

COMMAND AND ORGANIZATION CONSIDERATIONS ACROSS THE RANGE OF MILITARY OPERATIONS

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Consistent with the provisions of JP 1, *Doctrine for the Armed Forces of the United States*, a joint force commander (JFC) has the authority to organize forces to accomplish the assigned mission based on the JFC's concept of operations. The organization of forces will depend on the mission assigned, the manner in which the mission is to be fulfilled, and the capabilities and strength of the component elements of the forces assigned. Consequently, the organizational form of the [airspace control system](#) (ACS) may vary.¹ Generally speaking, command arrangements for [airspace control](#) do not vary across the range of military operations. Force composition offers an exception when forces are tailored to specific operations. Homeland operations, by definition, offer an exception to this statement and are dealt with later in the chapter.

The Airspace Control System

Historically, when the Air Force theater air control system (TACS) is combined with Army, Marine, and Navy air control systems, the combined system is called the theater air ground system (TAGS). This did not always include the deployable air traffic control and landing system (DATCALs) and host nation airspace control systems. This use of multiple acronyms to describe ever increasingly complex airspace control systems has led to confusion even among airspace professionals. To alleviate this confusion, the generic term airspace control system (ACS) is used throughout this publication and in [JP 3-52](#).

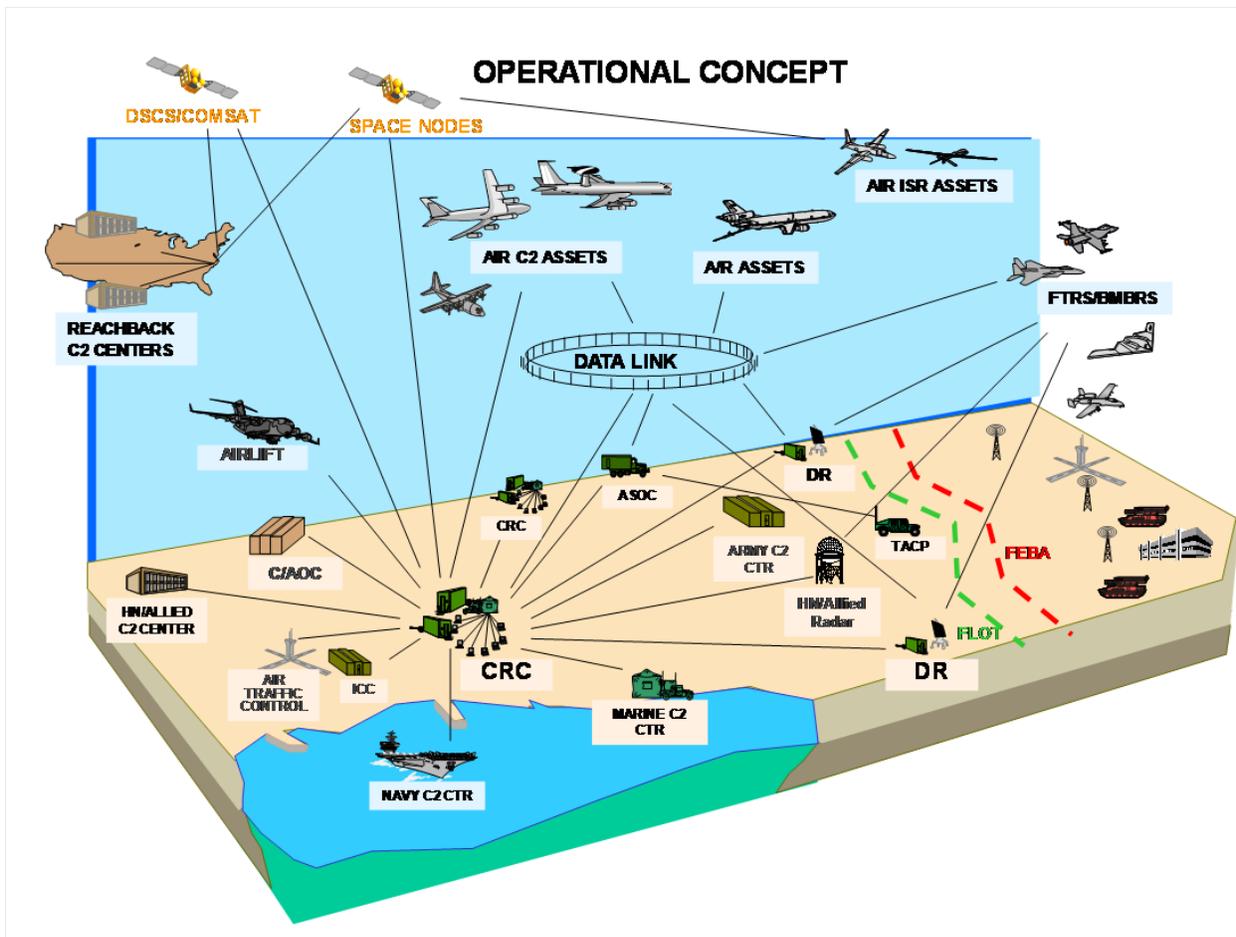
Airspace control systems should be interoperable, integrated, survivable, sustainable, and have redundancy because they are likely to be prime targets for an attacker. The design, responsiveness, and procedures of the ACS employed in the combat zone should support the rapid massing of combat power. Therefore, the structure of the airspace control system should be responsive to developing enemy threats and to the unfolding operation. Emphasis should be placed on simple, flexible airspace management procedures. Provisions should allow for control capability degradation. In this manner, flexibility and battlefield responsiveness are preserved.

