

Space, Missile, Command and Control

WEAPONS RANGES

This supplement describes responsibilities, procedures, and target complexes with specific target /feature coordinates for Training Operations on Utah Test and Training Range (UTTR). It applies to all organizations desiring to use the range.

SUMMARY OF CHANGES

All UTTR targets have been resurveyed with DGPS. Additional weapon launch box/procedures have been added for JDAM and GBU-24. Weapons Impact Scoring Set (WISS) has replaced TOSS. Changes to SAT/TAP in R-6404. No-Spot Scoring at some Wildcat targets at night.

TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION AND RANGE DESCRIPTION	6
1.1. GENERAL.	6
1.2. RESPONSIBILITIES	6
1.3. RANGE DESCRIPTION AND CAPABILITIES.	7
1.4. RANGE ENVIRONMENTAL REQUIREMENTS.	7
1.5. RANGE OPERATING HOURS.	7
CHAPTER 2: RANGE SCHEDULING PROCEDURES	9
2.1. GENERAL.	9
2.2. SCHEDULE DEVELOPMENT.	9
2.3. SCHEDULE CHANGES.	9
2.4. AIRSPACE WORKING SECTORS.	9
2.5. ACC BOMBER AND US NAVY FIGHTER AIRCRAFT INTERCEPT TRAINING.	11
2.6. ELECTRONIC/VISUAL THREAT SCHEDULING PROCEDURES.	11
CHAPTER 3: RANGE PROCEDURES AND RESTRICTIONS	13
3.1. GENERAL.	13
3.2. AIRCRAFT RANGE ENTRY AND DEPARTURE.	13
3.3. RESTRICTIONS.	14
3.4. HUNG ORDNANCE RECOVERY AT HILL AFB.	14
3.5. SUPERSONIC FLIGHT.	14
3.6. GROUND SPACE.	15
3.7. HELICOPTER OPERATIONS ON UTTR.	15
3.8. EMERGENCY JETTISON.	15
3.9. BAIL-OUT AREAS.	15
3.10. AIR REFUELING TRACKS.	15
3.11. FUEL DUMPING.	16
3.12. FLIGHT AVOIDANCE AREAS.	16
3.13. RESTRICTIONS FOR HAZARDOUS GROUND OPERATIONS.	16
3.14. HAZARDS TO FLIGHT.	16
3.15. GROUND PARTY REQUIREMENTS.	16
3.16. GROUND PARTY BRIEFING AND ESCORT.	17
3.17. RANGE ENVIRONMENTAL REQUIREMENTS.	18
3.18. RANGE WEATHER REQUIREMENTS.	18
3.19. CHAFF, FLARES, ECM, and FREQUENCY MANAGEMENT.	18
3.20. WISS SCORING (DSN 789-5235)	18
TABLE 1. FLIGHT AVOIDANCE AREAS (Also see Figure 30)	20
CHAPTER 4: RANGE SAFETY	21
4.1. GENERAL.	21
4.2. RESPONSIBILITIES.	21

