



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, D.C. 20350-2000

IN REPLY REFER TO

OPNAVINST 1211.2P
N869
18 November 1994

OPNAV INSTRUCTION 1211.2P

From: Chief of Naval Operations

Subj: SHIPBOARD AIR CONTROLLER QUALIFICATIONS AND REQUIREMENTS

Ref: (a) NAVPERS 18068G (Manual of Enlisted Manpower and Personnel Classifications and Occupational Standards, Volume II, Navy Enlisted Classifications (NECs))
(b) Navy Fighter Weapons School Communications Brevity - NFWS TM CB 12-93

Encl: (1) NATO Qualifications for Air Controllers
(2) Basic Level Synthetic Intercept
(3) Intermediate Level Synthetic Intercept
(4) Advanced Level Synthetic Intercept

1. Purpose

a. To establish the minimum training requirements for the attainment and continuation of qualifications as shipboard air controllers, and provide the criteria for the designation of personnel as Air Intercept Controller Supervisor (AICS), Air Intercept Controller (AIC), ASW/ASUW Tactical Air Controller (ASTAC), and Air Direction Controller (ADC).

b. To establish the minimum training requirements for the designation of personnel as U.S. Navy shipboard air controllers and the criteria for maintaining qualifications.

c. To establish the minimum shipboard air controller manpower requirements necessary to support each fleet unit's missions, Required Operational Capabilities (ROCs) and Projected Operational Environments (POEs).



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d. Airborne air controllers are not addressed in this instruction.

e. This instruction has been substantially revised and should be reviewed in its entirety.

2. Cancellation. OPNAV Instruction 1211.2N.

3. Description. Shipboard air controllers tactically control and employ naval aircraft in fleet operations. They regularly use or supervise the operation of radars, Naval Tactical Data Systems (NTDS), communications and associated equipment in the exercise of air control functions. Additionally, they participate in search and rescue and aircraft emergency operations. They ensure correct positioning of aircraft in specific areas, air corridors and approach or departure points in accordance with the established tactical doctrine and directions.

a. Air Intercept Controller Supervisor (AICS) OS-0319. AICS personnel are responsible for advising the command on the tactical employment of Anti-Air Warfare (AAW) aircraft and on the safe management of all airborne aircraft. They supervise the performance of shipboard air controllers directing air interceptor aircraft in AAW operations. They assist AIC personnel in the performance of their duties and are responsible for the timeliness and content of their reports. AICS personnel administer and supervise the shipboard training program to maintain AIC, ASTAC, and ADC controller proficiency and qualifications.

b. Air Intercept Controller (AIC) OS-0318. AIC personnel operate radar and NTDS consoles to direct air intercepts and, within their capability, ensure the flight safety of all aircraft under their control. They position AAW aircraft in all standard attack approaches to enable interceptor aircraft to complete their assigned missions.

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c. ASW/ASUW Tactical Air Controller (ASTAC) OS-0324. ASTAC personnel operate NTDS consoles in the ATACO and ASAC modes to direct the employment and ensure the flight safety of all ASW/ASUW aircraft and the LAMPS MK III weapon system in the ASW and ASUW operations. In the performance of their duties, ASW/ASUW aircraft and LAMPS MK III operators report to and receive directions from the ASTAC. The ASTAC uses information from the sensor operators to control the overall tactics, communications, and sensor information correlation and integration for the aircraft and the LAMPS MK III weapons systems. ASTACs control aircraft in transit, perform emergency low visibility approaches (ELVA), conduct lost plane homing, and utilize aircraft control Tactical Aids (TACAIDS) and Identification Friend or Foe (IFF).

(1) In accordance with reference (a), effective 1 October 1993, Navy Enlisted Classifications (NECs) OS-0321 (ASAC) and OS-0322 (ATACO), are no longer valid for dual-qualified personnel. Dual "Qualified-Current" personnel may be converted to NEC OS-0324 (ASTAC) under the following conditions:

(a) Personnel serving in Type II/IV duty may count their previous 12 months air control hours as ASAC time to remain within and/or fulfill currency requirements.

(b) Personnel serving in Type I duty must be "Qualified-Current" in both NEC's.

(c) All dual qualified personnel seeking conversion to NEC OS-0324 should have submitted a NAVPERS 1221/1 to Bureau of Naval Personnel (BUPERS) prior to 1 October 1993.

(d) Dual-qualified personnel who did not submit a NAVPERS 1221/1 prior to the above date must complete course J-221-2503 to attain NEC OS-0324.

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(2) Personnel holding NEC OS-0321 (ASAC) or OS-0322 (ATACO) may qualify for NEC OS-0324 (ASTAC) by successfully completing training pipeline requirements as appropriate.

(a) Those personnel holding a "Qualified-Current" NEC OS-0322 may accomplish this by completing course J-221-0323 (ASAC), the first segment of the ASTAC training pipeline.

(b) Those personnel holding NEC OS-0321 must complete course K-221-0113 (ATACO), the second segment of the ASTAC training pipeline.

(c) Personnel not completing both segments of the ASTAC training pipeline prior to 1 October 1995, will lose the NEC in they are presently "Qualified-Current" and must submit a NAVPERS 1221/1 to remove the NEC.

(3) Personnel who have become "Not Qualified-Not Current," or personnel who never held NEC OS-0321 or OS-0322 must complete the entire ASTAC training pipeline prior to being designated OS-0324.

d. Air Direction Controller (ADC). ADC personnel operate radar and NTDS consoles to ensure the flight safety and vital communications of airborne aircraft. They control aircraft in transit, perform emergency low visibility helicopter approaches, conduct lost plane homing, and utilize air control TACAIDS and IFF.

4. Qualifications

a. Initial training. All shipboard air controllers are required to successfully complete a formal course of instruction which includes both theoretical and practical training in order to qualify as a shipboard air controller.