



DEPARTMENT OF THE NAVY
COMMANDER
TRAINING AIR WING FIVE
7480 USS ENTERPRISE STREET SUITE 205
MILTON, FLORIDA 32570-6017

IN REPLY REFER TO

COMTRAWINGFIVEINST 3710.2U
N3
14 Jul 11

COMTRAWINGFIVE INSTRUCTION 3710.2U

From: Commander, Training Air Wing FIVE

Subj: FIXED-WING STANDARD OPERATING PROCEDURES

Ref: (a) OPNAVINST 3710.7 Series, NATOPS General Flight and
Operating Instructions
(b) CNATRAINST 1500.4 Series, The Student Naval Aviator
Training and Administration Manual
(c) CNATRAINST 1601.2R Series, Runway Watch Personnel Policy
(d) OPNAVINST 4790.2 Series
(e) COMTRAWINGFIVEINST 4790.1 Series
(f) COMTRAWINGFIVEINST 3710.8 Series, Rotary Wing Operating
Procedures Manual

Encl: (1) FWOP Improvement Process Form

1. Purpose. To set forth guidance and to provide Training Air Wing (TRAWING) FIVE pilots with the policy and procedures to be followed during flight operations utilizing TRAWING FIVE Fixed-Wing aircraft. Procedures included in this manual are intended to cover operations specific to the Pensacola Training Complex (PTC). Unless stated, when away from in the PTC, TW-5 Aircraft shall comply with applicable FAR and OPNAV 3710.7 series guidance.

2. Cancellation. COMTRAWINGFIVEINST 3710.2T

3. Scope

a. This instruction incorporates numerous revisions and should be reviewed in its entirety. All changes will be indicated with bold-lined symbols in the right margin.

b. PTC aircraft refers to both TRAWING FIVE and TRAWING SIX assets.

c. This document is not a substitute for sound judgment. Compound emergencies, available facilities, adverse weather or terrain, or considerations affecting the lives and property of others may require modification of the procedures contained herein. However, such deviations shall be reported to the TRAWING FIVE Operations Officer via the appropriate senior officer as soon as practicable. If this directive conflicts with directives from higher headquarters, the higher headquarters directives take precedence.

4. Action. All pilots flying TRAWING FIVE Fixed-Wing aircraft shall comply with this directive. Change recommendations shall be submitted to the TRAWING FIVE Operations Officer. Changes approved by Commander, Training Air Wing FIVE (CTW-5) will be promulgated by a change transmittal form or electronic mail.



J. L. VANDIVER

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**CHAPTER ONE
GENERAL INFORMATION**

1.1 EXPLANATION OF TERMS

- a. Unless set forth in this document, all definitions are equivalent to the definitions contained in the NATOPS manual.
- b. Solo - Referring to a student solo or a formation flight containing student solo aircraft. This does not include any flight with a NATOPS qualified pilot on board.
- c. WW - A Weather Watch issued by the National Weather Service.
- d. PTC - Pensacola Training Complex is the training area utilized by military aircraft in the designated Alert Area 292 (A-292) (See Figure 4-1). It is divided into areas: 1E, 1W, 1H, 2T, Fox, 2H, 3, 3H, and V198/241 and contains numerous military and civilian airfields used for training.

1.2 AUTHORITY FOR FLIGHT

a. Commanding Officers may authorize aircraft flights within the continental United States subject to the limitations specified in Chapters 2 and 3 of reference (a). Within the Pensacola Training Complex (PTC), this authority includes the following categories of flights:

(1) Student Naval Aviator (SNA), Student Naval Flight Officer (SNFO), and Air Force Combat Systems Officer (CSO) training flights contained in the appropriate Chief of Naval Air Training (CNATRA) approved curriculum.

(2) Instructor Under Training (IUT) flights contained in the appropriate CNATRA approved curriculum. Instructor cross training in which an Instructor maintains currency in both aircraft is not authorized without specific approval of the Commodore.

(3) Periodic instructor standardization, currency, and proficiency flights, as well as flights required to maintain pilot minimums.

(4) Official business and logistics flights in direct support of TRAWING FIVE.

b. Flights requiring authorization by the appropriate Wing Commander are:

(1) Per Ref (a), Pilots-in-Command (PIC) are authorized to engage in necessary emergency operations after a reasonable attempt is made to obtain permission from competent authority.

(2) Routine post maintenance check flights.

(3) Flights involving any sort of in-flight photography or videography.

(4) Formation flights involving more than three aircraft.

c. Authorization for flights for the purpose of aviation support (flyovers, static displays, and orientation flights) shall be approved by the Wing Commander. Requests for flights requiring CNATRA approval should be routed to Wing Operations six weeks prior to the desired date.

d. A flight schedule will be published daily and distributed as written authority for local and cross-country flights. The squadron/IUT flight schedules provide the required coordination with all concerned commands, contractors, and support organizations involved in conducting flight operations.

(1) Local flights are those authorized flights that are conducted within Alert Area 292 and adjacent areas up to 180NM from NSE and NPA, which terminate at any military airfield or authorized civilian field. Local training flights will be conducted in accordance with the parameters set forth in the curriculum promulgated by CNATRA and this instruction.

(2) Cross-country flights are flights that involve remaining overnight (RON) at an en route/destination.

(3) Cross-country flights and flights out of the local area require an individual Dash-1 weather brief.

1.3 SQUADRON CALL SIGNS

SQUADRON CALL SIGNS			
	WITHIN LOCAL AREA		BEYOND LOCAL AREA
UNIT	TACTICAL CALLSIGN	PHONETIC ID	ICAO CALLSIGN
VT 2/T-34 FITU	BLACK BIRD	BB	NAVY 2 ECHO XXX
VT 3	RED KNIGHT	RN	NAVY 3 ECHO XXX
VT 6	SHOOTER	SH	NAVY 6 ECHO XXX
T-6 FITU	SPIRAL	SP	NAVY 5 ECHO XXX
T-6 Transition Squadron	TEXAN (T-6)	TX	NAVY (squadron) ECHO XXX

SQUADRON CALL SIGNS
Figure 1-1

a. All student solo aircraft shall use the word "solo" at the end of their call signs.

b. T-6 Aircraft in a transitioning squadron will be identified during filing by the prefix TEXNXXX on either military or civilian flight plans. Initial radio calls will include "Texan" and side

number. When a squadron has completed its aircraft transition from T-34s to T-6s use of the squadron call sign will be resumed.

1.4 FLIGHT FOLLOWING

a. Pilots shall ensure flight following is utilized for every flight. Approved flight following includes using a military or civilian flight plan and/or a squadron approved flight following procedure. Pilots shall activate flight plans or flight following prior to take off or as soon as possible after take off with flight service, air traffic control, KNSE base operations or designated squadron duty officers.

b. Pilots shall update flight plans and flight following as required for route of flight, time enroute and estimated time of arrival. Pilots may utilize KNSE ground control or flight service to request a flight time extension to a filed flight plan. A change of working area can be made with KNSE ground control.

c. Pilots shall ensure their flight plan or flight following is closed out with either military operations, flight service or their designated squadron duty officers. When a local flight is terminated at a facility other than the point of departure, such as at an NOLF, the flight plan must be closed out by direct station-to-station communications.

(1) Pilots shutting down at an NOLF, for any purpose must close their flight plans with NAS Whiting Field ODO and provide an ETD. This may be done via the crash net or by telephone.

(2) Prior to takeoff from the NOLF, the flight plan shall be reactivated by telephone or via the crash net.

NOTE: *During local transit flights (from PNS to NSE), if time constraints prevent activation of a VFR flight plan with FSS, aircraft should remain in radio contact with ATC using VFR flight following until reaching their local destination.*

1.5 MAXIMUM FLIGHT TIME

a. Daily flight time should not normally exceed 3 flights or 6.5 total hours. The flight time limits in reference (a) under "single piloted" shall not be exceeded without approval from the squadron Commanding Officer. However, in no case shall the flight time limits listed in reference (a) under "multi-piloted, non-pressurized aircraft" be exceeded without TRAWING FIVE approval. Although a 12-hour crew day should not be exceeded, Squadron Commanders may approve an extension up to a maximum 14-hour crew day.

b. Refer to appropriate CNATRA curriculum for student crew day and sortie limitations.

c. Squadrons shall establish written procedures for a program to identify and monitor high-time fliers. The system must be independent

of an individual's personal monitoring and should enable the squadron to identify, at a glance, the names and cumulative hours for any 30, 90, or 365 day period.

1.6 MINIMUM AND EMERGENCY FUEL REQUIREMENTS

a. MINIMUM FUEL. TRAWING FIVE aircraft shall declare "Minimum fuel" whenever the estimated usable fuel at the point of landing will be:

(1) T-34: 180 lbs indicated fuel or less

(2) T-6: 200 lbs indicated fuel or less

b. EMERGENCY FUEL. TRAWING FIVE aircraft shall declare "Emergency fuel" whenever the estimated usable fuel at the point of landing will be:

(1) T-34: 140 lbs indicated fuel or less

(2) T-6: 120 lbs indicated fuel or less

c. These numbers are not designed to restrict the pilot in command from establishing more conservative fuel limitations if conditions require.

1.7 MINIMUM RUNWAY REQUIREMENTS

a. T-34 minimum runway length for dual and solo operations is 2,500 feet.

b. T-6 minimum runway length for normal operations is 4,000 feet for dual operations and 5,000 feet for student solo operations.

1.8 MINIMUM OPERATING ALTITUDES

a. T-34:

TYPE	TIME	ALT(AGL)	NOTE
STUDENT SOLO	DAY	1500	1,4
DUAL	DAY	1000	1
DUAL	NIGHT	2000	1
ATS	DAY	7500	2
STS	DAY	8000	2
OCF	DAY	8000	2
ERECT SPIN	DAY	9000	2
OTHER SPINS	DAY	13500	2
PRACTICE ELP	DAY	500	3

MINIMUM OPERATING ALTITUDES T-34
Figure 1-2

NOTES:

1. *Except when required for:*
 - a. *Take off*
 - b. *Landing*
 - c. *Course rules deviations*
 - d. *Directed by ATC*
 - e. *Weather deviations*
 - f. *ELP training*

2. *These altitudes are those by which the STS/ATS/spin/OCF shall be entered. Per NATOPS, as much as 1500' will be required to fully develop certain maneuvers, prior to recovery. Minimum recovery altitude for the ATS is 6500' AGL per the contact FTI, while minimum recovery altitude for other maneuvers is 5000' AGL.*

3. *ELP training to an active runway with a RDO present may touch down. All other situations may proceed no lower than a low approach.*

4. *Solos are prohibited from practicing emergencies/ELPs.*

b. T-6:

TYPE (T-6)	TIME	ALT(AGL)	NOTE
STUDENT SOLO	DAY	1500	1,3
DUAL	DAY	1000	1
DUAL	NIGHT	2000	1
DUAL/VR ROUTE	DAY	500	4
STALLS	DAY	7000	2
OCF	DAY	13,500- 22,000	2
SPINS	DAY	13,500- 22,000	2

MINIMUM OPERATING ALTITUDES T-6
Figure 1-3

NOTES:

1. *Except when required for:*
 - a. *Take off*
 - b. *Landing*
 - c. *Course rules deviations*
 - d. *Directed by ATC*
 - e. *Weather deviations*
 - f. *ELP training*

2. *These altitudes are those by which the stall/spin/OCF shall be developed. T-6 OCF altitudes reflect NATOPS limit requirements.*

3. *Solos are prohibited from practicing emergencies/ELPs.*

4. *Low level routes will be flown in accordance with current AP-1/B and OPNAV 3710 publications but no lower than 500ft (AGL).*

1.9 IN-FLIGHT PHOTOGRAPHY

a. Aerial photography/video is not permitted at any time, without prior approval of the Wing Commander.

(1) Under no circumstances shall solos or the pilot at the controls conduct any type of photography/videography.

(2) When authorized, a NATOPS qualified pilot must be at the controls while photographs are being taken.

1.10 NIGHT OPERATIONS

a. Procedures conducted at night that differ from day operations are specified as such throughout this instruction.

b. Night operations start at official sunset and end at official sunrise; however, the use of navigation lights starts 30 minutes prior to official sunset and ends 30 minutes after official sunrise.

c. North Whiting mid field operations are not authorized.

d. If possible aircraft will monitor 274.7 UHF (CH 18) when maneuvering in any of the three designated working areas at night.

e. Simulated engine failures are prohibited.

f. Aircraft lighting:

(1) Navigation lights - ON Full Bright

(2) Landing/Taxi Lights:

(a) Ground: ON prior to moving, may be turned OFF to avoid blinding ground personnel.

(b) Airborne: ON when gear is down, may be turned OFF for specific training objectives.

(3) Strobe lights - ON from engine start to shutdown. At NAS Whiting Field - Strobe lights - ON from exiting line area until entering the line area (Strobe lights may be turned off on ground or inflight anytime they pose a safety hazard such as in the run-up areas, at the hold short, or during IMC flight).

1.11 TRAWING FIVE FORMATION FLIGHTS

a. Procedures conducted specifically for formation aircraft sorties that differ from day operations, such as ground procedures or course rules, are specified as such throughout this instruction. Specific procedures for flying formation are written in the current

Formation FTI. Formation voice procedures for the T-34 are listed in Appendix B of this instruction.

b. All formation flights shall be pre-briefed except for emergency assistance. No TRAWING FIVE aircraft shall join up with another aircraft without positive radio or visual signals. Only a pilot currently qualified in the CNATRA Formation Instructor syllabus should conduct any in-flight gear inspection or emergency join up.

NOTE: *To the maximum extent possible, emergency aircraft should conduct a thorough radio brief prior to joining up for assistance.*

c. FORMATION TRAINING AREAS

(1) T-34 and T-6 formation training is restricted to airspace described in the FWOP. Rose Hill MOA may be utilized upon coordination with controlling agency. Other areas require specific approval from the squadron Commanding Officer. This does not prohibit formation flights from transiting other operating areas as required or to fly to local area airfields to obtain fuel.

d. At KNSE T-34 formations will not turn prior to 120kts and 300' AGL.

e. Flights of greater than three aircraft require Wing Commander approval.

f. Section landings are not authorized unless specifically approved as part of an authorized syllabus.

g. T-6 FORMATION RESTRICTIONS

(1) Section Takeoff

(a) Maximum crosswind component is 10 kts dry runway/5 kts wet runway.

(b) Must have non-precision circling minimums for runway departing, or 1000' ceiling 3 miles visibility (Basic VFR) in absence of published circling minimums.

(c) No standing water/ice/snow on runway.

(d) Minimum runway width 150'.

(e) Minimum runway length 5000'.

(2) Interval Takeoff

(a) Maximum crosswind per NATOPS limits.

(b) Minimum runway width 100'. If runway width is less than 100', Lead will line up on centerline and execute a normal takeoff. Wing will delay runup until Lead begins his takeoff roll.

1.12 UNAUTHORIZED FIELDS. TRAWING FIVE Fixed-Wing aircraft shall avoid the following airfields in and near Alert Area 292, except in the case of an actual emergency:

Abbeville	0J0	
Atmore	0R1	
Camden	61A	
Chatom	5R1	(Roy Wilcox)
Dauphin Island	4R9	
Fairhope	4R4	(Sonny Callahan Airfield)
Foley	5R4	
Lanett	7A3	(Chambers)
Peter Prince	2R4	
Pine Hill	71A	
Union Springs	07A	(Franklin)

1.13 UNCONTROLLED FIELD ENTRY. TRAWING FIVE pilots should conform to the uncontrolled field entry procedures described in the Airman's Information Manual with the following exceptions:

a. Break maneuvers are not authorized for TRAWING FIVE aircraft at civilian uncontrolled fields without a Runway Duty Officer (RDO) present.

b. PPELs may be practiced day and night at uncontrolled fields, but pilots are reminded that general aviation pilots are typically unfamiliar with the ELP profile and its associated altitudes.

1.14 WIND LIMITATIONS CRITERIA

a. NATOPS. All wind limitations in the NATOPS apply to TRAWING FIVE aircraft.

b. T-34 SOLO WIND LIMITATIONS. The following restrictions apply to all TRAWING FIVE SNA solo flights:

- (1) 25 KT maximum runway headwind component
- (2) 10 KT maximum runway crosswind component
- (3) No tailwind component

c. T-6 WIND LIMITATIONS

- (1) 25 KT maximum runway crosswind component
- (2) 10 KT maximum tailwind

d. T-6 SOLO WIND LIMITATIONS. The following restrictions apply to all TRAWING FIVE SNA solo flights:

(1) 10 KT maximum runway crosswind component

(2) No tailwind component

(3) In the landing pattern T-6 solos are restricted to full flap or takeoff flap settings, unless an emergency or flap malfunction requires a no flap landing.

NOTE: *Flight Duty Officers (FDOs) and RDOs should assist student solo aircraft to ensure limits are not exceeded, but ultimate responsibility lies with the pilot in command.*

f. PARACHUTE EQUIPPED AIRCRAFT AND HIGH WINDS. As noted in OPNAV 3710.7, an increased risk of severe injury or death during parachute landing fall exists with surface winds exceeding 25 knots steady state. CO's and OIC's shall ensure appropriate ORM is conducted prior to commencing flight operations over these conditions.

1.15 TRAWING FIVE WEATHER CRITERIA

a. IAW OPNAVINST 3710.7 and Federal Aviation Regulations it is the pilot in command's responsibility to ensure the safe outcome of the flight. This includes but is not limited to ensuring actual and forecast weather is adequate to accomplish the mission, given the aircraft limitations. As such, reference (a) and NATOPS weather requirements shall be adhered to with additional restrictions listed below.

b. OCF or aerobatic maneuvers flown in the T-34 and T-6 shall be conducted during day VMC in accordance with the Flight Training Instructions (FTIs) and NATOPS syllabus. Aerobatic and OCF maneuvers flown in the T-34 require both ground reference and a visible horizon. OCF maneuvers flown in the T-6 require both ground reference and a visible horizon, while T-6 aerobatics require only a visible horizon. Cruise maneuvering as defined in accordance with the Cruise Formation FTI may be performed VFR ON-TOP with a visible horizon.

c. Filing Minima: IAW OPNAVINST 3710.7 Series

(1) Aircraft shall not be operated within a SIGMET at night.

(2) Aircraft shall not be operated within a SIGMET during day unless one of the following conditions is met and the flight can be conducted safely with reasonable probability of achieving quality training:

(a) Hatched out by a qualified forecaster

(b) VMC can be maintained and all significant cells avoided

(3) These stipulations are not intended to force any pilot to fly in weather conditions they are uncomfortable with. Each pilot shall use their individual judgment in making a launch or abort determination.

d. T-34 Solo weather minimums:

Type Flight	Type Departure	Departure Minimums	Operating Area Clg/Vis	Forecast Recovery Weather NSE +/- 1 Hour	Remarks
Contact	VFR	3000-5	5000-5 Note 1	3000-5	Note 2
Form	VFR	3000-5	3000-5	3000-5	Note 2

TRAWING FIVE T-34 Student Solo Weather Minimums
Figure 1-4

NOTE:

1. Precision Aerobatics weather minimums are the same as regular solo minimums to allow squadrons greater flexibility for solo flights. If weather precludes the ability to perform aerobatics, solo students should concentrate on NOLF procedures.

2. All student solo sorties shall be on deck 30 minutes prior to sunset. TEMPO lines apply to all weather forecasts.

e. T-6 Solo weather minimums:

Type Flight	Type Departure	Departure Minimums	Operating Area Clg/Vis	Forecast Recovery Weather NSE +/- 1 Hour	Remarks
Contact	VFR	5000-5 Note 2	Note 2/3	5000-5	Note 1/2/3
Form	VFR	3000-5 Note 2	Note 2/3	3000-5	Note 1/2/3

TRAWING FIVE T-6 Student Solo Flight Weather Minimums
Figure 1-5

NOTE:

1. All student solo sorties shall be on deck 30 minutes prior to sunset.
2. VFR cloud clearances apply.
3. TEMPO lines apply to all weather forecasts.

WARNING: Any aircraft that can not maintain VMC conditions while operating under VFR is considered in distress. If below Maximum Elevation Figure (MEF), aircraft in this situation shall climb above MEF, squawk 7700, and contact ATC on guard (if an ATC discrete frequency is not readily available).

1.16 TRAWING FIVE WEATHER ALERT (CONVECTIVE SIGMET/CAWW/WW GUIDANCE)

a. Upon initial receipt of a CONVECTIVE SIGMET, CNATRA Aviation Weather Warning (CAWW), or WW affecting the local NASWF operating areas, the ODO will inform North and South Whiting Towers. Tower personnel will immediately update ATIS information to include the sigmet/weather warning and continue updates hourly or in the event of any significant change.

b. ODO will advise all squadrons and the FITU via secondary crash phone that a CONVECTIVE SIGMET/CAWW/WW Weather Alert is being issued.

c. Upon ATIS information update, a single guard transmission shall be made on 243.0 advising all aircraft that a weather warning is in effect. If squadron aircraft are known to be operating in the extended area, i.e., Eglin, the ODO may request that local ATC facility repeat the guard transmission. Repeated guard transmissions will not be made unless a bona fide emergency exists.

**"ALL TRAWING FIVE AIRCRAFT CONTACT YOUR BASE FOR WEATHER UPDATE.
CURRENT SIGMET INFORMATION AVAILABLE ON WHITING ATIS."**

NOTE: The intent of the Weather Alert is to provide notification to TRAWING FIVE squadrons and NASWF activities that hazardous weather is in or forecasted to be in Alert Area 292. It is incumbent on squadron FDOs to exercise judgment and give recall notices or landing instructions to their respective solo and dual aircraft.

d. Base OPS will advise all NOLFs that a CONVECTIVE SIGMET/CAWW/WW is in effect. RDOs at NOLFs with aircraft in the pattern will pass information to aircraft and advise them to contact their squadron for a weather update. NOLFs will be advised hourly or as warranted by significant changes in weather development.

e. Unless the NOLF has been hatched out (excluded) from a CAWW/WW area, that field shall be closed for the duration of the weather warning. The RDO shall provide a recommendation to the ODO regarding continued operation at a NOLF in a hatched weather warning or in a convective SIGMET. At NOLF Choctaw, Choctaw Tower is the

deciding authority for continued operation when the field is in a hatched out weather warning or in a CONVECTIVE SIGMET.

f. The ODO has final authority to close any NOLF when, in his judgment, continued operation presents an unsafe condition.

1.17 TRAWING FIVE GENERAL RECALL

a. This article does not prevent individual squadrons from recalling their aircraft in the absence of a General Recall.

b. Prior to issuance of a recall, TRAWING FIVE Operations shall advise the NAS Whiting Field ODO of the impending recall. The NASWF ODO will relay this information to Pensacola TRACON and the ATC Facility Watch Supervisor.

c. TRAWING FIVE Operations will coordinate all recalls with Squadron/FITU FDOs via telephone. FDOs will be responsible for the execution of the recall.

d. The ODO will advise all squadrons/FITU via secondary crash phone when the call for aircraft to contact squadron FDOs is about to be issued. A single guard transmission will be made by North Tower.

(a) "ALL TRAWING FIVE AIRCRAFT, CONTACT YOUR BASE."

e. FDOs will provide recall instructions, as coordinated with TRAWING FIVE Operations, when aircraft contact base for information.

1.18 PREFLIGHT AND PRACTICE PREFLIGHT

a. PREFLIGHT AIRCRAFT. Contract maintenance shall provide specifically designated aircraft for preflight inspection practice. Designated aircraft have been properly configured by maintenance for the safe conduct of the following:

b. T-34. Preflight designated aircraft may be utilized for exterior and interior checklist practice. Pilots and students shall properly close the canopies and install the gust locks once complete with their practice.

c. T-6. Preflight designated aircraft may be utilized for exterior checklist practice only. Students shall not climb onto the aircraft and entry into the cockpit for any reason is not authorized.

d. INCLEMENT WEATHER. The canopy shall be closed to prevent water damage to cockpit components.

1.19 PREFLIGHT INSPECTION

a. TRAWING FIVE aircrew scheduled for a dual syllabus flight should accomplish a proper preflight inspection together.

b. Canopy cover, air intake plugs, tie-down ropes, remove before flight tags, and pitot-tube covers: T-34 shall place gear on right side of aircraft and T-6 gear is placed in the baggage compartment on the left side.

c. For solo flight the pilot in command shall ensure that the rear cockpit is secured in accordance with NATOPS solo flight procedures.

d. In the event of rain, minimize the time the canopy is open to prevent damage to cockpit components.

e. The baggage door (T-6) or Avionics bay door (T-34) shall either be held by the aircrew, pinned open with the support post in place, or closed and latched during preflight. The door SHALL NOT be left open without support.

1.20 T-6 SPECIFIC ITEMS

a. Aircrew should not place items on the glare shield or canopy transparencies in order to reduce scratches and canopy replacements.

b. Ensure the T-6 pin storage box is closed and latched.

c. T-6 TIRE TREAD. To prevent blown tires, aircrew will not:

(1) Depart from NSE on CCX or O/I flights with more than 2 tire cords exposed.

(2) Accept an aircraft with ANY red cord visible.

d. EJECTION SEAT HEIGHT ADJUSTMENTS. To prevent possible damage to the ejection seat or equipment, aircrew shall ensure ejection seat pan and side consoles are clear of all belts, cords, and connections prior to adjusting seat height.

e. T-6 EJECTION SEAT PIN. In the event that an aircrew member drops an ejection seat pin while strapped in, the following procedure shall be followed:

(1) KNSE

(a) Inform the other crew member immediately.

(b) Remain strapped in and minimize movements.

(c) Taxi to the parking line.

(d) Notify maintenance.

(e) Shut down.

(f) Wait for maintenance personnel to bring seat pin before opening canopy. Close canopy before inserting seat pin.

(2) OTHER THAN KNSE

(a) Inform the other crew member immediately.

(b) Remain strapped in and minimize movements.

(c) Taxi to the line area. (as required)

(d) Shut down.

(e) Once the seat is pinned, the non-affected aircrew member may unstrap and exit the aircraft.

(f) The now empty seat may be un-pinned to provide a seat pin to the affected aircrew member.

(g) Pin the occupied seat. The affected crewmember may now unstrap as required to retrieve the dropped seat pin.

(h) Ensure that both seats are properly pinned prior to resuming operations.

1.21 FOREIGN OBJECT DAMAGE (FOD) PREVENTION. Foreign Object Debris/Damage to gas turbine engines and propeller deterioration (prop erosion) adversely impacts student production. FOD related engine repairs and premature engine removals reduce aircraft availability. Naval Aviation history has several cases where jammed flight controls from FOD have resulted in loss of both aircraft and aircrew. FOD prevention is an "All Hands" responsibility. Specifically:

a. Before starting an engine and at the completion of engine shutdown, aircrews shall perform a thorough inspection of the immediate area for potential FOD.

b. When in the vicinity of operating engines, all loose gear, pockets, and FOD flaps shall be secured. All personal items (pens, pencils, flashlights, etc.) shall be properly secured (dummy corded) appropriately to prevent FOD in the cockpit.

c. Aircraft commanders shall ensure a FOD inspection of both cockpits is completed during the Post-Flight Checklist.

d. All hands shall pick up loose objects in the hangar/flight line area. Items should then be deposited in appropriate FOD containers located in the hangar areas.

e. Aircrews will report FOD hazards/incidents to their respective Safety Officer. Safety Officers will then notify the Wing Maintenance Officer.

f. Aircrew with the rail visor system attached to the helmet shall NOT change visors in the cockpit or anywhere that the components of the rail visor system can fall into the cockpit.

1.22 THINGS FALLING OFF AIRCRAFT (TFOA). If, during any inspection, TFOA is suspected, notify Maintenance Control and the Wing CNATRA Det Maintenance Officer immediately. The Wing Maintenance Officer will advise the squadron of which reports are required.

1.23 BIRD/ANIMAL AIRCRAFT STRIKE REPORTING. The hazard posed by birds and animals to safe operations is an ever-present problem. The T-34 windscreen provides virtually no protection to the aircrew in the case of a bird strike. Compliance with the local Bird/Animal Aircraft Strike Hazard (BASH) plan will provide critical data to help minimize risk. Additionally:

a. If any pilot suspects a strike, the flight should be terminated and a landing determination made according to NATOPS criteria for the amount of suspected damage. Notify the squadron FDO after landing.

b. Pilots shall be familiar with the appropriate BASH report form and procedures. Forward all required information to the squadron FDO and Aviation Safety Officer as soon as possible after the incident.

c. Observations of animals/birds that pose a hazard to operations at home field (or NOLFs - RDOs are in an excellent position to monitor this hazard) should be reported to the NASWF ODO x7597 as soon as possible after the observation. This data is required for the BASH Program, and directly affects the ability of the station environmental resource management plans/policies to produce the desired results.

d. Pilots shall check BASH website (available from FDO) to determine bird condition prior to departure IAW CNATRA guidance.

1.24 TRAINING-TIME-OUT (TTO)/ DROP-ON-REQUEST (DOR) POLICY

a. Reference (b) requires review and briefing of the TTO policy prior to engaging in any training coded as moderate-risk or high-risk. Primary Flight Training and Naval Flight Officer Training are coded as high-risk. Per these instructions, the TTO and Drop On Request (DOR) policies will be reviewed following long breaks from training, i.e., during Back-in-the-Saddle Safety Standdowns.

b. A TTO may be called in any training situation where a student or instructor expresses concern for personal safety or requests clarification of procedures or requirements. TTO is also an appropriate means for a student to obtain relief if they are experiencing pain, heat stress, or other serious physical discomfort.

Seeking clarification of instructions does not necessarily require initiating a TTO.

c. Instructors are responsible for maintaining situational awareness and shall remain alert to signs of student panic, fear, extreme exhaustion, or lack of confidence that may impair safe completion of the training event. Instructors shall cease training immediately when they consider such action appropriate.

d. Following a TTO, the situation shall be examined and additional explanation and instruction provided as needed to allow safe resumption of training. The instructor, based on the situation and information, is responsible for making the decision of whether or not the training will resume or the event is cancelled. The instructor shall document a TTO and the resolution on the ATF for that event. For ground evolutions (not a simulator event), the instructor shall use a supplemental ATF to fulfill the documentation requirement.

e. If a student refuses to participate in training after being instructed or after an unsafe condition has been corrected, or uses TTO excessively to disrupt training, that student shall be removed from training and referred for further counseling or administrative processing.

f. The dynamic nature of flight training precludes the use of hand signals to signal the need for a TTO.

g. Should a student voice "Drop on Request" or "DOR" in flight, the instructor shall immediately assume control of the aircraft and return to base or other appropriate safe landing site, as the situation dictates. Once safely on deck, that student shall not fly again until Student Control and the Squadron Commanding Officer authorize that student to resume aviation training.

WARNING: Only verbal signals, "Training-Time-Out!" or "DOR" either on the ICS or in a loud voice, shall be used for TRAWING FIVE flight events. Do not remove your hands from the flight controls in order to form a "T" to signal a TTO.

1.25 USE OF ELECTRONIC DEVICES ON THE FLIGHT LINE. Cell phones or other electronic devices shall not be used on the TRAWING FIVE flight line. The flight line is defined as the aircraft parking ramp side of any building on North Field.

1.26 PRECAUTIONARY EMERGENCY LANDING (PEL) NOTIFICATION PROCEDURES

a. Squadrons shall call the following personnel for all PELs:

(1) Aircraft issue (to coordinate the specifics of recovering the aircraft), T-34 x2121 or T-6 x6141

(2) TRAWING FIVE CDO, 637-2793.

(3) NASWF ODO, x7597.

b. Squadrons shall complete the PEL notification procedures binder as outlined by the TRAWING FIVE SAFETY department.

1.27 LIFE SUPPORT REQUIREMENTS.

a. All TW5 T-34 aircraft aircrews shall wear the CMU-33A/P Hoisting harness (3561AS303-1), LPU, and Survival Egress Air (SEA) gear for all flights.

b. T-6 aircrew will comply with current ALSS requirements dictated by the TRAWING FIVE AMSO and higher directives.

1.28 T-6 LOW LEVEL FLIGHTS.

a. GENERAL GUIDANCE. Pilots shall adhere to the governing directives found in the AP/1B, which includes guidance on scheduling and coordination, flight plans, entry/exit, route adherence, speed, weather, communication, transponder, and aircraft separation.

b. SOLO RESTRICTIONS. Low levels shall not be flown solo.

c. DAYLIGHT RESTRICTIONS. To minimize the possibility of a bird strike and avoid problems associated with visual illusions, enter the route no earlier than 30 minutes after sunrise (1 hour for mountainous terrain) and exit the route no later than 30 minutes before sunset (1 hour for mountainous terrain).

d. MINIMUM ALTITUDES. Fly low level navigation at an altitude of 500 to 1,500 feet AGL IAW CNATRAINST 1542.165 and 1542.166. When terrain height varies, maintain a minimum of 500 feet above the highest terrain within 2,000 feet of the aircraft.

e. OBSTACLE CLEARANCES. Towers and other manufactured obstacles are more difficult to see than high terrain. Therefore, for towers on or near the route, plan to fly a minimum of 500 feet above the highest obstacle within 2 nautical miles of the aircraft. Once the obstacle is acquired visually and positively identified, maintain 2,000 feet minimum horizontal clearance.

f. OFF STATION LOW LEVELS. Low level routes may be flown off station with Operations Officer approval and in accordance with syllabus restrictions.

g. ROUTE ENTRY CALL. When entering the route, make the following radio call on FSS (255.4):

"Anniston Radio, call sign, single military T-6, entering SR 247 at entry time, point Alpha, 240 groundspeed, exiting point Echo, exit time."

h. ROUTE EXIT CALL. When exiting the route, make the following radio call on FSS (255.4):

"Call sign, exiting SR 247, point India, VFR to the west, 6,500'."

i. RADAR ALTIMETER. The radar altimeter shall be used while flying on a Military Training Route (MTR). Set the radar altimeter no lower than 10% of your altitude. For example, if flying at 500' AGL, set your radar altimeter no lower than 450 feet. If flying at 1000' AGL, set no lower than 900 feet.

j. BIRD HAZARD.

(1) LOW/MODERATE. Low Level route may be flown at AP/1B altitude restrictions.

(2) SEVERE. Do not enter the route if forecasted bird severe.

k. ROUTE ENTRY TIME. Aircrews shall not enter the route unless within +/- 3 minutes of scheduled route entry time.

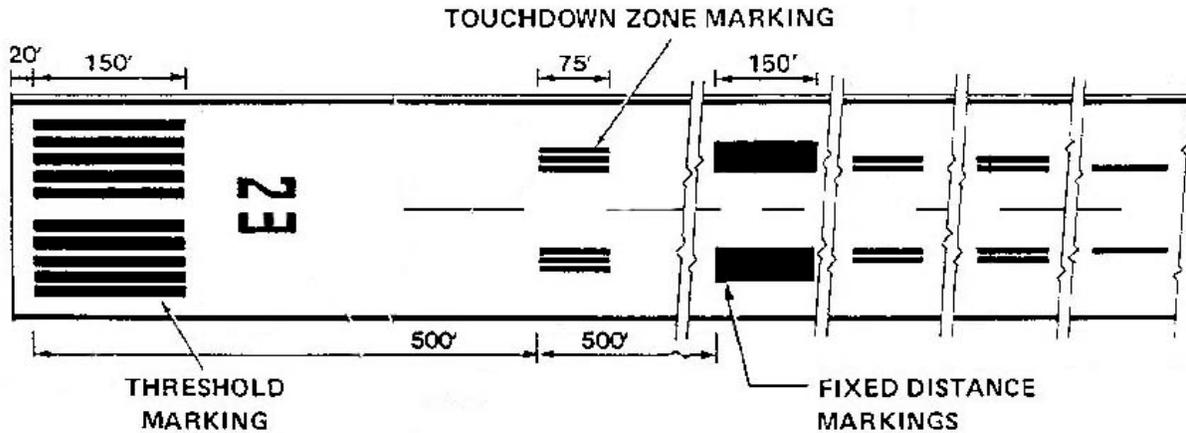
2.2 LOCATION. Naval Air Station, Whiting Field, Florida is located at latitude 30° 43' 26"N, longitude 87° 1' 19"W. It is 4 miles north of the City of Milton, Florida.

2.3 COMMON FREQUENCIES UHF (VHF).

- a. ATIS: 290.325 (CH 1)
- b. Clearance Delivery: 257.775 (CH 2)
- c. Ground: 251.15 (CH 3)
- d. Tower: 306.925 (CH 4)/(121.4 VHF)
- e. Base ODO: 233.7
- f. Pilot to METRO: 316.95

2.4 RUNWAYS. North Field is comprised of four crossing asphalt runways. Runway markers are located at 1,000-foot intervals on both sides and indicate the length of runway remaining in thousands of feet.

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
05/23	6,000'	200'
14/32	6,000'	200'



Whiting Field Runway Markings
Figure 2-2

2.5 FIELD LIGHTING. Runways 5/23 and 14/32 have Air Force, Navy, and Federal Aviation Administration (FAA) approved lighting systems. PAPI lights are installed for all active runways. Runway 14 has extended U.S. standard configuration approach lighting. All active taxiways are marked with blue lights on both sides. A standard military aerodrome rotating beacon [alternating green and white (split) lights] is located on a water tower midway between North and South Fields.

NOTE: *Airfield lighting intensity is controlled by tower personnel and can be adjusted at the request of the pilot.*

2.6 RAMP AREAS

a. There are three T-34C/T-6B aircraft parking areas associated with North Field.

(1) West line parking consists of five single rows labeled "A" through "E" on the west side of the hangars.

(2) North line parking consists of three rows labeled "F" through "H" on the north side of the hangars.

(3) Two additional rows of parking labeled "I" and "J" are provided on the west side of the hangar, west of the "A" through "E" lines (on the south end of closed runway 18/36 also known as the "Hill").

b. Spots "F1" and "F2" are normally reserved for maintenance troubleshooting and FITU "hot seat" evolutions.

c. A "hot seat" area is located in front of each squadron's line shack. The "hot seat" areas are for loading and unloading of aircrew/passengers only, not for parking. T-6 operations do not conduct "hot seat" events.

2.7 AIRCRAFT GROUND RUNUP AREAS

a. There are two runup areas on North Whiting Field. Aircrews are required to inform North Whiting Ground on initial contact if their intentions/request is not to use full length for takeoff, if conducting a practice abort, or require an unrestricted climb out. Taxi procedures are listed below:

(1) Runup Area 1 (See Figure 2-3). This is the "primary" runup area on North Whiting Field. It is located on the southeast side of closed Runway 9/27. Runups (day/night) are conducted on a heading of 050. Overflow runups will be conducted on the north side of primary runup heading 230 and will only be used when all space on the southeast side is occupied. The overflow area will be filled from east to west. Runup Area 1 should be filled accordingly:

(a) For Runway 23 and 32 fill from east to west.

(b) For Runway 14 fill from west to east.

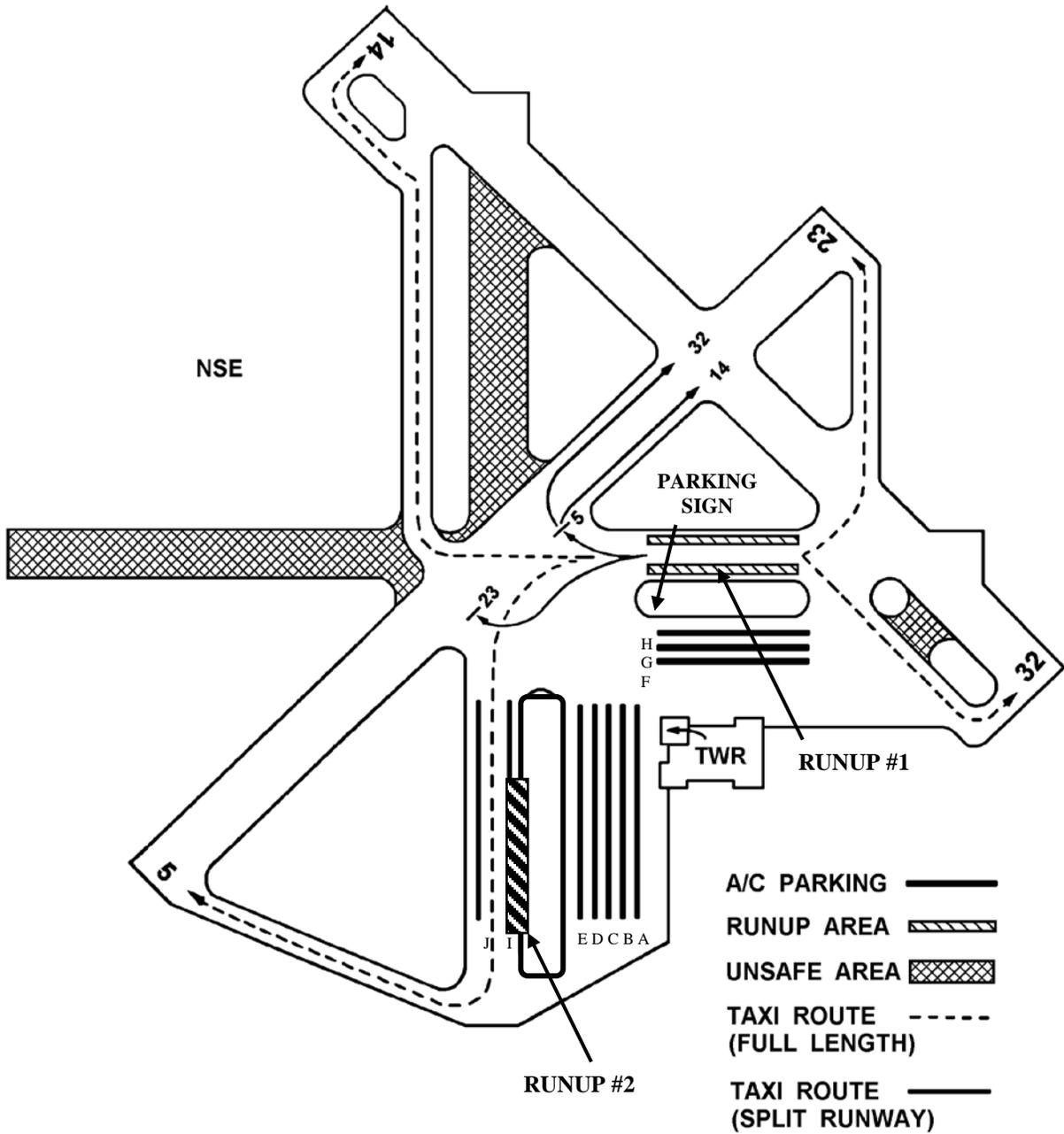


Figure 2-3
Ramp Diagram

(2) Runup Area 2 (See Figure 2-3). This is the "alternate" runup area on North Whiting Field that is utilized for Runway 5 operations and taxi familiarization. It consists of the I and J parking lines. Aircraft utilizing the alternate runup area should

avoid taxiing behind aircraft while filling either the I or J line from south to north on a heading of 270 or 090 respectively.

2.8 WINDSPEED AND WIND DIRECTION INDICATORS. Windsocks are located at the approach end of each runway at North Field. Windsocks may be interpreted as follows:

Sock limp	5 knots or less
Sock at 45 degrees	10 knots
Sock straight out	15 knots or more

2.9 FAA CLASSIFICATION OF WHITING FIELD AIRSPACE. A Class "C" Airspace (CCA) Area is centered at NAS Whiting Field. All VFR arrival pilots shall contact Pensacola TRACON prior to entering the CCA for RADAR services and sequencing over the appropriate VFR entry point. The Class C Surface Area is a 5NM radius, from the surface to 4,200' MSL. The outer ring extends from the 5NM Surface Area to 10NMs, from 1,400ft MSL to 4,200' MSL. When tower closes, the airspace reverts to Class E above 900' MSL.

2.10 OPERATIONS OVER NAS WHITING FIELD WHEN THE FIELDS ARE CLOSED

a. When NAS Whiting Field North and South are closed, the Class "C" airspace reverts to Class "E" down to 900' MSL. In order to deconflict with other aircraft that may be working over North Field, TRAWING aircraft shall establish VFR flight following with Pensacola Approach.

b. In accordance with FAA Order 7110.65T, practice instrument approaches under VFR conditions are authorized, however aircraft shall utilize 500' AGL as their lowest MDA or DA. A missed approach will be executed upon reaching that altitude during a precision approach or at 1 nm for non-precision approaches.

c. Aircraft may fly VFR course rules return profile to the 'numbers' for the SIMULATED 'runway in use' as determined by the pilot-in-command. Inside Points Waldo and Easy aircraft will broadcast position on UHF tower frequency.

d. Aircraft are not authorized to perform landing pattern operations, including breaks, visual straight-in approaches and low approaches, when NAS Whiting Field is closed.

e. Aircraft may fly course rules departures from NSE by entering via course rules and departing the upwind 'numbers' for the SIMULATED 'runway in use' as determined by the pilot-in-command. When South Whiting Field is open all flights within Class C shall be coordinated with ATC.

2.11 NORTH FIELD PRACTICE PEL PATTERN REQUEST

a. Before leaving the parking line, make request for PPEL(P) with tower on VHF 121.4. North Tower should respond that they have your request.

b. Continue to monitor VHF 121.4 for your clearance, which will be approved or disapproved by the time you reach the hold-short. Do not assume you have permission for this evolution. Query tower if you do not have clearance prior to the hold-short.

c. If approved for a PPEL(P) or Pattern Low-Key, do not start crosswind turn earlier than normal for departures.

2.12 INTERSECTION DEPARTURES

a. Departures for all aircraft are normally conducted from full length. If an intersection departure is utilized the following distances remain:

- (1) Runway 32 from Golf taxiway is 4,000'
- (2) Runway 32 from midfield is 2,800'
- (3) Runway 14 from Charlie taxiway is 5,000'
- (4) Runway 14 from midfield is 3,000'
- (5) Runway 23 from intersection runway 32/14 is 5,000'
- (6) Runway 23 from midfield is 2,900'
- (7) Runway 05 from midfield is 2,900'

2.13 REDUCED RUNWAY SEPARATION CRITERIA

a. Reduced runway separation at NAS Whiting Field will only apply when both aircraft are TRAWING FIVE, VFR, controlled by tower, and when braking action is categorized as "good." When these conditions are met, minimum landing separation is as follows:

(1) T-6B behind a T-6B, or T-34C behind either a T-34C or T-6B:

(a) Successive full stop: 1500 feet measured from runway threshold.

(b) Successive touch and go: 1500 feet measured from runway threshold, and preceding aircraft is airborne.

(c) Full stop behind touch and go: 1500 feet measured from runway threshold, and preceding aircraft is airborne.

(d) Touch and go behind full stop: 4500 feet measured from runway threshold.

(2) T-6B behind a T-34C: NO REDUCED SEPARATION. Requires a "clear deck," with preceding aircraft past the hold short line.

b. Successive VFR departures: 1000 feet measured between aircraft.

c. The control tower is aware of these separation requirements, but that does not relieve individual pilots and SNAs from ensuring that required minimum separation is maintained.

2.14 MISCELLANEOUS

a. Field operations are conducted under positive two-way radio control. No operations, including engine ground run-up on the line or near the hangar, may be conducted without two-way radio communications with North Ground, except as directed by appropriate authority.

b. Tower-to-tower transitions from South Field to the North Field traffic pattern (such as a GCA handoff) may be authorized upon approval from both towers. This maneuver is limited to instructor pilots and maintenance check pilots and shall not be a practiced item.

c. Remain North of Langley Road at all times unless cleared for "South Field Penetration" by Tower.

d. Due to abundant habitat surrounding NAS Whiting Field, be alert for wildlife in the runway environment. Exercise extreme caution and report any sightings to North or South tower controllers.

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CHAPTER THREE
WHITING FIELD COURSE RULES GROUND/DEPARTURE PROCEDURES

3.1 TRAWING FIVE START PROCEDURES. At NAS Whiting Field, a Ground Power Unit (GPU) should be used whenever possible.

3.2 PRE-TAXI PROCEDURES

3.2.1 Single Aircraft Procedures

a. Conduct pre-taxi procedures per the NATOPS and the current FTI as applicable.

b. After obtaining ATIS (290.325/CH 1), contact Clearance Delivery (257.775/CH 2) to obtain flight clearance and IFF code.

"North Clearance, (call sign), VFR to ___ (working area, direction of flight, or destination), (Estimated Time Enroute)."

Or

"North Clearance, (call sign), IFR to ___ (destination), clearance on request."

c. After receiving flight clearance/squawk, contact Ground Control (251.15/CH 3) for taxi clearance. Include aircraft parking spot in all taxi calls. If requesting de-icing (T-34C only), include this in the ground call (see section 3.3.3 for full procedure).

"North Ground, (call sign), (parking spot), taxi, with information (ATIS), (request taxi through de-icing station)."

NOTE: Special pattern training requests shall be coordinated on VHF 121.4 at this time. (i.e. PPEL or Aborted Takeoff Demo) This allows North Tower to sequence traffic accordingly.

d. After complete with runup, obtain clearance taxi from runup area. **"North Ground, (call sign), primary/alternate runup, request further taxi."**

"(call sign), taxi to Runway 14, cross Runway 5."

NOTE: Per local agreement, the only portion of the clearance you are required to readback is the departure runway and any runway(s) you are cleared to cross.

3.2.2 Formation Aircraft Procedures. Formation aircraft pre-taxi procedures are identical to the normal day procedures with the following exceptions:

a. During the T-34 Prestart Checklist, navigation and strobe lights will be on to identify aircraft in a section.

b. After obtaining ATIS (290.325/CH 1), contact Clearance Delivery (257.775/CH 2) to obtain flight clearance and IFF code.
"North Clearance, (call sign), flight of (#), Wingman's call sign (#), VFR to _____ (working area or destination), (ETE)."

NOTE: Full SNA T-34 formation communications are outlined in Appendix B of this instruction. T-6 formation communications are outlined in the TW-5 T-6 formation communications supplement.

3.3 OUTBOUND TAXI PROCEDURES

3.3.1 Day Outbound Procedures

a. Taxi in accordance with Figures 3-1 through 3-4 and applicable CNATRA curriculum.

(1) Aircraft on rows A-D will turn right out of the parking spots, unless cleared to back-taxi.

(2) Aircraft on the E row will turn left and taxi behind the E row for the Hub. Non-solo aircraft parked on numbered spots 27 through and including 21, may advise ground of intent to back-taxi and turn right out of parking on a not-to-interfere basis with returning aircraft. Solo aircraft may not back-taxi unless required due to traffic conflict.

(3) Aircraft on the F-H rows will turn right out of the parking spots, unless cleared to back-taxi due to traffic conflict.

(4) Aircraft on I and J rows will turn in the shortest direction to the hub.

b. All taxiways are bi-directional with outbound aircraft having the right-of-way, except as described in paragraph 1 a.(2) above. Outbound aircraft will follow the most direct route to the ground run-up area via the hub. If standing water exists along your outbound taxi route, contact North Ground with your intentions to avoid it.

c. All aircraft, except formation flights, shall taxi single file with a minimum of one aircraft nose-to-tail separation. Taxi on closed or off-duty runways should be on the yellow taxi line. Formation flights may taxi in accordance with their appropriate FTI.

d. The Hub is a high congestion area; taxi lines are not mandatory during daylight operations. Aircraft taxiing out of Run-Up Area 1 should remain on the taxi line on the overflow (north) side of Run-Up Area 1.

e. Aircraft shall not pass other aircraft unless clearance is obtained from North Ground or North Tower.

f. Taxi speed shall be commensurate with conditions, but in the line area no faster than a person can walk (GPS groundspeed reference of 5-7 KTS) and outside the line area no faster than a person can jog (GPS groundspeed reference 10-12 KTS). The line area

is defined as anywhere multiple aircraft are parked on the ramp and does not include the taxiway west (in front) of the E parking line.

g. Aircraft shall not taxi within 50 feet of any fueling operation. If a fuel truck is in the taxi lane in the intended direction of travel, advise ground control of intent to back-taxi to an adjacent taxi lane to avoid the refueling operation. The western-most taxi line, in front of the E row, provides enough clearance for aircraft to taxi past fueling operations, provided one offsets slightly to the west.

h. If taxi clearance cannot be obtained due to a radio "blind spot," taxi is permitted up to, but not through, the Hub while attempting to establish radio contact.

3.3.2 Night Taxi Procedures. All day taxi procedures apply with the following exceptions:

a. No aircraft is permitted to taxi on an unlit taxiway (unless marked with reflectors) or runway after sunset.

b. All aircraft shall taxi single file with strobe and navigation lights on (when clear of the line area) and landing lights (T-34) or taxi lights (if equipped) on. Avoid blinding other aircrews and line personnel.

NOTE *Strobe lights may be secured anytime they pose a safety hazard.*

c. Taxi on the closed or off-duty runways will be in the middle of the runway. Taxi through run-up areas, the Hub, or on taxiways will be on the yellow line, if provided, or in the center of the paved surface.

d. Intersection takeoffs are not authorized at night.

3.3.3 T-34 Aircraft De-Icing Procedures. All day taxi procedures apply with the following exceptions:

a. All aircraft requiring de-icing shall make their request with ground control on initial contact in parking.

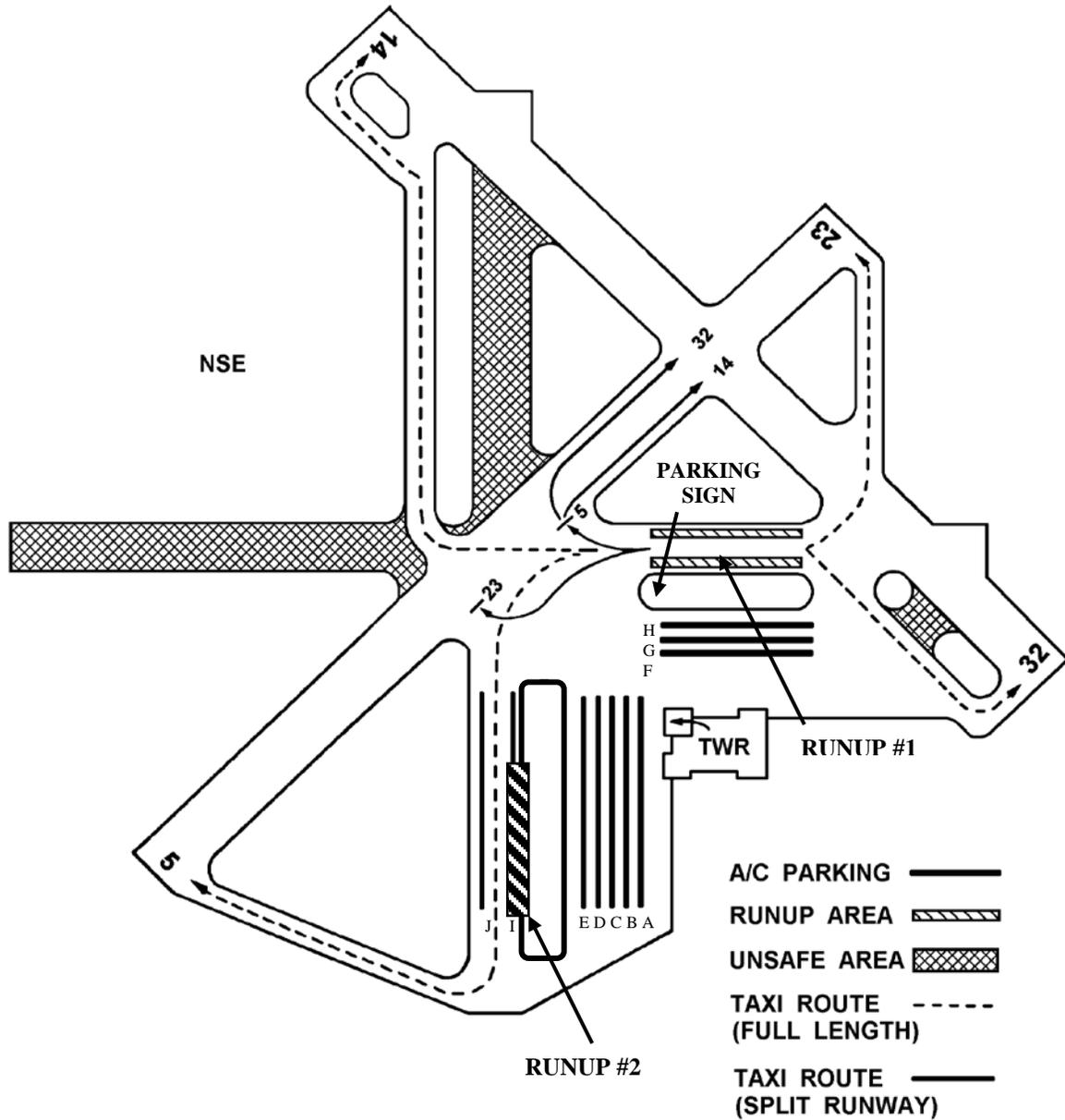
b. Taxi the aircraft and hold position facing north on the Alpha taxiway abeam the preflight T-34 (Fig 3-4). Resume taxi under the direction of de-icing personnel.

c. De-icing station personnel will provide positive taxi control of aircraft into and out of the de-icing station.

