

ARMY, MARINE CORPS, NAVY, AIR FORCE



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JATC

***MULTI-SERVICE
PROCEDURES FOR JOINT
AIR TRAFFIC CONTROL***

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MULTI-SERVICE TACTICS, TECHNIQUES, AND PROCEDURES

FOREWORD

This publication has been prepared under our direction for use by our respective commands and other commands as appropriate.



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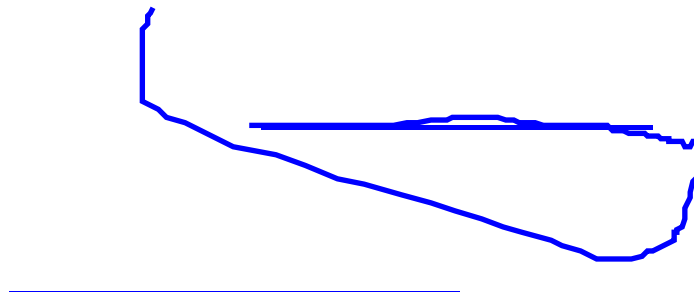
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PREFACE

1. Purpose

This joint air traffic control (JATC) publication meets the needs of the Services by providing procedures on JATC employment and by detailing Service relationships for initial, transition, and sustained JATC operations within the theater or AOR. It also outlines how to synchronize and integrate JATC forces and specialized air traffic control (ATC) equipment.

2. Scope

This multi-Service procedures publication acts as a ready reference source for guidance on ATC responsibilities, procedures, and employment in a joint environment. This publication discusses JATC employment and Service relationships for initial, transition, and sustained ATC operations across the spectrum of joint operations within the theater or area of responsibility (AOR). This publication is UNCLASSIFIED and specifically addresses Service ATC doctrine, forces, capabilities, equipment, and training.

3. Applicability

This publication applies to the operating forces of all Services. Although the focus of the publication is at the tactical level, it has application for planning and warfighting personnel at all levels. The target audience for this publication includes commanders, staffs, warfighters, and agencies at all levels within and supporting a joint force.

4. Implementation Plan

Participating Service command offices of primary responsibility will review this publication, validate the information, and reference and incorporate it in Service and command manuals, regulations, and curricula as follows:

Army. Upon approval and authentication, this publication incorporates the procedures contained herein into the US Army Doctrine and Training Literature Program as directed by the Commander, US Army Training and Doctrine Command (TRADOC). Distribution is in accordance with (IAW) initial distribution number (IDN) 115756.

Marine Corps. The Marine Corps will incorporate the procedures in this publication in US Marine Corps training and doctrine publications as directed by the Commanding General, US Marine Corps Combat Development Command (MCCDC). Distribution is in accordance with the Marine Corps Publication Distribution System (MCPDS).

Navy. The Navy will incorporate these procedures in US Navy training and doctrine publications as directed by the Commander, Navy Warfare Development Command (NWDC)[I5]. Distribution is in accordance with Military Standard Requisition and Issue Procedure Desk Guide (MILSTRIP Desk Guide) and Navy Standing Operating Procedure Publication 409 (NAV SOP Pub 409).

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5. User Information

a. TRADOC, MCCDC, NWDC, Headquarters AFDC, and the Air Land Sea Application (ALSA) Center developed this publication with the joint participation of the approving Service commands. ALSA will review and update this publication as necessary.

b. This publication reflects current joint and Service doctrine, command and control organizations, facilities, personnel, responsibilities, and procedures. Changes in Service protocol, appropriately reflected in joint and Service publications, will likewise be incorporated in revisions to this document.

c. We encourage recommended changes for improving this publication. Key your comments to the specific page and paragraph and provide a rationale for each recommendation. Send comments and recommendations directly to—

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JATC

MULTI-SERVICE PROCEDURES FOR JOINT AIR TRAFFIC CONTROL

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EXECUTIVE SUMMARY

JATC

Multi-Service Tactics, Techniques, and Procedures for Joint Air Traffic Control

- Provides basic background information on JATC operations
- Outlines the duties, responsibilities, and command and control relationships that influence JATC operations and handover procedures
- Illustrates how Service ATC forces are deployed and employed to perform ATC operations
 - Describes how Service ATC forces conduct ATC during initial, transition, and sustained operations, and provides example timelines
 - Outlines how to synchronize and integrate JATC forces within the theater or AOR
 - Explains how to integrate the Services' ATC equipment and ATC force
 - Describes each Service's ATC doctrine, forces, capabilities, training, and equipment used to perform JATC operations and any additional information and considerations deemed appropriate by individual Services

Joint force planners must understand the elements of each Service's ATC capabilities and be able to synchronize and integrate them to effectively support the joint force commander's requirements. A general understanding of how these forces fit into the flow of a developing theater is required to execute this responsibility. This publication provides the Service-unique information a planner requires in order to employ air traffic services (ATS) in a joint environment. Included are considerations and checklists for planning and executing ATC services during the initial, transition, and sustained phases of operation.