4.3. GENERAL REQUIREMENTS.	21
4.4. LASER PROCEDURES.	22
4.5. FLIGHT TERMINATION SYSTEM (FTS) REQUIREMENTS.	23
TABLE 2 EYE PROTECTION REQUIREMENTS FOR MILITARY LASER SYSTEMS IN USE AT THE UTTR	23
CHAPTER 5: EAGLE RANGE COMPLEX	24
5.1. DESCRIPTION.	24
5.2. EAGLE COMPLEX PROCEDURES.	24
5.3. EAGLE COMPLEX RESTRICTIONS.	26
5.4. EAGLE COMPLEX QUICK REFERENCE.	26
5.5. EMERGENCY AIRFIELDS (FROM EAGLE 1).	27
5.6. HAZARDS/CONFLICTS.	27
5.7. HUNG ORDNANCE RECOVERY TO HILL AFB.	27
5.8. EAGLE RCO PROCEDURES.	27
5.9. TARGET 82.	30
TABLE 3. EAGLE RANGE TARGET COORDINATES	30
TABLE 4. EAGLE RANGE AUTHORIZED ORDNANCE	31
CHAPTER 6: HELICOPTER AIR TO GROUND COMPLEX	32
6.1. DESCRIPTION.	32
6.2. HAG COMPLEX PROCEDURES.	32
6.3. HAG COMPLEX RESTRICTIONS.	32
6.4. EMERGENCY AIRFIELDS (FROM THE HAG).	33
6.5. HAZARDS/CONFLICTS.	33
TABLE 5. HAG TARGET COORDINATES (NO WISS SCORING IN THE HAG)	34
TABLE 6. HAG COMPLEX AUTHORIZED ORDNANCE	37
CHAPTER 7: CRANER COMPLEX	38
7.1. DESCRIPTION.	38
7.2. CRANER COMPLEX PROCEDURES.	38
7.3. CRANER COMPLEX RESTRICTIONS.	38
7.4. EMERGENCY AIRFIELDS (FROM CRANER).	39
7.3. HAZARDS/CONFLICTS.	39
TABLE 7. CRANER TARGET COORDINATES	39
TABLE 8. CRANER AUTHORIZED ORDNANCE	40
CHAPTER 8: WILDCAT AND KITTYCAT COMPLEX	41
8.1. DESCRIPTION.	41
8.2. WILDCAT/KITTYCAT COMMON PROCEDURES.	42
8.3. WILDCAT UNIQUE PROCEDURES.	43
8.4. KITTYCAT UNIQUE PROCEDURES.	43
8.3. WALLEYE PROCEDURES (AGM-62).	44
8.4. MAVERICK PROCEDURES (AGM-65).	44
8.5. RESTRICTIONS.	44
8.6. EMERGENCY AIRFIELDS (FROM WILDCAT).	45
8.7. HAZARDS/CONFLICTS.	45
8.8. WEAPONS IMPACT SCORING SET (WISS).	45
8.9. JDAM TRAINING PROCEDURES (INERT OR LIVE MK 82/84)	46
TABLE 9. WILDCAT TARGET COORDINATES	48
TABLE 10. KITTYCAT TARGET COORDINATES	53
TABLE 11. WILDCAT/KITTYCAT AUTHORIZED ORDNANCE	55
CHAPTER 9: BAKER STRONG POINT	56
9.1. DESCRIPTION.	56
9.2. BSP COMPLEX PROCEDURES.	56
9.3. BSP COMPLEX RESTRICTIONS.	57
9.4. EMERGENCY AIRFIELDS (FROM BSP).	58
9.5. HAZARDS/CONFLICTS.	58
TABLE 12. BAKER STRONG POINT TARGET COORDINATES	58

TABLE 13. BAKER STRONG POINT AUTHORIZED ORDNANCE	60
TABLE 14. SOUTH RANGE REFLECTORS	60
TABLE 15. NORTH RANGE REFLECTORS	61
TABLE 16. GEOGRAPHIC POINTS - SOUTH RANGE	62
TABLE 17. GEOGRAPHIC POINTS-NORTH RANGE	62
CHAPTER 10: AIR TO AIR SECTORS	63
10.1. SOUTH SECTORS AIR-TO-AIR.	63
10.2. EMERGENCY AIRFIELDS.	63
10.3. HAZARDS AND CONFLICTS.	63
10.4. NORTH SECTOR AIR-TO-AIR.	63
10.5. EMERGENCY AIRFIELDS.	64
10.6. HAZARDS/CONFLICTS.	64
CHAPTER 11: AIR COMBAT MANEUVERING INSTRUMENTATION	65
11.1. DESCRIPTION.	65
11.2. ACMI PROCEDURES.	65
11.3. UNIT PROJECT OFFICERS:	65
CHAPTER 12: DAWN DROP ZONE AND NORD LANDING ZONE	67
12.1. DESCRIPTION.	67
12.2. DAWN DZ PROCEDURES.	67
12.3. DAWN DZ RESTRICTIONS.	67
12.4. DAWN DZ QUICK REFERENCE.	67
12.5. DAWN DZ HAZARDS/CONFLICTS.	67
12.6. NORD LANDING ZONE (LZ) PROCEDURES.	68
12.7. NORD LZ RESTRICTIONS.	68
12.8. NORD LZ QUICK REFERENCE.	68
12.9. NORD LZ HAZARDS/CONFLICTS.	68
CHAPTER 13: GROUND ASSAULT TARGET	69
13.1. GAT.	69