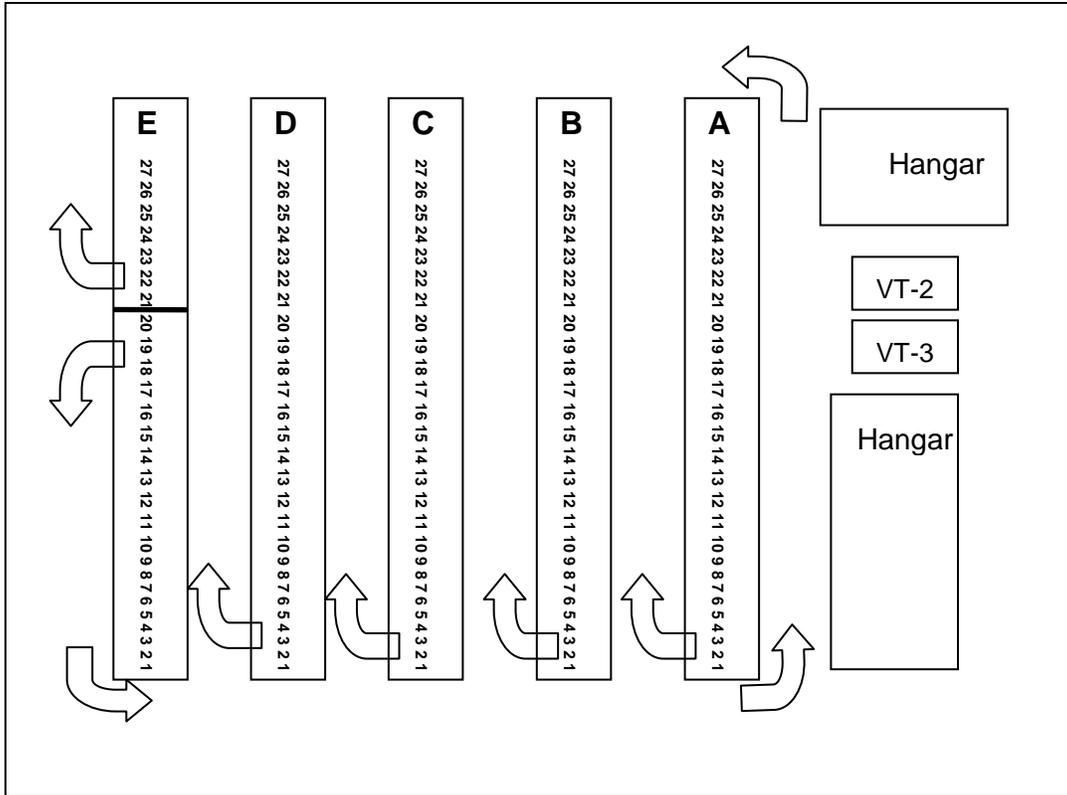
d. Once in the de-icing station, follow ground personnel signals for setting propeller feather and full increase RPM.

NOTE: *Turn off A/C, close the Environmental Control and Aft Cockpit Outside Air in order to avoid toxic fumes.*

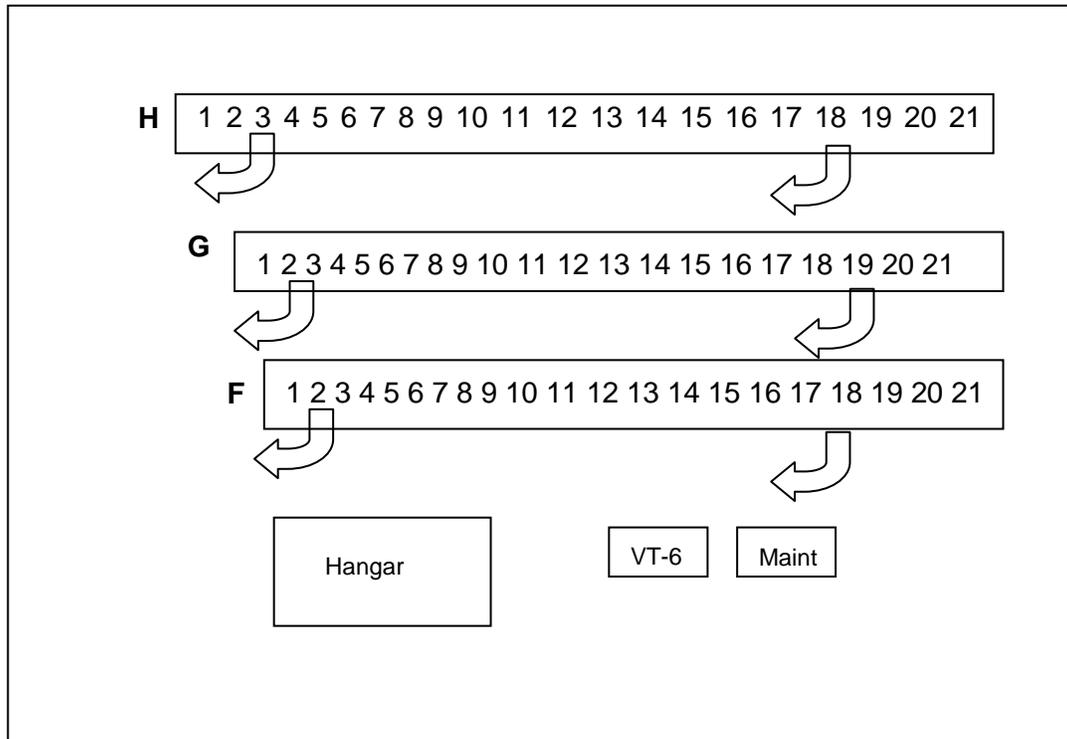
3.3.4 T-6 Aircraft De-Icing Procedures. Accomplished while shutdown in their line parking spot.



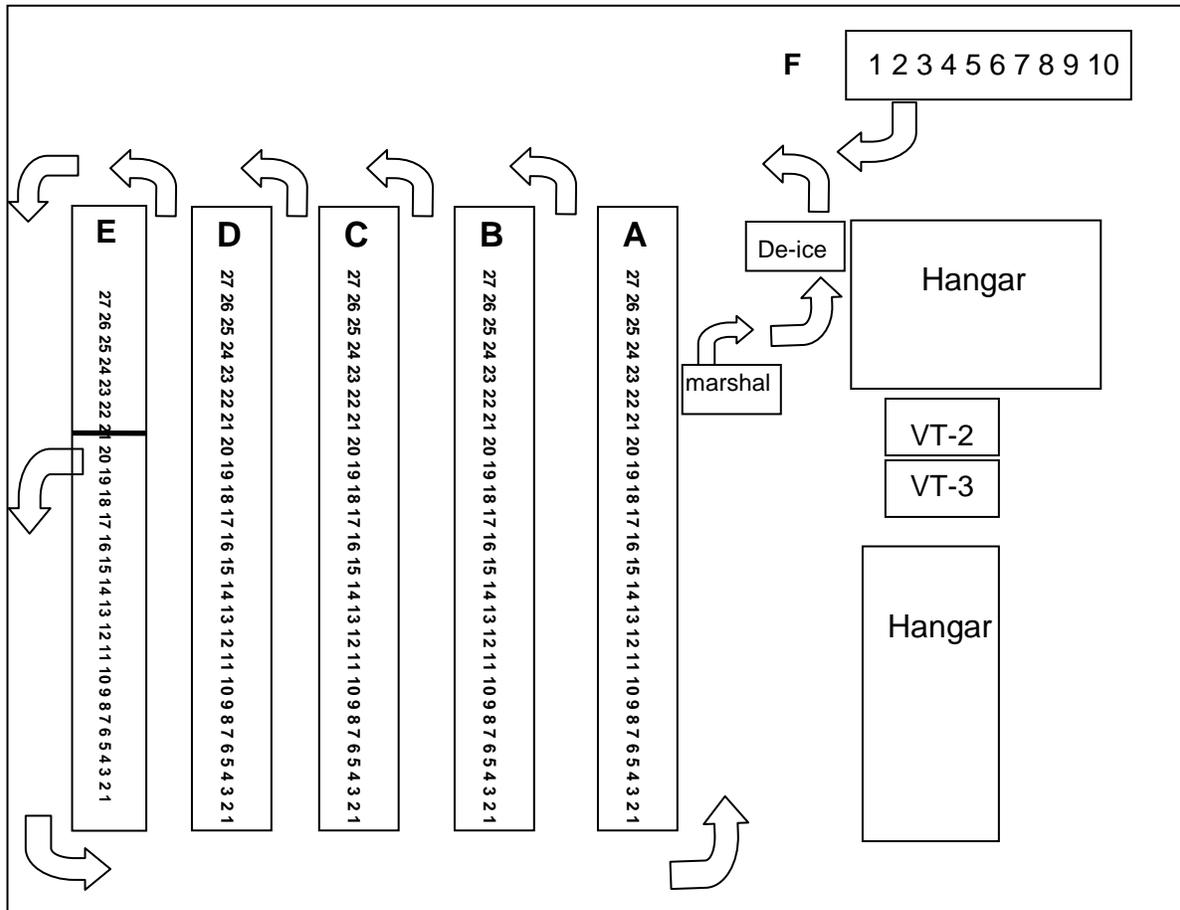
Whiting Field Outbound Taxi Routes
Figure 3-1



Typical Outbound Taxi Routes (parking A-E)
Figure 3-2



Typical Outbound Taxi Routes (parking F-H)
Figure 3-3



T-34 Aircraft De-icing Taxi Queue
Figure 3-4

3.4 TAKEOFF PROCEDURES

3.4.1 Day

a. TRAWING FIVE day VFR syllabus flight operations are normally conducted using full length runway use for T-34 aircraft and T-6 aircraft.

b. Approaching the hold short line (approximately 200 feet prior), switch to Tower frequency (306.925/CH 4). Unless otherwise directed by Tower, call for takeoff when within 4 in sequence at the hold short line:

"North Tower, (call sign), #3 for takeoff."

NOTE: As you move up in sequence, additional calls are NOT required.

NOTE: Pilots shall read back tower instructions issued at the hold short.

c. During daylight operations all aircraft departing IFR from full length Runway 14 or 32 will position on the outboard side of the taxiway so as to avoid blocking the hold short for other traffic.

NOTE: All SNA contact sorties and all student solo sorties shall come to a complete stop prior to calling for takeoff.

NOTE: The midfield hold short position for runway 23 is located on a taxi line located south of the taxi line marked with the letter "M". Aircraft holding short of runway 23 shall not be positioned as to prohibit landing aircraft from clearing the runway. If necessary, wait on the outbound run-up taxi line until you can taxi forward without causing congestion.

NOTE: Aircraft may stagger at the hold short line, as appropriate. If a pilot chooses to stagger, do not reset to the taxi line as this will cause the aircraft behind you to reset their position as well.

d. The T-34 aircraft should turn landing lights on for takeoffs at other than home field. When cleared "line up and wait" or "takeoff" the pilot shall complete the takeoff checklist (T-34) or lineup checklist (T-6).

e. If cleared onto the runway awaiting take off clearance, power-up shall not be commenced until tower has issued takeoff clearance.

WARNING: Air Traffic Control facilities at Naval Air Stations in the Naval Air Training Command do not provide wake turbulence separation between CNATRA aircraft. A three minute delay is recommended if wake turbulence separation is desired.

NOTE: North Whiting is primarily used for departure and arrival traffic. During normal daylight hours, landing pattern practice at North Field should be avoided to the maximum extent possible.

3.4.2 Night. All day takeoff procedures apply with the following exceptions:

a. After official sunset, only full-length runway takeoffs from runway centerline are authorized at Whiting Field.

b. While waiting at the runway hold short it is the pilot's discretion to secure the landing lights and/or the strobe lights.

c. Unless otherwise requested, call for takeoff clearance when number one at the hold short line. Once cleared onto the runway ensure the landing lights and strobe lights are turned on prior to taking the duty runway.

3.4.3 Formation. TRAWING FIVE formation flights follow current CNATRA Formation FTI procedures with the following exceptions:

a. Solo flights with a chase instructor are permitted to have all three aircraft on the runway at the same time.

3.4.4 Maintenance. All day takeoff procedures apply with the following exceptions:

a. Maintenance climb outs to high or low key will remain on North Whiting Tower frequency until high key and then contact Departure Control.

b. Maintenance procedures that require deviation from normal procedures shall be coordinated with North Tower prior to takeoff. (i.e. Unrestricted climbs to high key.)

3.5 PRACTICE ABORT TAKE-OFF DEMONSTRATIONS

a. The procedures for an abort takeoff demonstration will be conducted in accordance with the current Contact FTI. T-34 aircraft demonstrations can start either from midfield or the approach end of the duty runway. T-6 aircraft shall start from the approach end of the duty runway. Aircraft will request permission for the practice abort demonstration from North Ground during the initial taxi request.

b. When number one at the hold short line for either the runway approach end or midfield, call:

"North Tower, (call sign) takeoff, abort demo."

c. After the demonstration and the aircraft has returned to a safe taxi speed:

(1) T-34: If started at midfield taxi clear of the active runway and contact North Ground for clearance back to the hold short line. If started from the approach end and completed prior to midfield, T-34 pilots may request a takeoff from present position.

(2) T-6: Aircraft will clear the runway and taxi back for a full length take off.

3.6 DEPARTURE PROCEDURES

3.6.1 Day VFR

a. Over upwind numbers turn in the shortest direction to the climb out heading. The climb out headings are:

- (1) T-34 Runway 05/14 - 010°
- (2) T-34 Runway 23/32 - 320°
- (3) T-6 Runway 05/14 - 030°

(4) T-6 Runway 23/32 - 340°

b. Do not penetrate South Whiting airspace without approval from tower. Langley Road is the airspace dividing line.

c. Level off at 700'-800' MSL and accelerate until clear of the traffic pattern.

NOTE: Do not Exceed 200 KTS on departure within the inner ring of Class C airspace.

d. When visually clear of traffic pattern, switch to Pensacola Departure Control (278.8 UHF/CH 5), transition to a climb, and contact Pensacola Departure. Advise Pensacola Departure if deviations are necessary to avoid traffic or clouds.

(1) T-34 climb speed is 120 KIAS.

(2) T-6 climb speed is 180 KIAS.

"Pensacola Departure, (call sign), passing (altitude)."

NOTE: TRACON may turn departures prior to 4,200' MSL if traffic permits. Pilots may request this as part of the initial check-in.

e. All departures, VFR and IFR, from Runways 23 and 32 must be 2,700' MSL or higher by 6.5 DME. Formation flights must be 2,200' MSL by 6.5 DME.

f. Transition to working and departure areas as described below:

(1) Area 1 (T-34) / West Departure (T-6)

(a) T-34 - On climb out heading and climbing past 4,200' MSL turn to 270° until crossing Highway 29 then head 230°.

(b) T-6 - On climb out heading and climbing past 5,500' MSL, turn to 270°.

(2) Area 2T / North Departure / Pelican

(a) T-34 - On climb out heading and climbing past 4,200' MSL turn to 360°.

(b) T-6 - On climb out heading and at 5,500' MSL, turn to 360°.

(3) Area Fox - On climb out heading and climbing past 4,200' MSL turn to 310°. Formation lead may request an early turn.

(4) Area 3 (T-34) / South Departure (T-6) - On climb out heading and climbing past 4,200' MSL turn to 180°.

(5) Other Training - On climb out heading, level off at 4,500' MSL and advise Pensacola Approach of intentions.

NOTE: *Unless specifically directed by TRACON, aircraft departing for Area 3 shall turn left to 180° if departing Runway 23/32 and right to 180° if departing Runway 5/14. Avoid crossing directly over Whiting Field. RI traffic and maintenance climb outs operate in this area.*

g. Level off as follows:

(1) Area 1 (T-34) / West Departure (T-6)

(a) T-34: 4,500' MSL

(b) T-6: 8,500' MSL

(2) Area 2T / North Departure / Pelican / Fox

(a) T-34: 4,500' MSL

(b) T-6: 5,500' MSL

(3) Area 3 - 4,500' MSL (T-34) / 5,500' MSL (T-6) until advised by TRACON to continue climb to 8,500' MSL. Expect a switch to Pensacola Departure Southeast (269.375 UHF/CH 7).

h. Continue on appropriate departure heading until termination point for VFR advisories, then report:

"Pensacola Departure, (Call sign), clear to the [(west (Area 1), north (Area 2), or south (Area 3)], cancel radar advisories."

i. All aircraft are expected to maintain radar advisories until reaching the following termination points:

(1) Area 1 / West Departure - Highway 29 (NSE 17 DME if VFR-on-top or at night)

NOTE: *Traffic transiting to Area 1 should be aware of helicopter traffic at or below 5,000' MSL North of I-10 as well as jet traffic descending inbound to Pensacola Regional from the northwest at and above 6,500' MSL.*

WARNING: *Aircraft entering Area 1 should be aware of numerous antennas south of I-10 up to 2,049' MSL.*

(2) Area 2T / North Departure / Pelican - Highway 4 (NSE 12 DME if VFR-on-top or at night)

NOTE: *Area 2T T-34 traffic should not climb above 4,500' MSL until 12 DME north of KNSE due to T-6 traffic at 5,500' MSL.*

(3) Area Fox - Approximately 10 DME from KNSE

(4) Area 3 / South Departure - Interstate 10 (NSE 10 DME if VFR-on-top or at night)

j. Upon reaching termination point for VFR traffic advisories, and when directed by Departure Control, switch to the appropriate area common frequency, squawk 1200, and proceed to your working area.

k. If conducting aerobatics or OCF in Area 3, maintain assigned squawk when crossing I-10 for VFR flight following. Do not call clear to the south or cancel radar advisories. Radios should be tuned to Area 3 Common (299.5 UHF/CH 16) and Pensacola Approach (119.0/118.6) as directed for simultaneous monitoring of advisories.

3.6.2 Night. All day departure procedures apply to night flights with the following exceptions:

a. After takeoff, maintain runway heading until 700' MSL.

b. Between 700' and 800' MSL, make a level turn to the departure heading. Remain below 800' MSL until clear of the traffic pattern.

3.6.3 IFR/IMC DEPARTURES

a. IFR Flights Filed on a DD 175. Departure heading, departure control frequency, squawk and climb out instructions for flights conducted under Instrument Flight Rules on a filed DD 175 flight plan will be assigned by ATC and issued by Clearance Delivery (257.775/CH 2).

NOTE: *When field is operating VFR, maintain 700-800' MSL until clear of the traffic pattern.*

b. Stereo Flight Plans/VFR-on-Top Departure. VFR-on-Top (NSE-3/ NSE-3T stereo route) procedures are for the purpose of receiving IFR departure service until in VMC conditions.

(1) Pilots may file a NSE VFR-on-Top flight plan by contacting Base Operations prior to calling for clearance or taxi.

(2) The full NSE VFR-on-Top clearance will be:

"(Call sign) cleared to the TROJN intersection via radar vectors. Climb to and report reaching VFR conditions on top. If not on top at 4,000', maintain 4,000 and advise, departure frequency 278.8, squawk ____." (If VFR prior to 4,000, cancel IFR.)

(3) The NSE-3 clearance may be issued in short form as follows:

"(Call sign) cleared to TROJN intersection via NSE-3, squawk."

NOTE: Pilot acknowledgment of the short NSE-3 clearance shall be acceptance of the full clearance.

(4) Aircraft shall not depart the run up areas until IFR clearance has been received.

c. Precision Minimums. Precision minimums apply for the duty runway in use. When weather at North Field is below non-precision minimums, aircraft may depart North Field only when:

(1) For T-6: KNSE ILS Runway 14 is operational, weather at or above KNSE 14 ILS minimums and landing on KNSE Runway 14 is feasible.

(2) For T-34 or T-6 (if ILS not operational): KNDZ GCA is operational and restricted airspace is available, weather is at or above KNDZ GCA minimums and landing on KNDZ Runway 32 is feasible.

d. Non-Precision Minimums. Non-precision minimums apply to the landing runway in use.

3.7 LATERAL DEPARTURES

a. Lateral departures are departures through the Class C Airspace at an altitude other than normal course rules departure. When possible, requests should initially be made through Ground Control prior to takeoff and again with Pensacola Departure Control upon departure.

"Pensacola Departure, (call sign), passing (altitude), request lateral departure to (area or direction) at (requested altitude)."

b. After making the request, turn to the appropriate climb out heading when directed and continue on heading until clear of the Class C Airspace. At that point, contact Pensacola Departure and request termination of radar advisories and squawk 1200.

"Pensacola Departure, (call sign), clear to the (direction), cancel radar advisories."

NOTE: When executing a lateral departure to the north, be particularly aware of traffic inbound, on the course rules, in the vicinity of Point Nugget (intersection north of KNSE formed by Highway 4 and Highway 87).

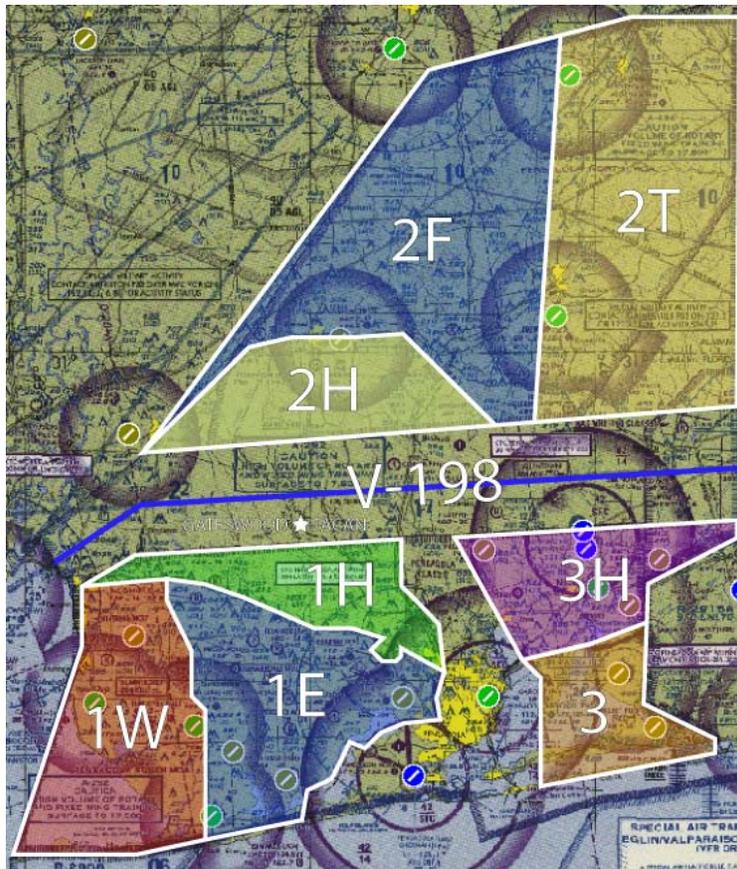
CHAPTER FOUR
ALERT AREA 292 & SPECIAL USE AIRSPACES

4.1 GENERAL INFORMATION

a. The training area utilized by Pensacola Training Complex (PTC) aircraft is designated Alert Area 292 (A-292). Figure 4-1 depicts how Pensacola TRACON divides the Alert Area.

NOTE: Due to the high volume of VFR traffic in A292 pilots should monitor area common frequencies whether IFR or VFR while operating within A292.

b. Noise sensitive areas such as, but not limited to, public beaches, resorts, depicted wildlife refuges, and sporting events shall be avoided when below 3,000' AGL by one mile.



Alert Area 292
Figure 4-1

c. Rotary Wing Operating Altitudes in A-292 are included in Fig 4-2 for reference.

AREA	DAY	NIGHT
1W/E	Prohibited (Note 1)	Surface-7500 feet (Note 2)
1H	Surface-5000 feet	Surface-7500 feet
2T (Note 3)	Surface-4000 feet	Southern area of 2T
2H	Surface-3000 feet	Surface-5000 feet
3 (Note 4)	Surface-1399 feet	Surface-1399 feet
3H	Surface-3000 feet	Surface-3000 feet
V-198/241	Surface-3000 feet	Surface-3000 feet
NOTE:		
1	Rotary wing aircraft are authorized to transit areas 1E and 1W only with appropriate ATC flight following, or for HURREVAC Operations. CAUTION: High density fixed-wing training. Remain well clear of traffic patterns at the numerous airfields.	
2	Night operations shall remain well clear of traffic patterns at NOLF's Saufley & Barin.	
3	BI training is authorized day or night in 2T east of HWY 191 (Munson) and south of the Conecuh River up to 4000 feet.	
4	Helicopter traffic in the East Bay Operating Area should stay below 500 feet AGL whenever practicable. Always maintain a minimum of 500 feet slant range to all dwellings. Operations shall remain clear of Pensacola Class C & D airspace at NOLF Choctaw unless coordinated with appropriate ATC.	

Rotary Wing Altitudes in A292
Figure 4-2

4.1.1 Aerobatics/OCF

a. When choosing section lines, care shall be taken to ensure these maneuvers are not performed over congested areas such as shopping centers, malls, schools, towns, or cities. (OCF over Choctaw is allowed).

(1) Areas 1, 2T, and Pelican: Squawk 4700. Resume 1200 squawk when maneuvering is complete.

(2) Area 3: Check in with TRACON required. Expect a discrete squawk.

(3) Aircraft with known or suspected transponder mode C malfunction/failure shall not conduct aerobatics or OCF in Area 1 or Area 3.

(4) Not authorized above any FAA Class C surface area (inner ring) or Class D. Choctaw, a Navy controlled tower, is exempt from this restriction. Operations inside a designated MOA are also exempt.

(5) Common use section lines for aerobatics/OCF in areas 1, 2T, and 3 are depicted in Chapters 5, 6, and 8. Radio communications on area common shall be:

(a) **"Anyone working (section line)"** (No response requires no further transmission)

(b) Aircraft using the section line will respond **"(Side number) working (section line) for the next ___ minutes"**

NOTE: For Standardization, when making working area calls "high" will be considered 5,000' MSL and above. Any aircraft working below 5,000' MSL will be in the "low" area.

b. Courtesy Calls. Aircraft conducting the following maneuvers shall make one of the following courtesy calls on area common UHF prior to Aerobatics (includes inverted flight), Out-of-Control flight (includes unusual attitudes), or Spinning and every five minutes thereafter (or earlier if necessary). The call shall include:

- (1) A geographical reference point or a section line, and
- (2) distance from that reference point or section line, and
- (3) direction from that reference point or section line.

"(Side number), aerobatics, Highway 59 North"

Or

"(Side number), spinning, three miles east of Chicken Ranch"

NOTE: Courtesy calls are not required if the aircraft is working inside their chosen block in the Pelican working area, North MOA, or South MOA.

The intent of these calls is not to claim airspace for individual training, but pilots should avoid the vicinity where an aircraft is conducting one of the above maneuvers. Local airspace is limited and should be shared where possible. Courtesy calls need not be made for Turn Pattern, Level Speed Change, Slow Flight/Minimum Control Maneuver, Power Off Stall, or Approach Turn Stall.

NOTE: Aircraft need not, nor should they, provide a running itinerary of their flight path on area common. If your flight profile creates conflict with a training area or section line and a radio call is prudent, make the radio call. If your flight profile can be flown to avoid these areas without making a radio call, do so and cut down on excessive chatter on Area Common.

NOTE: To enhance pilot's situational awareness and avoid possible conflicts, an advisory call may be made to check if another aircraft is working a particular geographical point or reference line.

NOTE: Within the local area, all spirals, control release spins, progressive spins, T-6 OCF, and T-34 zero-air-speed departures shall be conducted within a MOA, Warning Area, Restricted Area, or a working area while receiving radar advisories.

4.1.2 Practice ELP Training In The Working Area

a. If ELP training is conducted to an unprepared surface (a farmer's field), waveoff is mandatory at 500' AGL.

b. Similar calls to those required for Aerobatics/OCF should be made prior to HAPL/LAPL maneuvers to common use fields. It is permissible for multiple aircraft to coordinate a division of an area, but only one aircraft will operate over a single field. Common use fields are listed below and depicted in specific Area chapters.

c. Area 1

(1) Weeks to Oyster Region is an area of fields located between Weeks Bay and Oyster Bay. (T-34 only)

(2) Summerdale. (T-34 and T-6)

d. Area 2

(1) California Field (T-34 only)

(2) Oil fields are the fields northeast of the town of Brooklyn. (T-34 only)

e. Area 3

(1) Holley NOLF. No other suitable sites exist in Area 3 due to specific restrictions associated with that area. See that specific chapter for details. (T-34 and T-6)

f. These are the preferred areas to practice ELP training. If you use other areas, maintain a vigilant lookout and comply with OPNAV altitude restrictions.

4.1.3 Transition Layers:

a. Two transition layers are bounded by the entire lateral area of the Pelican / NMOA working area. The "low transition layer" is between 5,000' MSL and 6,000' MSL, and the "high transition layer" is between 11,000' MSL and 12,000' MSL. In the low transition layer, transit altitudes are 5,200' MSL westbound and 5,700' MSL eastbound. In the high transition layer, transit altitudes are 11,200' MSL

westbound and 11,700' MSL eastbound. These transition layers are used to ingress, egress, and transit to area Fox, Pelican, 2T, and the NMOA.

b. When in a transition layer, aircraft should monitor 254.9/CH 12.

4.2 V-198/241 AIRWAY

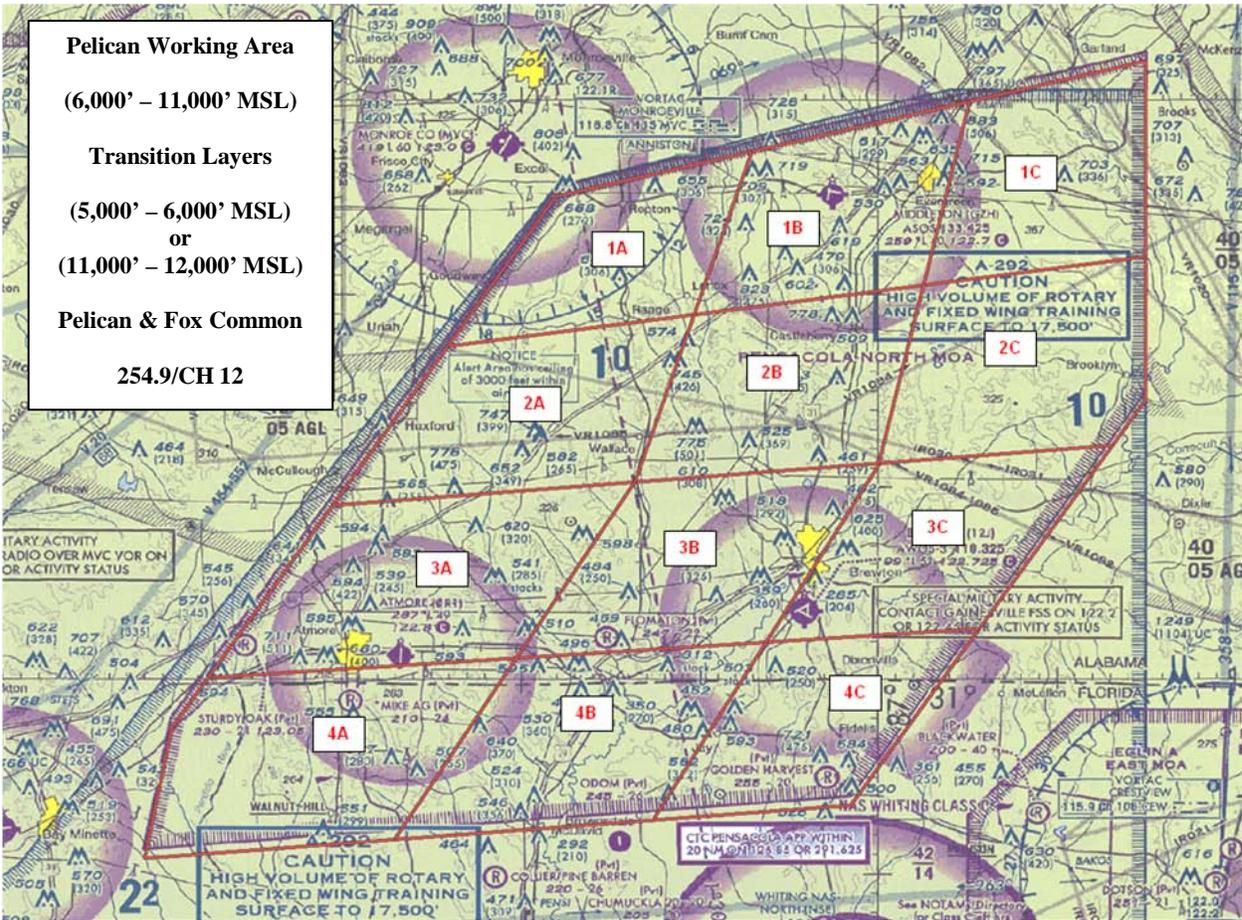
a. The Minimum En route Altitude (MEA) is 3,000' MSL and the upper limit is 18,000' MSL. The airways are centered on a line connecting the Semmes (SJI) and the Crestview (CEW) VORTACs and on a line from the Brookley (BFM) VORTAC to LOXLY. Both airways extend four nautical miles either side of centerline.

b. All TRAWING FIVE aircraft are prohibited from conducting training within the confines of any Victor Airway unless specifically required for syllabus flight.

NOTE: Aircraft working HIGHWAY 191 must remain well north of the pumping station in order not to encroach upon V-198.

4.3 PELICAN WORKING AREA. An area of training airspace that is a subset of AREA 292 and consists of 12 adjoining blocks depicted in Figure 4-3. This airspace is directly underneath the NMOA and extends from 6,000' MSL to 11,000' MSL within the same lateral confines as the NMOA. Blocks 1B and 4C are not utilized for training and are primarily used for ingress and egress of the airspace. All aircraft operating in the Pelican working area will monitor Pelican and Fox Common on 254.9/CH 12.

WARNING: All dynamic maneuvers shall be planned for completion between 6500' MSL and 10,500' MSL while operating in the Pelican airspace due to operations within the surrounding airspace.



Pelican Working Area
Figure 4-3

Note: All 12 blocks are depicted on the T-6B TSD page. The T-34C depicts the 12 blocks between flight plan 1 NMOA and flight plan 15 PELL.

4.3.1 ENTRY PROCEDURES.

a. Aircraft should enter the Pelican working area utilizing either the low or high transition layers. Make traffic calls and determine available blocks on Pelican Common Frequency (254.9/CH 12).

Example: *"Anyone working 3A Pelican?"*. (No response requires no further transmission)

b. Proceed to the desired working block. Once established within the block make an advisory call on Pelican Common.

Example: *"(Callsign) established 3A Pelican"*.

c. If weather precludes use of the transition altitudes, aircraft may transit along block lines by making a traffic call on Pelican Common.

Example: *"(Callsign) transiting 3B southern border at 7,500."*

d. Formation aircraft requiring more than one block may coordinate multiple block use with other aircraft. Aircraft may divide their blocks vertically in order to accommodate additional basic formation training flights. Aircraft use 1000' interval plus 500'.

Example: *"Anyone working 3A/B Pelican?"*

"Vegas flight working 3A & 3B, at 7.5".

"Roger, Tiger flight will take 3A & 3B, at 9.5".

4.3.2 PELICAN WORKING AREA SEPARATION PROCEDURES. KNSE fixed wing aircraft will ensure separation by remaining within their block(s) and self announcing if they spill out of their block. Currently no ATC traffic separation is provided between military aircraft or between military and civilian aircraft operating in the Pelican working area. Standard VFR "see and avoid" principles apply. Aircraft shall squawk 4700 as required by maneuvers.

4.3.3 PELICAN WORKING AREA DEPARTURE PROCEDURES. Aircraft should exit the Pelican working area either laterally or by descending within their blocks to the transition layer and make an advisory call on Pelican Common.

Example: *"(Callsign) departing 3A Pelican for Brewton".*

or if intercepting Course Rules,

"(Callsign) departing 3A Pelican for Point Jay"

"(Callsign) departing 3C Pelican for The Bridge"

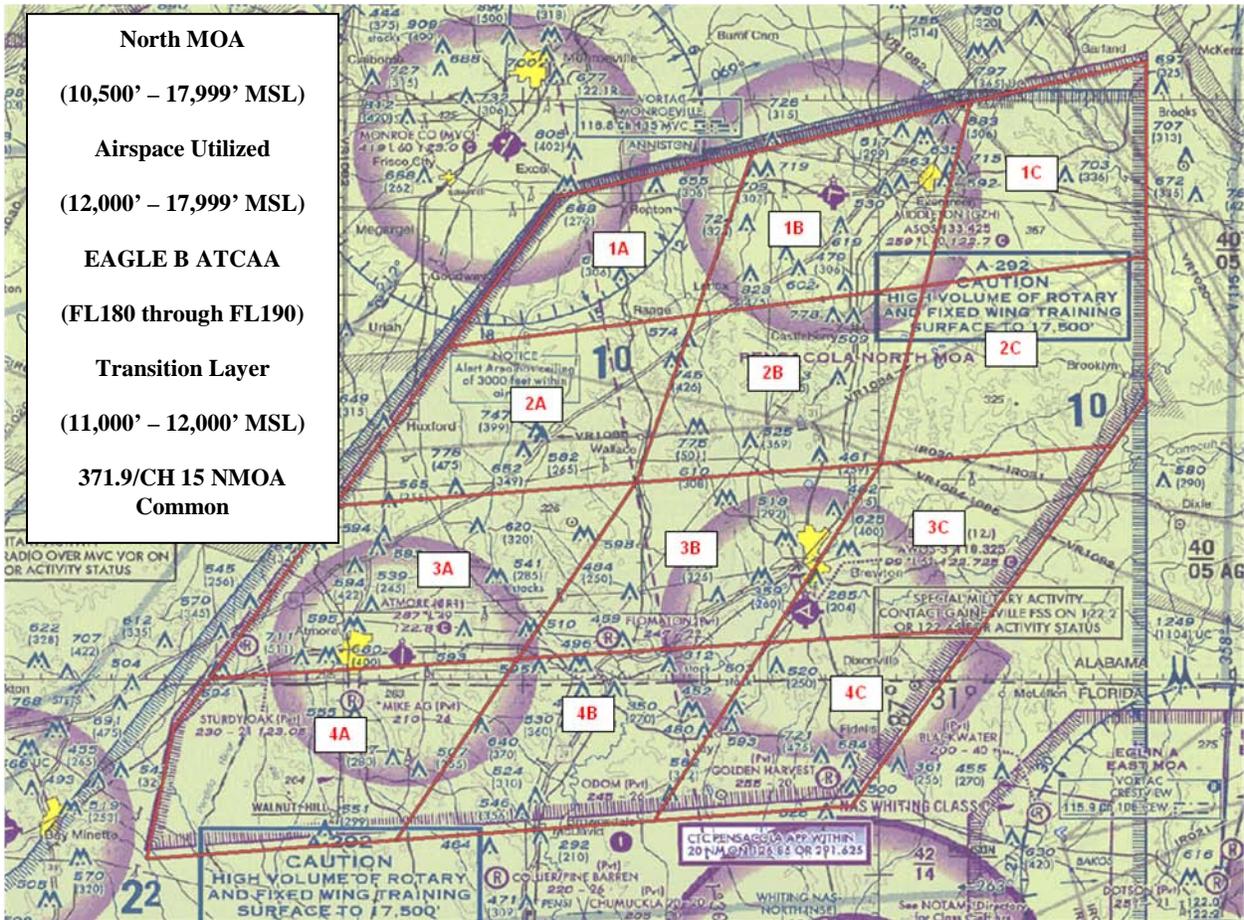
4.4 NORTH MILITARY OPERATING AREA (NORTH MOA/PNSN). The Pensacola North MOA extends from 10,500' MSL up to but not including FL 180 and is comprised of 12 blocks as depicted in Figure 4-4. This airspace is directly over the Pelican working area. Its purpose is to provide separation of PTC aircraft operating VFR above 10,000' MSL and airway traffic under instrument flight rules (IFR). Working airspace in the NMOA begins at 12,000' MSL and extends upward to, but **NOT INCLUDING** FL 180.

EAGLE B ATCAA - Working blocks are the same as the NMOA and from FL180 through FL190.

EAGLE C ATCAA (Maintenance Area) - Lateral confines of the NMOA working blocks 2B/C and 3B/C from FL180 to FL310.

WARNING: All dynamic maneuvers shall be planned for completion between 12,500' MSL and 17,500' MSL while operating in the NMOA airspace due to operations within the surrounding airspace.

Note: All 12 blocks are depicted on the T-6B TSD page. The T-34C depicts the 12 blocks between flight plan 1 NMOA and flight plan 15 PELL.



NMOA Working Area
Figure 4-4

a. Military aircraft operating in the NMOA are considered to be MARSA, therefore Center will not issue traffic advisories between participating aircraft. However, Air Traffic Control will provide separation from non-participating IFR traffic. A clearance into the NMOA does not relieve participating pilots from the requirements of Visual Flight Rules (VFR) as prescribed in FAR Part 91.

b. Aircraft operating in ATC assigned airspace must have an operating radar beacon transponder with altitude encoding capability and shall squawk the Mode 3 specified by Jacksonville Center and/or Pensacola TRACON.

c. Aircraft which experience radio communications failure shall follow procedures as outlined in FAR 91.185.

d. Authorized users must observe VFR upon egress from the Pensacola NMOA unless an IFR clearance has been obtained prior to exiting. (An IFR clearance is only in effect once the aircraft reaches 11,000' unless instructed differently by ATC).

e. Deviations from the procedures contained herein are authorized only after prior and/or real-time coordination has been accomplished between authorized users (TW-5/6 aircraft) and Jacksonville Center (ARTCC) as appropriate.

4.4.1 NMOA ENTRY PROCEDURES

a. FROM WHITING FIELD VFR

(1) Pilots will file an NSE-2 / NSE-2T stereo route. Utilize the appropriate VFR departure headings described in section 3.6.1.a. Expect to climb and maintain 4,000' MSL and expect further clearance to 10,000' MSL.

(2) At or below 10,000' MSL, TRACON will direct aircraft to contact JAX center (monitor) on 134.15/338.3. Pilots will switch to JAX center and request a block:

"JAX center, (call sign), requesting North MOA 2A".

(3) JAX center shall assign aircraft to a working block.

JAX center's reply: "(call sign), cleared North MOA 2A".

NOTE: Aircraft requiring more than one block may coordinate request with JAX center (monitor).

(4) After cleared into the NMOA by JAX center, climb to the appropriate transition altitude for direction of flight.

(5) Aircraft will proceed via the appropriate transition altitude until within the lateral confines of assigned block, then climb to block working altitudes and switch to NMOA common 371.9/CH 15 UHF.

b. FROM WHITING FIELD IFR

(1) Pilots will file an NSE-1/NSE-1T stereo route. Utilize the departure headings as listed in section 3.6.1.a or as assigned by ATC until vectored to the NMOA. Expect to climb and maintain 4,000' MSL and expect further clearance to 10,000' MSL.

(2) Block request and assignment will be exactly the same as VFR entry procedures. When cleared into the NMOA by JAX Center (monitor), ensure VMC can be maintained and monitor North MOA Common (371.9/CH 15 UHF). IFR clearance is automatically canceled upon entering the NMOA. If unable to attain or maintain VMC once in the

NMOA, coordinate with JAX Center (monitor) on 134.15/338.3 for further clearance.

(3) After cleared into the NMOA by ATC climb to the appropriate transition altitude for direction of flight.

(4) Aircraft will proceed via the appropriate transition altitude until within the lateral confines of assigned block, then climb to block working altitudes and switch to NMOA common 371.9/CH 15 UHF.

NOTE: If Pensacola Approach or JAX Center delays clearance into the North MOA, remain alert for possible maneuvering traffic in the Pelican working area. Request a deviation with ATC as needed.

c. RANDOM ENTRIES. Request entry from JAX Center (monitor) on 134.15/338.3 while outside the NMOA lateral boundaries or below 12,000' MSL. When cleared into the NMOA by JAX Center, follow normal NMOA entry procedures.

d. NMOA SEPARATION PROCEDURES: Due to the proximity of Victor airways surrounding the NMOA, pilots working near the external borders of the airspace must ensure they do not spill-out of their assigned working block.

e. BLOCK CHANGES: Aircraft requesting to transition from their assigned block to another shall make their request through JAX center (monitor) on 134.15/338.3. MOA monitor will advise if another block is available, and if so, will provide transition instructions.

f. EAGLE B ATCAA PROCEDURES: Shall only be included with the activation of a corresponding NMOA working block(s). All participating aircraft are considered to be MARSAs within EAGLE B. Pilots can activate EAGLE B above their block by requesting as follows:

"JAX center, (call sign), requesting 2A up to FL190".

JAX center's reply: "(call sign), cleared as requested".

As soon as EAGLE B is no longer needed, pilot shall release airspace to JAX center by stating:

"JAX center, (call sign), clear of EAGLE BRAVO".

JAX center's reply: "(call sign), roger".

g. EAGLE C ATCAA PROCEDURES (Maintenance Area): The lateral confines of NMOA working blocks 2B/C and 3B/C from FL180 to FL310 (or as assigned by ATC). EAGLE C ATCAA is restricted to one aircraft at any one time and is used primarily for maintenance flights.

(1) Entry Procedures: TRACON will hand off aircraft to JAX center approaching ROMEK, JAX center will clear aircraft to FL230. JAX center will then clear aircraft to FL250 or FL310 and into EAGLE C by stating:

"(call sign), cleared EAGLE C, maintain (altitude)".

(2) Exit Procedures: Pilot will request descent at least (5) minutes in advance. Aircraft will be directed to switch to NMOA monitor frequency 134.15/338.3, JAX center (monitor) will clear aircraft to 12,000' by stating:

"(call sign), cleared NMOA 4C, descend and maintain 12,000'".

Aircraft shall exit EAGLE C by flying from block 3C to block 4C and crossing the 3C/4C boundary line at or above FL180. Pilot shall report leaving FL180 and: cancel IFR, or request to remain IFR in VMC conditions, or request to work in NMOA. Pilot shall remain within working block 4C until leaving 12,000'.

4.4.2 NMOA DEPARTURE PROCEDURES Upon completion of operations in the NMOA aircraft may exit the MOA utilizing any of the procedures described below.

a. VFR EXIT PROCEDURES (Random departures). When aircraft are ready to depart NMOA working block, make appropriate call to JAX center (monitor) on 134.15/338.3:

"JAX center, (call sign), request random descent VFR".

JAX center's reply: "(call sign), roger, report leaving 12,000'".

"JAX center, (call sign), leaving 12,000'".

"(call sign), squawk 1200, frequency change approved".

Radar services are terminated upon squawking 1200. Aircraft will now transit in the high transition layer and monitor the frequency appropriate for the route of flight. Aircraft may depart the transition layer laterally, descend through Pelican blocks 1B or 4C, coordinate a descent through another Pelican block (after making advisory call on CH 12 to ensure the block is unused), or descend along Pelican border lines.

(1). When descending along Pelican block borders, aircrew should refer to the border line in use by the corresponding northern, southern, eastern, or western side of the Pelican block being referenced. For example, the border between 2A and 3A could be referred to as "2A southern border" or "3A northern border". Make an advisory call while in the transition layer before beginning a descent. No response is required from aircraft established in the Pelican blocks unless a potential conflict exists. Use caution for formation aircraft using more than one block. After descending to the low transition layer, transit at the appropriate altitude for the direction of flight.

Example: "(Callsign) descending 3A northern border."

b. IFR EXIT PROCEDURES. When aircraft are ready to depart NMOA working block and receive an IFR clearance, make appropriate call to JAX center (monitor) on 134.15/338.3:

"JAX center, (call sign), request IFR recovery to (destination)".

JAX center's reply: "(call sign), cleared to (destination) via (routing), descend and maintain 11,000'".

Pilot shall: remain within the lateral confines of the assigned block until reaching 11,000', maintain MARSAs until reaching 11,000', proceed as cleared upon reaching 11,000'.

4.4.3 MARSAs PROCEDURES. If Jacksonville Center is unable to provide monitoring of the NMOA (i.e., radar down, excessive traffic, etc.), then Military Accepts Responsibility of Separation of Aircraft (MARSAs) rules go into effect. Flight into the NMOA is still permitted, provided the weather in the NMOA is VMC utilizing the transition layer and block procedures described in this chapter.

a. Entries from Whiting Field under MARSAs:

(1) If North Field is VFR, depart Whiting VFR, after canceling advisories, squawk 1200 and enter the NMOA VFR. Maintain VMC and monitor North MOA Common (371.9 UHF).

(2) If North Field is IFR, depart using NSE-1 or other IFR clearance, once VMC cancel IFR and squawk 1200. Climb and maintain VFR into the NMOA and monitor North MOA Common (371.9 UHF)

b. Recoveries to Whiting Field under MARSAs:

(1) NORTH FIELD IS VFR. Make a random departure followed by a course rules recovery from the North.

(2) NORTH FIELD IS IFR. Make random departure out of the NMOA, leveling off to maintain VMC. Contact Pensacola Approach approximately 20 miles north of NSE and request an IFR recovery to Navy Whiting.

c. Entries from other than Whiting Field under MARSAs can enter VFR and monitor North MOA Common (371.9 UHF).

d. Recoveries under MARSAs not terminating at Whiting Field can use a random departure (maintain VMC).

4.5 SOUTH MILITARY OPERATING AREA (SOUTH MOA/PNSS/GATOR AREA)

a. The operational limits of the Pensacola South MOA and associated ATCAA extends from 10,500' MSL to 23,000' MSL above Area 1 bounded north by a line 4 nautical miles south of V198, west by a line from Loxley to Fort Morgan, south along the NPA 272 radial, and east by a line running along the west side of Garcon Point Peninsula. Working altitudes are 10,500' to 16,500' for the low blocks, 17,000' to 23,000' for the high blocks and 10,500' to 23,000' for a combined high and low block.

NOTE: *Actual South MOA eastern boundary extends to Eglin R-2915. By letter of agreement, the operational area (Gator Area) of the South MOA is confined to that described above.*

b. The operational area of the Pensacola South MOA shall be called the "GATOR AREA" and is sub-divided into 12 high blocks and 11 low blocks, and is depicted in Figure 4-6.

c. Aircraft operating within the GATOR AREA shall use the local altimeter setting. When the local altimeter setting is below 29.92, 22,000' MSL shall be the highest useable working altitude within the GATOR AREA.

d. Aircraft shall be responsible for operating within the confines of their assigned block(s) within the South MOA. Frequency 309.8 is allocated for utilization in the South MOA. On a workload-permitting basis Pensacola Approach (MOA monitor) will issue boundary and traffic advisories on frequency 120.05 or 372.0 and 309.8. The MOA monitor will not normally monitor 309.8 except when issuing boundary and traffic advisories.

e. IFR clearances are automatically canceled upon entering the South MOA, and operations within the South MOA shall be conducted VFR. Aircrews are responsible to advise ATC in the event VFR cannot be maintained.

4.5.1 South MOA (Gator Area) entry/transition procedures Entry points and transition lines are depicted in Figure 4-7. Whiting Field aircraft file an NSE 4T or NSE 5T for entry into the Gator Area. Pensacola Approach (MOA monitor) on frequency 372.0 or 120.05 will transition aircraft to/from assigned block(s) and issue GATOR Clearance as follows:

a. Via vectors to intercept lines A, B, C, 1, or 2 around active blocks:

"Fly heading 330, intercept LINE CHARLIE, Maintain

(altitude), expect TWO CHARLIE HIGH". Then, "GATOR TWO CHARLIE HIGH, frequency change approved."

b. Via direct points A, B, C, D, E, F, H, or I to intercept transition lines A, B, C, 1, or 2 around active blocks:

"Proceed direct point FOXTROT, transition via LINE CHARLIE, Maintain (altitude), expect TWO CHARLIE HIGH." Then, "GATOR TWO CHARLIE HIGH, frequency change approved."

NOTE: Pensacola Approach (MOA monitor) may clear an aircraft via more than one line to a block. For example, an aircraft might be instructed to proceed to block 2A LOW via lines B and 1.

c. Via radar vectors and/or assigned altitude through inactive blocks:

"Fly heading 360, maintain 13,000, GATOR TWO CHARLIE LOW, Frequency change approved."

NOTE: Aircraft transitioning via radar vectors and/or assigned altitude will maintain assigned heading and altitude until reaching their assigned block(s), upon which a climb or descent may be initiated as appropriate. MARSAs is cancelled and MOA monitor shall ensure appropriate radar separation between aircraft on assigned vectors/altitudes through inactive blocks and other participating aircraft.

d. GATOR clearance authorizes aircraft to climb and/or descend from assigned altitude and maneuver only after the aircraft is established inside the lateral confines of assigned working block(s).

e. All aircraft will monitor UHF 309.8 while in the GATOR Area.

4.5.2 South MOA (Gator Area) exit procedures Aircraft requesting clearance out of the Gator Area shall contact Pensacola Approach (MOA monitor) on 120.05 or 372.0 and advise their intentions prior to leaving their working area. VHF equipped aircraft should make exit requests on 120.05 and continue to monitor 309.8 until clear of the Gator Area. UHF-only aircraft will make exit requests on 372.0. Aircraft shall remain within their assigned block(s) until given exit instructions by MOA monitor.

a. Exit procedures (VFR) Contact Pensacola Approach (MOA monitor) on 120.05 VHF (Primary) or 372.0 UHF (Secondary) and advise that you are complete:

"Pensacola Approach, (call sign) complete in block 1A high, request VFR descent to (working area/OLF)"

NOTE: Aircraft operating in high blocks that require a VFR descent through the confines of the low blocks will descend via MOA section line(s) or through cold areas and will do so only after receipt of ATC instructions.

NOTE: Aircraft requesting VFR flight following after leaving the MOA will coordinate that request with Pensacola Approach (MOA monitor) on 120.05/372.0, ten minutes prior to departing the Gator Area.

b. Exit procedures (IFR) Contact Pensacola Approach (MOA monitor) on 120.05 VHF (Primary) or 372.0 UHF (Secondary) with intentions:

"Pensacola Approach, (call sign) complete in block 1A high, with (ATIS code) request vectors GPS 14 North Whiting full stop"

(1) Pensacola Approach will issue a standard clearance to depart the Gator Area via transition lines and/or via transition altitude.

"Texan 015, maintain (altitude), intercept line CHARLIE southbound, depart point Foxtrot heading 180"

NOTE: Aircraft are still under MARSAs rules with MOA aircraft. To the extent practical, VHF equipped aircraft should make exit requests on 120.05 and continue to monitor UHF 309.8 for MOA traffic.

(2) Time and traffic permitting, Pensacola Approach may issue a clearance directly from the working sector with a vector and altitude.

"Texan 015, FLY heading 180, descend and maintain (altitude)"

NOTE: Aircraft will comply with ATC-assigned heading and altitude immediately. MARSAs is cancelled and ATC shall ensure appropriate radar separation between exiting aircraft on assigned vectors/altitudes and other participating aircraft.

c. Block changes Aircraft requesting to transition from one block to another shall make their request to the MOA Monitor on 120.05 or 372.0. MOA monitor will advise if another block is available, and if so, will provide transition instructions:

"Texan 015 transition via line 2 to block TWO CHARLIE LOW"

4.5.3 TW-6/479th Gator Area Lost Comm Procedures

a. Aircraft who **HAVE NOT** received a GATOR CLEARANCE and are able to proceed VMC should return to NPA via the Course Rules using the active runway if known or the departure runway if the active runway is unknown.

b. Aircraft who **HAVE NOT** received a GATOR CLEARANCE and are unable to maintain VMC, shall proceed to the NPA TACAN (GPS equipped aircraft will utilize associated LAT/LONG coordinates) at last assigned altitude and execute a TACAN/GPS approach to the runway in use if known, or the departure runway if the active runway is unknown (for runway 19, TACAN 7L circle to runway 19).

c. Aircraft who are unable to proceed to NPA VMC while operating in the Gator Area:

(1) High Block: shall depart the lateral confines of the MOA southbound via the closest north/south transition line and maintain FL230 using altimeter setting of 29.92, then proceed direct to the initial approach fix and execute a TACAN/GPS approach to the runway in use if known, or the departure runway if the active runway is unknown (for runway 19, TACAN or GPS 7L circle to runway 19).

