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AIR OPERATIONS MANUAL



NAS JACKSONVILLE
(JOHN TOWERS FIELD)
AND
NOLF WHITEHOUSE, FLORIDA

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JOHN TOWERS FIELD

Naval Air Station Jacksonville was commissioned on 14 October 1940. In 1960 the airfield was dedicated to John Henry Towers (1885-1955). His daring and keen intuition in directing the development of naval aviation established it as a primary element of sea power and greatly enlarged the Navy's capability to control the oceans. He was the third naval officer assigned flying duty, and his long, distinguished career culminated in his command of the Pacific Fleet, and finally to the position of Chairman of the General Board. His unceasing crusade for sound naval aviation concepts and unfailing loyalty to the Navy brilliantly emblazon his name among those pioneers of whom the Navy is extremely proud. His life spanned the first half-century of aviation development and his accomplishments are indelibly recorded on the pages of American history.

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DEPARTMENT OF THE NAVY

NAVAL AIR STATION
JACKSONVILLE, FLORIDA 32212-5000

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NAS JACKSONVILLE INSTRUCTION 3710.1X

From: Commanding Officer, Naval Air Station Jacksonville

Subj: AIR OPERATIONS MANUAL

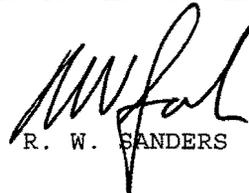
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(q) COMFLTFORCOM/COMLANTFLT OPOD 2000-03
(r) FAAO 7400.9

1. Purpose. To provide course rules and regulations for the performance of all flight operations at Naval Air Station Jacksonville, Navy Outlying Field Whitehouse and all assigned airspace.

2. Cancellation. NASJAXINST 3710.1W

3. Scope. This manual has been prepared per reference (a) and current instructions and regulations issued by the Department of the Navy and Federal Aviation Administration.

4. Action. The instructions and regulations contained herein are issued for compliance as applicable, and shall not be construed as being a modification of, or contrary to regulations issued by higher authority. The Air Traffic Control Facility Officer is responsible to the Commanding Officer for review and update per reference (a).


R. W. SANDERS

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CHAPTER 1

GENERAL

1. General Prudential Rules. The following regulations will govern air traffic control procedures and the operation of all aircraft at Naval Air Station Jacksonville (NAS JAX) and Navy Outlying Field (NOLF) Whitehouse, Florida. These regulations are not intended to cover every contingency, nor every rule of safety and good practice. All pilots are assumed to have been indoctrinated in the fundamentals of sound and safe airmanship and are expected to exercise good judgment in the operation of their aircraft. These rules and regulations in no way supplant or modify existing instructions issued by higher authority. It is incumbent upon all pilots to scrupulously abide by Navy and FAA Regulations at all times and exercise constant vigilance to avoid a possible collision with other aircraft. All personnel operating aircraft from this air station will be bound by these rules and no unit will issue instructions that conflict in any manner.

2. Geographical and Dimensional Description. John Towers Field, NAS JAX is located at latitude 30 degrees 14 minutes 10 seconds North, longitude 81 degrees 40 minutes 60 seconds West, which is approximately eight miles south of Jacksonville, Florida, on the west bank of the St. Johns River. The field elevation is 22 feet above sea level. The landing area consists of two paved asphalt runways. An asphalt paved mat area is used for compass rose calibrations only. Runway 10 has an 850 x 75 foot asphalt surfaced overrun area, which is not to be used for normal aircraft operations. There are several helicopter landing areas on the airport. Helicopter landing areas are numbered and Taxiways are lettered as depicted by Illustration #1.

<u>RUNWAYS</u>	<u>MAGNETIC HEADINGS</u>	<u>RUNWAY DIMENSIONS</u>
10/28	095/275	8000 x 200 feet
32 (NOTE 1)	318	5984 x 200 feet
14 (NOTE 2)	138	3250 x 200 feet

(NOTE 1): Unlighted obstructions (tree line and power pole) located 760' from the departure end of runway 32; highest point of obstruction is 79'. Due to obstructions and close proximity of neighboring community, departures are prohibited for aircraft requiring greater than 3,250 feet of ground roll for takeoff. The full length, 5984 feet, is available for full stop landings only.

(NOTE 2): Runway 14 has a unlighted displaced landing threshold of 2,734 feet, leaving 3,250 feet of usable landing area. The full length, 5,984 feet, is available for takeoff.

3. Hangar and Service Facilities

a. The availability of hangar space varies with the number of fleet units aboard at any time, but in general hangar space is very limited. Aircraft servicing, maintenance and repair facilities are available and provided as required.

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b. Transient maintenance and services such as: aircraft fuel (JP-5), oil, oxygen, LOX, hydraulic fluid and nitrogen are available during normal working hours; however, transient aircraft may expect a two-hour delay in refueling.

c. Aircraft refueling will be accomplished per reference (b) in the following order of priority:

- (1) Active Air Defense Missions
- (2) Active ASW Missions (Echo Item)
- (3) Air Evacuation Flights
- (4) SAR
- (5) DV Flights (Code 07 and above, or civilian equivalent)
- (6) Fleet exercises
- (7) FAA flights
- (8) Scheduled Refueling
- (9) Routine transient fueling requests

d. In the event of a conflict the Operations Duty Officer (ODO) is authorized to change the order of priority.

e. The ODO will discontinue fueling and/or defueling and secure ramp operations when lightning is observed within five miles of the airfield.

f. The station runway and apron weight bearing capacities are as follows:

AREA DESIGNATION	ALLOWABLE GROSS AIRCRAFT WEIGHT (LBS)			
	FOR AIRCRAFT WITH:			
	Single Wheel Gear		Dual Wheel	Dual Tandem
	150 psi	400 psi	Gear	Gear
Runways 10/28	115,000	59,000	192,000	300,000
Taxiways	115,000	57,000	170,000	255,000
Runways 14/32	101,000	55,000	192,000	300,000
Aprons 10" Concrete)	80,000	64,000	170,000	248,000

g. Organizational, Intermediate and Depot Level Aircraft Maintenance facilities are available.

4. Airfield Lighting Facilities

a. A rotating beacon with one green and one dual peaked white light is located on top of the main Naval Air Depot (Bldg. 101F) located on the south side of the main landing area. This beacon is operated continuously from

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sunset to sunrise and during daylight hours when the ceiling is less than 1,000 feet and/or the visibility less than three miles.

b. The airfield lighting is per standards as outlined in current Navy, Air Force and FAA directives. All runways are equipped with white variable High Intensity Runway Lights (HIRL). Green threshold lights mark both ends of each runway. Runway 14 displaced threshold is not lighted. Taxiways are marked with blue lights. Obstructions are marked with red lights.

c. Runway 10/28 has a short approach lighting system with sequenced flashing lights (Illustration #2).

d. Runway 10/28 is equipped with standard USN/USMC wave-off lighting (Illustration #2). The primary purpose of this lighting system is to signal a wave-off to the pilot during communications failures. The lights are activated by the Control Tower. Pilots making an approach to either runway 10 or 28 and encountering the system activated shall execute a wave off.

e. Runway 10/28 is equipped with Runway End Identifier Lights (REIL) which consists of a pair of condenser discharge fixtures identical to the sequenced flashing light system. They are located at the runway threshold, 50 feet out on each side, measured from the runway edge.

f. Runway 10/28 has centerline lighting installed (Illustration #2). The lights consist of a single row of flush type bi-directional clear lamp fixtures spaced 25 feet apart along the centerline. The last 3000 to 1000 feet are alternating red/white and the last 1000 feet are red. They are lighted any time the runway edge lights are on.

g. Lighted Runway Distance Markers are installed along both sides of all runways displaying runway remaining in 1000' increments.

h. Lighted international arresting gear markers indicate the location of all arresting gears. Precision Approach Path Indicator (PAPI). PAPI lighting is installed on Runways 10/28 to provide visual glide slope information.

(1) PAPI on Runway 10 is located on the left side 1000 feet from the approach end.

(2) PAPI on Runway 28 is located on the right side 1150 feet from the approach end.

(3) PAPI touchdown points do not coincide with GCA or OLS touchdown points.

5. Hours of Operation

a. NAS Jacksonville, John Towers Field is open continuously, except as modified by NOTAM.

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b. NAS Jacksonville is Prior Permission Required (PPR) to transient aircraft.

6. Compass Rose. The compass rose is located on the mat in the center of the airfield (Illustration #1). Use of the compass rose may be arranged through FRCSE Level II Production Control, 542-3451.

7. Ground Safety Procedures

a. Overheated Brakes:

(1) Taxiways Charlie and Delta may be used as temporary parking areas for aircraft with overheated brakes.

(2) Aircraft with smoking or overheated brakes will not return to normal parking areas until it has been determined by the Crash Crew that no explosive hazard exists.

b. Aircraft landing gear ground safety locking devices will be installed at all times on parked aircraft, aircraft being towed, or aircraft upon which work or services are being performed. Disengagement will be made by the plane captain or line crewmember only when the aircraft's engine(s) are operating, the hydraulic pressure normal and upon instructions from a qualified pilot at the controls. Pilots will await the "CUT" signal from the taxi director prior to shutting down the engine(s). Flight line personnel handling transient aircraft will not give a "CUT" signal to the pilot until all ground safety locks are installed. In the event that crewmembers of transient aircraft are not available, transient line personnel will install the ground safety locks.

c. Flight line personnel will ensure that the pilot or a qualified crewmember installs ejection seat safety devices, on all parked aircraft equipped with ejection systems.

d. Flight line personnel will chock both main mounts and attach a ground wire to each aircraft parked on the ramp.

e. All aircraft under the jurisdiction of the Transient Line will have a Lineman/Safety Observer present before any Auxiliary Power Unit (APU) or engine start-up.

f. The LOX storage and servicing area is depicted on Illustration #1. All LOX carts shall be properly secured and grounded.

g. There is a 100-foot clear zone from the edge of the aircraft parking ramps south to Hangars 113, 114, 115, and 116. This area for the use of emergency response vehicles and will remain clear at all times.

8. Control Tower

a. The Airfield Control Tower Cab is located on the fifth deck of the Operations Bldg. 118 (Illustration #1). The cab is 109 feet MSL.

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b. No unauthorized personnel will be allowed in the Control Tower without permission from the Air Traffic Control Facility Officer (ATCFO) or in his/her absence, the ATC Facility Watch Supervisor.

c. When a situation exists requiring the presence of squadron or unit personnel in the Tower, the Operations Duty Officer (ODO) shall be notified immediately. The ODO shall coordinate with the ATC Facility Watch Supervisor for entry.

d. All requests for information regarding controllers or aircraft incidents will be referred to the ATCFO.

9. Aircraft Rinse Facilities. There are three aircraft rinse facilities available at all times (Illustration #1). These facilities provide a three-minute rinse. Transient aircraft should exercise caution when taxiing in the vicinity of the rinse facilities to prevent inadvertent activation of the system.

10. Average Annual Weather Data

Flight Conditions	VFR	92
% of the time	IFR	8
	300 ft and/or	
	1 SM or less	1.9
Sky Conditions	Clear	18.65
% of the time	Scattered	28.73
	Broken	29.64
	Overcast	29.96
Frequency of	N	8.0
Wind Direction	NNE	7.0
% of the time	NE	6.0
	ENE	4.3
	E	6.3
	ESE	6.7
	SE	5.3
	SSE	5.7
	S	8.1
	SSW	5.2
	SW	5.7
	WSW	6.4
	W	7.2
	WNW	4.1
	NW	4.1
	NNW	4.7
	Calm	5.5
Frequency of	1-6 Knots	51.3
Wind Speed	7-10	29.6
% of the time	11-16	11.9

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	17-21	1.5
	22-33	0.0
	34-40	0.0
	Over 40	0.0
Prevailing Wind Direction		N
Average Monthly Wind Speed		7
Peak Gust Recorded		N98 (1983)
Restrictions to visibility % of the time	R, RN, L	6.5
	SW, SP, S, SG	0.0
	A, IP	0.0
	Thunder	1.6
	Smoke, Haze	14.0
	Fog	69.0
	Clear	10.1
Average Number Days with Precipitation (.01 in. or more)		67.8
Average Number Days with Thunder or Thunderstorms		72
Average Number Days with Fog		139
Visibility % of the time	3 SM	3.8
	1 SM	1.3
	1/4 SM	0.4
Ceiling % of the time	1000 FT	6.2
	300 FT	1.3
	100 FT	0.4
Precipitation (Inches)	Average	47.5
	Extreme Maximum	68.0 (1979)
	Extreme Minimum	28.15 (1954)
	Average Solid	TRACE
	Extreme Maximum Solid	TRACE (68)+
Temperature (Degrees F)	Average	70.0
	Average Maximum	79.0
	Average Minimum	61.0
	Extreme Maximum	105

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Extreme Minimum JUN 98
09
DEC 85

Average Number of Days Max. Temp. 90 or above 75

Average Number of Days Min. Temp. 30 or Below 04

Relative Humidity (%)	Avg	0100R	81.6
		0700R	84.8
		1300R	56.9
		1900R	69.8

11. Arresting Gear.

a. All Runways are served by emergency arresting gear as indicated below and depicted on Illustration #1. General information pertinent to each is set forth below. For detailed technical data, such as maximum engagement speeds and their characteristics, consult applicable aircraft recovery bulletins on file in the Arresting Gear Shop. The Abort/Long Field Gear for the duty runway will always be rigged and raised. The arresting gear for Runway 14/32 is normally rigged and raised. When possible, pilots desiring to use an arresting gear should notify the tower, stating the reason. Fifteen-minute prior notice is necessary to rig the short field gear for the duty runway. Upon notification that an arrested landing is requested, Tower personnel shall inform the ODO. Types of arresting gear and locations are as follows:

<u>RUNWAY</u>	<u>TYPE</u>	<u>LOCATION</u>
10	E-28	1191 ft from threshold
28	E-28	1992 ft from threshold
14	E-28	250 ft from displaced threshold
32	E-28	2982 ft from threshold

b. All arresting gears are marked with lighted international arresting gear markers. If an arresting gear marker is out of service when an arrested landing is imminent during night operations, a crash truck with a flashing red light will be positioned at each side of the runway adjacent to the arresting gear to assist pilots in determining the exact location of the cross deck pendant. All arresting gears are equipped with flashing violet lights that are automatically activated to indicate when the gear is out of battery.

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c. The bi-directional gear has a maximum safe off-center engagement parameter of 40 feet. Pilots are cautioned to engage the arresting gear at or near the center of the cable because of the danger of excessive swerve, which results from engaging the arresting gear off-center.

12. Navigational Aids. Tactical Air Navigation (TACAN) AN/URN-25. The TACAN, identification "NIP", Channel 19, is located at 30 14.1'N 81 40.6'W near the center of the airfield. It is an L Class with an altitude limitation of 18,000 ft, operating through line of sight. Both X and Y modes are available. Navy Jax operates in the "X" Mode. The TACAN operates continuously. Periods of non-availability will be announced via NOTAM.

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CHAPTER 2

FLIGHT PLANNING APPROVAL

1. Instructions for Filing and Completing Flight Plans

a. Pilots act as their own approval authority and will submit a completed Military Flight Plan DD Form 175 to the Operations Duty Officer (ODO). DD-175's may be faxed to extension 2514 by locally based aviators. A DD-175 will be submitted for clearance of all flights except the following:

(1) Stereotype Flights

(2) Local Positive Control Flights (Resident Activity Flight Schedule)

(3) SAR Flights

b. Flight plans are automatically cancelled by the ARTCC computer two-hours after the Estimated Time of Departure (ETD). An extension of weather void time can be obtained by contacting "Navy Jax Metro" on frequency 343.5 MHz. Direct voice contact with the Naval Aviation Forecast Center forecaster is available at COM 757-444-2594 or DSN 564-2594 for weather brief extensions or other information. The weather observer is at 542-2535/6 for local field weather.

c. All flights will be closed out per reference (c).

2. NOTAMs

a. Pilots may obtain NOTAMs by physically viewing NOTAMs at Base Operations or via the Internet (<https://www.notams.jcs.mil>).

b. Destination NOTAMs may be faxed to requestor with 30 minutes prior notice.

3. Radio Call Signs. All departing aircraft will file flight plans using aircraft call signs per the Flight Information Publications with the following exceptions:

a. SAR aircraft on actual mission "RESCUE".

b. FRCSE aircraft utilize "MAKO" plus the last two digits of assigned series number.

c. Squadron local flights per reference (c).

d. Special Patrol Reconnaissance Wing ELEVEN flights as directed by COMPATRECONWING ELEVEN.

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4. Local Flying Area. The local flying area is the geographic area within 350 NM of the Navy Jacksonville TACAN, NOT to include flight over international waters.

5. Local Positive Control Flights

a. All flights will file a DD-175 or a stereotype flight plan, except those flights that remain in the VFR landing pattern or those that are proceeding VFR tower-to-tower to Cecil Field, NS Mayport, NOLF Whitehouse, or FRCSE functional check flights. These flights must be included on the squadron's published daily flight schedule.

b. Individual Squadron or Unit Duty Officers are authorized to make additions to the published daily flight schedule by telephone to the Flight Planning Office, telephone extensions 2-2511/12.

6. Special Military Operations

a. All Special Military Operations will be conducted per reference (d).

b. PATRECONWING ELEVEN will provide "Flight Guard" for all flights under its operational control. In the event of lost communications, the PATRECONWING ELEVEN OPCON Duty Officer will inform the ODO (extension 2511) of the aircraft's estimated time of arrival at NAS Jacksonville. The OPCON Duty Officer will pass any relevant information to the appropriate ATC agency.

c. Operational control of fleet aircraft based at NAS Jacksonville is vested in the cognizant fleet authority.

7. Stereotype Route Flight Plans

a. A Stereotype Route Flight Plan is designed to provide clearance for an aircraft to depart under instrument flight rules to an authorized operating area, target, warning area or airport. Reference (e) establishes appropriate procedures for Stereotype Route Flight Plans.

b. Stereotype Route Flight Plans may be filed with clearance delivery on frequencies 353.675 or 134.775.

c. It is the responsibility of the Commanding Officer/Officer in Charge of each individual unit to ensure that pilots have been properly briefed on existing and forecast weather per reference (c). Individual pilot briefing for each stereo or canned route shall be accomplished by utilizing the Weather Vision, when installed, or by calling Navy Weather Service Facility. Pilots/Flight Leaders shall complete the Weather Briefing DD Form 175-1, including an approved alternate when required, and file it with their respective duty office.

d. Per reference (c), resident squadrons will submit one copy of their approved daily flight schedule to the Operations Duty Office no later than 1800(L) the day prior to the schedule.

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e. TACTS Range. Contact FACS FACJAX for TACTS range scheduling procedures at 542-2551.

f. Palatka High Complex. Contact FACS FACJAX for Palatka High Complex scheduling procedures at 542-2551.

8. Field Carrier Landing Practice (FCLP). FCLPs will be conducted at Navy NOLF Whitehouse. NAS JAX Air Traffic Control Facility Officer serves as the scheduling coordinator for NOLF Whitehouse operations. Per reference (g), FCLP scheduling priority is as follows:

- a. Squadrons within two-weeks of deployment.
- b. Fleet Replacement Squadron.
- c. CNATRA.
- d. All other fixed wing squadrons.
- e. All others.

9. Shore-to-Ship, Ship-to-Shore Operations. Carrier qualification flights that will terminate aboard ship shall file a DD-175.

a. Those flights that will proceed to a ship to conduct CARQUALS and return to and terminate at NAS JAX may utilize Stereotype Routes.

b. Aircraft diverted to NAS JAX for fueling which require quick turnaround to meet overhead or "CHARLIE" times may file with the Operations Duty Officer by submitting the following information:

- (1) Aircraft identification
- (2) Number and type aircraft
- (3) TAS-Altitude
- (4) ETD
- (5) Radar Vector NIP 090/40
- (6) Remarks

10. VR/IR Military Training Route Flights

All VR/IR military training route flights will be conducted per reference (e).

VR/IR flights will be filed on a DD-175.

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11. ICAO Flights. ICAO flights will be filed per FLIP General Planning and reference (c). An ICAO Flight Plan or a DOD International Flight Plan DD Form 1801 will be filed at least thirty-minutes prior to proposed departure time.

12. Clearance of Civil Aircraft

a. Pilots of civil aircraft will file flight plans per existing FAA regulations.

b. When such a flight plan is not required, the following information will be placed on file with the ODO or the appropriate company representative:

- (1) Passenger manifest
- (2) Destination airport
- (3) Alternate airport (when required)
- (4) Hours of fuel on board

13. Weather Minimums

a. Unless suspended by the Control Tower Supervisor, VFR operations are authorized in the Class "D" Surface Area whenever the reported weather meets basic VFR weather minimums (1,000 ft ceiling 3 SM visibility).

b. Weather minimums for instrument approaches are as published in current DOD Flight Information Publications.

c. Departure minimums during IFR conditions are as set forth in reference (c). Minimums for other than Navy/Marine Corps aircraft will be per applicable service, FAA, or company regulations.

14. Aviation Severe Weather Bulletin (WW). Clearance into or through these areas will be per reference (c).

15. Contract Weather Office. The Contract Weather Office (CWO) is located on the second deck of the Operations Building 118. Limited environmental services are available 24-hours a day. Current weather satellite pictures, weather conditions and CONUS NEXRAD radar are available for viewing by pilots along with other Internet available weather data. The CWO has Pilot-to-Meteorologist Service Voice (PMSV). The PMSV (NAVY JAX METRO) utilizes frequency 343.5. Pilots are requested to take advantage of this service to receive in-flight weather data and to relay in-flight pilot weather reports. A limited amount of climatological data is available on request. More specific area and route forecasts may be obtained from Naval Aviation Forecast Center (NAFC), Norfolk, VA at COM 757-444-2592 or DSN 564-2594.

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CHAPTER 3

COURSE RULES

1. General.

a. The airport reference point is LATITUDE 30 degrees 14.1 minutes North, LONGITUDE 81 degrees 40.6 minutes west. The Class "D" airspace: that airspace extending upward from the surface of the Earth to and including 2,600 feet MSL, within a 5.3-mile radius of Jacksonville NAS and within 1 mile north and 2.5 miles south of the Jacksonville TACAN 270 radial, extending from the 5.3-mile radius to 6.5 miles west of the TACAN; excluding that airspace within a 1.8-mile radius of the Herlong Airport.

b. Clearances, control instructions, and traffic information issued by NAS Jacksonville Airport Traffic Control Tower will be predicated upon observed or known traffic conditions. This will include the position of aircraft within the Class "D" Surface Area or operating on the movement areas, observed or known vehicular traffic and temporary obstructions on or immediately adjacent to the area. All instructions issued by ATC are by authority of the Commanding Officer, NAS Jacksonville, and shall be obeyed promptly, consistent with safety.

c. Control of air traffic is exercised per applicable procedures contained in Federal Aviation Regulations and Navy directives. All aircraft will receive a specific clearance from the Control Tower prior to taxi, takeoff or landing. Although preventive control is in effect on the seawall ramp, pilots are reminded that they must receive a clearance prior to taxi and continuously monitor Ground Control frequency.

d. Pilots are reminded to exercise extreme vigilance to avoid traffic conflicts with Cecil Field.

e. All aircraft shall utilize UHF communications to the maximum extent possible.

2. Class "D" Surface Area.

a. All aircraft operating within the Class "D" Surface Area will be operated per the rules contained in this manual unless otherwise authorized by the Control Tower. The maximum airspeed within the Class "D" Surface Area will be as specified in FAR 91. Unless specified, all patterns are left traffic, except the radar approach pattern for Runway 10.

b. Inter-facility VFR tower-to-tower flights may be authorized between NS Mayport, Cecil Field, and NAS Jacksonville. VMC weather conditions must exist at departure and arrival airports, the aircraft must squawk mode 3-code 1200, and maintain an altitude below 2,600 feet MSL. The aircraft should proceed on the most direct route consistent with safety of flight.