¹ Joint Publication [JP] 3-52 [Joint Airspace Control](#)

Airspace control systems; i.e. GPS, air navigation, air traffic control, weather radars and especially voice radio communications, etc., rely heavily on the EMS and are therefore susceptible to interference from frequency jammers, data emitters, and other radio transmitters, operating in the same segment of the electromagnetic spectrum particularly in congested and/or contested operational environments. Such interference can result in degraded PNT, radar separation, and voice communications between airspace control agencies and users, creating potential safety of flight hazards. Deliberate, coordinated and detailed planning at the earliest stages will help ensure both communications systems and their associated procedures are compatible among all airspace managers and users. The JFACC's communications staff and the theater frequency manager should determine potential sources of interference and coordinate with the Directorate for Command, Control, Communications, and Computer Systems to allocate alternate frequencies as required by the Joint Frequency Management Office (JFMO). Interference should be resolved in accordance with Chairman of the Joint Chiefs of Staff Instruction ([CJCSI 3320.02F, Joint Spectrum Interference Resolution \(JSIR\)](#)) and local policies. The timely integration of sensor data and networked inputs between airspace control agencies and C2 nodes within a common operating picture (COP) provides crucial situational awareness for airspace agencies, users, and command decision makers.²

Airspace control functions rely on airspace management resources, but these functions are separate and distinct from real-time control of air vehicles and the terminal air traffic control environment. Air traffic control equipment, procedures and personnel should coordinate and communicate effectively with all ACS components. The system developed for combat airspace control is generally based on compromises between a wide variety of conflicting demands for airspace use. Flexibility and simplicity should be emphasized throughout to maximize the effectiveness of forces operating within the system. This flexibility should include the ability to incorporate a civil air traffic structure where no host nation capability exists. Airspace control should be capable of supporting 24-hour operations in all weather and environmental conditions (See figure titled *Notional Military Airspace Control System*).

² AF/A9 L2, [Integration of Airpower in Operational Level Planning Report](#)



Notional Military Airspace Control System

The ACS combines each Service component's C2 and airspace control system supporting the JFC's mission. The Army Air-Ground System (AAGS), the Naval Tactical Air Control System (NTACS), the Marine Air Command and Control System (MACCS), and the Special Operations Air Ground System (SOAGS) combine with the Air Force forces (AFFOR) theater air control system TACS and/or airspace control agencies to support the JFC's air objectives in planning and execution. The JFC/ACA uses the area air defense plan, airspace control plan, and airspace control order to orchestrate the airspace control agencies within the ACS. These efforts seek to maximize each controlling agency's capabilities to provide a safe and effective airspace control system. To understand fully the relationship of the TACS to the airspace control system, planners should know each component's system, its composition and structure. For more information on the airspace control system, see AFTTP 3-2.17, *MTTP for the Theater Air Ground System*.