NOTE: 388 RANS Guide to Capabilities, available from 388 RANS/DOM, provides a general description of UTTR test and training capabilities not covered in this Supplement. A detailed description of the UTTR's test capabilities and procedures can be found in UTTR SUPPLEMENT 1 (Test) to AFI 13-212 which is also available from 388 RANS/DOM.

1.3. RANGE DESCRIPTION AND CAPABILITIES.

UTTR consists of Restricted Airspace, MOAs, ATCAAs, Instrument Routes, Visual Routes, DoD owned land areas, BLM areas, and privately owned land. Refer to paragraph 3.12 and Table 1 of this supplement for flight avoidance areas and restrictions within UTTR.

1.3.1. Restricted areas (Figure 1) and altitude structure, are defined in Flight Information Publication (FLIP) AP/1A, Area Planning, Special Use Airspace, and are restated here as follows:

- R6404A - Surface to Flight Level (FL) 580
- R6404B - Surface to 13,000' MSL
- R6404C - 100' AGL to FL 280
- R6404D - Above (not including) 13,000' MSL to FL 250 (tests only)
- R6405 - 100' AGL to FL 580
- R6406A - Surface to FL 580
- R6406B - 100' AGL to FL 580
- R6407 - Surface to FL 580
- R6402A - Surface to FL 580
- R6402B - 100' AGL to FL 580

1.3.2. MOAs (Figure 1) and altitude structure are defined in FLIP Enroute Low Altitude Charts L-5 and L-7 and are restated here as follows:

- Lucin A - 100' AGL to 9,000' MSL
- Lucin B - 100' AGL to 7,500' MSL
- Lucin C - 100' AGL to 6,500' MSL
- Lucin Stationary ALTRV (LCU ALTRV) is established by an LOA dated 26 April 1996 and could be canceled at any time. It overlies portions (NOT ALL) of both Lucin A&B MOAs and vertically starts at 9000 feet MSL over Lucin A and 7500 feet MSL over Lucin B and extends up to, but not including FL180. Lateral definition:
Beginning at: 41° 09.25' N 114° 27' W
41° 40' N 114° 30.05' W
41° 52.5' N 113° 55.38' W
41° 54' N 113° 46.4' W
41° 44.67' N 113° 34.75' W
41° 29.33' N 113° 06.25' W
41° 12.58' N 113° 00.27' W
41° 16' N 113° 50.05' W back to beginning.

NOTE: The LCU ALTRV can be scheduled through Range Scheduling with at least 72 hours notice. Release of the LCU ALTRV to Clover Control from SLC ARTCC is on a non-interference basis with all IFR traffic.

- Sevier A - 100' AGL to 14,500' MSL
- Sevier B - 100' AGL to 9,500' MSL
- Sevier C - 14,500' MSL to, but not including FL 180
- Sevier D - 9,500' MSL to, but not including FL 180
- Gandy - 100' AGL to, but not including FL 180

NOTE: Sevier C and D may be available up to but not including FL 180 to accommodate major exercises. Requests to use this airspace must be received by UTTR Scheduling Office at least 12 days prior to the week of the mission.

1.3.3. Gandy ATCAA (Figure 1) altitude structure (FL 180 to FL 580 - congruent with Gandy MOA) is defined in Letter of Agreement among SLC ARTCC, SLC TRACON, 299 RCS, and 388 RANS.