3. Taxi Instructions. The following rules will govern the taxiing of aircraft (Illustrations #3 and #4):

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a. The movement of aircraft within loading, maintenance or parking areas is the responsibility of the pilot in command or the organization responsible for these areas. Air traffic control tower personnel can't see the parking areas west of Hangar 117 and it is the responsibility of the pilot in command to maintain separation of other aircraft and obstructions within these areas. The seawall parking area south of Taxiway Bravo (excluding pads 1,2,3) is an uncontrolled area and it is the responsibility of the pilot in command to maintain separation of other aircraft and obstructions within this area.

b. All aircraft will remain on Ground Control frequency until ready for takeoff unless otherwise directed by the Control Tower.

c. Landing aircraft will change to Ground Control frequency when directed by the Tower or after clear of the active runway and prior to entering the parallel taxiway.

d. All aircraft requiring a run-up will notify Ground Control prior to taxi.

e. Areas prohibited to taxiing aircraft will be marked with appropriate markings during the day and with barricades and flashing lights at night.

4. Departure Instructions.

a. Formation take off will be per reference (c).

b. Departing aircraft will climb as rapidly as practicable to assigned altitude and maintain runway heading until reaching the upwind numbers.

c. Turns after takeoff will be flown as directed or approved by ATC.

d. For noise abatement purposes, all fixed-wing aircraft in the VFR traffic pattern will climb to 500 feet MSL prior to turning downwind unless otherwise directed by ATC.

e. Aircraft will not conduct practice aborted, or obstruction clearance take offs without prior ATC approval.

f. All jet aircraft will begin takeoff roll on the first 500' (concrete portion) of the runway. (This procedure will prevent asphalt "melt-down" on runway.)

g. Intersection takeoffs may be approved per reference (c). Usable runway available distances are as follows:

(1) Runway 10 from Taxiway Delta: 6100 feet

(2) Runway 10 from Taxiway Charlie: 4900 feet

(3) Runway 28 from Helopad 4: 7300 feet

(4) Runway 28 from Helopad 5: 6900 feet

(5) Runway 28 from Helopad 6: 5400 feet

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5. Landing Instructions.

a. All VFR aircraft will contact the tower prior to entering Class "D" surface area and report call sign, type aircraft, position, landing intentions and the current ATIS code. Formation flight leader will state the number of aircraft in the flight. VFR pattern altitude for fixed-wing aircraft operating at NAS Jacksonville is 1,000 feet AGL.

b. Radar Vectors to the Initial. The primary approach for tactical jet aircraft at NAS Jacksonville is the overhead approach. Jacksonville Approach Control will vector arriving aircraft to the initial and transfer communications prior to five miles (Illustration #5).

Note: An aircraft executing an overhead maneuver is considered VFR and IFR services are cancelled upon reaching the initial. A "Carrier Break" is available upon request after having received Course Rules Brief. Carrier Breaks may be approved during daylight hours on a case-by-case basis based on traffic. When approved, descend to 800 feet MSL. When cleared to break, aircraft shall make a level left hand break, descending to 600 feet when established downwind.

c. Unless otherwise authorized by the Control Tower, aircraft not utilizing the overhead 360 approach will enter the airport traffic pattern on the downwind leg of the runway in use at an angle of 45 degrees. Aircraft will enter the traffic pattern at an altitude of 1,000 feet AGL.

d. During the hours of darkness, aircraft operating within the NAS Jacksonville Class "D" Surface Area will operate their navigation lights at maximum brightness.

e. Remotely piloted vehicles (RPV's) and tow target operations are not permitted.

f. FCLP's will be conducted at NOLF Whitehouse. Exceptions must be approved by the NAS Jacksonville Operations Officer via the ODO at 542-2511.

g. Practice approaches may be authorized as follows:

(1) Locally based aircraft are authorized practice approaches in the tower and radar pattern from 0800-2300(L) Monday through Saturday and 1200-2300(L) Sunday.

(2) Transient aircraft are authorized practice instrument approaches from 0800-2200(L) Monday through Saturday and 1200-2200(L) Sunday. Practice approaches may be limited due to noise abatement constraints, runway configuration and traffic load.

h. Delta patterns are an oval, left-hand racetrack pattern, oriented over the runway. 2,000' AGL or 2,500' AGL may be requested. Remain within three NM at 2,000' AGL and within 5 NM at 2500' AGL. Pilots will request entry into and out of Delta patterns.

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6. Use of Runways.

a. Runway 28 is the designated calm wind runway.

b. Runway 32 has 5980 feet of usable runway for full stop landings only. Departures are prohibited for aircraft requiring greater than 3,250 feet of ground roll for takeoff (not recommended except for light civil aircraft or helicopters).

Note: One E-28 bi-directional arresting gear is rigged continuously located 2982' from the approach end of Runway 32 at mid-field.

c. Runway 14 has an unlighted displaced threshold leaving only 3250 feet of runway available for arriving aircraft (not recommended except for light civil aircraft or helicopters). The full length of 5984 feet is available for departing aircraft.

Note: One E-28 bi-directional arresting gear is rigged continuously located 250' from the displaced threshold of Runway 14.

d. There are five lighted windsocks on the airfield rated at 15 NM per hour (Illustration #1).

e. When birds are present on any landing area, a line vehicle or crash truck will be dispatched for dispersal prior to clearing an aircraft for takeoff or landing. Advisories will be issued stating the extent of the bird activity in the vicinity of the duty runway.

7. Helicopter Operations. The Control Tower will keep helicopters advised of fixed wing traffic flow and runway(s) in use. Weather conditions permitting, all lights will be on while operating in the Class "D" Surface Area. Helicopters shall transition the Saint Johns River at or below 500' at the Eastern shoreline due to the tower pattern at NAS JAX.

a. VFR helicopter reporting points (Illustration #14):

(1) Julington Creek. (NIP 140/8 DME) The center of the bridge that crosses Julington Creek. Use for the eastern arrivals.

(2) Doctors Inlet. (NIP 195/6 DME) Where the Saint Johns River meets the inlet of Doctor's Lake. Use for the Western arrivals.

(3) Stadium. (NIP 350/6.5 DME/ 500' AGL) Abeam the Jacksonville Stadium on the Saint Johns River. Use the northern river route arrivals.

(4) Buckman. (NIP 170/3 DME) The center of the Buckman Bridge.

(5) Point Sadler. (NIP 350/3 DME) The peninsula formed by the inlet of the small waterway 3 miles northwest of NIP.

(6) Black Point. (NIP 190/1.5 DME) The small cove directly south of NIP near the NAS Jacksonville Marina. This area is frequently used for the SAR jump training.

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(7) Casa Linda Lake. (NIP 227/1.7 DME) Small lake south of the airfield used for Golf Course Departure/Arrival.

b. For standard arrivals, helicopters shall contact the Control Tower prior to entering the Class "D" Surface Area, unless otherwise coordinated.

(1) Primary Helicopter VFR south arrival check-in points are "Julington Creek" for eastern arrivals, the east side of river centerline for southern arrivals, and "Doctors Inlet" for western arrivals. After check-in with tower and traffic advisories are given, helicopters shall continue inbound following the east shoreline of the St. Johns River (NIP 184/5.5 DME) at 500 feet or below for southern, eastern, or western arrivals. Helicopters shall cross the Buckman Bridge east of point "Buckman" at an altitude of 500 feet or below and can expect landing clearance from NIP tower.

(2) Primary helicopter VFR north arrival check-in points are "Winterpoint" for the northern downtown arrivals or via "Stadium" for the northern river route arrivals. After check-in with tower and traffic advisories are given, helicopters shall continue inbound following the east side of the St. Johns River at 500 feet or below prior to passing abeam "Point Sadler" for the northern arrivals.

c. Helicopters transiting north or south via the Saint Johns River between the Buckman Bridge and Point Sadler shall maintain a distance of $\frac{1}{2}$ NM from the east bank of the river at 500 feet or below due to the tower pattern at NAS JAX. Expect ATC to issue the following: "Transition approved at or below 500 feet within $\frac{1}{2}$ NM of the east bank."

d. For traffic separation purposes the normal helicopter landing areas for both seawall and flight line squadrons will be Pads 4, 5 or 6 for a single aircraft and Pads 4 and 5 for a section arrival unless otherwise requested. More than two aircraft arriving should expect landing on the runway.

e. Seawall hot-pit arrivals should utilize Pad 1 or Pad 3 during daytime operations and Pad 3 during night time operations.

(1) Maximum of 2 aircraft are allowed to be waiting for the fuel pits.

(2) If two aircraft are presently waiting for the fuel pits, additional aircraft shall land and taxi to their line.

f. Preferred Methods of Departure:

(1) IFR departures for both seawall and flight line squadrons should utilize active runway or Pad 4.

(2) Normal VFR departures from seawall should expect Pad 3 unless otherwise requested.

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(3) Normal VFR departures from flight line should expect Pad 6 unless otherwise requested.

(4) Section takeoffs from seawall should expect Pad 1 and Pad 3 unless otherwise requested.

(5) Section takeoffs from flight line should expect Pad 4 and Pad 5 unless otherwise requested.

g. Air taxi transitions when utilizing the hot pits or rinse rack on Alpha taxiway:

(1) Alpha to PAD 4 transition: Exit the fuel pits onto taxiway Alpha, air taxi/transition east, 100 feet AGL and below, remain over taxiway Alpha, to land Pad 4, remaining on Ground frequency. Helicopters will not be allowed to overfly other aircraft during this transition.

(2) Golf Course to Pad 1 or 3 transition: Exit the fuel pits onto taxiway Alpha, climb to 200 feet AGL proceeding west along taxiway Alpha, turn south after passing Hangar 511 and climb to 500' before reaching Casa Linda Lake. Overfly the lake and turn to 130 and descend once ½ mile south of Black Point, remaining clear of any maritime traffic to land Pad 1 or Pad 3. Request transition via ground frequency and expect a switch to tower frequency upon exiting the pits.

NOTE: These correspond to the Golf Course arrival/departure procedures. Utilize Pad 1 in the event of departing traffic on Pad 3.

h. Helicopters using Runway 14/32 shall:

(1) Remain south of Taxiway Delta and north of Runway 10/28 to minimize the impact of noise on the neighboring community.

(2) Confine operations to a maximum of two helicopters during the day and one helicopter at night. Closed patterns, as depicted in Illustration #6, are available upon request, traffic permitting.

(3) When authorized preventive control, pilots assume responsibility for separation. ATC will intervene only when a traffic conflict is observed.

(4) Maintain 500 feet or below.

(5) Report the number of practice approaches to the Control Tower at the completion of the practice period.

(6) Obtain clearance from ATC prior to practice auto-rotations. If a single helicopter is using Runway 14/32 a single request can be made multiple practice auto-rotations.

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(7) Coordinate special helo operations such as rappelling, VERTREP and MEDEVAC training with ATC at least two days prior to the projected operation. Helicopter VERTREP training procedures are described in paragraph 7.k. of this chapter.

i. Unless requested otherwise, all helicopters will be directed to one of the helicopter landing pads or the runway for the takeoff or landing (Illustration #1). For section takeoffs, the flight can utilize a single pad or the duty runway. No aircraft or vehicle may enter a designated helicopter landing area without clearance from the Control Tower. Helicopters in the air-taxi or hover-taxi mode will remain a minimum of 200 feet from the runway, unless sponsored with a course rules brief

j. Helicopter Routes. The routes described below have been established for helicopter operations within the Jacksonville area. They have been designed to avoid known obstructions, population concentrations and Class "D" Surface Areas. They also comply with noise abatement and environmental impact criteria. The routes are VFR, though Special VFR may be authorized within Class "D" airspace. Under VMC conditions, altitude along these routes shall be 500 feet AGL. Minor deviations of 2 to 3 NM either side of track are authorized at pilot's discretion.

(1) Helicopter "departures to the South" - Abeam Black Point proceed south remaining west of "Buckman". Climb to 500 feet AGL after crossing the Buckman Bridge and proceed south along the west side of the Saint Johns River until clear of NIP Class "D" airspace. Once clear, check out with NIP tower. Helicopters continuing south on the Saint Johns River should monitor CSAR common (268.9 MHZ) until clear of the Shands Bridge (near Shands Pier and Reynolds Airpark located 170/15 DME from NIP) to avoid additional Navy and Coast Guard Helicopter traffic operating 500 feet and below on the river.

(2) Helicopter "Departure to the West" (NIP to NEN, or for departures to the west.) - Abeam "Black Point" proceed southwest to the west end of the Buckman Bridge (NIP 195/002) at 500 feet AGL. Follow I-295 north to the I-10 interchange. For departures to the west, follow I-10 and check-out with NIP Tower. For transitions to NOLF Whitehouse, proceed northwest (300 degrees).

(3) Helicopter "Departure to the East" - Abeam "Black Point" proceed southeast to the east end of the Buckman Bridge (NIP 150/3 DME), climbing to 500 feet AGL prior to crossing the east bank of the Saint Johns River, then east along I-295 to the I-95 junction (NIP125/7 DME). Check out with NIP tower.

(4) Helicopter "Departure to the North" - Proceed northeast to maintain a distance of ½ NM from the east bank of the river at 500 ft or below while transiting north and crossing the extended centerline of the runway 10/28. Continue north remaining on the east side of the river centerline. Check out with NIP tower abeam "Winterpoint" for downtown departures, or abeam "Stadium" for the river departures.

(5) "Golf Course Arrival" - (Illustration #7) Proceed north until within 1/2 NM south of Black Point at 500 feet, proceed northwest (310 degrees) to Casa Linda Lake and proceed to pass west of Hangar 511, then fly

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along Taxiway Alpha to land as directed at fuel pits, rinse rack or Pads 4, 5, or 6.

(6) "Golf Course Departure" - (Illustration #7) Fly the reciprocal of the "Golf Course Arrival."

(7) "High Value/Dangerous Cargo Route" - Prior coordination with FACSFAC JAX Airspace Officer is required for use of this route at extension 542-2551.

(8) "JAX Two" (NEN to NIP) - Depart southeast (110 degrees) to intercept the railroad bed and power line southeast of the field. Proceed east along the railroad and power line climbing to 1000 feet AGL prior to I-295. At I-295 track southeast (150 degrees) toward Point Sadler (NIP 325/04) at 1000 feet AGL. Contact NIP tower prior to entering Class "D" airspace (5 NM) and descend to 500 feet AGL crossing the west bank of the St. Johns River prior to passing Point Sadler. Report Point Sadler inbound for landing instructions.

k. Helicopters may enter the fixed wing practice landing pattern in the absence of fixed wing aircraft, but will make roll-on landings unless specifically cleared by the tower for a hover landing. Helicopters unable to comply will be directed to a designated helicopter landing pattern. Pilots of aircraft requiring post maintenance test hovers should advise the Tower on initial contact for an area assignment. Arriving or departing helicopters will remain well clear of all parked aircraft. Pilots will be responsible for informing the Tower if wind conditions or landing gear configuration preclude safe ground taxi procedures.

l. Except in emergencies, no aircraft will be authorized to operate over the NAS Jacksonville Magazine Area at an altitude of less than 500 feet AGL. In case of an emergency or other unusual situation requiring flight over the area at less than 500 feet, aircraft will immediately notify the Control Tower. The Tower will relay the information to the ODO who will notify the following:

(1) NAS Jacksonville Command Duty Officer 542-2338.

(2) Weapons Officer 542-3337.

(3) Explosives Safety Officer (ESO) 542-0368.

Note: Hovering over or illuminating the Magazine Area at any time, at any altitude, is prohibited.

m. Any lighted aircraft maneuvering areas except Taxiway Bravo and Pads 1, 2, and 3 may be utilized by helicopters for night hover practice.

n. In the event of lost communications, the following procedures apply:

(1) IFR or Special VFR: Follow procedures specified in the FLIP Flight Information Handbook (FIH) for two-way radio failure.

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(2) VFR: Squawk Mode 3, Code 7600, set position lights to flashing. Proceed inbound via a southern arrival and land on pad 3, or pad 1 if pad 3 is occupied. Observe ALDIS Lamp signals from the control tower.

o. Helicopter VERTREP Training Procedures.

(1) When calling for taxi, the aircraft will request the VERTREP pattern and expect take off from Helo Spot 4 with an air taxi to the pattern. Traffic permitting, Tower will authorize a closed pattern including the usage of Helo Spot 7. Aircrews will monitor tower frequency at all times. The pattern may be adjusted to hover into the wind. Aircraft must avoid flying over installations with an external load.

(2) Aircraft authorized the closed pattern will remain north of Runway 10/28 and south of Taxiway Delta at all times. Pattern altitude will not exceed 500' without Tower approval. Approaches will be made to the VERTREP pad (Illustration #8). External loads will be stored in the block storage area (Illustration #8).

(3) All ground personnel will be transported to the VERTREP training area via Perimeter Road, across Taxiway Charlie to the Fire Station where vehicles can be parked. Personnel shall have Flight Line Badges and current Airfield Ramp Stamps.

p. Established helicopter training routes/areas for operations within the Jacksonville area are described in reference (e).

q. Helicopter Flight Following Procedures are as follows:

(1) Pilots of helicopters filing IFR/VFR flight plans will receive flight following per reference (f).

(2) Pilots of helicopters conducting local flight operations per daily flight schedules will comply with the following procedures:

(a) Pilots will contact Ground Control on UHF frequency 336.4 Mhz prior to taxi and provide the following information:

1. Aircraft call sign
2. Estimated time enroute in hours and minutes
3. Intentions

(b) The pilot in command is responsible for notifying the Control Tower of any changes to final destination, or extensions of ETA of 30 minutes or greater.

(c) The control tower is responsible for alerting appropriate personnel of overdue aircraft or changes in ETA.

r. Special VFR Procedures (SVFR) for Helicopters.

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(a) SVFR operations in weather conditions less than basic VFR minima are authorized only when requested by the pilot.

(b) SVFR flights will be approved only if arriving and departing IFR aircraft are not delayed.

s. Antenna Farm Operations: Antenna Farm operations shall be conducted at pilot's own risk. Squadrons shall have two safety observers on the ground with radio or cell phone capability to contact Fire Department or NIP Ops Duty Officer. Contact the Operations Duty Officer (542-2511) 24 hours prior to intended use to schedule.

(1) Operations

(a) Report entry and exit of the antennae farm to NAS JAX Tower approximately one mile east of the antennae farm (Illustration #15).

(b) The Landing Zone to be used for operations is the field west of Alleghany Road (Illustration #16).

(c) Make Ops Normal checks every 30 minutes with NAS JAX Tower.

(2) Restrictions

(a) Overflight of the Skeet Range (approximately 2000 ft west of antenna farm) is prohibited.

(b) No more than 1 aircraft shall conduct operations in the Antenna Farm.

(c) Antenna Farm operations should be used during daylight hours only. Night time operations require approval from CO NAS JAX.

(d) There are numerous ground water sample wells located in this area. These well heads have concrete bases with steel covers and are flush with the ground level. These well heads may pose a puncture hazard to helicopter tires so crews should exercise caution to avoid landing on top of them.

CAUTION: Multiple unlit antennae in the vicinity.

NOTE: Hovering over or illuminating the Magazine Area at any time, at any altitude, is prohibited (ref Paragraph 7.1.).

NOTE: Avoid over flight of civilian and military housing.

8. Airport Vehicular Traffic Procedures.

a. All personnel operating vehicles (including mowers) on the flight line shall:

(1) Fully comply with NASJAXINST 5560.8 (series) PROMULGATION OF NAS JACKSONVILLE AIRFIELD VEHICLE OPERATOR'S INDOCTRINATION COURSE (AVOIC) PROGRAM.

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(2) Have in their possession, a valid AVOIC operator's license. (AVOIC licenses must be renewed annually by the last day of the month of issue.)

a. The movement of unauthorized personnel or vehicles onto taxiways, ramp areas, or runways is strictly prohibited.

b. The speed limit for vehicular traffic on the flight line is 15 MPH maximum except, emergency vehicles responding to an emergency. **No vehicle may operate in excess of 5 MPH within 50' of aircraft, personnel, or structures.** Extreme caution must be exercised at all times. Speed limits will be strictly enforced; violators will be issued an AVOIC violation that will be forwarded to their command for corrective action.

c. Taxiing/towed aircraft have the right of way over all vehicles except those displaying a red, rotating emergency light. All vehicles will travel in the fire lanes whenever possible.

d. All vehicles (including mowers) operating on aircraft movement areas, excluding ramp areas, shall be "airfield net" FM radio equipped and maintain communications with "Navy Jax Tower" or be escorted by radio equipped vehicles. Vehicles operators in or near high-noise areas shall wear radio headsets for proper hearing protection and communications. ~~Vehicular traffic~~ shall not move on taxiways and runways until tower instruct: NASJAXINST 3710.1X thoroughly understood and read back to the Tower verbatim.

e. Light signals shall be used only when the Control Tower experiences an outage of radio equipment. The following light gun signals executed by the Tower shall apply to all vehicles operating on the airfield proper. It is the responsibility of each driver to know the meanings and comply:

(1) Steady green light - Cleared to proceed.

(2) Steady red light - Stop.

(3) Flashing red light - Clear runway or mat as quickly as possible.

(4) Flashing white light - Return to starting point.

(5) Alternating red and green light - Stop, then proceed with caution.

f. Commensurate with operating safely and pilot night vision adaptation, all vehicle operators will use low beam lights only. Emergency flashing lights shall be used day or night.

g. All vehicles normally used on the flight line or on the airfield will be painted as follows:

(1) Ambulances shall be painted per international standards.

(2) Crash rescue, fire fighting and Ground Support Equipment (GSE) equipment shall be painted red, lime green, yellow, or white.

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(3) Service, maintenance, and construction equipment shall be painted per existing instructions.

(4) Personal vehicles/vehicles not marked as described above may be cleared to airport areas by permission of the ODO only; provided a special orange and white vehicular flag (daytime) or an amber rotating beacon (day/night) is displayed, and when required, is escorted by a vehicle in radio contact with the Control Tower. Vehicular flags shall be supplied by the user. Drivers shall advise the ODO concerning the purpose, destination(s), number and types of vehicles, and estimated duration of the trip.

h. Vehicle operators transporting nitrogen, oxygen, and LOX shall travel via the fire lanes to the maximum extent possible and proceed at a slow and cautious speed (10 MPH max.). Permission must be obtained from the Tower prior to crossing the quarterdeck area and entering Taxiway Bravo.

i. During an emergency all vehicles, except emergency response, must exit aircraft movement areas as quickly as practicable and hold their position until instructed to move by the "Crash Captain" or the Tower.

j. Except during emergency response, overtaking another vehicle within 50' is prohibited.

9. Towing of Aircraft. When it is necessary to tow aircraft in controlled areas (taxiways or landing areas) the activity doing the towing shall observe the following rules:

a. Prior to entering a controlled area, the AVOIC qualified tow tractor operator shall contact the tower via FM radio for permission to proceed. Towing shall be conducted at a safe speed not to exceed 5 MPH. Taxiing aircraft normally have priority over aircraft being towed unless the Tower directs otherwise. In case of conflict, the towed aircraft shall be pulled onto an intersecting taxiway or adjacent apron clear of any fire lanes and hold its position until the Tower issues permission to proceed.

b. Aircraft shall be towed with a qualified person in the pilot seat with all safety pins inserted and seats safe/pinned.

c. Permission from the ODO is required for all night and low visibility towing operations.

d. Wing walkers are required when towing aircraft in congested areas (day/night) and for all towing operations during the hours of darkness/low visibility. **Aircraft must be illuminated by means of a flashlight or luminescent wand to the extent that its general outline is visible.**

10. Aircraft Noise Abatement/Turn-up Procedures.

a. Aircraft Turn-ups (Illustration #9):

(1) All aircraft turn-ups shall be conducted per NATOPS, squadron directives, and proper maintenance procedures.