The Air Force Theater Air Control System

The [Air Force TACS](#) is the C2 mechanism providing the commander, Air Force forces (COMAFFOR) with the means to achieve the tenet of centralized control and decentralized execution. TACS elements may be employed in garrison, deployed for contingencies, or deployed to augment theater-specific systems. While sometimes configured differently in the various theaters of operation, the basic functions performed

by the TACS are the same. The COMAFFOR executes the air tasking order (ATO), airspace control order (ACO), airspace control plan (ACP), and area air defense plan (AADP), via the TACS. The Air Force TACS in combination with other Service airspace control elements constitute TAGS which executes operations for the JFC (via the AOC).

The AOC is the [senior element](#) of the TACS. It is where centralized planning, direction, control, and coordination of air, space, and cyberspace operations occur. The [AOC](#) is organized under a commander, while a C/JAOC is organized under a director (for joint forces) and a commander (for Air Force forces). The AOC commander is normally dual-hatted as the C/JAOC director. The AOC has five divisions: strategy; combat plans; combat operations; ISR; and air mobility, along with multiple support/specialty teams. Each division integrates numerous disciplines in a cross-functional team approach to planning, execution, and assessment. For a full description of the AOC, see <https://doctrine.af.mil/dnv1vol4.htm> (Vol 4, *Operations*).

Joint Air Component Coordination Element (JACCE)

To better integrate air, space, and cyberspace operations, the JFACC may establish a [JACCE](#) at the JFC's or other functional component headquarters. When established, these elements act as the JFACC's primary representatives to the respective commanders and facilitate interaction between the respective staffs. The JACCE also communicates the component commander's decisions and interests to the JFACC. The JACCE performs a liaison function and does not act as a JFACC C2 node. The JACCE normally has no authority to direct or execute operations, unless given that authority by the JFACC. The JACCE may include plans, operations, intelligence, airspace management, logistics, space, and air mobility expertise, as needed. The JACCE may represent the JFACC to a host nation following major combat operations. To do so, the JFC should authorize direct liaison between the host nation and JFACC on air operations issues.

Component Liaisons

Each Service or functional component commander involved in joint air operations normally provides a liaison element to the AOC. Among other duties, these liaison elements articulate component requirements for airspace and provide expertise in the development and execution of the AADP, ACP, and ACO. The joint force special operations component commander (JFSOCC) is represented by the special operations liaison element (SOLE) which coordinates, deconflicts, and synchronizes special operations of air and surface operations with conventional air. Liaisons representing the other Services include the Army's battlefield coordination detachment (BCD) and the Navy's naval and amphibious liaison element (NALE) to articulate Navy and Marine interests, unless a separate Marine liaison element (MARLE) is designated.

AOC Airspace Coordination

In the AOC, airspace management expertise is organic to the combat plans and combat operations divisions. Additional airspace management expertise may reside in the strategy or air mobility divisions, multiple support/specialty teams and other Service or functional component liaisons (e.g., BCD, SOLE) as their airspace requirements dictate.

Combat plans airspace managers are the personnel responsible for the development and promulgation of the ACP and ACO. The [combat plans division](#) is responsible for near-term air and space operations planning within 48 hours prior to air tasking order execution,³ while combat operations airspace managers are responsible for changes to and execution of the promulgated ACO as well as other real-time AOC airspace coordination issues. The combat operations division is responsible for the execution of the current ATO (i.e., the 24 hours encompassing the effective period of the air tasking order).⁴ The time involved from identification of a time-critical target to execution is often too short to develop and deconflict an airspace coordination measure and generate an ACO change. C2 agencies should provide real-time deconfliction of airspace coordination measures developed in support of dynamic targeting cells.⁵

Based on the complexity of the airspace environment, the ACA may designate a senior airspace management specialty team leader to coordinate development, integration, use, and transition of airspace control within the operational area. This specialized team is in addition to other AOC airspace teams. When designated, the airspace management specialty team leader acts as the senior airspace manager and coordinates directly with the host nation and officials in adjacent countries on civil and military airspace control matters. The airspace management specialty team leader is a senior ranking airspace manager supported by a small staff that works ACA responsibilities; including memoranda of understanding with the host nation and international agencies, host nation and international aeronautical information publications, host nation notices to Airmen (NOTAMs), procedures of reintroduction of civil aviation into the operational area, and strategy development for airspace control transition from the ACA back to host nation authorities. The airspace management team may work through the JACCE to coordinate with host nation authorities, and as a minimum should keep the JACCE informed. Use of coalition airspace management specialists can provide a wealth of expertise on international airspace issues.