Planning

Chapter I addresses organization modifications; specifically of primary importance is the suggested establishment of an Airspace Integration Entity (specialty team or cell) and a Regional Air Movement Control Center (RAMCC)(especially for nations with a non-functioning civil ATC system) to ensure ATC issues are handled competently. It also details the command and control relationships and planning considerations for tasking ATC capabilities of all four Services, and includes a snapshot of their capabilities. Finally, the chapter details planning considerations for providing instrument navigational aids and/or instrument procedures within a theater or AOR.

Initial Deployment

Chapter II describes how individual Service's ATC capabilities are initially employed in the joint environment. It discusses that, unlike flight operations, where aircraft from several Services may share an airfield, the ATC support is normally provided by a single

Service. Also, the individual Services have not previously pursued joint ATC operations doctrine and efficiencies, which may produce enhanced capabilities and improved flight safety resulting from the combination of multi-Service ATC functions when feasible. It recommends that, now, due to strains in manning, equipment, and mission requirements, the joint planners/multi-Service ATC community should consider joint ATC operations. The chapter also provides planning considerations, Service initial capabilities, and an example scenario for initial ATC operations.

Air Traffic Control Transition Operations

Chapter III describes transitional ATC operations conducted from the time the initial entry ATC resources require replacement, replenishment, augmentation, or upgrade of ATC services until the time that sustainment ATC forces are established. It provides an example transition timeline, transition checklists, Service transition capabilities, and considerations.

Sustainment of Air Traffic Control Operations

Chapter IV covers sustained, long-term ATC operations, through termination of ATC services and end-state considerations. It includes considerations for synchronization, integration, and interoperability of ATC forces within the theater or AOR.

Service Doctrine, Forces, Capabilities, Training, Equipment, etc., and Examples

The appendices provide details on the four Services' ATC doctrine, forces, capabilities, equipment, and training, as well as helpful example checklists and documents. The appendices provide a baseline understanding of component capabilities for conducting ATC operations in a joint environment by providing a description of:

- The doctrinal framework which each Service uses to execute JATC operations
- The Service-specific forces capable of deploying and executing JATC operations
- The Service-specific equipment and systems used to control air traffic in the theater or AOR
- The specific ATC organizations and capabilities each Service has available
- The training each Service provides for ATC personnel
- Additional information and considerations deemed appropriate by individual Services
- ATC operations handover checklists
- Sample NOTAMs
- Memorandum/Letter of Agreement

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Chapter I

PLANNING

1. Background

a. When planning the deployment of air traffic services (ATS), it is crucial for a joint planner to know the condition and capabilities of airfields, navigational aids, airspace considerations, and other air traffic control (ATC) resources in the area of operations (AO). This information enables the joint force planner to determine the types and mix of assets required to support initial operations up until the time in which a full ATC sustainment package is deployed.

b. This chapter details the command and control (C2) relationships and planning considerations for tasking ATC capabilities of all four Services and includes a snapshot of their capabilities for conducting joint air traffic control (JATC).

2. Command and Control Relationships

a. Relationships. The following guidance outlines duties and responsibilities during a joint operation. Discussion of an airspace integration entity (specialty team or cell) and a RAMCC will be covered in section 3.

(1) Combatant Commander: The Combatant Commander's joint forces air component commander (JFACC) determines initial ATC requirements at specific deployment locations based upon the operational requirements.

(2) Joint Force Commander (JFC). A general term applied to a combatant commander, subunified commander, or joint task force (JTF) commander authorized to exercise combatant command (command authority) or operational control over a joint force (Joint Publication [JP] 1-02). In addition, the JFC exercises operational control (OPCON) over assigned forces, and normally over attached forces, to include ATC forces. The JFC directs employment of ATC assets and handoff of responsibility from one unit to another (single Service, joint, multinational [coalition or allied], or host nation) through the airspace control plan (ACP), published by the airspace control authority (ACA). Additionally, the JFC establishes requirements for liaisons in inter-Service, coalition, and host nation facilities.

(3) Joint Force Air Component Commander . The commander, within a unified command, subordinate unified command, or joint task force responsible to the establishing commander for making recommendations on the proper employment of assigned, attached, and/or made available for tasking air forces; planning and coordinating air operations; or accomplishing such operational missions as may be assigned. The JFACC is given the authority necessary to accomplish missions and tasks assigned by the establishing commander. (JP 1-02)

(4) Airspace Control Authority. The commander designated to assume overall responsibility for the operation of airspace control system in the airspace control area (JP 1-02). When the JFC designates a JFACC, the JFACC normally assumes ACA responsibilities since airspace control is an integral part of joint air operations. As the designated commander for joint air operations, the responsibility for planning, coordinating, and developing airspace control procedures and operating an airspace control