1.3.4. Instrument Routes and Visual Routes are defined in FLIP AP/1B, Area Planning, Military Training Routes, including scheduling authority and special instructions.

1.3.5. Refueling Tracks are defined in FLIP AP/1B. Altitudes for AR-642 E/W and AR-659 are directed by Clover Control - expect radar vectors.

NOTE: Radar directed air refueling may take place on the UTTR in airspace not designated as a refueling anchor.

1.3.6. DoD-controlled land is located in R6404A, R6404B, R6406A, and R6407 (Figure 3).

1.3.7. UTTR is commonly divided into North and South Ranges.

1.3.6.1. North Range consists of R6404A, R6404B, R6404C, R6404D, Lucin A, Lucin B and LCU ALTRV.

1.3.6.2. South Range consists of R6402A, R6402B, R6405, R6406A, R6406B, R6407, Lucin C, Sevier A, Sevier B, Sevier C, Sevier D, and Gandy.

1.4. RANGE ENVIRONMENTAL REQUIREMENTS.

The Range Squadron Commander and OO-ALC/EM are responsible for ensuring compliance of local and DoD environmental procedures. Range Managers, PMs, RCOs, and the Target Manager will ensure that range personnel, operations and maintenance activities remain in compliance with AFI 32-7061 and local procedures.

1.5. RANGE OPERATING HOURS.

1.5.1 UTTR airspace/targets are available as follows:

- Monday - Thursday from 0700-2400 Local.
- Friday from 0700 - 1800 Local.
- Saturday from 0800 - 1700 Local.
- One Sunday per month (0800 - 1600 Local) on the 299 RCS (Clover Control) UTA weekend.

NOTE: Flying scheduled outside these hours may incur overtime charges and must be coordinated with the 299 RCS prior to the scheduled week input date and approved by 388 RANS/DOO.

1.5.2. WISS services are available Monday-Friday. Times are the same as airspace and targets. Weekend WISS support for special missions (ORIs, LFEs) can be coordinated prior to the scheduling deadlines mentioned in Chapter 2.

1.5.3. ACMI is available from 0900-2400L Mon-Thursday and 0900-1800L on Friday.

1.5.4. Eagle Range RCOs are available Monday-Thursday for 9.5 hours of mission support. Start time will vary according to the flying schedule to support the greatest number of missions.

1.5.5. MUTES/TRAINS (EW) is available from 0900-2400L Monday-Thursday. Callsign is "Granite Peak", DSN 789-5778.

NOTE: Flying scheduled outside these hours may incur overtime charges and must be coordinated prior to the scheduled week input date and approved by 388 RANS/DOOS.

CHAPTER 2: RANGE SCHEDULING PROCEDURES

2.1. GENERAL.

The Range Scheduling Branch, radio call sign "Hill Range Control" (388 RANS/DOOS) is responsible for scheduling all air and ground activities on the UTTR. An activity is defined as a military test or training mission requiring airspace, ground space or support, including instrumentation, weapons control, or air traffic control services. This also includes any air or ground activities required by federal, state, or civilian agencies. Any change or addition to user requirements such as number of aircraft, airspace, targets, or support [i.e., Weapon Impact Scoring Set, (Callsign is still "TOSS") or Air Combat Maneuvering Instrumentation (ACMI), MUTES/TRAINS etc.] will be coordinated through Hill Range Control. Scheduled activities that fail to cancel in a timely manner will normally be assessed appropriate charges. Any activity not scheduled by Hill Range Control will not be cleared into UTTR airspace.

2.2. SCHEDULE DEVELOPMENT.

388 RANS/DOOS (Hill Range Control) consists of Range Scheduling and Current Operations. Range Scheduling develops and publishes the weekly schedule. Current Operations implements the schedule on a real-time basis for the actual mission day.