Installation Control Center (ICC)

Each Air Force installation maintains and operates an installation control center (ICC) to provide C2 for all resident units and organizations. The ICC provides the installation commander a single, consolidated C2 center to monitor and execute the installation's missions; including tenant, joint, and combined missions, which the commander bears supporting responsibility. The USAF ICC provides a standardized, functional organization for all installations; facilitating the installation-level C2 across the full spectrum of operations.

The ICC is scalable and tailorable at the installation commander's direction to provide the exact C2 capability required for the unique location, mission and operational situation of each installation. In addition to the Command Post (CP) function, the ICC may include provisions for a battle staff, mission planning function, operations planning and execution monitoring functions, maintenance operations, a logistics readiness

³ AFTTP 3-3.AOC *Operational Employment – Air Operations Center*

⁴ AFTTP 3-3.AOC *Operational Employment – Air Operations Center*

⁵ AFTTP 3-3.AOC *Operational Employment – Air Operations Center*

center, and an emergency operations center (EOC). The ICC is linked to on-base support facilities; such as, the deployment control center, security forces, fire department, and hospital; as well as group and squadron unit control centers. The ICC is also linked to off-base C2 nodes including; but not limited to the MAJCOM command center, Air Force component headquarters, AOC, and civilian EOCs, which are elements of the national incident management system.

The ICC supports the installation commander and tenant commanders, as well as transient or expeditionary forces hosted on a fixed installation, either in the continental US (CONUS) or overseas. As the installation commander for an expeditionary base, an air expeditionary wing (AEW) commander also uses the ICC to provide the required C2 capability. ICCs provide insight to activities required to execute the installation's mission at both fixed and expeditionary locations. The ICC consists of the following functional areas: the operations control function, the maintenance coordination function, the aerial port coordination function, reports, battle management, and incident response.

The ICC interfaces with the AOC as well as the AFFOR staff and is the key C2 center that bridges the C2 gap between operational planning and tactical execution. The ICC provides functional experts to receive, schedule, plan, and direct execution of the ATO. As required, the ICC is capable of connecting with elements of the TACS through voice and data communications. The ICC is especially effective when working with host nation representatives, tenant organizations, joint, and coalition forces.

Combined Airspace Planning Group (CAPG) Airspace Specialty Team in Operations ENDURING FREEDOM and IRAQI FREEDOM

The combined forces air component commander (CFACC), in his role as ACA, assumed responsibility for all host nation airspace control functions in both Afghanistan and Iraq after the completion of major operations in those countries. Given the large scope and complexity of those responsibilities and host nation/civil aviation pressure to open and expand airfields and overflight routes for revenue generation, the CFACC established the CAPG consisting of a US Air Force ATC officer, a Royal Air Force ATC officer and a Royal Australian Air Force ATC officer. The CAPG developed interagency working group charters and coordinated quarterly meetings between the deputy CFACC (DCFACC)/deputy ACA (DACA), ACCE, regional air movement control center (RAMCC), Department of State, Federal Aviation Administration (FAA), component, coalition, host nation, and international airspace agencies and users to address and resolve key airspace issues.

Key CAPG responsibilities included international operating memoranda, host nation aeronautical information publications, civil aviation safety report responses, host nation NOTAMs, JFC airspace policy or waiver determination for civil operations, and representing the CFACC in regional aviation forums. The CAPG was aligned under AFFOR/A-3 (air, space and information operations staff directorate) in the AFFOR airfield operations division office outside of the AOC and initially obtained mixed results given the difficulty of direct coordination with the DCFACC/DACA and other AOC airspace offices; distraction from AFFOR airfield operations responsibilities; and short duration tour lengths of only four months. These limitations were corrected with the collocation of the CAPG with the combat plans division airspace managers in the AOC to allow improved access to the DCFACC/DACA, providing close working coordination with ACP developers. CAPG strategy and policy continuity with host nation agencies was strengthened through tour length extensions to 365-day rotations.