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(2) To reduce the possibility of hazard to life and property, all loose gear and equipment shall be secured or removed from the immediate vicinity and the aircraft will be properly tied down prior to performing a high power turn-up.

Note: Due to the impact of noise on the neighboring community, personnel are requested to limit high power turn-ups to not more than five continuous minutes.

(3) The following aircraft turn-up areas are available at the times(L) prescribed below:

NADEP Hush House bldg. 777		
Call 542-3345 to schedule	0700-2200	Daily
	1200-2200	Sundays
Suppressors	0700-2200	Daily
	1200-2200	Sundays
Blast Fences (Seawall)	0700-2200	Daily
	1200-2200	Sundays

(4) Primary areas available for squadron aircraft to perform turn-ups are depicted on Illustration #9. These locations shall be assigned by the Control Tower. Squadrons will schedule the CALA for high power turns through the ODO (542-2511/12). **CALA SHALL NOT BE USED FOR HIGH POWER TURNS WHEN EXPLOSIVES ARE PRESENT.**

(5) Hangar 511 aircraft parking spots 135-142 are designated high power turn-up spots between the hours of 0700(L) and 2200(L).

(6) Any movement area may be utilized for aircraft turn-ups at the discretion of the Control Tower.

(7) All aircraft shall notify the Control Tower prior to commencing high power turn-ups, maintain continuous radio communications during the turn, and advise the Control Tower when complete.

(8) Jet aircraft will perform turn-ups only on concrete portions of movement areas. After-burner turn-ups are prohibited.

(9) Turn-ups from 2200(L)-0700(L) require ODO approval.

(10) Deviations from the above procedures must be approved by the ODO.

(11) Helicopters utilizing Runway 14/32 shall remain south of Taxiway Delta and north of Runway 10/28. Simultaneous hover checks on Taxiway Delta will be kept to a minimum.

b. Quiet Hours.

(1) On Sunday 0900(L)-1200(L) the following restrictions shall apply:

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(a) Full stop landings only for fixed wing aircraft.

(b) Helos will not be authorized GOLF Course departures, arrivals or transitions.

(2) To ensure that ceremonies such as change of commands are conducted with minimal noise interference, the following shall apply:

(a) Commands planning a ceremony shall send a request for quiet hours via email, fax, or naval message to the Operations Officer, to include the planned starting time, date, and location. In view of operational/training requirements, it is imperative that requests for "Quiet Hours" be held to a minimum.

(b) Commanding Officers are asked to request no more than one hour per "Quiet Hours" period for ceremonial purposes. Requests for periods in excess of one hour may be approved on a case-by-case basis by the Operations Officer. Requests should be received by Operations at least five (5) working days in advance of the requested date.

(c) All commands shall schedule routine air and ground operations so as not to interfere with approved "Quiet Hours" ceremonies.

11. Noise Complaints. Per reference (g), aircraft noise complaints shall be handled as follows:

a. Inside Class "D" Surface Area call the noise compliant hotline at 904-542-2512 and follow directions. The email address for filing a noise compliant is NASJAX_NOISE_COMPLAINTS@navy.mil.

12. Reporting Danger to Life or Property. It is mandatory that a report be made as soon as possible to the ODO by any pilot/aircrew who:

a. Drops any inert/explosive ordnance, a drop tank, fires a gun, rocket, or fires any forward firing munition(s) outside the limits of a regularly scheduled target area/range.

b. Finds that, upon return from flight, he/she has inert/explosive ordnance, rockets, or any other forward firing munition(s), which have been unaccountably expended.

c. Considers that any ammunition expended, or any flight maneuvers employed, may have endangered the life or property of any person, or who considers that such other person may reasonably believe that his/her life or property has been endangered.

d. Observes violation of restricted areas by civil aircraft. Reference (c) contains complete reporting procedures.

e. Is involved in, or observes, a near midair collision between any aircraft. Every effort should be made to obtain identification of the aircraft involved, flight conditions, evasive action taken, etc., and the

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information reported and forwarded to the Operations Officer and other appropriate facilities.

13. Combat Aircraft Loading Area (CALA). The Primary CALA is located on the east side of Taxiway Charlie and has five (5) aircraft loading spots. The Secondary CALA (designated Red Label area) is located on the west side of Taxiway Delta, north of intersection to Compass Rose, and has one (1) aircraft loading spot. The Primary and Secondary CALA can be used concurrently. The Compass Rose and North/South Reference Line for aircraft compass calibration can be used, concurrent with the Primary CALA, but not with the Secondary CALA. Only military aircraft may use Taxiway Charlie and Delta when explosives are present on either CALA. The procedures for scheduling and operating in the CALA are as follows.

a. The user shall:

(1) Schedule the CALA through the ODO at ext 542-2511. A minimum of twenty-four hours notice is required.

(2) Advise the Explosives Safety Officer (ESO) ext 542-0368 and airfield fire/crash ext 542-3677 of scheduled CALA to include type, quantities of explosives and number of aircraft involved.

(3) Maintain two-way communication with the control tower via FM radio. Squadron ordnance personnel shall make voice reports to the tower when the CALA is HOT/COLD. When the ordnance arrives a voice report stating "CALA HOT" is required and when the ordnance departs a voice report stating "CALA COLD" is required.

NOTE: Runway 14/32 must not be used for takeoff and landing during the presence of explosives at the Primary/Secondary CALA. The Burn Pit located to the west of the Primary CALA must be vacated when explosives are on either CALA.

b. The squadron personnel spotting and loading the aircraft are responsible for determining and maintaining the required Minimum Explosives Safety Quantity Distance (ESQD) separation between explosives loaded aircraft. ESQD's are listed in NASJAXINST 8020.1(series), Exhibit 8A and NAS JAX SOP 2-22, and should be consulted prior to parking the aircraft for loading. Explosives delivered to the Primary CALA for aircraft loading must be placed in front (on the east shoulder of CALA) of the aircraft it is destined for.

c. Squadron ordnance personnel are responsible for obtaining and displaying all appropriate fire hazard symbols and red Bravo flags per SOP 2-22. Instructions for ordnance handling operations during electrical storms (Thunderstorm Condition 1) are provided in reference (j).

14. Ordnance/Weapons.

a. Loading of fleet aircraft may be accomplished on the squadron flight line, with the exception of Hazard Class/Division (C/D) 1.1 and 1.2 explosives and HERO susceptible ordnance, which will be loaded in the appropriate CALA per reference (h). CALA/Red Label areas are depicted on

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Illustration #9. Squadrons shall schedule any such operations through the appropriate Wing Weapons Office. In no case will any ordnance be loaded on the flight line in violation of NAVSEA OP 5 and NASJAXINST 8020.1(series)E. NOTE: Red Label area is defined as the parking area for any aircraft carrying ammunition and explosives as cargo.

b. Aircraft with ordnance, pods or dispensers loaded with decoy flares are prohibited from hot refueling and entering the fuel pits. Pilots departing NAS Jacksonville with aircraft that are carrying external ordnance shall notify the Tower as soon as possible prior to taxi. Tower controllers are responsible for obtaining a departure clearance to the south, avoiding the densely populated areas to the north. All pilots of aircraft carrying external ordnance should, to the greatest extent practicable, avoid flying over populated areas. In general, departure routes from NAS Jacksonville are established which avoid the major population concentrations in the Jacksonville area. However, should a pilot be given radar vectors, which he believes will cause him to fly over a heavily populated area, he should advise ATC and request a heading change to avoid such area. It is realized that in a metropolitan area such as Jacksonville, 100 percent avoidance of all population concentrations is not possible.

c. Aircraft with hung/unexpended ordnance will notify ATC prior to departing the target or warning area of their hung/unexpended ordnance condition, identifying the type ordnance involved and any unusual problem being experienced.

(1) The pilot should request clearance to destination, specifying appropriate TACAN radials in accordance with FACSFCJAXINST 3722.4 (series) hung ordnance routes listed below:

NIP 98: R2906 REQ 40 OCF0400028 NIP180028 NIP.
REMARKS: HUNG ORDNANCE

NIP 99: R2907 REQ 50 OCF085028 OCF040028 NIP1800028 NIP.
REMARKS: HUNG ORDNANCE

NIP 100: R2910 REQ 40 OCF085020 OCF040028 NIP180028 NIP.
REMARKS: HUNG ORDNANCE

NIP 101: W158A REQ 40 NIP115036 NIP180013 NIP.
REMARKS: HUNG ORDNANCE

(2) Pilots are authorized discretionary course deviation up to 2 NM either side of the course to allow for avoidance of populated areas while tracking inbound. TRACON will turn the aircraft over to the appropriate destination facility. If the pilot is unable to contact ATC prior to departure from the target or warning area, he will depart at an appropriate VFR altitude and contact ATC as soon as possible for an IFR clearance.

(3) Aircraft with hung explosive ordnance shall proceed to the designated arm/dearm area as directed by the ODO and shall be safed and/or taxied/towed to the CALA for downloading as applicable by squadron ordnance personnel. Aircraft with inert ordnance may taxi to their line. NOTE: The

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only designated arm/dearm areas are shown in Illustration #10. Arming/dearming shall be conducted at heading 040 with the aircraft headed away from inhabited areas that are on or near the air installation. When forward-firing weapons are involved, the area ahead of and immediately behind the aircraft shall be cleared and maintained clear until completion of the arming/dearming.

(4) Hung free fall ordnance and forward firing ordnance that has been properly safed in accordance with the NAVAIR Loading Checklist may be downloaded in the designated CALA for that purpose.

NOTE: Harpoon/SLAM/SLAM-ER/JSOW weapons utilize an automatic launch sequence. In the event that an automatic launch sequence has been initiated and subsequently aborted prior to weapons separation, an Intent To Launch (ITL) situation exists. An ITL weapon shall be treated as a hung weapon whenever a launch signal has been sent to the weapon and it has either failed to release or its release has been aborted prior to separation from the aircraft. Upon return with an ITL weapon, and it has been properly safed in the arm/dearm area, the weapon must be placed in a safe area (CALA) for 2.5 hours from the time the ITL was initiated. The weapon may remain on the aircraft or be downloaded.

(5) Jammed gun systems will be downloaded only at the CALA after the Weapons Officer and ESO have been notified.

(6) Aircraft returning with forward firing hung ordnance that cannot be dearmed/ in safe status, in accordance with the NAVAIR Loading Checklist will be shutdown in the dearming area. The Weapons Officer and ESO will be notified and the aircraft downloaded in place. Hung free fall ordnance that cannot be safed or dearmed will be downloaded at the CALA after engine shutdown.

(7) Landing with hung or unexpended ordnance:

(a) Aircraft with hung ordnance will not conduct touch-and-go or FCLP landings. All landings will be full stop.

(b) Aircraft with externally carried unexpended ordnance will not perform touch-and-go or FCLP training when the flight path of the aircraft in the landing pattern is over any inhabited area. When the flight path of the aircraft is over uninhabited areas only, touch-and-go or FCLP training may be conducted with unexpended inert ordnance or captive carry missiles only.

(8) Divert/transient aircraft diverting from another base/ship with hung or unexpended ordnance will be challenged by the radar controller or Control Tower Operator who first makes radio contact as to the specific type of ordnance. Once the type ordnance has been determined, the ODO will be notified. The ODO will notify the Weapons Officer, ESO and PATRECONWING/HSMWING/SEACONWING Duty Officer as applicable.

(a) The applicable Wing Duty Officer will assign a host squadron to dearm divert/transient aircraft when notified by the ODO when the divert/transient aircraft is of that type supported by the respective Wing.

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(b) When divert/transient aircraft is of a type not supported at NAS Jacksonville or in the event the aircraft is loaded with unfamiliar ordnance and certified personnel/equipment are not available for dearming, the aircraft shall be shutdown and retained in the dearming area until dearming is complete.

1. A member of the aircrew may act as a qualified individual for dearming as approved by their command. After dearming, the aircraft will be parked in the designated CALA.

2. When downloading cannot be accomplished, a security watch (need not be certified for ordnance) shall be posted until aircraft departure or completion of download by certified personnel.

3. Aircraft servicing of divert/transient aircraft will not be attempted until the aircraft is dearmed. Maintenance on the aircraft will not be performed until the ordnance involved has been downloaded.

(9) The Control Tower shall suspend normal flight operations and taxi operations as necessary to afford priority and isolate dangerous cargo aircraft from other airport traffic. Supporting vehicles shall also be granted priority.

(10) All messages received by ATC personnel relative to these flights will be immediately relayed to the ODO for action.

15. Designated Parking for Hazardous Cargo Loading and Unloading.

a. Loading and offloading procedures for aircraft transporting hazardous cargo are per references (i) and (j).

b. All loading and offloading of hazardous cargo must be accomplished in a designated Red Label Area. The primary Red Label Area is located on the east side of Taxiway Charlie and the secondary Red Label Area is located on the west side of Taxiway Delta as shown on Illustration #9.

16. Bombing Areas. The authorized gunnery areas, bombing areas, sea areas, mining areas, and targets are assigned by Jacksonville FACSFAC as outlined in reference (e). Units desiring the use of these facilities will make their request to the Schedules Officer, FACSFAC, prior to 0800(L) Tuesday of the preceding week at 542-2551.

17. Restricted and Warning Areas. Jacksonville Approach Control (TRACON) is the controlling agency for Restricted Areas R-2904 (Camp Blanding), R-2903B (Stevens Lake Target), and R-2906 (Rodman Target). Jacksonville ARTCC is the Controlling agency for R-2910 (Pinycastle Target) and R-2907 (Lake George Target). FACSFACJAX is the using agency for these restricted areas. When the airspace described above has been released to the controlling agencies they lose their identity as restricted areas and applicable rules governing normal flight operations apply therein. Reference (e) depicts the restricted and warning areas in the local area and coordination procedures concerning the use of these areas.

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18. Local Obstructions. The following obstructions constitute a flight hazard in the area surrounding NAS Jacksonville. Obstructions listed are within 0-5nm from 001-360 degrees:

SEQ NBR	DESC	MSL	LAT	LONG	NM	ANGLE
541	TOWER	549	301715.76	814453.97	4.95	309.75
549	TOWER	505	301847.002	813858.999	4.86	15.70
531	TOWER	442	301618.001	814327.998	3.38	310.66
535	TOWER	433	301634	813812.001	3.17	38.92
542	TOWER	372	301744.7	814432.849	5.06	316.16
2561622	TOWER	348	301756.839	814538.549	5.88	310.86
553	BUILDING	347	301905.002	813933.998	5.05	9.25
131500	TOWER	346	301321.432	814555.606	4.76	261.17
106413	Antenna	345	301321.939	814555.471	4.75	261.26
552	BUILDING	340	301903	813947.999	4.98	7.01
544	TOWER	334	301801.001	814533.001	5.87	311.89
121192	TOWER	329	301800.9	814542.3	5.97	311.01
539835	TOWER	328	301801.001	814523	5.76	312.84
121191	TOWER	326	301801.001	814528.001	5.81	312.36
31049	TOWER	323	301903	813938.999	5.00	8.49
38476	TOWER	306	301044.108	814253.726	3.94	211.77
121131	TOWER	305	300958	813602.002	5.65	136.71
60145	ANT TWR	304	301043.86	814256.34	3.96	212.21
129128	TOWER	294	301050.999	814256.002	3.86	213.08
579	TOWER	291	301536.49	813633.07	3.74	66.13
121190	TOWER	288	301710	814452.001	4.87	309.09
62766	TOWER	285	301749.92	814610.571	6.17	307.25
121165	BUILDING	280	301857.2	813944.899	4.89	7.67
121217	TOWER	275	301848.2	813859.201	4.88	15.60
121210	TOWER	254	301856.599	814025.1	4.84	0.87
770	TOWER	253	301542.998	813643.999	3.65	63.57
121028	TOWER	250	301059.002	814240	3.62	211.17
121189	TOWER	243	301618.7	814328.7	3.40	310.70
551	TOWER	233	301859	814032.002	4.88	359.69
121207	TOWER	229	301853.1	814018.401	4.79	2.04
539823	TOWER	225	301054.998	814309.998	3.92	216.09
539833	TOWER	224	301542.998	814428	3.80	295.30
123578	TOWER	222	301641.362	814616.28	5.63	297.45
773	TOWER	220	301707.001	813839.001	3.42	27.99
227686	TOWER	217	301453.999	814540	4.54	280.25
122395	TOWER	215	301146	814242.998	3.01	219.60
15461	TOWER	212	301630	814308	3.31	316.55
121208	BUILDING	212	301904.8	814027.998	4.98	0.37
539824	TOWER	211	301215.001	814416.001	3.74	240.62
121029	TOWER	207	301322.598	814552.999	4.71	261.33
2661154	TOWER	207	300959.31	813750.03	4.70	150.51
123633	TOWER	206	301707.001	813808.999	3.64	34.02
121133	TOWER	203	301046.499	813720.899	4.29	140.42
121160	TOWER	202	301709.499	814318.401	3.91	321.58
2518839	2008-ASO-848-OE Not Built	197	301359.88	814325.08	2.53	267.91
2508289	2007-ASO-7042-OE	195	301422.3	813705.8	2.96	84.57
121026	TOWER	194	300943.898	814205.8	4.56	197.62
121206	TOWER	194	301849.5	813958.399	4.74	5.55
123576	TOWER	194	301524.998	813636	3.63	68.62
123630	TOWER	193	301048	813744	4.07	143.82
121205	BUILDING	192	301835.399	814049.501	4.50	356.45
121146	TOWER	191	301337.988	813526.992	4.40	95.94
2690971	Antenna Tower	190	301328.2	814536.7	4.47	262.05
2569291	TOWER	186	301328.2	814536.698	4.47	262.05
2541901	2008-ASO-4264-OE	186	301520.52	814430.24	3.68	289.82
123574	TOWER	185	301708.002	813803.998	3.70	34.80

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2666065	TOWER	184	301744.2	813631.399	5.01	43.44
33712	TOWER	184	301229.07	813551.85	4.33	111.72
1481656	TOWER	183	301828.8	814250.4	4.82	335.21
539825	TOWER	182	301005.002	813746.999	4.64	149.47
2691035	KNIP ATCT SITE H1, HGT 1	181	301411.75	814052.89	0.34	287.69
755	TOWER	180	301305.165	813513.717	4.68	102.35
539826	TOWER	180	301209	813710.999	3.47	123.94
121161	BUILDING	179	301724.4	814238.498	3.79	330.77
1493996	Site F1 Adjusted	179	301337.45	814033.996	0.47	186.71
88960	TOWER	179	301538.002	813633.001	3.75	65.79
539837	TOWER	178	301836	813857.001	4.70	16.64
1242200	TOWER	176	301230.802	814416.901	3.63	244.34
121132	TOWER	174	300955.4	813608.399	5.62	137.70
121145	TANK	173	301312.266	813516.328	4.62	101.02
121025	TOWER	173	300951.7	814227.299	4.55	201.85
121211	BUILDING	171	301905.401	813930.1	5.06	9.86
2487788	TOWER	170	301108.668	813633.728	4.51	130.71
121159	TOWER	169	301524.001	813835.992	2.10	51.61
121138	TANK	169	301313.825	814026.638	0.86	176.57
2691034	KNIP ATCT SITE H, HGT 3	167.5	301411.7	814052.86	0.34	287.58
121113	BUILDING	167	301336.001	814012	0.56	151.79
121137	BUILDING	167	301314.801	814026.8	0.84	176.67
121044	TANK	167	301313.123	814110.547	1.05	213.80
2691048	Proposed ATCT, Site H1 #2, 165.8 MSL	165.8	301411.87	814052.86	0.34	288.03
2691047	Proposed ATCT, Site H #2, 165.5 MSL	165.5	301411.7	814052.86	0.34	287.58
1435219	TOWER	165	301755	813835.002	4.16	23.53
121030	TANK	162	301220.93	814058.595	1.79	193.28
121163	BUILDING	161	301838.599	814038.899	4.54	358.42
121166	BUILDING	161	301856.498	813954.101	4.87	6.14
121162	BUILDING	157	301807.6	814142.101	4.16	345.55
121104	TOWER	157	301158.405	813701.29	3.68	124.99
121027	TOWER	155	301035.9	814237.501	3.94	207.83
121204	TOWER	153	301422.988	814009.991	0.41	45.04
14323	TOWER	153	301419	813956.002	0.54	65.49
14321	TOWER	153	301148.998	814207.999	2.67	211.91
121212	BUILDING	152	301905.2	813939.6	5.04	8.33
14322	TOWER	151	301157.998	814140.999	2.35	205.76
121203	TOWER	150	301408.002	814004.001	0.38	83.64
751	MAST	149.1	301418.509	813955.977	0.54	66.30
121164	BUILDING	149	301838.3	814041.498	4.54	357.94
122366	TOWER	148	301551.998	813721	3.26	57.02
2522133	2008-ASO-1341-OE See note	146	301416.3	814326.2	2.55	274.07
750	POLE	145.5	301411.451	813945.091	0.66	81.31
2487789	TOWER	143	301100	813745.08	3.90	142.28
2690972	Antenna Tower	142	301416.3	814326.2	2.55	274.07
771	TOWER	140	301609.001	813858.999	2.44	32.65
121158	TANK	139	301427.308	813603.568	3.87	84.59
539836	TOWER	138	301542.214	813839.847	2.26	44.71
1488483	ATCT site A	138	301418.53	813950.134	0.62	69.41
2508297	2007-ASO-7190-OE Crane	137	301333	814209	1.53	249.28
2508239	2007-ASO-6731-OE Bullt	137	301245.52	814219.1	2.06	229.80
227692	TOWER	135	301506.559	814153.65	1.58	310.14
1488488	ATCT Site F1	134	301335.058	814033.996	0.51	186.19
32196	TREES#55NIP	133	301446.666	814108.557	0.88	321.05
2508300	2007-ASO-7236-OE	132	301452.3	814317.9	2.54	287.84
1488487	ATCT Site F	131	301338.238	814033.996	0.46	186.91