2.2.1. Organizations requesting use of UTTR will forward their requirements to 388 RANS/DOOS a minimum of 12 days prior to their mission week. These requests must be received no later than 1200L on Wednesday. Requests received after this time will lose the priority associated with their activity. Requests will be submitted in writing and all times requested will be in Universal Time (Zulu Time). Air Combat Command (ACC) Bomber Wings should schedule through the Military Airspace Management System (MAMS). Other formats, including message and/or telephone inputs (777-9385, FAX 777-9224) are acceptable. 388 RANS/DOOS hours of operation are 0700-1630 Monday through Thursday and 0700-1530 on Fridays.

2.2.2. 388 RANS/DOOS will publish a preliminary schedule from user requests to use at the range users meeting each Monday morning. The purpose of the meeting is to involve the various range users and range support units in resolving any conflicts in the schedule. Representatives from all organizations requesting use of the UTTR should attend this meeting. In situations requiring scheduling adjustments, organizations not represented could forfeit their requested activity unless previously coordinated with 388 RANS/DOOS. This document also serves as the baseline document for all UTTR activities.

2.2.3. Each organization scheduled for an activity on the UTTR is responsible for ensuring the range schedule accurately reflects their needs/requirements. Any organization not based or deployed at Hill AFB should call 388 RANS/DOOS (Range Scheduling) the duty day prior to their mission to verify call signs, range times, types of ordnance

and to receive range restrictions. Failure to accomplish this procedure may cause the mission to be delayed or canceled. This procedure will be waived for large tactical exercises by sending Air Tasking Orders (ATOs) and Special Instructions (SPINS) for the exercise.

2.2.4. Backup status may be assigned when a higher priority mission has been scheduled. Backup missions will be allowed to utilize available alternate airspace or cancel their mission. In the event a cruise missile mission requires the use of the MOAs, no other military activity will be allowed to schedule the same airspace.

2.3. SCHEDULE CHANGES.

2.3.1 From the time the weekly schedule is published until 1600L the day before a particular mission, Range Scheduling will accept schedule changes or cancellations on 777-9385 or FAX 777-9224. After 1600L Current Operations will accept the changes or cancellations on 777-9386 or FAX 777-9224 or on UHF 327.6.

2.3.2. Unit-to-unit trades or arrangements for joint range usage will not be honored unless coordinated through Range Scheduling.

2.3.3. Range users changing or canceling instrumentation requirements must notify Range Scheduling before 1600L the workday prior to mission day or they are subject to lost opportunity charges.

2.3.4. The using agency will notify Range Scheduling by 1600L the day before the scheduled mission for cancellation of scheduled missions involving overtime for support activities or air crews after normal duty hours. Range Scheduling will immediately notify support agencies and advise of cancellation. All reimbursable costs incurred because of failure to cancel will be charged to the project concerned.

2.3.5. Due to overtime operations costs, any test program that schedules range assets outside normal duty hours will be charged an additional fee over and above other support charges. Overtime is authorized only for reimbursable programs.

2.3.6. Current Operations will cancel delayed missions if they conflict with other scheduled missions.

2.3.7. After 388 RANS/DOOS duty hours, 299 RCS (Clover Control) 777-7575/-76, takes over scheduling authority for same-day changes or cancellations.

2.4. AIRSPACE WORKING SECTORS.

The UTTR restricted airspace is divided into sectors to facilitate scheduling and use of different parts of the range at the same time. Wherever possible, the boundaries coincide

with natural terrain features. All aircraft must maintain 2.5 miles separation from external range boundaries to insure 5-mile separation from traffic outside the UTTR. (Ref: FAAO 7110.65M). Altitude restrictions are designed to provide an even "floor" to separate air-to-air and air-to-ground missions. These altitudes can be modified to satisfy the user after coordination with Hill Range Control and the 299 RCS.

NOTE: SCHEDULING LOW-ALTITUDE AIRSPACE SECTORS E, B, W, K, and H, DOES NOT MEAN YOU ARE CLEARED TO USE ANY OR ALL OF THE TARGETS LOCATED IN THOSE SECTORS. YOU MUST ALSO SCHEDULE THE SPECIFIC TARGET COMPLEX CORRESPONDING TO THE ORDNANCE PERMITTED OR PLANNED.