--Multiple Sources

Regional Air Movement Control Center (RAMCC)

The RAMCC is a separate specialty team, not necessarily co-located with the AOC, which reports directly to the AOC commander. The goal of the RAMCC is to provide a safe and efficient operating environment by managing the complex interaction of air assets not assigned or attached to the joint force and civil aircraft attempting to access or transit the JOA. It also provides a way for the AADC to have visibility over non-military air traffic not depicted on the ATO. The RAMCC is responsible for coordinating operational requirements with the international civil aviation organization (ICAO) and disseminating airspace and airfield information to civil operators. The RAMCC may

include liaison officers from coalition or neutral nations and maintains regular interfaces with NGOs and civil or commercial users of the airspace. For more information on RAMCC, see [appendix B](#).

Control and Reporting Center (CRC)

The CRC is a ground-based mobile element of the TACS with long-range wide-area air target indicator radar(s). Radars can be either co-located with the CRC or in a forward deployed radar configuration. In addition, the CRC has the capability to import and display non-organic radar data via direct communication feeds. It is an integrated Air Force battle management command and control platform capable of persistent 24/7 operations providing 360 degree wide-area surveillance, early warning, battle management, target detection and tracking, and weapons control functions. The CRC is tailorable by mission requirement to provide support and enabling tasks that facilitate the full spectrum of air power, including ATO execution, airspace management and integration, surveillance and combat identification, and data link management. The CRC C2 data with other C2 systems and shooters via various tactical data link systems as well as obtain tactical data link information from other surface and airborne participants to expand or augment surveillance coverage. The CRC can accept delegated responsibility to execute decentralized planned, dynamic, functional, and geographic missions and tasks for theater offensive and defensive air operations. The CRC may be delegated RADC or SADC responsibilities and is a key C2 element for defensive counter air operations. It is under the operational control of the JFACC and vertically integrated with the AOC. It may be employed alone or horizontally integrated with other C2 and surveillance and reconnaissance elements of the joint theater air-ground system. Depending on the type and phase of military operations, the JFACC may delegate all or portions of identification, commit, engagement, and airspace control authorities to the CRC to dynamically execute the commander's guidance and intent within standing tactical level ROE. The CRC is not certified to perform ATC services.

Airborne Warning and Control System (AWACS)

The E-3B/C AWACS is a highly modified Boeing 707 aircraft with a long-range wide-area air and maritime moving target indicator radar making it an airborne element of the TACS and is normally one of the first air battle management assets to arrive in a theater of operations. It is an integrated Air Force C2 platform capable of persistent 24/7 operations providing 360 degree wide-area surveillance, early warning, battle management, target detection and tracking, and weapons control functions. AWACS is tailorable by mission requirement to provide support and enabling tasks that facilitate the full spectrum of air power, including ATO execution, airspace management and integration, surveillance and combat identification, and data link management. AWACS elevated radar system has the ability to find, fix, track, and target maritime or airborne threats at lower altitudes and extended range compared to ground-based radars. It can exchange radar picture data with other C2 systems and shooters via various tactical data link systems as well as obtain tactical data link information from other surface and airborne participants to expand or augment surveillance coverage. It also has the capability to identify and locate airborne and ground-based emitters with an integrated radio frequency passive detection system. AWACS can accept delegated responsibility

to execute decentralized planned, dynamic, functional, and geographic missions and tasks for theater offensive and defensive air operations. AWACS may be delegated RADC or SADC responsibilities and is a key C2 element for defensive counter air operations. It is under the operational control of the JFACC and vertically integrated with the AOC. It may be employed alone or horizontally integrated with other C2 and surveillance and reconnaissance elements of the joint theater air-ground system. Depending on the type and phase of military operations, the JFACC may delegate all or portions of identification, commit, engagement, and airspace control authorities to AWACS to dynamically execute the commander's guidance and intent within standing tactical level ROE. AWACS is not certified to perform ATC services.