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32192	TREES#51NIP	130	301445.155	814102.904	0.81	324.42
149422	TOWER	130	301252	814217	1.97	231.62
32190	TREES#49NIP	129	301444.584	814104.996	0.82	322.32
32189	TREES#48NIP	128	301443.264	814102.972	0.79	323.03
32195	TREES#54NIP	128	301446.042	814107.343	0.86	321.52
2691033	KNIP ATCT SITE H, HGT 2	127.7	301411.7	814052.86	0.34	287.58
2691046	Proposed ATCT, Site H #2, 127.7 MSL	127.7	301411.7	814052.86	0.34	287.58
134069	TOWER	124	301417.13	814144.68	1.09	280.23
1533064	TEST JAG #2 Trees	121	301423	814137	1.01	286.82
736	BEACON	114	301335.034	814012.801	0.56	153.60
71184	NEW P3 HGR#30	113.7	301336.808	814122.743	0.90	237.87
121057	BUILDING	113	301336.998	814120	0.86	236.65
121040	TOWER	113	301312	814053	0.95	200.32
121198	TOWER	112	301410	814113.988	0.64	276.80
123628	TOWER	112	301314.002	814407.001	3.25	254.73
32194	TREES#53NIP	112	301445.488	814106.211	0.84	322.00
121149	TOWER	112	301421.991	814137	1.00	285.91
121151	TOWER	110	301435.002	814112.991	0.79	308.48
121143	BUILDING	110	301345.001	814003	0.52	130.91
2470968	TOWER	108	301345.188	814002.932	0.52	130.58
32191	TREES#50NIP	108	301444.404	814058.948	0.77	327.34
121088	TOWER	108	301341.002	814149.988	1.22	250.56
121090	TOWER	108	301335	814139.991	1.13	243.32
121034	TOWER	108	301316	814120	1.09	221.17
2691045	Proposed ATCT, Site H #2, 107 MSL	107	301411.7	814052.86	0.34	287.58
2691032	KNIP ATCT SITE H, HGT 1	106.9	301411.7	814052.86	0.34	287.58
754	TREES	106	301353.445	814251.675	2.05	264.42
121100	TOWER	105	301338.701	814056.6	0.59	220.58
121097	TOWER	105	301335.4	814055.402	0.62	216.05
121098	TOWER	105	301336.098	814054.901	0.60	216.15
121121	TOWER	105	301337.499	814054.8	0.59	217.38
121122	TOWER	105	301337.988	814054.991	0.58	218.08
121123	TOWER	105	301338.701	814055.801	0.58	219.72
121124	BUILDING	105	301340.75	814003.616	0.56	136.96
2481952	BUILDING	105	301336.998	814054.998	0.59	217.11
121099	TOWER	105	301336.7	814054.502	0.59	216.27
1488484	ATCT Site C1	105	301414.754	813953.46	0.55	73.76
121101	TOWER	105	301338.701	814057.101	0.59	221.12
1488485	ATCT Site D	105	301412.24	814102.52	0.48	283.57
32188	TREES#47NIP	104	301441.041	814059.732	0.73	324.22
2470877	TOWER	104	301336.548	814003.49	0.62	141.27
32186	TREES#37NIP	104	301422.129	814044.117	0.34	324.05
32197	TREES#56NIP	104	301447.569	814109.933	0.91	320.67
32198	TREES#57NIP	104	301449.471	814107.447	0.91	323.69
735	AFRAME	103.3	301338.711	814055.978	0.58	219.92
121127	TOWER	102	301336.001	814058.001	0.63	219.33
121130	TOWER	102	301338.1	814058.199	0.61	221.62
121134	BUILDING	102	301310.2	814001.301	1.01	155.58
121129	TOWER	102	301337.499	814058.598	0.62	221.41
121128	TOWER	102	301336.7	814058.8	0.63	220.81
121126	TOWER	102	301335.4	814057.9	0.64	218.66
32193	TREES#52NIP	101	301445.095	814107.7	0.85	320.59
2474371	BUILDING	100	301333.719	814026.609	0.53	174.39
121093	TOWER	99	301330	814139.001	1.16	239.31
1488486	ATCT Site E	97	301408.4	814053.082	0.33	278.40
1533069	TREES	96	301357	814215.2	1.52	264.70
121092	TOWER	96	301332.002	814146	1.23	243.06
2481873	RADAR ANTENNA	96	301334.9	814012.63	0.57	153.48

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121136	MISC NATURAL	96	301308	814024.701	0.96	175.25
121045	MISC NATURAL	95	301352.399	814215.7	1.54	261.89
121202	TOWER	94	301417.002	814045.001	0.29	311.91
121118	BUILDING	94	301327.001	814023.002	0.65	170.77
121081	TOWER	94	301323.002	814117.002	0.98	223.75
1533070	TREES	94	301356.3	814219.6	1.59	264.50
539832	TOWER	94	301417.002	814144.999	1.10	280.08
32187	TREES#38NIP	94	301439.827	814057.427	0.69	325.47
121152	TOWER	93	301430.001	814115	0.76	302.24
701	AERIAL CABLE	92.8	301343.993	814034.228	0.36	189.26
121155	TOWER	92	301420	814115	0.69	290.49
121154	TOWER	92	301422.988	814106	0.59	299.41
2474468	TOWER	91	301343.86	814033.139	0.36	186.74
2467495	TOWER	91	301343.86	814034.054	0.36	188.81
121058	BUILDING	91	301336.098	814056.899	0.62	218.29
121054	TOWER	89	301344	814131.988	0.96	248.20
121091	TOWER	89	301335	814153.002	1.30	247.04
121056	TOWER	89	301341.002	814129	0.94	244.40
121148	TOWER	88	301428	814139.001	1.06	290.67
121157	TOWER	87	301448.001	814111	0.92	320.21
32182	TREES#25NIP	87	301426.074	814042.767	0.39	332.10
121200	TOWER	87	301403.991	814104.988	0.50	267.21
121037	TOWER	87	301312	814108.002	1.04	211.55
121052	TOWER	87	301325	814131.988	1.12	232.98
121060	TOWER	87	301332.992	814135.002	1.08	240.02
121061	TOWER	86	301332.002	814121.001	0.92	232.82
121150	TOWER	86	301440.988	814107.001	0.79	318.03
121051	TOWER	85	301325	814139.001	1.20	235.90
121086	TOWER	85	301318.001	814054.001	0.86	203.53
121038	TOWER	85	301312	814101	0.99	206.58
121055	TOWER	84	301343	814143.001	1.12	250.44
121135	MISC NATURAL	84	301309.098	814007	1.00	160.33
121199	TOWER	84	301408.992	814117.002	0.68	274.96
121049	TOWER	84	301327.001	814142	1.22	238.33
121031	TOWER	84	301316	814126.002	1.15	224.41
121079	TOWER	84	301314.992	814122.988	1.13	222.25
121094	TOWER	84	301330	814119	0.92	230.08
720	TOP TREES BYND PL	83.5	301434.42	814055.593	0.61	322.71
753	MAST	83.1	301417.933	814000.416	0.48	64.26
121084	TOWER	83	301318.991	814115	1.01	219.94
121096	TOWER	82	301323.992	814128	1.08	230.44
121095	TOWER	82	301327.001	814128	1.05	232.54
121048	TOWER	82	301327.991	814146	1.26	240.35
121108	TOWER	82	301312	814031.001	0.89	180.75
121059	TOWER	81	301336.001	814135.002	1.06	242.37
121085	TOWER	81	301318.991	814111	0.97	217.32
121041	TOWER	80	301312	814112.991	1.08	214.80
121080	MISC NATURAL	80	301311.1	814118.899	1.15	217.88
121032	TOWER	80	301318.001	814108.992	0.97	215.37
121106	BUILDING	79	301314.992	814017	0.86	167.21
121153	TOWER	78	301426.002	814055.988	0.51	312.52
121111	BUILDING	78	301337.988	814018.001	0.49	158.92
121112	BUILDING	78	301337.988	814037.988	0.47	193.83
121156	TOWER	78	301419	814053	0.40	304.36
32183	POLE#26NIP	77	301425.875	814042.304	0.38	332.75
121087	TOWER	77	301346.988	814149.988	1.19	255.07
121197	TOWER	77	301412.001	814053	0.35	288.27
723	TOP TREES APR 14	76.9	301438.848	814052.567	0.64	329.81
121196	TOWER	76	301440.988	814113.988	0.87	313.06
708	WIND SOC TOP BLD 117	75.7	301344.968	814007.276	0.48	135.84

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121039	TOWER	75	301312	814059.002	0.98	205.07
2476430	RADAR ANTENNA	75	301405.46	814030.191	0.00	134.63
121083	BUILDING	75	301321	814120	1.03	224.21
121117	BUILDING	75	301327.991	814028.988	0.62	178.39
121035	BUILDING	75	301314.992	814115	1.06	217.63
121036	TOWER	75	301313.001	814058.001	0.96	204.71
121116	BUILDING	74	301330	814005.002	0.69	148.33
121033	TOWER	74	301317	814058.001	0.90	206.48
32184	TREES#27NIP	74	301425.183	814049.448	0.43	319.71
121053	TOWER	74	301350.002	814149.988	1.18	257.42
121109	BUILDING	74	301312	814014.992	0.92	166.13
2468069	BUILDING	74	301344.828	814007.09	0.48	135.80
121105	BUILDING	73	301318.991	814005.002	0.85	154.79
121201	TOWER	73	301431.988	814054.991	0.57	320.94
121107	BUILDING	73	301314.002	814005.002	0.93	156.97
121047	TOWER	73	301348	814153.002	1.23	256.35
121119	BUILDING	73	301323.992	814005.002	0.78	152.18
710	TOP OF TACAN	72.1	301405.588	814030.356	0.00	311.65
121120	SMOKESTACK	72	301336.991	814023.002	0.48	167.62
728	TREES	71.7	301441.23	814051.517	0.67	332.64
121142	BUILDING	71	301335.9	814005.099	0.61	143.60
121043	MISC NATURAL	71	301307.1	814101.298	1.07	204.83
121042	MISC NATURAL	71	301309.401	814105.5	1.06	208.67
32177	TREES#66NIP	71	301457.84	814038.79	0.88	351.89
32180	POLE#23NIP	70	301425.662	814039.299	0.36	338.63
121114	BUILDING	70	301336.001	814032.992	0.49	184.71
121110	BUILDING	70	301344	814023.992	0.37	165.91
737	TREES	69	301343.996	814124.649	0.86	245.58
121050	TOWER	69	301327.001	814131.988	1.10	234.37
121115	BUILDING	69	301334	814036.001	0.53	189.10
32171	TREES#73NIP	68	301445.57	814042.964	0.69	344.55
121062	TOWER	67	301330	814108.992	0.81	223.53
722	TOP OBLIT P.POL 14	66.1	301434.525	814054.365	0.60	324.17
122367	TOWER	66	301328.999	814207.999	1.54	246.77
121082	BUILDING	65	301322.501	814119.9	1.01	225.13
739	POLE	65	301345.974	814135.261	0.99	250.97
121139	BUILDING	64	301344	814039	0.38	199.60
121140	BUILDING	64	301343.9	814034.298	0.36	189.37
32170	TREES #74NIP	63	301443.989	814043.627	0.67	343.16
2469337	SIGN	62	301404.571	814150.708	1.16	269.27
2465927	PYLON	62	301352.309	814154.92	1.24	259.87
717	TOP TREES BHND T/L	61.4	301418.609	814021.239	0.25	30.62
121125	BUILDING	61	301344	814009.001	0.47	139.39
32169	TREES #75NIP	59	301441.706	814045.07	0.64	340.39
721	TP OBLT TELPOLE	58.7	301437.3	814053.163	0.62	327.94
2472452	RADAR ANTENNA	58	301404.877	814040.523	0.15	266.24
730	TREES	57.7	301430.399	814036.02	0.42	348.54
707	TOP ISLS ASR ANTENNA	57.3	301405.003	814040.682	0.15	267.09
719	TREES INSIDE CUT/LN	57.3	301427.812	814054.027	0.51	317.20
2468068	PYLON	57	301350.149	814155.568	1.26	258.33
2469336	PYLON	57	301403.44	814151.5	1.17	268.36
121141	BUILDING	56	301344	814028.988	0.36	177.20
2468683	PYLON	56	301404.171	814151.259	1.17	268.95
731	TREES	55.2	301427.27	814031.761	0.36	356.44
733	TREES	55.2	301436.484	814043.669	0.55	339.34
32176	TREES#67NIP	55	301454.254	814039.444	0.82	350.66
32179	POLE#22NIP	55	301425.683	814038.198	0.36	341.04
702	BLDG	54.4	301342.839	814027.888	0.38	174.93

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32172	TREES #72NIP	54	301447.337	814042.224	0.72	346.00
32181	POLE#24NIP	53	301425.544	814040.926	0.37	335.11
715	TREE LINE E 14-32	52.1	301407.818	814009.983	0.29	82.37
32166	TREES #78NIP	52	301434.068	814040.259	0.50	343.02
32178	POLE#21NIP	52	301425.873	814037.633	0.36	342.45
727	POLE	51.1	301439.986	814051.973	0.65	331.29
32175	TREES#68NIP	51	301453.493	814040.37	0.81	349.58
732	TREES	49.9	301414.166	814016.132	0.25	54.54
703	BLDG	49	301345.25	814034.976	0.34	191.60
724	TREES	48.2	301442.073	814051.089	0.68	333.64
709	AERIAL ON CRASH BLDG	47.2	301403.379	814036.492	0.10	249.10
32174	TREES#69NIP	47	301451.819	814041.073	0.79	348.49
704	HANGAR	46.7	301345.296	814024.711	0.34	166.71
32167	TREES #77NIP	46	301437.833	814045.48	0.58	337.71
705	HANGAR	45.7	301345.375	814009.334	0.45	137.96
32185	POLE#28NIP	45	301425.069	814049.253	0.43	319.84
32168	TREES #76NIP	45	301439.701	814045.06	0.61	339.35
32173	TREES #71NIP	44	301449.172	814041.697	0.75	347.13

19. Herlong Field. Herlong Field (HEG) is located 7 NM west-northwest of NAS Jacksonville. It is a small civil airport operated by the Jacksonville Port Authority with no air traffic control service. A rotating beacon is located on the airport. The landing area consists of four asphalt-surfaced runways with Runway 7/25 lighted during the hours of darkness. Approximately 75 light aircraft and several gliders are permanently located at Herlong. Pilots should use extreme caution while operating in the vicinity of Herlong Field and to be particularly alert for aircraft towing gliders and for gliders in flight. UNICOM is available 24 hours a day, frequency 123.0.

20. Closed Field Operations. Per reference (k), closed field operations are authorized for Jacksonville Navy Flying Club, U.S. Customs, COMHSCWINGLANT, COMHSMINGLANT, Florida Fish and Wildlife aircraft, and Air Ambulances/MEDEVACS.

21. Lightning Within 5 NM of Airfield. When lightning is observed within 5 NM of the airfield, the ODO shall ensure the following procedures are adhered to:

- a. Discontinue airfield fueling operations and weapons handling.
- b. Transient Line provides "Follow Me" service only. (No pins or chocks)
- c. Tower shall recommend to arriving aircraft that they do not discharge passengers.
- d. Air Terminal shall not allow passengers to deplane aircraft.
- e. No aircraft on the Transient Line shall be serviced or started.

Note: The ODO may alter these procedures using caution and prudent judgment.

22. Jacksonville Navy Flying Club. The Jacksonville Navy Flying Club maintains responsibility for ensuring that all pilots operating out of NAS Jacksonville are familiar with local course rules, military aircraft characteristics, radio procedures, interpretation of light signals, and

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effects of wake turbulence on light aircraft. **Military aircraft have priority over all Navy Flying Club aircraft.** Pilots are responsible for obtaining NOTAM and other information concerning conditions affecting NAS Jacksonville airfield operations. Additionally, pilots on an IFR flight must obtain a weather brief and file a flight plan per existing FAA regulations. Flight plans may be filed via fax with Base Operation (542-2514). Pilots not required to file a flight plan must comply with Chapter 2, paragraph 13b of this manual. The Jacksonville Navy Flying Club shall furnish the Operations Department with a current listing of Flying Club aircraft by type and FAA registration number.

a. Procedures:

(1) VFR

(a) Departures. Climb to 1200 feet MSL, proceed northbound to Sadler Point, and then continue on course. Notify the Control Tower when clear of the Class D surface area. Runway 32 departures climb straight on course. Runway 10/14 departures are a left turn after takeoff. Runway 28 is a right turn after takeoff. In all cases, climb to 300 feet MSL prior to making any turns. Caution must be exercised due to 102 feet antennas located north of the intersection of Runway 10/28 and 14/32 on station.

(b) Arrivals. Contact Navy Jax Tower with position and intentions **prior to entering the Class D Surface Area.** Enter the Class "D" Surface Area over Winter Point at 1500 ft. MSL. Continue southbound and proceed as directed by the tower descending to 1000 ft. or hold northwest of Point La Vista at 1000 ft. until obtaining clearance into the traffic pattern.

(2) IFR

(a) Pilots on IFR flights will request IFR clearance through Ground Control, frequency 128.6.

(b) IFR flight will normally arrive via radar approach.

(c) In the event of lost communications, utilize standard lost communications procedures. Squawk mode 3, code 7600 and proceed to Herlong field for landing.

(d) Practice radar approaches will not normally be allowed at NAS Jacksonville. Practice approaches may be requested by qualified instrument rated pilots on a not-to-interfere basis during periods of minimal traffic. The controller has the prerogative of refusing to authorize or withdrawing authorization for practice instrument approaches to ensure that the expeditious flow of arriving and departing military traffic is not interrupted.

b. Communications:

(1) Initial radio contact will be made with Ground Control, frequency 128.6, for taxi. The transmission will include call sign, type aircraft, request for taxi clearance, and type of flight, examples:

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IFR flight plan: "Navy Jax Ground, Cessna 39M, C172 taxi, IFR, Pensacola".
VFR flight plan: "Navy Jax Ground, Cessna 39M, C172 taxi, VFR, Daytona".

(2) Switch to tower frequency, 120.0, at the hold short and call when ready for takeoff. Instructions to "hold short" or "taxi into position and hold" must be read back to the tower. (A clearance for takeoff may simply be acknowledged.)

(3) Two-way radio communication is required for all flights into and out of the Class D Surface area.

(a) If radio failure occurs prior to entry into Class D Surface area, aircraft are expected to land at Herlong or another suitable airfield for repairs. If it is essential for the aircraft to return to NAS Jacksonville with no radio capability, coordination is required with the NAS Jacksonville Air Traffic Control by telephone, from the outlying field prior to flying into the area.

(b) If radio contact is lost after entering the Class D Surface area climb to 2000 feet MSL while orbiting over Point La Vista, then fly over the expected runway in use while rocking wings. Turn downwind and descend to pattern altitude (1000 feet MSL). Maintain a vigilant lookout for other pattern traffic and expect light signals from the Control Tower for landing. At night utilize the same procedures. Flash landing lights in lieu of rocking wings when over the runway to indicate NORDO status.

a. Runway 14/32 is designated as the primary runway for Jacksonville Navy Flying Club. Runway 32 is the calm wind runway. If wind conditions exist which exceed the maximum crosswind limitations for the aircraft, or the pilot deems it necessary for safety, Runway 10/28 may be requested. NOTE: RUNWAY 14/32 MUST NOT BE USED DURING THE PRESENCE OF EXPLOSIVES AT THE CALA/RED LABEL AREA. ONLY MILITARY AIRCRAFT MAY USE TAXIWAY CHARLIE AND DELTA WHEN EXPLOSIVES ARE ON THE CALA/RED LABEL AREA.

c. Touch-and-go operations may be approved on a not-to-interfere basis. Pattern altitude is 1000 ft. MSL.

d. Initial student solo flights (first or second supervised solo) and night student solo flights are not permitted at Navy Jax.

e. Pilots will report "Wheels down" prior to landing.

f. Pilots on local VFR flights are strongly encouraged to utilize the services provided by Jacksonville Approach Control for radar traffic advisories. Pilots in transponder equipped aircraft shall squawk 1200 on VFR flights.

Caution: Helicopters on board NAS Jacksonville utilize the mat area, the north 1000 feet of Taxiway Delta, and Runway 14/32 for pattern work. Patterns are flown at 500 feet MSL, but can be authorized up to 800 feet MSL for practice auto-rotations. NOTE: RUNWAY 14/32 MUST NOT BE USED DURING THE PRESENCE OF EXPLOSIVES AT THE CALA/RED LABEL AREA.

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CHAPTER 4

INSPECTIONS AND SWEEPING OF THE AIRCRAFT MOVEMENT
AREA, LOADING RAMPS AND PARKING AREAS

1. General. Debris, particularly small metallic objects, is frequently drawn into jet engines. This necessitates unscheduled engine changes as a result of foreign object damage (FOD). It is essential that all areas where aircraft are operated be kept clear of all loose objects. Debris on taxiways, runways and parking areas comes from several sources such as operation of trucks and other mobile equipment on these areas, line maintenance of aircraft on turn-up areas, spalling of pavement from heat of jet exhaust and wind storms. In order to reduce to a minimum the possibility of jet engine damage resulting from these sources, it is necessary that daily inspections and good housekeeping practices be observed in the movement and parking areas.

2. Inspections

a. The aircraft movement area is defined as the runways, taxiways and other areas of an airport, which are utilized for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. The movement area shall be inspected by Transient Line/Arresting Gear personnel twice daily, with the first inspection conducted prior to 0800 local time and the second inspection two hours prior to sunset.

b. The results of the daily inspections shall be reported to the ODO, with any discrepancies indicated on an airfield diagram form. Any discrepancy reported to the ODO shall be forwarded to the Airfield Facilities Manager (AFM) for corrective action. The ODO shall inform the Tower Supervisor of discrepancies that adversely impact airport operations.

c. Additional inspections shall be conducted whenever required, such as after accidents, incidents, during construction, and other unusual conditions.

d. Tenant squadrons and activities based at NAS Jacksonville shall be responsible for periodic inspection of assigned parking areas and hangar spaces.

3. Sweeping

a. AFM is responsible for airfield sweeping duties and is equipped with a vacuum sweeper truck, which will remove the majority of all types of loose objects.

b. All ramp spaces, seawall areas, and taxiways are routinely swept Monday through Friday. The runways shall be swept each Tuesday between 0500 and 0730 local while runway is closed for centerline maintenance. Requests for unscheduled or weekend sweeping shall be forwarded to AFM during normal working hours at 542-3176 (M-F, 0800L-1600L) and to the ODO after 1600(L).

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c. Sweeping equipment shall be radio equipped or accompanied by an escort vehicle that is radio equipped. Clearance shall be obtained from, and radio contact maintained with, the Control Tower prior to proceeding onto movement areas.

4. FOD Removal. The responsibility for good housekeeping practices necessary to prevent the presence of loose objects and FOD on aircraft operating pavement shall be as follows:

a. The Operations Officer shall ensure all runways, taxiways, aprons, and other aircraft operating areas are inspected weekly by the AFM who shall report unsatisfactory conditions to the units concerned and to the NAS Jacksonville Aviation Safety Officer (ASO).

b. The Air Operations Department shall be responsible for the runways, taxiways, quarterdeck, Hangar 117, Hangar 116 and the aprons utilized for parking transient aircraft. A walkdown of the station quarterdeck and Air Operations aircraft parking ramp shall be conducted as required.

c. Other tenant activities based at NAS Jacksonville shall be responsible for assigned aircraft parking areas and hangar spaces.

d. The airfield will be closed on the second Wednesday of January, April, July, and October (the first month of each quarter) from 0730-0900(L) for Basewide FOD Walkdown.

Note: Once the airfield has been closed for FOD walkdown, prohibited operations include: Flight OPS, engine turns, aircraft movement, and APU/support equipment.

e. Ramp freeze procedures occur on the second Wednesday of the month when Basewide FOD Walkdown is not scheduled (February, March, May, June, August, September, November, and December) from 0930-1100(L). This allows contract groundskeepers to conduct airfield upkeep which enhances the airfield Bird and Animal Strike Hazard (BASH) program.

Note: Once the airfield has been closed for ramp freeze, prohibited operations include: Flight OPS, engine turns and aircraft movement. APU/support equipment are permitted.

5. Procedures for Notification of Conditions Affecting Airport Safety. The ODO shall notify airport users by NOTAM, ATIS, or other appropriate means, of any condition that may affect the safe operation of aircraft. These conditions include, but are not limited to:

a. Construction or maintenance work on pavement or safety areas.

b. The presence and depth of snow, slush, ice or water on runways or taxiways.

c. The presence of objects on or next to runways or taxiways.

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- d. The failure or irregular operation of airport systems.
- e. Bird activity.

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CHAPTER 5

AIR TRAFFIC CONTROL

1. Instrument Procedures

a. Jacksonville Terminal Radar Approach Control (TRACON), located at Jacksonville International Airport, provides approach control service for NAS JAX within the airspace delegated by Jacksonville ARTCC.

b. Aircraft shall normally receive a Visual approach unless otherwise requested by the pilot upon initial contact with Jacksonville TRACON. Single frequency approaches shall be utilized to the maximum extent possible. Pilots of flights which require a frequency change prior to contacting NAS Jacksonville are requested to make the change as rapidly as possible due to traffic density.

c. PAR and ASR approaches are approved for Runways 10 and 28. All aircraft shall be vectored to a six-mile base leg for Runway 10 and an eight-mile base leg to Runway 28. Aircraft should expect to intercept the final approach course less than two miles outside the final approach gate as approved by CNO waiver dated 4 Dec 91. PAR approaches are normally available between the hours of 0700-2300L except during published preventive maintenance periods.

d. NAS JAX has no published Standard Instrument Departures. Pilots should file for the most direct departure route and request a radar vector climb on course. Jacksonville TRACON provides departure control service.

