning a transition altitude to the entering aircraft and an altitude block or geographic restriction to the users already in the SUA/Stationary ALTRV.

Fukuoka ACC, Naha ACC, Naha APP, Kadena ARR, and/or DC shall advise the user or the project officer the approximate amount of time that the SUA/Stationary ALTRV will be of limited or restricted use, and the termination of the restriction.

The user will:

Upon receipt of the radio message on 243.0 MHz and/or 121.5 MHz, contact Fukuoka ACC, Naha ACC, Naha APP, Kadena ARR, and/or DC as appropriate.

For Scramble Mission: Vacate the entire SUA/Stationary ALTRV, request a clearance if desired, and follow appropriate instructions/clearances to destination or holding fix.

Follow the assigned altitude block or geographic restriction.

Advise when all users in the affected SUA/Stationary ALTRV are aware of the restriction.

ATMC, Fukuoka ACC, Naha ACC, Naha APP, Kadena ARR, and/or DC WILL NOT authorize aircraft to enter an active SUA/Stationary ALTRV until it receives positive contact from any user or the project officer that can account for ALL of the users in that SUA/Stationary ALTRV. If there is a question about whether ALL users have been contacted, Fukuoka ACC, Naha ACC, Naha APP, Kadena ARR, and/or DC shall query the user with the following phraseology:

*“(Aircraft Call Sign), (Facility Call Sign), **VERIFY THAT ALL USERS IN (Name of SUA/Stationary ALTRV) ARE AWARE OF THE RESTRICTION.**”*

As the situation requires, Fukuoka ACC, Naha ACC, Naha APP, Kadena ARR, and/or DC may broadcast the type, route and altitude of the aircraft requiring to fly through a SUA/Stationary ALTRV on 243.0 MHz and/or 121.5 MHz. Naha ACC may also broadcast at the request of ATMC. When broadcasting the information concerning the aircraft requiring to enter the SUA/Stationary ALTRV, the following standardized phraseology shall be used:

“ATTENTION ALL AIRCRAFT IN (Name of SUA/Stationary ALTRV), (Facility Call Sign) ON GUARD. AN EMERGENCY AIRCRAFT (Type of aircraft) WILL TRANSIT (Name of SUA/Stationary ALTRV) VIA (Route) AT (Altitude).”

Temporary Release. The following areas may be required to be released for ATC purposes as described below. The affected ATC Facility will request release through the JOSC.

The JOSC shall coordinate and confirm release of the area(s).

The Basho Area due to Yaedake ARSR outage.

Naha ACC shall inform the JOSC of Yaedake ARSR scheduled outages at least two (2) weeks in advance or immediately in the event of unscheduled outage.

JOSC shall ensure all Mission/Participating aircraft using W-173A/W-173D are aware that the Basho Area is in effect (has been released to Naha ACC).

Mission/Participating aircraft shall avoid the Basho Area when effective.

Naha ACC shall inform the JOSC when the scheduled maintenance is completed or unscheduled outage is corrected.

W-178/W-178A, W-174/W-174A, and W-176 due to Naha APP radar outages.

Naha APP shall inform the JOSC and MCB of Naha APP radar scheduled outages at least two (2) weeks in advance or immediately in the event of unscheduled outage.

JOSC and MCB shall ensure all Mission/Participating aircraft using W-178/W-178A, W-174/W-174A, and W-176 are aware of Naha APP radar outages.

Mission/Participating aircraft shall not utilize W-178/W-178A, W-174/W-174A, and W-176 during Naha APP radar outages.

Naha APP shall inform the JOSC and MCB when the scheduled maintenance is completed or unscheduled outage is corrected.

APPENDIX A

GLOSSARY OF ABBREVIATIONS, ACRONYMS & TERMS

This appendix lists various abbreviations, acronyms, common terms, definitions communications, and airspace control terminology utilized by all stakeholders of the JOTRC. The aforementioned items will be used in both verbal, written communications pertaining to JOTRC operations.