(2) Low Block: shall depart the lateral confines of the MOA southbound via the closest north/south transition line and descend to 11,000. Upon departing the lateral confines of the MOA, proceed direct to the initial approach fix and execute a TACAN/GPS approach to the runway in use if known, or the departure runway if the active runway is unknown (for runway 19, TACAN 7L circle to runway 19).

d. Aircraft operating in the Gator Area, who are able to maintain VMC should descend VFR until below their working area, then proceed via the "Course Rules" to the runway in use if known or the departure runway if the active runway is unknown.

e. Aircraft experiencing radio failure must squawk NORDO (7600).

4.5.4 TW-5 Gator Area Lost Comm Procedures

a. Aircraft who **HAVE NOT** received a GATOR CLEARANCE and are able to maintain VMC, proceed VFR to NSE at or above 3,500 feet for a PEL to the active runway.

b. Aircraft who **HAVE NOT** received a GATOR CLEARANCE and are unable to maintain VMC, maintain last assigned altitude and proceed direct TROJAN, MERTY, or ANTUA. Enter holding at TROJAN, MERTY, or ANTUA as published and execute a descent to the depicted altitude for the TACAN or RNAV approach to the runway in use if known, or the departure runway if the active runway is unknown.

c. Aircraft who **HAVE** received a GATOR CLEARANCE and are able to maintain VMC, descend VFR until below the working areas then proceed to NSE at or above 3,500 feet for a PEL to the active runway.

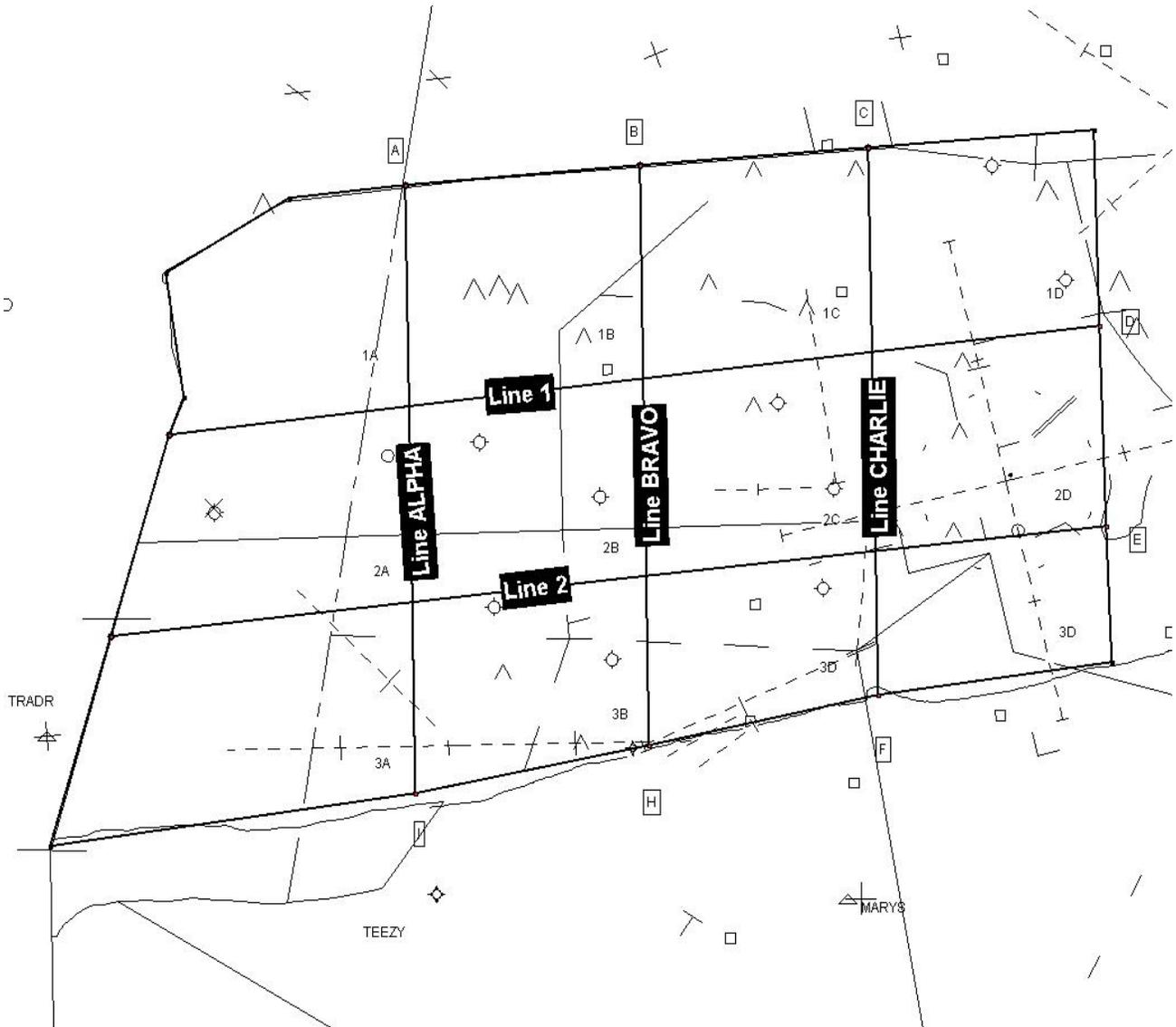
d. Aircraft who **HAVE** received a GATOR CLEARANCE and are unable to depart the MOA VMC, should descend to lowest VMC altitude (minimum of 11,000 feet MSL). Proceed via transition lines 1 or 2 to Points D, or E.

e. At Points D or E , descend to 9,000 feet and proceed direct TROJAN, MERTY, or ANTUA. Enter holding at TROJAN, MERTY, or ANTUA as published and execute a shuttle descent to the depicted altitude for the TACAN or RNAV approach to the runway in use if known, or the departure runway if the active runway is unknown.

f. Conduct TACAN or RNAV approach to active runway. If active runway is unknown, use departure runway. For runways 5 and 32, use circling maneuver from TACAN or RNAV 14 or 23 respectively.

g. Aircraft experiencing radio failure must squawk NORDO (7600).

4.5.5 All Other Participating Aircraft Lost Comm Procedures. Other participating aircraft experiencing lost communications should squawk NORDO (7600) and comply with AIM and FAR Part 91 lost communications requirements.



SOUTH MOA/PNSS/GATOR AREA
Transition Lines/Entry Points
Figure 4-6

4.6 HIGH SPIN/SPIRAL AREAS

WARNING: Within the local area, all spirals, progressive spins, and zero-air-speed departures shall be conducted within a MOA, Warning Area, Restricted Area, or a working area while receiving radar advisories.

4.6.1 PRIMARY: North and South MOA.

4.6.2 ALTERNATES:

a. Eastern Spin Area. Primarily used for Out-Of-Control Flight training between 5,000' and 17,500' MSL.

b. Area 3 and above. All aircraft shall check in with Pensacola Approach (119.0) and advise OCF/aerobatics.

WARNING: *Be alert for commercial, military, and general aviation traffic along the beach, Highway 98, and the VFR training areas near NOLF Choctaw and the Midway antenna.*

4.7 TRAWING SIX FORMATION WORKING AREA

WARNING: *TRAWING FIVE aircraft shall remain north of the beach line to ensure separation from TRAWING SIX formation and transiting civilian traffic.*

a. TRAWING SIX T-6s conduct formation training in R-2908 south of Area 1W from 5,000' MSL to 10,000' MSL. The area is divided into two working areas: West Form Area and East Form Area. See Figure 4-3.

b. West Form Area. From between the golf course and the large condos south for six miles to the double oil rig, west to a point due south of Fort Morgan, north to Fort Morgan.

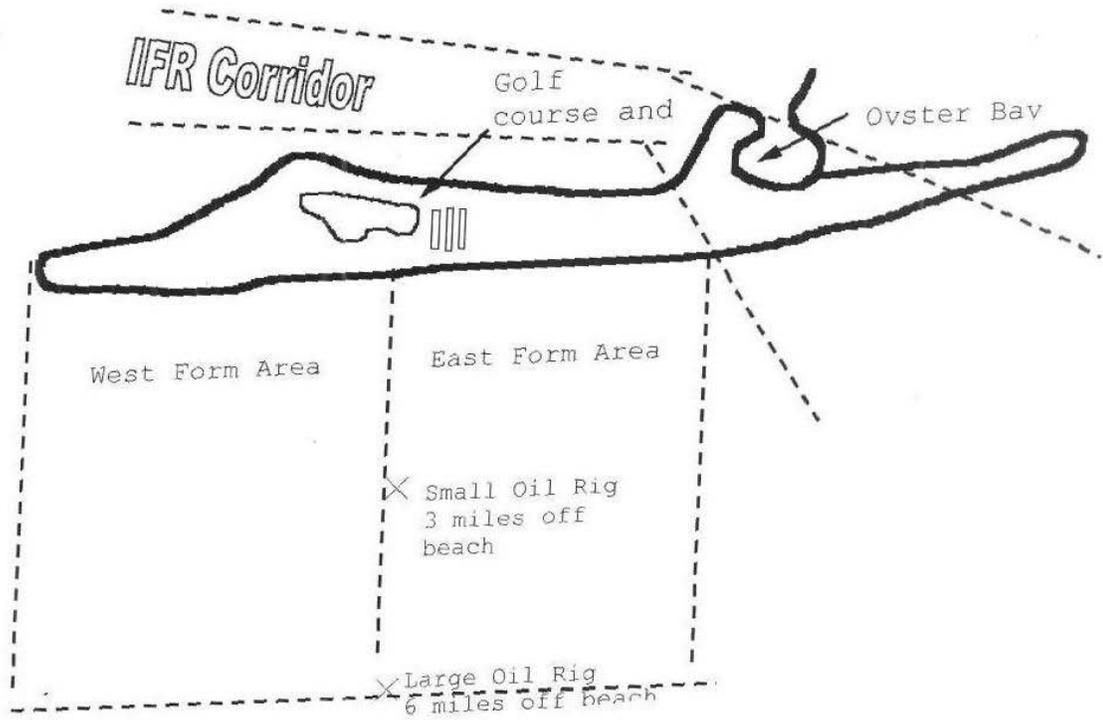
c. East Form Area. From the beach one mile west of Oyster Bay, west to the Golf course/large condos dividing line, south six miles to the double oil rig.

d. Aircraft enter the formation area via Area 1 monitoring Area 1 Common (303.15/CH 8). When approaching R-2908, switch to the formation common frequency (362.8) and determine which formation area is open. If both form areas are in use, it is up to the flight leads to determine whether an area can be subdivided (laterally or vertically) safely for both flights. Squawk 4700 if conducting cruise maneuvering. Pensacola or Mobile Approach will not provide flight following or traffic advisories in the Form Area.

e. Aircraft depart the formation area VFR direct to destination monitoring Area 1 Common (303.15/CH 8) while transiting.

WARNING: *Do not conduct formation training over Mobile Bay due to IFR traffic near TRADR intersection.*

NOTE: *Flight leads shall check R-2908 status via NPA NOTAMS prior to departure to ensure the Blue Angels have not activated the Restricted Area. The Blue Angels have priority.*



TRAWING SIX Formation Area
Figure 4-7

4.8 GEOGRAPHICAL POINTS AND REFERENCE LINES

Area 1 Geographical Points and Reference Lines

Relay Tower	Chicken Ranch	North of Point Clear
Grassy Pt.	Loxley	South of Point Clear
Horak Para.	Robertsdale	Weeks to Oyster
Barin	Foley	Highway 59 North (Robertsdale to Loxley)
Saufley	Perdido Pass	Highway 59 Center (Robertsdale to Foley)
Silverhill	Oyster Bay	Highway 59 South (Foley to Jack Edwards)
Summerdale	Jack Edwards	Outlet Center
Wolf	Ft Morgan	
Antenna Farm	Pt Clear	

Area 2T Geographical points and Reference Lines

Brewton Field	Town of Brooklyn	Northern Pwr line Slash	City of Brewton
Evergreen Field	Checkerbrd Field	Southern Powerline Slash	Paper Mill
Calif. Field	Dog House Field	Northern RR Tracks	
Five Lakes	I-65	Southern RR Tracks	
Castleberry	Highway 191	Oil Fields	
Texas Field	Munson	Conecuh Rvr Bridge	

Area Fox Geographical Points

Atmore	I-65	Southern Powerlines
Walnut Hill	Atmore Prison	Lead in Sand pits
Bay Minette	Prison Farm	Clay pits
Huxford Sawmill	Century Prison	
Repton	Refinery	
Relay Tower	Elbow	
Straight Edge	Three Stacks	
Poison Pond	Jay	
Flomaton	Intersection of 65 and southern powerlines (the X)	
Casino		

Area 3 Geographical Points and Reference Lines

Pt. Avalon	Navarre Bridge	East 98
Choctaw	Garcon Point	West 98
Holley	Garcon Bridge	East Beach
Milton T (Peter Prince)	Powerline Slash (divides Highway 98)	West Beach
Santa Rosa	Midway Antenna (adjacent to powerline)	

Geographic Check Points
Figure 4-8

4.9 TRAWING FIVE GPS LOADED WAYPOINTS FOR LOCAL FLYING AREA**VFR Checkpoints**

BARIN	Barin	30.23.66	87.38.34
CAFLD	California Field	31.09.72	86.51.75
CHKBD	Checkerboard	31.00.10	86.51.13
CHKNR	Chicken Ranch	30.33.13	87.32.50
CNBRG	Conecuh River Bridge	31.05.50	86.55.15
HORAK	Horak	30.28.70	87.32.60
INITL	Point Nugget	30.54.26	87.02.40
PT B	Point Easy	30.47.90	86.55.90
PT C	Point Waldo	30.47.00	87.05.00
SLVHL	Silverhill	30.34.20	87.48.50
SMRDL	Summerdale	30.30.05	87.39.08
GATES	Point Gates	30.42.33	87.27.30

IFR Checkpoints

AHALT		30.48.44	87.01.47
BAEYE		30.46.34	87.31.69
BREWT		31.07.45	86.56.80
BUBBA		30.50.05	87.12.96
CAITY		30.56.56	86.40.60
CASIO		30.20.65	87.05.25
DAVID		30.57.32	87.22.52
FARGN		31.22.60	87.26.85
FOKKR		31.22.77	87.15.28
GINNY		31.32.49	87.34.00
HOLLY		30.27.97	86.58.17
KOBIE		30.36.54	87.02.90
MACCK		30.57.00	86.48.55
NIKKI		30.49.08	86.48.86
ROCKS		30.50.07	86.52.60
TRACY		30.55.87	87.13.91

GEOGRAPHIC CHECK POINT COORDINATES
Figure 4-9

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WARNING: The MEF (Maximum Elevation Figure) for Northern area 1E/W is 2,200' MSL due to several towers along I-10 (antenna farm).

WARNING: Be alert for TRAWING SIX Formation traffic working in the formation area south of the beach line in R2908.

NOTE: The southern beach line in Area 1 is not in A-292. Additionally, R-2908 (Blue Angel practice area) Northern boundary runs from Mobile Point eastward to just south of Jack Edwards Airport.

5.2 AREA 1H (Fig 4-1)

a. That portion of Area 1 north of I-10 and that portion within a 1.5 NM radius of Site 8 from the surface to 5,000' MSL (day) or surface to 7,500' (night) is allocated to helicopter operations.

b. Aircraft shall not perform simulated emergencies (HAPL/LAPL) in Area 1H.

5.3 PARACHUTE JUMP AREA

a. The Elberta/Horak parachute jump area is located 11 NM from the Saufley VOR on the 268 radial (halfway between chicken ranch and Wolf OLF). The airfield is a grass strip oriented from north to south with a small circular landing area. Aircraft approaching Barin from the east or departing to the east should be particularly vigilant. Its activity is continuous on weekends and holidays and frequently on weekdays to a maximum altitude of 14,000' MSL. The area shall be avoided at all times.

b. Pensacola TRACON shall announce the jumps on 118.6 VHF one minute prior to any parachute operations.

c. Horak UNICOM is 123.45 VHF.

5.4 COMMON USE SECTION LINES. The section lines are listed below by recommended order of use. See Figure 5-2 for depiction.

NOTE: Aircraft are not restricted to the areas listed here. This section defines commonly used section lines to minimize radio calls and improve VFR separation.

a. North of Point Clear. Eastern bank of Mobile Bay from Point Clear to I-10. **Conflicts:** V-198 immediately north of the section line. I-10 is within 4 NM of airway centerline.

b. South of Point Clear. Eastern bank of Mobile Bay from Point Clear to Weeks Bay.

c. Weeks to Oyster. Eastern bank of Bon Secour Bay from Weeks Bay to Oyster Bay. **Conflicts:** IFR traffic from TRADR to Sherman Field.

d. Highway 98. Over Highway 98 from east of NOLF Barin to the Lillian Highway Bridge. **Conflicts:** Horak, ELPs to Barin, Class C airspace approx 4 NM west of Lillian Highway Bridge.

e. 59 North. Over Highway 59 from Robertsdale to I-10. **Conflicts:** ELPs to Summerdale and Silverhill, traffic entering Area 1.

f. 59 Central. Over Highway 59 from Foley Outlet Center to Robertsdale. **Conflicts:** ELPs to Summerdale, Silverhill and Barin.

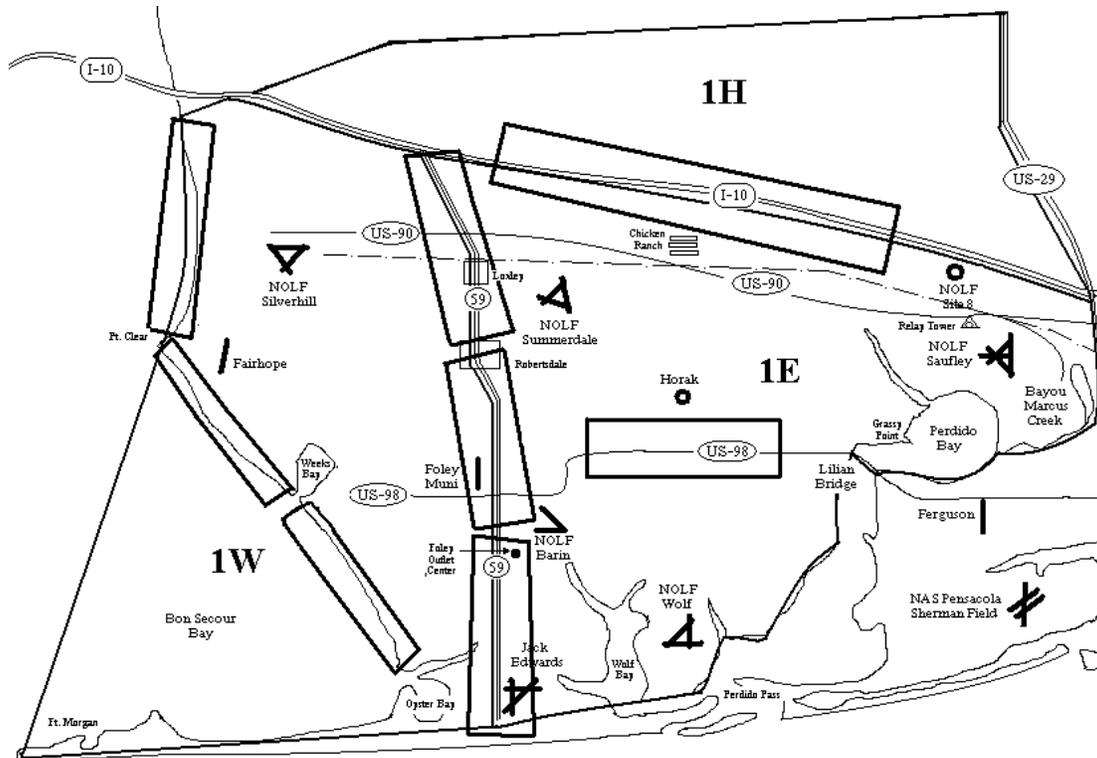
g. 59 South. Over Highway 59 from the Intercoastal Waterway to the Foley Outlet Center. **Conflicts:** ELPs to Barin, civilian traffic into Jack Edwards.

NOTE: While HWY 59 South is depicted on the diagram below, aircrew shall not perform aerobatics over congested areas making the use of 59 south a last resort only.

h. I-10. Over I-10 from a point directly north of NOLF Summerdale to Coastal Airport. **Conflicts:** Traffic entering Area 1 and traffic at the chicken ranch.

WARNING: Aircraft using I-10 section line stay clear of 59 North.

WARNING: Aircraft should not use I-10 as a section line West of Hwy 59 due to the proximity of V-198.



Area 1 Common Use Section Lines

NOTE: Not to scale, do not use for navigation.

Figure 5-2

5.5 AREA 1 NOLFS - GENERAL INFORMATION

5.5.1 Patterns. The following applies to manned NOLFs in Area 1. NOLF Saufley has specific procedures, outlined later in this chapter.

a. Initial point - 4 miles from extended runway centerline offset $\frac{1}{4}$ wingtip distance, opposite the direction of the break, from the approach numbers for the runway in use.

b. Touch-and-go's - Right hand.

c. Emergency Landing Pattern - Left hand.

d. Solo field - NOLF Barin.

5.5.2 Arrivals

a. PRACTICE ELP. Instructors shall announce Practice ELP intentions when between 3 and 5 NM from High Key.

b. Break/Straight-in. Aircraft shall enter via a four-mile initial point. At this point, the aircraft will be offset $\frac{1}{4}$ wingtip distance from the extended runway centerline, opposite the direction of the break, at 1,200' MSL and break airspeed. The SNA will normally make the initial call.

(1) Break traffic will offset to the left of the duty runway by ¼ wing tip distance and break to the right per the Contact FTI.

(2) Straight-in traffic will begin to slow down, transition to the desired landing configuration, and intercept the glide slope for a straight-in approach per the Contact FTI.

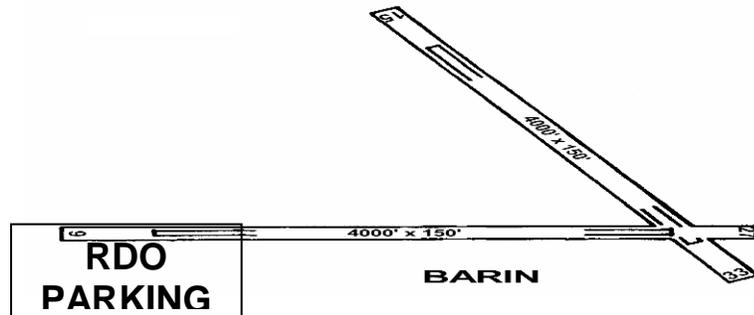
5.5.3 Departures. Maintain runway heading and pattern altitude until number one upwind. Unless departing with a simulated LAPL, it is recommended that after raising the gear, aircraft departing the pattern should turn left 45 degrees from runway heading, maintain pattern altitude, and visually clear the pattern. When clear of the traffic pattern, switch to area common and then climb.

5.6 UNAUTHORIZED FIELDS. PTC aircraft shall avoid Fairhope/Sonny Callahan (4R4) and Foley (5R4) except in the case of an actual emergency.

NOTE: *Civilian traffic patterns are normally at 1,000' AGL and can extend 3 miles from any given point on the airfield.*

5.7 NOLF BARIN (KNOBJ)

5.7.1 Field Elevation. 54' MSL.



NOLF Barin
Figure 5-3

5.7.2 Location. NOLF Barin is located at latitude 30° 23' 20"N, 87° 38' 06"W. It is immediately east of the Highway 59 toll road and immediately south of Highway 98, near Foley, Alabama.

5.7.3 Frequency. 269.425 UHF/CH 9

5.7.4 Runways

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
09/27	4,000'	150'
15/33	4,000'	150'

Pattern altitude - 900' MSL.

Break altitude - 1,200' MSL.

Delta Pattern altitude - 1,400' MSL.

5.7.5 Airfield lighting. NOLF Barin has airfield lighting.

5.7.6 Authorized Operations. Day dual T&G/ELP, solo T&G; night dual T&G/ELP. ELPs and PPEL/Ps will not be authorized if Barin is conducting solo operations. NOLF Barin night operations will be coordinated through the Whiting NAS ODO.

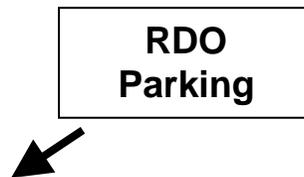
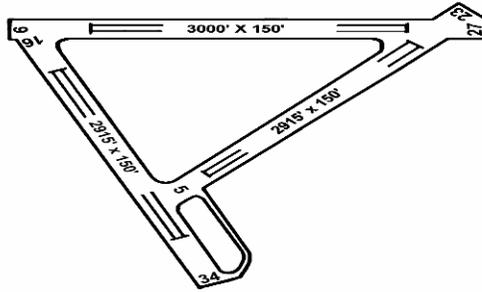
5.7.7 Restrictions. No additional restrictions.

5.7.8 GPS Waypoint - BARIN

WARNING: *Banner towing aircraft operate from a grass strip within one mile to the southwest of the field and another strip off the departure end of Runway 33. In addition, Foley airport is located just to the northwest of Barin. Aircraft entering the break for Runway 09 should be aware of aircraft departing Foley Runway 18. An additional conflict with Foley exists when departing Barin Runway 33.*

5.8 NOLF SILVERHILL

5.8.1 Field Elevation. 129' MSL.



NOLF Silverhill
Figure 5-4

5.8.2 Location. NOLF Silverhill is located at approximately latitude 30° 35'N, 87° 48'W. It is four miles west of the Highway 59 toll road and seven south of Interstate 10, near Daphne, Alabama.

5.8.3 Frequency. 345.2 UHF/CH 10

5.8.4 Runways

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
09/27	3,000'	150'
16/34	2,915'	150'
05/23	2,915'	150'

Pattern altitude - 900' MSL.

Break altitude - 1,200' MSL.

Delta Pattern altitude - 1,400' MSL.

5.8.5 Airfield Lighting. NOLF Silverhill has no lighting available.

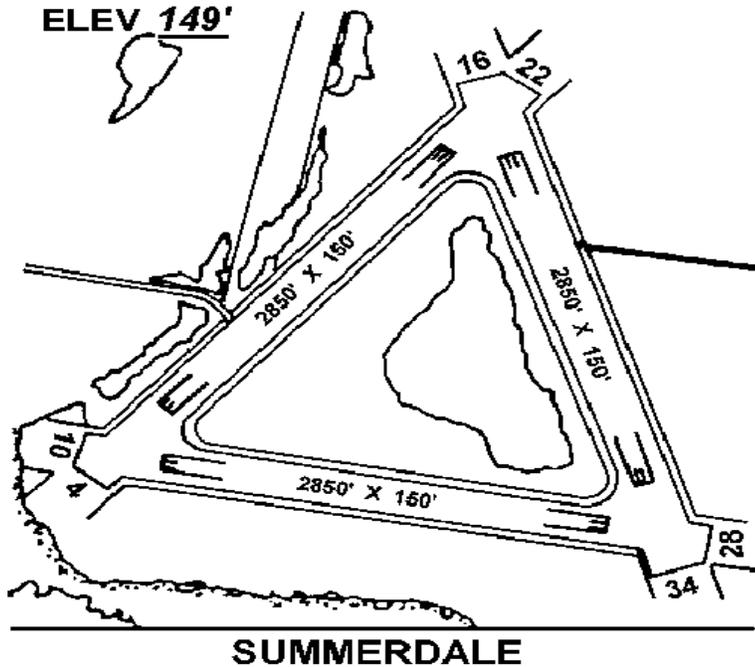
5.8.6 Authorized operations. Day dual T&G/ELP.

5.8.7 Restrictions. The pattern shall be limited to six aircraft.

5.8.8 GPS Waypoint - SLVHL

5.9 NOLF SUMMERDALE (KNFD)

5.9.1 Field Elevation. 149' MSL.



NOLF Summerdale
Figure 5-5

5.9.2 Location. NOLF Summerdale is located at approximately latitude 30° 28' 8"N, 87° 38' 44"W. It is three miles east of Highway 59 and seven south of Interstate 10, near Summerdale, Alabama.

5.9.3 Frequency. 303.15 UHF

5.9.4 Runways

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
04/22	2,850'	150'
10/28	2,850'	150'
16/34	2,850'	150'

5.9.5 Airfield Lighting. NOLF Summerdale has no lighting available.

5.9.6 Authorized operations. ELP/Break entry to low approach only.

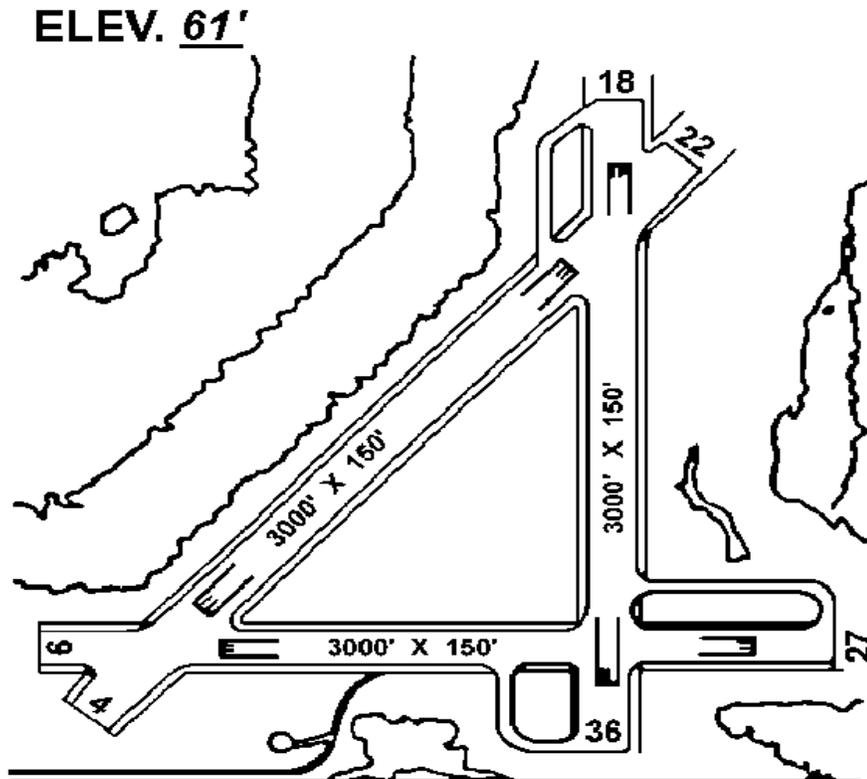
5.9.7 Restrictions. The airfield is an unmanned OLF and the pattern shall be limited to one aircraft for low approach only.

5.9.8 GPS Waypoint - SMRDL

WARNING: T-34s will be entering course rules approximately 2 miles north of Summerdale traveling West to East at 3,500 feet or as low as 1,700 feet due to low cloud ceiling. Aircraft approaching High Key should be alert for course rules traffic.

5.10 NOLF WOLF

5.10.1 Field Elevation. 61' MSL.



NOLF Wolf
Figure 5-6

5.10.2 Location. NOLF Wolf is located at approximately latitude 30° 27'N, 87° 32'W. It is two miles south of Highway 98 and four miles east of NOLF Barin.

5.10.3 Frequency. 303.15 UHF

5.10.4 Runways

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
18/36	3,000'	150'
09/27	3,000'	150'

5.10.5 Airfield Lighting. NOLF Wolf has no lighting available.

5.10.6 Authorized operations. ELP/Break entry to low approach only.

5.10.7 Restrictions

a. The airfield is an unmanned OLF and the pattern shall be limited to one aircraft for low approach only.

b. NOLF Wolf **shall not** be used for ELP practice above 1,200' AGL due to conflicts with GCA traffic to NAS Sherman Field. However, practice pattern and ELP work below 1,200' AGL is authorized.

WARNING: *GCA traffic to Runway 7 at Sherman Field typically passes Wolf at 1500' MSL.*

NOTE: *Remain clear of Class C Airspace two miles to the east.*

**CHAPTER SIX
AREA TWO TANGO**

6.1 GENERAL INFORMATION

a. Area 2T is primarily allocated for Contact and maintenance operations from the surface to 5,000' MSL below Pelican airspace and surface to 10,000' MSL outside Pelican airspace.

b. The boundaries for Area 2T are:

(1) North - from N3127/W08705.5 to N3130/W08655 to N3130/W08645.

(2) East - Longitude W08645. From N3130, South to V-198 (N3053).

(3) South - by V-198.

(4) West - an imaginary North-South running line, 1.5 miles west of Brewton OLF and Evergreen OLF. (This line runs through the western edge of the Brewton Paper Mill).

c. Frequent TH-57 helicopter operations occur in the Southeast corner of Area 2T below 3,000' AGL (Fig 6-1).

d. HAPL and LAPL training shall not be conducted in the vicinity of Checkerboard Field due to intensive TH-57 training (Fig 6-1).

e. In Area 2T, T-34 HAPLs and LAPLs require a mandatory waveoff/recovery by 500' AGL (800' to 900' MSL). Spot elevations in the 5-Lake region east of Castleberry are between 375' and 425' MSL. Do not descend into or give appearance of descending into populated areas.

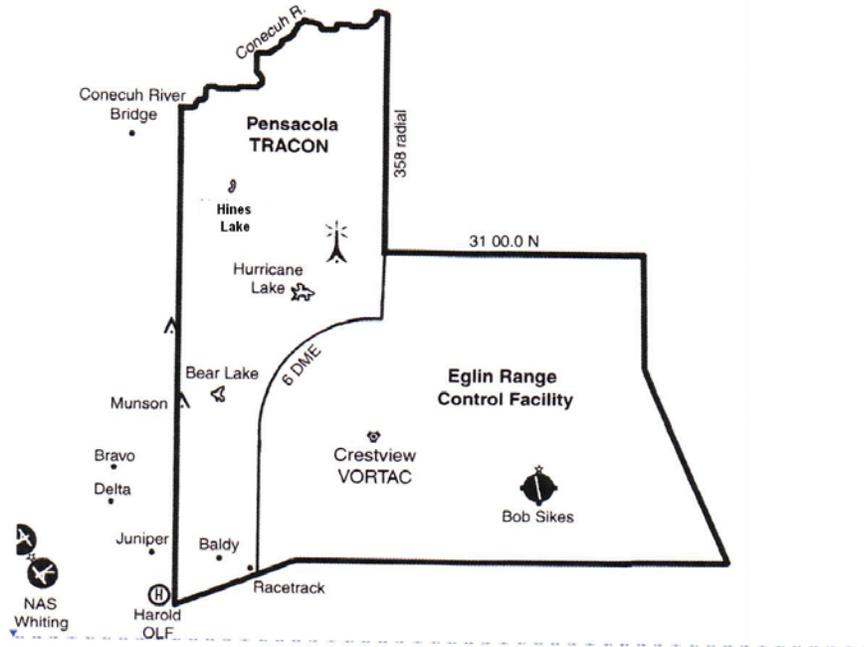
6.2 T-34 COMMON USE AREAS. This section defines commonly used areas that are below the 1C, 2C, 3C Pelican blocks from the surface to 5000' MSL. Deconflict by referring to the location names depicted in Figure 6-2.

NOTE: Highway 191 and Checkerboard Field are not located within Pelican airspace but may continue to be used by T-34 aircraft from over Highway 191 from the pumping station to a point abeam Checkerboard Field. **Conflicts:** Traffic at Checkerboard Field, V-198 is immediately south of the section line so aircraft working 191 must remain north of the pumping station.

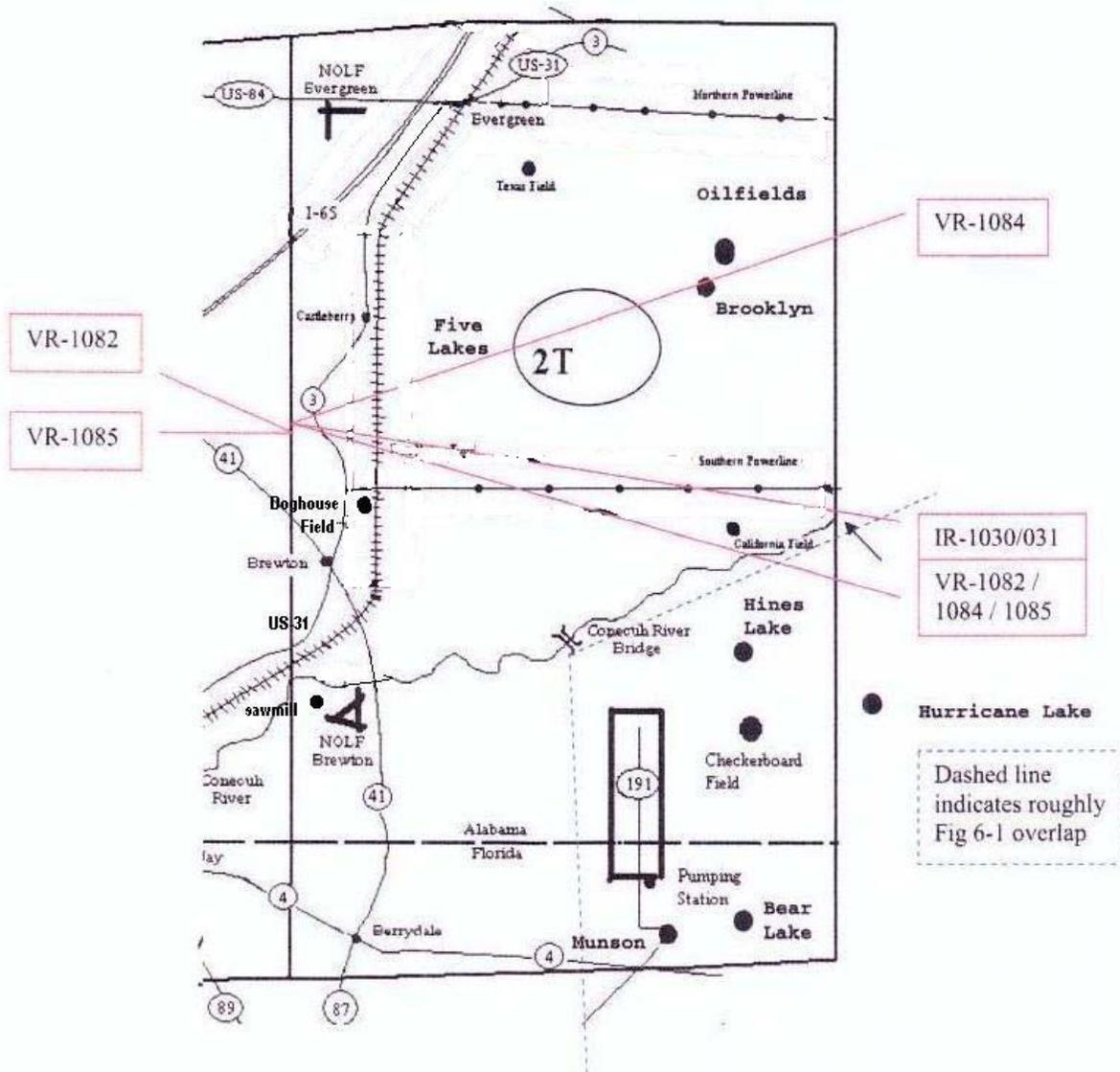
a. California Field. Region of farmers fields along the northern edge of the Conecuh River in the vicinity of Alabama Hwy 15/29 , due north of Hwy 191. **Conflicts:** Southern Powerline Slash traffic, military traffic flying along VR 1082/1084/1085 from the vicinity of Dog House Field to California Field or across Five Lakes toward the Oilfields region between 100' AGL and 1,500' AGL. Traffic on VRs monitor 255.4 UHF.

b. Oilfields/Brooklyn. Region of farmers fields northeast of Brooklyn, identified by multiple red dirt natural gas platform cutouts amongst the fields and pinewoods. **Conflicts:** Military traffic flying along VR 1082 from the vicinity of Dog House Field to California Field or across Five Lakes toward the Oilfields region between 100' AGL and 1,500' AGL. Traffic on VRs monitor 255.4 UHF.

c. Highway 191. Over Highway 191 from the pumping station to a point abeam Checkerboard Field. **Conflicts:** Traffic at Checkerboard Field, V-198 immediately south of the section line (aircraft must remain north of the pumping station).



TH-57 Operating Area in 2T
 (SFC to 5,000' MSL)
 Figure 6-1



Common Ground References

NOTE: Not to scale, do not use for navigation.

Figure 6-2

WARNING: Air Force traffic routinely uses VR 1082/1084/1085 (The full description and GPS depiction is in the AP-1B. Refer to the Pensacola Training Area Chart issued at book issue for pictorial depiction.) Aircraft on these routes fly generally northwest at 100' AGL to 1,500' AGL while monitoring 255.4 UHF. Eglin AFB as the controlling authority of these routes has verbally agreed to require aircraft utilizing these routes to check in on Area 2 Common (254.9 UHF/CH 12) immediately prior to entering the area. After the call on Area 2 common these aircraft will return to monitoring 255.4 on UHF.

6.3 AREA 2T NOLF GENERAL INFORMATION

NOTE: *If conditions permit, instructors shall also monitor the appropriate Unicom frequency when operating at Brewton (122.725 VHF) and Evergreen (122.7 VHF).*

NOTE: *Per current Letters of Agreement with the cities of Brewton and Evergreen, TRAWING aircraft shall not operate at any OLF in Area 2T at any time unless an RDO is present.*

6.3.1 Patterns. The following applies to NOLFs in Area 2:

- a. Initial point - 4 miles from extended runway centerline offset $\frac{1}{4}$ wingtip distance, opposite the direction of the break, from the approach numbers for the runway in use.
- b. Touch-and-go's - Left hand.
- c. Emergency Landing Pattern - Right hand.
- d. Solo fields - Brewton is the designated T-6 solo field (NOLF Evergreen may be used as a backup solo airfield in Area 2T with the **PRIOR** consent of the Whiting Operations Duty Officer.)

6.3.2 Arrivals

a. PRACTICE ELP. Instructors shall announce Practice ELP intentions when between 3 and 5 NM from High Key.

b. Break/Straight-in. Aircraft shall enter via the initial point, at Break altitude and Break Airspeed. The SNA will normally make the initial call.

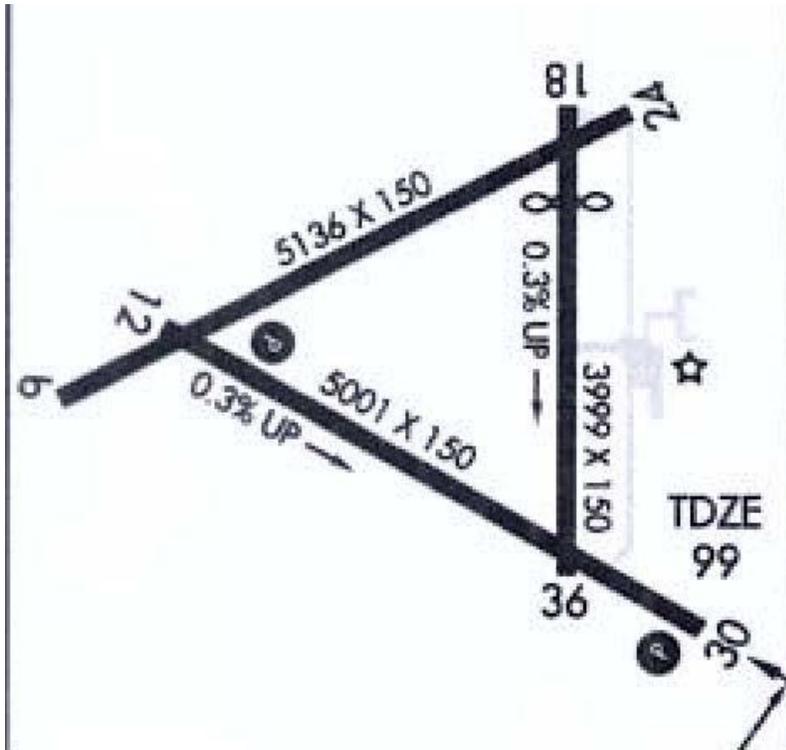
(1) Break traffic will offset to the right of the duty runway by $\frac{1}{4}$ wing tip distance and break to the left per the Contact FTI.

(2) Straight-in traffic will begin to slow down, transition to the desired landing configuration, and intercept the glide slope for a straight-in approach per the Contact FTI.

6.3.4 Departures. Maintain runway heading and pattern altitude until number one upwind. Unless departing with a simulated LAPL, it is recommended that after raising the gear, aircraft departing the pattern should turn right 45 degrees from runway heading and shall maintain at or below pattern altitude, and visually clear the pattern. When clear of the traffic pattern, switch to area common and then climb.

6.4 NOLF BREWTON (BREWTON MUNI AIRPORT) (K12J)

6.4.1 Field Elevation. 99' MSL.



NOLF Brewton
Figure 6-3

6.4.2 Location. NOLF Brewton is located at latitude 31° 03' 02"N, 87° 03' 56"W. It is 3 NM south of the city of Brewton, Alabama.

6.4.3 Frequencies

- a. AWOS-3: 119.325 VHF
- b. OLF Common: 257.975 UHF/CH 13 (VHF 122.725)

6.4.4 Runways

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
06/24	5,136'	150'
12/30	5,001'	150'
18/36	3,999'	150'

Pattern altitude - 900' MSL.

Delta Pattern altitude - 1,400' MSL.

6.4.5 Airfield Lighting. NOLF Brewton has pilot controlled runway lights and 2 light PAPI indicators on runway 12/30.

6.4.6 Authorized Operations - Day dual T&G/ELP.

a. Practice ELPs and PPEL/Ps are not authorized if Brewton is conducting solo operations.

b. T-34/T-6 aircraft are NOT authorized to utilize NOLF Brewton at night due to TH-57 night and NVD operations at the field.

6.4.7 Restrictions/Hazards

a. All instructor pilots shall monitor VHF CTAF while conducting operations at NOLF Brewton.

b. All aircraft not entering, departing, or established in the pattern shall remain outside of a five-mile radius of the airport if below 3,000' MSL.

c. Runway 18/36 is closed to TRAWING aircraft. Low approaches or LAPL(P)s to Runway 18/36 are not authorized.

d. Flights directly over the paper mill that is just north of NOLF Brewton are not authorized.

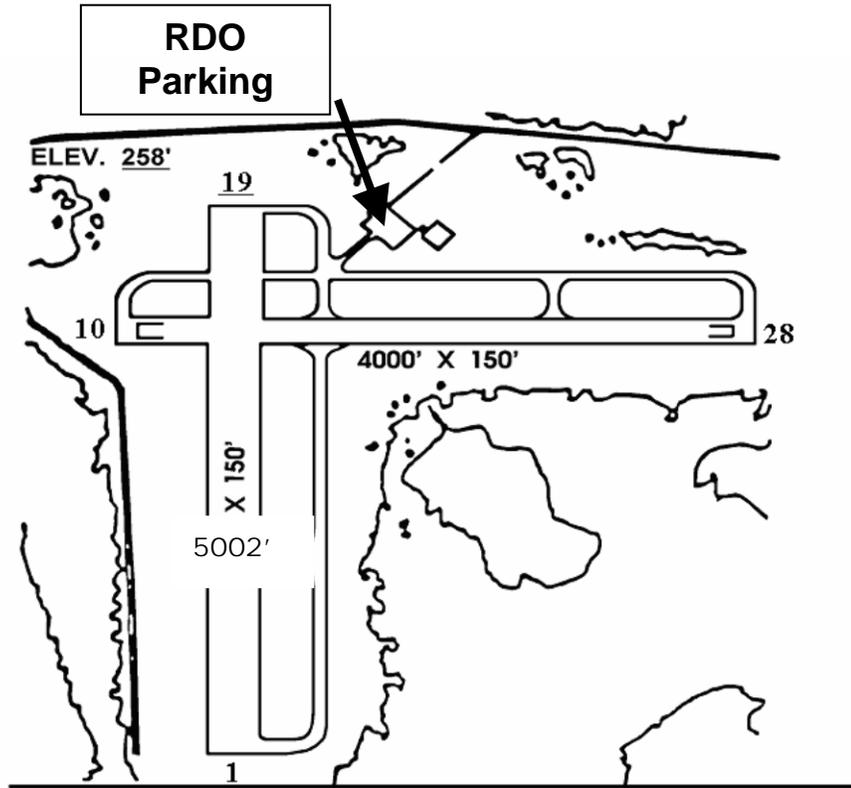
e. No aircraft high power turn-ups or ground runups shall be conducted in the vicinity of the civilian parking ramp. Turn-ups shall be conducted at the extreme northern, southern, or western portion of the airport.

NOTE: *Per the letter of agreement, a gyro-plane may operate on a not-to-interfere basis with T-34s in the pattern without T-34s being sent to the DELTA.*

WARNING: *Aircraft maneuvering for 4 mile initial to Runways 24 or 30, use caution to avoid course rules traffic transiting between Conecuh River Bridge and Point Nugget between 2200'-3500' approximately 5 miles to the East of Brewton field.*

6.5 NOLF EVERGREEN (MIDDLETON FIELD) KGZH

6.5.1 Field Elevation. 259' MSL.



NOLF Evergreen
Figure 6-4

6.5.2 Location. NOLF Evergreen is located at latitude 31° 24' 57"N, 87° 02' 39"W. It is five miles west of the city of Evergreen, Alabama, and just north of Interstate 65.

6.5.3 Frequencies

- a. ASOS: 133.425
- b. OLF Common: 254.35 UHF/CH 14 (VHF 122.7)

6.5.4 Runways (both runways will be lengthened to 5,000')

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
01/19	5,002'	150'
10/28	4,000'	150'

Pattern altitude - 1,100' MSL.

Break altitude - 1,400' MSL.

Delta Pattern altitude - 1,600' MSL

6.5.5 Airfield Lighting. NOLF Evergreen has pilot controlled runway lights on 10/28 and a 4 light PAPI indicator on runway 10.

6.5.6 Authorized Operations - Day dual T&G/ELP, solo T&G.

a. Practice ELPs and PPEL/Ps are not authorized if Evergreen is conducting solo operations.

6.5.7 Restrictions

a. No high power turn-ups will be conducted on the ramp.

b. Aircraft dropping off a pilot/passenger shall taxi to the ramp but do not have to shut down.

c. Ramp parking is on the southwest corner of the ramp and is limited to two aircraft. All other aircraft must park on the inactive taxiways.

d. Aircraft setting up for a 4 mile initial entry to runway 10 will be flying close to, if not in, Area Fox and should be particularly vigilant for formation traffic.

**CHAPTER SEVEN
AREA FOX**

7.1 GENERAL INFORMATION. Area Fox, known previously as 2F, is the primary formation training area for level basic form flight. Additional formation training airspace is described in Section 1.11.c.

a. Area Fox consists of blocks 1A, 2A, 3A, 4A (Figure 7-1) from 1,000' MSL to 5,000' MSL. Fixed Wing aircraft shall not fly below 3,000' MSL in block 4A due to 2H traffic.

Note: *The T-34C depicts the Fox area on GPS flight plan 4.*

b. TRAWING SIX operations in Area Fox (2F) consist primarily of navigator training routes. TRAWING SIX aircraft shall self-announce and comply with transiting guidelines established in 7.2.

NOTE: *Primary Student Naval Aviator instrument training is conducted within 15 NM of the Monroeville Airport, 2,600' MSL to 10,000' MSL, weather dependent. Coordination may require the use of several frequencies depending upon operations (274.7 UHF/CH 18), Monroeville Unicom 123.0 VHF, and 254.9 UHF/CH 12.*

7.1.1 Basic Formation Flights. Basic formation flights shall be conducted every 1,000' altitude plus 500', at or above 1,000' MSL (i.e. 1,500', 2,500', etc). Solo formation training flights are prohibited below 2,500' MSL, except for course rules.

7.2 AREA FOX UTILIZATION

7.2.1 ENTRY PROCEDURES. Aircraft shall enter the Fox working area laterally at their chosen working altitude or from the transition layer located above Fox between 5,000' MSL and 6,000' MSL. The transition layer overlays the entire lateral area of the Pelican working area and Fox and may be utilized for ingress, egress or transit. Aircraft using this transition layer will transit at 5,200' MSL westbound and 5,700' MSL eastbound. Aircraft operating in the Pelican/Fox working area or the transition layer will monitor and use 254.9/CH 12 to make traffic calls and determine available altitudes. If weather precludes use of the transition altitudes, aircraft may transit along the border lines between blocks by making a traffic call on 254.9/CH 12.

Example: "State working altitudes in Fox".

"Vegas flight, working four"

"Spade flight will take 3"

7.2.2 FOX WORKING AREA SEPARATION PROCEDURES. If traffic dictates, area can be divided using blocks depicted in Fig. 7-1. Aircraft will ensure separation by remaining within their block(s) and altitudes. Currently no ATC traffic separation is provided between military aircraft or between military and civilian aircraft operating in the Fox working area. Standard VFR "see and avoid" principles apply.

a. A transition altitude exists from 5,000' to 6,000' MSL below the Pelican working area and above Fox. Aircraft may use this layer to ingress, egress and transit the working area. Aircraft will transit at 5,200' MSL westbound and 5,700' MSL eastbound. No call is required if using the appropriate transition altitude for transit. If transit within this layer is not possible coordinate prior to entry with other aircraft in the area on 254.9 UHF/CH 12.

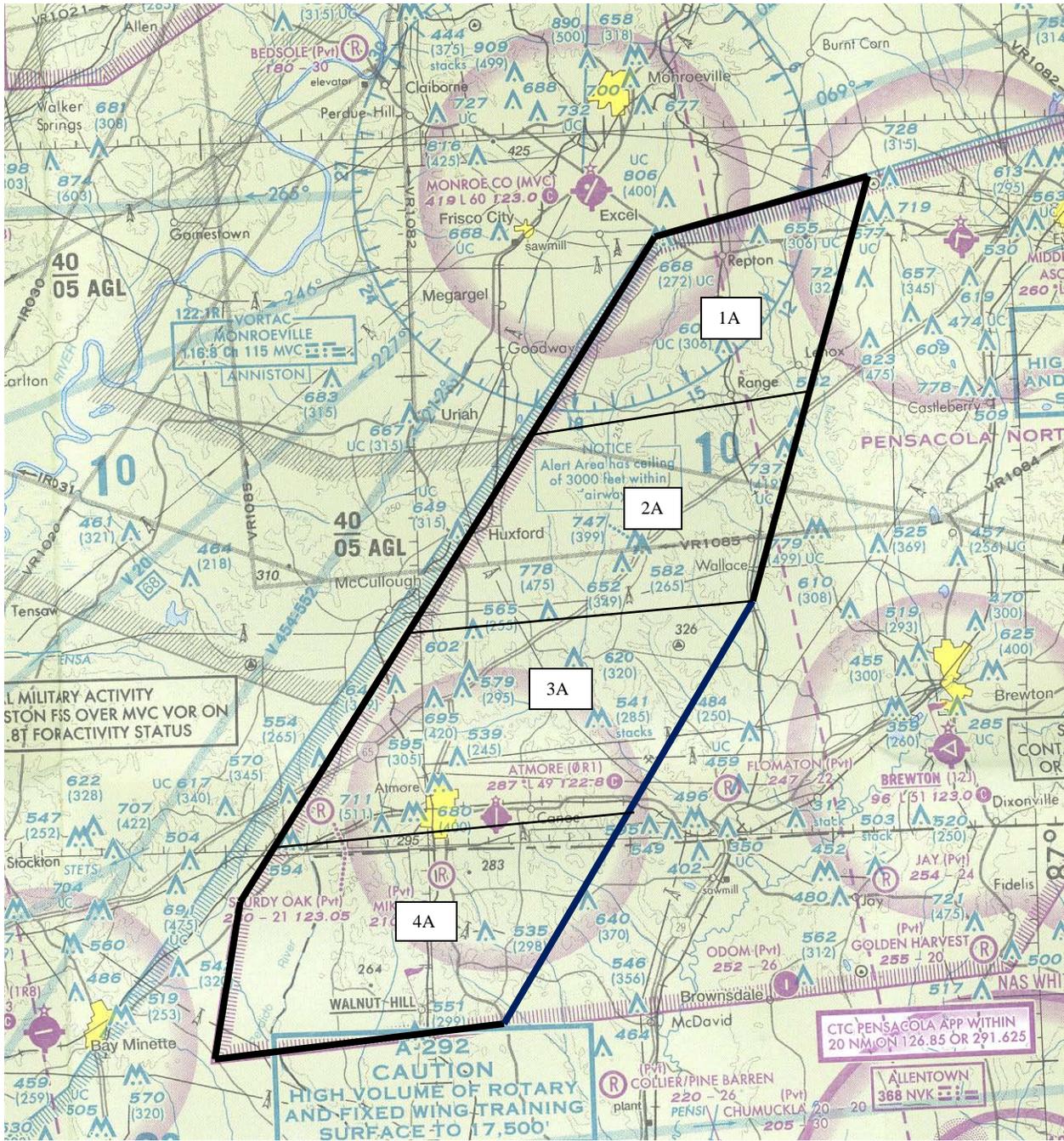
NOTE: *Other aircraft, such as INAV traffic and TRAWING SIX navigator training sorties, transiting the area will check in and provide an advisory on 254.9 UHF/CH 12 if unable to adhere to the appropriate transition altitude.*

b. Refer to FWOP Chapter 10 and the appropriate Form FTI for detailed course rule recovery procedures.