2. Emergency Procedures. Rigid rules cannot cover every possible emergency situation or substitute for a pilot's good judgment and training. In general, pilots experiencing an emergency should immediately report the emergency to the appropriate ground station, giving call sign, position, altitude, course, and intentions, and squawk emergency. Radio discipline is imperative on the part of everyone concerned. Uninvolved personnel should remain silent unless their assistance is needed or requested. Normally, when the emergency aircraft reaches a point that is within 6 NM of the airport, other approaches, landings, and takeoffs will be discontinued.

3. Lost Communications Procedures. Navy and Marine Corps aircraft operating in the Jacksonville area are under CNO directed "positive control" procedures. The majority of aircraft operating from NAS JAX are filed IFR or operating in the immediate vicinity of the airfield and are under Tower control. The following procedures apply:

a. IFR filed aircraft operating away from the airfield are expected to follow the procedures outlined in the current FLIP. Pilots of aircraft without communications, proceeding VFR, should keep in mind the general peculiarities of the local weather. The majority of frontal activity is restricted to the northern section of Florida. This activity rarely extends farther south than Lake George. With this knowledge in mind, it is generally advisable to fly south in search of an alternate landing field. Upon landing

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at any airfield other than the one indicated on the flight plan, it is imperative that the pilot of such flight notifies the originally planned destination airport of his/her location immediately, by whatever means available.

b. Aircraft operating VFR at NAS JAX under Tower control are expected to indicate a lost radio condition by rocking the aircraft's wings at the break position and observing the tower for a light gun signal (see paragraph 7 of this Chapter) when turning base.

4. Prevention of Wheels-Up Landings

a. Control Tower personnel shall be thoroughly and continuously indoctrinated regarding their responsibilities for prevention of an unintentional wheels-up landing. Binoculars, 7 x 50 power or stronger, shall be immediately available and used for this purpose.

b. A wheels-down report shall be given as the aircraft turns onto base leg or after lowering the landing gear on a straight in approach. The controller shall remind the pilot to check wheels-down at an appropriate position in the pattern, unless the pilot has previously reported wheels-down. In the absence of a wheels-down report no aircraft shall be issued landing clearance.

5. Frequency Plan, Air/Ground. Frequencies are as published in the applicable DOD Flight Information Publication.

6. Recording of Air Control Communications

a. All voice communications between aircraft and Air Traffic Control personnel are recorded. Interfacility and intrafacility communications are also recorded. The recording tapes are changed daily at 0700(L). Per reference (a), the tapes are filed for 15 days. After this time period, the tapes are electronically erased and replaced in the recording system.

b. Requests for recording transcripts should be submitted to the Commanding Officer, NAS JAX and shall include the date, time, frequency used, and must be received within the 15-day retention period. The correct time of the requested inquiry is of the utmost importance. Under any circumstances whereby the voice transmissions between aircraft and Air Traffic Control personnel could be of value to an investigation being conducted or expected, it shall be the responsibility of the ATCFO to retain the specified tape recording until he/she determines that it serves no further purpose.

c. Recorder tape containing information incident to any claim or complaint of which the command has been notified shall be retained per reference (a). Tapes or information thereon, shall not be released to any party without consent of the Commanding Officer.

7. Light Signals. Signals from a portable light gun shall mean the following:

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Color and Type of Signal	On the Ground	Inflight
Steady Green	Cleared for takeoff	Cleared to land
Flashing Green	Cleared to taxi	Return for landing
Steady Red	Stop	Give way to other aircraft and continue Circling
Flashing Red	Taxi clear of landing area (runway)	Airport unsafe/in-use do not land
Flashing White	Return to starting point on airport	NOT APPLICABLE
Alternating Red & Green	General Warning S	Exercise Extreme Caution

8. Briefing Services

a. A comprehensive ATC briefing service, conducted by military or FAA personnel, is available upon request. In the interest of safe, orderly, and expeditious flow of air traffic, units are encouraged to avail themselves of this service by making arrangements with the Air Traffic Control Facility Officer. It is recommended that "back in the saddle" briefs be arranged as soon as possible after return of deployed units to NAS Jacksonville.

b. All transient detachment aircraft shall receive noise abatement/course rules brief prior to operating in the local area.

9. Civil Aircraft Operations. Excluding those aircraft assigned to Jacksonville Navy Flying Club, no civil aircraft may land at NAS Jacksonville, except for the following reasons:

a. A bona fide emergency.

b. The pilot or company owning the aircraft has a current Aviation Facility License on file in Flight Planning or known to be on file in the Office of the Chief of Naval Operations.

Note: Light civil aircraft commit frequent violations of NAS Jacksonville Class "D" Surface Area. These violations reach a peak before and after such events as space shots, automobile races and other major public attractions. They usually occur in the vicinity of the approach path to runway 10 on a line between Herlong Airport and Green Cove Springs at 1,000 to 2,000 feet. In addition, Florida State Forestry aircraft, as well as telephone and utility company aircraft, are often cleared to transit the Class "D" Surface

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Area at altitudes from 500 to 1,000 feet. Pilots should exercise extreme vigilance when in the Jacksonville Terminal area.

10. Aircraft Hijack Bill. The command policy for handling hijacked aircraft is stated in reference (p).

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CHAPTER 6

TRANSIENT AIRCRAFT

1. Procedure for Obtaining Services

a. VIP, logistic, and transient aircraft shall contact Navy Jax Base Operations 20 minutes prior to arrival on 310.2 Mhz, stating DV and Honor Code, if applicable, block time, planned ground time, and service requirements. Other requests not associated with ATC should also be made on this frequency.

b. Transient pilots may request servicing at the Transient Line Office by completing a Transient Aircraft Services Form. Transients may expect a two- hour servicing delay. Priority is given to fleet logistic and special movement aircraft.

c. Pilots of ferry aircraft being delivered to FRCSE, shall be directed to the FRCSE Flight line, Hangar 124, during normal working hours. After 1530(L) and on weekends and holidays, delivery aircraft will be parked on the transient line.

d. The Airfield Facilities Manager's Office shall assign detachment spaces and issue all keys. Transient aircraft ramp parking is severely limited for all types of transient aircraft.

2. Accommodations Available

a. Officer and enlisted quarters are available through Central Billeting at 542-3138. Messing facilities include a galley and several MWR/commercial restaurants.

b. Reference (m) promulgates the determination of adequacy of bachelor officer and enlisted quarters, and publishes an occupancy plan for the quarters. It also establishes certification procedures for personnel in regard to their bachelor quarters occupancy status.

3. Transportation Available. Transient pilots and crew needing transportation for billeting and official business within NAS Jacksonville may be obtained from the Air Terminal at 542-8165. Vehicles and drivers are in very limited supply and will be provided as available.

4. Instructions for Clearance of Passengers for Flight

a. The pilot of a naval aircraft shall not embark any person who has not been properly cleared for the flight by competent authority per reference (p).

b. The following shall apply to any person, including civilian personnel, embarking as a passenger on any U.S. military aircraft:

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(1) Military personnel shall present to the Air Terminal, or the pilot in command of the flight, his/her military ID card, valid leave papers, special liberty request, official orders authorizing government transportation.

(2) In addition to the standard requirements, reserve personnel shall present a completed DOD Form 1853.

(3) Dependents of military personnel shall present official orders authorizing government air transportation or command sponsorship letter authorizing them to fly while sponsors are deployed for more than 120 days.

(4) Retired personnel shall present a valid ID Card and signed DOD Form 1382. Gray area retirees with a red DD Form 2 identification are authorized travel but are limited to travel within the United States. Gray area retired dependents are not authorized to travel until retiree reaches full retirement at age 60 and possesses a Blue DD Form 2 identification.

(5) When authorized by competent authority, civilian personnel, not employed by DOD, shall present a signed DOD Form 1381.

c. All passengers are required to check in at the Air Terminal desk and have proper identification.

5. Procedures for Handling Visiting VIPs

a. Commissioned Officers of the Navy and associated services of the rank of Captain, USN, or the equivalent and above, and important civilian dignitaries shall be accorded the following services and courtesies while visiting Naval Air Station, Jacksonville:

(1) Full honors per Navy Regulations when the visit is formal, unless otherwise directed by the visiting officer or dignitary.

(2) Appropriate messing and quarters facilities.

(3) Surface transportation.

b. The ODO shall notify the following of ETA and/or ETD of visiting DV:

(1) CDO

(2) Transient Flight Line

(3) Control Tower

(4) Air Terminal

(5) Operations Officer

c. The Operations Officer or a designated representative shall meet all DV flight arrivals occurring during normal working hours. They shall also attend the departure of all Flag Officers or equivalent civilian dignitaries.

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d. The Command Duty Officer (CDO) shall attend the arrival and departure of all Flag Officers or equivalent civilian dignitaries and the arrival of all 0-6 visitors.

e. The Operations Duty Officer (ODO), upon receiving information concerning the arrival of a Flag Officer or persons of equivalent rank, shall ensure:

(1) The cleanliness and orderly appearance of the Quarterdeck, DV Lounge, and surrounding areas. (Contact Operations LCPO for assistance.)

(2) The Air Terminal provides sufficient personnel in clean uniforms on the Quarterdeck to ensure expeditious and courteous assistance.

6. Procedures for Obtaining Endorsement on Orders. All endorsements on orders pertaining to transportation will be performed by authorized Air Terminal personnel.

7. Area Passenger Transportation Office. Personnel traveling on official business who require transportation should report to or call Personnel Support Activity, Detachment Jacksonville at 542-4217. Pilots who have an urgent necessity for procuring commercial transportation outside normal working hours may obtain assistance by calling the OOD.

8. Customs Procedures

a. NAS JAX is a port of entry into the continental United States by U.S. military aircraft making an initial landing from a foreign country. Aircraft, passengers, and their baggage shall be inspected by U.S. Customs and U.S. Department of Agriculture officials. All arriving civilian passengers are required to present proof of U.S. citizenship, or proper authority to enter the United States, to U.S. Immigration officials.

b. The responsibility for maintaining liaison with Customs, Immigration, and Agriculture authorities is delegated to the Operations Officer. Upon receipt of a flight plan for an aircraft arriving at NAS JAX from outside the continental limits of the United States, the ODO, as the direct representative of the Operations Officer, shall notify Customs, Immigration, and Department of Agriculture representatives of the estimated time of arrival of the aircraft.

c. It is the Plane Commander's/pilot's responsibility to ensure required preparations have been completed prior to arrival at this station from outside the continental limits of the United States and to ensure that all persons and cargo remain on the aircraft until appropriate inspections have been completed. The Plane Commander of an aircraft arriving from an overseas base where preflight inspection facilities were utilized shall ensure that the Agriculture Certificate and Customs Declaration are delivered to the ODO immediately after landing. Departure reports filed at an overseas base should either request Agriculture and Customs clearance upon arrival or state that those services were completed prior to departure from the overseas base.

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Prior clearance does not specifically exempt an aircraft from an arrival inspection; such inspections are discretionary with the inspecting authorities.

d. Authorized parking locations for aircraft requiring inspection shall normally be as follows:

- (1) Quarterdeck (north of Bldg. 118 - Tower)
- (2) Air Terminal
- (3) Hangar 1000, 511, 30
- (4) Transient Flight Line
- (5) Seawall (for HSC/HSM aircraft)

e. Additional costs to the station are incurred when an aircraft requires inspection outside normal working hours. Plane Commanders should plan their flights to arrive at this Port of Entry between the hours of 0800-1600 local time, Monday through Friday, except holidays. Exceptions must be requested 24 hours in advance and require the specific approval of the Operations Officer or the ODO, 542-2511.

9. Procedures for Obtaining Flight Rations

a. Flight rations may be requested by transient and station flight crews through the Air Terminal or made directly to the Galley at 542-3854.

(1) Transient aircraft:

(a) Cash payment is required for flight lunches. The Air Terminal must be notified of the number of lunches requested, aircraft identification and type, time desired and pilot's name. Personnel receiving this information shall ensure the request is passed to the Air Terminal. Air Terminal personnel shall call the order to the Flight Galley, fill out Special Meal Request/Receipt (NAVSUP Form 340), and retain same in the Terminal for the ordering person's signature. Upon arrival, the pilot or his representative shall sign the Form 340. The Air Terminal may provide transportation to the Flight Galley.

(b) When a request for flight lunches is received via Flight Service, the same procedures as above shall be followed, except the ordering person shall be notified of the aircraft's arrival.

(2) Transient aircraft remaining overnight: The pilot in command shall be responsible for ordering flight lunches providing three hour notice to the Galley to ensure they are ready. Air Terminal personnel may provide transportation services. Form 340 may be filled in as far in advance as the pilot in command desires, but he or his representative must be at the Air Terminal at least 15 minutes prior to "pick up" time for transportation to

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the Flight Galley. Under no circumstances shall Air Operations Department personnel be required to sign the Form 340 as "Requesting Officer" nor shall Air Operations Department personnel handle any cash.

10. Procedures for Obtaining Required Registered Publications Necessary for Flight

a. Registered publications normally required for flights to areas listed in the Classified Supplement of the Foreign Clearance Guide are available at the ODO desk.

b. Other registered publications that may be required for flight, or for a specific mission, must be obtained from the Naval Computer and Telecommunications Station, Jacksonville, CMS Custodian, Bldg. 848W, Room 154, during normal working hours. Outside of those hours, call the NAVCOMTELSTAJAX Watch Officer at 542-3777/6002/0958.

11. Procedures for Temporary Stowage of Registered Material and Weapons

a. Registered material of a non-sensitive or unclassified nature may be received for temporary stowage by the ODO. Registered material, confidential or higher sensitivity shall be left in the custody of the NAVCOMTELSTAJAX Watch Officer, Bldg. 506. Transportation and assistance is available from the Air Terminal or the Quarterdeck.

b. Weapons, such as small arms, may be checked in with the Duty Police Officer, Bldg. 9, if the required custodial period does not exceed 72 hours. Storage required beyond this period may be provided by the Station Armory, Bldg. 376. Access to the Armory is obtained by calling 542-5432 between 0700(L) and 1530 (L), Monday through Friday.

12. Availability of Personal Articles for Unexpected RON and BINGO Crews. Necessary toiletries and personal items are available for purchase at the BOQ front desk, 24 hours a day.

13. Disposable Stores/Waste from Overseas Flights. The United States Department of Agriculture (USDA) has set guidelines for handling and disposing of stores, unconsumed meals, galley refuse, and garbage from foreign arriving military and commercial flights. Storage facilities are available in the area immediately west of the Air Terminal. They consist of red dumpster containers marked "USDA Regulated Trash, Contaminated Overseas Trash Only". It is the responsibility of the aircraft commander to comply with the following:

a. Waste shall be sealed in 4mm bags prior to leaving aircraft.

b. Air Terminal personnel will contact the disposal authorities to sterilize the trash within 72 hours.

14. Refueling and Servicing Priority. Operational flights, MEDEVAC missions, scheduled airlifts, and VIP movements shall be given priority for refueling and servicing over FAA flight inspection aircraft. FAA aircraft take precedence over routine transient aircraft.

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CHAPTER 7

AIRCRAFT CRASH AND RESCUE

1. Crash and Rescue Bill. Complete procedures to be followed in the event of an aircraft accident are contained in reference (o).

a. The ODO is responsible to the Operations Officer for the efficient functioning of air operations outside normal working hours. In fulfilling this responsibility the ODO shall supervise, or direct various station assets required to support any accident or emergency on or off the airfield. He/She must take whatever immediate action deemed necessary to affect a proper solution to a particular situation or problem. Normally, the ODO shall not proceed to the crash scene. After normal working hours, if the Operations Officer or his/her assistant is not available, the ODO shall alert any Operations Department Officer to act as his/her representative.

b. Crash Position 2 is located on the southeast corner of Hangar 124, as resources allow, the NAS Jacksonville Fire Department will staff Position 2 and provide support on the Seawall for helicopters during the following operations:

- (1) Hot refueling
- (2) Simultaneous takeoffs/landings (three or more aircraft)
- (3) Other Hazardous operations as determined by the Operations Officer, Aviation Safety Officer or the Tower Branch Chief.
- (4) In order for ATC/Tower to notify NAS JAX Fire Department in a timely manner, flight crews requesting to conduct any of the above operations shall notify the Control Tower as soon as possible. ATC/Tower should request these services via Foxtrot 1 (Fire Command Headquarters) over the Crash Radio or 542-2452 ext 10 or 542-2452 ext 10.

c. Reporting Procedures:

(1) Crashes should be reported to NAS Air Operations, ODO Office, Bldg 118, ext. 2511, from persons on the ground and to any ATC facility from pilots of airborne aircraft.

(2) The Control Tower shall activate the emergency/crash phone to notify:

- (a) ODO
- (b) Fire Headquarters
- (c) RDC
- (d) Weather

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(3) The Control Tower shall coordinate with radar as appropriate.

(4) Upon receipt of a report from the Control Tower of an actual crash, the ODO shall alert:

- (a) Operations Officer
- (b) Air Traffic Control Facility Officer
- (c) Fleet Imaging Center, Atlantic (Photo Lab)
- (d) Aviation Safety Officer
- (e) Branch Clinic
- (f) Security
- (g) HSC and HSM
- (h) FRCSE
- (i) PATRECONWING ELEVEN
- (j) VRC-40

*As required

Note: NAS JAX does not have runway foaming capability.

2. Search and Rescue Bill. Request for search and rescue (water) shall be forwarded to Coast Guard Mayport COMM (904)247-7311. Request for search and rescue (land) shall be forwarded to the Rescue Coordination Center Langley, VA DSN 574-8112 or COMM (757)764-8112.

3. Salvage Bill

a. Upon notification of a mishap requiring aircraft salvage operations, the Fire Chief or his assistant shall assume the role of Aircraft Salvage Officer.

b. The Aircraft Salvage Officer shall be responsible for:

- (1) Supervising removal of the disabled aircraft from the airfield.
- (2) Supervising the removal of aircraft wreckage in off-station crashes.
- (3) Effecting coordination with squadron or activity concerned.
- (4) Coordinating with the Public Works Heavy Equipment Supervisor to determine equipment requirements to salvage the aircraft.

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c. The senior member of the Aircraft Mishap Board shall notify the NAS JAX Salvage Officer, via appropriate Chain of Command, when the aircraft can be released for salvage.

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CHAPTER 8

NOLF WHITEHOUSE

1. Airfield

a. NOLF Whitehouse is located at 30 21'N, 81 52'W, 13 NM northwest of NAS Jacksonville, and is under the jurisdiction of the Commanding Officer, Naval Air Station Jacksonville. This Outlying Field is used primarily for field carrier landing practice (FCLPs) operations. The airfield elevation is 99 feet MSL.

b. The NOLF Whitehouse class "D" surface area is that airspace extending upward from the surface to and including 2,600 feet MSL, within a 4.3-mile radius of NOLF Whitehouse, excluding that airspace within a 1.8-mile radius of Herlong Airport and that airspace south of a line from Latitude 30°17'N, Longitude 81°50'24"W, to Latitude 30°17'N, Longitude 81°54'47"W, which abuts Cecil Field Class "D" Airspace.

c. NOLF Whitehouse crash/fire is available 0700 Monday thru 0700 Friday. The Control Tower is staffed during fixed wing scheduled operations only. All requests outside of the available hours shall be coordinated 24 hours in advance.

Note: Runways are closed Tuesdays 0800(L)-1500(L) for contracted maintenance.

d. Gates at NOLF Whitehouse shall remain locked at all times. Personnel with keypad code access to the main gate will ensure the gate is closed and secured after entry. Exceptions to this policy will be visitors and events scheduled and approved by the Air Operations Officer. Any breach of security will be reported immediately to NAS JAX Security at 542-2663 and the ODO at 542-2511.

e. The usable runway (runway 12/30) is 8,000 by 150 feet. All other runways are closed. Two hundred feet of asphalt overrun area is located at the end of Runway 12 and 1,500 feet at the end of runway 30. Runway distance remaining markers are installed. Runway 12 is the calm wind runway.

f. Wheel Load Capacities:

(1) The wheel load capacities apply to Runway 12/30 only.

(2) The allowable gross aircraft loads are as follows:

<u>Single Wheel Gear</u>	<u>Dual Wheel Gear</u>	<u>Dual Tandem Gear</u>	
150 psi	400 psi	150 psi	150 psi
105,000 lbs	82,000 lbs	165,000 lbs	315,000 lbs

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g. For operations between the hours of sunset and sunrise, Runway 12/30 has high intensity runway lighting, which is controlled from the Control Tower. Carrier deck lighting is installed on both runways and is controllable at the LSO site. A standard military rotating beacon is located 1/4 NM south of the Control Tower.

h. FCLP operations are scheduled, coordinated, and promulgated by Air Operations/Air Traffic Control. The following procedures shall be used:

(1) Scheduling requests will be made through the ODO at (904) 542-2511.

(2) Schedule changes, extensions, and cancellations shall be coordinated through the ODO at 542-2511. Changes or add-ons require 24-hour notice.

(3) Fixed wing squadrons have priority over all other activities in the scheduling and use of NOLF Whitehouse. Per reference (g), FCLP scheduling priority is as follows:

(a) Squadrons within two-weeks of deployment.

(b) Fleet Replacement Squadrons (FRS).

(c) CNATRA.

(d) All other fixed wing squadrons.

(e) All others.

i. Tower frequencies 268.8/350.350 and 135.4 are monitored at all times. Portable air-to-ground communications are available for FCLP's.

j. Landing aides are the Improved Fresnel Lens Optical Landing System (IFLOLS). The intensity of the IFLOLS is controlled at the site and is normally adjusted to the optimum setting. Airborne requests for a change of setting should be directed to the Control Tower/LSO. Allow 10 minutes for adjustments to be made.

2. Course Rules

a. Except for helicopter operations, flight operations shall not be conducted at NOLF Whitehouse unless two-way radio communications are established between the Control Tower and aircraft. The Control Tower retains final responsibility for control of all air traffic including FCLP.

b. Flight operations at NOLF Whitehouse shall be cancelled when the observed weather conditions deteriorate to less than 3 SM visibility and/or ceiling of less than 1,000 feet.

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c. The Control Tower is responsible for designating the active runway. Runway 12 is the calm wind runway and should be used when the downwind component is less than five knots.

Note: Wheels watch is not available.

d. IFR aircraft entering NOLF Whitehouse will be provided radar services to the class "D" surface area. When instructed by Approach Control, aircraft shall contact NOLF Whitehouse Tower for pattern entry instructions. The IFR flight plan is cancelled upon entering the class "D" surface area. (All IFR aircraft entering NOLF Whitehouse shall be operating on an IFR clearance or appropriate stereo route issued by Clearance Delivery.)

(1) Entry to the break (Illustration #12):

(a) Runway 12 Report the initial 3 NM west for the overhead approach at 1,500 feet. Interval and clearance to break will be given by the Control Tower.

(b) Runway 30 Report the initial 3 NM south for the overhead at 1,500 feet. Aircraft will over fly the field to the north staying within 2 miles execute a right hand turn descending to 1,000 feet and report the numbers. Interval and clearance to break will be given by the Control Tower.

(2) Runway lighting shall be used IAW FAAO 7110.65(series) when TACAN approaches are in progress.

(3) All aircraft shall be established in the pattern prior to clearing a succeeding aircraft for approach.

e. Patterns

(1) The FCLP pattern shall be flown at an altitude in accordance with CV NATOPS.

(2) Runway 12 shall be left hand traffic for all aircraft at all times.

(3) Authorized runway 30 left hand traffic shall remain inside the red obstruction light (power lines) located approximately 1 ¼ miles southeast of the Runway 30 threshold.