Changing ordnance from INERT to LIVE, for example, would require coordination with 388 RANS/DOOS (Hill Range Control) to schedule KITTYCAT vice WILDCAT even though you may have sector W and WILDCAT already scheduled. This is to ensure safety of ground parties and expensive equipment.

REMEMBER: NO ORDNANCE (INCLUDING STRAFE) CAN IMPACT A TARGET UNLESS THE TARGET IS SCHEDULED.

2.4.1. North Range is divided into 11 sectors, 1 corridor and ATC airspace. ATC airspace is coordinated real-time with Clover Control (Figures 6 and 7).

2.4.1.1. Sector H

- Use: From surface to 9,000' MSL used for the Helicopter Air-to-Ground (HAG) target complex. At or above 10,000' MSL is designated ATC airspace for use in transition, holding, and sequencing recovering aircraft to Hill AFB.
- Targets: Ground Assault Target (GAT), multiple individual targets made up of armored tanks, tracked howitzers, and similar surface vehicles.

2.4.1.2. Sector G

- Use: Surface to 9,000' MSL used for holding and low-level transition to and from VR routes and target areas.
- Targets: None

2.4.1.3. Sector N

- Use: 500 AGL to 9,000' MSL used primarily for the north test targets. At or below 500 AGL is a no-fly area, except when operations are scheduled on targets 22, Nord LZ, Dawn DZ and CBU Valley.
- Targets: 22, CBU Valley, laser tunnel, Nord LZ, and Dawn DZ.

2.4.1.4. Sector S

- Use: For munitions test on targets located in the south complex, surface to 9,000' MSL, pattern work in conjunction with Eagle target complex when scheduled with Sector E.
- Targets: 2, 3, 5, 6, 9-14, 21, 23, 24, 26, and 82.

2.4.1.5. Sector E

- Use: Normally used for Eagle target and target 18, surface to 9,000' MSL. Higher airspace for Eagle pattern requirements will be coordinated real-time with Clover Control.
- Targets: 15-18, Eagle Range

2.4.1.6. Sector K

- Use: Ingress to and pattern work for the Craner tactical target, surface to 9,000' MSL.
- Targets: Craner Tactical Target

2.4.1.7. Sector F

- Use: Low altitude air-to-air surface to 9,000' MSL.
- Targets: None

2.4.1.8. Sector C

- Use: Low altitude air-to-air, usually in conjunction with Sectors K and F. 100' AGL through 9,000' MSL.
- Targets: None

2.4.1.9. Sector Q

- Use: Transition to Eagle, surface to 9,000' MSL.
- Targets: None

2.4.1.10. Newfy Corridor

- Use: Aircraft transition on real-time basis with Clover Control. Surface to 9,000' MSL.
- Targets: None

2.4.1.11. Sector 2

- Use: Two ship visual BFM and incentive rides only, FL 200 to FL 580. 10,000' MSL - FL 190 is designated ATC airspace. Also used for air-to-air missions with limited ROE.
- Targets: None

2.4.1.12. Sector 1

- Use: Air-to-air (limited ROE > 2v2 i.e. SAT/TAP), Air Combat Tactics (ACT), ACMI capable, 10,000 MSL to FL 580, except R6404C which is 10,000 MSL to FL 280. See Chapter 12 for details.
- Targets: None

2.4.1.13. R6404D

- Use: From, but not including 13,000' MSL to FL 250 will be scheduled so as to avoid peak traffic periods of the Salt Lake Air Route Traffic Control Center (ARTCC) and limited to verification testing of F-16 and F-4 weapons systems software programs, and munitions shelf life and warranty verification program testing of live munitions conducted by AFMC.
- Targets: None

2.4.2. South Range is divided into twelve sectors, one corridor, an ATC transition area, and the Wendover Shelf (Figure 8).