7.2.3 FOX WORKING AREA DEPARTURE PROCEDURES. Aircraft shall exit the Fox working area by maneuvering to the transition layer or exiting the airspace laterally. If a traffic conflict requires make a radio call on 254.9/CH 12. If weather precludes use of the transition altitudes, aircraft may transit along block lines between blocks. Once clear laterally or vertically from the airspace continue on course or join course rules as described in Chapter 10.

7.3 AREA 2H OPERATIONS. Area 2H is the portion of Area 2 South of Highway 31 between the Escambia River and Highway 59, from the surface to 3,000' MSL. This airspace lies below the lateral confines of block 4A. Area 2H is allocated to helicopter operations. Other than maneuvering to join course rules fixed-wing aircraft shall not conduct formation training below 3,000' MSL south of Highway 31 (Block 4A).

7.4 UNAUTHORIZED FIELD. The use of the paved field at Atmore, Alabama is not authorized except in the case of emergency.



Area Fox
Figure 7-1

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**CHAPTER EIGHT
AREA THREE**

8.1 GENERAL INFORMATION

a. Area 3 is bounded on the north by V-198; on the west by a line from V-198 southeast through Pace, the east end of I-10 bridge, and west shore of the Bagdad Peninsula, south along the Garcon Point Bridge to the southern shore of Santa Rosa Island; on the south by the southern shore of Santa Rosa Island; and on the east by Restricted Area 2915 (Highway 87 to the south end of Yellow River Bridge, then due north to Highway 90 and northeast on Highway 90 to Holt) and north from Holt to V-198. All training maneuvers should be conducted south of I-10. Area 3 is primarily used for Contact, Out-of-Control-Flight (OCF) Training, and Maintenance flights from the surface to 9,500' MSL. The Out-of-Control-Flight Training Area will also incorporate the airspace above the ceiling of Area 3 up to 14,500' MSL. The Eastern Spin Area extends from 5,000' to 17,500' MSL.

b. An increase in commercial and military traffic and potential for Near Mid-Air Collision (NMAC) incidents has generated the need for improved communication between Pensacola Approach, commercial traffic, and PTC Aircraft. The procedures listed herein are specialized for Area 3 only.

c. Instructor pilots shall maintain a discrete squawk and VHF radio contact with Pensacola Approach while operating in Area 3.

8.2 COMMON USE SECTION LINES

a. Aerobatics will be flown in Area 3 along the following section lines. They are listed in order of TRACON requested priority to minimize risk and provide maximum separation from arriving and departing civilian traffic. **Pilots are encouraged to use the following section lines in order:**

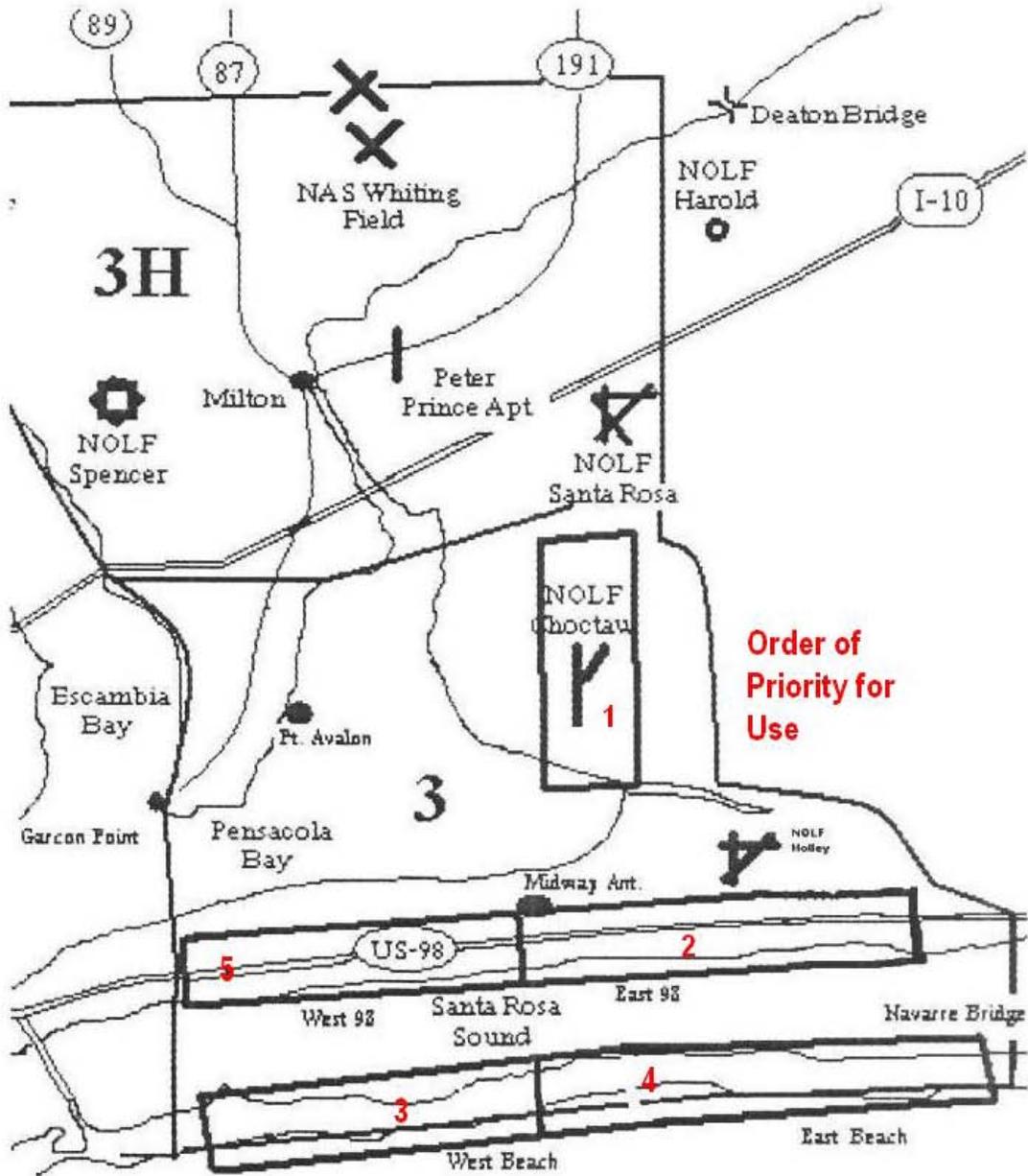
(1) **Choctaw**: Extended runway centerline, Choctaw NOLF.

(2) **East 98**: East along Highway 98 on the Gulf Breeze peninsula from the Midway antenna (749' MSL)/powerline slash to the Navarre Bridge.

(3) **West Beach**: Imaginary points on the Gulf side of the beach due south of the Midway antenna/powerline slash west to due south of the Garcon Point Bridge.

(4) **East Beach**: The beach line from an imaginary point on the Gulf side of the beach due south of the Midway antenna/powerline slash east to the Navarre Bridge.

(5) **West 98**: Highway 98 along the Gulf Breeze peninsula from the Midway antenna/powerline slash west to the Garcon Point Bridge.



Common Use Section Lines
NOTE: Not to scale, do not use for navigation.
Figure 8-1

b. The preferred location for OCF Training in Area 3 is over Choctaw NOLF. OCF flights are not restricted from the four other established section lines, but pilots should consider Choctaw the primary working area to reduce the NMAC risk.

WARNING: *The VARRE Intersection, located just south of the Navarre Bridge, is the eastern arrival/departure gate for Pensacola TRACON. Expect a high volume of civilian air traffic using this arrival checkpoint.*

WARNING: *The beach line is also part of the "Beach Training Area" used extensively for civilian general aviation training (operating on 123.3 VHF). This area is a high-density traffic area.*

WARNING: *There is a General Aviation Practice Area over NOLF Choctaw surface to 5,000' MSL during non-operating hours and above 2,700' MSL when Choctaw Tower is open.*

8.3 DEPARTURE TO AREA 3. These procedures are repeated from Chapter 4 to amplify pilot awareness.

a. Flight plan filing via North Whiting Clearance Delivery will ensure Pensacola approach is aware of your intentions while working in Area 3. Those flights that require DD-175 submission shall include "Aerobatics Area 3" or "OCF Area 3" in the Remarks section of the flight plan. File the following flight plans with North Clearance on 257.775:

- | | |
|-----------------------|--|
| (1) Area 3 | Any flight not requiring aerobatic/OCF maneuvers. |
| (2) Area 3 Aerobatics | Aerobatics working block 5,000'-9,500' MSL. |
| (3) Area 3 High Spins | Out of Control Flight Training working block 5,000'-14,500' MSL. |

8.4 OPERATING PROCEDURES FOR AEROBATICS/OCF TRAINING

a. Radio setup south of I-10.

- (1) VHF 119.0 Pensacola Approach (or as assigned).
- (2) UHF 299.5/CH 16 Area 3 Common.

b. Remain on assigned discrete squawk.

NOTE: *Aircraft entering Area 3 squawking 1200 can contact Pensacola Approach on 119.0 for a discrete squawk.*

c. Do not cancel advisories crossing into Area 3.

d. Coordinate section line with other aircraft on Area 3 Common (299.5 UHF/CH 16) passing I-10 or entering area.

e. Report section line and intentions no more than 5 minutes prior to Pensacola Approach on 119.0 VHF. Examples:

"Pensacola Approach, Shooter 164, aerobatics, East Beach."

"Pensacola Approach, Spiral 623, OCF, Choctaw."

NOTE: TRACON is aware of working altitudes and maneuvering requirements for both OCF and aerobatics.

NOTE: This communication sequence DOES NOT constitute clearance into the Class C Airspace. TRACON will expect aircraft to remain clear unless entry is specifically requested.

f. All aircraft will report completion of OCF or aerobatics on 119.0 VHF (or as assigned) and state intentions. Example:

"Pensacola Approach, Blackbird 466, aerobatics complete for Choctaw, cancel advisories."

g. Expect a squawk change to 1200 unless intending to join course rules. Pilots shall continue to monitor Pensacola Approach for the entire flight duration in Area 3.

8.5 RESTRICTIONS

a. OCF and Aerobatics Training shall not be conducted over the Garcon Point Bridge or Bagdad Peninsula.

b. Avoid airspace below 2,000' AGL west of the Midway Antenna including Pensacola Bay and Santa Rosa Sound.

c. HAPL/LAPL practice along populated beach areas is not authorized below 3,000' AGL.

d. Aircrew planning to operate over water, outside of dead-engine glide distance of land, shall wear LPU's.

8.6 EASTERN SPIN AREA

a. The Eastern Spin Area extends from 5,500' AGL to 17,500' MSL and is located within the northwestern corner of W-155A. For visual reference, pilots can use the Midway Antenna as the western boundary and the eastern edge of OLF Holley as the eastern boundary within 3-6 NM from Santa Rosa Island. See Figure 8-2.

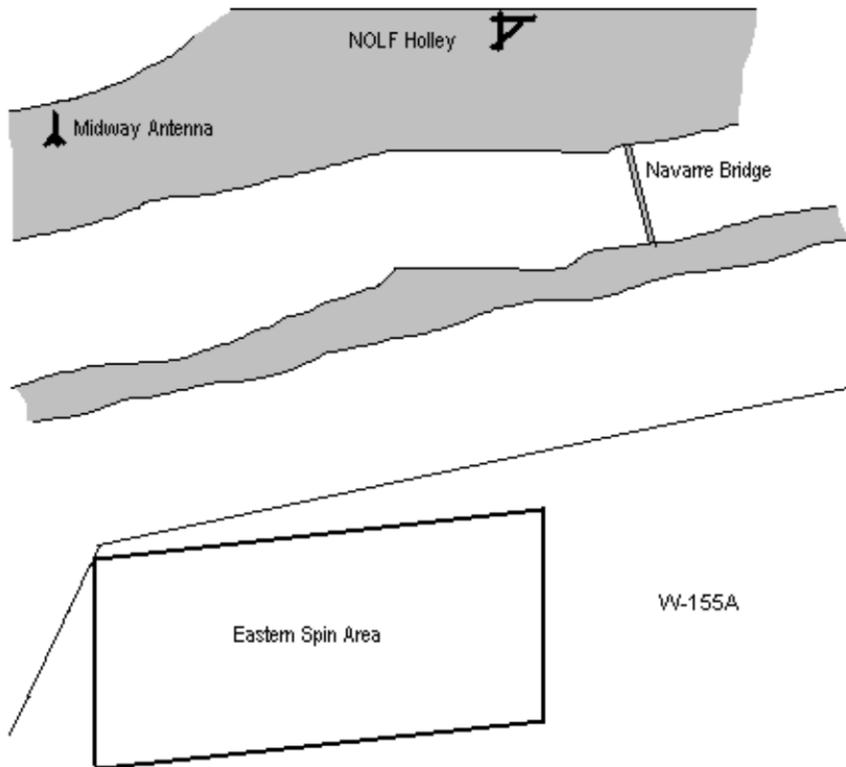
b. LPU's are required when operating in the Eastern Spin Area.

c. Monitor Pensacola Approach (120.65) and Area 3 Common (299.5 UHF/CH 16).

d. Entry to the Eastern Spin Area will be via Course Rules to Area 3 using Area 3 OCF flight plan. Maintain squawk and request Eastern Spin Area as your working area.

e. Military Assumes Responsibility for Separation of Aircraft (MARSA) applies in the Eastern Spin Area

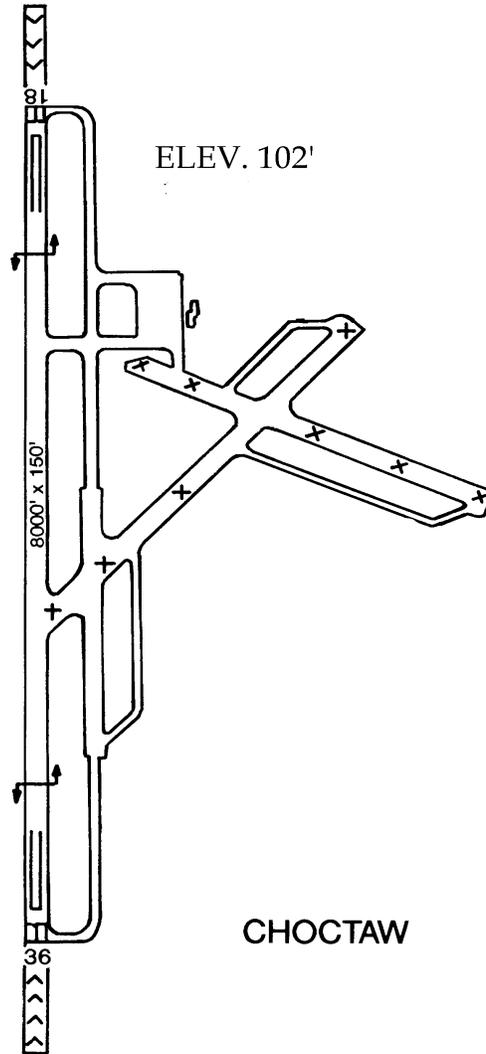
8.7 UNAUTHORIZED FIELDS. All Fixed-Wing aircraft shall avoid NOLF Spencer, NOLF Santa Rosa, and Peter Prince Airport, except in the case of an actual emergency or on course rules.



Eastern Spin Area
Figure 8-2

8.8 NOLF CHOCTAW (KNFJ)

8.8.1 Field Elevation. 102' MSL.



NOLF Choctaw
Figure 8-3

8.8.2 Location. NOLF Choctaw is located at latitude 30° 30' 25"N, 86° 57' 35"W. It is approximately five miles south of NOLF Santa Rosa, near Milton, Florida.

8.8.3 Frequencies

- a. ATIS: 282.0 UHF
- b. Tower: 260.1 UHF/CH 17 (VHF 121.4)

8.8.4 Runways

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
18/36	8,000'	150'

Pattern altitude single aircraft - 900' MSL.

Break altitude - 1,200' MSL.

NOTE: *Pattern altitude formation flights - 1,200' MSL. Sections must obtain tower clearance for the pattern on each pass unless cleared "closed traffic". Normally this clearance will be given along with takeoff clearance after each stop and go.*

8.8.5 Airfield Lighting. NOLF Choctaw has runway lights available during operational hours.

8.8.6 FAA Classification of NOLF Choctaw. A Class "D" Surface Area is centered at NOLF Choctaw. All pilots shall contact Choctaw Tower prior to entry. The Class D Surface Area extends 2.5 NM from the airfield up to 2,600' MSL. A Southern Extension exists south of Choctaw to the Santa Rosa (NGS) 188 radial at 10.5 DME. It extends 1.5 NM either side of the NGS 188 radial.

NOTE: *NOLF Choctaw Class D airspace ceiling may be reduced due to the duty runway at Pensacola Regional Airport. DO NOT ASSUME the ability to conduct pattern ELP training up to 2,600' MSL, Choctaw Tower may restrict aircraft altitude accordingly.*

8.8.7 Authorized operations

- a. Day and night dual T&G/ELP.
- b. All Fixed-Wing aircraft shall work the non-tower side (western side) of the runway for both T&G and ELP patterns. Aircraft shall comply with control tower's instructions.
- c. TH-57 aircraft conduct operations to the taxiways and duty runway. (Fig 8-5)

8.8.8 Arrivals

a. The normal entry shall be by ELP. Aircraft shall call Choctaw tower for entry into the Class D, reporting High Key and Low Key to tower. High key will be located on the East side of the runway in use and the pattern flown to place low key on the West side of the duty runway. The ELP is oriented in the same direction as the normal landing pattern. Aircraft conducting practice ELPs will normally be given priority over other pattern traffic upon reaching high key.

8.8.9 Departures. All departing aircraft shall call clear of the Class D Airspace on Choctaw Tower frequency.

a. Runway 18: Maintain runway heading at 1,000' MSL until over land on Gulf Breeze Peninsula south of East Bay. Report, "**Clear to the south.**"

b. Runway 36: Depart the pattern from a left downwind, heading 180. Maintain 1,000' MSL until over land on Gulf Breeze Peninsula south of East Bay. Report, "**Clear to the south.**"

WARNING: Use caution for 750' MSL Midway Antenna approximately 1-2 NM southwest of Choctaw.

c. Aircraft continuing to Sherman Field will head south to the beach line prior to turning west. Remain below 5,000' AGL unless ensuring aerobatic/OCF section lines along the beach and Highway 98 are clear of traffic. Contact Pensacola Approach (270.8 UHF) prior to entering Class C Airspace for course rules clearance.

8.8.10 Waveoffs. Aircraft in the normal touch-and-go pattern that are given a "Waveoff" or a "go-around" shall follow tower instructions. If no specific instructions are given, the following procedures shall apply:

a. Aircraft that have commenced descent from the 180 position for landing shall continue their descent to or climb to and maintain 500' MSL to rejoin the normal traffic pattern.

b. Aircraft prior to the 180 position shall maintain downwind altitude and rejoin the normal traffic pattern.

8.8.11 Restrictions

a. Two-way radio communications with tower shall be maintained at all times in the Class D Airspace. All normal communications with tower shall apply, including clearance downwind, a gear report at the 180, High Key, and Low Key with gear report.

b. The maximum number of aircraft in the pattern is six, in any combination.

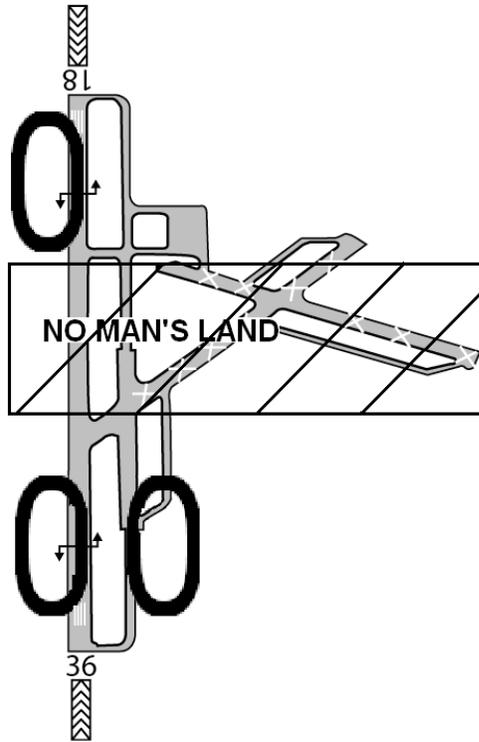
c. Simulated engine failures are not authorized from the pattern unless prior coordination is made and approved by tower.

d. Remain clear of Class C Airspace, approximately 2 miles west.

e. ELPs shall be used for all night entries. Aircraft shall call tower 2 miles from High Key (3 minutes prior for T-6).

NOTE: Choctaw's arresting gear has been removed UFN.

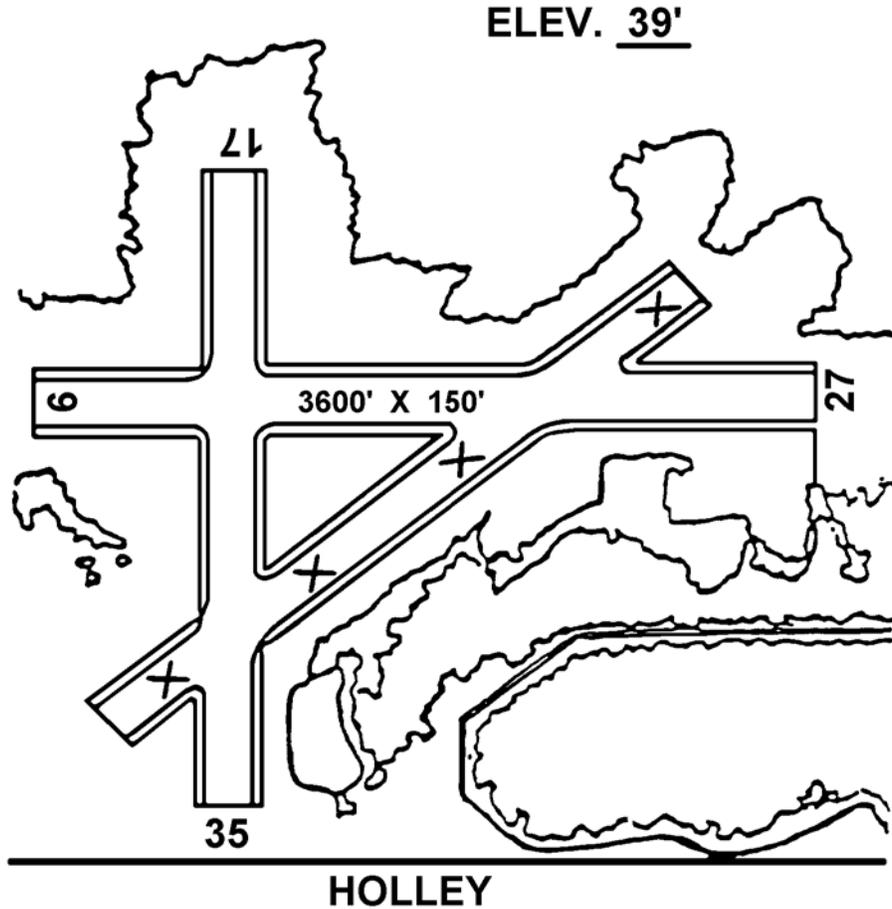
WARNING: Be aware of helicopters operating from the parallel taxiway to the tower-side of the runway. Helicopters may request practice auto rotations to the duty runway. Comply with tower instructions.



TH-57 Choctaw Operating Pattern
Figure 8-5

8.9 NOLF HOLLEY (KNKL)

8.9.1 Field Elevation. 39' MSL.



NOLF Holley
Figure 8-6

8.9.2 Location. NOLF Holley is located at latitude 30° 25' 31"N, 86° 53' 38"W. It is 15 miles west of Fort Walton Beach, Florida.

8.9.3 Frequency. 299.5 UHF/CH 16

8.9.4 Runways

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
09/27	3,600'	150'
17/35	3,600'	150'

8.9.5 Airfield Lighting. NOLF Holley has no lighting available.

8.9.6 Authorized Operations. Low approach only.

8.9.7 Restrictions.

- a. A maximum of one aircraft shall operate in the pattern.
- b. Departures should exercise extreme caution to remain clear of numerous towers and antennas in vicinity.
- c. Unannounced civilian traffic/model aircraft flying is commonplace.
- d. Eglin Restricted Area (R2915) is located 2nm east of Choctaw. R2915 western border is hwy 87. Remain west of hwy 87 at all times.
- e. Avoid populated beach areas and housing as best possible.

**CHAPTER NINE
GENERAL INFORMATION FOR
NAVAL OUTLYING LANDING FIELDS**

9.1 GENERAL INFORMATION

a. Nine Navy Outlying Fields (NOLFs) are available in A-292 for use by TRAWING aircraft. Not all NOLFs are open for actual landings, and pilots are directed to each Area chapter for specific OLF information.

<u>AREA 1</u>	<u>AREA 2T</u>	<u>AREA 3</u>
Barin (solo)	Evergreen	Choctaw
Silverhill	Brewton (solo)	Holley
Summerdale		
Saufley		
Wolf		

b. Simultaneous Emergency Landing Pattern (ELP) and normal pattern operations are authorized, with an RDO on station, at NOLFs unless student solo aircraft are present. ELP traffic patterns, with the exception of Choctaw, are oriented on the opposite side of the runway than the normal traffic pattern. Precautionary Emergency Landing in the Pattern (PEL/P) practice conforms to the established normal traffic pattern direction. In addition, entry to the ELP pattern at a manned OLF must be from high key.

c. A RDO is required for takeoff and landing operations at all OLFs. When the RDO is not present, operations at Area 1 OLFs are limited to one aircraft and low approaches only (no student solos). With the exception of the RDO aircraft, any operations at Area 2 OLFs require an RDO on station.

(1) Under certain circumstances, one aircraft may be granted permission to conduct landing operations if a crash crew is on-station (no RDO). Prior coordination with, and approval from, the NAS Whiting Field Operations Duty Office is required.

(2) The intent of this exception is to allow for RDO arrival and landing at the OLF, and other contingencies such as a weather delay. If no RDO is on station, the crash crew is not responsible for wheels watch or entry coordination services. Pilots are responsible for their own separation and landing gear configuration.

WARNING: *Flight near manned OLFs should be avoided to prevent intruding on normal or emergency patterns unless the intent is to join those patterns.*

9.1.1 H.O.N.E EQUATION (Holley-Others-North Whiting-Evergreen)

a. The H.O.N.E. equation allows SNAs to quickly convert Above Ground Level (AGL) altitudes into Mean Sea Level (MSL) altitudes for use in the aircraft.

b. To use the H.O.N.E. equation, enter Fig 9-1 from the left for the maneuver to be performed, with the AGL altitude reference per the Contact FTI.

(1) At the appropriate NOLF column, note the conversion factor, in feet.

(2) Add the following adjustment to convert the procedural AGL altitude to the maneuver's MSL altitude flown at the specific location.

	HOLLEY	OTHER OLFs	NORTH WHITING	EVERGREEN
HIGH KEY = 2500' + (T-34) 3000' + (T-6)	+0'	+100'	+200'	+300'
LOW KEY = 1200' + (T-34) 1500' + (T-6)	+0'	+100'	+200'	+300'
LANDING PATTERN ALT = 800' +	+0'	+100'	+200'	+300'
BREAK ALT = 1100' +	+0'	+100'	Note 2	+300'
DELTA PATTERN = 1300' +	+0'	+100'	Note 1	+300'
Note 1: KNSE Delta pattern is used as the emergency orbit pattern and is flown at 2500' MSL.				
Note 2: KNSE Break altitude is 1500' MSL.				

H.O.N.E. EQUATION

Figure 9-1

9.1.2 GRASS AIRSTRIPS. There are numerous grass fields located throughout A-292. Pilots of TRAWING aircraft should familiarize themselves with the location and operations of these fields. These

fields shall be avoided when operations are in progress and will not be used except in the case of an actual emergency.

9.2 SIMULTANEOUS T-34/T-6 OPERATIONS

9.2.1 T-34/T-6 aircraft are permitted to conduct simultaneous operations at all local NOLFs in compliance with Figure 9-2 Maximum Aircraft Number at OLF:

If conditions require the RDO may further limit the max number of aircraft in the OLF pattern for safety		
Aircraft Type	Max # Aircraft in OLF pattern	
T-34 dual	8	Note 1
T-34 solo	6	
T-34 solo w/ T-6 dual	6	
T-34 solo w/ T-6 solo	Not Authorized	
T-6 dual	6	Note 1
T-6 solo	6	
T-6 solo w/ T-34 dual	6	
T-6 dual w/ T-34 dual	6	
Note 1 - Pattern number may be further limited by restrictions particular to each OLF as listed in the applicable FWOP section.		

Maximum Aircraft Number at OLF
Figure 9-2

a. Pattern Interval: T-6 shall adjust off T-34 using a 45-degree interval. T-34 shall adjust off T-6 using abeam for normal pattern and PPEL(P)s. Similar aircraft shall adjust off each other using abeam interval.

b. During Delta Pattern operations all aircraft will fly 120 knots: gear down, flaps up.

c. During simultaneous operations T-34s shall not conduct Full Flap AOA approaches.

d. If a T-34 is established in the ELP, T-6 aircraft shall not enter High Key until the T-34 aircraft is inside low key.

e. Similar aircraft may enter the ELP at High Key for a practice PEL with another similar aircraft already established on the ELP inside of High Key provided safe separation can be maintained. If the overtaking aircraft loses sight or safe separation that aircraft shall coordinate a departure and re-entry with the RDO.

f. Practice ELP traffic from High Key has the right of way of other traffic in the pattern regardless of aircraft type.

g. Simultaneous night operations shall follow the day procedural limitations.

WARNING: T-34 and T-6 aircraft shall only perform airborne gear inspections on identical type aircraft (ie. T-34 for T-34 and T-6 for T-6)

9.2.2 T-6/T-34 Facts

	T-34	T-6
Break	190 Kts	200 Kts
Downwind	100 Kts	120 Kts
90	90-95 Kts	110-120 Kts
Final	85-95 Kts	100-110 Kts
Upwind	100 Kts	120 Kts
ELP HK	2500 Ft	3000 Ft
ELP CW	2000 Ft	2400 Ft
ELP LK	1200 Ft	1500 Ft
ELP ROD	1200-1250 FPM	1300-1500 FPM

T-34/T-6 Facts
Figure 9-3

9.3 NOLF ENTRY PROCEDURES. Two-way radio communication with the RDO/crash crew is required for entry into NOLF traffic patterns. If the initial call has not been acknowledged by the RDO prior to two miles from the airfield boundary execute a discontinued OLF entry. See 9.3.2.

a. To determine the runway in use, aircraft shall remain well clear of the NOLF, switch to the appropriate frequency and call:

"(OLF), Landing."

b. The RDO will respond with the runway in use and request read back:

"(OLF) landing runway _____, acknowledge."

c. The aircraft shall respond:

"(OLF) landing _____."

9.3.1 BREAK/STRAIGHT-IN ENTRY. Aircraft shall enter via a four-mile initial point. At this point, the aircraft will be offset ¼ wing tip distance from extended centerline, opposite the direction of break, at break altitude and airspeed.

NOTE: All altitude references in this chapter are Above Ground Level (AGL). Refer to the HONE equation (9.1.1) for conversion to Mean Sea Level (MSL) altitudes.

a. Once established at the four-mile initial, report:

"(OLF) RDO, (Callsign), initial runway_____, dual/solo, (event)"

(1) The RDO will respond with either:

"(Callsign), roger. You are number _____for that, and number_____in the pattern. Call your break."

(2) Or if the RDO is not able to accept an aircraft into the pattern, the RDO will direct a discontinued entry. If directed to discontinue, see 9.3.2.:

"(Callsign), negative execute discontinued entry"

NOTE: Aircraft in the pattern at an OLF should be particularly cognizant not to block the frequency during an inbound aircraft's initial call and during the RDOs immediate response.

WARNING: If an aircraft is established on the ELP between high key and low key and an aircraft calls inbound at the initial the RDO shall immediately direct the aircraft at the initial to execute a discontinued entry.

b. If a discontinued entry is not required, the inbound aircraft will continue until in position for the break. T-6 and T-34 aircraft shall call for the break when:

(1) Abeam or beyond the upwind numbers, and

(2) On altitude and airspeed, and

(3) Pattern interval traffic is 45-degrees aft of the breaking aircraft's wingtip and through 90 degrees of turn to downwind.

NOTE: If established pattern traffic and break traffic approach the crosswind turn simultaneously, break traffic shall always defer to the aircraft already established in the pattern, unless the RDO or the aircraft involved coordinate otherwise.

"(OLF) RDO, (Callsign), crosswind break"

c. The RDO will either acknowledge the break, or direct a discontinued entry. If directed to discontinue, see 9.3.2.

"(Callsign), roger break."

Or

"(Callsign), negative, check interval."

NOTE: *Once in the break, an aircraft is considered established in the pattern and only the aircraft side number is required when making radio calls.*

d. Break in accordance with the Contact FTI to enter the landing pattern.

e. If extended past the upwind numbers and the pilot is in doubt as to whether proper interval exists, inform the RDO, and depart the pattern.

f. Perform landing pattern procedures in accordance with the Contact FTI. Once past the 180 position, properly configured and trimmed, and after starting the approach turn, call:

"(Side number), 180, gear down."

9.3.2 OLF DISCONTINUED ENTRY

a. A discontinued entry shall be executed immediately if:

(1) Directed by the RDO.

(2) The RDO has not acknowledged the aircraft's initial call by 2 miles from the runway threshold.

(3) Lined up on the incorrect runway.

b. Aircraft executing a discontinued entry at any OLF outside of 2NM shall immediately turn away from the normal traffic pattern a minimum of 90 degrees off the inbound runway heading while maintaining break altitude until clear of the pattern.

WARNING: *If an aircraft is established on the ELP between high key and low key and an aircraft calls inbound at the initial the RDO shall immediately direct the aircraft at the initial to execute a discontinued entry. If a traffic conflict arises inside 2 miles the break traffic will continue inbound while maneuvering as required to avoid the conflict.*

c. Once clear of the OLF, an aircraft executing the discontinued entry shall maneuver and climb as required to avoid additional airfields, population centers, or industrial site and re-attempt pattern entry.

NOTE: *Responsibility for traffic deconfliction remains primarily with the aircraft not established in the pattern.*

9.3.3 PRACTICE PRECAUTIONARY EMERGENCY LANDING ENTRY

a. Regardless of aircraft type, practice ELP traffic from High Key has the right of way over aircraft already established in the pattern or aircraft desiring to enter the pattern.

b. Instructors shall announce Practice ELP intentions when between 3 and 5 miles from High Key.

"(OLF) RDO, (Callsign), ___ miles to the (cardinal direction), (altitude), Practice PEL, (runway), Dual, (event)."

c. The RDO will respond:

"(Callsign), roger. You are number ___ for that, and number ___ in the pattern. Call High Key."

d. Maneuver to the appropriate High Key position, per the Contact FTI.

"(OLF) RDO, (Callsign), High Key, runway ____."

e. Perform the ELP in accordance with the Contact FTI. At Low Key, report:

"(Side number), Low Key, gear down."

9.4 CROSSWIND INTERVAL

a. At an NOLF turn crosswind as specified by the appropriate contact FTI and when proper interval is established **AND** the aircraft in front of you:

(1) Has interval as described below in 9.4.b.

(2) Has reported departing the pattern with a simulated power loss, or

(3) Has reported departing:

"(OLF) RDO, (Callsign), departing."

b. Pattern Interval:

(1) A T-34 has interval in the normal or PPEL(P) pattern when the other T-34 or T-6 is even with/abeam your wing and through 90 degrees of turn to downwind.

(2) A T-6 has interval in the normal or PPEL(P) pattern when a T-34 is 45-degrees aft of the wing and through 90 degrees of its turn to downwind.

(3) Similar aircraft shall adjust using the abeam interval described in (1).

NOTE: *Once the aircraft ahead has commenced the crosswind turn or executed 9.4a, (2) or (3) the next sequential aircraft becomes the 'number 1 upwind' aircraft. Inbound break traffic should not be confused with "#1 upwind" aircraft departing the OLF.*

c. Once established as the 'number 1 upwind' aircraft, maintain runway heading until proper interval has been created for the maneuver to be performed next. (i.e. Increased interval for pattern spacing, AOA patterns, PPEL/P, LAPL/P, etc.) and when the proper interval has been established, call:

"(Side number), crosswind (maneuver)."

NOTE: *The (maneuver) is for 'touch and go', 'PPEL/P', or 'AOA'.*

9.5 NOLF DEPARTURE PROCEDURES

a. To depart the OLF the pilot will first ensure that they are 'number 1 upwind'. The pilot will then call:

"(OLF) RDO, (call sign), departing."

b. Unless departing with a simulated LAPL, it is recommended that after raising the gear, aircraft departing the pattern should turn 45 degrees away from runway heading, shall maintain at or below pattern altitude, and visually clear the pattern.

c. When clear of the traffic pattern, switch to area common and then climb.

WARNING: *Potential hazards exist on departure from OLFs. The above departure procedures can be modified for potential conflicts, such as Foley airport when departing from Runway 33 at Barin.*

9.6 DELTA PATTERN

a. With the exception of the Circular DELTA pattern described below, the DELTA pattern is a racetrack pattern that is oriented around the duty runway and flown in the same direction as the normal landing pattern. The purpose of the DELTA is to deconflict between civilian and military aircraft. A specific DELTA pattern altitude is listed under each non-towered NOLF, but it is generally 200' above break altitude for the NOLF.

b. Aircraft are required to enter a DELTA Pattern as civilian aircraft depart or arrive at NOLF Brewton or NOLF Evergreen.

(1) After the RDO calls for commencement of the DELTA Pattern at Brewton or Evergreen due to civilian traffic, aircraft

shall only be authorized by the RDO to depart at or above DELTA Pattern altitude. The RDO is responsible for coordination between aircraft departing the DELTA Pattern and incoming civilian traffic.

(2) Aircraft will remain at or above DELTA Pattern altitude until outside 5 NMs of the field.

(3) Aircraft are not authorized to depart via a simulated LAPL(P) with civilian traffic inbound.

9.6.1 DELTA Pattern Entry and Exit Procedures

a. When advised by the RDO to enter the DELTA Pattern, climb from your present position in the pattern to DELTA Pattern altitude while maintaining traffic interval. On the upwind leg maintain $\frac{1}{4}$ wingtip distance outboard the duty runway and comply with the speed and configuration setting below.

DELTA Pattern	Configuration	Speed
All T-34/T-6	Gear Down/Flaps Up	120 Kts

DELTA Pattern Configuration
Figure 9-4

In the DELTA, pilots will make calls at the crosswind and at the 180:

"(Side number), crosswind, DELTA"

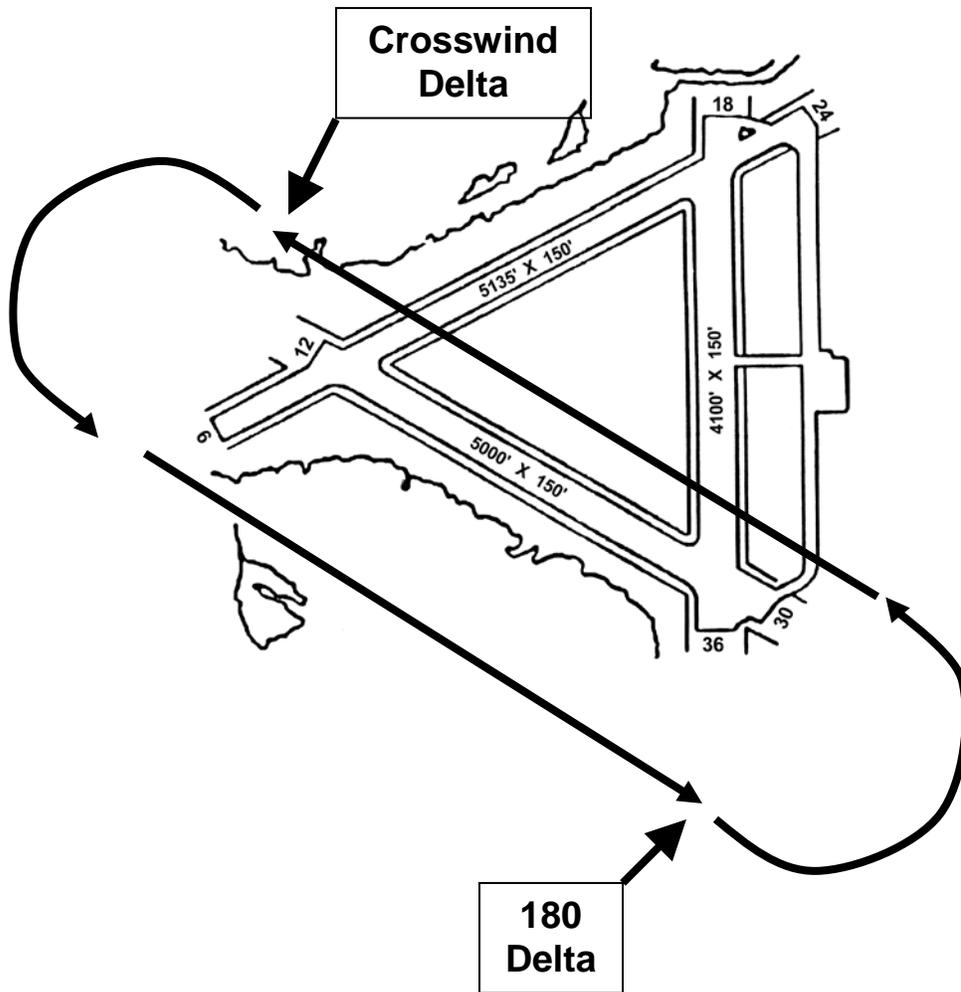
"(Side number), 180, DELTA"

b. When the RDO signals a return to normal operations, descend to pattern altitude prior to commencing touch and go's. This descent shall be commenced abeam the upwind numbers when established on the downwind leg. Maintain interval and the current configuration and speed requirements until level at pattern altitude.

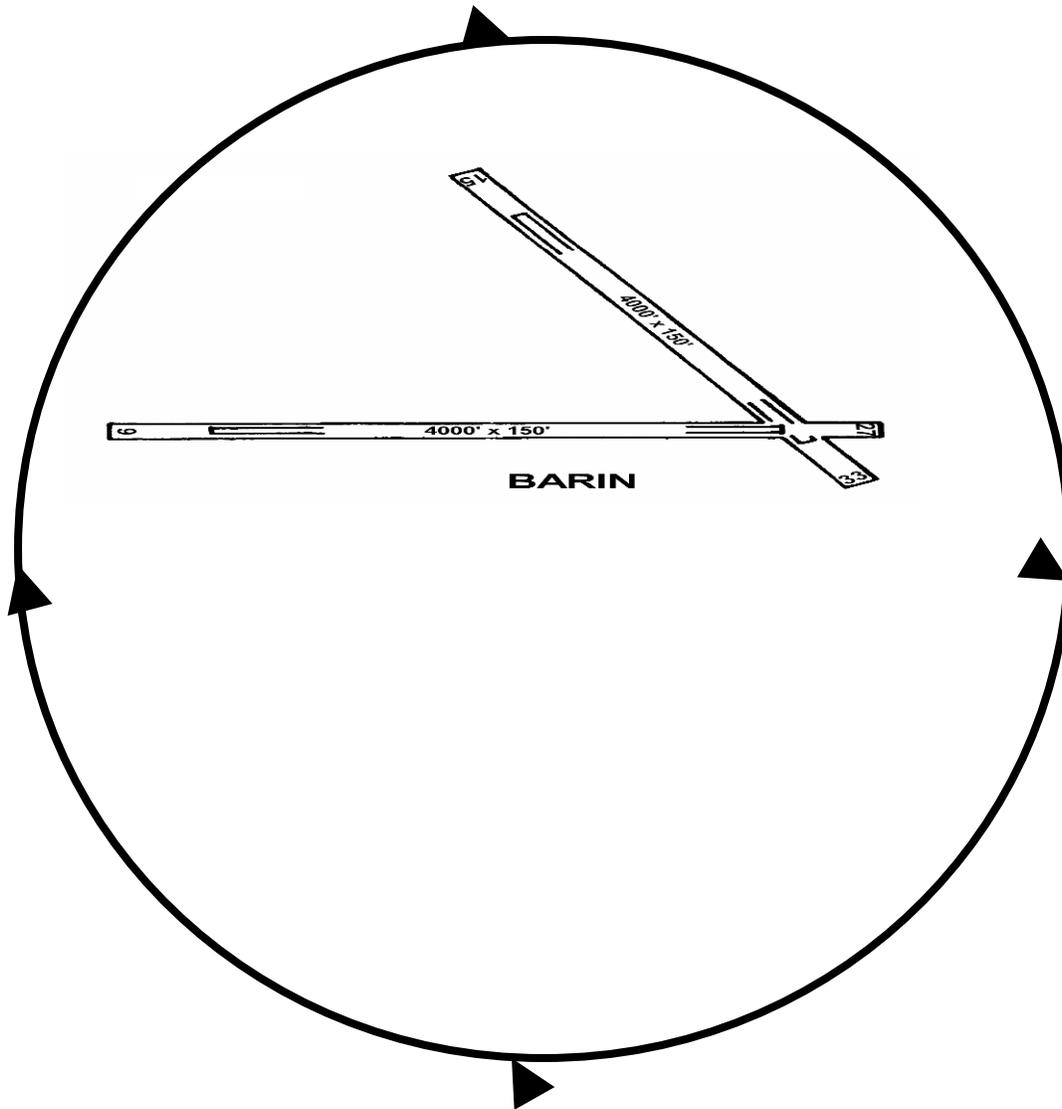
c. RDOs shall ensure all aircraft descend from the DELTA Pattern prior to allowing any aircraft to enter via a 4 mile initial or High Key. This is to avoid conflicts between aircraft descending from the "DELTA" and inbound traffic.

d. A Circular DELTA Pattern will be used for runway changes. The pattern will extend to the perimeter of the airport until the new runway is ready for traffic. The aircraft established number one upwind on centerline for the new runway will be considered the lead aircraft for the runway change. When directed by the RDO, the lead aircraft will turn crosswind and be established at pattern altitude by the 180 position. Subsequent aircraft will follow to execute crosswind turn with interval.

e. When an NOLF is in the DELTA Pattern, no new aircraft may join the pattern. All aircraft not in the DELTA Pattern will remain outside of the Initial Point.



Example of DELTA pattern at Brewton Runway 30
Figure 9-5



Example of Circular DELTA pattern at Barin
Figure 9-6

9.7 PRACTICE EMERGENCY PROCEDURES AT MANNED NOLFS

9.7.1 Practice ELP & PPEL(P)

a. ELP Traffic vs. PPEL(P) and Normal Traffic. At NOLFs, when an aircraft is between Low Key and the 90-degree position and another aircraft is at any location between the 180-degree (or Pattern Low Key) and the 90-degree position, the normal traffic shall immediately execute a waveoff on the pattern side of the runway. ELP traffic has priority.

WARNING: Due to possible traffic conflicts during practice ELPs, when a practice ELP aircraft decides to wave off, the practice ELP aircraft should initiate waveoff procedures to remain on the Low Key side of the runway.

b. PPEL(P). Shall be conducted on the same side as touch-and-go's.

WARNING: A possible traffic conflict exists between PPEL(P) aircraft climbing to pattern low key and a PPEL aircraft descending from high key on the ELP.

c. SNA SOLO EVENTS. Neither practice ELPs or PPEL(P)s are authorized with SNA solo flights in the pattern or inbound to the pattern. Only aircraft already executing practice ELPs and PPEL(P)s may continue at the discretion of the RDO if no conflict exists.

NOTE: *The RDO is the final authority regarding the safe and orderly conduct of all operations at an NOLF. All aircraft operating at an NOLF shall adhere to the RDO instructions.*

9.7.2 LAPLs & LAPL/Ps (T-34 ONLY)

a. Instructor Pilots are authorized to simulate a LAPL/P anywhere in the landing pattern, as long as proper interval has been established and can be maintained throughout the maneuver. The LAPL/P is initiated per the Contact FTI, and the IP shall make the radio call:

"(Side number), gear up for training."

b. Student syllabus simulated Low Altitude Power Loss in the Pattern (LAPL/Ps) to the off-duty runway are permitted only when no other aircraft are in the pattern and with the RDO approval. Aircraft may re-enter the pattern without departing the NOLF.

c. During NATOPS syllabus flights and Contact IP Standardization Check Flights, simulated LAPL/Ps to the off-duty runway may be accomplished with no more than one other dual aircraft in the pattern, and may re-enter the pattern without departing the NOLF on a not-to-interfere basis.

WARNING: *LAPL/Ps shall not be conducted to the reciprocal of the duty runway with another aircraft in the pattern.*

d. In all cases, when conducting simulated LAPL/Ps to any off-duty runway, the approach must terminate with a low approach.

e. If LAPL/P is initiated from the 180, departure from the pattern is not required. Otherwise, aircraft may re-enter the pattern only if proper crosswind interval can be maintained.

f. On SNA syllabus flights, practice LAPLs may be accomplished during departure from the NOLF. Aircraft must be established above 800' AGL prior to initiation.

g. Do not descend into or give appearance of descending into populated areas.

h. IPs should provide LAPL/P training to SNAs from a variety of positions in the pattern to the duty runway, off duty runway, and airfield environment within the constraints of the Contact FTI, this publication, and with the utmost priority on safety and defensive posturing. Consider providing this training at unmanned NOLFs.

i. On NATOPS syllabus flights and checks, a simulated LAPL/P may be initiated prior to reaching pattern altitude by reducing torque to no lower than 205 ft-lbs. (All other flights require a minimum of 800' AGL prior to LAPL/P initiation).

j. For C7190 (NATOPS Checks) with a designated NI/ANI Instructor Pilot only, if conducting a LAPL/P from touch-and-go to a landing on the runway remaining, the following criteria must be met:

(1) LAPL/P to land-back scenario must be pre-briefed.

(2) Aircraft configuration must be Full Flap.

(3) Minimum Runway requirement of 8000' with 4000' remaining when initiated.

(4) Must be initiated between 100-200' AGL.

(5) Min TRQ setting of 250 ft/lbs to reduce engine spool up time and add energy buffer.

9.8 PRACTICE EMERGENCY PROCEDURES AT UNMANNED NOLFS. At unmanned NOLFs, the Emergency Landing Pattern (ELP) may be used for training using the following procedures: (TRAWING aircraft are prohibited from using Brewton/Evergreen without RDO present, per Letters of Agreement with those respective cities).

a. Remain on Area Common Frequency.

b. Only one aircraft shall practice the emergency landing profile within 2 NM and 3,000' AGL of unmanned NOLFs.

c. NOLFs that are closed for repairs or maintenance shall be avoided.

d. When practicing an ELP to the runway of a closed NOLF, descent below 500' is authorized to approach the runway surface. Landings are not authorized. If setup for the runway surface is in doubt, wave off.

e. Radio communications on area common shall be:

"Any aircraft working (field) low?"

(No response requires no further transmissions).

(1) Any aircraft already using the field will respond:

"(Call sign) is working (field) for the next ____ minutes."

f. When emergency landing profile practice is complete:

"(Call sign) departing (field) to the (direction)."

NOTE: The requesting aircraft shall remain clear until the established aircraft calls departing.

9.9 RUNWAY DUTY OFFICERS

a. Instructor pilots may be assigned duties as a Runway Duty Officer (RDO) at one of several outlying fields or at North Whiting Field. Several instructions and directives give guidelines for execution of these duties. All RDOs shall become familiar and comply with COMTRAWINGFIVEINST 1601.1 or COMTRAWINGSIXINST 1601.2 as appropriate. Refer to these instructions for specific details concerning qualifications, duties, and responsibilities.

b. To allow NOLFs to remain open for training until sunset (if scheduled), RDOs may takeoff up to 15 minutes past scheduled sunset from manned, unlighted NOLFs.

c. The RDO is the final authority regarding the safe and orderly conduct of all operations at an NOLF. All aircraft operating at an NOLF shall comply with RDO instructions.

d. The RDO may limit the number of aircraft in the pattern when safety dictates (i.e., low visibility).

e. Student solo operations: The RDO shall have radio in hand or immediately available.

f. The RDO shall not delegate responsibility for monitoring pattern aircraft to crash crew personnel. The RDO shall remain on station if any TW5 aircraft is in the pattern at the OLF.

g. For routine operations at an OLF the RDO must be qualified in aircraft type to monitor solo aircraft of a similar type. In other words, to serve as the RDO at the primary T-6 solo OLF, the RDO must be NATOPS qualified in the T-6. Similar restrictions exist at the primary T-34 solo OLF.

h. The KNSE RDO may be either a T-34 or T-6 qualified IP, provided the other airframe has an FDO immediately available by radio while solos are airborne.

i. T-6 RDOs will close and lock the aircraft canopy and CFS doors if unable to visually monitor their aircraft.

CHAPTER TEN
WHITING FIELD COURSE RULES RECOVERY PROCEDURES

10.1 RETURN COURSE RULES

10.1.1 Requirements To Join Course Rules. All inbound aircraft shall accomplish the 4 "A's" prior to joining course rules:

a. **ATIS** - All aircraft should have current North Whiting ATIS (290.325 UHF/CH 1).

b. **Altitude** - at appropriate altitude for course rules segment being flown. Aircraft shall not join course rules from above or below due to inability to sufficiently clear traffic.

WARNING: *If adverse weather requires a lower intercept altitude verify aircraft position and location of area obstacles before descending or transiting at or below the area's maximum elevation figure. Numerous antennas up to 2,049' MSL in Area 1 near I-10.*

c. **Airspeed** - Airspeeds are designated under the appropriate course rules section.

NOTE: *If you cannot maintain a minimum speed of 180 KIAS, notify Pensacola Approach. They may choose to vector you off of course rules.*

d. **Angle** - All aircraft shall intercept course rules at an angle of 45 degrees or less to facilitate clearing for traffic already established on course rules.

10.1.2 Defined Geographic Course Rule Points.

a. Nugget - An intersection north of KNSE formed by Highway 4 and Highway 87.

b. Easy - A water tower located east of KNSE where Highway 191 bends to the south.

c. Sweet - The I-10 bridge located south of KNSE that crosses the Blackwater Bay.

d. Waldo - Two large metal barns located west of KNSE that are located at the intersection of Highway 89 and Highway 182.

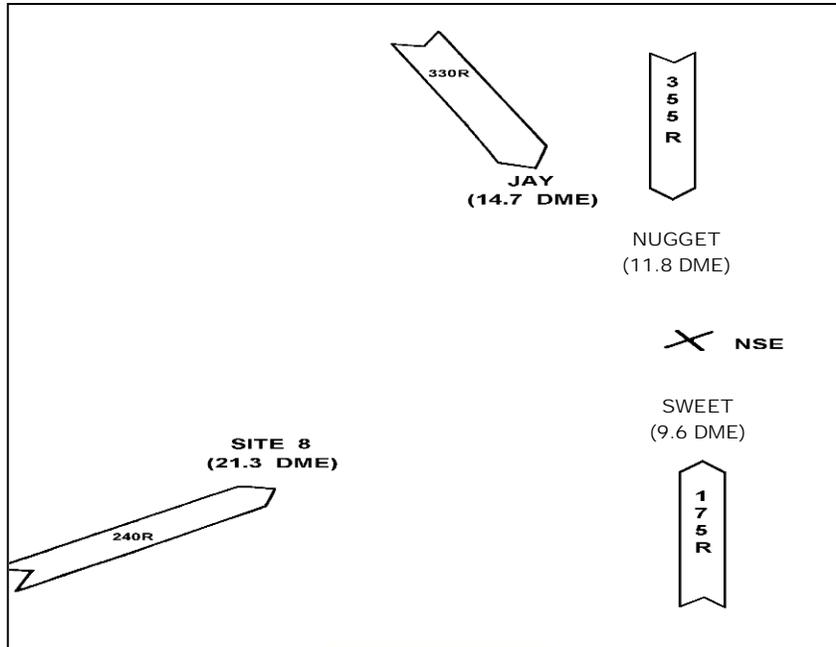
10.2 HOME FIELD ARRIVAL IFR

a. Pilots shall maintain VMC, proceed to the appropriate VFR-on-top recovery point (Figure 6-1), and contact Pensacola Approach on UHF 291.625/CH 6 or 269.375/CH 7, as appropriate. TRACON shall assign a transponder code and vector the aircraft from the recovery point to establish the aircraft on an instrument approach. Pilots may

expect instructions to proceed to PENSI and hold VFR, awaiting an IFR clearance, if Pensacola Approach becomes saturated with requests for IFR handling and/or approaches.

b. All IFR approaches will be afforded a full-length rollout upon landing at North Whiting Field.

c. When conducting an IFR approach and the airfield is operating VFR, pilots shall cancel IFR when able to expedite traffic flow.