(4) All FCLP briefs shall include specific emphasis on procedures for left hand traffic on Runway 30; i.e., the importance of maintaining a tight pattern for noise abatement.

f. All departing IFR aircraft will be cleared via the return portion of the NIP stereo route.

(1) Aircraft shall advise NOLF Whitehouse Tower prior to intended departure.

(2) Aircraft departing Runway 12 or 30 IFR, can expect a left turn heading 250, maintain 2000', departure frequency (as assigned by TRACON).

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g. In the event of loss of communications while enroute to, operating with, or departing from the NOLF Whitehouse area, aircraft shall proceed as follows:

(1) VFR:

(a) Join up and return VFR.

(b) If unable to join up, proceed direct to Navy Jacksonville for an overhead approach, initial altitude 3000', break altitude 1,500 feet, squawk 7600.

(2) IFR:

(a) Join up and return IFR.

(b) TACAN Approaches shall be provided by TRACON when weather conditions dictate. NEN Tower shall coordinate with Naval Station Mayport to ensure the availability of the NRB TACAN outside normal Mayport operating hours.

h. VFR tower to tower operations between NOLF Whitehouse, Cecil field, and NAS Jacksonville can be conducted at pilot's request. VFR entry procedures will normally be as published in the appropriate Air Operations Manual. Pilots are reminded that a proper lookout doctrine (see and avoid) must be maintained during VFR operations, particularly when Runway 18 is in use at Cecil Field.

3. Unauthorized Maneuvers

a. Pilots shall not request clearance to perform unusual maneuvers that are not essential to the performance of the flight. Tower personnel are not authorized to approve a pilot's request or ask a pilot to perform such maneuvers.

b. Unless otherwise authorized or required by ATC, no aircraft operating in the class "D" surface area can exceed 156 knots (for reciprocating engine aircraft) or 250 knots (for turbine powered jet aircraft) unless the operating limitations or normal military operating procedures require a greater airspeed.

4. Helicopter Procedures. Helicopter operations at NOLF are considered by NAVAIR to be Expeditionary Operations and shall be in accordance with NATOPS and applicable Airwing instructions. Landings off the paved surfaces at NOLF Whitehouse are authorized at the risk of the Aircraft Commander and helicopter aircrew shall be familiar with following site specific guidance:

a. Unless helicopter operations fall within scheduled FCLP operations, the Control Tower will not be staffed and NOLF Whitehouse will operate as an uncontrolled airfield.

Note: FCLP aircraft have priority at NOLF Whitehouse and concurrent operations between helicopters and fixed wing aircraft are not authorized.

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b. Helicopters scheduled for operations when NOLF Whitehouse Tower is not staffed shall comply with the following:

(1) Pilots shall contact "Navy JAX Tower" (340.2) 5 NM out for NOLF Whitehouse airport advisory information. If dual radio equipped, the pilot shall monitor NAS JAX Tower for advisories, if not equipped, the pilot may request a frequency change to CSAR Common (268.9) and monitor guard.

(2) If NOLF Whitehouse is cold, NAS JAX Tower will clear inbound helicopters to proceed at their own risk. If NOLF Whitehouse is hot, JAX Tower will advise area is hot.

(3) NAS JAX Tower will inform the pilot if NOLF Whitehouse has been scheduled by another unit. The requesting pilot will be allowed to operate in NOLF Whitehouse until the previously scheduled unit arrives on station.

Note: NOLF Fire Department is manned by request and when supporting FCLP operations. Outside of these hours, NOLF Whitehouse crash and rescue support will not be available and remote LZ sites may not be accessible to all crash and rescue equipment.

(4) Upon completion of flight operations, the pilot will notify NAS JAX Tower when departing NOLF Whitehouse and give the number and type (day/night/NVG/runway or unprepared LZ) operations.

c. Entry to the NOLF Whitehouse airport traffic pattern will normally be made via the NOLF Whitehouse One route from NAS JAX or the NOLF Whitehouse Two route from NS Mayport as described in FACSJAXINST 3000.1(series).

(1) Pattern altitude for spot and runway operations shall be 600 feet MSL (500 feet AGL).

(2) All runway patterns shall be oriented north of the runway. Precision patterns shall be oriented east and west of midfield, not to overfly the Control Tower. Simultaneous operation of the runway and/or precision patterns is authorized by dividing the airfield at midfield.

d. The maximum number of aircraft allowed to operate simultaneously are:

(1) Two single ship helicopters.

(2) One single ship and one formation of two helicopters.

(3) Two flights of two helicopters.

e. Operations conducted while OLF Whitehouse is cold are required to report "Ops Normal" to NAS JAX Control Tower every half hour.

f. Except for the cases listed below, aircraft operating at night should have main rotor head lights on and position lights on dim while operating in the pattern.

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(1) During multiple section ops, the flight lead aircraft (at a minimum) shall carry the lights for the flight. Formation integrity shall be maintained.

(2) During single section training ops (i.e. CSAR) where that section has sole use of the area; lighting configuration will be at the discretion of the flight leader.

g. Unprepared Landings. Landing off the paved surfaces at NOLF Whitehouse is at the risk of the Aircraft Commander. Additionally, airfield based crash and rescue support may be delayed at remote locations or not available outside normal airfield operating hours.

The following sites are authorized by Commander Helicopter Maritime Strike Wing, U.S. Atlantic Fleet as unprepared landing zones and hoist points, and will be maintained by NAS JAX Public Works Facilities Department:

(1) North Grass Area	(Note 1) N 30 20 51 W 081 51 21
(2) South Grass Area	(Note 1) N 30 20 43 W 081 51 28
(3) North Spoke LZ	N 30 21 27 W 081 52 41
(4) Northwest Spoke LZ	N 30 21 29 W 081 52 54
(5) West Spoke LZ	N 30 21 29 W 081 52 58
(6) South Spoke LZ	N 30 20 57 W 081 52 53
(7) Gator Pond LZ	(Note 1) N 30 21 20 W 081 53 03
(8) Scout Camp LZ	N 30 21 48 W 081 52 24
(9) Snakebite LZ	N 30 21 32 W 081 52 34
(10) Pine-patch LZ	N 30 22 01 W 081 52 26
(11) Hoist Point 1	N 30 21 39 W 081 53 12
(12) Hoist Point 2	N 30 21 40 W 081 53 00
(13) Hoist Point 3	N 30 21 41 W 081 52 40
(14) Hoist Point 4	N 30 21 41 W 081 52 44
(15) Hoist Point 5	N 30 21 37 W 081 52 28
(16) Hoist Point 6	N 30 21 24 W 081 52 33

Note 1: These locations are located within the Clear Zones of NOLF Whitehouse runway. Helicopter operations are strictly prohibited when fixed wing aircraft are on the runway or in the pattern.

h. Helicopters shall not land within 200 feet of any objects near the runway to include Distance Remaining Markers, LSO Shacks, and Improved Fresnel Lens Optical Landing Systems (IFLOLS).

i. During NVD operations at NOLF Whitehouse helicopter pilots may experience excessive glare from the windsock light. Helicopters operating on Night Vision Goggles may land and have an aircrewman walk over and turn off the windsock light at the pilots own risk. The Helicopter Aircraft Commander shall ensure that the windsock light is turned back on before departing.

j. Departures shall normally follow the JAX Two route to NAS JAX.

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5. Unofficial Visitors

a. In order to increase the awareness of the civilian community in carrier landing techniques and to further the public information effort in the area of what "all those airplanes" at Naval Air Stations do, visiting on a controlled basis is authorized at NOLF Whitehouse. Families and friends of those engaged in Field Carrier Landing Practice are particularly invited to view the air operations.

b. The following procedures will govern visitor access to NOLF Whitehouse:

(1) Sponsors of persons not on official business desiring to visit NOLF Whitehouse will request clearance in advance from the ODO, at 542-2511.

(2) The sponsor must be a military person not in duty status directly involved with operations in progress at NOLF Whitehouse. Only guests specifically cleared in advance will be permitted. The sponsor will be responsible for the conduct of guests (including the cleanliness of area prior to departure).

(3) Sponsors will present their identification to the Battalion Chief at NOLF Whitehouse, and if required, identify visitors.

(4) Neither sponsors nor visitors shall introduce or use alcoholic beverages at NOLF Whitehouse.

(5) Cameras may be used providing sponsors ensure aircraft photographed are in a non-classified configuration.

(6) Private vehicles are prohibited from driving on runways without permission from the Air Operations Officer and clearance by the Control Tower.

(7) Any unusual circumstances concerning visitors at NOLF Whitehouse will be reported to the ODO, who will either resolve the situation or refer it to higher authority.

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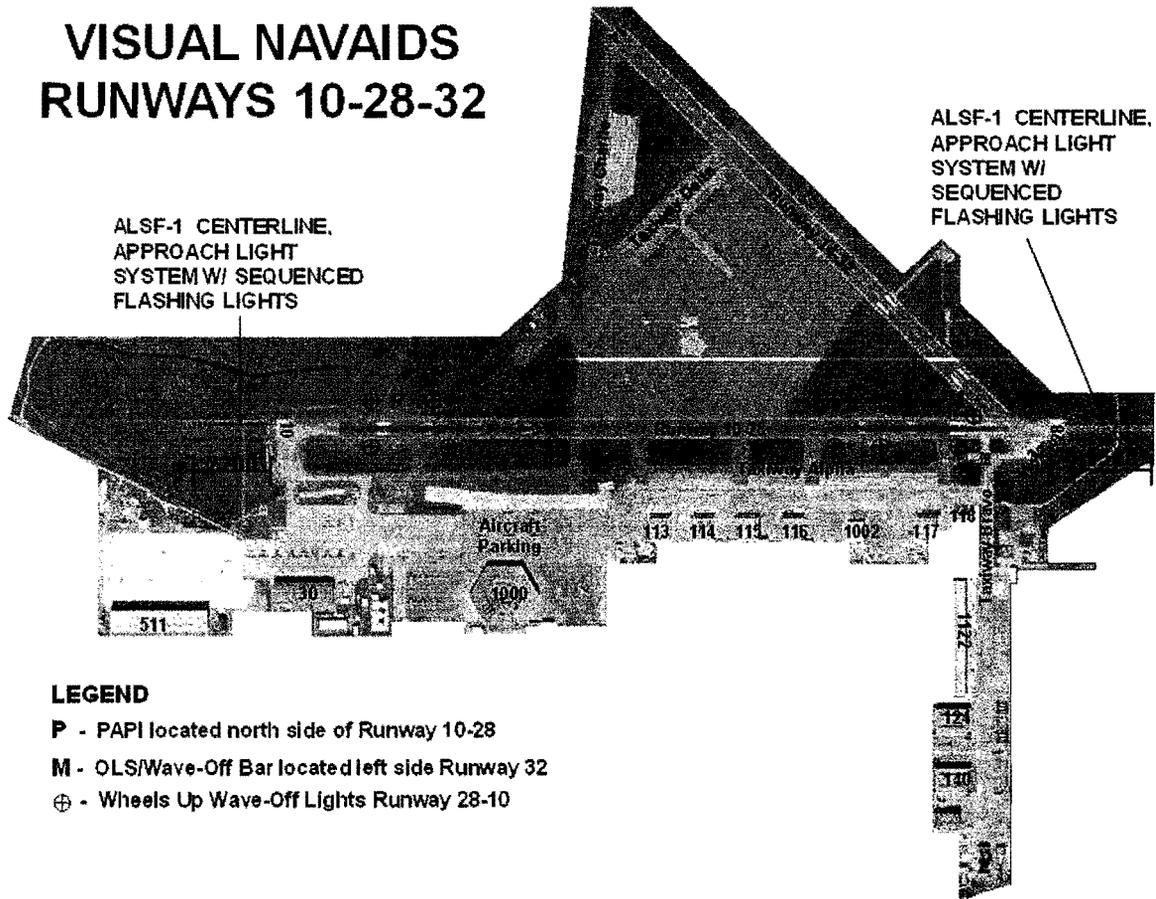
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ILLUSTRATION 2

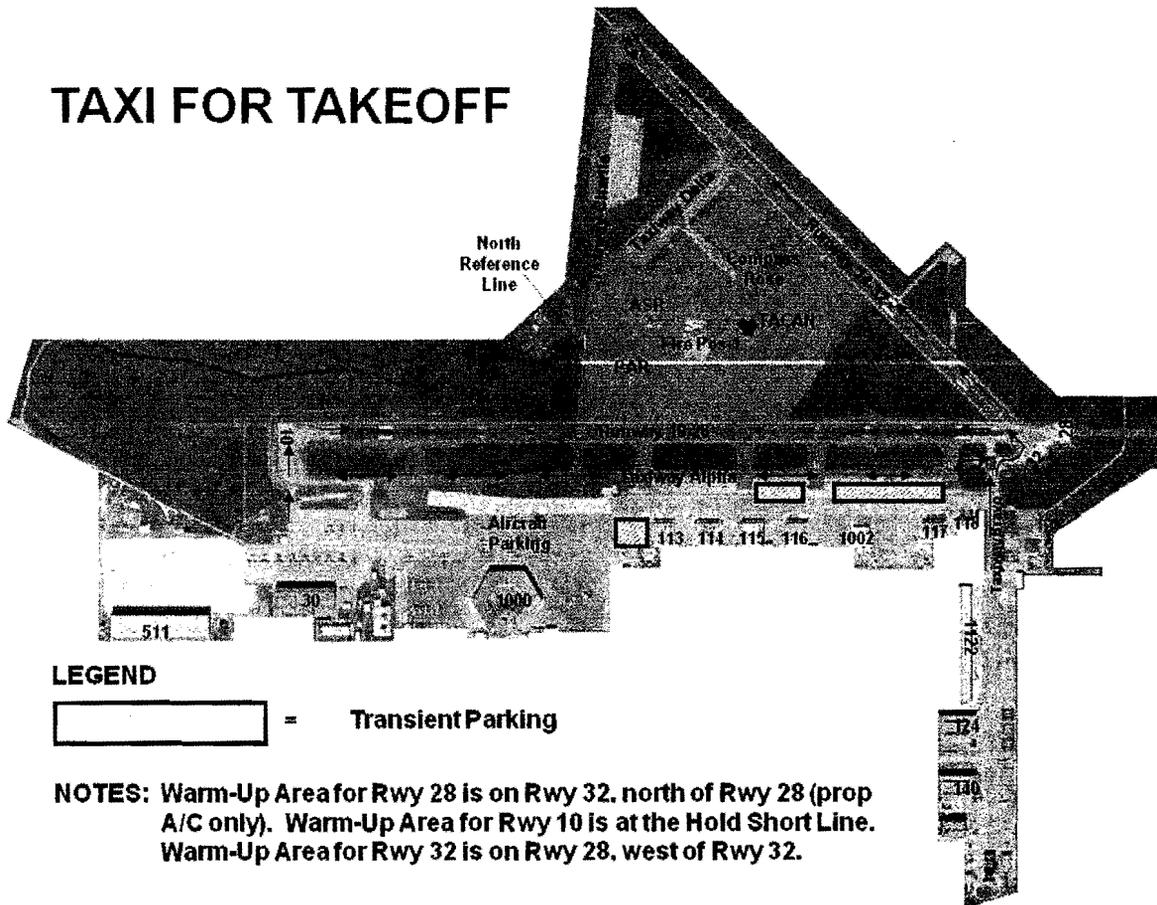
VISUAL NAVAIDS RUNWAYS 10-28-32



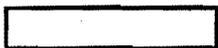
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ILLUSTRATION 3

TAXI FOR TAKEOFF



LEGEND

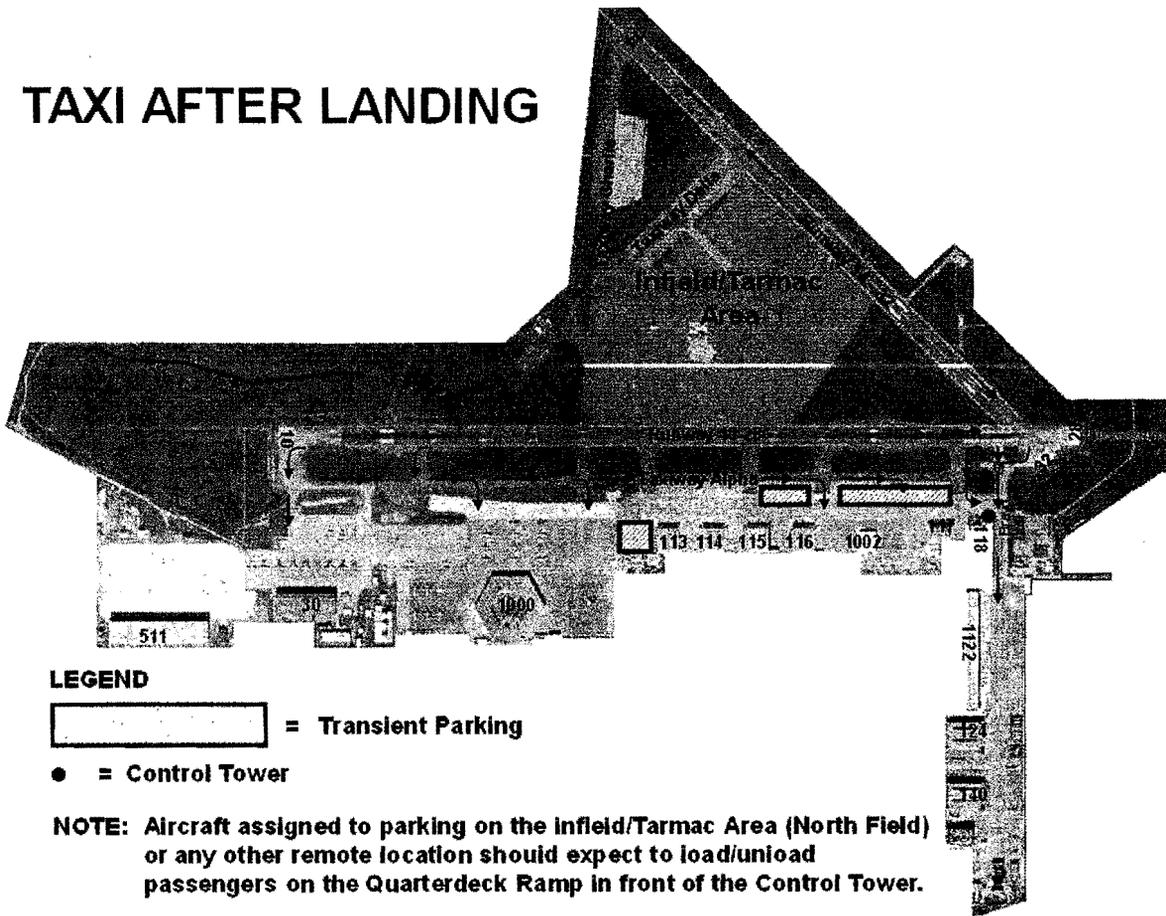
 = Transient Parking

NOTES: Warm-Up Area for Rwy 28 is on Rwy 32, north of Rwy 28 (prop A/C only). Warm-Up Area for Rwy 10 is at the Hold Short Line. Warm-Up Area for Rwy 32 is on Rwy 28, west of Rwy 32.

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ILLUSTRATION 4

TAXI AFTER LANDING



LEGEND

▭ = Transient Parking

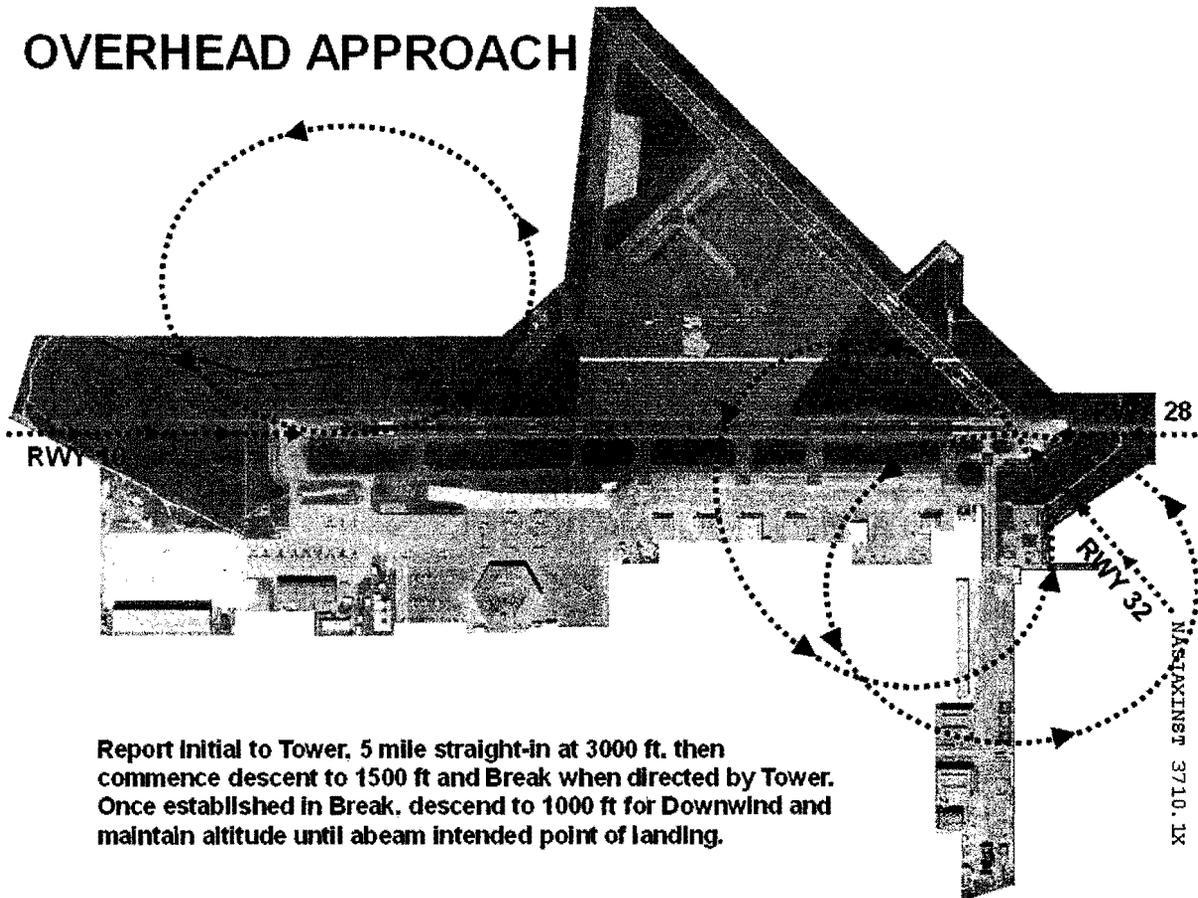
● = Control Tower

NOTE: Aircraft assigned to parking on the infield/Tarmac Area (North Field) or any other remote location should expect to load/unload passengers on the Quarterdeck Ramp in front of the Control Tower.