2.4.2.1. Sector L

- Use: Low-altitude training, surface to 9,000' MSL.
- Targets: TS-5 test target. 40°26N, 113°30'W (fig. 37)

2.4.2.2. Sector W

- Use: Pattern area for the Wildcat/Kittycat tactical target complex, TS-1/2/4 test targets and the PGM/J test target, surface to 9,000' MSL.
- Targets: Wildcat/ Kittycat complex. TS-1/2/4/PGM/J test targets (fig. 37).

2.4.2.3. Sector 3

- Use: ACMI, air-to-air training, aerial gunnery against towed targets, test missions. 10,000' MSL to FL 580, excluding the Wendover Shelf FL 290 and above.
- Targets: None

2.4.2.4. Sector 4

- Use: Air-to-air training and test FL 210 - FL 580. 100MSL-FL200 in Sector 4 is ATC transition area releasable on a real-time basis to accomplish mission in Sector 4.
- Targets: None. Used in conjunction with Sector W and the ATC Transition Area for air-to-ground missions.

2.4.2.5. Sector B

- Use: Air-to-ground strikes against Baker Strong Point (BSP) tactical target complex, and air-to-air training, surface to 9,000' MSL.
- Targets: BSP, TS-3 (Hammer 1 and 2, fig 37).

2.4.2.6. Sector D

- Use: Department of Army DPG, Michael Army Airfield (MAAF) surface to 9,000' MSL.
- Targets: Artillery Grids, Sand Island

2.4.2.7. Sector 5

- Use: ACMI, air-to-air training and test missions. 10,000' MSL to FL 580
- Targets: None

2.4.2.8. Sector 6

- Use: Department of Army DPG, test missions and air-to-air training, 10,000' MSL to FL 580.
- Targets: Artillery Grids

2.4.2.9. Sector M

- Use: Testing, low-level transition, air-to-air training and VMC holding, 100' AGL to 9,000' MSL.
- Targets: None

2.4.2.10. Sector T

- Use: Testing, low-level transition, air-to-air training and VMC holding. 100' AGL to 9,000' MSL.
- Targets: None

NOTES: Flights scheduled for Sectors 3, 4, W, and L have priority for Sector T transition (real-time by Clover) through the Romeo corridor.

Flights scheduled for Sectors M and T may temporarily lose Sector T for real-time transition of other flights through Sector T. This will facilitate entry into 3, 4, W, and L from Sevier MOAs (via IR-420 and IR-293).

2.4.2.11. Sector 7

- Use: ACMI, air-to-air training and test, 10,000' MSL to FL 580.
- Targets: None

2.4.2.12. Sector 8

- Use: ACMI, air-to-air training and test missions. 10,000' MSL to FL 580.
- Targets: None

2.4.2.13. R Corridor

- Use: Transition, surface to FL580, (real-time only with Clover Control).
- Targets: None

2.4.2.14. ATC Transition Area

- Use: Flight split-ups and holding. 10,000' MSL to FL 200.
- Targets: None

2.4.2.15. Wendover Shelf

- Use: Used by ARTCC for civil traffic FL 290 and above. This airspace can be released to Clover Control, but must be requested no later than 1 hour prior to intended use.
- Targets: None

2.5. ACC BOMBER AND US NAVY FIGHTER AIRCRAFT INTERCEPT TRAINING.

2.5.1. Aircrews requesting intercepts will contact the scheduling office at 388 OSS/OSOS, 777-3328 or 466 FS /DOS, 777-2265.

2.5.2. When a mutually coordinated flight schedule can be arranged, flight call signs, aircraft commander name and phone number will be exchanged for pre-brief.

2.5.3. Unit requesting intercepts will coordinate with UTTR Range Scheduling, DSN 777-4401.

2.5.4. The pre-mission brief will be relayed to Clover Control, 777-7575, prior to take off.

2.6. ELECTRONIC/VISUAL THREAT SCHEDULING PROCEDURES.

2.6.1. South Range: Multiple Threat Emitter System (MUTES). Threat Reaction Analysis Indicator System (TRAINS), Radar Bomb Scoring (RBS) and radar jammer are located at Granite Peak.