Preferred IFR Recovery Pick-up Points
Figure 10-1

10.3 HOME FIELD ARRIVAL VFR

10.3.1 Day

a. Delays. If for any reason a delay should occur (runway change, etc.) that will keep an aircraft from proceeding past a reporting point, Pensacola Approach Control will advise the length of expected delay and request pilot intentions. Pilots may elect to enter a right hand, VFR holding pattern at the reporting point 120 KIAS (T-34) and 150 KIAS (T-6). If traffic warrants, Approach Control may recommend a holding altitude, which will provide separation between aircraft. Solo aircraft unable to maintain VMC should return to an OLF or declare an emergency.

b. VMC Weather Deviations. Should weather necessitate deviation from course rules, pilots shall first advise TRACON of intentions. If weather conditions preclude aircraft from adhering to

specified altitudes, pilots shall select an altitude that will allow them to maintain VMC as stated below:

(1). Area 1: Descend to 2,200' MSL prior to joining course rules and 1,700' MSL at Molino.

(2). North high/fast recoveries: Descend to 2,700' MSL. If descending below 2700' MSL, comply with low/slow recovery procedures.

(3). Area 3: Descend to 2,700' MSL. With clearance from Approach Control, aircraft may descend as low as 2,200' MSL between Point Sweet and Deaton Bridge.

NOTE: All Course Rules Arrival Routes: After coordination with Approach Control, aircraft may descend to 1,700' MSL in order to maintain VMC. Aircraft between Point Sweet and Deaton Bridge shall not descend below 2200' MSL.

WARNING: Any aircraft that is unable to maintain VMC conditions while operating under VFR is considered in distress. If below Maximum Elevation Figure (MEF), aircraft in this situation shall climb above MEF, squawk 7700, and contact ATC on guard (if an ATC discrete frequency is not readily available).

WARNING: Pilots are reminded to be extremely alert for helicopter traffic while transiting Area 1H (North of I-10 to Hwy 29) when returning on course rules from Area 1.

c. Loss of Radar Coverage. If TRACON experiences loss of radar while NSE is VFR, TRAWING FIVE aircraft may continue to conduct VFR operations. Arrivals shall monitor Pensacola Approach North (291.625 UHF/CH 6) while on course rules, and make position reports for entering course rules, and each turn point along the route. Pilots shall switch to North Tower at Points Waldo or Easy.

d. Special Requests. Any training requests for North Field (i.e. VFR straight-in approach, Practice PEL, Discontinued Entry, etc.) must be made with your check-in call to ensure that Pensacola Approach has time to coordinate with North Tower.

10.3.2. T-34 Recovery from Area 1 to Point Waldo/Easy

a. Area 1 to Chumuckla

(1) Intercept ½ WTD north of the East/West powerline slash, 3,500' MSL, west of the Chicken Ranch heading east.

WARNING: T-34 traffic joining course rules at the powerline slash should avoid overflying Summerdale within 2 miles due to the possibility of conflicts with aircraft working Summerdale low. If over flight cannot be avoided, pilots shall make a deconfliction call.

(2) Abeam the Chicken Ranch, contact Pensacola Approach North (291.625 UHF/CH 6), report last OLF used and current ATIS information (Pensacola Approach will assign a squawk):

"Pensacola Approach, (call sign), Chicken Ranch, off (OLF) with ___"

"Pensacola Approach, (call sign), roger squawk ____"

(3) Where Highway 90 intersects with the powerline slash, turn to heading 050° toward the point where Highway 29 bends north (square mile three-rectangular-clay pits off the nose) to remain northwest of the Cantonment Paper Mill.

(4) Turn to fly directly over Highway 29 North to Molino (triangle of trees).

(5) Approaching Molino, turn towards Chumuckla to heading 055°. On heading, nose over and maintain a constant airspeed descent to 1,700' MSL. If required reduce power to prevent exceeding 200 KIAS.

b. Chumuckla to Point Waldo. From Chumuckla fly east, ¼ WTD north of Highway 182. Report Point Waldo in sight.

"Pensacola Approach, (call sign), Point Waldo in sight."

c. Chumuckla to Point Easy

(1) From Chumuckla, turn to heading 050° towards Point Nugget.

(2) From Point Nugget, turn to heading 140° towards Point Easy and report it in sight.

"Pensacola Approach, (call sign), Point Easy in sight."

10.3.3 T-34/T-6 Recovery from the North (Formerly 2T/2F) to Point Waldo/Easy

NOTE: Outside the KNSE entry points of Waldo and Easy any change of altitude once established at 2700' MSL or 2200' MSL must be coordinated with Pensacola Approach.

a. North Recovery to Point Jay

(1) High/Fast Recovery (T-6 Only) . Intercept course rules no later than Century-Flomaton on a heading of 135 degrees at 4500' MSL and 240 KIAS. The intercept will be made with an angle not to exceed 45 degrees. Over Century-Flomaton (three stacks), start a descent to 2700' MSL and contact Pensacola Approach North (291.625

UHF/CH6), report last OLF used (if applicable) and current ATIS information (Pensacola Approach will assign a squawk):

"Pensacola Approach, (call sign), approaching Jay off (OLF) with ___"

"Pensacola Approach, (call sign), roger squawk ___"

(2) Low/Slow Recovery (T-34/T-6 at 2200' MSL and 190 kts). Intercept course rules remaining clear of the Fox area by Century-Flomaton on a heading of 135 degrees at 2200' MSL and 190 KIAS. The intercept will be made with an angle not to exceed 45 degrees. Over Century-Flomaton (three stacks), contact Pensacola Approach North (291.625 UHF/CH6), report last OLF used (if applicable) and current ATIS information (Pensacola Approach will assign a squawk):

"Pensacola Approach, (call sign), approaching Jay off (OLF) with ___"

"Pensacola Approach, (call sign), roger squawk ___"

b. Point Jay to Waldo

(1) Over Point Jay, turn to heading 165 degrees and proceed to Point Waldo and report it in sight.

"Pensacola Approach, (call sign), Point Waldo in sight."

c. Point Jay to Point Easy

(1) Over Point Jay, turn to heading 110 degrees and proceed to Point Nugget.

(2) From Point Nugget, turn to heading 140 degrees and proceed to Point Easy and report it in sight.

"Pensacola Approach, (call sign), Point Easy in sight."

d. North Recovery to Conecuh River Bridge

NOTE: Five Lakes. Large region of lakes and farmers fields in the middle of area 2T, central-western portion of block 2C. **Conflicts:** Military traffic flying along VR 1082/1084/1085 from the vicinity of Dog House Field to California Field or across Five Lakes toward the Oilfields region between 100' AGL and 1,500' AGL. Traffic on VRs monitor 255.4 UHF. (Route is pictured on the Pensacola Training Area Chart issued at book issue.)

(1) High/Fast Recovery (T-6 Only) . Intercept course rules no later than 5 Lakes Field on a heading of 180 degrees at 4500' MSL and 240 KIAS. The intercept will be made with an angle not to exceed 45 degrees. Over the East/West (southern) powerline slash,

start a descent to 2700' MSL and contact Pensacola Approach North (291.625 UHF/CH6), report last OLF used (if applicable) and current ATIS information (Pensacola Approach will assign a squawk):

"Pensacola Approach, (call sign), approaching Conecuh River Bridge, off (OLF) with ____"

"Pensacola Approach, (call sign), roger squawk ____"

(2) Low/Slow Recovery (T-34/T-6 at 2200' MSL and 190 kts). Intercept course rules no later than 5 Lakes Field on a heading of 180 degrees at 2200' MSL and 190 KIAS. The intercept will be made with an angle not to exceed 45 degrees. Over the East/West (southern) powerline slash, contact Pensacola Approach North (291.625 UHF/CH6), report last OLF used (if applicable) and current ATIS information (Pensacola Approach will assign a squawk):

"Pensacola Approach, (call sign), approaching Conecuh River Bridge, off (OLF) with ____"

"Pensacola Approach, (call sign), roger squawk ____"

e. Conecuh River Bridge to Point Waldo

(1) Over the Bridge, turn to heading 205 degrees towards Point Nugget.

(2) Fly over Point Nugget and continue towards Point Waldo heading 205 degrees and report it in sight.

"Pensacola Approach, (call sign), Point Waldo in sight."

f. Conecuh River Bridge to Point Easy

(1) Over the Bridge, turn to heading 165 degrees to intercept Highway 191 north of the town of Munson. Establish the aircraft $\frac{1}{4}$ WTD west of Highway 191 heading 180 degrees.

(2) At the point which Highway 191 bends 90 degrees to the east, continue heading 180 degrees until re-intercepting Highway 191 as it proceeds southwest (southwest of the town of Munson).

(3) Cross Highway 191 and proceed at $\frac{1}{4}$ WTD east of it (on a southwesterly heading) towards Point Easy and report it in sight.

"Pensacola Approach, (call sign), Point Easy in sight."

NOTE: T-6's flying at 240 KIAS shall decelerate to 200 KIAS crossing Waldo or Easy. Upon reaching 200 KIAS begin descent to 1500'

10.3.4 Recovery from Area 3 (to Point Waldo/Easy)a. Area 3 to Point Sweet

(1) As early as feasible, but no later than abeam the southern tip of Garcon Point, contact Pensacola Approach Southeast (269.375 UHF/CH 7), report last OLF used and current ATIS information (Pensacola Approach will assign a squawk):

"Pensacola Approach, (call sign), 2 miles southeast of Garcon Point, off (OLF) with ____"

"Pensacola Approach, (Call sign), roger squawk ____"

(2) Intercept $\frac{1}{2}$ WTD east of the eastern shoreline of the Bagdad Peninsula at 4,500' MSL heading north.

(3) Fly north over Blackwater Bay to Point Sweet.

(4) When directed, descend to 3,500' MSL. Expect a frequency change to Pensacola Approach North (291.625 UHF/CH 6) near Point Sweet.

b. Point Sweet to Point Waldo

(1) At Point Sweet, fly heading 300° to NOLF Spencer.

(2) At NOLF Spencer, turn to heading 330° towards Pace NOLF and the intersection of Highway 191 and Highway 197. At this intersection, unless otherwise directed by Pensacola Approach, nose over and maintain a constant airspeed descent to 2,700' MSL and turn north towards Highway 182. If required reduce power to prevent exceeding 200 KIAS.

(3) Approaching Highway 182, turn to fly $\frac{1}{4}$ WTD south of Highway 182. Report Point Waldo in sight.

"Pensacola Approach, (call sign), Point Waldo in sight."

c. Point Sweet to Point Easy

(1) At Point Sweet fly northeast to Peter Prince Airport.

(2) Proceed east to NOLF Harold, maintaining $\frac{1}{2}$ WTD north of Highway 90.

(3) On top of NOLF Harold, turn north to Deaton Bridge. Unless otherwise directed by Pensacola Approach, nose over and maintain a constant airspeed descent to 2,700' MSL by Deaton Bridge.

If required reduce power to prevent exceeding 200 KIAS.

(4) Proceed to Mile Square Field and turn to heading 270° so as to fly along the northern edge of Mile Square Field. Report Point Easy in sight.

10.3.5 Night

a. Request a Night Field Entry from Pensacola Approach North (291.625 UHF/CH 6), when 15 miles from North Whiting Field, clear of the Class C airspace, informing them of distance and direction from the airfield.

**"Pensacola Approach, (call sign), 15 miles to the
____(NE,NW,etc.,) with ____, for Night Field
Entry/Recovery"**

NOTE: *If desiring a practice PEL entry inform Pensacola Approach.*

b. Pensacola Approach Control will vector the aircraft to a position approximately five miles from the approach end of the duty runway at 1,700' MSL. The position will be offset to the north for Runways 5 and 32. At 5 NM, make airspeed 190 KIAS (T-34) or 200 KIAS (T-6). From this point, Approach Control will direct a frequency change to North Whiting Tower (306.925 UHF/CH 4). Initial contact with North Whiting Tower will be:

**"North Whiting Tower, (Call sign), 5 miles _____ with
information_____, for straight in/overhead entry runway_____."**

c. North Whiting Tower will acknowledge your call with the duty runway and instructions.

d. Night overhead/break entry procedures and radio calls are identical to day procedures.

10.3.6 T-6 South and West Recovery: Contact Pensacola approach for random recovery or use T-34 course rules procedures from area 1 or 3 as described in current FWOP.

NOTE: *Final T-6 South and West Recovery course rules will be published at a later date as a Chapter 10 supplement.*

10.4 RANDOM ARRIVAL/RECOVERY PROCEDURES

a. NATOPS qualified pilots may request a "Random Recovery" to expedite home field recovery upon completion of training flight.

b. Student Aviators shall not utilize these procedures.

c. Pilots desiring a random recovery shall proceed as follows:

(1) From Area 1. Contact Pensacola Approach (291.625 UHF/CH 6) west of Highway 29 with request.

(2) From Area 2. Contact Pensacola Approach (291.625 UHF/CH 6) north of Point Nugget and make your request. Recommended altitude for recovery is 3,500' MSL due to departures going to Area 2T leveling at 5,500' MSL.

(3) From Area 3. Contact Pensacola Approach (269.375 UHF/CH 7) remaining south of line from Garcon Point to NOLF Choctaw.

(4) Over Points Waldo and Easy. Contact Pensacola Approach (291.625 UHF/CH 6) at 4,500' MSL.

10.5 POINT WALDO TO NORTH FIELD

a. When directed by Pensacola Approach, but no later than Point Waldo, switch to North Tower (306.925 UHF/CH 4):

"North Tower, (call sign), Point Waldo with ___ (ATIS)"

North Tower responds:

"(Call Sign), report the numbers, runway ___"

A/C responds:

"(Call sign), wilco"

b. Verify line up on North Field. If not able to correct, execute discontinued entry.

c. To Runway 5

After Point Waldo remaining west of Highway 89.

(1) Turn to heading of 180° to remain west of Highway 89.

(2) When south of Highway 182 and wings level, descend to 1,500' MSL.

(3) Fly heading 180° until abeam the first of three bends in Highway 89.

(4) Commence a shallow turn so as to pass just North of the third bend, in the vicinity of a north-south pond and rectangle of trees with a prominent red roofed barn in it. Continue the turn until headed between Runway 05 and Langley Road. (The NSE water towers will be off the nose.)

(5) Maintain this heading until able to turn and line up between the Control Tower and Runway 5.

NOTE: *Remain north of Langley Road.*

d. To Runway 14.

(1) Passing over Point Waldo, turn so as to line up between the tower and Runway 14.

(2) East of Point Waldo and wings level, descend to 1,500' MSL.

10.6 POINT EASY TO NORTH FIELD

a. When directed by Pensacola Approach, but no later than Point Easy, switch to North Tower (306.925 UHF/CH 4):

"North Tower, (call sign), Point Easy with ____ (ATIS)"

North Tower responds:

"(Call sign), report the numbers, runway ____"

A/C responds:

"(call sign), wilco"

b. Verify line up on North Field. If not able to correct, execute discontinued entry.

c. To Runway 23

(1) Passing over Point Easy, turn to line up between the Control Tower and Runway 23.

(2) West of Point Easy and wings level, descend to 1,500' MSL.

d. Runway 32

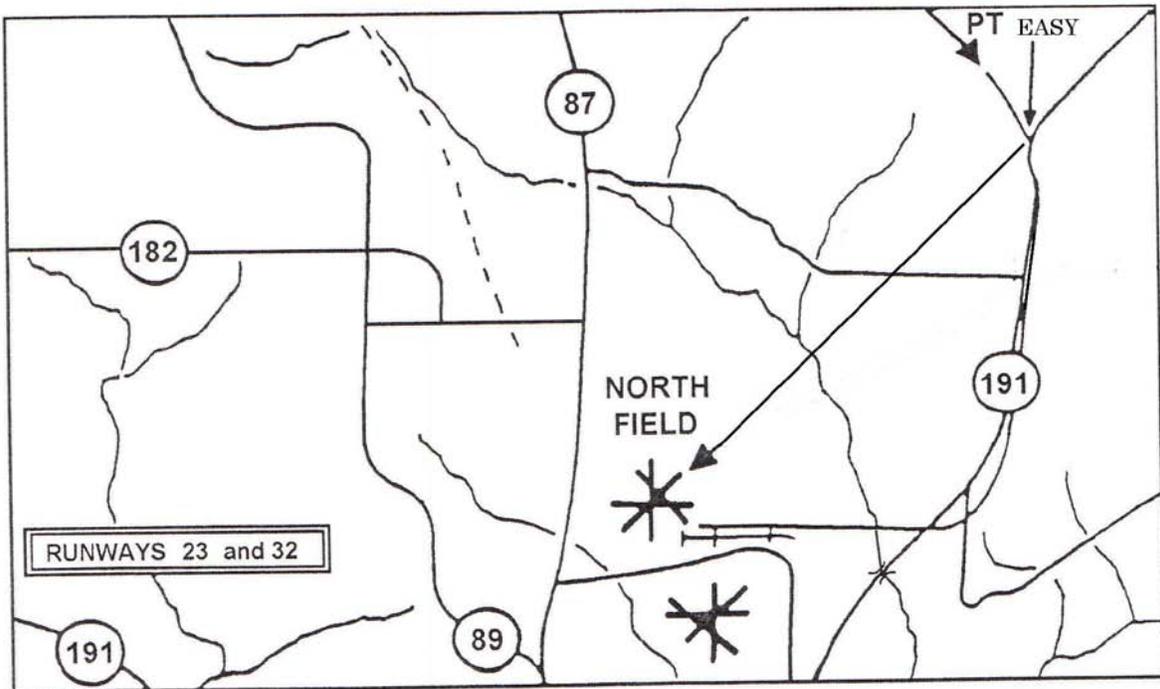
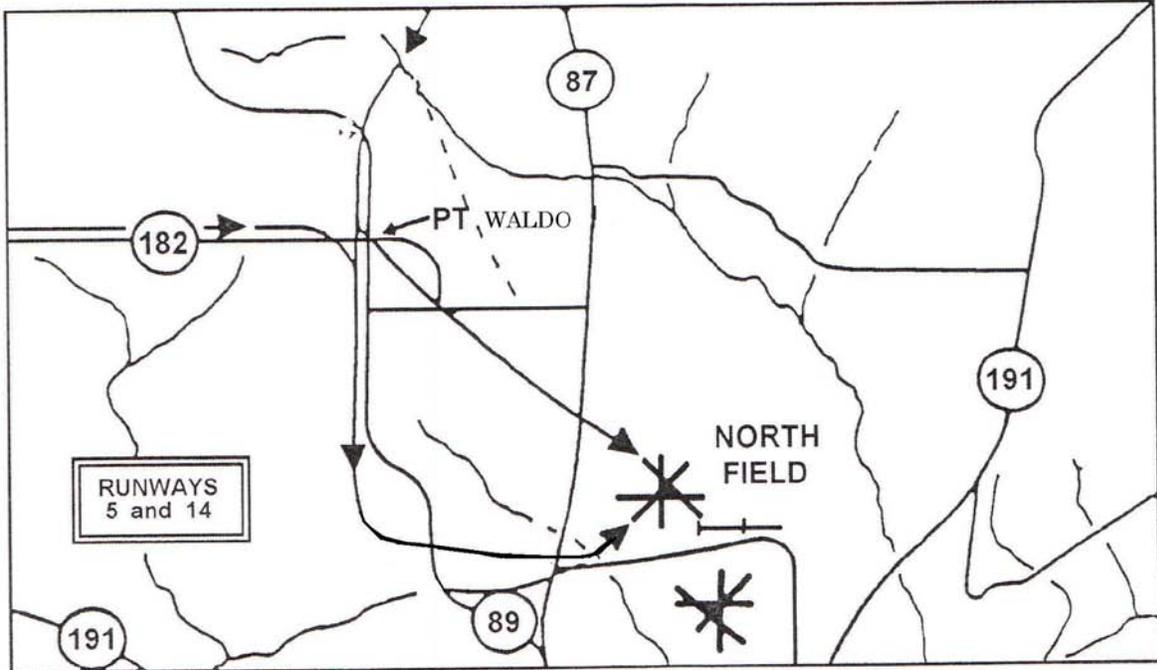
(1) From Point Easy, fly south along the east side of Highway 191.

(2) South of Point Easy and wings level, descend to 1,500' MSL.

(3) At the second red-dirt road "Y" intersection with Highway 191 south of Point Easy, commence a turn to remain well north of the Coldwater River Bridge (approximately 1.5 SM south of the red-dirt road "Y" intersection) crossing Highway 191, and slightly north of Langley Road. Maintain this heading and line up pointed at the western-most hangar on North Field.

(4) Pass between the Control Tower and Runway 32.

Warning: Avoid South Field airspace South of Langley Road and be aware of possible PPEL traffic at North Field.
Note: Do not exceed 200KTS within the inner ring of Class C



KNSE Field Entry Points Waldo & Easy
Figure 10-2

10.7 KNSE BREAK10.7.1 Day

a. From the appropriate entry point, fly toward approach end of the duty runway wings level, 1,500' MSL, and 190 KIAS (T-34) and 200 KIAS (T-6). Ensure you are between the control tower and the runway (approximately ¼ wing tip distance) to keep the runway in sight. Approaching the end of the runway (abeam the numbers), call North Tower for clearance to break. Break in accordance with the NATOPS/current FTI. Break direction will always be away from the tower.

b. A normal break is executed using 45° AOB at the upwind numbers.

NOTE: If required for runways 23 and 14 permission for a South Field airspace penetration may be obtained from North Whiting Tower.

c. Short Break: The short break is conducted prior to the hub for traffic deconfliction and shall not exceed 60° AOB and 2Gs. Solos are not authorized to conduct the short break.

d. If break instructions are not received and traffic permits, break between the hub and two miles beyond the upwind end of the runway. Exercise extreme caution, and observe the tower for ALDIS signals. Do not cross Langley Road on Runway 14 or 23 entries without tower clearance.

NOTE: Traffic may be on a South Tower to North Tower transition at 1,000' MSL.

e. When abeam the upwind numbers, on the downwind leg, and at 100 KIAS (T-34) and 120 KIAS (T-6), descend to 1,000' MSL. Be aware of possible departing traffic.

10.7.2 Night. Night Break procedures are identical to day procedures.

10.7.3 Formation. Formation aircraft will comply with Whiting Field Course Rules Recovery Procedures and airspeeds, and will break in accordance with the applicable formation FTI.

(1) At KNSE, each aircraft will call for its own landing clearance at the 180 position. Lead will use the flight call sign, Wing will be identified as "dash two," and chase (if applicable) will be identified as "dash three."

"North Tower, (Callsign), 180 gear down, full stop"

"North Tower, dash 2, 180 gear down, full stop"

10.8 NSE STRAIGHT-IN APPROACH

10.8.1 Single Aircraft. Syllabus requirements to accomplish the wide or straight-in procedure should be fulfilled utilizing the following options:

a. At Point Waldo/Easy, contact North Tower and request "VFR Straight-In"

b. Once approved, slow as necessary until intercepting the extended centerline for the runway in use.

c. Track over the ground remains the same as normal course rules.

WARNING: *Straight-in landing traffic must use extreme caution due to conflicting traffic overtaking at 1,500' and conflicting 180-position traffic.*

10.8.2 Formation

a. During initial call sequence with Pensacola Approach, Lead aircraft shall request a Section Straight-in approach. TRACON will tag the flight's code to notify North Whiting Tower of section arrival. Fly the course rules to Point Waldo or Easy.

b. VFR

(1) Runways 14 and 23, no further coordination is required.

(2) Runways 5 and 32, North Tower will coordinate a South Field penetration. Section straight-in approaches will be approved on a not-to-interfere basis with South Field operations. South Tower expects aircraft to set up for no more than a 3-mile straight-in approach. Do not descend below 1,000' MSL until 2 miles from the approach end.

10.9 HOMEFIELD PRACTICE PEL10.9.1 Day/Night

NOTE: *Practice PEL needs to be requested on initial check-in with Pensacola Approach. Failure to do so may cause North Tower to deny your training request.*

a. Call North Tower at High Key. (T-34 2,700' MSL/T-6 3,200' MSL, 1/4 WTD tower-side of the duty runway.)

"North Tower, (Callsign), High Key, runway _____, Practice PEL."

b. Execute the PPEL procedure in accordance with the Contact FTI.

c. Call North Tower at Low Key for landing clearance.

"North Tower, (Callsign), Low Key gear down, full stop"

10.10 APPROACH AND LANDING

10.10.1 Day

a. Call North Tower for landing clearance at the 180 and read back the clearance to North Tower.

NOTE: Separation and reduced separation between T-6 and T-34 aircraft will be provided in accordance with Naval and FAA regulations.

NOTE: Aircraft may fly over the top of Langley Road in the approach turn to Runway 32, but must ensure they do not cross South of Langley.

b. Landing prior to the RDO cart is authorized at KNSE.

c. Landing should be accomplished within the first 1,500' or a waveoff should be executed.

d. T-34 VFR arrivals should turn off at midfield or inform KNSE tower if unable.

10.10.2 T-6. In an effort to reduce the possibility of a blown tire, T-6 aircraft shall:

a. Wait until 80 KIAS or less to conduct a brake check, except in an emergency.

b. Exit the runway at KNSE after the mid-field turn off.

c. If asked to expedite a turn off by North Tower inform them if unable to comply.

d. T-6 student solos shall exit the runway at the departure end.

10.10.3 Night. Night approach and landing procedures are identical to day procedures. Reduced separation standards are not used for night operations.

10.10.4 Formation. Formation approach and landing procedures are identical to day procedures. Section landings will be in accordance with the appropriate FTI.

10.11 DISCONTINUED ENTRIES

a. A discontinued entry is used to depart the entry channel at any place after Point Waldo or Point Easy and prior to executing the break. Return to the operating area for another home field entry. Discontinued entries are mandatory if:

- (1) Directed by North Whiting Tower,
- (2) Anytime setup for an incorrect runway has been commenced,
- (3) If landing Runway 14/23 and about to pass South of Langley Road, unless cleared for a "South Field Penetration".

b. To execute a discontinued entry:

- (1) Turn to the climb out heading for the runway in use and climb to 2,700' MSL, weather permitting.
- (2) Advise North Whiting Tower. Traffic permitting, the tower may sequence aircraft for the radar downwind or base leg entry.
- (3) Expect instructions to contact Pensacola Departure (278.8 UHF/CH 5) or Pensacola Approach North (291.625 UHF/CH 6) and advise them of discontinued entry and intentions.

NOTE: *Pre-planned discontinued entries shall be coordinated with Pensacola Approach North (291.625 UHF/CH 6) on initial check-in for course rules.*

10.12 WAVEOFFS10.12.1 Day

a. A waveoff, sometimes called a "go around," given by Tower, RDO, wheels watch, or in some cases other aircraft, requires mandatory compliance. The exception to this is an aircraft experiencing an emergency that would jeopardize flight safety by complying with the waveoff.

b. Mandatory or elected waveoffs shall climb to pattern altitude over the runway unless otherwise directed by North Tower.

c. Request clearance from the tower to turn downwind for landing and comply with tower instructions.

d. Recheck the landing checklist and follow normal landing procedures.

NOTE: *If a waveoff radio call or waveoff lights are desired for training at KNSE, contact tower (121.4 VHF) inside Point Waldo or Easy to determine if the request can be accommodated due to operations.*

10.12.2 Night

- a. Night waveoff procedures are identical to day procedures.

10.13 INBOUND TAXI PROCEDURES10.13.1 Day

a. When clear of all active runways, T-6 aircraft stop and pin the seat, all aircraft continue taxi while reporting your return to Ground Control (251.15 UHF/CH 3) and completing the after landing checklist.

NOTE: *Aircraft at North Field only, are allowed to taxi while attempting to establish contact with North Ground. This is an authorized deviation from FAR/AIM regulations normal procedures.*

- b. Inbound taxi directions will be according to Figure 10-3.

c. All aircraft returning will be informed of the current parking row by a lettered flip board positioned in the grass just east of the hub area, or by Ground Control.

(1) Aircraft parking on rows A-E will taxi in front of Echo row, then take the appropriate taxi line to the row in use.

(2) Aircraft parking on rows F-H will taxi behind Hotel row. If parking F or G rows, remain on the taxi line until clear of the marked parking spots and do not taxi across empty parking spots.

d. If line crew are available, an aircraft shall wait to park until under positive lineman control.

e. Back-taxi is permitted with lineman in sight after notifying Ground Control to spots between line numbers 27 through and including spot 21 on the A-E line, and to the first 5 spots on the F-G line. Back-taxi beyond these spots is prohibited.

NOTE: *Back-taxi to all spots is allowed during the time in which North Field is closed, i.e., Sunday night CCX recoveries.*

NOTE: *Solo flights are not allowed to back-taxi except to avoid fueling operations or other safety related obstructions.*

- f. Aircraft back-taxi for squadron hot spots is approved.

g. Follow Ground's taxi directions, if given. When in doubt, request a "progressive taxi" from ground control and taxi route instructions will be amplified.

h. During periods of heavy rain or thunderstorms when the line area is secured:

(1) T-34 aircraft arriving from the Hub shall taxi to the Foxtrot row and park in the first available spot from the West (back-taxi is permitted at the discretion of the pilot in command).

(2) T-34 aircraft arriving from South Field via taxiway Zulu shall taxi to the Foxtrot line and park in the first available spot from the West.

(3) T-6 aircraft shall taxi to the Alpha line and park in the first available spot from the South (back-taxi is permitted at the discretion of the pilot in command).

(4) Pilots shall chock their own aircraft after shutdown. If only one chock is available, chock the nose wheel to ensure that the aircraft does not weather vane into the wind.

CAUTION: *In all cases, standing water should be avoided.*

i. Aircraft landing full length on runway 5, 23, and 32 shall comply with taxi routes depicted in Figure 10-3. Solo aircraft landing Rwy 5 or Rwy 14 will taxi through the primary run up.

10.13.2 Night. Night inbound taxi procedures are identical to day procedures, with the following exceptions:

a. Landing lights (T-34) or taxi lights (if applicable) should be left on and used as an aid in landing rollout, to taxi off the duty runway at the appropriate taxiway, and taxiing to the line. Avoid blinding line personnel when taxiing into aircraft parking.

b. During the T-34 After Landing Checklist, landing lights and navigation lights will remain ON. Strobe lights will remain on until entering the line area. Avoid blinding other aircraft. Lights may be secured anytime they pose a safety hazard.

c. Aircraft will taxi back to their line per Figures 10-4 and 10-5.

d. Aircraft shall not cut across any empty line spaces.

10.13.3 Formation. All daytime taxi rules apply except:

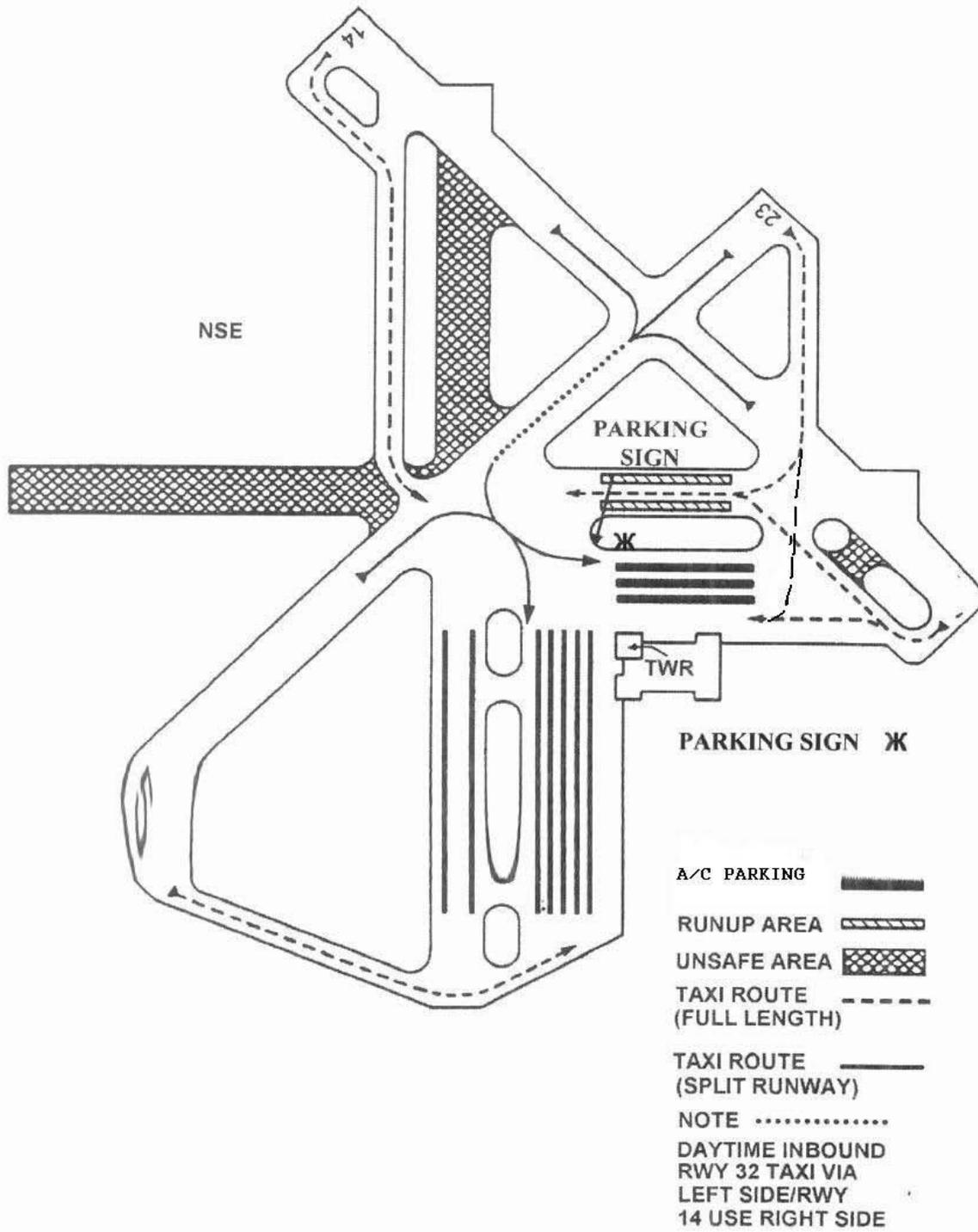
a. Formations may taxi in accordance with the current Formation FTI.

10.14 POST TAXI PROCEDURES. The following procedures apply to Day, Night, and Formation operations:

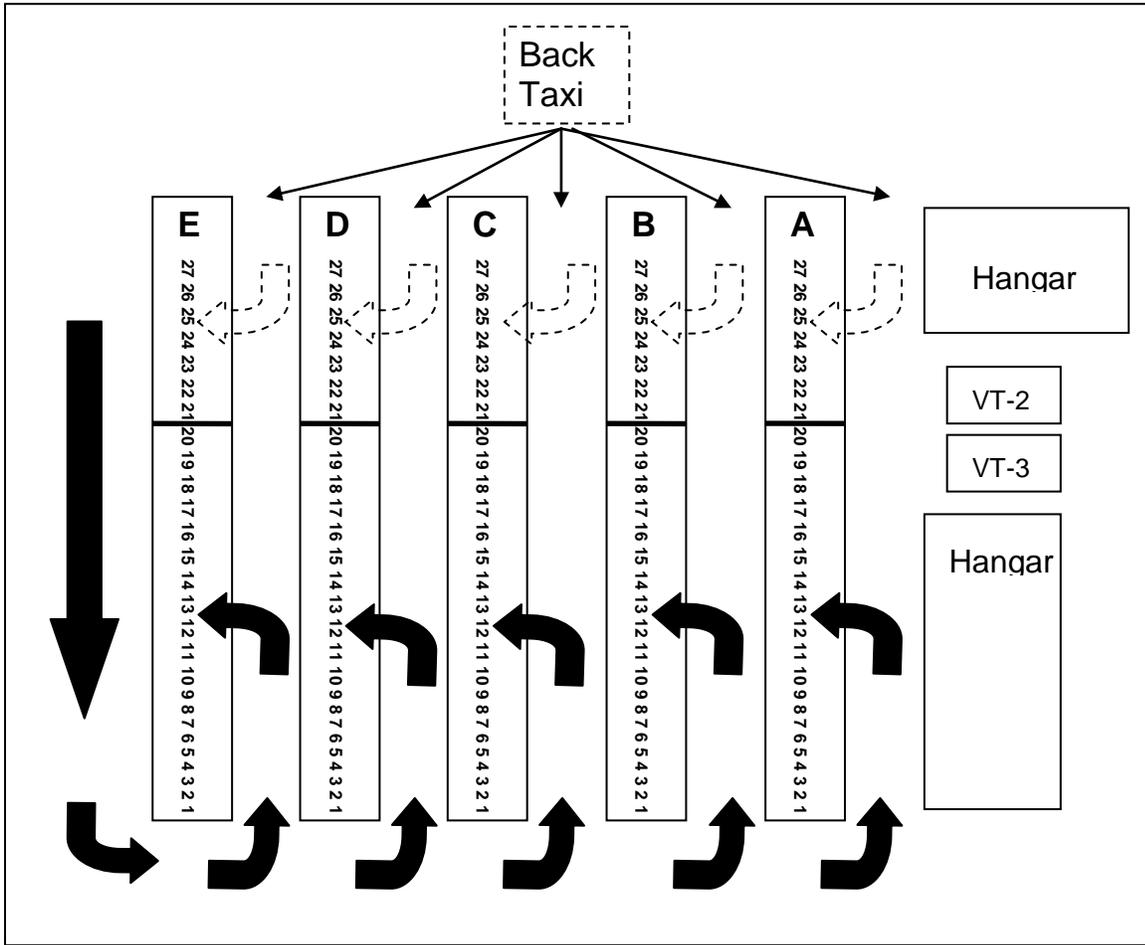
10.14.1 Engine Shutdown. Either the strobe lights (day) or navigation lights (night) will remain on until the propeller has come to a complete stop.

10.14.2 Securing the aircraft. It is the pilot's responsibility to ensure the post-flight checks are complete in accordance with NATOPS prior to "walk-in," which includes a thorough FOD inspection of each cockpit.

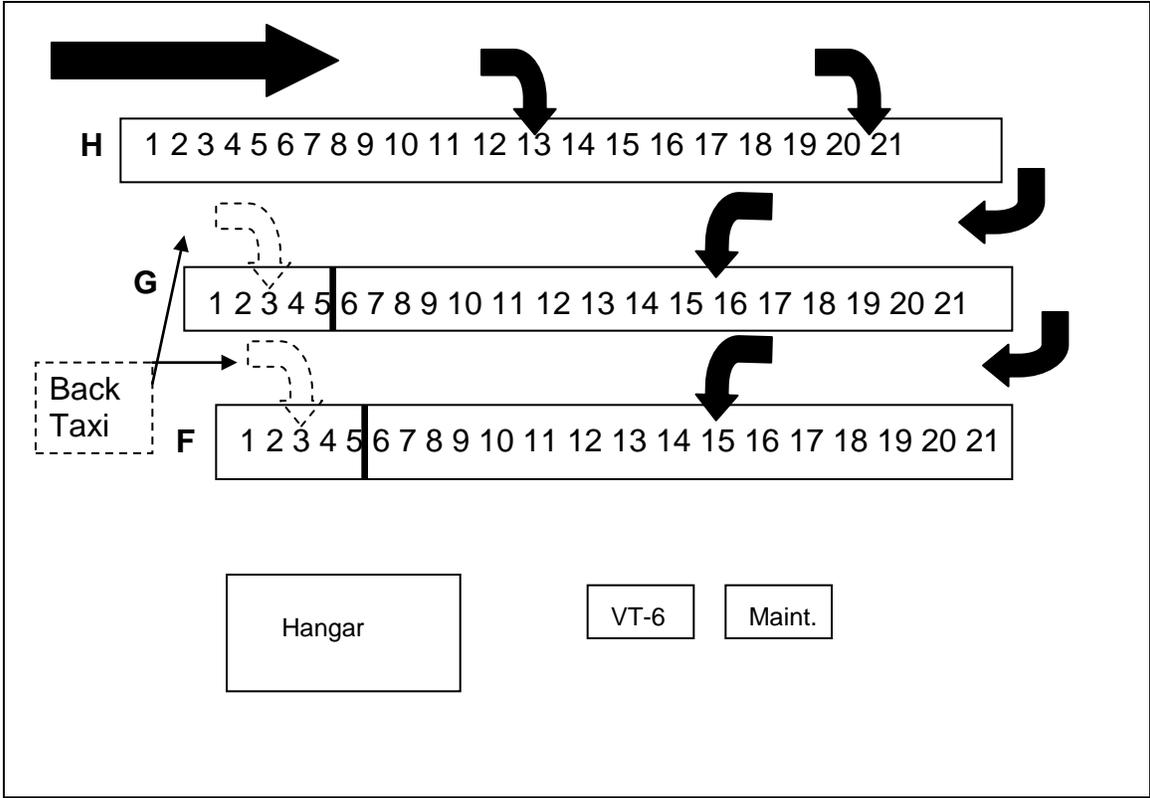
10.14.3 T-6 Ejection Seat. Check the cockpits to ensure the ejection seat and canopy fracturing system (CFS) pins are properly installed. All seat straps, oxygen hoses, and SEAWARS units properly stowed. CFS storage box closed. Remove all personal gear and FOD.



Whiting Field Inbound Taxi Routes
Figure 10-3



A-E Normal and Back Taxi Parking Flow
Figure 10-4



F-H Normal and Back Taxi Parking Flow
Figure 10-5

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CHAPTER ELEVEN
INSTRUMENT TRAINING OPERATIONS

11.1 INSTRUMENT FLIGHT TRAINING Instrument flight training is conducted throughout A-292 by both Training Wing Five and Six aircraft. Training Wing Five fixed-wing and rotary-wing aircraft conduct instrument airwork along with instrument approaches in this area. Numerous geographic areas and procedures are used to conduct student instrument flight training at Whiting Field NAS. This includes extensive radio navigation training for both fixed and rotary wing aircraft at North and South field. The T-34 and TH-57 also conduct basic instrument training in the aircraft. Student VFR practice approaches have been developed for both the T-34 and TH-57 to help reduce the impact of instrument flight training on local air traffic control.

a. The T-34 basic instrument airwork utilizes the NMOA, but can also be conducted in the three working areas. Procedures for utilizing the NMOA are found in Chapter 4. Students are required to fly both VFR student instrument approaches published by TW5 and actual IFR instrument approaches authorized by DOD and the FAA. Some of the predominant instrument training areas are the Saufley VOR and Pensacola Regional Airport, Monroeville VORTAC, Crestview VORTAC, North Whiting TACAN, South Whiting GCA, Andalusia GCA, Sherman GCA, and Cairns GCA. Information about many of these areas is included in this chapter.

b. Unless otherwise specified below INAV flights shall monitor INAV Common (274.7 UHF/CH 18) and any appropriate VHF frequencies when not in Whiting Class C Airspace. When approaching local navaids pilots should make a courtesy call on INAV common to determine the position and altitude of other traffic in order to deconflict.

c. Aircraft conducting VFR holding should utilize appropriate VFR altitudes based on their inbound holding course.

11.2 T-34 BASIC INSTRUMENT (BI) TRAINING. The primary working area for all aircraft departing North Field on Basic Instrument flights is Pensacola North Military Operating Area (North MOA). Military authority assumes separation of aircraft (MARSAs) procedures are in effect while operating in the MOA. All aircraft in the MOA will maintain VMC. Detailed procedures for the MOA can be found in Chapter 4. Basic instrument training can also be conducted in VFR conditions in the three primary working areas.

11.3 INSTRUMENT TRAINING DEPARTURES

a. VFR Departures

(1) The student practice Departure Procedures (DPs) are designed to be compatible with VFR departure procedures, and can be used for instrument curriculum sorties in VMC.

NOTE: *MACCK intersection on the student departures is located in close proximity to checkerboard field in Area 2T.*

(2) Instructors will not issue simulated radar departure instructions which differ from the VFR heading and altitude restrictions.

b. IFR Departures

(1) Advanced instrument curriculum sorties planned for IFR or VFR-on-top should file individual DD-175s or utilize the established NSE STEREOTYPE flight plans.

(2) When VFR-on-top and IFR handling has been canceled an appropriate student DP can be intercepted and flown from that point.

(3) If required for effective training, the instructor may elect to return to a position over North Field, clear of Class C Airspace, to commence the student DP.

(4) Student DPs compatible with NSE-on-top departure may be assigned at the instructor's discretion as an instrument departure.

11.4 INSTRUMENT TRAINING AREAS

a. Instrument Training over Crestview VORTAC. The Crestview operating area for Fixed-Wing aircraft is defined by the airspace from 3,000' MSL to 10,000' MSL within a 10 NM radius of the CEW VORTAC.

(1) TW5 fixed wing aircraft shall utilize flight following by requesting with Eglin approach on 124.05 VHF or 393.0 UHF:

"Eglin approach, (call sign), 10 miles to the west of CEW, 5500 VFR, will be working CEW VOR for the next ___ minutes."

Workload permitting Eglin approach will provide a current altimeter, discrete transponder code and traffic advisories.

NOTE: *All TW5 fixed wing aircraft should monitor both Eglin Approach on 124.05 and CEW Common on 307.375 UHF when working near CEW.*

(2) When conducting FAA/DOD published approaches or descending below student approach plate altitudes, pilots shall coordinate with Eglin approach on 124.05 VHF or 393.0 UHF and with CEW airport traffic on 122.95 VHF.

(3) If conducting basic instrument airwork (student approach plates) and Eglin approach is unable to provide flight following squawk 4676 and monitor CEW Common on 307.375 UHF. Eglin approach will provide pertinent traffic advisories in the blind on 307.375 UHF, but does not monitor the frequency. Traffic advisory calls will be given for TH-57, T-34, T-6, MOA activity and other

traffic considered a factor to TW-5 operations. TH-57 aircraft do not monitor 307.375 and instead utilize "Eastern Area Common" 389.1.

(4) The Crestview VORTAC and airport is used by a variety of military aircraft, such as the T-34, T-6, TH-57 and C-130 aircraft. Refer to Fig. 11-1 for a visual depiction of the TH-57 Eastern Operating Area and TH-57 Student Approach plate profiles.

NOTE: *C-130 aircraft are based at CEW airport.*

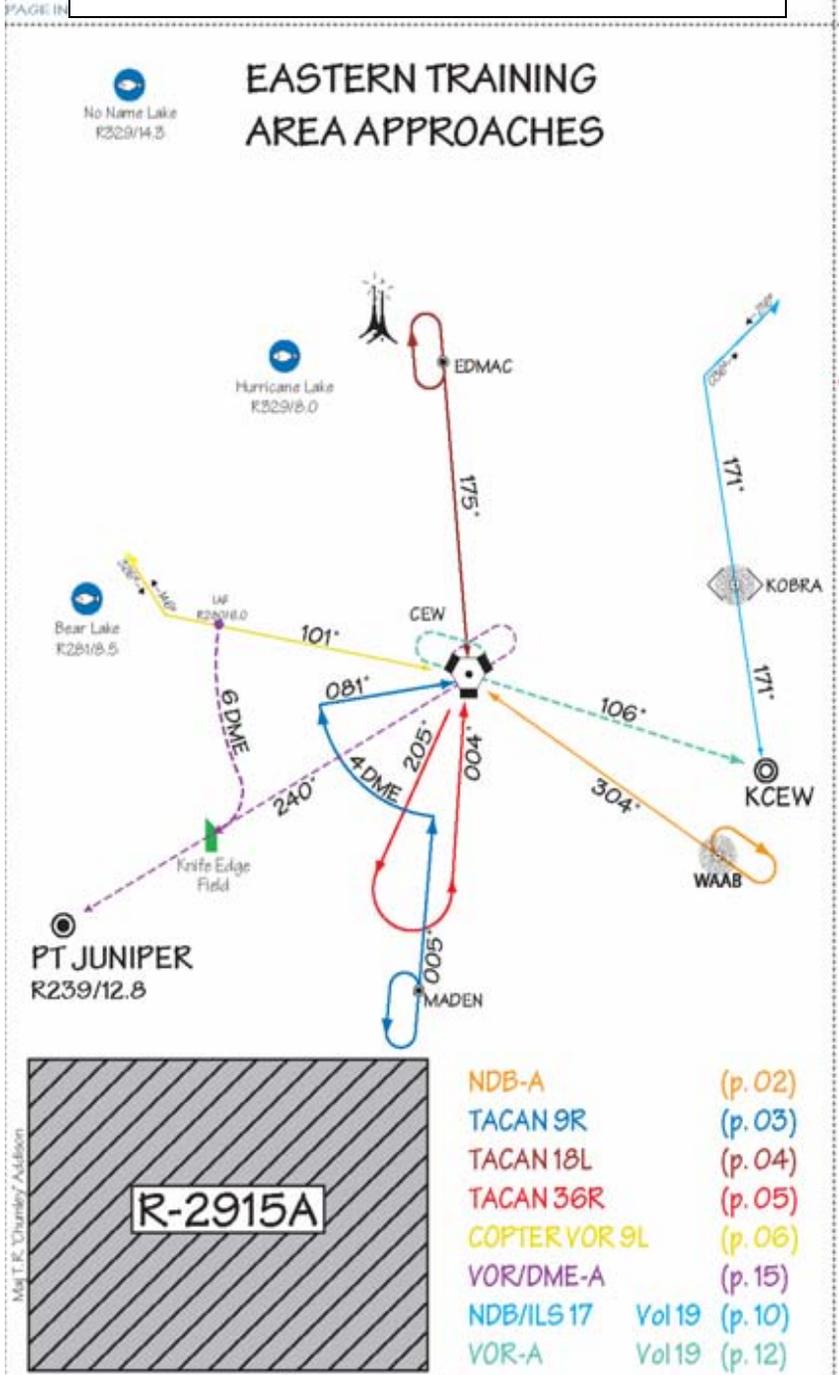
(5) If receiving flight following advise Eglin Approach when complete working the CEW VORTAC or Bob Sikes Airport and squawk 1200 when flight following is terminated.

WARNING: *Aircraft are to remain clear of R-2915A and R-2918 at all times.*

b. Instrument Training over Monroeville VORTAC. TRAWING FIVE aircraft conducting student instrument training in the vicinity of Monroeville (MVC) VORTAC should monitor RI common (274.7 UHF/CH 18) UHF and local Monroeville Unicom on 123.0 VHF if conditions permit. During transit to/from MVC through Area Fox INAV training aircraft should remain in the transition layer (5,200 westbound/5,700 eastbound) and deconflict with Fox and Pelican area traffic by communicating on 254.9 UHF/CH 12.

c. Instrument Training over Saufley VOR. TRAWING FIVE aircraft conducting student instrument training in the vicinity of Saufley VOR (NUN) should deconflict with fixed wing military traffic on RI common (274.7 UHF/CH 18) UHF and monitor Pensacola approach area traffic on 118.6 VHF if conditions permit. Aircraft working in the vicinity of Saufley should be alert for VFR contact training aircraft in Area 1.

TH-57 helicopters typically fly these profiles utilizing altitudes below 2200 FT MSL.



TH-57 Student Approach Plate Overlay
Figure 11-1

CHAPTER TWELVE
WHITING FIELD EMERGENCY PROCEDURES, INFORMATION, AND TRAINING

12.1 EMERGENCIES

a. Aircraft experiencing in-flight emergencies will squawk 7700. Maintain VMC if able, contact Approach or Tower declaring an emergency and intentions, and land at the nearest suitable field as dictated by the nature of the emergency. Flight following is available for those aircraft desiring radar assistance.

b. Approach Control will advise Tower of 7700 squawks that appear inbound and ensure conflicting traffic under their control is vectored clear of emergency aircraft. When an in-flight emergency is declared directly to tower, they will notify Approach Control.

c. Should an intentional emergency wheels-up landing be required by a TRAWING FIVE aircraft, it should, if at all possible, be made at NAS South Whiting Field on a suitable runway. Every effort will be made to ensure a qualified RDO and a Standardization/NATOPS Check Pilot from the same squadron (in two-way communication with the aircraft on the squadron's base frequency), fire equipment, crash and salvage equipment, and an ambulance, are in place on the runway prior to the landing approach. Situation permitting, an appropriate number of low passes (minimum of one) should be flown prior to the landing approach. A mobile radio is available for communication between the designated Stan/NATOPS pilot and the emergency aircraft. FDOs should contact the NAS Whiting Field Base ODO for access to the radio and transport to the designated runway.

(1) Dual aircraft. Fuel and time permitting, enter North Field Home Field Delta Pattern. Obtain in-flight check, if possible. Expect final landing at South Field.

(2) Solo aircraft. Enter North Field Home Field Delta Pattern. Obtain in-flight check from dual aircraft, if possible. Dual aircraft shall follow solo in a trail position to South Field for final landing. Escort aircraft should assist solo emergency aircraft in transiting to South Field and establishing an appropriate pattern over the designated runway.

d. Time permitting, an aircraft experiencing an in-flight condition which may result in a Precautionary Emergency Landing (PEL) or entry to the North Whiting Field Home Field Delta Pattern, shall contact their squadron FDO and give details of the condition and intentions.

e. Anytime a TRAWING FIVE aircraft executes an actual PEL, the squadron FDO shall ensure the PEL checklist promulgated by TRAWING FIVE SAFETY is followed. This document ensures that all necessary personnel are notified. The aircraft commander is responsible for completing all necessary after action maintenance forms.

12.2 LOST COMMUNICATIONS (NORDO)

12.2.1 General

a. All aircraft experiencing radio failure, whether IMC or VMC, will squawk 7600 for duration of the flight.

b. Pilots should attempt to use both cockpits' UHF radio, the VHF radio, and a PRC-90 emergency radio (if feasible) before squawking 7600. Approach will advise the tower of any 7600 squawks that appear inbound and will clear the airspace ahead of the NORDO aircraft.

c. Whether IMC or VMC, all radio calls will be made "in the blind."

12.2.2 In Any Landing Pattern. If radio failure is experienced while in the landing pattern, exercise extreme caution and execute a full stop landing. Limit troubleshooting the radio while airborne in the pattern to checking your helmet connections and mixer-switch positions and trying the other cockpit's transmitter. Make normal radio calls in the blind, observe the wheels watch for gear down indications (if applicable), and the tower for the ALDIS signals (if applicable), land, and taxi clear of the active runway.

12.2.3 VFR

a. If an aircraft is **radar identified on course rules**, remain on course rules, squawk 7600, rock wings at the break, and maintain interval on any conflicting arrivals. Pilots are responsible for maintaining their own separation. Approaching the 180-degree position, look for the appropriate ALDIS signals from the tower. Land and taxi clear of the active runway. Provide as much room as possible to allow other aircraft to taxi around you if necessary. Comply with ALDIS signals from the tower to return to parking.

b. All other times. Overfly North Field (South Field during cross-country recoveries) 3,500' MSL or above to determine the duty runway.

NOTE: *It is possible that RDO carts will be positioned on more than one runway at North Field.*

(1) Execute a PPEL to the duty runway. Rock the wings at High Key and maintain interval on any conflicting arrivals. Pilots are responsible for maintaining their own separation.

(2) Approaching Low Key, look for appropriate ALDIS signals from the tower.

(3) Land and taxi clear of the active runway. Comply with ALDIS signals from the tower to return to parking. If at South Field,

taxi aircraft and shutdown so as not to restrict other traffic. Expect a tow to North Field.

12.2.4 IFR. If IMC, execute one of the following procedures as appropriate:

a. If able to establish VMC, remain VMC and proceed to NSE or other NOLF or airport. Use the telephone to call safe on deck and intentions.

b. If unable to establish VMC during a NSE-3/NSE-on-top:

(1) Lost Comm on departure prior to reaching VFR-on-top: If IMC, maintain last assigned altitude and proceed direct to NSE approach IAF for the active runway and execute the approach.

(2) After reaching VFR-on-top and unable to return VFR to NSE, proceed VFR to a NOLF or other airport as required. If unable, squawk 7600 and maintain the last assigned altitude and proceed direct to an NSE approach IAF for the active runway and execute the approach.

c. Other than NSE-3/NSE-on-top, all IFR NSE canned routes and DD-175 Out & Ins/Cross-country flights must adhere to standard FAA lost comm procedures, as outlined in the Flight Information Handbook and Aeronautical Information Manual (AIM).

d. If conducting GCAs in IMC at KNDZ comply with section 14.9.1 and ensure controller issues lost communication procedures.