Term	Meaning
5thGEN	Fifth Generation Aircraft
AACS	Airborne Air Control Squadron
ACA	Approach Control Area
ACC	Area Control Center
ACM	Airspace Control Measure
ADIZ	Air Defense Identification Zone
AGL	Above Ground Level
AIP	Aeronautical Information Publication
ALTRV	Altitude Reservation
APP	Approach Control
APREQ	Approval Request
ARR	Arrival Control
ARSR	Air Route Surveillance Radar
ASU	Airspace for Special Use
ATC	Air Traffic Control
ATCAA	Air Traffic Control Assigned Airspace
ATMC	Air Traffic Management Center
ATM	Air Traffic Management
ATS	Air Traffic Service Provider
AWACS	Airborne Warning and Control System
CAS	Civil Aeronautics Subcommittee
CDR	Conditional Route
CFAO	Commander Fleet Activities Okinawa
CFR	Code of Federal Regulations
CNFJ	Commander Naval Forces Japan
CONOPS	Concept of Operations
CTR	Control Zone
DARP	Dynamic Airborne Reroute Procedures
DC	Direction Center
DME	Distance Measuring Equipment
DoD	Department of Defense
DZ	Drop Zone
DZSO	Drop Zone Safety Officer
FAA	Federal Aviation Administration
FAC	Forward Air Controller
FDC	Fire Direction Center
FDO	Fire Direction Officer
FL	Flight Level
FPL	Flight Plan
FR	Flexible Route
FUA	Flexible Use of Airspace

GCI	Ground Control Intercept
GoJ	Government of Japan
IATA	International Aviation Transport Association
ICAO	International Civil Aviation Organization
IFE	In Flight Emergency
IFF	Identification Friend or Foe
IFR	Instrument Flight Rules
IMC	Instrument Metrological Conditions
IPACG	Informal Pacific ATC Coordination Group
JASDF	Japan Air Self Defense Force
JC	Joint Committee
JCAB	Japan Civil Aviation Bureau
JMSDF	Japan Maritime Self Defense Force
JOSC	Joint Okinawa Scheduling Cell
JOTRC	Joint Okinawa Training Range Complex
LFE	Large Force Employment
MARFORJ	Marine Forces Japan
MARSA	Military Authority Assumes Responsibility For Separation of Aircraft
MAW	Marine Aircraft Wing
MCAS	Marine Corps Air Station
MCB(J)	Marine Corps Base (Japan)
MEF	Marine Expeditionary Force
MEUEX	Marine Expeditionary Unit Exercise
MGRS	Military Grid Reference System
MOD	Ministry of Defense
MOU(I)	Memorandum of Understanding (International)
MRU	Military Reporting Unit
MSL	Mean Sea Level
NGA	National Geospatial-Intelligence Agency
NM	Nautical Mile
NOTAM	Notice to Airmen
OG	Operations Group
OSS	Operations Support Squadron
ORD	Operational Requirements Document

PACAF	Pacific Air Force
PACMARF	Pacific Military Altitude Reservation Function
PACOTS	Pacific Organized Track System
PCA	Positive Control Area
PEPI	Personnel Point of Impact
POC	Point of Contact
RAPCON	Radar Approach Control
RMK	Remark
RPA	Remotely Piloted Aircraft
RQS	Rescue Squadron
RVSM	Reduced Vertical Separation Minimum
SAR	Search and Rescue
SIF	Selective Identification Feature
SIMCAS	Simulated Close Air Support
SOF	Supervisor of Flying
SOG	Special Operations Group
SOP	Standard Operating Procedure

STS	Special Tactics Squadron
SUA	Special Use Airspace
SWCAD	Southwestern Composite Air Division
TACP	Tactical Air Control Party
TWR	Control Tower
UPR	User Preferred Route
USAF	United States Air Force
USFJ	United States Forces Japan
USG	United States Government
USMC	United States Marine Corps
USN	United States Navy
VFR	Visual Flight Rules
VMC	Visual Metrological Conditions
VORTAC	VOR (VHF Omnidirectional Radio Range) and TACAN (Tactical Air Navigational Aid)
WG	Wing

DEFINITIONS:

Airspace Control: The process used to increase operational effectiveness by promoting the safe, efficient, and flexible use of airspace.

ACM: Measures employed to facilitate the efficient use of airspace to accomplish missions and simultaneously provide safeguards for all users of the JOTRC.

ALTRV: Airspace utilization under prescribed conditions normally employed for the mass movement of aircraft or other special user requirements that cannot otherwise be accomplished.

ASU: These designations are in either FAAO 7610.4 or in military regulations and documents. ASU designations are not rulemaking actions and some (contained solely in military documents) may not require coordination with the FAA for establishment. ASU is used to collectively identify non-SUA assets. ASU is airspace of defined dimensions wherein activities must be confined because of their nature and where limitations may be imposed upon aircraft operations that are not a part of those activities. ASU includes Aerial Refueling (AR) Tracks/Anchors, Air Traffic Control Assigned Airspace (ATCAA), Low Altitude Tactical Navigation (LATN) areas, TFR, Cruise Missile Routes, Local Flying Area, Military Training Routes (Instrument Routes [IR]/Visual Routes [VR], and Slow Routes [SR]).