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ILLUSTRATION 5

OVERHEAD APPROACH



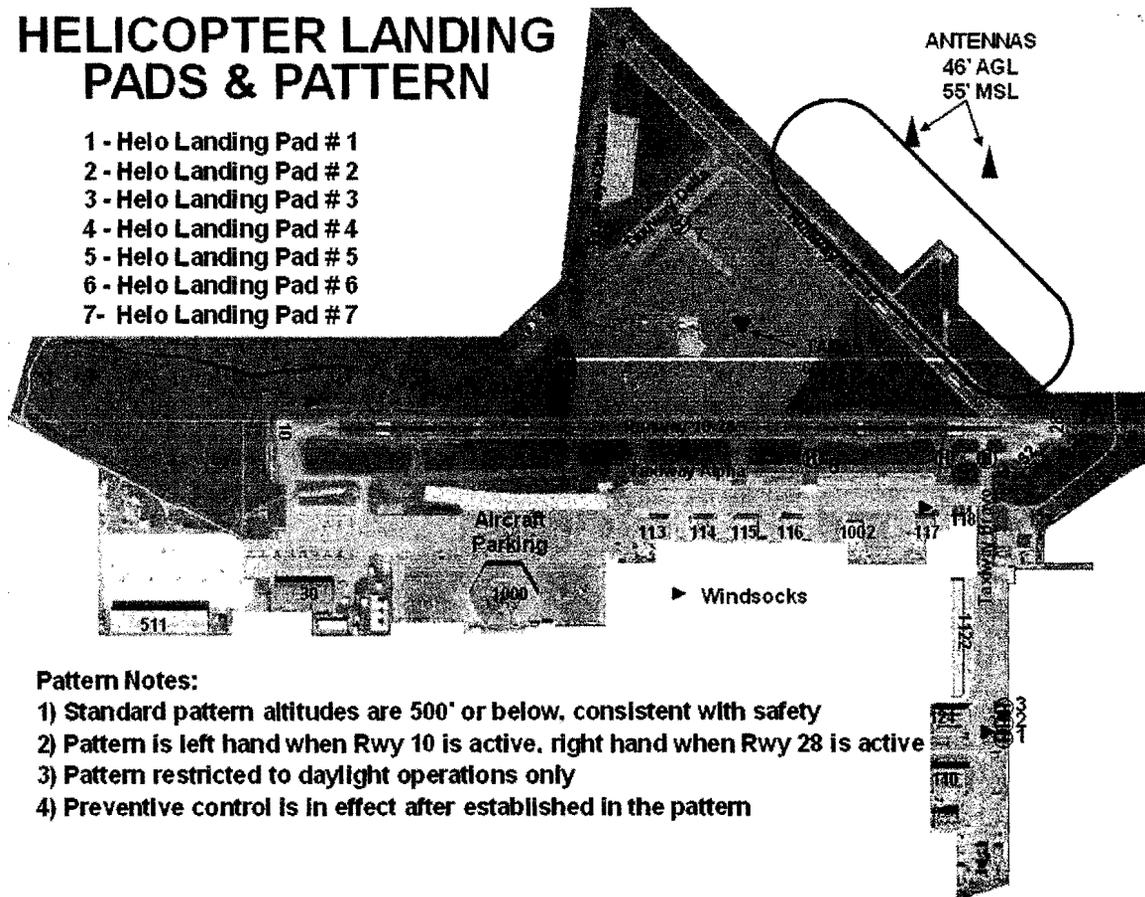
Report Initial to Tower, 5 mile straight-in at 3000 ft. then commence descent to 1500 ft and Break when directed by Tower. Once established in Break, descend to 1000 ft for Downwind and maintain altitude until abeam intended point of landing.

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ILLUSTRATION 6

HELICOPTER LANDING PADS & PATTERN

- 1 - Helo Landing Pad # 1
- 2 - Helo Landing Pad # 2
- 3 - Helo Landing Pad # 3
- 4 - Helo Landing Pad # 4
- 5 - Helo Landing Pad # 5
- 6 - Helo Landing Pad # 6
- 7 - Helo Landing Pad # 7



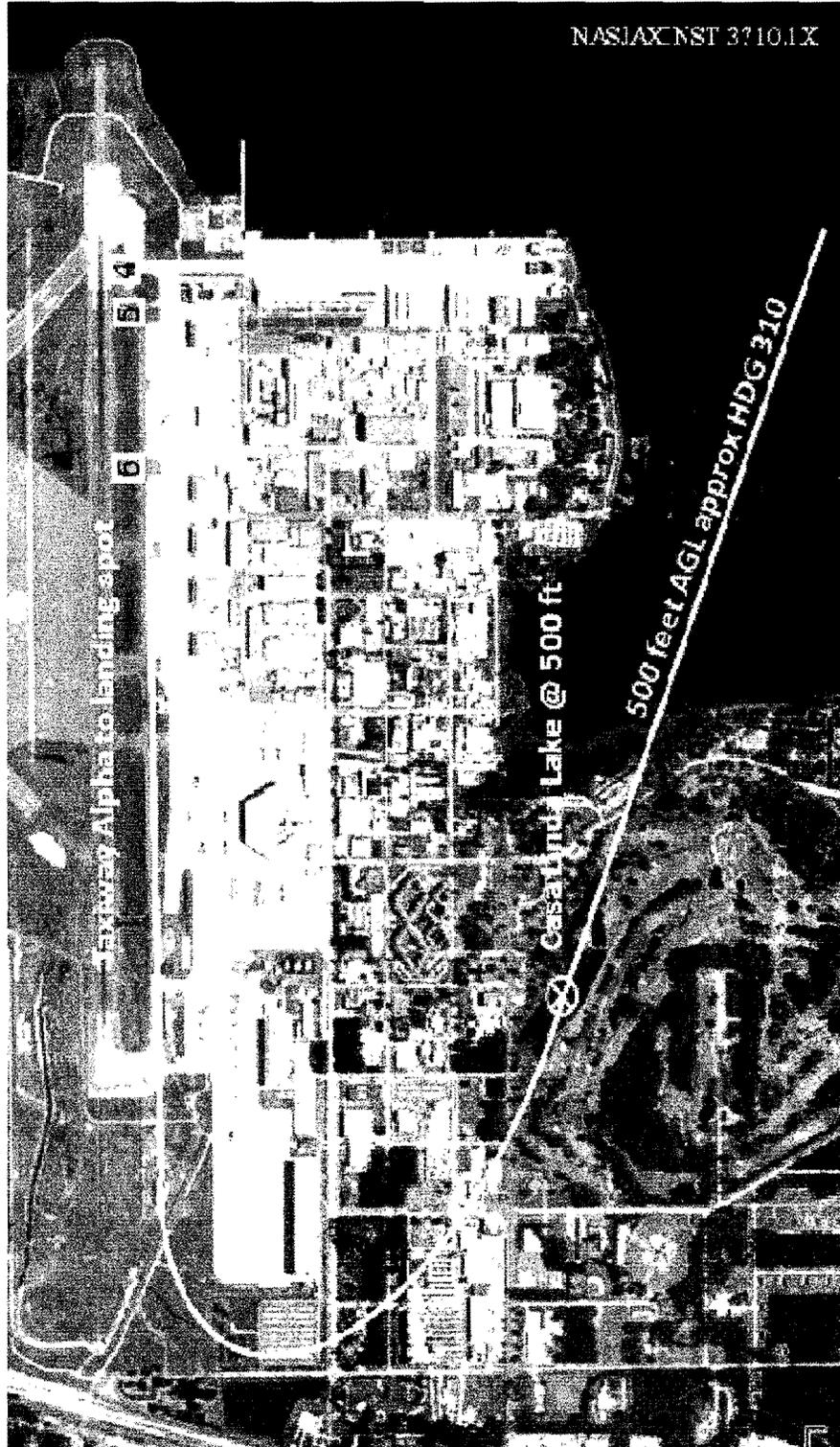
Pattern Notes:

- 1) Standard pattern altitudes are 500' or below, consistent with safety
- 2) Pattern is left hand when Rwy 10 is active, right hand when Rwy 28 is active
- 3) Pattern restricted to daylight operations only
- 4) Preventive control is in effect after established in the pattern

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ILLUSTRATION 7

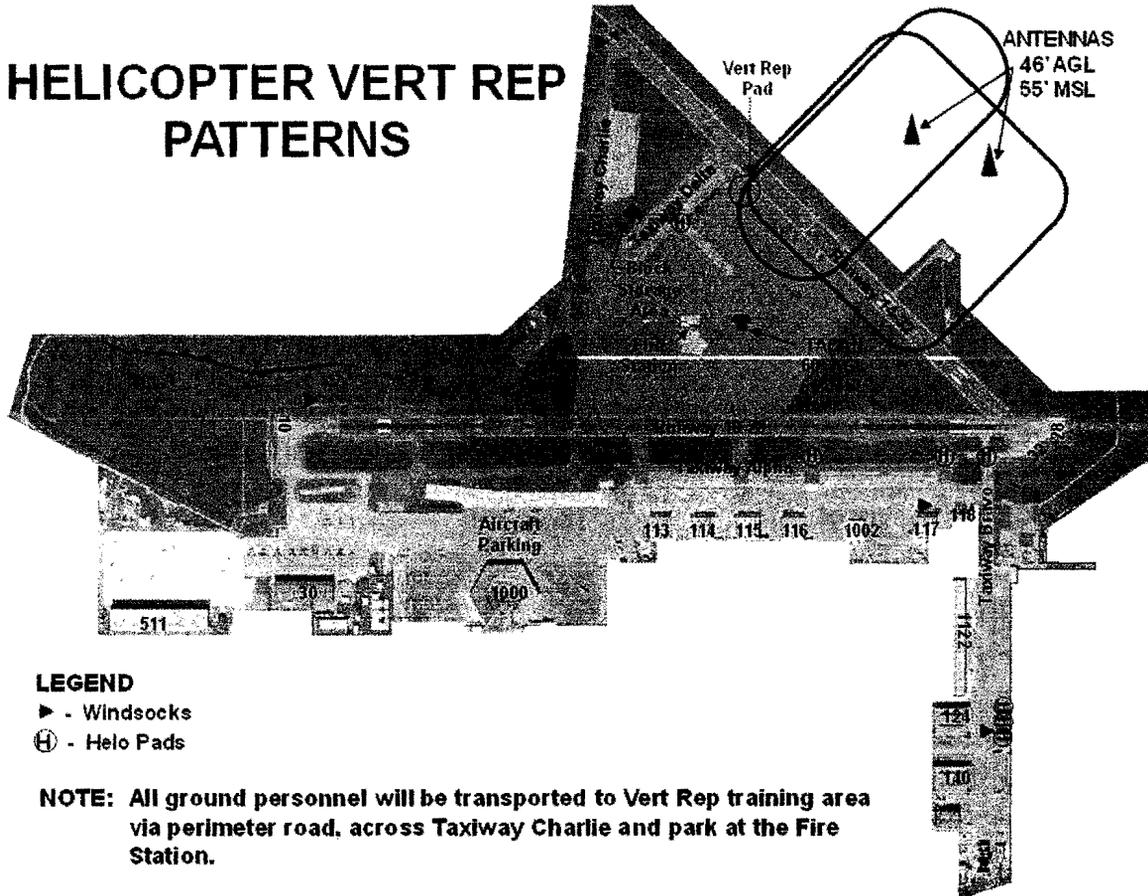
GOLF COURSE ARRIVAL/DEPARTURE (HELO)



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ILLUSTRATION 8

HELICOPTER VERT REP PATTERNS



LEGEND

- ▶ - Windsocks
- ⊕ - Helo Pads

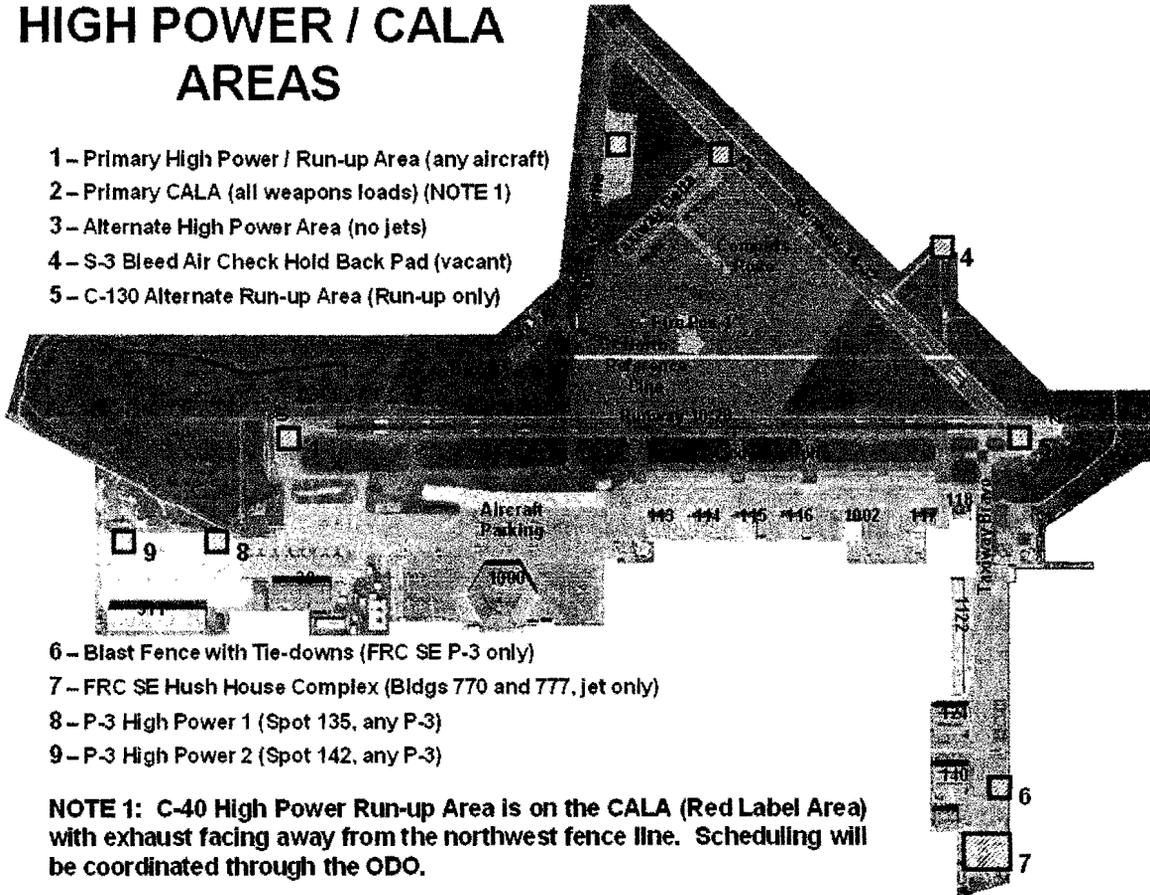
NOTE: All ground personnel will be transported to Vert Rep training area via perimeter road, across Taxiway Charlie and park at the Fire Station.

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ILLUSTRATION 9

HIGH POWER / CALA AREAS

- 1 – Primary High Power / Run-up Area (any aircraft)
- 2 – Primary CALA (all weapons loads) (NOTE 1)
- 3 – Alternate High Power Area (no jets)
- 4 – S-3 Bleed Air Check Hold Back Pad (vacant)
- 5 – C-130 Alternate Run-up Area (Run-up only)



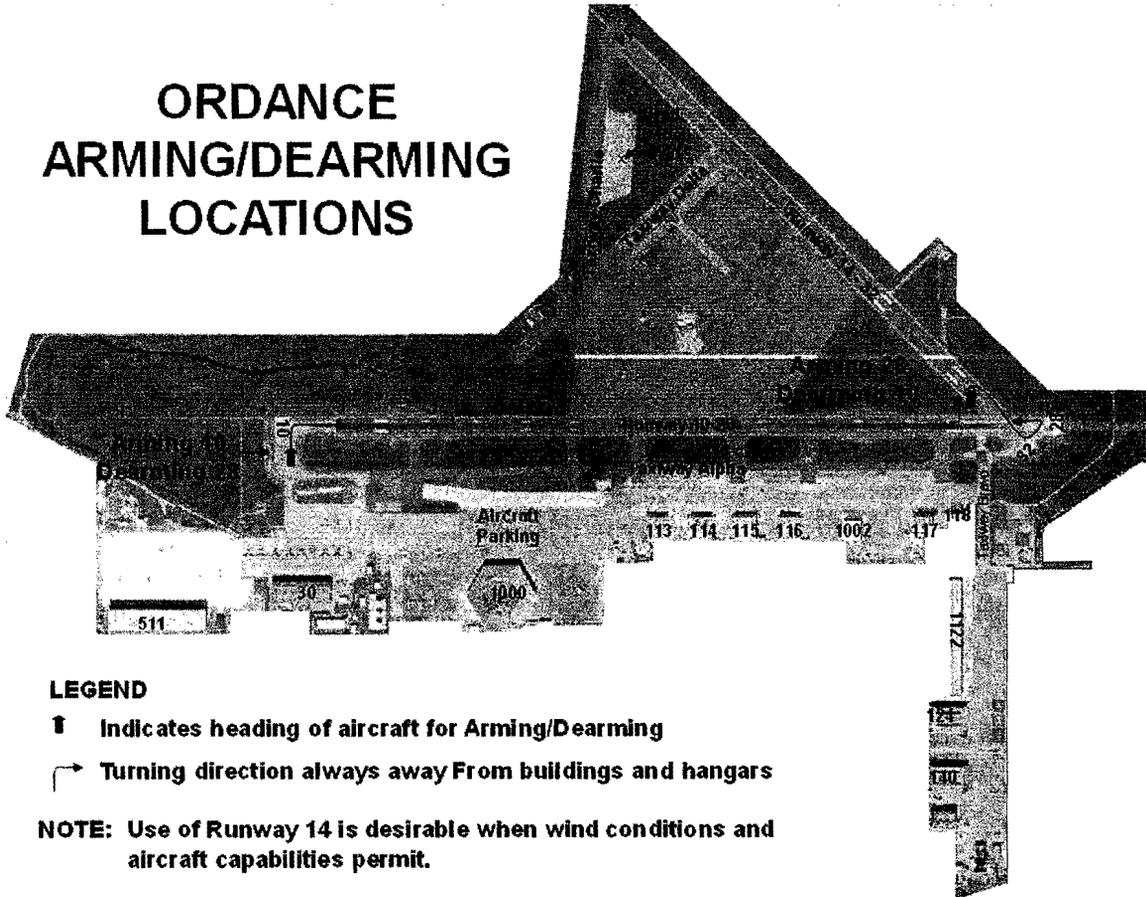
- 6 – Blast Fence with Tie-downs (FRC SE P-3 only)
- 7 – FRC SE Hush House Complex (Bldgs 770 and 777, jet only)
- 8 – P-3 High Power 1 (Spot 135, any P-3)
- 9 – P-3 High Power 2 (Spot 142, any P-3)

NOTE 1: C-40 High Power Run-up Area is on the CALA (Red Label Area) with exhaust facing away from the northwest fence line. Scheduling will be coordinated through the ODO.

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ILLUSTRATION 10

ORDNANCE ARMING/DEARMING LOCATIONS



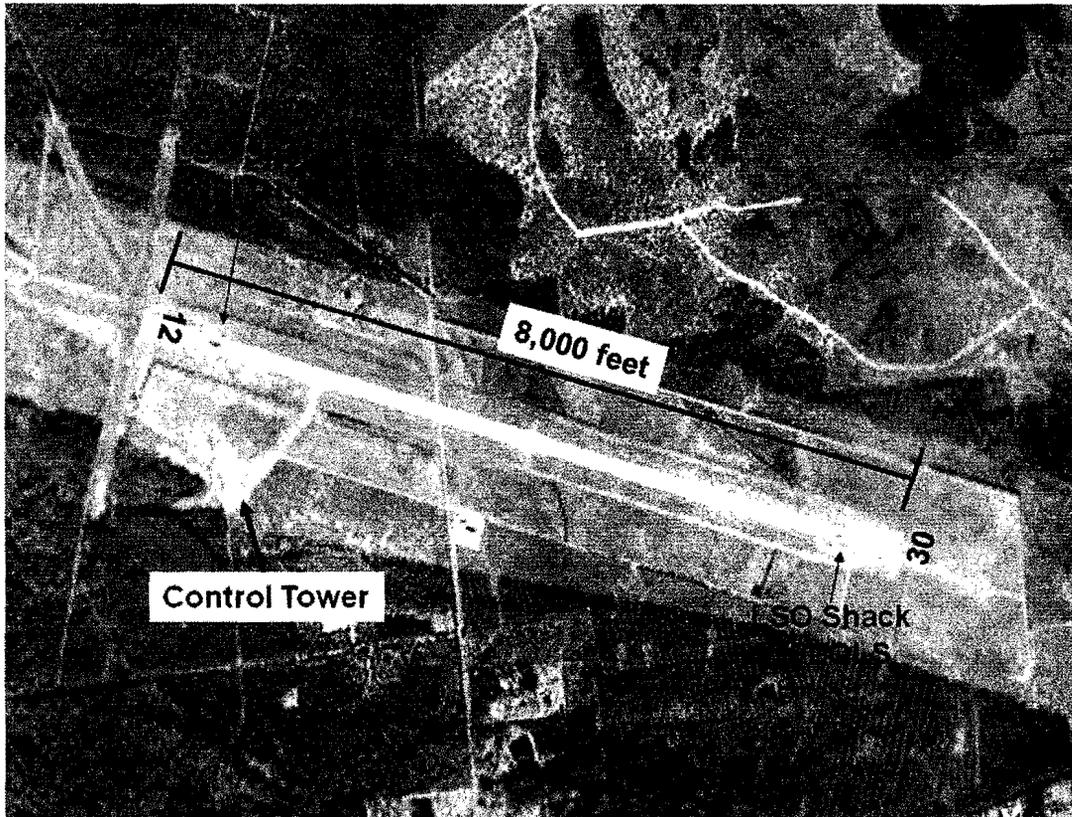
LEGEND

- ↑ Indicates heading of aircraft for Arming/Dearming
- ↪ Turning direction always away From buildings and hangars

NOTE: Use of Runway 14 is desirable when wind conditions and aircraft capabilities permit.