12.3 KNSE DELTA PATTERN. This pattern is used as the emergency orbit pattern for situations such as, landing gear emergencies that require visual inspection or special assistance.

a. This racetrack pattern is oriented over the duty runway. Pattern altitude is 2,500' MSL, weather permitting.

b. Pattern airspeed is 120 knots, gear down, flaps up. (Situation permitting.)

c. Turns in the pattern will conform to the break direction for the various runways (away from the Tower & South Field).

(1) Right hand pattern is used when duty Runway is 23 or 32.

(2) Left hand pattern is used when duty Runway is 5 or 14.

NOTE: T-34 and T-6 aircraft shall only perform airborne gear inspections on identical type aircraft (ie. T-34 for T-34 and T-6 for T-6)

WARNING: *The aircraft performing a visual inspection SHALL be notified and SHALL report in a safe position prior to the lead aircraft conducting a turn.*

d. Entry to the Home Field Delta Pattern from the operating area will be made by contacting Pensacola Approach Control outside the Class C Airspaces for a random pickup/vector. Approach will direct aircraft to switch to tower frequency for entry into the pattern. Comply with tower instructions. Once established, coordinate frequency change with tower to contact appropriate FDO. Recommended radio setup: VHF - North Whiting Tower (121.4), UHF - squadron base frequency. The squadron FDO shall contact the NASWF ODO with any information or assistance needed (e.g., another aircraft to join up with an emergency aircraft, a dual aircraft to join with a solo aircraft).

e. Airborne gear inspections shall not be performed by another aircraft below 2,000' AGL.

f. The squadron FDO and NASWF ODO shall keep each other and all parties concerned (the TRAWING FIVE Operations Officer; TRAWING FIVE Safety Officer) informed of the status of the aircraft.

g. When ready to leave the Home Field Delta Pattern, notify North Tower. Comply with your tower clearance.

12.4 EMERGENCY LANDINGS. Time permitting, South Whiting Field is the PRIMARY landing field for any intentional gear-up or unsafe gear landings. The procedures for emergency landings will be conducted in accordance with NATOPS.

12.5 UNINTENTIONAL/INADVERTANT IMC ENCOUNTER. The first and primary concern of any pilot encountering IMC conditions should be to maintain aircraft control. If VMC cannot immediately be regained, the pilot's second consideration should be to ensure adequate terrain and obstacle clearance. If the presumed position places the aircraft at risk for a collision with terrain or an obstruction, or if any doubt exists about the aircraft's position with regard to obstructions or terrain, the pilot shall take action. This action may require, but is not limited to, initiating an immediate climb to a safe altitude using maximum allowable power and contacting air traffic control. After the aircraft is above any immediate hazard the pilot shall comply with any additional applicable procedures.

Formation aircraft will comply with the lost sight procedures discussed during the formation preflight briefing.

WARNING: *Pilots should not delay a climb in order to attempt maneuvering below IMC conditions or hesitate declaring an emergency if doubt exists concerning the aircraft's geographical position in relation to obstructions and terrain.*

12.6 TRAWING FIVE ON-SCENE COMMANDER RESPONSIBILITIES

a. If a TRAWING FIVE aircraft observes another aircraft in distress or is the first on the scene of a crash, the pilot of that aircraft will immediately assume responsibility as the On-Scene Commander (OSC). COMTRAWINGFIVEINST 3130.1 provides additional requirements for TRAWING FIVE pilots.

b. The OSC's initial responsibilities will include alerting the ODO, assessing the status of the crew and aircraft, and directing the search and rescue effort until a better-qualified relief appears on scene or fuel state dictates a return to home field.

c. Figure 12-1 is the On-Scene Commander Checklist and outlines the procedures to be followed by the On-Scene Commander. Figure 12-2 lists the frequencies for all outlying fields used by TRAWING FIVE aircraft. These two kneeboard cards provide all the information needed by the on-scene commander to direct the SAR effort and shall be carried by all TRAWING FIVE instructor pilots while flying. Carrying a New Orleans VFR Sectional and a Pensacola Area Training Chart is recommended, but not required for flights in A292 (unless required by the curriculum flight).

TRAWING FIVE ON-SCENE COMMANDER CHECKLIST

1. Check fuel status
 - a. Identify recovery airfield (night options / wx)
 - b. Set BINGO fuel for search/OSC
2. If a search is required, begin from last known position of downed aircraft
 - a. For search utilize altitude/sector differential (if formation)
 - b. Attempt to contact downed aircrew on UHF 282.8 (SAR Common Freq)
 - c. Consider Hi-Lo split of formation for loiter time/radio reception/area clearing once found
 - d. Ensure both aircraft are "eyes on" scene prior to splitting the formation
3. Record pertinent information:
 - a. Determine GPS coordinates
 - b. Time over scene
 - c. Callsign or tail # of downed aircraft
 - d. # of survivors / Survivors seen or located
 - e. Condition of survivors
 - f. Fire / wreckage / condition of scene
 - g. Assistance currently at scene
 - h. Access to zone via aircraft & ground vehicles
 - i. Other means of communicating w/ downed crew such as cell phone #
4. Notify ODO (UHF 233.7)
 - a. Relay known information of scene and time on station
 - b. If ODO unavailable, relay information to either Whiting Tower or an FDO
5. Contact approach control agency for that sector (VHF if possible)
 - a. Identify yourself and the situation
 - b. Declare an emergency if required
 - c. Relay only pertinent information (open mic to everyone on freq)
 - d. Advise ATC you will be on UHF 282.8 as required
 - e. Request assistance in keeping other aircraft clear of area if possible
 - f. May be able to assist in finding follow-on coverage / OSC replacement
7. Assign aircraft to assist / lead crash crews to scene as necessary.
8. Control traffic in and around the scene.
9. Designate & brief replacement OSC (remember to allow enough time for relief prior to reaching Bingo).

TRAWING FIVE ON-SCENE COMMANDER CHECKLIST
FIGURE 12-1

TRAWING FIVE COMMON UHF FREQUENCIES**NORTH FIELD OPERATIONS**

North Whiting Tower	306.925 (121.4 VHF)
North Whiting Ground	251.15
NMOA Common	371.9 UHF/CH 15
Area Common	(1) 303.15 (2T/Fox/Pelican) 254.9 UHF/CH 12 (3) 299.5 UHF/CH 16
Barin Field RDO	269.425 UHF/CH 9
Brewton RDO	257.975 UHF/CH 13
Choctaw RDO/Tower	380.8 UHF/CH 17
Evergreen RDO	254.35 UHF/CH 14
Night Common/RI Common	274.7 UHF/CH 18

SOUTH FIELD OPERATIONS

South Whiting Tower	348.675 UHF/CH 19 (121.4 VHF)
South Whiting Ground	317.475 UHF/CH 20
HITU	253.1
HT-8 FDO	303.6
HT-18 FDO	255.1
Instructor Common	121.95
Harold Crash	237.9
Pace Crash	250.0
Santa Rosa Crash	361.1/361.9
Site 8 Crash	251.3
Spencer Crash	358.8

OTHER

Duke Field Tower	290.425 (133.2)
Hurlburt Field Tower	351.675 (126.5)
Pensacola Regional Tower	257.8 (119.9)
NAS Pensacola Tower	340.2 UHF/CH 11 (120.7)
Mobile Downtown Tower	251.1 (118.8)

TRAWING FIVE COMMON UHF FREQUENCIES
FIGURE 12-2

CHAPTER THIRTEEN
CROSS-COUNTRY OPERATIONS

13.1 GENERAL INFORMATION

a. Cross-country flying is considered an integral and essential part of training and is considered reasonable that aircraft Remain Overnight (RON). Squadrons should not schedule aircraft to remain away from NAS Whiting Field for more than two working days (Saturday and Sunday do not count). This limitation applies to student curriculum flights, flights in support of static display commitments, and flights to meet individual OPNAV minimums.

b. Commanding Officers must ensure these flights achieve training requirements and can be conducted safely. A thorough risk assessment shall be conducted in accordance with reference (a).

c. Safety is paramount. No operational commitment necessitates that pilots push their capabilities, or those of the aircraft.

d. All procedures (i.e., run up, taxi, etc.) not specifically addressed in this chapter will conform to those outlined under day or night operations.

13.2 FLIGHT CONDUCT CRITERIA

a. Flights shall not deviate from the planned itinerary without approval of the Commanding Officer, unless flight conditions along the planned route jeopardize safety. If adverse flight conditions along the planned route jeopardize safety such that a deviation is necessary, the CO or the direct representative shall be notified as soon as possible.

b. Pilots shall ensure cross-country flight packets include sufficient FLIP publications and aeronautical charts to cover the entire route, including alternates.

c. For IPs, the scheduling of flights shall provide a minimum of 8 hours uninterrupted rest per 24-hour period. Maximum crew day should not exceed 12 hours per day. Commanding Officers may approve a crew day extension to a maximum of 14 hours.

d. For SNAs, the scheduling of flights shall provide a minimum of 12 hours crew rest, in accordance with CNATRAINST 1542.140 (Series) guidance.

e. Flights shall be conducted under IFR except when curriculum requires flight in a VFR environment or aircraft requirements dictate VFR flight.

f. When commercial jet fuel is used, it is preferred that it contain "PRE-MIXED" anti-ice/fungicide (commercial name PRIST).

Adding PRIST by individual aerosol cans is prohibited. Because of the residual anti-ice/fungicide in JP-5/8, the PRIST additive to JET-A is not necessary for up to three refuelings.

13.3 AIRCRAFT REQUIREMENTS. All aircraft communication, navigation, and interrogation equipment required for IFR flight shall be functioning prior to departure from NASWF.

13.4 MAINTENANCE REQUIREMENTS

a. The FITU will coordinate initial cross-country training for IUTs with the TRAWING FIVE Maintenance Department, IAW references (c) and (d).

b. TRAWING aircraft may continue to home station so long as the RTB mission begins prior to the expiration of the 72 hour inspection. The RTB mission may involve multiple sorties, assuming the aircraft remains up and there is no overnight stay. The additional sorties flown that day are considered in support of accomplishing the mission.

c. TRAWING aircraft that have not started the return mission within the 72 hour window due to weather delay are required to get Commodore's approval via the chain of command prior to commencing the RTB.

13.5 CROSS-COUNTRY FLIGHT REPORT. All cross-country requests shall be approved in accordance with reference (b). Squadrons shall notify TRAWING FIVE Operations Officer of events that are scheduled to RON away from NASWF no less than 48 hours prior to scheduled departure time. This notification is usually accomplished at the weekly TRAWING FIVE Operations Meeting.

13.6 HOME FIELD DEPARTURE. At least 30 minutes prior to expected departure time file a DD 175 flight plan with a current weather brief (A stereo route is an acceptable substitute for the DD 175). Aircraft operating beyond Pensacola Approach, Mobile Approach, or Cairns Approach shall use the ICAO call sign vice the "Red Knight", "Shooter", "Blackbird" or "Spiral" call sign.

13.7 EN ROUTE PROCEDURES

a. En route procedures shall be in accordance with FAA rules and regulations, NATOPS, and the current FTI.

NOTE: *Aircraft Commanders shall ensure there are no active TFRs along the planned route of flight.*

b. Stopover Flight Plans. If, after departing NSE, your destination changes enroute, the PIC must contact Base Operations and inform the ODO when safe-on-deck at new location. This is in addition to closing out the flight plan as required by reference (a) i.e. filed an MVC438, but landed at BFM due to weather.

NOTE: *DO NOT use a STEREOTYPE flight plan, unless you intend to land at that destination.*

NOTE: *Cross-country flights and flights out of the local area require an individual Dash-1 weather brief.*

13.7.1 Final Destination

a. Arrival

(1) In order to remain overnight (RON) on a cross-country training flight, the airfield must be a military field, have a military tenant, or have a FBO (manned 24 hrs) with adequate ramp security. It is the pilot's responsibility to ensure adequate security for the aircraft and all flight gear. Contract fuel shall be available if fuel is to be purchased. Landing/parking fees are the responsibility of the pilot in command and will not be reimbursed by TRAWING FIVE unless such fees are the result of a divert or another destination is impractical as deemed by squadron OPSO, XO, CO, FITU OIC, or CTW5.

(2) It is the pilot's responsibility to ensure the proper agency is notified of flight termination. The closing out of the flight plan shall be in accordance with the procedures as outlined in Stopover Flight Plans above.

NOTE: *Cancellation of an instrument flight plan does not meet the requirement for closing out the flight plan. Only when a landing report has been properly delivered can a flight plan be considered to be closed out.*

(3) Prior to leaving the aircraft, the aircraft will be:

(a) Serviced.

(b) Given a thorough post flight and/or daily inspection to ensure maintenance is not required. If maintenance is required, notify home field immediately with the nature of the problem and available facilities for correction of the discrepancy.

(c) Secured by performing the following:

1. Install engine intake plugs.

2. Tie down aircraft using the three point system if available.

3. Propeller restraint attached.

4. Pitot tube and angle of attack probe covers installed, if issued.

5. Disconnect the battery to avoid unauthorized starting of the aircraft or activation of its systems.

6. Install canopy locks.

7. Install canopy cover.

8. Chocks installed; parking brake released, as required to prevent brake lock.

NOTE: *If only one chock is provided, chock the nose wheel to prevent weather-vaning of the aircraft in high winds.*

(4) The pilot shall notify the appropriate squadron of his/her safe arrival and whether or not any aircraft problems have been encountered.

NOTE: *Stopping at other than the final destination due to aircraft problems requires immediate notification of the squadron.*

b. Departure

(1) Take fuel samples from fuel tanks, filter strainer, and sump no sooner than 30 minutes after each servicing if you suspect fuel contamination.

(2) Reset parking brake and pull chocks prior to strapping in the aircraft. Ensure one chock is left behind at least one of the main landing gear wheels in order to prevent inadvertent rolling backwards.

(3) At facilities where fireguards are not available, it is permissible to perform engine start without them.

CAUTION: *Exercise extreme caution any time deviating from normal procedures, i.e., taxiing without a director, no fireguard, etc., is necessary.*

13.8 HOME FIELD ARRIVAL. Expect to approach and land at South Whiting Field during Sunday arrivals.

a. Returning cross-country IFR aircraft should recognize that NDZ TACAN Runway 32 and ILS 32 approaches exist in the event of lost communications.

NOTE: *During weekends and holidays, Pensacola Approach covers Eglin Approach's airspace. Aircraft arriving from the east, contact Pensacola Approach on VHF 124.05 or 133.0 for clearance through restricted areas near Eglin AFB.*

b. Ensure the following are accomplished upon return:

- (1) Flight plan is closed out.
- (2) Aircraft is secured.
- (3) Yellow sheet/EFLIRS and MAFs are completed.
- (4) Squadron has been notified of the safe return.

(5) Cross-country fuel packet returned. Fuel packets are considered a part of the aircraft. If a packet is not returned in its entirety, the aircraft is down until the packet or parts within are located and accounted for.

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14.2 LOCATION. Naval Air Station South Whiting Field, Florida is located at latitude 30° 41' 55"N, longitude 87° 00' 52"W. It is 4 miles north of the city of Milton, Florida.

14.3 COMMON FREQUENCIES UHF (VHF).

- a. ATIS: 273.575
- b. Clearance Delivery: 355.6
- c. Ground: 317.65 UHF/CH 20
- d. Tower: 348.675 UHF/CH 19 (121.4)
- e. Base ODO: 233.7
- f. Pilot to METRO: 316.95

14.4 RUNWAYS. South Field is comprised of four crossing asphalt runways. Runways markers are located at 1,000-foot intervals on both sides and indicate the length of runway remaining in thousands of feet.

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
05/23	5,997'	200'
14/32	6,001'	200'

14.5 FIELD LIGHTING. All runways have Air Force, Navy, and FAA approved lighting systems. PAPI lights are installed for all active runways. All active taxiways are marked with blue lights on both sides. A standard military aerodrome rotating beacon is located on a water tower midway between North and South Fields.

NOTE: *Airfield lighting intensity is controlled by tower personnel and can be adjusted at the request of the pilot.*

14.6 GENERAL OPERATIONS. Fixed-Wing aircraft may execute practice radar approaches to NAS South Whiting Field (NDZ) subject to procedures and restrictions as contained in this section. Compliance with the procedures is necessary to maintain separation from other routine South Field traffic. Particular attention must be given to adhering to missed approach procedures.

a. For practice approaches to NDZ, the minimum ceiling and visibility is 1,000 feet and 3 miles.

b. Fixed-Wing aircraft shall not request practice approaches to South Field when NDZ is operating SVFR. All TRAWING FIVE T-34s shall request TACAN approaches to NSE. South Field ATIS will state when NDZ is operating SVFR.

14.7 TAXI OPERATIONS. During periods where North Field is closed, and fixed wing traffic must land full stop at South Field, the following procedures shall be used.

NOTE: TH-57 aircraft may be landing and taking off from runways different than T-34 aircraft. Be aware of both the duty runway (ATIS) and the current winds.

a. Aircraft will normally land on runway 32 and taxi clear to the off duty runway (05/23).

b. On runway 05/23, maintain runway centerline to the hub area unless directed by South Ground to taxi via the right half of the runway to allow TH-57 traffic to proceed outbound.

c. At the hub area, also called "Helo Spot 1", three taxi options exist. As directed by South Ground: (See Fig 14-2)

(1) Make a left 90 degree turn to pick up the taxi line toward the base of South Tower and follow the ALPHA taxi line north.

(2) Make a left 45 degree turn to pick up the taxi line between the DELTA and ECHO parking lines north.

(3) Maintain runway 05 centerline until the departure end, and taxi via YANKEE taxiway.

d. All three taxi options will terminate at the north end of the ramp area on the ZULU taxiway, which connects North and South Fields. Taxi along ZULU taxiway until in a position to see the red "STOP" or green "GO" light for crossing Langley Road. Report this light in sight to South Ground.

e. With permission, taxi to North Field and report when clear to the north.

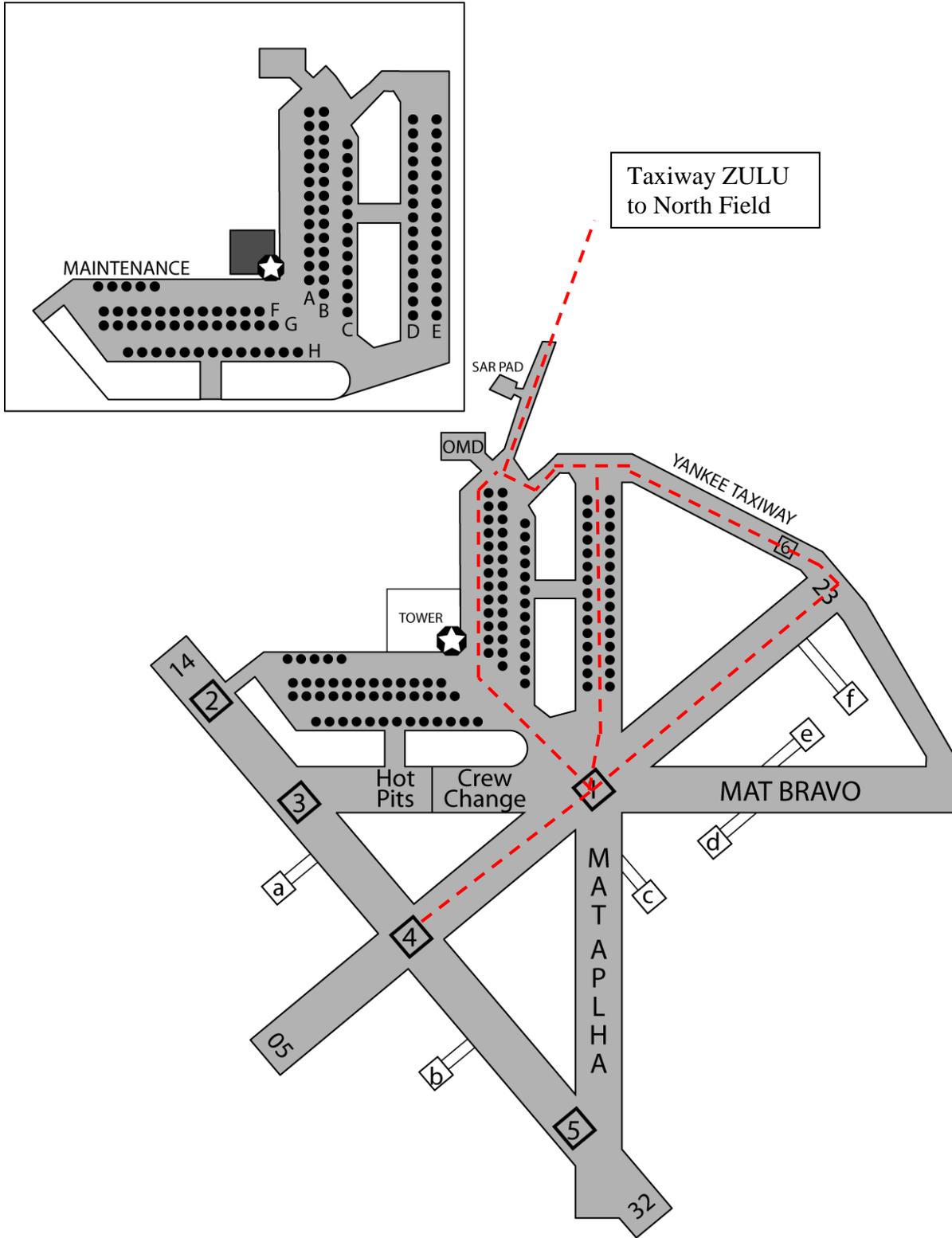
f. Continue taxi along the ZULU taxiway until established on North Field at the extreme eastern end of the FOXTROT parking line. Maintenance will usually place a tow tractor with a reflective parking sign along the FOXTROT line. This sign depicts the parking line in use.

g. Taxi along the appropriate North Field taxiway until established safe in the chocks. Report safe in chocks to South Ground.

WARNING: Do not taxi through the Hot Pit/Crew Change area in the case of missing the turn to runway 05/23. Request a progressive taxi from South Ground.

14.8 TOWER TO TOWER TRANSITION

a. Aircraft executing tower-to-tower maneuver from NDZ to NSE will typically climb to 1,000' MSL off of the instrument approach while transiting to north of Langley Road. T-34s executing a PAR approach to NDZ Runway 32 should turn as directed by their approach controller and remain clear of the NDZ traffic pattern.



KNDZ FIXED WING TAXI ROUTES
Figure 14-2

b. During the Tower to Tower transition, maintain a minimum of one wing-tip distance from South Field, to ensure lateral deconfliction with helicopter landing pattern traffic.

14.9 SOUTH FIELD GCA PATTERN

a. Entry procedures

(1) Requests to enter the South Field GCA pattern may be made by filing an appropriate stereotype flight plan with NSE base operations and then calling North Whiting Clearance Delivery. Aircraft will be vectored to the South Field radar approach pattern and handed off to Approach Control when appropriate.

(2) For a random pickup contact Pensacola Approach Southeast (269.375/CH 7). Make initial call outside the NSE TACAN ten (10) DME arc. Expect a radio change to one of six Single Frequency Approach (SFA) frequencies (288.325, 298.9, 323.15, 336.2, 343.65 or 353.6) for vectors into the GCA pattern.

(3) All PTC aircraft are considered as having requested a waiver in accordance with FAA Handbook 7110.65 Series of the requirement to intercept the FAC at least 2 miles outside the approach gate. Aircraft will be given a vector to intercept the FAC inside the approach gate, but no closer than the final approach fix.

b. Runway 32 GCA Pattern. Left traffic, 120 knots (pilots may request faster airspeeds in the pattern with the controller). Pattern control will be accomplished by direct liaison between South Whiting GCA and Approach Control. Traffic advisories will be issued when under radar control. The final approach course is intercepted at approximately 6 miles and the glide slope at 4.8 miles. Maintain VFR within 2 miles on final. (See Figure 14-3)

c. VFR Climb out Instructions. When the Class C Airspace is VFR, the radar controller will issue the following climb out instructions:

(1) Runway 32. "Your VFR climb out instructions will be; at 2 miles from touchdown, turn left heading 220°, climb to 1,700', maintain VFR."

(2) Runway 23. "Your VFR climb out instructions will be; at 2 miles from touchdown, turn left heading 170°, climb to 1,700', maintain VFR."

(3) Once established on heading 220°, instructions will be provided to contact Pensacola Approach Control on the SFA as assigned. After receipt of the Approach Control instruction, "maintain 1,700" instrument service is resumed.

WARNING: *Pilots are reminded to be extremely alert during the departure phase for other VFR traffic, i.e., helicopters inbound from Point Igor (southern intersection of Highway 87 and Highway 89) and Fixed-Wing traffic at Peter Prince Airport on the left.*

d. Practice PAR RWY 32 to DH climb-out instructions. The instructor shall ensure the climb out will be executed at DH. Climb runway heading (overfly runway) to 2,200' MSL. Over the upwind numbers, turn left to heading 220°. The IP shall ensure a minimum of 1,400' over the upwind numbers and that the aircraft remains south of Langley Road.

14.9.1 GCA Weather Requirements and Procedures. The following procedures shall apply to PTC aircraft during the following weather conditions:

- a. Class C Airspace is VFR
 - (1) Pilots shall maintain VFR.
 - (2) Pilots shall inform TRACON if VFR flight in the pattern is not possible.
 - (3) TACAN approaches at North Field may be conducted simultaneously.
- b. Class C Airspace is VFR; pattern cannot be flown VFR.
 - (1) Standard IFR separation shall be provided.
 - (2) Pilot will be issued an instrument clearance. Upon receipt of an instrument clearance, pilot is authorized to fly IFR in the pattern and on final approach. GCA shall inform pilots to maintain VFR at 2 miles. Pilots shall advise GCA when VFR from the 2 mile GCA point is not possible.
 - (3) TACAN approaches to North Field may be conducted simultaneously.
- c. Class C Airspace is IFR
 - (1) Standard IFR separation shall be provided.
 - (2) TACAN approaches to North Field may not be conducted simultaneously unless a general weather recall is in effect.
- d. Class C Airspace is IFR and North Field operations are secured
 - (1) Standard IFR separation shall be provided.
 - (2) Multiple practice instrument operations may be conducted.
 - (3) IFR Climb Out Instructions/Missed Approach.

(a) Runway 32. If runway not in sight at Decision Height, execute a climbing left turn heading 220°, up to 1,700' MSL, and contact Approach.

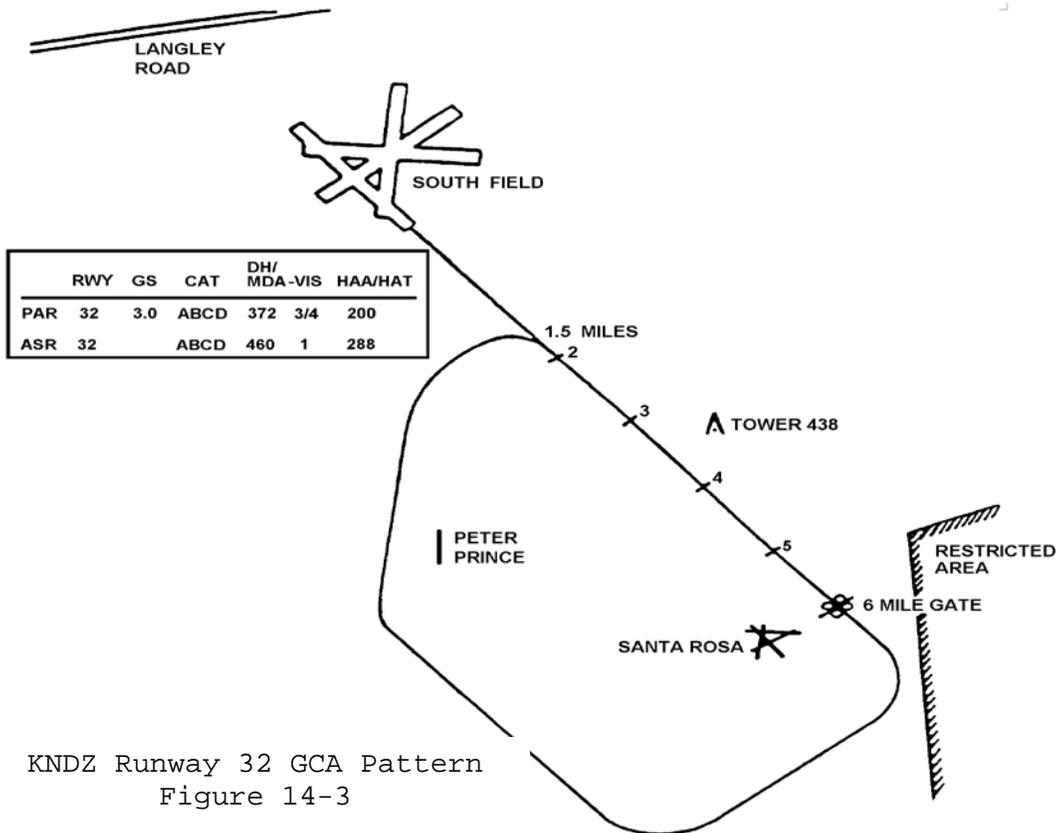
(b) Runway 23. If runway not insight at Decision Height, execute a climb runway heading, up to 1,700' MSL, and contact Approach.

(4) Lost communications. TRAWING FIVE aircraft can expect:

"(call sign), lost communications procedures will be (type of approach to expect)."

Issuance of this shall mean the following: "IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR FIFTEEN SECONDS ON FINAL APPROACH FOR AN ASR OR FIVE SECONDS ON FINAL APPROACH FOR A PAR, ATTEMPT CONTACT SOUTH WHITING TOWER ON (348.675 UHF/CH 19/121.4) AND PROCEED VFR (Section 1602 LOA). IF UNABLE, PROCEED WITH THE (Type of approach assigned) APPROACH, MAINTAIN LAST ASSIGNED ALTITUDE UNTIL ESTABLISHED ON APPROACH PROCEDURE."

NOTE: When conducting GCAs in actual IMC ensure MAP instructions are received from the controller.

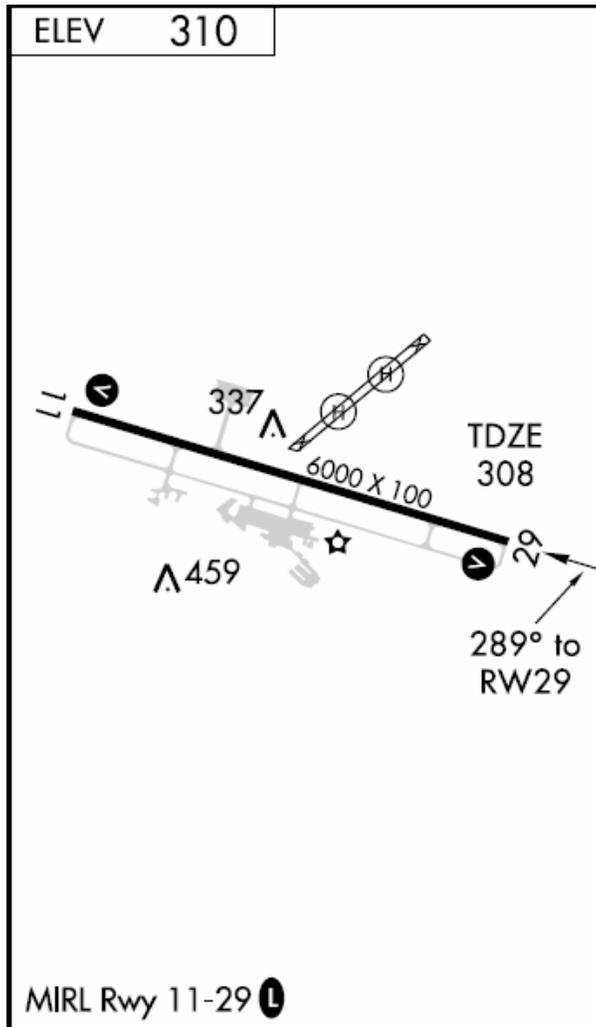


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CHAPTER FIFTEEN
ADDITIONAL AIRFIELDS

15.1 ANDALUSIA - OPP (SOUTHERN ALABAMA REGIONAL) - K79J

15.1.1 FIELD ELEVATION. 310' MSL.



Andalusia Field - K79J
Figure 15-1

15.1.2 LOCATION. South Alabama Regional Airport is located at latitude 31° 18' 32"N, longitude 86° 23' 38"W. It is 4 miles east of the town of Andalusia, Alabama.

15.1.3 COMMON USE FREQUENCIES UHF (VHF)

- a. ASOS: (134.875)
- b. Ground: 273.45 (121.9)
- c. Tower: 317.75 (119.55)
- d. Cairns Approach: (133.45)
- e. UNICOM: (122.8)
- f. CTAF: (119.55)

15.1.4 RUNWAYS. The landing area consists of runways oriented as follows:

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
11/29	6,001'	100'

15.1.5 FIELD LIGHTING. Andalusia has pilot controlled medium intensity field lighting. Both runways have 4 light VASI indicators.

15.1.6 GENERAL OPERATIONS. TRAWING aircraft may perform day-only Precision Approaches, and day and night dual Touch & Go, and emergency landing pattern practice using the following basic guidance:

- a. Direction of Traffic left (or as Tower directs)
- b. Pattern Altitude 1,810' MSL.
- c. Break Altitude As Tower directs.
- d. High Key 2,800' MSL (T-34)/3,300' MSL (T-6)

15.1.7 RESTRICTIONS

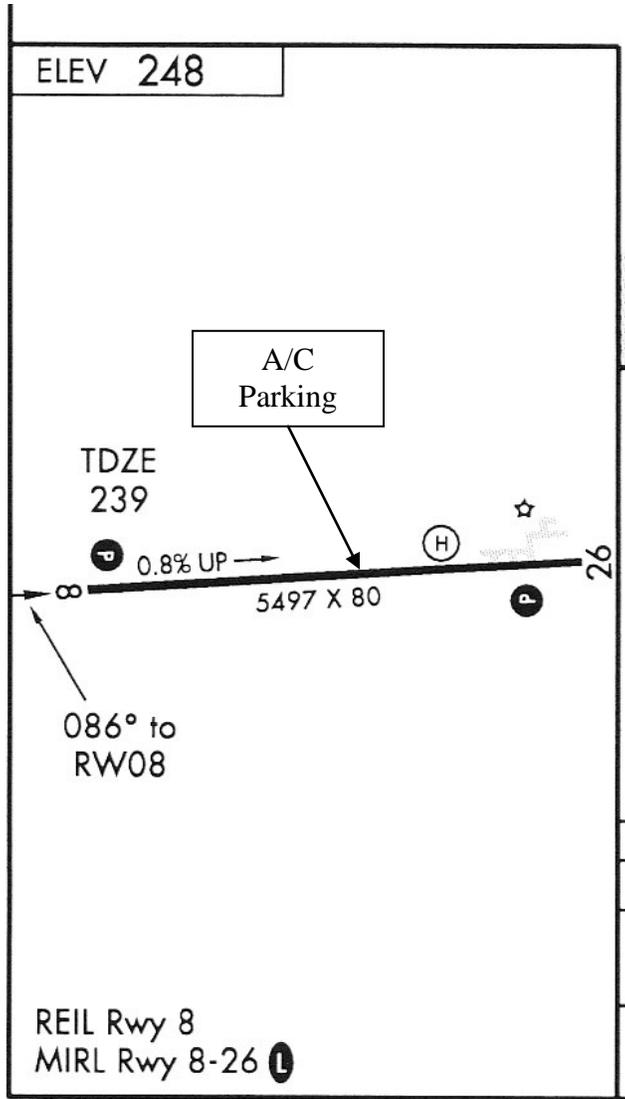
a. PPELs may be accomplished day and night, but pilots are reminded that general aviation aircraft are unaware of the ELP and associated altitudes.

b. Andalusia Opp is a towered field. During the times the tower is open, contact Andalusia Tower for all clearances. Additionally, Andalusia has a daytime VFR PAR available for training. Coordinate with Cairns Approach prior to use. The VFR PAR minimums will be provided by Andalusia GCA.

WARNING: *Andalusia is heavily used for both day and night helicopter operations by the Army, Army Reserve, National Guard, Air Force, and Navy; at night most helicopters operate utilizing NVGs and minimal lighting.*

15.2 BAY MINETTE MUNICIPAL AIRPORT - K1R8

15.2.1 AIRFIELD ELEVATION. 248' MSL



Bay Minette Municipal
 Airport - K1R8
 Figure 15-2

15.2.2 LOCATION. Bay Minette Municipal Airport is located at latitude 30° 52' 13"N, longitude 87° 49' 09"W. It is 3 miles southwest of Bay Minette, Alabama.

15.2.3 COMMON USE FREQUENCIES UHF (VHF)

- a. CTAF/UNICOM: (122.8)

15.2.4 RUNWAYS. The landing area consists of runways oriented as follows:

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
08/26	5,500'	79'

15.2.5 FIELD LIGHTING. Bay Minette Municipal Airport has runway and taxiway lighting, with PAPI indicators on both runways. Lighting is pilot controlled on 122.8.

15.2.6 GENERAL OPERATIONS. TRAWING aircraft may perform day and night dual Touch & Go, and emergency landing pattern practice using the following basic guidance:

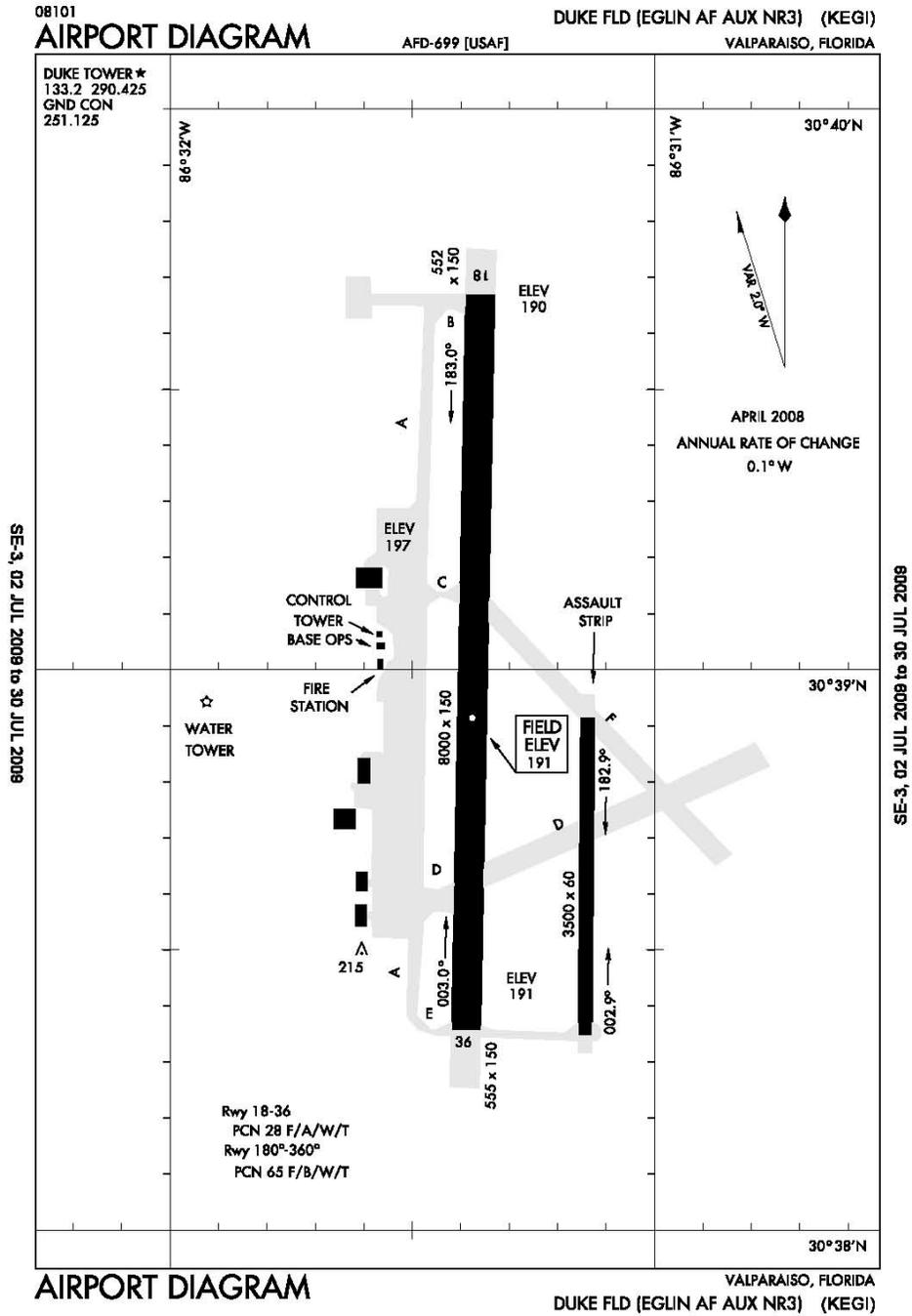
- a. Direction of Traffic left
- b. Pattern Altitude 1,048' MSL.
- c. High Key 2,748' MSL (T-34)/3,248' MSL (T-6)

15.2.7 RESTRICTIONS

a. PPELs may be accomplished day and night, but pilots are reminded that general aviation aircraft are unaware of the ELP and associated altitudes.

15.3 DUKE FIELD (Eglin Auxiliary Field NR3)- KEGI

15.3.1 Field Elevation. 191' MSL.



Duke Field - KEGI
 Figure 15-3

15.3.2 LOCATION. Eglin Auxiliary Field NR 3 (Duke Field) is located at latitude 30° 39' 01"N, longitude 86° 31' 22"W. It is 5 miles southwest of the city of Crestview, Florida.

15.3.3 COMMON FREQUENCIES UHF (VHF)

- a. ATIS: N/A
- b. Clearance Delivery: N/A
- c. Ground: 251.125
- d. Tower: 290.425 (133.2)
- e. 919th Command Post: 225.75
- f. Eglin Pilot METRO: 342.2

15.3.4 RUNWAYS. The landing area consists of runways oriented as follows:

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
18/36	8,000'	150'

NOTE: The ALZ located 1000' feet east of the main runway is not available for use by non-AFSOC users.

15.3.5 FIELD LIGHTING. Both runways have Air Force approved, but NON-STANDARD FAA lighting systems. Airfield lighting consists of non-standard ALSF-1 approach lights (Rnwy 18), Sequenced flashing lights (Rnwy 18), High intensity runway lights (HIRLs are located outside of UFC criteria), and PAPI lights for both runways.

15.3.6 GENERAL OPERATIONS. TRAWING aircraft may perform day and night dual Touch & Go and Emergency Landing Pattern practice using the following basic guidance:

- a. Direction of Traffic Runway 18 right; Runway 36 left.
- b. Break Altitude 1,700' MSL.
- c. Pattern Altitude 1,200' MSL.

15.3.7 RESTRICTIONS

a. Use of Duke Field will be on a basis of non-interference with Air Force operations. Transient users should expect extensive use of Duke Field for AFSOC ALZ and NVG training.

b. Do not penetrate R-2915A or R-2918 when entering or departing.

c. Simultaneous helicopter/fixed-wing operations are limited. The number of aircraft will normally be restricted to three by ERCF.

d. Practice Precautionary Emergency Landings (PPELs) are authorized at Duke Field. Aircraft desiring this procedure should make their request with ERCF on initial contact. Aircraft will make their maneuver west of runway (right traffic to Runway 18; left

traffic to Runway 36). High Key altitude will be 2,700' MSL unless otherwise coordinated with ERCF/Duke Tower.

15.3.8 ARRIVALS (See Figure 15-2)

a. Aircraft desiring to use Duke Field that will be approaching from the north will make their requests with ERCF, North Arrival Sector, on frequencies 124.05 VHF or 284.65 UHF. Aircraft approaching from the south that are desiring to use Duke Field, shall either request it with Tower prior to release or with approach upon initial contact or as soon as feasible.

b. After coordination, Duke Tower will approve/disapprove the inbound based upon current operations. If approved, ERCF will direct the aircraft to report "POINT ROCK" (Intersection of Highway 85 and Interstate 10/CEW 134 radial/8.5 DME) from the north or "Field 5" (DWG 320/9) from the south. Remain clear of Duke's class Delta airspace until cleared in by ERCF.

c. Rectangular VFR traffic pattern is established at 1,200' MSL, with 45 degree entry points to downwind. Right traffic to Runway 18: Left traffic to Runway 36. Duke Tower may direct different patterns based on current operations.

d. Overhead VFR traffic pattern is established at 1,700' MSL. Right traffic to Runway 18: Left traffic to Runway 36.

15.3.9 DEPARTURES (See Figure 13-2)

a. Pilots will advise Duke Tower of their last pattern (example: "**call sign**), **turning base**, **last pattern**").

b. After the aircraft has completed its last pattern, Duke Tower will instruct the aircraft to report Shoal River Bridge.

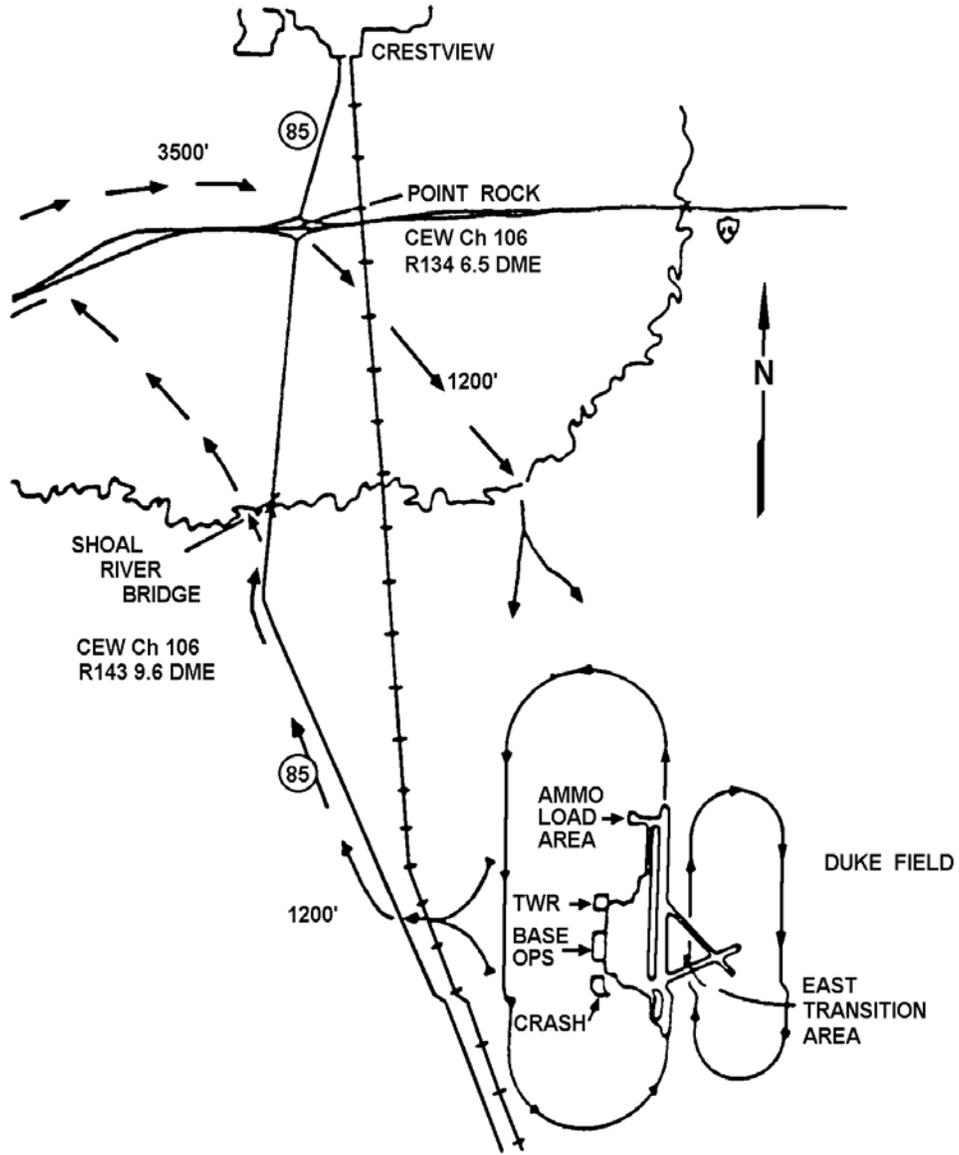
(1) Depart Runway 18 from the 180 position to the west to join Highway 85, then north to Shoal River Bridge (CEW 143 radial/9.6 DME).

(2) Depart Runway 36 upwind, then west to join Highway 85, then north to Shoal River Bridge (CEW 143 radial/9.6 DME).

c. Aircraft reporting Shoal River Bridge outbound will be directed to contact ERCF on 124.05 VHF or 284.65 UHF for advisories.

d. All other departing aircraft shall be coordinated with adjacent ATC facilities prior to aircrafts departure.

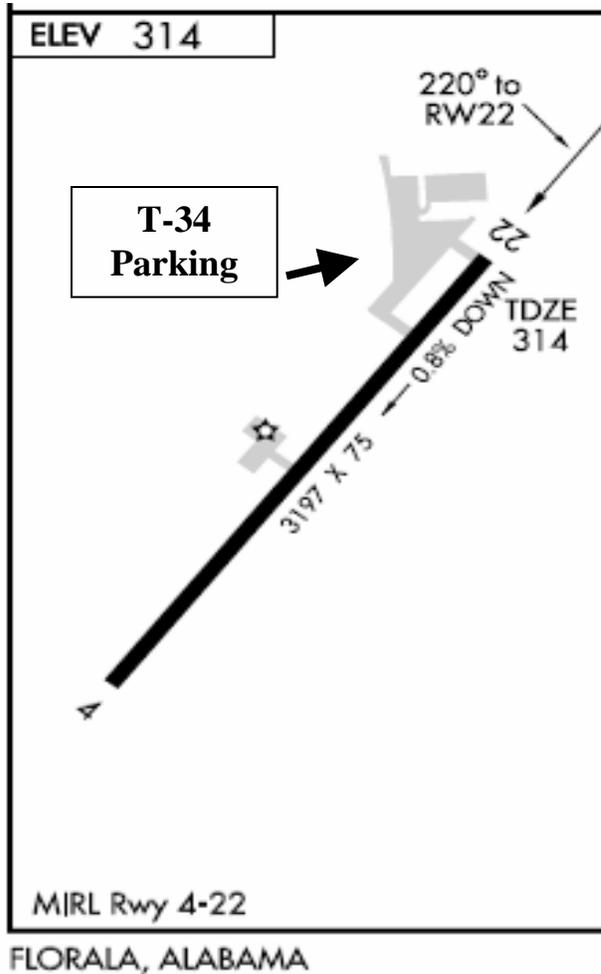
e. Aircraft shall depart at pattern altitude (1,200' MSL) or as directed by Duke Tower.



Duke Field Entry and Exit Routes
Figure 15-4

15.4 FLORALA MUNICIPAL - K0J4

15.4.1 FIELD ELEVATION. 314' MSL.



Florala Municipal Airport - K0J4
Figure 15-5

15.4.2 LOCATION. Florala Municipal Airport is located at latitude 31° 02' 33"N, longitude 86° 18' 42"W. It is 3 miles northeast of the town of Florala, Alabama.

15.4.3 COMMON USE FREQUENCIES UHF (VHF)

- a. CTAF/UNICOM: (123.0)

15.4.4 RUNWAYS. The landing area consists of runways oriented as follows:

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
04/22	3,197'	75'

15.4.5 FIELD LIGHTING. Florala Muni has pilot controlled medium intensity field lighting.

15.4.6 GENERAL OPERATIONS. TRAWING aircraft may perform day and night dual Touch & Go, and emergency landing pattern practice using the following basic guidance:

- a. Direction of Traffic left
- b. Pattern Altitude 1,814' MSL
- c. High Key 2,800' MSL (T-34)

15.4.7 RESTRICTIONS

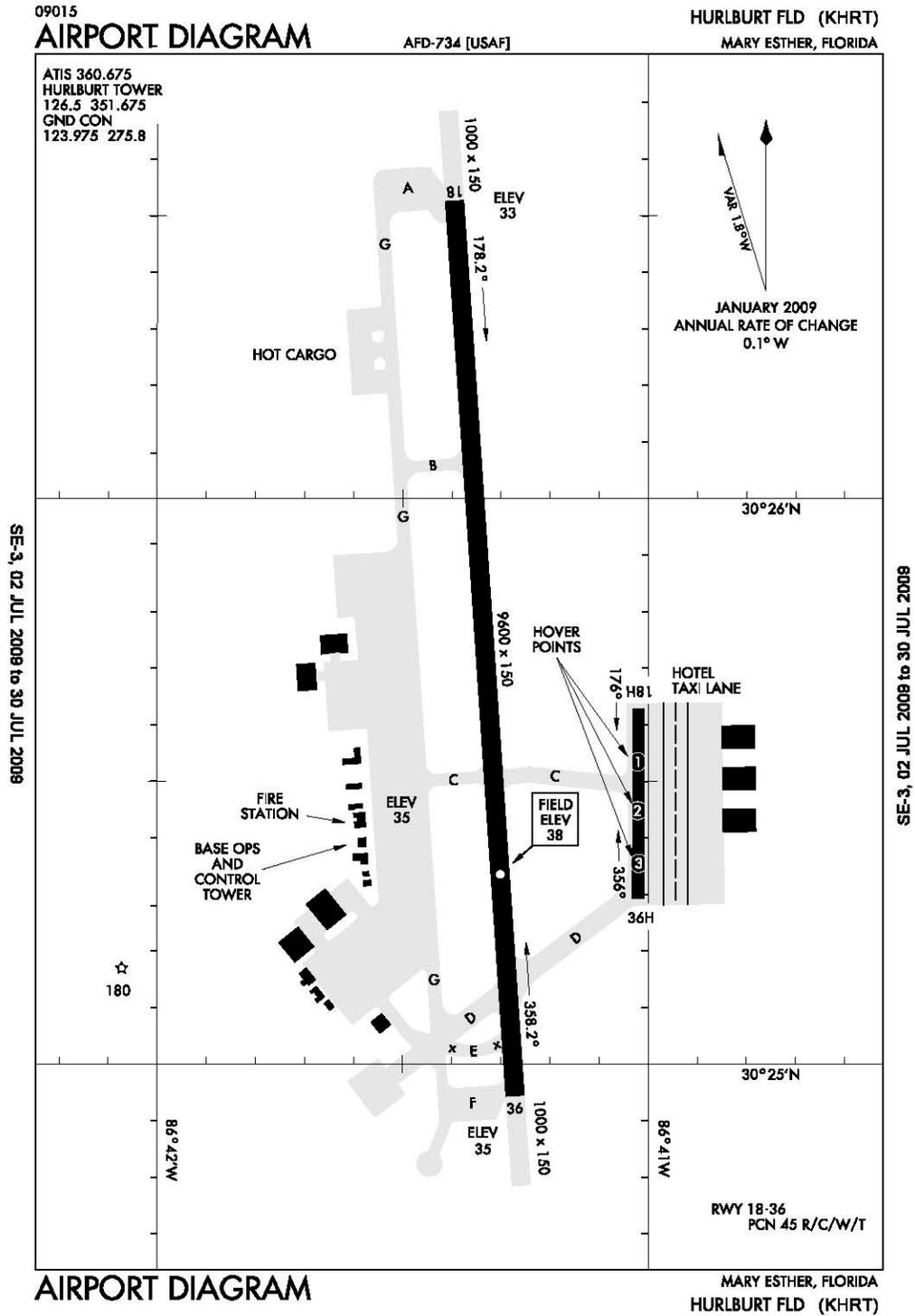
a. PPELs may be accomplished day and night, but pilots are reminded that general aviation aircraft are unaware of the ELP and associated altitudes.

WARNING: *Florala is heavily used for both day and night helicopter operations by the Army, Army Reserve, National Guard, Air Force, and Navy; at night most helicopters operate utilizing NVGs and minimal lighting.*

NOTE: *If parking at Florala, ensure chocks are securely in place due to sloped gradient of ramp area.*

15.5 HURLBURT FIELD - KHRT

15.5.1 FIELD ELEVATION. 38' MSL.



Hurlburt Field - KHRT
 Figure 15-6

15.5.2 LOCATION. Hurlburt Field is located at latitude 30° 25' 40"N, longitude 86° 41' 22"W. It is 2 miles east of the city of Mary Esther, Florida.