ATCAA: Airspace of defined vertical/lateral limits, assigned by ATC, for the purpose of providing air traffic segregation between the specified activities being conducted within the assigned airspace and other IFR air traffic. MEUEX CTA, MEUEX NTA, and SETA airspaces are types of ATC assigned airspace.

ATC Facility: The agency responsible for the safe movement of air traffic in its area of jurisdiction.

ATS: A facility that provides air traffic services to aircraft operating in the JOTRC.

Controlling Agency: The agency that constantly tracks the status of respective SUA, ATCAA, Stationary ALTRV and DZ, and has control jurisdiction over the airspace when it is not in use by the using agency.

DC: The Japan Air Self Defense Force Direction Center of Southwestern Composite Air Division that is responsible for the control of air defense missions and provides monitoring in/outside the ADIZ.

DZ: The surveyed surface area with an approved DZ survey document.

IFE Aircraft: Aircraft in a condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.

Medical Transport or Medical Evacuation: Aircraft or its mission transporting patients, vital organs, or urgently needed medical materials/personnel.

Mission Aircraft: Aircraft performing training within the confines of the SUA/Warning

Non-participating Aircraft: Aircraft which ATC has separation responsibility and which have not been authorized by the using agency to operate in/through the SUA, ATCAA, Stationary ALTRV or DZ in question.

Ocean Patrol and Surveillance Mission: Patrol and surveillance of sea areas surrounding Japan, and responses to violations and intrusion of armed special operation vessels and other vessels.

Parajump Airspace: The predetermined “cylinder” of airspace associated with a DZ based on release altitude and type of rescue training activity.

Parajump Operators: Those agencies requiring rescue training.

Participating Aircraft: Aircraft which ATC does not have separation responsibility and which have been authorized by the using agency to operate in/through the SUA, or Stationary ALTRV.

Restricted Area: Airspace within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use and IFR/VFR operations in the area may be authorized by the controlling ATC facility when it is not being utilized by the using agency.

RVSM Aircraft: Aircraft that are approved and equipped to operate under reduced vertical separation minimum.

SAR Mission: A service which seeks missing aircraft and assists those found to be in need of assistance. It is a cooperative effort using the facilities and services of available GOJ and USG agencies.

Scheduling Agency: The agency responsible for scheduling so as not to overlap the use of respective SUA, ATCAA, Stationary ALTRV and DZ requested by multiple using agencies. The JOSOC is the agency responsible for these functions in the JOTRC.

Scramble Mission: Departure of aircraft for the purpose of participating in air defense missions.

Stationary ALTRV: ALTRV which encompass activities in a fixed area.

SUA: Airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Warning/Restricted areas are types of special use airspace.

UPR: Routes designed for each individual flight in order to meet the specific needs of the aircraft for that flight. These needs include fuel optimization, cost-index performance or military mission requirements. Routes are calculated based on factors such as forecasted winds, aircraft type/performance, convective weather and scheduling requirements.

Using Agency: The agency, organization, or military command whose activity within SUA, ATCAA, Stationary ALTRV and DZ necessitated the area being so designated.

Warning Area: Airspace of defined dimensions that contains activity that may be hazardous to non-participating aircraft. The purpose of such warning area is to warn non-participating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

References:

1952 ATC Agreement	JCAB New Okinawa Airspace PPT
1972 ATC Agreement	MOD Airspace Requirements PPT
1975 ATC Agreement	DOD Airspace Requirements PPT
2010 Amendment to 1972 ATC Agreement	Civil Users Airspace Requirements PPT
Aeronautical Information Publication - Japan	IPACG Documents
ATC Procedures Japan	
Central Agreement between MLIT & MOD	
	USFJI 13-201
PANS/ATM Doc 4444	AFI 13-201
FAAO 7110.65	AFI 13-204
FAAO 7210.3	CNFJI 3500.3T
FAAJO 7610.4	18 WGI 13-201
	Joint Publication 3 -52

APPENDIX B

LARGE SCALE EXERCISE PLANNING CHECKLIST

APPENDIX C

MISSION PLANNING CHECKLIST

APPENDIX D

JOTRC SITUATION REPORT