Joint Surveillance Target Attack Radar System (JSTARS)

The E-8C JSTARS is a highly modified Boeing 707 aircraft with a long-range wide-area ground and maritime moving target indicator and synthetic aperture radar making it an airborne element of the TACS and is normally one of the first air battle management assets to arrive in a theater of operations. It is an integrated Air Force C2 platform capable of persistent 24/7 operations providing surveillance, early warning, battle management, target detection and tracking, and weapons control functions, but it is also capable of providing surveillance and reconnaissance support to joint intelligence. JSTARS is tailorable by mission requirement to provide support and enabling tasks facilitating the full spectrum of air power, including ATO execution, airspace management and integration, wide area and focused surveillance, target characterization and execution, and data link management. JSTARS exchanges radar picture data with other C2 systems and shooters via various tactical data link systems as well as obtain tactical data link information from other surface and airborne participants to expand or augment surveillance coverage. To capitalize on the wide area surveillance capabilities of JSTARS, it can provide radar data directly to other joint C2 and intelligence nodes using unique surveillance and control data link to visualize the ground and maritime battlespace in near-real time. JSTARS can accept delegated responsibility to execute decentralized planned, dynamic, functional, and geographic missions and tasks for theater offensive and defensive air operations. JSTARS direct target attack mission capabilities assist ground, air, and naval commanders in detecting, delaying, disrupting, and destroying enemy forces. JSTARS may also be assigned a limited role as an airborne extension of the ASOC, to increase ASOC radio coverage, using radar to locate and coordinate target execution, supporting CAS operations at the Brigade level and below. It is under the operational control of the JFACC and vertically integrated with the AOC and may be employed alone or horizontally integrated with other C2 and surveillance and reconnaissance elements of the joint theater air-ground system. Depending on the type and phase of military operations, the JFACC may delegate all or portions of identification, commit, engagement, and airspace control authorities to JSTARS to dynamically execute the commander's guidance and intent within standing tactical level ROE. JSTARS is not certified to perform ATC services.

Battle Control Center (BCC)

The Air Force employs four BCCs in support of the North American Aerospace Defense Command Commander and the combatant commanders of United States Northern

Command and United States Pacific Command as the primary tactical C2 node for Homeland Defense and Homeland Security and Civil Support. The BCC is a ground-based fixed element of the TACS, comprised of four major systems: a C2 processing and display system called the Battle Control System-Fixed; primary and secondary radar capability; flight-plan processing and other contributing identification systems; and communication and data link connectivity. The BCCs manage the largest, operational netted-sensor tracking architecture in the DOD. It operates continuously to provide, wide-area surveillance, early warning, battle management, target detection and tracking, and non-lethal warning and weapons control functions. BCC fuses all-source sensor and intelligence data into a common tactical picture and disseminates tactical warning and attack assessment information to the appropriate users and decision-makers. It is capable of performing all tasks that facilitate the full spectrum of air power, including ATO execution, airspace management and integration, surveillance and combat identification, and data link management. The BCC can find, fix, track, and target airborne threats and exchange air picture data with other C2 systems and shooters (to include Aerospace Control Alert fighters on the ground in scramble status) through tactical data link systems. The BCC receives tactical data link information from other surface and airborne participants to augment the surveillance and tactical air picture. BCCs have the ability to distribute the tactical air picture (to include plot level data) directly to the AOC and COCOM. They can operate autonomously in the event of lost connectivity with the AOC and each BCC can provide immediate mutual support and redundancy if one of them becomes inoperative. It is under the operational control of the JFACC and vertically integrated with the AOC. It may be employed alone or horizontally integrated with other C2 surveillance and reconnaissance elements. Depending on the type and phase of military operations, the JFACC may delegate all or portions of identification, commit, engagement, airspace control, and data-link control authorities to the BCC to dynamically execute the commander's guidance and intent within standing tactical level ROE. BCC is not certified to perform ATC services.

Air Support Operations Center (ASOC)

The principal air control agency of the theater air control system is responsible for the direction and control of air operations directly supporting the ground combat element. It coordinates air missions requiring integration with other supporting arms and ground forces. It normally collocates at the division level with the Army tactical headquarters senior fire center and becomes part of the joint air ground integration center (JAGIC) JAGIC provides a modular, scalable, and tailorable cell designed to fully integrate and coordinate fires and air operations over and within a division commander's area of operations.) The ASOC normally requests airspace coordination measures required for CAS operations, to include minimum risk routes and air control points used for contact points and initial points. The ASOC coordinates operations with TACPs, the Army fire support cell, airspace C2 cell, and the AOC.