15.5.3 COMMON FREQUENCIES

- | | |
|------------------------|-----------------|
| a. ATIS: | 360.675 |
| b. Clearance Delivery: | N/A |
| c. Ground: | 275.8 (123.975) |
| d. Tower: | 351.675 (126.5) |
| e. Command Post: | 251.25 (143.0) |
| f. Pilot to METRO: | 335.45 |

15.5.4 RUNWAYS. The landing area consists of runways oriented as follows:

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
18/36	9,600'	150'

15.5.5 FIELD LIGHTING. Both runways have Air Force approved, but NON-STANDARD FAA lighting systems. PAPI or VASI lights are installed for both runways.

15.5.5 GENERAL OPERATIONS. TRAWING aircraft may perform day and night dual Touch & Go and Emergency Landing Pattern practice using the following basic guidance:

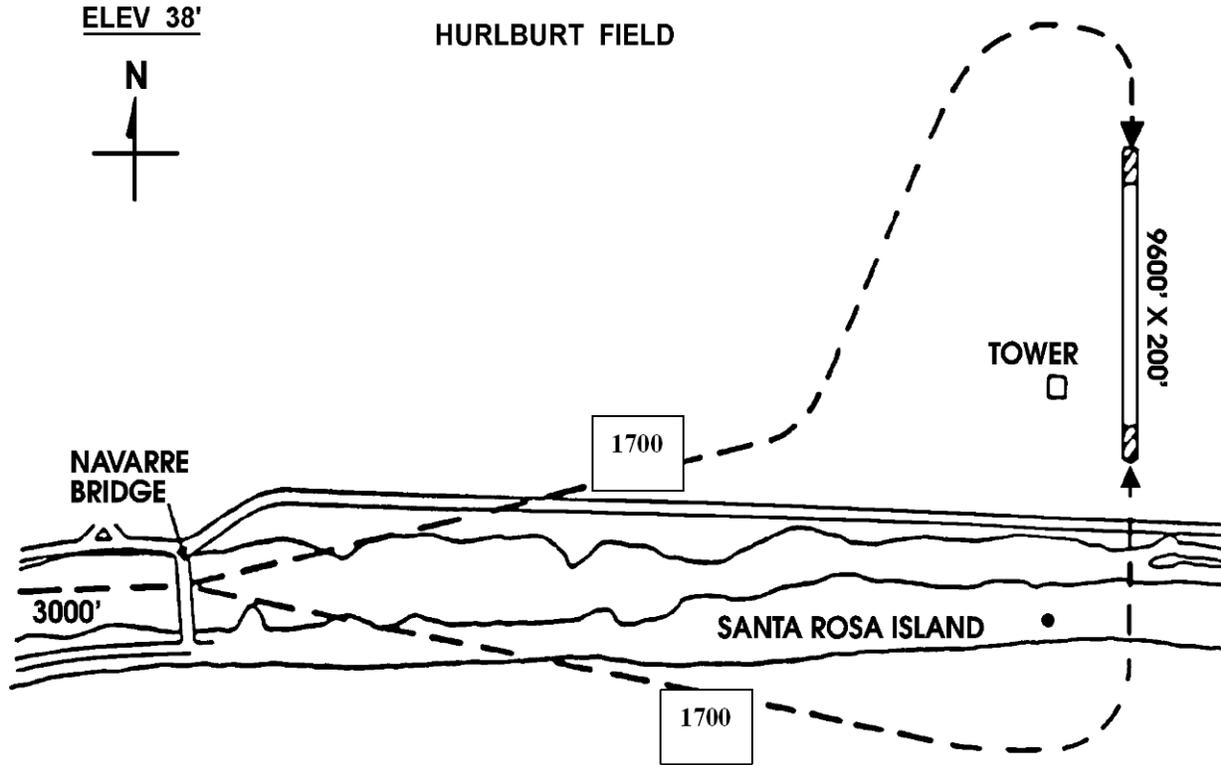
- Direction of Traffic: Runway 18 left; Runway 36 right.
- Break Altitude: 1,700' MSL.
- Pattern Altitude: 1,200' MSL.

15.5.6 RESTRICTIONS

- PPELs are authorized, but all aircraft must maintain 3,000' MSL or below.
- Avoid base housing west of runways.
- Arresting gear is located at the end of each runway in the overrun area.
- Touch-and-go traffic operates east of runway and radar traffic operates west of runway.

15.5.7 ARRIVALS. (See Figure 15-4). Navarre Bridge is the entry point of the East/West Corridor to Hurlburt Field. Contact Eglin Approach on 132.1 VHF or 360.6 UHF prior to abeam NOLF Holley for traffic advisories. Enter the corridor at 3,000' MSL. Once advisories and landing information have been issued, expect transfer to Hurlburt Tower. Aircraft shall enter the break at 1,700' MSL and descend to pattern altitude at pilot's discretion or tower direction.

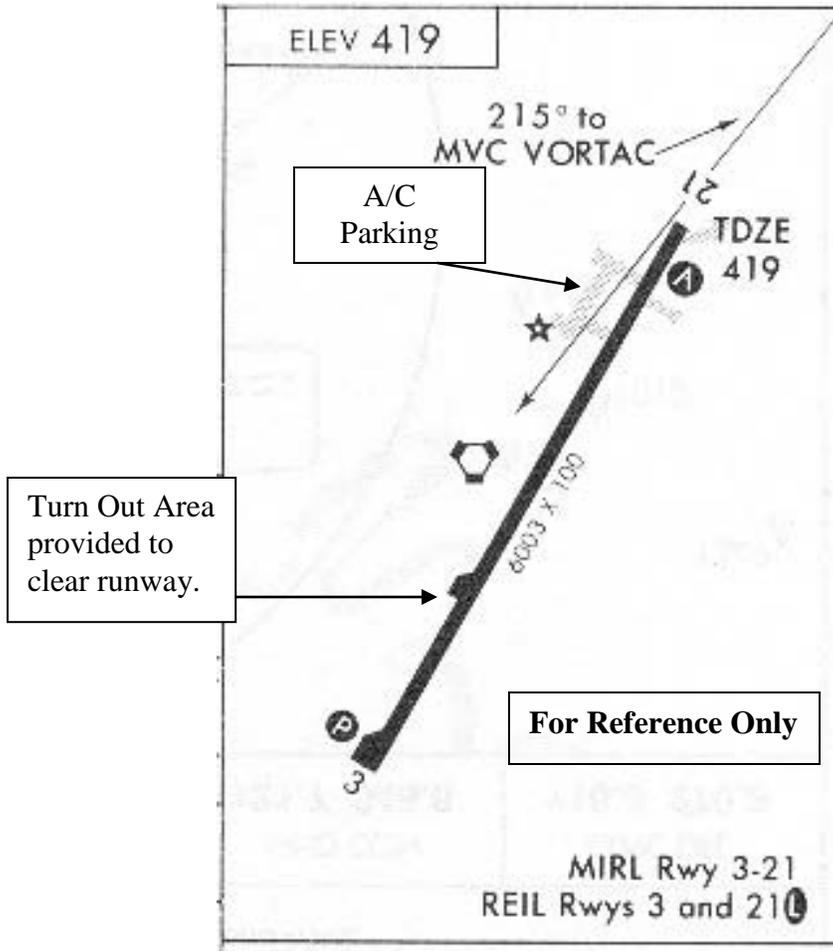
15.5.8 DEPARTURES. On departure, remain on Hurlburt Tower frequency for advisories until exiting the East/West Corridor to the west. Advise tower of intention to depart prior to last touch-and-go and follow tower instructions for departure. Depart at 2,000' MSL and do not penetrate restricted airspace.



Hurlburt Field Entry/Departure
Figure 15-7

15.6 MONROE COUNTY AIRPORT (MONROEVILLE)- KMVC

15.6.1 AIRFIELD ELEVATION. 419' MSL



Monroe County Airport - KMVC
Figure 15-8

15.6.2 LOCATION. Monroe County Airport is located at latitude 31° 27' 29"N, longitude 87° 21' 04"W. It is 3 miles south of Monroeville, Alabama.

15.6.3 COMMON USE FREQUENCIES UHF (VHF)

- a. CTAF/UNICOM: (123.0)

15.6.4 RUNWAYS. The landing area consists of runways oriented as follows:

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
03/21	6,028'	100'

15.6.5 FIELD LIGHTING. Monroe County Airport has runway and taxiway lighting, with PAPI indicators on both runways. Lighting is controlled by the FBO. When the FBO is closed, lighting is not available for operations.

15.6.6 GENERAL OPERATIONS. TRAWING aircraft may perform day and night dual Touch & Go, and emergency landing pattern practice using the following basic guidance:

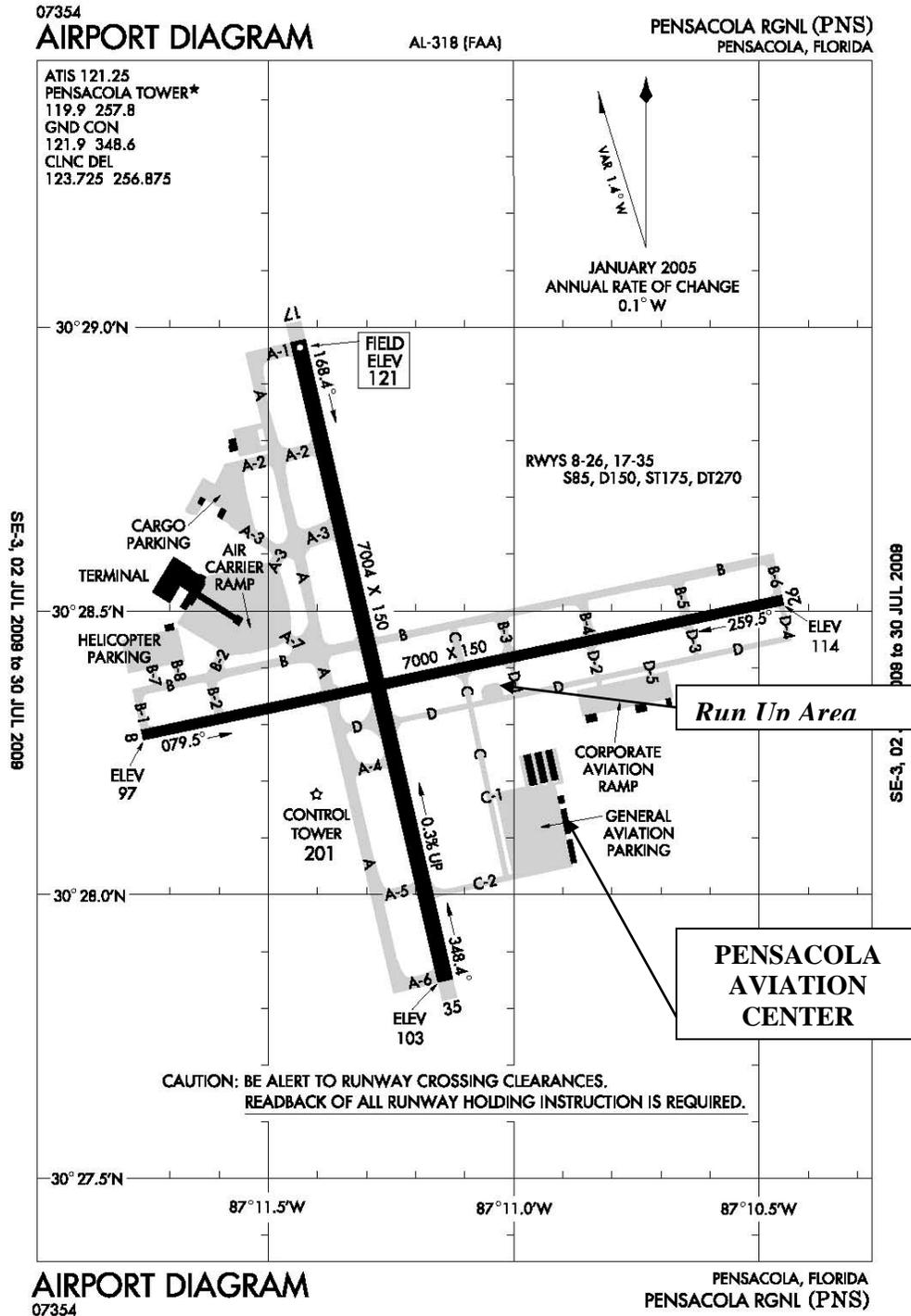
- a. Direction of Traffic left
- b. Pattern Altitude 1,210' MSL.
- c. High Key 2,900' MSL (T-34)/3,400' MSL (T-6)

15.6.7 RESTRICTIONS

a. PPELs may be accomplished day and night, but pilots are reminded that general aviation aircraft are unaware of the ELP and associated altitudes.

15.7 PENSACOLA REGIONAL AIRPORT - KPNS

15.7.1 FIELD ELEVATION. 121' MSL.



Pensacola Regional Airport - KPNS
 Figure 15-9

15.7.2 LOCATION. Pensacola Regional Airport is located at latitude 30° 28' 24"N, longitude 87° 11' 12"W. It is in the city of Pensacola, Florida.

15.7.3 COMMON USE FREQUENCIES UHF (VHF)

- a. ATIS: (121.25)
- b. Clearance Delivery: 256.875 (123.725)
- c. Ground: 348.6 (121.9)
- d. Tower: 257.8 (119.9)
- e. UNICOM: (122.95)
- f. CTAF: (199.9)

15.7.4 RUNWAYS. Pensacola Regional is composed of four crossing concrete runways.

<u>RUNWAY</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>
08/26	7,000'	150'
17/35	7,004'	150'

15.7.5 FIELD LIGHTING. Pensacola Regional has multiple different FAA approved lighting systems in effect. PAPI indicators are on all runways except runway 17. After field close, runway lighting is pilot-controlled.

15.7.6 RAMP AREAS. TRAWING aircraft are authorized to use the Pensacola Aviation Center (P.A.C.) ramp for transient services. This ramp is accessed via the WALDO taxiway. All other ramp areas are off limits to TRAWING fixed wing assets under normal circumstances.

15.7.7 RUN UP AREAS. The COMPASS ROSE located between WALDO taxiway and the DELTA ONE taxiway is authorized for ground run up operations, with prior permission from Pensacola Ground. Aircraft may also perform run up operations at any intersection, prior to takeoff, so long as the pilot in command has permission to do so and does not interfere with other aircraft.

15.7.8 FAA CLASSIFICATION OF PENSACOLA REGIONAL AIRSPACE. A Class "C" Airspace Area (CCA) is centered at Pensacola Regional Airport. All VFR arrival pilots shall contact Pensacola TRACON prior to entering the CCA for RADAR services and sequencing. Pensacola Regional Airport generally closes at 2300 local and the airspace reverts to Class E.

15.7.9 GENERAL OPERATIONS. TRAWING aircraft may perform day and night instrument approaches, dual Touch & Go, and Emergency Landing Pattern operations.

- a. Direction of Traffic Directed by Tower (Left or Right possible for ALL Runways).
- b. Break (Overhead) Altitude 1,700' MSL
- c. Pattern altitude 1,121' MSL

15.7.10 RESTRICTIONS. Due to the noise sensitive area surrounding Pensacola Regional Airport, multiple touch-and-go's from the pattern **shall not** be conducted after 2100 (local). Avoid any turns below 700' MSL or before airport boundary, unless tower directed.

NOTE: *If conducting full stop or taxi back operations contact ground after clearing the runway and before taxiing.*

15.7.11 WEEKEND OPERATIONS. If repositioning aircraft to fly weekend operations from Pensacola Regional:

a. Squadron Operations should notify the FBO with the number of aircraft being repositioned to ensure ramp space is available.

b. At least ten minutes prior to arriving at the Pensacola Aviation Center (PAC) ramp, contact P.A.C. on VHF 122.95 with ETA.

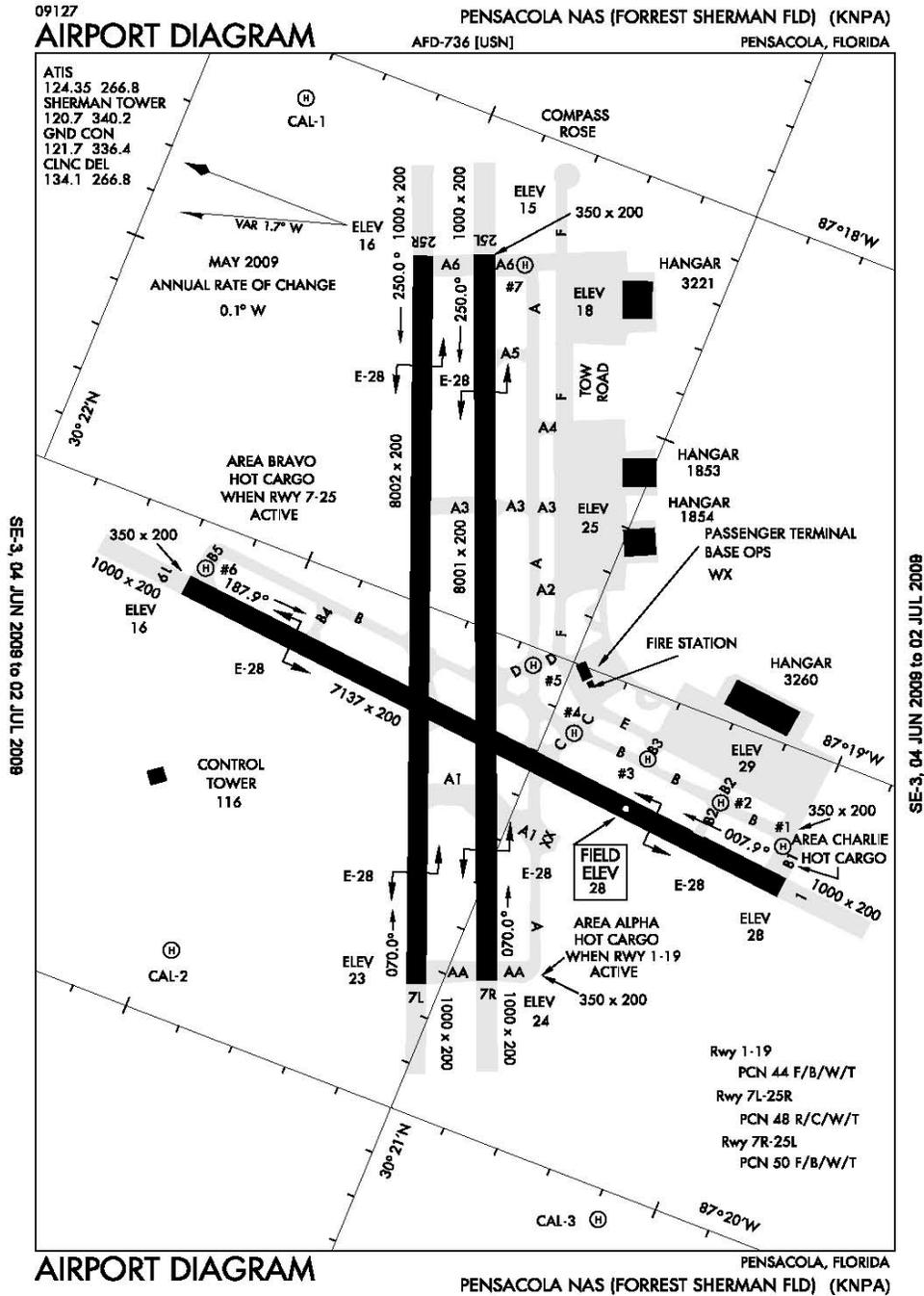
c. Clear Waldo taxiway but do not enter the main ramp area of P.A.C. Wait for a lineman to indicate the desired parking line.

d. Secure or make arrangements to have the aircraft secured per the Cross Country requirements. Expect aircraft to be towed.

e. Ensure flight plan is closed out with FSS.

CHAPTER SIXTEEN
 NAVAL AIR STATION PENSACOLA
 SHERMAN FIELD

16.1 FIELD ELEVATION. 28' MSL.



NAS Pensacola Airport Diagram
 Figure 16-1

16.2 LOCATION. Naval Air Station, Pensacola, Florida, is located at latitude 30 degrees, 21', 05.48"N, longitude 87 degrees, 19', 13.33"W, 7 miles southwest of the City of Pensacola, and just northwest of the entrance to Pensacola Bay.

16.3 COMMON FREQUENCIES UHF (VHF)

a. ATIS:	266.8 (124.35)
b. Clearance Delivery:	268.7 (134.1)
c. Ground:	336.4 (121.7)
d. Tower:	340.2 UHF/CH 11 (120.7)
e. Base ODO:	312.1
f. Pilot to METRO:	359.6

16.4 RUNWAYS. The landing area consists of runways oriented as follows:

<u>RUNWAYS</u> <u>HEADING</u>	<u>LENGTH (FEET)</u>	<u>WIDTH (FEET)</u>	<u>ACTUAL MAGNETIC</u>
19/1	7,137'	200'	186 - 006
7R/25L	8,000'	200'	068 - 248
7L/25R	8,000'	200'	068 - 248

16.5 FIELD LIGHTING. Airfield lighting is operated in accordance with FAA Handbook 7110.65.

a. Airport Beacon. A rotating airport beacon is located on top of the water tower 3/8 SM southeast of the field, height 193 feet. It emits alternating green and white (split) light beams. Operates The beacon operates during field hours from sunset to sunrise and anytime the field is operating under IMC.

b. Runway Lighting. Runways are lighted by elevated, variable high intensity white lights, type C-1.

c. Taxiway Lighting. Taxiways are lighted by elevated, fixed, medium intensity blue lights, type M-1.

d. Approach Lighting. A U.S. Standard ALSF-1 approach lighting system is installed at the approach end of Runway 7L. Roll guidance bars are not included with this installation.

e. Runway End Identifier Lights (REILS). Located on each runway and are operated in conjunction with runway lights.

f. Runway Distance Markers. Illuminated signs indicating remaining runway distance are located every 1,000 feet on both sides of all runways.

g. Obstruction Lights. Standard red obstruction lights mark the permanent obstructions on and adjacent to the airport. These lights are illuminated from sunset to sunrise only.

h. Lighted Taxiway Signs. Lighted taxiway signs located in various parts of the airfield. These signs are illuminated from sunset to field closure.

16.6 ARRESTING GEAR OPERATIONS

a. International (NATO) yellow disc arresting gear signs mark all bi-directional arresting gear. E 28 arresting gear is bi directional and can be used as abort gear.

b. Typical configuration is as follows:

(1) If single runway operations in use on runway 1 or 19 the arresting gear on both ends of 7R will be rigged.

(2) If the duty runway is 7 and short field and long field arresting gear on 7R and 19 are rigged, there will be no arresting gear on 7L.

(3) If the duty runway is 25 and short field runway is 1, short field gear on 25L and long field gear on 25R will be rigged.

16.7 EMERGENCY GRASS LANDING AREA

a. An emergency grass landing area is located 500 feet west of and parallel to Runway 1/19 and north of 7L/25R.

b. This area is approximately 3,000 feet long and 200 feet wide, is constructed on stabilized ground, and is available for landings in either a northerly or southerly direction.

16.8 TRANSIENT AIRCRAFT OPERATIONS

a. Transient aircraft not familiar with the airfield shall be escorted by "FOLLOW ME" vehicles when weather conditions preclude the tower from continuously observing the aircraft's progress. Locally based aircraft will be escorted as required.

b. Services provided include parking, shut down, fueling, oxygen and nitrogen servicing, and start up of aircraft.

c. Personnel shall not service aircraft on ramp spaces during Thunderstorm Condition I with lightning reported within 5 statute miles of the airfield.

16.8.1 TRAWING FIVE Procedures

a. Due to limited weekend operational hours at NAS Whiting Field, TRAWING FIVE aircraft, with Wing Commander's approval, may reposition to Sherman Field to conduct weekend operations. Generally, aircraft will reposition on Friday and return to Whiting Field on Sunday.

b. To fly out of Sherman Field:

(1) Notify Wing Operations (via Squadron Operations) to coordinate field services and acquire a PPR number from Base Operations.

(2) Obtain a cross country packet and securing gear from North Whiting Tool Room prior to takeoff from NAS Whiting Field.

(3) Upon arrival at Sherman Field, close out your flight plan and ask Tower/Ground to notify North Whiting Tower/Ground of your arrival.

(4) Per OPNAV 3710.7 Series, all pilots departing Sherman Field **shall** file a DD 175 and receive a weather brief, regardless of the type of flight or destination.

(5) VFR arrivals to Sherman Field can expect to fly the NAS Pensacola course rules. If desiring an approach or vectors to the break, inform Pensacola Approach upon initial contact.

(6) Pilots planning to conduct operations from NPA shall be familiar with all information and procedures listed in this chapter.

16.9 FAA CLASSIFICATION OF SHERMAN FIELD. A Class "C" Airspace Area (CCA) is centered at NAS Pensacola, Sherman Field. These hours may be extended or shortened by NOTAM. All VFR departure pilots shall contact Clearance Delivery prior to leaving the flight line. All VFR arrival pilots shall contact Pensacola TRACON prior to entering the CCA for RADAR services and sequencing over the appropriate VFR entry point. The NAS Pensacola Airport is within the Class "C" Tower Area Of Responsibility (AOR). The AOR is that airspace within a 4 nautical mile radius of the center of the airport extending from the surface up to and including 3,000 feet MSL.

16.10 SHERMAN PRACTICE PEL PATTERN REQUEST. Request approval from TRACON and make normal position reports.

16.11 REDUCED RUNWAY SEPARATION (VFR)

16.11.1 Daylight Operations

a. Similar performance: 1,500 ft

b. Following higher performance: 1,500 ft (4,500 ft for touch 'n -and-go following full stop)

16.11.2 Night Operations.

a. Require clear deck.

NOTE: *Reduced runway separation does not apply to T-1 and non-CNATRA aircraft.*

16.12 MISCELLANEOUS

a. Aircraft shall not operate within the AOR except for landing or taking off from an airport within that area, unless otherwise authorized by the tower.

(1) Aircraft operating within the AOR, including aircraft on the airport, shall maintain radio communications with the tower.

b. Aircraft operating within the AOR, including aircraft on the airport, shall maintain radio communications with the tower.

c. Pilots shall not perform, and Air Traffic Controllers shall not approve requests to perform unusual maneuvers within a AOR if such maneuvers are not essential to the performance of the flight.

d. Per COMTRAWING SIX CTW-6 request to maximize utilization of the airfield, Runway 7L/R will be the preferred runway. A runway use program is in effect, prescribing use of the parallel Runways 7L/R and 25L/R, with crosswinds up to 10 knots (no tailwind).

e. Normally, only COMTRAWING SIX CTW-6 flights will be allowed to make multiple VFR touch-and-go approaches. All other traffic will be granted this request from the tower, traffic permitting. Departing traffic has priority over VFR touch-and-go landings.

f. The controller or pilot may request intersection takeoffs on any runway. The tower shall issue the runway available distance with the clearance to all transient aircraft. Runway available distance will be issued to COMTRAWING SIX CTW-6 aircraft only upon pilot request.

NOTE: *The procedures herein have been extracted from NASPCLAINST 3722.1 (Series), Air Operations Manual (AOM), Naval Air Station, Pensacola, Florida. They have been included in this manual for TW5/TW6 TRAWING FIVE/ TRAWING SIX compatibility and safety awareness. Refer to the AOM for a more detailed description of Sherman Field Operations.*

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**CHAPTER SEVENTEEN
SHERMAN FIELD COURSE RULES**

17.1 VFR DEPARTURE PROCEDURES

- a. Runway 7L/R. Turn left immediately heading 285°, maintain altitude as assigned, departure frequency 270.8/120.65.
- b. Runway 25L/R. Turn right immediately heading 285°, maintain altitude as assigned, departure frequency 270.8/120.65.
- c. Runway 19. Turn right immediately heading 225°; maintain 3,000 feet, departure frequency 270.8/120.65.
- d. Runway 1. Turn left immediately heading 285°; maintain 2,000 feet, departure frequency 270.8/120.65.

17.2 VFR ARRIVAL PROCEDURES

17.2.1 General Instructions

- a. All pilots shall report receipt of the appropriate ATIS code to Pensacola TRACON upon initial contact.
- b. When canceling IFR within the Class "C" Airspace Area, aircraft are responsible for following instructions issued by Pensacola TRACON until told to proceed via own navigation or switch to tower frequency.
- c. Overhead break speeds for T-34C is 170 knots, for the T-6A 200 knots. The maximum overhead break speed is 250 knots. Speeds shall be adjusted, as required, to maintain interval on preceding aircraft.

17.2.2 Arrival course rules. Contact approach control prior to 20 NM for radar service and sequencing over the appropriate VFR entry point. Normal jet and prop entry into the Class "C" Surface Area shall be over the prescribed VFR initial approach fix to enter the break for the runway in use as described in the following paragraphs. (see See figure 17-1)

- a. West recovery over Jack Edwards: contact approach 270.8/120.65 within 5 miles of approaching Jack Edwards at 3,500 feet MSL:

***"Pensacola Approach, (call sign), information ____ (ATIS),
request course rules."***

- (1) Runway 07. Depart Jack Edwards at 3,500 MSL (or as assigned) heading 065° direct Wolf Field (NPA 262/12); direct IAF - Point

Golf (254/7). Depart IAF heading 080°, maintain 2,000' until 3 DME, and then descend to 1,300'. Right traffic.

(2) Runway 25. Depart Jack Edwards at 3,500 MSL (or as assigned) heading 100° (over water at Perdido Pass) direct Point Long (180/6), direct IAF - Pickens Gate (104/7). Depart IAF heading 330°, maintain 2,000' until 3 DME, and then descend to 1,300'. Left traffic.

(3) Runway 19. Depart Jack Edwards at 3,500 MSL (or as assigned) heading 065° direct IAF Bronson (288/15); direct IAF - Bronson (288/5). Depart IAF direct to Ferguson, remain south of Highway 98, maintain 2,000' until crossing Blue Angel Parkway, and then descend to 1,300'. Left traffic.

(4) Runway 01. Depart Jack Edwards at 3,500 MSL (or as assigned) heading 100° (over water at Perdido Pass) direct IAF - Point Long (180/6). Depart IAF heading 360°, maintain 2,000' until 3 DME, and then descend to 1,300'. Right traffic.

WARNING: Radar pattern conflict. Pilots entering at Point X-Ray (NPA 231/6) or Pickens Gate are cautioned to maintain correct altitudes and be alert for radar pattern traffic at 1,500 feet for Runways 7 or 25.

b. All aircraft make level break at 1,300', and then descend to 800' on downwind.

17.3 VFR HOLDING. Should pilots be advised to hold at any entry point, a pattern will be used as directed by the control tower. Entry altitudes will be maintained with the pattern long enough to accommodate other aircraft. Visual separation will be maintained.

WARNING: Radar pattern conflict. Pilots entering at Point X-Ray or Pickens Gate are cautioned to maintain correct altitudes and be alert for radar pattern traffic at 1,500 feet for runways 7 or 25.

17.4 NORMAL LANDING PATTERN (ALL AIRCRAFT)

a. Break altitude is 1,300' MSL for all aircraft. Pattern altitude is 800' MSL. All aircraft descend to 800' MSL when on the downwind leg, unless otherwise advised by the tower. Aircraft will line up for the break on the pattern side of the active runway.

b. Pattern direction.

- (1) 7R/25R right traffic.
- (2) 7L/25L Left traffic.
- (3) 1 Right Traffic.
- (4) 19 Left Traffic.

c. Aircraft shall avoid overtaking or passing other aircraft in the traffic pattern. When intervals are issued, make turns to downwind automatically without further ATC clearance. Keep interval

aircraft in sight. If safe separation cannot be maintained, the overtaking aircraft shall go around without further instructions from the tower.

d. Pilots shall report "wheels down and locked" to the tower prior to turning base leg for landing or after lowering the landing gear on straight-in approaches.

e. When Runway 1/19 is the active or a parallel runway is closed when 7 or 25 is the active (single runway ops), pilots shall not plan to use Sherman Field for multiple VFR pattern landings.

f. "Wave-off" or "go around": discontinue the approach descending or climbing to 500' MSL and offset (tower will issue specific instructions if required.)

(1) 7R right side 7L left side

(2) 25L left side 25R right side

(3) 1 left side

(4) 19 right side discontinue the approach descending or climbing to 500' MSL and offset 500 feet parallel to the runway on pattern side. Tower shall issue specific instructions, as required.

g. **Formation touch and go's are prohibited**, except for the Blue Angels.

17.5 DELTA PATTERN PROCEDURES. In the event it becomes necessary to hold aircraft overhead the field, the following Delta Pattern procedures shall be conducted, unless amended by Sherman Tower:

a. Sherman Tower will direct all aircraft in the pattern to "Delta overhead at (altitude)." All pattern aircraft will maintain VFR, clean up, and climb to assigned altitude (normally 2,500'). Pattern aircraft will maintain 150 knots, maintain interval, and fly the normal pattern route, remaining within 3 NM of the field on the pattern side of the duty runway.

b. Upon termination of the Delta Pattern, Sherman Tower will re-sequence all aircraft back into the normal pattern when reaching "the numbers" position. Aircraft shall not descend until established on downwind leg.

c. All aircraft should be vigilant to possible conflicts with other arriving and departing aircraft.

17.6 PPEL APPROACH

a. Request approval from TRACON and make normal position reports.

- b. Enter the appropriate runway entry fix at 3,000' MSL.

(1) Proceed to high key at 3,000' MSL for a left/right pattern as appropriate for the runway in use. High Key is midfield, parallel to the runway, on the side of the runway away from the prop pattern. Report Low Key with gear down, descending to the runway as per NATOPS.

17.7 IFR DEPARTURE PROCEDURES

a. Runway 07. 1 DME past TACAN, turn right 150° maintain 3,000' MSL, expect filed altitude 10 minutes after departure. Contact departure 270.8/120.65.

b. Runway 25. 1 DME past TACAN, turn left 220°, maintain 3,000' MSL, expect filed altitude 10 minutes after departure. Contact departure 270.8/120.65.

c. Runway 19. 1 DME past TACAN, turn left 160°, maintain 3,000' MSL, expect filed altitude 10 minutes after departure. Contact departure 270.8/120.65.

d. Runway 01. Runway heading, maintain 3,000' MSL, expect filed altitude 10 minutes after departure. Contact departure 270.8/120.65.

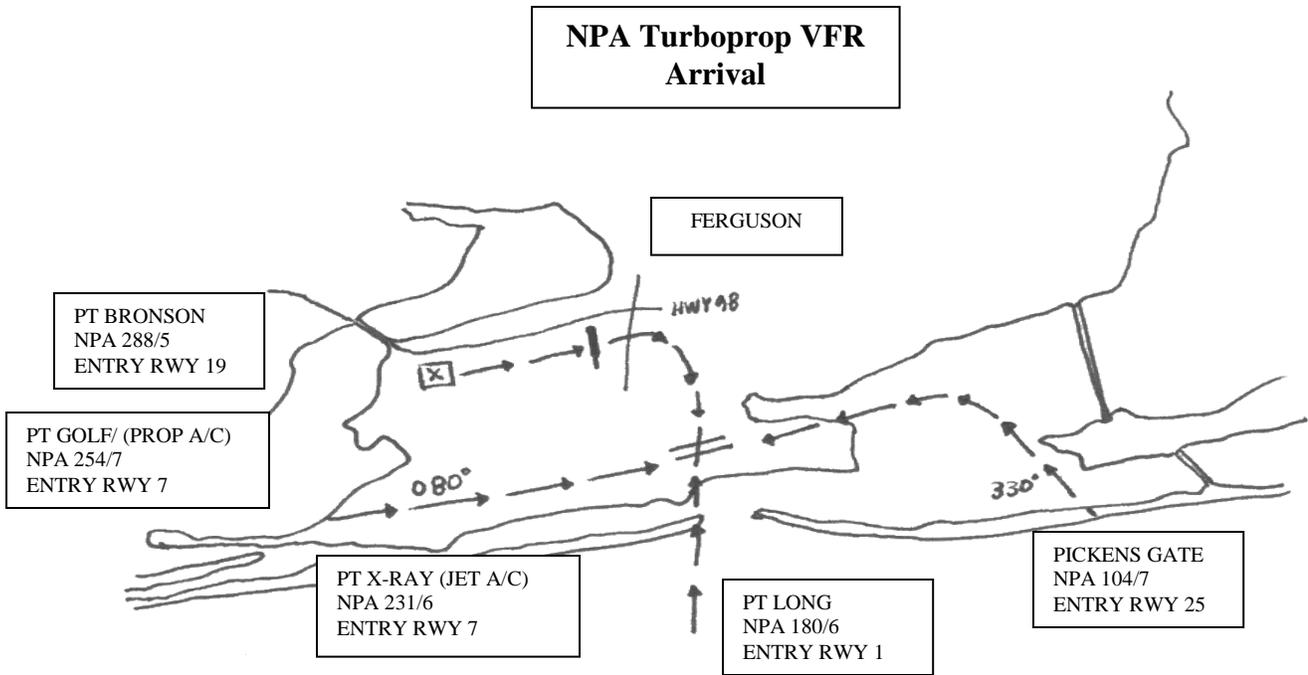
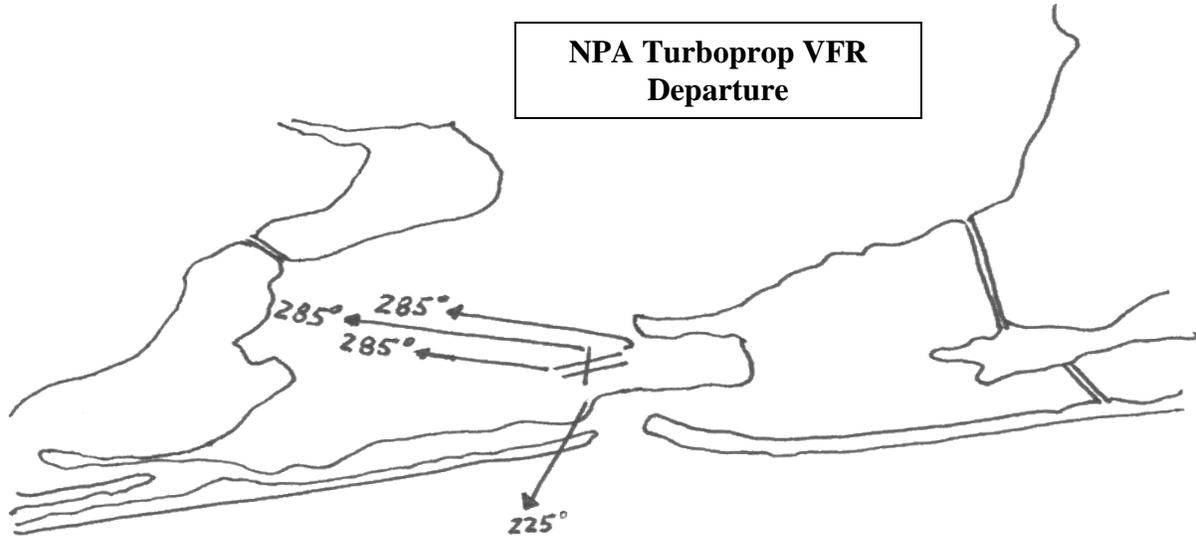
17.8 VFR JET AIRCRAFT ARRIVAL PROCEDURES

17.8.1 General

- a. Carrier breaks are not authorized.
- b. Aircraft entering Pickens Gate or Point X-Ray are cautioned to maintain correct course rules altitudes. Radar pattern traffic conducted during all aerodrome hours at 1,500' and below.
- c. Departing traffic has priority. Touch-and-go requests will be granted, traffic permitting.
- d. Runway 07. IAF Point X-Ray (NPA 231/6) - Depart IAF heading 050°, maintain 2,000' MSL until 3 DME, descend to 1,300' MSL, right traffic.
- e. Runway 25. IAF Pickens Gate (NPA 104/7) - Depart IAF heading 330°, maintain 2,000' MSL until 3 DME, descend to 1,300', left traffic.
- f. Runway 19. IAF Bronson OLF (NPA 288/5) - Depart IAF direct Ferguson Airfield, remain south of Highway 98, maintain 2,000' MSL until crossing Blue Angel Parkway, descend to 1,300' MSL, left traffic.

g. Runway 01. IAF Point Long (NPA 180/6) - Depart IAF heading 360°, maintain 2,000' MSL until 3 DME, right traffic.

WARNING: *Radar pattern conflict. Pilots entering at Point X-Ray or Pickens Gate are cautioned to maintain correct altitudes and be alert for radar pattern traffic at 1,500 feet for Runways 7 or 25.*



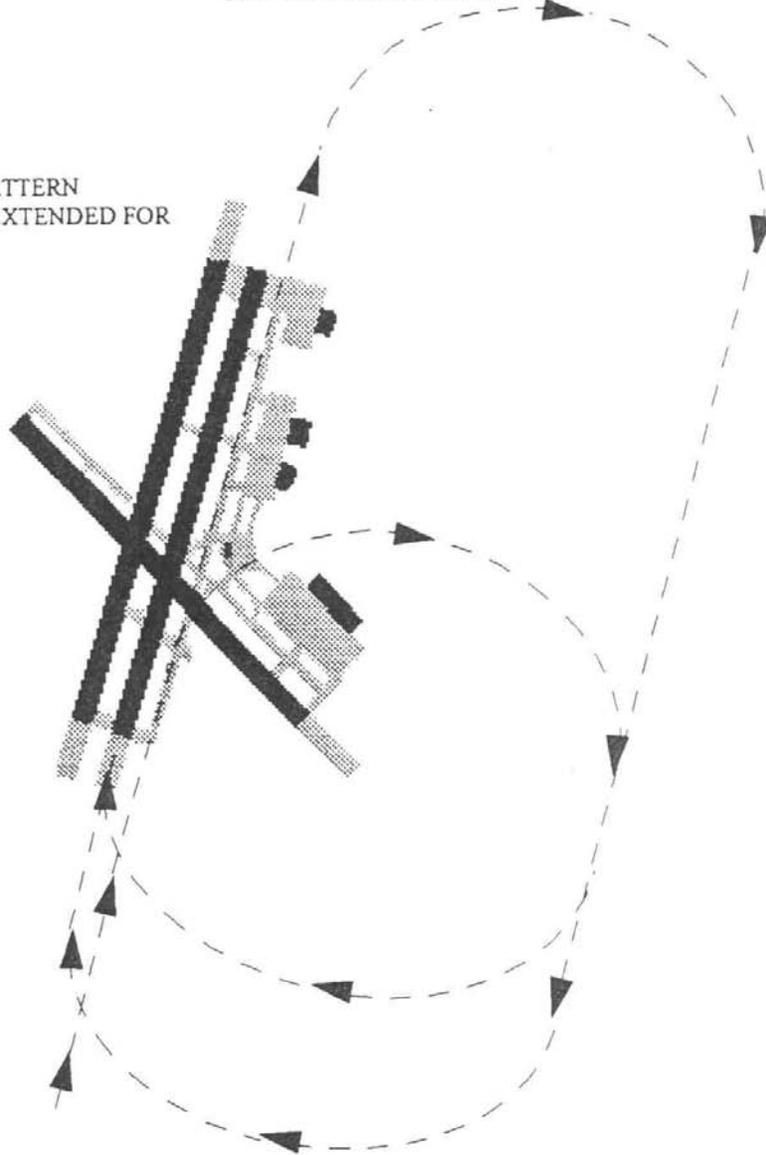
NAS Pensacola Turboprop VFR
Arrivals/Departures
Figure 17-1

NOTE: T-6 Traffic flows from a VFR entry point over Jack Edwards at 3500' MSL. From there they are radar controlled, generally direct, to the appropriate point. VFR descent to 2,000' MSL will be given by approach control at various points.

JET PATTERN (TYPICAL)
INITIAL ALT- 2000 '
BREAK ALT-1,300'
DOWNWIND ALT-800'
PATTERN WIDTH-1-1 1/2 NM

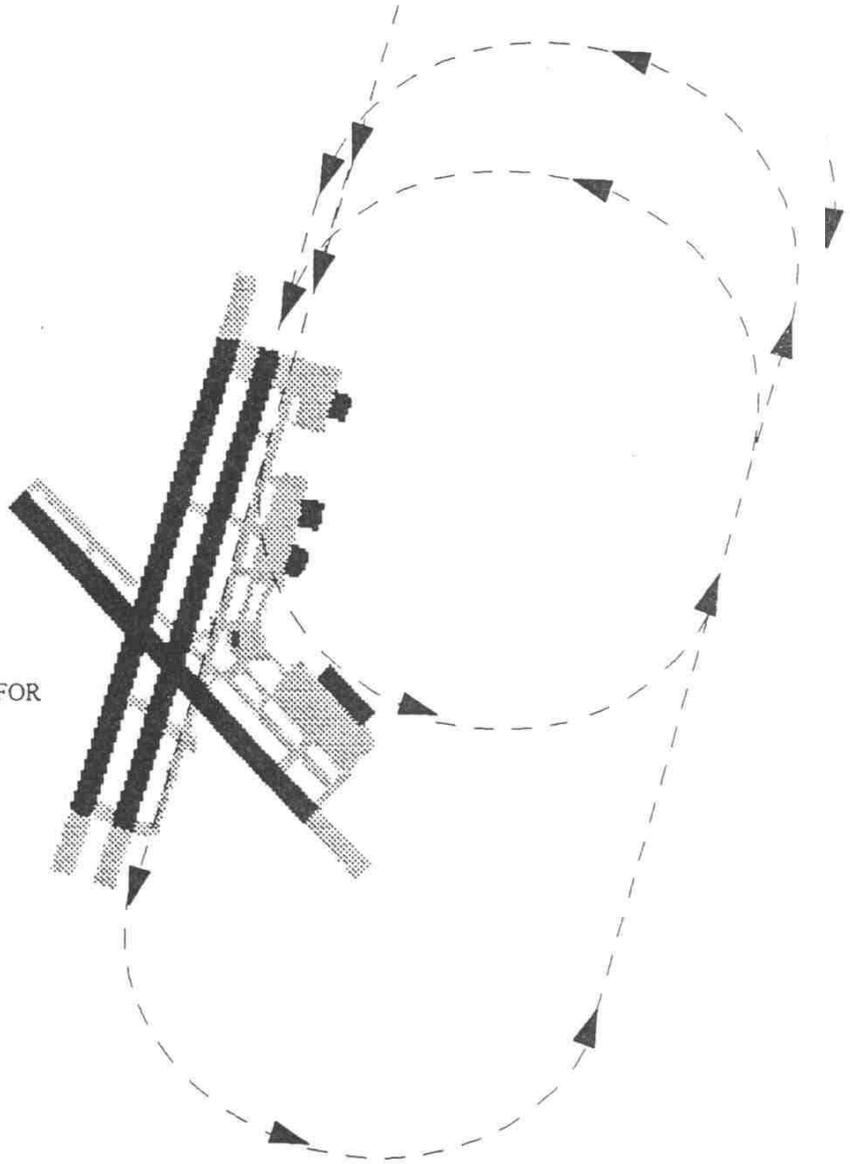
NOTE: HORIZONTAL PATTERN
DIMENSIONS MAY BE EXTENDED FOR
TRAFFIC SPACING

PROP PATTERN (TYPICAL)
INITIAL ALT- 2000 '
BREAK ALT-1,300'
DOWNWIND ALT-800'
PATTERN WIDTH-3/4-1 1/4 NM



NAS Pensacola VFR Pattern Runway 7R
Figure 17-2

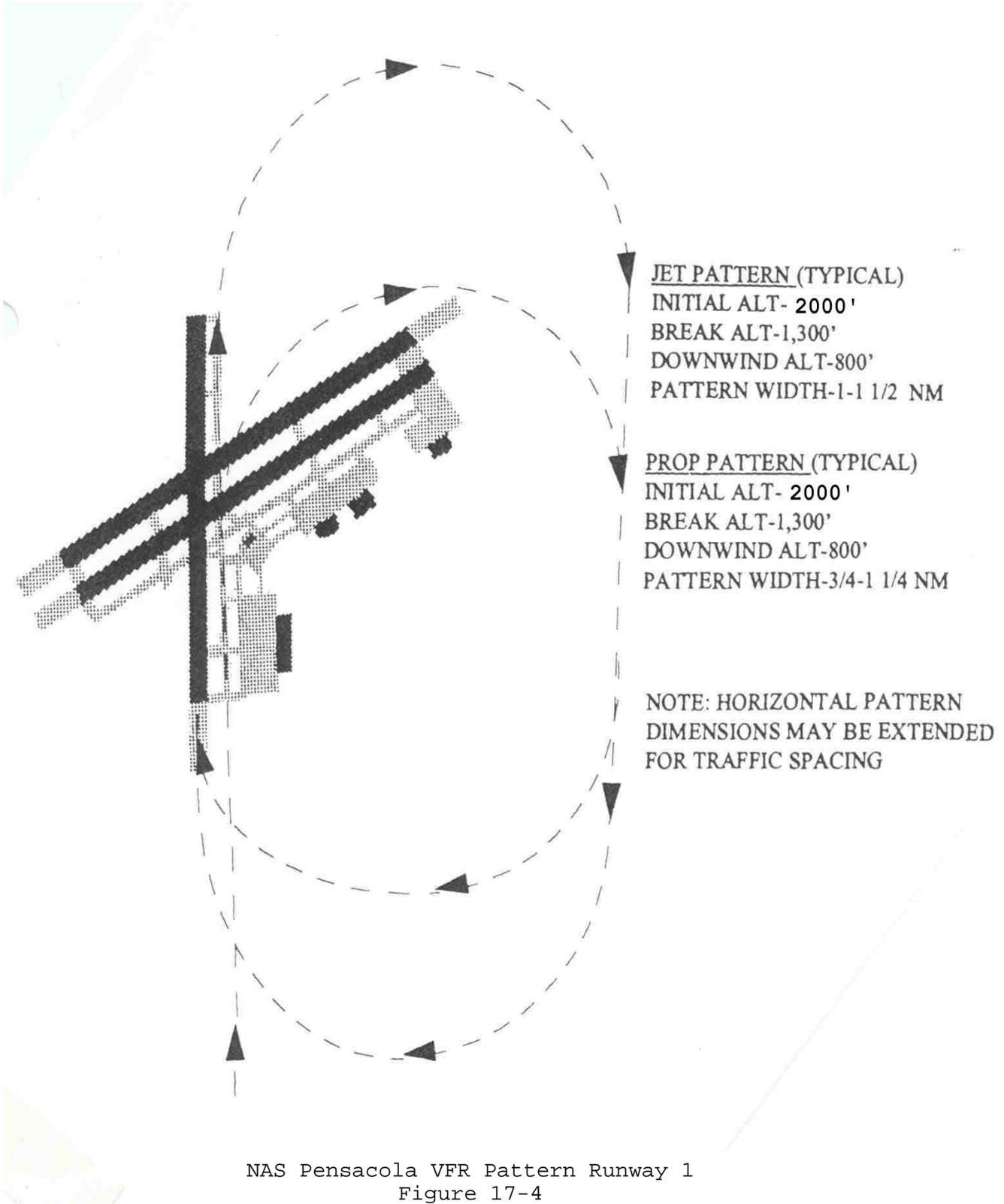
JET PATTERN (TYPICAL)
INITIAL ALT- 2000'
BREAK ALT-1,300'
DOWNWIND ALT-800'
PATTERN WIDTH-1-1 1/2 NM

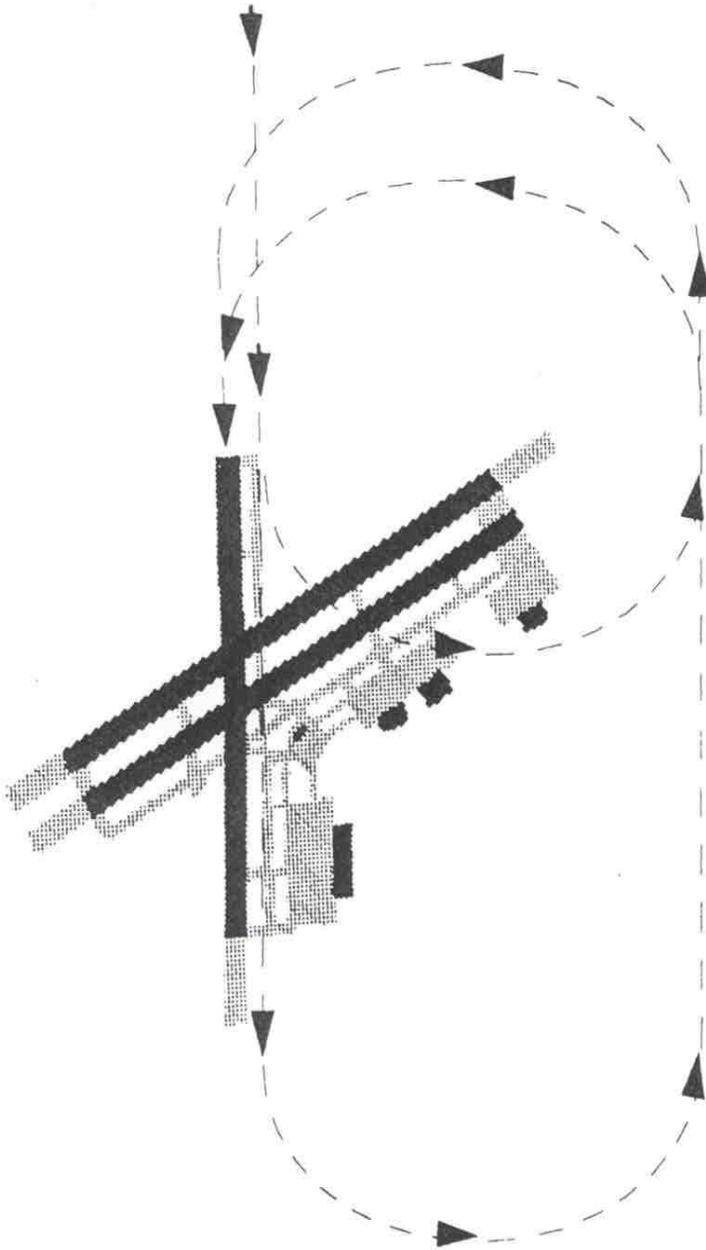


NOTE: HORIZONTAL PATTERN
DIMENSIONS MAY BE EXTENDED FOR
TRAFFIC SPACING

PROP PATTERN (TYPICAL)
INITIAL ALT- 2000'
BREAK ALT-1,300'
DOWNWIND ALT-800'
PATTERN WIDTH-3/4-1 1/4 NM

NAS Pensacola VFR Pattern Runway 25L
Figure 17-3





JET PATTERN (TYPICAL)
INITIAL ALT- 2000 '
BREAK ALT-1,300'
DOWNWIND ALT-800'
PATTERN WIDTH-1-1 1/2 NM

PROP PATTERN (TYPICAL)
INITIAL ALT- 2000 '
BREAK ALT-1,300'
DOWNWIND ALT-800'
PATTERN WIDTH-3/4-1 1/4 NM

NOTE: HORIZONTAL PATTERN
DIMENSIONS MAY BE EXTENDED
FOR TRAFFIC SPACING

NAS Pensacola VFR Pattern Runway 19
Figure 17-5

**APPENDIX A
SAMPLE VOICE PROCEDURES**

NOTE: The following is a sample of voice reports encountered during Contact training in the TRAWING. (Call sign) indicates the full filed call sign (e.g., Shooter 528). (Side #) indicates just the side number of the aircraft (e.g., 528).

A.1 WHITING FIELD GROUND AND TAKEOFF OPERATIONS

- UHF 1. **Obtaining squawk from NSE Clearance Delivery:** "North Clearance, (Call sign), VFR to ___ (working area, direction of flight, or destination), (Estimated Time Enroute)."
- UHF 2. **Obtaining clearance to taxi from NSE Ground Control:** "North Ground, (Call sign), (parking spot), taxi, with information _____ (ATIS)."
- ICS 3. **After North Clearance issues clearance and squawk:** "Duty runway is _____, altimeter _____, time is _____, transponder set _____, ready to taxi."
- UHF 4. **Outbound call to base:** (In accordance with squadron SOP.)
- UHF 5. **Obtaining clearance to taxi from run up area:** "North Ground, (Call sign), primary/alternate runup, request further taxi."
"(call sign), taxi to Rwy 14, cross Rwy 5."
- NOTE:** Per local agreement, the only portion of the clearance you are required to readback is the departure runway and any runway(s) you are cleared to cross.
- UHF 6. **Takeoff call approaching hold short or when within 4 in sequence at hold short line:** "North Tower, (Call sign), #3 for takeoff."
- UHF 7. **Responses to takeoff clearance issued by tower:**
- a. **If told to hold short:** "(Call sign), hold short."
 - b. **If told to line up and wait:** "(Call sign), line up and wait."
 - c. **If cleared to take off:** "(Call sign), cleared for takeoff."
- ICS 8. **T-34 after takeoff, check fuel caps secure and retract landing gear, then report:** "Fuel caps secure, gear up and locked."
T-6 after takeoff, raise gear/flaps per instructions, then report: "Gear and flaps up at _____ knots."