2.6.1.1. Contracted hours of operation are Monday through Thursday 0900-2400L.

2.6.1.2. With 12-day notice, schedule can be changed to accommodate exercise/test.

2.6.1.3. For detailed information on capabilities call STU III 789-5778, FAX 789-5780.

2.6.1.4. To schedule MUTES/TRAINS/RBS add "ECM" to your UTTR/MAMS input.

2.6.1.5. Remote-control Smokey Sam can be launched by Clover Control. Ask for them when you call Clover to brief your mission or add "SS" to UTTR/MAMS input.

2.6.1.7. A mobile missile "Scud" simulator can be moved to accessible locations on DoD land. This is a DRY target only and can be moved with two weeks notice by calling 388 RANS/DOO, DSN 777-9019 or Target Support, DSN 777-9025.

TABLE 1. FLIGHT AVOIDANCE AREAS (ALSO SEE FIGURE 30)**LUCIN MOAs** (Avoid by 3000'AGL within radius of 1.5 NM)

<u>Description</u>	<u>Coordinates</u>
Town of Park Valley	41° 49.017'N, 113° 18.433'W
Town of Grouse Creek	41° 42.556'N, 113° 52.981'W
Town of Etna	41° 40.575'N, 113° 57.361'W
Town of Montello	41° 15.736'N, 114° 11.588'W
Town of Wendover (east of Lucin C)	40° 43'N, 114° 01.5'W

NORTH RANGE SECTOR (Avoid overflight below 2000' AGL within 1NM radius)

<u>Sector</u>	<u>Area</u>	<u>Coordinates</u>
N	75 RANS (military complex)	41° 03' N, 112° 56' W

SEVIER MOAs

Sevier A: Town of Eskdale Approximately 39° 05.7'N, 113° 56'W

SOUTH RANGE SECTORS (Avoid by 3000'AGL within radius of 1.5 NM)

<u>Sector</u>	<u>Area</u>	<u>Coordinates (WGS-84)</u>
M	Town of Gandy	39° 27.010'N, 114° 00.713'W
M	Town of Partoun	39° 38.600'N, 113° 53.377'W
M	Town of Trout Creek	39° 40.858'N, 113° 50.335'W
M	Pleasant Valley	39° 41.941'N, 114° 05.265'W
B	Town of Ibapah	40° 02.251'N, 113° 59.126'W
B	Ibapah Airfield	39° 59.672'N, 113° 58.732'W
B	Town of Callao	39° 53.863'N, 113° 42.670'W
B	Town of Gold Hill	40° 09.985'N, 113° 49.835'W
M	Town of Goshute	39° 52.421'N, 113° 59.995'W
B/M/5/7	Bomber Restricted Area	see paragraph 3.12

NOTES: All un-manned and armed air vehicles are prohibited from flying in the Dugway Un-manned/Armed flight avoidance area (see Figure 29).

Un-armed, piloted aircraft are restricted to an altitude of 3,000' AGL or above within a 1 NM horizontal radius of the following

<u>Sector</u>	<u>Area</u>	<u>Coordinates (WGS-84)</u>
D	Baker Lab	40° 11.250'N, 113° 02.550'W
D	Carr Facility	40° 09.916'N, 112° 53.500'W
D	Ditto Facility	40° 10.850'N, 112° 55.710'W
D	Defensive Test Chamber	40° 07.500'N, 112° 54.750'W
D	English Village	40° 13.015'N, 112° 44.690'W
D	Fries Park	40° 12.720'N, 112° 46.311'W
D	Sand Island	40° 21.747'N, 113° 15.909'W

NOTE: All aircraft at 3,000' AGL, and below, within 5 statute miles of MAAF, shall contact Dugway Range Control.