JOINT AIR GROUND INTEGRATION CENTER

(JAGIC)

Historically, the Army/Land Component utilized the idea of a "Senior Tactical Echelon" which had the responsibility for developing the overarching plans for subordinate units. The TACS was built with Air Force representation at these various Army echelons; however, the primary concentration of air component personnel resided at the "Senior Tactical Echelon"—historically the corps headquarters in an Air Support Operations Center (ASOC).

During the conduct of irregular warfare in Operations ENDURING FREEDOM and IRAQI FREEDOM, the Army recognized that the majority of operational planning took place at echelons beneath the corps level. Often this planning does not require coordination with other surface units in adjoining areas, thus no requirement for a higher headquarters to synchronize efforts.

Compounding these irregular warfare issues is the proliferation of warfighter technologies and resources such as UAS, maneuvering munitions, and future weapons systems. Such technologies increase the demand for integrated, versus deconflicted, joint air-ground command and control operations.

In order to adapt to these changes, the Air Force is modifying the TACS structure by moving the ASOC from the corps level to the division level. The ASOC residing within the division headquarters brings a new level of responsibility/decision making, pertaining to the execution of air-ground integration, for the Division Commander.

A new organizational construct is emerging that centralizes the decision making authorities from the land and air components with the highest levels of situational awareness to support the maneuver commander's concept of operations. This organizational construct is currently labeled the Joint Air Ground Integration Cell or JAGIC. JAGIC is aimed at providing a modular, scalable, and tailorable cell designed to fully integrate and coordinate fires and air operations over and within a division commander's area of operations.

Tactical Air Control Party (TACP)

The TACP is the principal air liaison unit collocated with ground maneuver units. TACPs are organized into expeditionary air support operations groups or squadrons that are aligned with their respective Army corps, division, or brigades. The TACP has two primary missions: advise ground commanders on the capabilities and limitations of

air operations, and provide the primary terminal attack control of CAS. TACPs coordinate ACMs and deconflict the aircraft with other fire support. TACPs may employ JTACs at any echelon, but will most often place them in a forward position (i.e., the company/team level).

Intelligence, Surveillance and Reconnaissance Liaison Officer (ISRLO)

ISRLOs advise and assist the supported ground unit to synchronize theater/organic ISR capabilities with ground operations, advise the supported staff on how to best manage and optimize the use of joint ISR assets, advise the supported staff on JFACC ISR capabilities, improve JFACC awareness of tactical operations, increase situational awareness for ISR crews regarding the details of current operations in which they will participate, provide expertise on ISR operations, and provide ISR effectiveness feedback.

Air Liaison Officer (ALO)

An ALO is an officer TACP member attached to a ground unit who functions as the primary advisor to the ground commander on air operations. An ALO is an expert in the capabilities and limitations of air operations. The ALO plans and supports execution of airpower in accordance with the ground commander's and JFACC's guidance and intent. ALOs can be found at each echelon depending upon requirements.

Joint Terminal Attack Controller (JTAC)

The JTAC is a qualified (certified) Service member, who, most often from a forward position, directs the action of combat aircraft engaged in CAS and other air operations. The JTAC provides the ground commander recommendations on the use of CAS and its integration with ground maneuver.

Forward Air Controller (Airborne) (FAC(A))

The FAC(A) is an airborne extension of the TACP and has the authority to direct aircraft delivering ordnance to a specific target cleared by the ground commander. The FAC(A) is a specially trained pilot who is qualified, and authorized to provide coordination and terminal attack control for CAS and other direct air support missions. The FAC(A) provides additional flexibility in the operational area by enabling rapid coordination and execution of air operations. It also enhances the TACS' situational awareness by disseminating information on the flow of aircraft on target.

Air Force Tactical Air Coordinator (Airborne) (TAC(A))

In the TACS/AAGS TAC(A) provides communications relay between the TACP and attack aircraft, as well as other agencies of the TACS, in the absence of JSTARS, or a FAC(A). The TAC(A) also expedites CAS aircraft-to-JTAC handoff during "heavy traffic" CAS operations. Air Force two-ship FAC(A) flights, especially in higher threat environments, may divide responsibilities so one aircraft fills the normal FAC(A) role while the second becomes a TAC(A).