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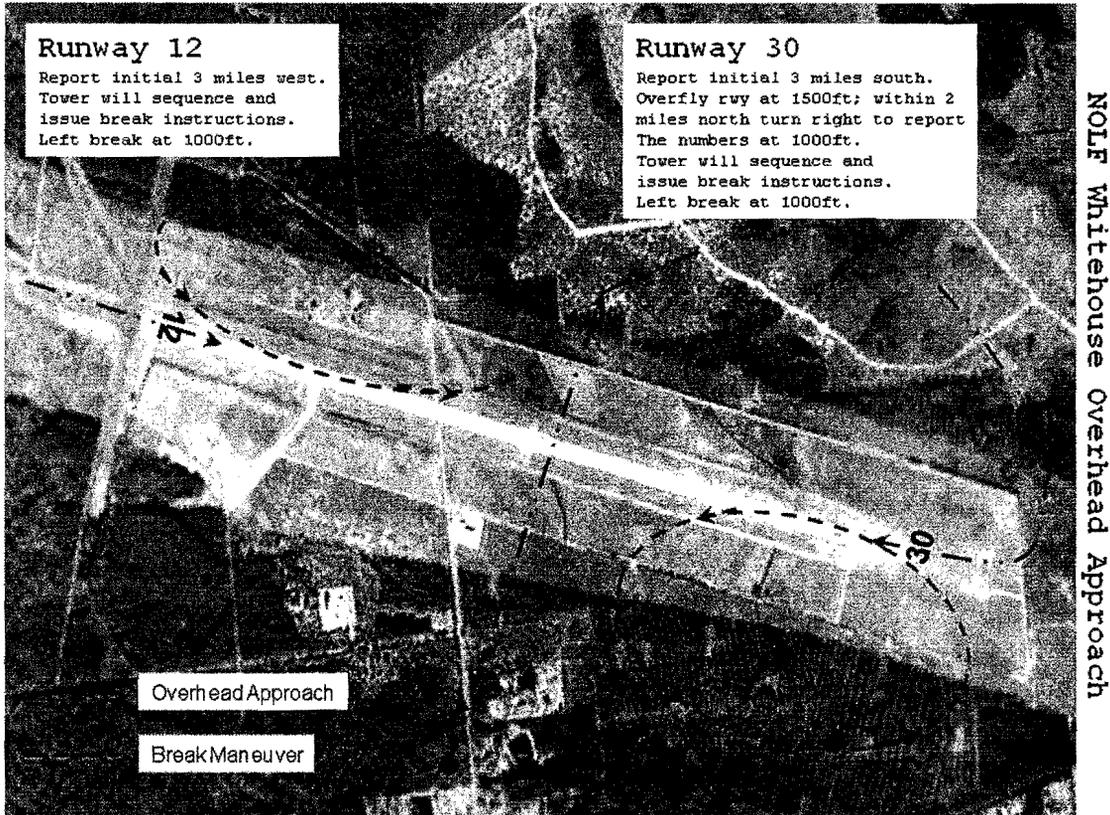
ILLUSTRATION 11



NOLF Whitehouse

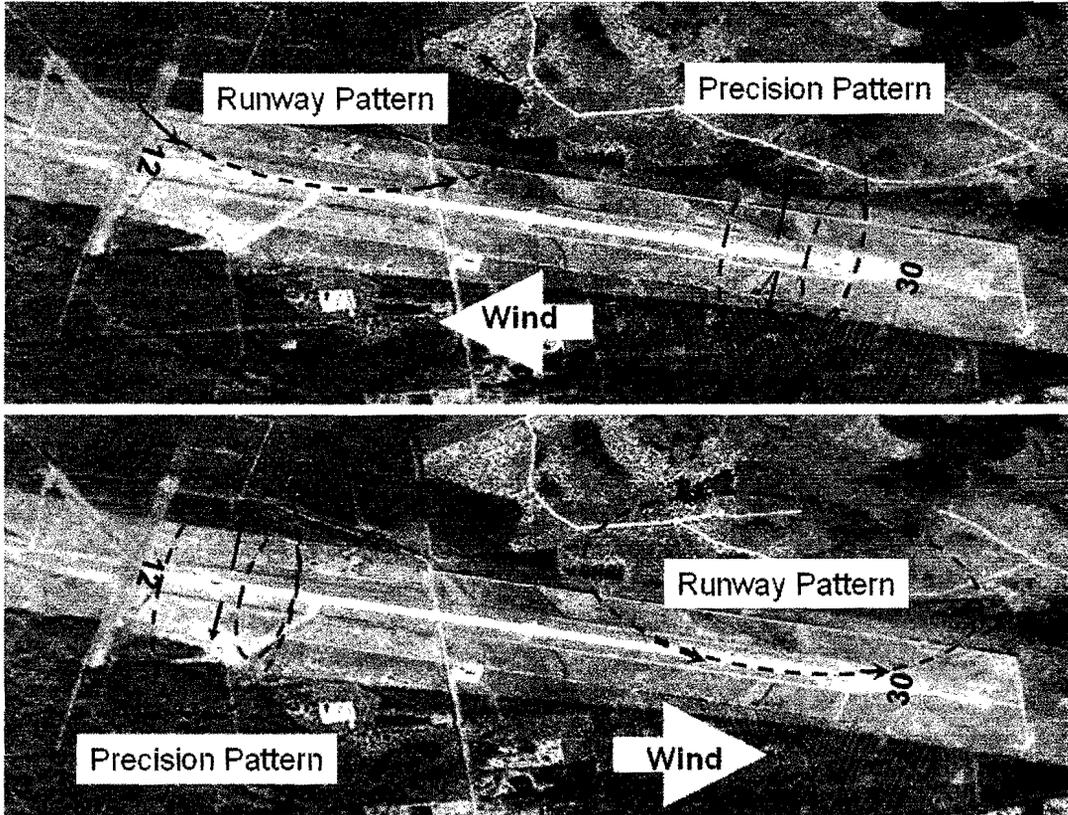
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ILLUSTRATION 12



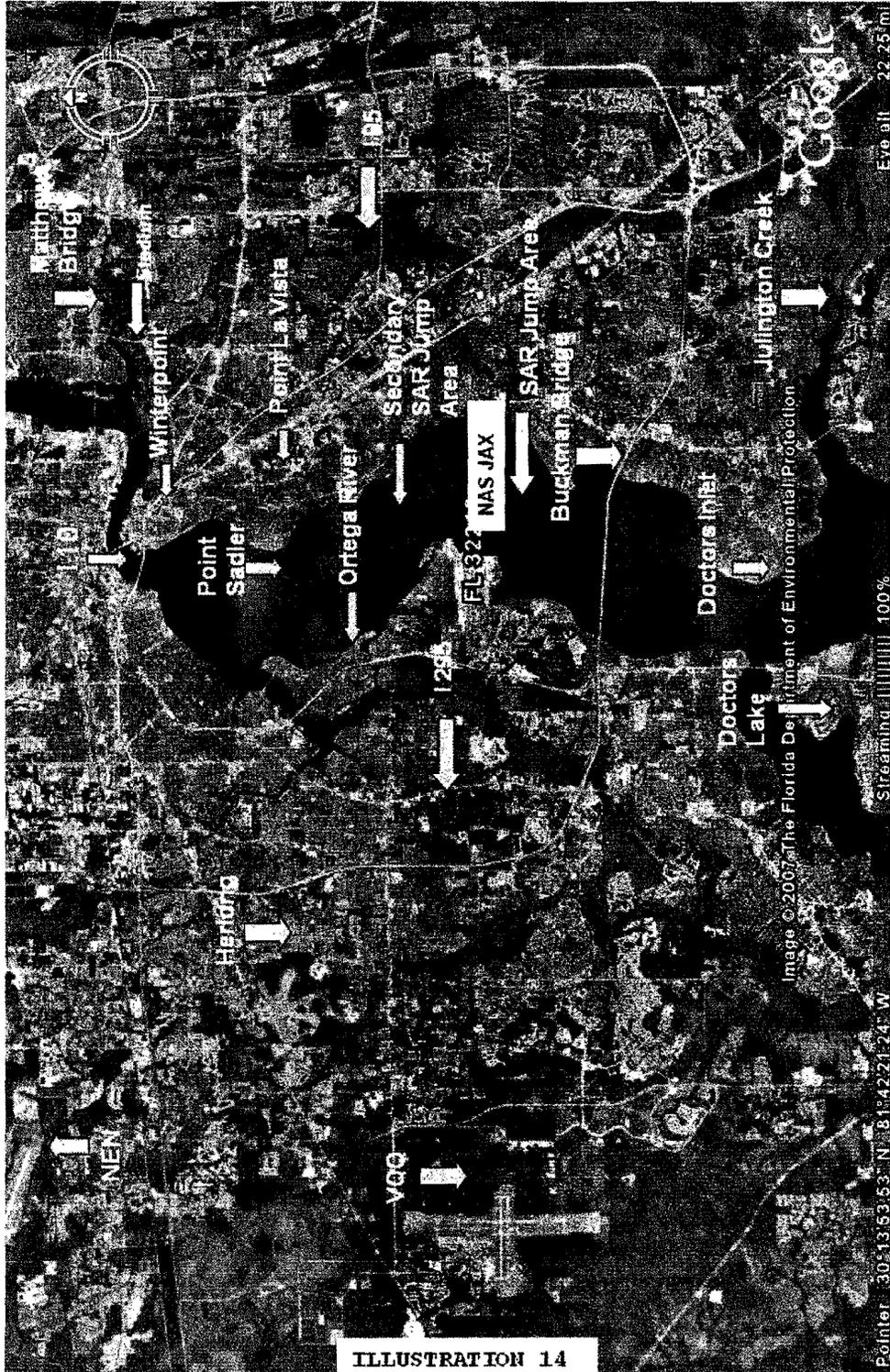
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ILLUSTRATION 13



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ILLUSTRATION 14



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ILLUSTRATION 15

SOUTH ANTENNA FARM COURSE RULES (HELO)

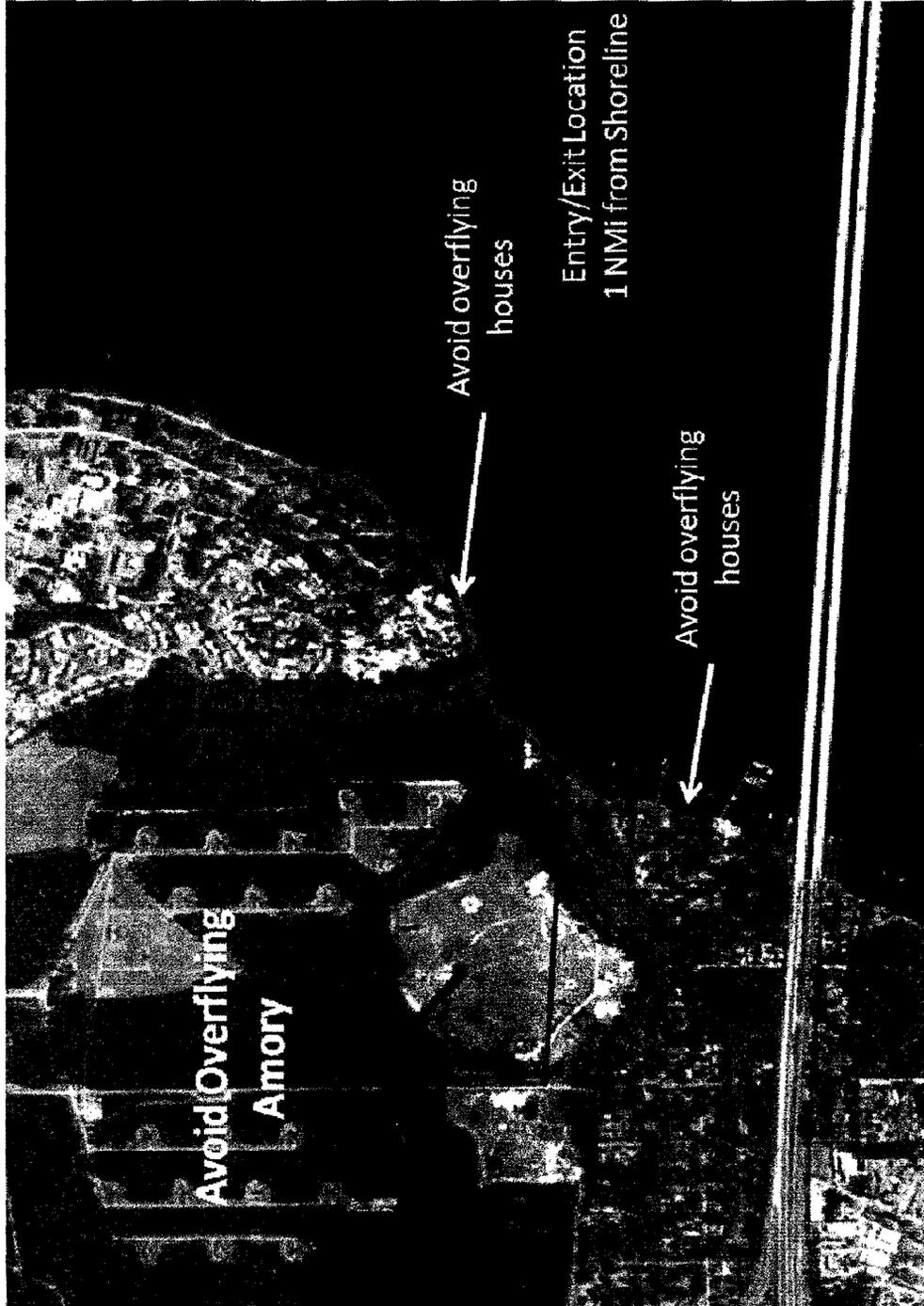
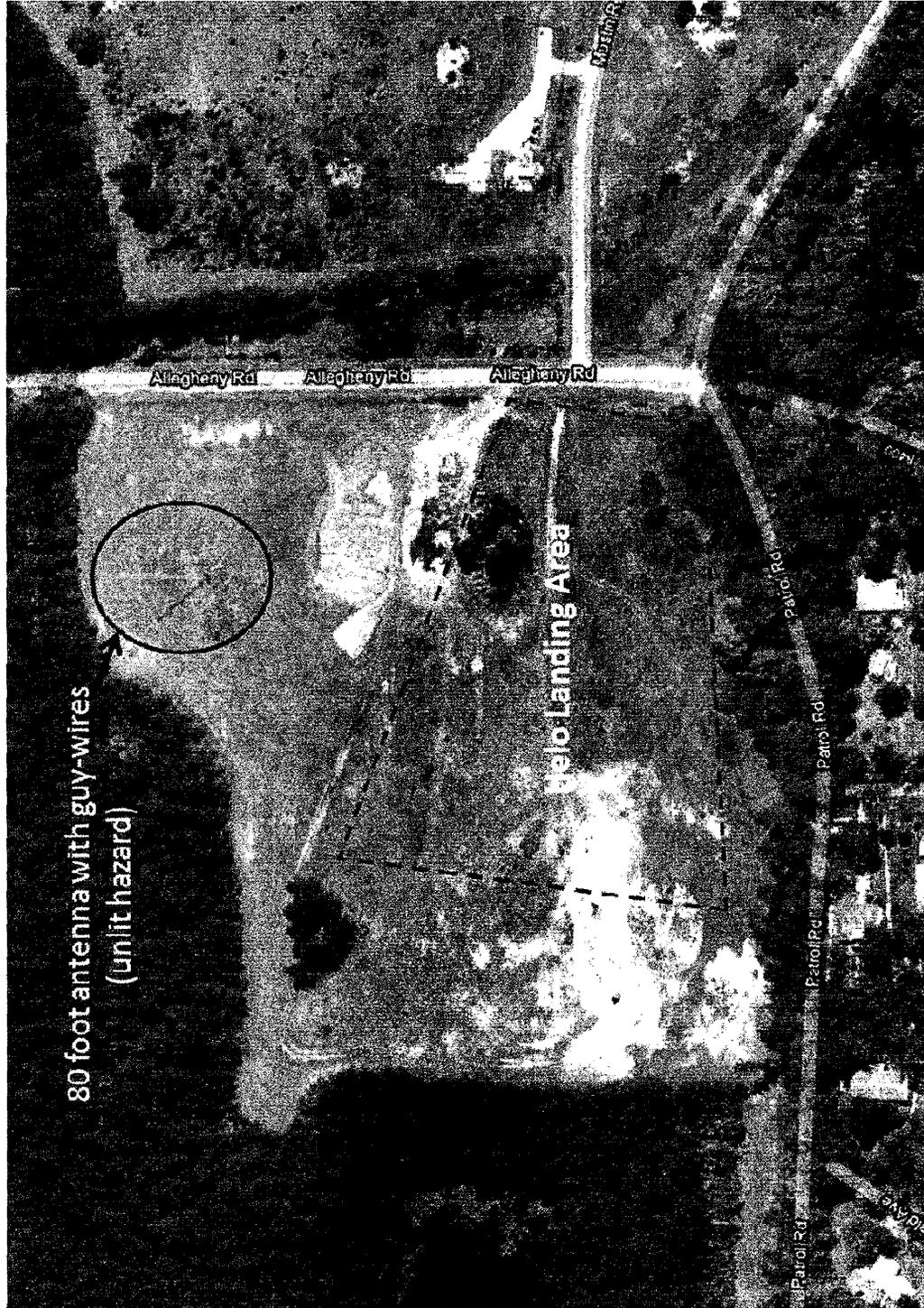


ILLUSTRATION 16

SOUTH ANTENNA FARM LZ (HELO)



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ILLUSTRATION 17

NAS JACKSONVILLE STEREOTYPE ROUTES

NIP ROUTES (C40 or B737)

<u>FORMAT</u>	<u>CODE</u>	<u>ROUTE AND PROFILE</u>
SP	NIP91	NIP REQ 030 VQQ (DELAY 1+00) NIP
SP	NIP92	NIP REQ 020 NIP184005 (DELAY 3+00) NIP <u>REMARKS:</u> GCA

NIP ROUTES (C130)

<u>FORMAT</u>	<u>CODE</u>	<u>ROUTE AND PROFILE</u>
SP	NIP96	NIP REQ 020 NIP184005 (DELAY 3+00) NIP <u>REMARKS:</u> GCA

NIP ROUTES (F18)

<u>FORMAT</u>	<u>CODE</u>	<u>ROUTE AND PROFILE</u>
SP	NIP13	NIP REQ 150 NIP094040 W158A (DELAY 3+00) NIP094041 NIP
SP	NIP13R	W158A REQ 140 NIP094040 NIP
SP	HUNG1	R2906 REQ 170 OCF040028 NIP180028 NIP <u>REMARKS:</u> HUNG ORDNANCE
SP	HUNG2	R2907 REQ 170 OCF085028 OCF040028 NIP180028 NIP <u>REMARKS:</u> HUNG ORDNANCE
SP	HUNG3	R2910 REQ 170 OCF085028 OCF040028 NIP180028 NIP <u>REMARKS:</u> HUNG ORDNANCE
SP	HUNG4	58W REQ 170 NIP115036 BIP180013 NIP <u>REMARKS:</u> HUNG ORDNANCE

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 NAS JACKSONVILLE STEREOTYPE ROUTES

NIP ROUTES (H60)

<u>FORMAT</u>	<u>CODE</u>	<u>ROUTE AND PROFILE</u>
SP	NIP14	NIP REQ 017 NIP MADEN NIP104028 W158E (DELAY 0+45) MADEN NIP
SP	NIP14R	58E REQ 017 MADEN NIP <u>REMARKS:</u> R2910
SP	NIP90	NIP REQ 020 NIP184005 (DELAY 3+00) NIP <u>REMARKS:</u> GCA

NIP STEREOS (P3)

<u>FORMAT</u>	<u>CODE</u>	<u>ROUTE AND PROFILE</u>
SP	AUTEC2	NIP REQ FL280 OMN J45 VRB ZBV 242700N/772900W (DELAY 5+00) REQ 350 VKZ J113 CRG NIP
SP	NIP1	NIP REQ 170 CRG V37 SAV NBC <u>NOTE:</u> NIP OPS FILE NIP18R RETURN TO NIP
SP	NIP2	NIP REQ 100 VQQ NIP270037 LIVE OAK (DELAY 1+00) REQ 110 NIP204035 NIP
SP	NIP3	NIP REQ 100 OMN V3 COF (DELAY 2+30 FOR SIAP'S) <u>NOTE:</u> NIP OPS FILE NIP3R
SP	NIP3R	COF REQ 110 INDIA V3 OMN CARRA NIP
SP	NIP4	NIP REQ 60 CARRA ROYES BARBS R-2907A (DELAY 1+30 R-2907A) <u>REMARKS:</u> HAZARDOUS CARGO <u>NOTE:</u> NIP OPS FILE NIP4R
SP	NIP4R	OMN271015 REQ 50 BARBS ROYES CARRA NIP <u>NOTE:</u> CONTACT DAYTONA APCH 123.9/381.5

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 NAS JACKSONVILLE STEREOTYPE ROUTES

NIP STEREOS (P3 cont'd)

<u>FORMAT</u>	<u>CODE</u>	<u>ROUTE AND PROFILE</u>
SP	NIP5	NIP REQ 120 TAY TAY273035 VAD006010 MOODY 1 MOA (DELAY 1+30 MOODY 1 MOA) REQ 40 VAD (DELAY 3+00 SIAP) NOTE: NIP OPS FILE NIP5R
SP	NIP5R	VAD REQ 110 TAY NIP
SP	NIP12	NIP REQ 50 NIP094040 W-158A (DELAY 3+00) REQ 40 W-158A NIP094041 NIP
SP	NIP16	NIP REQ 110 CRG V37 HARPS SVN NOTE: NIP OPS FILE NIP16R
SP	NIP16R	SVN REQ 120 SAV V437 SUBER NIP
SP	NIP17	NIP REQ 160 OMN V3 INDIA COF090024 W497 NOTE: NIP BASE OPS FILE NIP17R WITH ZMA
SP	NIP17R	W-497 REQ 150 ORL V267 ROYES NIP189013 NIP
SP	NIP18	NIP REQ 130 CRG V1 RUBYS (DELAY 1+00 VFR W- 134) REQ 60 NBC038007 NBC (DELAY 3+00 APCH NBC) NOTE: BASE OPS FILE NIP18R
SP	NIP18R	NBC REQ 120 SAV V437 SUBER NIP
SP	NIP19	NIP REQ FL200 TAY AMG MCN WRB NOTE: NIP OPS FILE NIP-19R WITH ATLANTA CENTER
SP	NIP19R	WRB REQ 210 AMG TAY NIP
SP	NIP20	NIP REQ 160 TAY V198 TLH PAM NOTE: NIP OPS FILE NIP20R
SP	NIP20R	PAM REQ 170 TLH TAY NIP

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 NAS JACKSONVILLE STEREOTYPE ROUTES

NIP STEREOS (P3 cont'd)

<u>FORMAT</u>	<u>CODE</u>	<u>ROUTE AND PROFILE</u>
SP	NIP23	NIP REQ 110 CRG CRG083038 W-157 (DELAY 3+00) REQ 100 SVN <u>NOTE:</u> NIP OPS FILE NIP23R
SP	NIP23R	SVN REQ 160 V437 SUBER NIP
SP	NIP24	NIP REQ 50 NIP094040 W-158 (DELAY 3+00) REQ 100 OMN COF <u>NOTE:</u> NIP OPS FILE NIP24R
SP	NIP24R	COF REQ 170 ORL V267 ROYES NIP
SP	NIP25	NIP REQ 120 TAY TAY273035 VAD006010 MOODY1 MOA (DELAY 1+30 MOODY1 MOA) REQ 80 VNA MCN WRB <u>NOTE:</u> NIP OPS FILE NIP19R WITH ATLANTA CENTER
SP	NIP27	NIP REQ 50 CARRA WYNDS GNV <u>NOTE:</u> NIP OPS FILE NIP27R
SP	NIP27R	GNV REQ 60 CARRA MADEN NIP
SP	NIP28	NIP REQ 40 TAY LCQ
SP	NIP28R	LCQ REQ 50 MADEN NIP
SP	NIP29	NIP REQ 90 CARRA BAYPO PIE <u>NOTE:</u> NIP OPS FILE NIP29R WITH MIAMI CENTER
SP	NIP29R	PIE REQ 80 BAYPO CARRA MADEN NIP
SP	NIP31	NIP REQ 40 TAY (DELAY 0+45) GNV (DELAY 1+30) MADEN NIP <u>NOTE:</u> HOLD TAY / APCHS GNV

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 NAS JACKSONVILLE STEREOTYPE ROUTES

NIP STEREOS (P3 cont'd)

<u>FORMAT</u>	<u>CODE</u>	<u>ROUTE AND PROFILE</u>
SP	NIP54	NIP REQ 080 NIP270050 LVOAK (DELAY 1+30) OCF V581 DADES MCF <u>NOTE:</u> NIP OPS FILE NIP54R OR NIP55R
SP	NIP54R	MCF REQ 80 DADES OCF MADEN NIP
SP	NIP93	NIP REQ 030 JAX (DELAY 3+00) NIP
SP	NIP95	NIP REQ 020 NIP184005 (DELAY 3+00) NIP <u>REMARKS:</u> GCA
SP	NIP97	NIP REQ 030 MADEN NIP <u>REMARKS:</u> REQ TACAN APCH
SP	NIP98	R2906 REQ 040 OCF040028 NIP180028 NIP <u>REMARKS:</u> HUNG ORDNANCE
SP	NIP99	R2907 REQ 040 OCF085028 OCF040028 NIP180028 NIP <u>REMARKS:</u> HUNG ORDNANCE
SP	NIP100	R2910 REQ 40 OCF085020 OCF040028 NIP180028 NIP <u>REMARKS:</u> HUNG ORDNANCE
SP	NIP101	W158A REQ 40 NIP115036 NIP180013 NIP <u>REMARKS:</u> HUNG ORDNANCE
SP	NIP102	NIP REQ FL200 CRG DBN <u>TRBOW STAR</u> MGE
SP	NIP102R	MGE REQ FL190 SOONE MCN J45 AMG <u>AMG STAR</u> NIP

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NAS JACKSONVILLE STEREO TYPE ROUTES
NIP STEREOS (P8)

<u>FORMAT</u>	<u>CODE</u>	<u>ROUTE AND PROFILE</u>
SP	NIP95	NIP REQ 020 NIP184005 (DELAY 3+00) NIP <u>REMARKS:</u> GCA

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