UHF 9. **Off report to Pensacola Departure:** "Pensacola Departure, (Call sign), passing (altitude)."

ICS 10. **T-34 Instrument, gas, and position reports performed every 15-20 minutes:** "Engine instruments normal, fuel is _____ lbs left, _____ lbs right, position is _____ (i.e., five miles east of Brewton)."

T-6 perform operations checklist every 15-20 minutes:

"Hydraulics ___ psi, electrics ___ volts/amps, fuel ___ lbs, oxygen good blinker, engine instruments check, pressurization ___ cockpit altitude ___ delta p, position is ___ (i.e., five miles east of Brewton)."

A.2 EMERGENCY AND PRACTICE EMERGENCY OPERATIONS

ICS* 1. **MAYDAY report made with engine failure or dire emergency in a non-radar environment:** "MAYDAY, MAYDAY, MAYDAY, (Call sign) with (type of emergency), (location), (altitude), and I plan to (intentions)."

EXAMPLE: "MAYDAY, MAYDAY, MAYDAY, (Call sign) with an engine failure, five miles east of Barin at five thousand. I intend to land at Barin." (ISPI format)

ICS* 2. **Emergency report made with any emergency in a radar environment:** "(Controller), (Call sign) is declaring an emergency, (type of emergency), (position), (altitude), (intentions)." Expect to provide fuel remaining in minutes and souls on board.

EXAMPLE: "Pensacola Approach, (Call sign) is declaring an emergency, propeller malfunction, 10 miles West of North Whiting Field at 1,700 feet, intend Precautionary Emergency Landing at North Whiting Field." (ISPI format)
(* UHF if actual)

ICS* 3. (T-34 Only) **PAN report made when a situation is deteriorating but has not become critical in a non-radar environment:** "PAN-PAN, PAN-PAN, PAN-PAN, (Call sign), with (type of emergency), (location), (intentions)."

EXAMPLE: "PAN-PAN, PAN-PAN, PAN-PAN, (Call sign) with a chip light, seven miles north of Brewton, 4,500 feet. Will be executing a PEL to runway 30 at Brewton." (ISPI format)
(* UHF if ACTUAL)

A.3 PTC OUTLYING FIELD OPERATIONS

UHF 1. **To determine duty runway at outlying field (OLF) for entry or PPEL:** "(Name of field), landing." (e.g., "Barin, landing.")

- UHF 2. **When controlling agency at the OLF has advised you of the active runway and requests an acknowledgment:** "(Name of field), landing ____ (e.g., "Barin landing 33.")"
- UHF 3. **During OFE when at Initial point:** "____ RDO, (Call sign), Initial, runway _____, dual/solo, type of flight (i.e. C4390)."
- UHF 4. **Prior to executing break at OLF. After checking interval:** "____ RDO, (Call sign), crosswind, break."
- UHF 5. **When the RDO has directed you to discontinue, or the RDO has not acknowledged the initial call within 2 NM of the airfield boundary:** "(Call sign) discontinued entry."
- UHF 6. **Prior to turning crosswind during touch and go's at OLF. After checking interval and downwind traffic:** "(Side #), crosswind, touch-and-go." (or "crosswind, pattern PPEL", "crosswind AOA" for full-flap AOA approaches or "crosswind full-stop").
- ICS 7. **Landing check prior to the 180 (T-34 only):** "Harness locked (both cockpits), Landing gear down (both cockpits), Brakes-parking brake off, brakes firm, instruments checked, landing lights on."
- UHF 8. **At the 180° position:** "(Side #), 180, gear down".
- ICS 9. **Landing check after transition at 180 (T-34 only):** "Gear down, flaps (up/down), landing checklist complete."
- ICS 10. **On short final prior to touchdown:** "Gear down, lights checked."
- UHF 11. **During wave off, when aircraft is under control:** "(Side #), wave off."
- UHF 12. **T-34 or T-6 approaching High Key for PPEL (approximately 3 to 5 miles from field boundary, IP/PIC will call):** "____tower/crash/RDO, (Call sign), (distance) to the (direction), (altitude), practice PEL, (runway), dual/solo, (type of flight)" (e.g., "Barin RDO, (Call sign), four miles to the West, 4500 feet, practice PEL, Runway 9, dual, C4103."
- ICS 13. **Landing check after gear are lowered in PEL/PPEL (T-34 only):** "Harness locked (both cockpits), Landing gear down (both cockpits), Brakes-parking brake off, brakes firm, instruments checked, landing lights on."
- UHF 14. **At High Key:** "____ crash/RDO, (Call sign), High Key, runway ____."

- UHF 15. **Approaching Low Key:** "(Side #), Low Key/pattern Low Key, gear down."
- ICS 16. **Approaching the 90° position in PPEL/PEL (T-34 only):** "Gear down, flaps (up/down), landing checklist complete."
- ICS 17. **On final PPEL/PEL:** "Gear down, lights checked."
- UHF 18. **Turning to Pattern Low Key from a touch and go, the instructor will call:** "(Side #), crosswind, pattern PPEL."
- UHF 20. **At the 180 position for a LAPL(P):** "(Side #), 180, gear up for training."
- UHF 21. **Departing the pattern:** "_____ (RDO/crash), (call sign), departing."

A.4 WHITING FIELD COURSE RULES

- UHF 1. **Initial contact with Pensacola Approach Control:** "Pensacola Approach, (Call sign), (entry point), off (OLF) with information ____." (e.g., "Pensacola Approach, (Call sign), Chicken Ranch, off Barin, with information Golf.")
- UHF 2. **After squawk has been assigned by Pensacola Approach:** "(Call sign), squawk _____."
- UHF 3. **Initial contact with North Whiting Tower:** "North Whiting Tower, (Call sign), Point Waldo/Easy with information_____."
- *UHF (Night) Initial contact with North Whiting Tower at night will be: **"North Whiting Tower, (Call sign), 5 miles North with information_____, for straight in/overhead entry runway_____."**
- UHF 4. **After tower Rogers your call with duty runway, respond:** "(call sign), wilco."
- UHF 5. **Calling for the break at Whiting Field (abeam the numbers):** "North Tower, (Call sign), numbers runway _____."
- UHF 6. **After cleared for the break from tower respond:** "(Call sign), roger break."
- UHF 7. **Obtaining clearance to land at Whiting Field:** "North Tower, (Call sign), (position from abeam to final - e.g. 180, 90, or final), gear down, full stop."
- UHF 6. **After cleared for landing from tower respond:** "(Call sign), cleared to land."

UHF 8. **After clearing the duty runway holdshort and switching Ground Control:** "North Ground, (Call sign), return."

UHF 9. *The return call to base will be in accordance with individual squadron SOP.*

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APPENDIX B
KNSE T-34 FORMATION COMMUNICATIONS SEQUENCE

NOTE: The following is a sample of voice reports encountered during formation training in the TRAWING. (Call sign) indicates the full filed call sign (e.g., Shooter 528). (Side #) indicates just the side number of the aircraft (e.g., 528).

NOTE: The following communications sequences are designed for T-34 formation flights in TRAWING FIVE.

B.1 GROUND OPERATIONS

1. Complete prestart checklist (nav lights on bright, strobes on). Complete engine start checklist. (Upon turning on the avionics, monitor the briefed frequency and obtain ATIS as directed in the NATOPS brief).

2. Finish pretaxi checklist.

3. **Lead** (UHF): "(Tactical Call Sign)." (TAC CS)
Wing (UHF): "Two with information ____." (If ready to taxi. If not, "Two stand by." When ready: "(TAC CS) Two, with information ____.")

4. **Lead** (UHF): "(TAC CS) switch to button 2."
Wing (UHF): "Two."

After frequency change:

Lead (UHF): "(TAC CS)."
Wing (UHF): "Two."

5. **Lead** (UHF): "North Clearance, (SQD CS), flight of two (or three), Wingman (Wing(s) side #(s)), VFR to ____, (ETE {if stereo route not already filed})."

6. After obtaining squawk/clearance:

Lead (UHF): "(SQD CS) and flight, (clearance), squawk ____."
North Clearance reply: "(SQD CS) and flight, read back correct, contact ground to taxi."
Wing (UHF): "Two."

7. **Lead** (UHF): "(TAC CS) switch to button 3."
Wing (UHF): "Two."

After frequency change:

Lead (UHF): "(TAC CS)."
Wing (UHF): "Two."

8. **Lead** (UHF): "North Ground, (Squadron Call Sign)____, flight of two (or three), taxi, (parking spots), with information ____."

9. **North Ground reply:** "(SQD CS)____ and flight, taxi to primary/alternate runup."

10. Taxi to ground runup. Wing will taxi at a safe distance behind Lead on the yellow line until clear of the line area. If Lead shifts off of the yellow taxi line, Wing may then stagger to the left or right of Lead with sufficient interval to maintain flight integrity, and allow for maneuvering in case of brake problems or other emergencies. If all aircraft are not located on the same line, the flight will meet in the hub and taxi with appropriate interval to the ground runup area. Lead will select a position in the runup area that permits the flight to situate itself so that the Wing aircraft has an unobstructed view of Lead's cockpit, and remains within the black tarmac area with a minimum of 4 feet of wingtip separation.

11. Complete the ground runup checklist and do the takeoff checklist down to the last three items. Lead and Wing will then perform the 11-point inspection. After the checks are complete, perform the following ICS reports and visual signals:

Wing (ICS): "Configuration correct, panels secure, no visible leaks, initiating thumbs up."

(Pass thumbs up when Lead is looking).

Lead (ICS): "Configuration correct, panels secure, no visible leaks, return thumbs up."

(Return signal).

12. **Lead** (ICS): "Wingman in position, area clear, frequency change to____." (Sqdn. Freq.)

(Pass signal) "Ready look."

Wing (ICS): "Frequency change to____, acknowledge." (Head nod)

13. **Lead** (UHF): "(TAC CS)."

Wing (UHF): "Two."

14. **Lead** (UHF): "____Base, (Lead side # and Wing Side #(s)), flight of two (or three)_, outbound."

15. **Lead** (UHF): "(TAC CS) switch to button 3."

Wing (UHF): "Two."

After frequency change:

Lead (UHF): "(TAC CS)."

Wing (UHF): "Two."

16. **Lead** (UHF): "North Ground, (Sqdn Call Sign) and flight, primary/alternate runup, request further taxi."

17. Taxi outbound to the hold short. Wing will follow in column until out of the runup area, then in staggered column to the hold short. 200 feet prior make the following ICS reports and perform the corresponding action:

Lead (ICS): "200 feet prior, nav lights off, switching Tower."

Wing (ICS): (Upon seeing Lead's nav lights go out) "Switching Tower, nav lights off."

After frequency change:
Lead (UHF): "(TAC CS)"
Wing (UHF): "Two."

B.2 TAKEOFF AND DEPARTURE

1. **Lead** (UHF): (When within 4 for takeoff) "North Tower, (SQD CS)___, flight of___, #___ for take off."
 (Read back clearance as in other stages)
2. Taxi into position per FORM FTI. Complete the takeoff checklist. Reference wind sock for most accurate wind information.
3. After setting 500 ft-lbs and checking engine instruments, Lead will check Wing and Wing will check Lead. (Each aircraft quickly checks the same items as in the ground runup.) Make the following ICS reports and visual signals:

Both (ICS): "Aircraft looks good."
Wing (ICS): "Thumbs up signal." (pass signal)
Lead (ICS): "Thumbs up signal, return." (return signal)

4. Takeoff per FORM FTI.
5. Climb out and join per FORM FTI.
6. When clear of the pattern:
Lead (UHF): "(TAC CS) switch button 5"
Wing (UHF): "Two"

After frequency change:
Lead (UHF): "(TAC CS)."
Wing (UHF): "Two."

7. **Lead** (UHF): "Pensacola Departure, (SQD CS)___, flight of ___ passing ___feet."
8. **Lead** (UHF): "Pensacola Departure, (SQD CS)___ and flight, clear of class C, cancel radar advisories."
9. After frequency change and squawk approved by ATC:
Lead (UHF): "(SQD CS)___ and flight roger, (TAC CS) switch button twelve."
Wing (UHF): "Two.":
10. After frequency change:
Lead (UHF): "(TAC CS)."
Wing (UHF): "Two."

B.3 AREA Fox OPERATIONS

1. **Lead IP or Chase** (UHF):

"Fox Traffic, state working altitudes (if working Pelican see Ch. 4 for radio calls and procedures)."

Basic form flights in Fox will reply with their working altitude only.

Lead IP (UHF): "(TAC CS) flight 4.5"

2. Basic formation flights will climb or descend to a vacant VFR working altitude and make the following call:

NOTE: *Formation flights needing to adjust altitude enroute to Fox should utilize the southern border of Fox or the Fox transition layer. Avoid using the eastern boundary due to T-6 course rules.*

Lead IP or Chase (UHF): "(TAC CS) flight will take _____ (altitude or blocks)."

3. If appropriate formations working the Pelican working area will climb to the appropriate altitude along an area boundary or utilize the transition layer (5,200' MSL westbound, 5,700' MSL eastbound), fly at that altitude until within the lateral limits of your block and then climb into the block. Make one of the following calls as appropriate:

Lead IP (UHF): "(TAC CS) flight established in 4A and 4B"

4. Perform planned profile once established in Fox or Pelican.

5. Prior to beginning the recovery phase, one aircraft (as briefed prior to flight) will get ATIS information for NSE and pass it to the other aircraft. The flight is responsible for maintaining awareness on Area Common frequency.

B.4 VFR RECOVERY

1. After Wing stabilizes at starboard parade, perform a fuel check.

Lead (UHF): "(TAC CS)."

Wing (UHF): " Two, with information ____."

If the flight was unable to obtain ATIS:

Lead (UHF): "(TAC CS)."

Wing (UHF): " Two, with negative information."

Lead (UHF): "(TAC CS), information ____, runway ____, altimeter ____."

2. Orient flight to intercept course rules. If departing the High Block, descend to the appropriate altitude in the transition layer and transit to an appropriate descent point. The three sisters will help to identify Flomaton and Century.

Lead IP (UHF): "(TAC CS) flight leaving ____ (altitude) over ____ (location) for the rules."

3. At the three stacks (Century/Flomaton)

Lead (UHF): "(TAC CS) switch button 6."

Wing (UHF): "Two."

After frequency change:

Lead (UHF): "(TAC CS)."

Wing (UHF): "Two."

4. **Lead** (UHF): "Pensacola Approach, (SQD CS)__, flight of __, approaching Jay with information_."

5. From Jay to Point Nugget, initiate crossunder signal.

Lead (ICS): "Wingman in position, area clear, crossunder signal." (pass signal) "Ready look."

Wing (ICS): "Crossunder signal, acknowledge when they look." (Acknowledge signal and perform crossunder)

6. After reporting Pt E/W in sight and directed to switch to North Tower:

Lead (UHF): "(Tac CS) switch channel 4."

Wing (UHF): "Two."

7. **Lead** (UHF): "(TAC CS)."

Wing (UHF): "Two."

8. **Lead** (UHF): "North Tower, (SQD CS)__, flight of __, POINT WALDO/EASY with (ATIS information)." Lead will acknowledge Tower's reply with, "(Sq CS), wilco."

9. Descend to 1,500' MSL while navigating for proper line-up.

10. **Lead** (UHF): "North Tower, (SQD CS)__ and flight, numbers runway__." When North Tower provides clearance to break. "(SQD CS)__ and flight, roger break."

11. Lead, with interval and when cleared by Tower:

Lead (ICS): "Wingman in position, area clear, kiss off signal." (pass signal and break IAW Form FTI)

Wing (ICS): "Kiss off signal." (Not returned. Break IAW Form FTI. Keep lead in sight and obtain minimum 1,500' interval.)

12. **Lead** (UHF): "North Tower, (SQD CS)____, 180, gear down, full stop."

Wing (UHF): "Dash 2", 180, gear down, full stop."

13. Lead, when clear of the duty runway hold short, switch to channel 3, perform Post Landing Checklist, and wait for Wing to clear the duty runway (and chase if applicable). Wing clears the duty runway and automatically switches to CH 3, and performs the Post Landing Checklist.

After frequency change:

Lead (UHF): "(TAC CS)."
Wing (UHF): "Two."

14. **Lead** (UHF): "North Ground, (SQD CS)__, flight of two (or three) return."

15. Taxi to parking.

16. **Lead (ensure call is made)** (UHF): "On Base frequency, "__ Base, (SQD CS)__, and flight return." Wing does not have to call Base unless the flight was separated.

17. Complete shutdown.

NOTE:

1. Changes in heading do not require head nods.

2. All UHF radio calls will be handled by the Leader unless an emergency or safety of flight situation occurs. On the initial call to a controller, as Leader, you will announce that you are a formation flight and how many are in the flight.

EXAMPLE: "Pensacola Departure, (SQD CS)__, flight of two passing one thousand two hundred." On each call after that, if you are talking to the same controller, you should abbreviate the call.

EXAMPLE: "Pensacola Departure, (SQD CS)__, and flight passing four thousand two hundred."

APPENDIX C
WHITING FIELD STEREO ROUTES AND
TACTICAL CALLSIGNS

C.1 GENERAL INFORMATION

a. The following canned routes allow pilots to file a flight plan by phone or radio. Initial clearance limit is to the terminal delay point. Pilots must file an alternate when speaking to base-operations if required. Alternate for terminal delay points is NSE. Give time en-route if different from canned route when filing.

b. Pilots of local area VFR flight plans to the working areas which terminate at NSE may file directly with Clearance Delivery. Pilots of all other flights, shall file their flight plan by radio or telephone with Base Operations.

NOTE: All stereo flight plans are filed using T34T/G or TEX2/R in the TD code.

C.2 TACTICAL CALLSIGNS

a. Stereo flight plans may file using squadron tactical call signs as follows:

VT-2/T-34 FITU	"Black Bird###"	(BB ###)
VT-3	"Red Knight###"	(RN ###)
VT-6	"Shooter###"	(SH ###)
T-6 FITU	"Spiral###"	(SP ###)
Transition Squadron T-6	"Texan###"	(TEXN ###)

C.3 T-34 STEREO ROUTES**T-34 NORTH WHITING (KNSE)**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
NSE1	IFR	100	NSE NSE340015 PNSN/D1+00 CEW295022 NSE Remarks: REQ 30B40 AFTER PNSN DLY VFR	IFR TO NSE VIA N MOA (BLOCK ALT 3-4K' AFTER PENETRATION)	2+00
NSE2	VFR	095	NSE PNSN/D1+00 PNSN VFR NSE	VFR TO NSE VIA N MOA	2+00
NSE3	OTP	040	NSE TROJN VFR NSE Remarks: (working area)	IFR OTP TO NSE VIA AREA____	2+00
NSE4	IFR	100	NSE PENSI PNSS VFR NSE Remarks: D01+30 PNSS NSE	IFR/VFR TO NSE VIA SOUTH MOA	2+00
NSE5	IFR	100	NSE PENSI PNSS VFR NSE Remarks: D01+30 PNSS (working area) NSE	IFR/VFR TO NSE VIA SOUTH MOA then Area	2+00
NSE201	VFR	045	NSE ENSLY VFR NSE Remarks: Area 1	VFR TO NSE VIA AREA 1	2+00
NSE202	VFR	055	NSE ODAZO VFR NSE Remarks: Area 2	VFR TO NSE VIA AREA 2	2+00
NSE203A	VFR	085	NSE PEXUS VFR NSE Remarks: Area 3 aerobatics	VFR TO NSE VIA AREA 3	2+00
NSE2030	VFR	085	NSE PEXUS VFR NSE Remarks: Area 3 OCF	VFR TO NSE VIA AREA 3	2+00
NSE204	VFR	045	NSE EMUSY VFR NSE Remarks: Area Fox	VFR TO NSE VIA AREA Fox	2+00
NSE204A	VFR	025	NSE PEXUS NFJ VFR EMUSY NSE Remarks: D0+30 NFJ NSE	VFR TO NSE VIA CHOCTAW and Fox	2+00
NSE205	VFR	045	NSE BAKOS VFR NSE Remarks: (working area)	VFR TO NSE VIA AREA__ (RI SORTIES)	2+00
NSE206	IFR	017	NSE NPA/D1+00 NSE	IFR TO NSE VIA SHERMAN	2+00
NSE207	IFR	017	NSE PNS/D1+00 NSE	IFR TO NSE VIA P'COLA RGL	2+00
NSE208	IFR	017	NSE PNS/D0+30 NPA/D0+30 NSE	IFR TO NSE VIA PNS THEN NPA	2+00
NSE209	IFR	017	NSE NPA/D0+30 PNS/D0+30 NSE	IFR TO NSE VIA NPA THEN PNS	2+00
NSE212	IFR	027	NSE NDZ/D1+00 NSE	IFR TO NSE VIA NDZ	1+45
NSE213	VFR OTP	025 040	NSE PEXUS NFJ (airport of choice)	VFR/OTP TO LOCAL AIRPORT OF CHOICE VIA CHOCTAW	2+00

T-34 PENSACOLA REGIONAL (KPNS)

Route	Type	Alt	Route of Flight	Clearance Request	ETE
PNS210	VFR	017	NSE PNS	VFR DIRECT TO PNS	0+15
PNS211	IFR	040	NSE PNS	IFR DIRECT TO PNS	0+15
PNS212	VFR	017	PNS NSE	VFR DIRECT TO NSE	0+15
PNS213	IFR	045	PNS IFR	IFR DIRECT TO NSE	0+15
PNS214	VFR	045	NSE NSE340005 VFR PNS Remarks: (working area)	VFR TO PNS VIA AREA	2+00
PNS215	VFR	045	NSE EMUSY VFR PNS Remarks: Area 2F	VFR TO PNS VIA AREA 2F	2+00
PNS216	IFR	017	NSE NPA/D1+00 PNS	IFR TO PNS VIA SHERMAN	2+00
PNS217	IFR	017	NSE PNS/D1+00 PNS	IFR TO PNS VIA P'COLA RGL	2+00
PNS218	IFR	017	NSE PNS/D0+30 NPA/D0+30 PNS	IFR TO PNS VIA PNS THEN NPA	2+00
PNS219	IFR	017	NSE NPA/D0+30 PNS/D0+30 PNS	IFR TO PNS VIA NPA	2+00

T-34 MONROE COUNTY (KMVC)**VFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
MVC438	VFR	065	NSE NSE340010 VFR MVC Remarks: (working area)	VFR TO MONROEVILLE VIA AREA__	2+00
MVC438R	VFR	055	MVC NSE Remarks: (working area)	VFR FROM MVC TO NSE VIA AREA__	2+00

OTP STOPOVER

MVC439	OTP	040	NSE PENSI VFR MVC Remarks: (working area)	OTP TO MONROEVILLE VIA AREA__	2+00
MVC439R	VFR	055	MVC NSE Remarks: (working area)	VFR FROM MVC TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

MVC434	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 MVC	IFR TO MONROEVILLE VIA N MOA	0+30
MVC434R	IFR	090	MVC PNSN/D1+30 CEW295022 NSE	IFR FROM MVC TO NSE VIA N MOA	0+30
MVC435	VFR	095	NSE PNSN/D1+30 VFR MVC	VFR TO MONROEVILLE VIA N MOA	2+00
MVC435R	VFR	095	MVC PNSN/D1+30 NSE	VFR FROM MVC TO NSE VIA N MOA	2+00

T-34 MOBILE REGIONAL (KMOB)**IFR/VFR ROUND ROBIN**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
MOB320	IFR	060	NSE PENSI V241 SJI MOB Remarks: D0+45 MOB NSE	IFR TO MOBILE TERM DELAY MOB	0+30
MOB320R	IFR	050	MOB BFM V198 PENSI TROJN NSE	IFR FROM MOBILE TO NSE	0+30
MOB326	VFR	065	NSE NSE360002 VFR MOB/D1+00 VFR NSE	VFR TO MOBILE VIA AREA__ DELAY MOB	2+00

IFR STOPOVER

MOB420	IFR	060	NSE PENSI V241 SJI MOB Remarks: D0+45 MOB MOB	IFR TO MOBILE	0+30
MOB420R	IFR	050	MOB BFM V198 PENSI TROJN NSE	IFR FROM MOBILE TO NSE	0+30
MOB429*	IFR	040	NSE PENSI NPA/D0+30 NPA264037 SJI MOB Remarks: D0+30 MOB MOB	IFR TO MOBILE VIA NPA	0+40
MOB429R	IFR	050	MOB LOXLY V241 PENSI TROJN NSE	IFR FROM MOBILE TO NSE	0+20

* Divided into 2 legs: NSE->NPA, NPA->MOB (clearance at NSE will be to NPA)

VFR STOPOVER

MOB436	VFR	065	NSE PENSI VFR MOB Remarks: (working area)	VFR TO MOB VIA AREA__	2+00
MOB436R	VFR	055	MOB LOXLY VFR NSE	VFR FROM MOBILE TO NSE VIA AREA__	2+00

OTP STOPOVER

MOB441	OTP	040	NSE PENSI VFR MOB Remarks: (working area)	OTP TO MOBILE VIA AREA__	2+00
MOB441R	VFR	055	MOB NSE Remarks: (working area)	VFR FROM MOBILE TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

MOB430	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 LOXLY MOB	IFR TO MOBILE VIA N MOA	0+30
MOB430R	IFR	110	MOB LOXLY V198 PENSI PNSN/D1+30CEW295022 NSE	IFR FROM MOBILE TO NSE VIA N MOA	0+30
MOB431	VFR	095	NSE NSE340015 PNSN/D1+30 VFR MOB	VFR TO MOBILE VIA N MOA	2+00
MOB431R	VFR	095	MOB PENSI PNSN/D1+30 NSE	VFR FROM MOBILE TO NSE VIA N MOA	2+00

T-34 MOBILE DOWNTOWN (KBFM)**IFR/VFR ROUND ROBIN**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
BFM320	IFR	060	NSE PENSI V198 LOXLY BFM Remarks: D0+45 BFM NSE	IFR TO BFM TERM DELAY BFM	0+30
BFM320R	IFR	050	BFM V198 PENSI TROJN NSE	IFR FROM BFM TO NSE	0+30
BFM326	VFR	065	NSE NSE360002 VFR BFM/D1+00 VFR NSE	VFR TO BFM VIA AREA____ TERM DELAY BFM	2+00

IFR STOPOVER

BFM445	IFR	060	NSE PENSI V241 SJI BFM Remarks: D0+45 BFM BFM	IFR NSE TO BFM	2+00
BFM445R	IFR	050	BFM V198 PENSI TROJN NSE	IFR BFM TO NSE	2+00
BFM429*	IFR	040	NSE PENSI NPA/D0+30 NPA264037 BFM Remarks: D0+30 BFM BFM	IFR TO BFM VIA NPA	0+40
BFM429R	IFR	050	MOB LOXLY V241 PENSI TROJN NSE	IFR FROM BFM TO NSE	0+20

* Divided into 2 legs: NSE->NPA, NPA->MOB (clearance at NSE will be to NPA)

VFR STOPOVER

BFM446	VFR	065	NSE PENSI VFR BFM Remarks: (working area)	VFR NSE TO BFM	2+00
BFM446R	VFR	055	BFM LOXLY VFR NSE Remarks: (working area)	VFR BFM TO NSE	2+00

OTP STOPOVER

BFM441	OTP	040	NSE PENSI VFR BFM Remarks: (working area)	OTP TO BFM VIA AREA____	2+00
BFM441R	VFR	055	BFM NSE Remarks: (working area)	VFR FROM BFM TO NSE VIA AREA____	2+00

NORTH MOA STOPOVER

BFM430	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 LOXLY BFM	IFR TO BFM VIA N MOA	0+30
BFM430R	IFR	110	BFM LOXLY V198 PENSI PNSN/D1+30 CEW295022 NSE	IFR FROM BFM TO NSE VIA N MOA	0+30
BFM431	VFR	095	NSE NSE340015 PNSN/D1+30 VFR BFM	VFR TO BFM VIA N MOA	2+00
BFM431R	VFR	095	MOB PENSI PNSN/D1+30 NSE	VFR FROM BFM TO NSE VIA N MOA	2+00

T-34 FLORALA (0J4)**VFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
0J4437	VFR	055	NSE BAKOS VFR 0J4 Remarks: (working area)	VFR TO FLORALA VIA AREA__	2+00
0J4437R	VFR	065	0J4 NSE	VFR FROM FLORALA TO NSE VIA AREA__	2+00

OTP STOPOVER

0J4440	OTP	040	NSE PENSI VFR 0J4 Remarks: (working area)	OTP TO FLORALA VIA AREA__	2+00
0J4440R	VFR	065	0J4 NSE Remarks: (working area)	VFR FROM FLORALA TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

0J4432	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 0J4	IFR TO FLORALA VIA N MOA	0+30
0J4432R	IFR	100	0J4 PNSN/D1+30 CEW095022 NSE	IFR FROM FLORALA TO NSE VIA N MOA	0+30
0J4433	VFR	095	NSE NSE340015 PNSN/D1+30 VFR 0J4	VFR TO FLORALA VIA N MOA	2+00
0J4433R	VFR	095	0J4 PNSN/D1+30 NSE	VFR FROM FLORALA TO NSE VIA N MOA	2+00

ROSE HILL MOA STOPOVER

0J4443	VFR	035	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR 0J4 Remarks: Rose Hill MOA	VFR TO 0J4 VIA DUKE ROSE HILL MOA	2+00
0J4443R	VFR	025	0J4 CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	2+00

T-34 CAIRNS (KOZR)**VFR/IFR ROUND ROBIN**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
OZR321	IFR	050	NSE CEW V198 MAI/D0+15 V521 RRS OZR Remarks: D0+30 OZR NSE	IFR TO CAIRNS VIA MAI TERM DELAY OZR	0+45
OZR321R	IFR	060	OZR HOUND V241 CEW TROJN NSE	IFR FROM CAIRNS TO NSE	0+45
OZR322	IFR	050	NSE CEW V241 HOUND OZR Remarks: D1+00 OZR NSE	IFR TO CAIRNS TERM DELAY OZR	0+45
OZR322R	IFR	060	OZR HOUND V241 CEW TROJN NSE	IFR FROM CAIRNS TO NSE	0+45

VFR STOPOVER

OZR437	VFR	055	NSE PENSI VFR OZR Remarks: (working area)	VFR TO CAIRNS VIA AREA__	2+00
OZR437R	VFR	065	OZR NSE Remarks: (working area)	VFR FROM CAIRNS TO NSE VIA AREA__	2+00

OTP STOPOVER

OZR442	OTP	040	NSE PENSI VFR OZR Remarks: (working area)	OTP TO CAIRNS VIA AREA__	2+00
OZR442R	VFR	065	OZR NSE Remarks: (working area)	VFR FROM CAIRNS TO NSE VIA AREA__	2+00

T-34 ANDALUSIA-OPP (K79J)**VFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
79J401	VFR	055	NSE BAKOS VFR 79J Remarks: (working area)	VFR TO ANDALUSIA VIA AREA__	2+00
79J401R	VFR	065	79J NSE Remarks: (working area)	VFR FROM ANDALUSIA TO NSE VIA AREA__	2+00

OTP STOPOVER

79J440	OTP	040	NSE TROJN VFR 79J Remarks: (working area)	OTP TO ANDALUSIA VIA AREA__	2+00
79J440R	VFR	065	79J NSE Remarks: (working area)	VFR FROM ANDALUSIA TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

79J432	IFR	100	NSE NSE340015 PNSN/D1+30 CEW330023 79J Remarks: REQ 40B50 AFTER PNSN DLY VFR	IFR TO ANDALUSIA VIA N MOA (BLOCK ALT 4-5K AFTER E'GREEN IFR PENETRITION)	0+30
79J432R	IFR	100	79J PNSN/D1+30 CEW330023 NSE Remarks: REQ 40B50 AFTER PNSN DLY VFR	IFR FROM ANDALUSIA TO NSE VIA N MOA (BLOCK ALT 4-5K AFTER E'GREEN IFR PENETRATION)	0+30
79J433	VFR	095	NSE NSE340015 PNSN/D1+30 VFR 79J	VFR TO ANDALUSIA VIA N MOA	2+00
79J433R	VFR	095	79J PNSN/D1+30 NSE	VFR FROM ANDALUSIA TO NSE VIA N MOA	2+00

ROSE HILL MOA STOPOVER

79J443	VFR	035	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR 79J Remarks: Rose Hill MOA	VFR TO ANDALUSIA VIA DUKE, ROSE HILL MOA	2+00
79J443R	VFR	025	79J CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR FROM ANDALUSIA TO NSE VIA ROSE HILL MOA	2+00

T-34 BAY MINETTE (1R8)**VFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
1R8438	VFR	065	NSE NSE340010 VFR 1R8 Remarks: (working area)	VFR TO BAY MINETTE VIA AREA__	2+00
1R8438R	VFR	055	1R8 NSE Remarks: (working area)	VFR FROM 1R8 TO NSE VIA AREA__	2+00

OTP STOPOVER

1R8439	OTP	040	NSE PENSI VFR 1R8 Remarks: (working area)	OTP TO BAY MINETTE VIA AREA__	2+00
1R8439R	VFR	055	1R8 NSE Remarks: (working area)	VFR FROM 1R8 TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

1R8434	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 1R8	IFR TO BAY MINETTE VIA N MOA	0+30
1R8434R	IFR	090	1R8 PNSN/D1+30 CEW295022 NSE	IFR FROM 1R8 TO NSE VIA N MOA	0+30
1R8435	VFR	095	NSE PNSN/D1+30 VFR 1R8	VFR TO BAY MINETTE VIA N MOA	2+00
1R8435R	VFR	095	1R8 PNSN/D1+30 NSE	VFR FROM 1R8 TO NSE VIA N MOA	2+00

T-34 JACK EDWARDS (KJKA)**VFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
JKA438	VFR	065	NSE NSE340010 VFR JKA Remarks: (working area)	VFR TO KJKA VIA AREA__	2+00
JKA438R	VFR	055	JKA NSE Remarks: (working area)	VFR FROM KJKA TO NSE VIA AREA__	2+00

OTP STOPOVER

JKA439	OTP	040	NSE PENSI VFR JKA Remarks: (working area)	OTP TO KJKA VIA AREA__	2+00
JKA439R	VFR	055	JKA NSE Remarks: (working area)	VFR FROM KJKA TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

JKA434	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 JKA	IFR TO KJKA VIA N MOA	0+30
JKA434R	IFR	090	JKA PNSN/D1+30 CEW295022 NSE	IFR FROM KJKA TO NSE VIA N MOA	0+30
JKA435	VFR	095	NSE PNSN/D1+30 VFR JKA	VFR TO KJKA VIA N MOA	2+00
JKA435R	VFR	095	JKA PNSN/D1+30 NSE	VFR FROM KJKA TO NSE VIA N MOA	2+00

T-34 TALLAHASSEE (KTLA)

Route	Type	Alt	Route of Flight	Clearance Request	ETE
TLH450	IFR	70	NSE CEW V198 MAI/D0+30 SNEAD V198 SZW TLH	IFR TO TALLAHASSEE VIA MARIANNA	0+55
TLH450R	IFR	80	TLH QUILL V198 MAI/D0+30 CHEWS V198 CEW TROJN NSE	IFR FROM TALLAHASSEE VIA MARIANNA	0+55
TLH450	IFR	70	NSE CEW V241 HOUND OZR/D0+30 RRS V521 BRITS TLH	IFR TO TALLAHASSEE VIA OZR	1+20
TLH451R	IFR	80	TLH BRITS V521 RRS OZR/D0+30 HOUND V241 CEW TROJN NSE	IFR FROM TALLAHASSEE TO NSE VIA OZR	1+20

C.4 T-6 STEREO ROUTES

For the following:

TAS = 230 kts Type A/C = TEX2/R

T-6 NORTH WHITING (KNSE)

Route	Type	Alt	Route of Flight	Clearance Request	ETE
NSE1T	IFR	100	NSE NSE340025 PNSN/D1+00 CEW295022 NSE	IFR TO NSE VIA N MOA	2+00
NSE2T	VFR	095	NSE PNSN/D1+00 PNSN VFR NSE	VFR TO NSE VIA N MOA	2+00
NSE3T	OTP	040	NSE MERTY VFR NSE Remarks: (working area)	IFR OTP TO NSE VIA AREA____	2+00
NSE4T	IFR	100	NSE PENSI PNSS VFR NSE Remarks: D01+30 PNSS NSE	IFR/VFR TO NSE VIA SOUTH MOA	2+00
NSE5T	VFR	095	NSE PNSS/D1+30 PNSS VFR NSE Remarks: (working area)	VFR TO NSE VIA SOUTH MOA then Area	2+00
NSE201T	VFR	045	NSE ENSLY VFR NSE Remarks: Area 1	VFR TO NSE VIA AREA 1	2+00
NSE202T	VFR	055	NSE ODAZO VFR NSE Remarks: Area 2	VFR TO NSE VIA AREA 2	2+00
NSE203T	VFR	085	NSE PEXUS VFR NSE Remarks: Area 3 (aero/OCF)	VFR TO NSE VIA AREA 3	2+00
NSE204T	VFR	045	NSE EMUSY VFR NSE Remarks: Area Fox	VFR TO NSE VIA AREA Fox	2+00
NSE204AT	VFR	025	NSE PEXUS NFJ VFR EMUSY NSE Remarks: D0+30 NFJ NSE	VFR TO NSE VIA CHOCTAW and Fox	2+00
NSE205T	VFR	045	NSE BAKOS VFR NSE Remarks: (working area)	VFR TO NSE VIA AREA__ (RI SORTIES)	2+00
NSE206T	IFR	017	NSE NPA/D1+00 NSE	IFR TO NSE VIA SHERMAN	2+00
NSE207T	IFR	017	NSE PNS/D1+00 NSE	IFR TO NSE VIA P'COLA RGL	2+00
NSE208T	IFR	017	NSE PNS/D0+30 NPA/D0+30 NSE	IFR TO NSE VIA PNS THEN NPA	2+00
NSE209T	IFR	017	NSE NPA/D0+30 PNS/D0+30 NSE	IFR TO NSE VIA NPA THEN PNS	2+00
NSE212T	IFR	027	NSE NDZ/D1+00 NSE	IFR TO NSE VIA NDZ	2+00
NSE213T	OTP	040	NSE PEXUS NFJ (airport of choice)	VFR/OTP TO AIRPORT OF CHOICE VIA NFJ	1+45
MX01*	IFR	250	NSE ROMEK MVC150025 PNSN/D1+00 PNSN VFR NSE	VFR TO NSE VIA N MOA (FCF)____	1+30

* MX01 used for T-6 Maintenance FCF

T-6 PENSACOLA REGIONAL (KPNS)

Route	Type	Alt	Route of Flight	Clearance Request	ETE
PNS210T	VFR	017	NSE PNS	VFR DIRECT TO PNS	0+15
PNS211T	IFR	040	NSE PNS	IFR DIRECT TO PNS	0+15
PNS212T	VFR	017	PNS NSE	VFR DIRECT TO NSE	0+15
PNS213T	IFR	050	PNS NSE	IFR DIRECT TO NSE	0+15
PNS214T	VFR	045	NSE NSE340005 VFR PNS Remarks: (working area)	VFR TO PNS VIA AREA	2+00
PNS215T	VFR	045	NSE EMUSY VFR PNS Remarks: Area 2F	VFR TO PNS VIA AREA 2F	2+00
PNS216T	IFR	017	NSE NPA/D1+00 PNS	IFR TO PNS VIA SHERMAN	2+00
PNS217T	IFR	017	NSE PNS/D1+00 PNS	IFR TO PNS VIA P'COLA RGL	2+00
PNS218T	IFR	017	NSE PNS/D0+30 NPA/D0+30 PNS	IFR TO PNS VIA PNS THEN NPA	2+00
PNS219T	IFR	017	NSE NPA/D0+30 PNS/D0+30 PNS	IFR TO PNS VIA NPA	2+00

SOUTH MOA STOPOVER

PNS236T	IFR	100	NSE PENSI PNSS/D1+30 PENSI PNS	IFR TO KPNS VIA S MOA	2+00
PNS236TR	IFR	090	PNS PENSI PNSS/D1+30 PENSI MERTY NSE	IFR FROM KPNS TO NSE VIA S MOA	2+00
PNS237T	VFR	095	NSE PNSS/D1+30 PNSS PNS	VFR TO KPNS VIA S MOA	2+00
PNS237TR	VFR	095	PNS PNSS/D1+30 PNSS NSE	VFR FROM KPNS TO NSE VIA S MOA	2+00

T-6 MONROE COUNTY (KMVC)**VFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
MVC438T	VFR	065	NSE NSE340010 VFR MVC Remarks: (working area)	VFR TO MONROEVILLE VIA AREA__	2+00
MVC438TR	VFR	055	MVC NSE Remarks: (working area)	VFR FROM MVC TO NSE VIA AREA__	2+00

OTP STOPOVER

MVC439T	OTP	040	NSE PENSI VFR MVC Remarks: (working area)	OTP TO MONROEVILLE VIA AREA__	2+00
MVC439TR	VFR	055	MVC NSE Remarks: (working area)	VFR FROM MVC TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

MVC434T	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 MVC	IFR TO MONROEVILLE VIA N MOA	2+00
MVC434TR	IFR	090	MVC PNSN/D1+30 CEW295022 NSE	IFR FROM MVC TO NSE VIA N MOA	2+00
MVC435T	VFR	095	NSE PNSN/D1+30 VFR MVC	VFR TO MONROEVILLE VIA N MOA	2+00
MVC435TR	VFR	095	MVC PNSN/D1+30 NSE	VFR FROM MVC TO NSE VIA N MOA	2+00

SOUTH MOA STOPOVER

MVC436T	IFR	100	NSE PENSI PNSS/D1+30 PENSI MVC	IFR TO MONROEVILLE VIA S MOA	2+00
MVC436TR	IFR	090	MVC PENSI PNSS/D1+30 PENSI MERTY NSE	IFR FROM MVC TO NSE VIA S MOA	2+00
MVC437T	VFR	095	NSE PNSS/D1+30 PNSS MVC	VFR TO MONROEVILLE VIA S MOA	2+00
MVC437TR	VFR	095	MVC PNSS/D1+30 PNSS NSE	VFR FROM MVC TO NSE VIA S MOA	2+00

T-6 MOBILE REGIONAL (KMOB)**IFR/VFR ROUND ROBIN**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
MOB320T	IFR	060	NSE PENSI V241 SJI MOB Remarks: D0+45 MOB NSE	IFR TO MOBILE TERM DELAY MOB	0+30
MOB320TR	IFR	050	MOB BFM V198 PENSI MERTY NSE	IFR FROM MOBILE TO NSE	0+30
MOB326T	VFR	065	NSE NSE360002 VFR MOB/D1+00 VFR NSE	VFR TO MOBILE VIA AREA__ DELAY MOB	2+00

IFR STOPOVER

MOB420T	IFR	060	NSE PENSI V241 SJI MOB Remarks: D0+45 MOB MOB	IFR TO MOBILE	0+30
MOB420TR	IFR	050	MOB BFM V198 PENSI MERTY NSE	IFR FROM MOBILE TO NSE	0+30
MOB429T*	IFR	040	NSE PENSI NPA/D0+30 NPA264037 SJI MOB Remarks: D0+30 NPA MOB	IFR TO MOBILE VIA NPA	1+00
MOB429TR	IFR	050	MOB LOXLY V241 PENSI MERTY NSE	IFR FROM MOBILE TO NSE	0+30

* Divided into 2 legs: NSE->NPA, NPA->MOB (clearance at NSE will be to NPA)

VFR STOPOVER

MOB436T	VFR	065	NSE PENSI VFR MOB Remarks: (working area)	VFR TO MOB VIA AREA__	2+00
MOB436TR	VFR	055	MOB LOXLY VFR NSE	VFR FROM MOBILE TO NSE VIA AREA__	2+00

OTP STOPOVER

MOB441T	OTP	040	NSE PENSI VFR MOB Remarks: (working area)	OTP TO MOBILE VIA AREA__	2+00
MOB441TR	VFR	055	MOB NSE Remarks: (working area)	VFR FROM MOBILE TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

MOB430T	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 LOXLY MOB	IFR TO MOBILE VIA N MOA	2+00
MOB430TR	IFR	110	MOB LOXLY V198 PENSI PNSN/D1+30 CEW295022 NSE	IFR FROM MOBILE TO NSE VIA N MOA	2+00
MOB431T	VFR	095	NSE NSE340015 PNSN/D1+30 VFR MOB	VFR TO MOBILE VIA N MOA	2+00
MOB431TR	VFR	095	MOB PENSI PNSN/D1+30 NSE	VFR FROM MOBILE TO NSE VIA N MOA	2+00

SOUTH MOA STOPOVER

MOB432T	IFR	100	NSE PENSI PNSS/D1+30 PENSI V198 LOXLY MOB	IFR TO MOBILE VIA S MOA	2+00
MOB432TR	IFR	090	MOB LOXLY V198 PENSI PNSS/D1+30 PENSI MERTY NSE	IFR FROM MOBILE TO NSE VIA S MOA	2+00
MOB433T	VFR	095	NSE PNSS/D1+30 PNSS MOB	VFR TO MOBILE VIA S MOA	2+00
MOB433TR	VFR	095	MOB PNSS/D1+30 PNSS NSE	VFR FROM MOBILE TO NSE VIA S MOA	2+00

T-6 MOBILE DOWNTOWN (KBFM)**IFR/VFR ROUND ROBIN**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
BFM320T	IFR	060	NSE PENSI V198 LOXLY BFM Remarks: D0+45 BFM NSE	IFR TO BFM TERM DELAY BFM	0+30
BFM320TR	IFR	050	BFM V198 PENSI MERTY NSE	IFR FROM BFM TO NSE	0+30
BFM326T	VFR	065	NSE NSE360002 VFR BFM/D1+00 VFR NSE	VFR TO BFM VIA AREA____ TERM DELAY BFM	2+00

IFR STOPOVER

BFM445T	IFR	060	NSE PENSI V241 SJI BFM Remarks: D0+45 BFM BFM	IFR NSE TO BFM	2+00
BFM445TR	IFR	050	BFM V198 PENSI MERTY NSE	IFR BFM TO NSE	2+00
BFM429T*	IFR	040	NSE PENSI NPA/D0+30 NPA264037 BFM Remarks: D0+30 NPA BFM	IFR TO BFM VIA NPA	1+00
BFM429TR	IFR	050	BFM LOXLY V241 PENSI MERTY NSE	IFR FROM BFM TO NSE	0+30

* Divided into 2 legs: NSE->NPA, NPA->MOB (clearance at NSE will be to NPA)

VFR STOPOVER

BFM446T	VFR	065	NSE PENSI VFR BFM Remarks: (working area)	VFR NSE TO BFM	2+00
BFM446TR	VFR	055	BFM LOXLY VFR NSE Remarks: (working area)	VFR BFM TO NSE	2+00

OTP STOPOVER

BFM441T	OTP	040	NSE PENSI VFR BFM Remarks: (working area)	OTP TO BFM VIA AREA____	2+00
BFM441TR	VFR	055	BFM NSE Remarks: (working area)	VFR FROM BFM TO NSE VIA AREA____	2+00

NORTH MOA STOPOVER

BFM430T	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 LOXLY BFM	IFR TO BFM VIA N MOA	2+00
BFM430TR	IFR	110	BFM LOXLY V198 PENSI PNSN/D1+30 CEW295022 NSE	IFR FROM BFM TO NSE VIA N MOA	2+00
BFM431T	VFR	095	NSE NSE340015 PNSN/D1+30 VFR BFM	VFR TO BFM VIA N MOA	2+00
BFM431TR	VFR	095	BFM PENSI PNSN/D1+30 NSE	VFR FROM BFM TO NSE VIA N MOA	2+00

SOUTH MOA STOPOVER

BFM432T	IFR	100	NSE PENSI PNSS/D1+30 PENSI V198 LOXLY BFM	IFR TO BFM VIA S MOA	2+00
BFM432TR	IFR	090	BFM LOXLY V198 PENSI PNSS/D1+30 PENSI MERTY NSE	IFR FROM BFM TO NSE VIA S MOA	2+00
BFM433T	VFR	095	NSE PNSS/D1+30 PNSS BFM	VFR TO BFM VIA S MOA	2+00
BFM433TR	VFR	095	BFM PNSS/D1+30 PNSS NSE	VFR FROM BFM TO NSE VIA S MOA	2+00

T-6 BAY MINETTE (1R8)**VFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
1R8438T	VFR	065	NSE NSE340010 VFR 1R8 Remarks: (working area)	VFR TO BAY MINETTE VIA AREA__	2+00
1R8438TR	VFR	055	1R8 NSE Remarks: (working area)	VFR FROM 1R8 TO NSE VIA AREA__	2+00

OTP STOPOVER

1R8439T	OTP	040	NSE PENSI VFR 1R8 Remarks: (working area)	OTP TO BAY MINETTE VIA AREA__	2+00
1R8439TR	VFR	055	1R8 NSE Remarks: (working area)	VFR FROM 1R8 TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

1R8434T	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 1R8	IFR TO BAY MINETTE VIA N MOA	2+00
1R8434TR	IFR	090	1R8 PNSN/D1+30 CEW295022 NSE	IFR FROM 1R8 TO NSE VIA N MOA	2+00
1R8435T	VFR	095	NSE PNSN/D1+30 VFR 1R8	VFR TO BAY MINETTE VIA N MOA	2+00
1R8435TR	VFR	095	1R8 PNSN/D1+30 NSE	VFR FROM 1R8 TO NSE VIA N MOA	2+00

SOUTH MOA STOPOVER

1R8436T	IFR	100	NSE PENSI PNSS/D1+30 PENSI 1R8	IFR TO BAY MINETTE VIA S MOA	2+00
1R8436TR	IFR	090	1R8 PENSI PNSS/D1+30 PENSI MERTY NSE	IFR FROM 1R8 TO NSE VIA S MOA	2+00
1R8437T	VFR	095	NSE PNSS/D1+30 PNSS 1R8	VFR TO BAY MINETTE VIA S MOA	2+00
1R8437TR	VFR	095	1R8 PNSS/D1+30 PNSS NSE	VFR FROM 1R8 TO NSE VIA S MOA	2+00

T-6 JACK EDWARDS (KJKA)**VFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
JKA438T	VFR	065	NSE NSE340010 VFR JKA Remarks: (working area)	VFR TO KJKA VIA AREA__	2+00
JKA438TR	VFR	055	JKA NSE Remarks: (working area)	VFR FROM KJKA TO NSE VIA AREA__	2+00

OTP STOPOVER

JKA439T	OTP	040	NSE PENSI VFR JKA Remarks: (working area)	OTP TO KJKA VIA AREA__	2+00
JKA439TR	VFR	055	JKA NSE Remarks: (working area)	VFR FROM KJKA TO NSE VIA AREA__	2+00

NORTH MOA STOPOVER

JKA434T	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 JKA	IFR TO KJKA VIA N MOA	2+00
JKA434TR	IFR	090	JKA PNSN/D1+30 CEW295022 NSE	IFR FROM KJKA TO NSE VIA N MOA	2+00
JKA435T	VFR	095	NSE PNSN/D1+30 VFR JKA	VFR TO KJKA VIA N MOA	2+00
JKA435TR	VFR	095	JKA PNSN/D1+30 NSE	VFR FROM KJKA TO NSE VIA N MOA	2+00

SOUTH MOA STOPOVER

JKA436T	IFR	100	NSE PENSI PNSS/D1+30 PENSI JKA	IFR TO KJKA VIA S MOA	2+00
JKA436TR	IFR	090	JKA PENSI PNSS/D1+30 PENSI MERTY NSE	IFR FROM KJKA TO NSE VIA S MOA	2+00
JKA437T	VFR	095	NSE PNSS/D1+30 PNSS JKA	VFR TO KJKA VIA S MOA	2+00
JKA437TR	VFR	095	JKA PNSS/D1+30 PNSS NSE	VFR FROM KJKA TO NSE VIA S MOA	2+00

T-6 TALLAHASSEE (KTLH)**IFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
TLH320T	IFR	150	NSE CEW V198 MAI/D0+30 SNEAD V198 SZW TLH	IFR TO TALLAHASSEE VIA MARIANNA	1+00
TLH320TR	IFR	140	TLH QUILL V198 MAI/D0+30 CHEWS V198 CEW MERTY NSE	IFR FROM TALLAHASSEE VIA MARIANNA	1+00
TLH330T	IFR	150	NSE CEW V241 HOUND OZR/D0+30 RRS V521 MAI V198 SZW TLH	IFR TO TALLAHASSEE VIA OZR	1+00
TLH330TR	IFR	140	BRITS V521 RRS OZR/D0+30 HOUND V241 CEW MERTY NSE	IFR FROM TALLAHASSEE TO NSE VIA OZR	1+00

ROSE HILL MOA STOPOVER

TLH443T	IFR	110	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR TLH Remarks: Rose Hill MOA	VFR TO TALLAHASSEE VIA DUKE ROSE HILL MOA	1+30
TLH443TR	IFR	090	TLH QUILL V198 MAI RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

T-6 ANDALUSIA (K79J)**VFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
79J401T	VFR	075	NSE BAKOS VFR 79J Remarks: (working area)	VFR TO ANDALUSIA VIA AREA_____	2+00
79J401TR	VFR	085	79J NSE Remarks: (working area)	VFR FROM ANDALUSIA TO NSE VIA AREA_____	2+00

OTP STOPOVER

79J440T	OTP	040	NSE MERTY VFR 79J Remarks: (working area)	OTP TO ANDALUSIA VIA AREA_____	2+00
79J440TR	VFR	085	079 NSE Remarks: (working area)	VFR FROM ANDALUSIA TO NSE VIA AREA_____	2+00

NORTH MOA STOPOVER

79J432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 79J	IFR TO ANDALUSIA VIA N MOA	2+00
79J432TR	IFR	100	79J PNSN/D1+30 CEW295022 NSE	IFR FROM ANDALUSIA TO NSE VIA N MOA	2+00
79J433T	VFR	085	NSE NSE340015 PNSN/D1+30 VFR 79J	VFR TO ANDALUSIA VIA N MOA	2+00
79J433TR	VFR	085	79J PNSN/D1+30 NSE	VFR FROM ANDALUSIA TO NSE VIA N MOA	2+00

ROSE HILL MOA STOPOVER

79J443T	IFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR 79J Remarks: Rose Hill MOA	VFR TO ANDALUSIA VIA DUKE ROSE HILL MOA	1+30
79J443TR	IFR	090	79J RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

T-6 DOTHAN (KDHN)**IFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
DHN321T	IFR	150	NSE CEW V198 MAI/D0+15 V521 RRS DHN	IFR TO DOTHAN VIA MAI TERM DELAY DOTHAN	0+45
DHN321TR	IFR	160	DHN RRS V521 MAI/D0+15 CEW TROJN NSE	IFR FROM DOTHAN VIA MAI TO NSE	0+45
DHN322T	IFR	150	NSE CEW V241 RRS DHN	IFR TO DOTHAN TERM DELAY DOTHAN	0+30
DHN322TR	IFR	160	DHN HOUND V241 CEW MERTY NSE	IFR FROM DOTHAN TO NSE	0+30

VFR STOPOVER

DHN437T	VFR	155	NSE PENSI VFR DHN Remarks: (working area)	VFR TO DOTHAN VIA AREA_____	2+00
DHN437TR	VFR	165	DHN NSE Remarks: (working area)	VFR FROM DOTHAN TO NSE VIA AREA	2+00

OTP STOPOVER

DHN442T	OTP	040	NSE PENSI VFR DHN Remarks: (working area)	OTP TO DOTHAN VIA AREA_____	2+00
DHN442TR	VFR	125	DHN NSE Remarks: (working area)	VFR FROM DOTHAN TO NSE VIA AREA	2+00

NORTH MOA STOPOVER

DHN432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 DHN	IFR TO DOTHAN VIA N MOA	2+00
DHN432TR	IFR	090	DHN PNSN/D1+30 CEW295022 NSE	IFR FROM DOTHAN TO NSE VIA N MOA	2+00
DHN433T	VFR	085	NSE NSE340015 PNSN/D1+30 VFR DHN	VFR TO DOTHAN VIA N MOA	2+00
DHN433TR	VFR	095	DHN PNSN/D1+30 NSE	VFR FROM DOTHAN TO NSE VIA N MOA	2+00

ROSE HILL MOA STOPOVER

DHN443T	IFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR DHN Remarks: Rose Hill MOA	VFR TO DOTHAN VIA DUKE ROSE HILL MOA	1+30
DHN443TR	IFR	090	DHN RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

T-6 CAIRNS (KOZR)**IFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
OZR321T	IFR	150	NSE CEW V198 MAI/D0+15 V521 RRS OZR	IFR TO CAIRNS VIA MAI TERM DELAY OZR	0+45
OZR321TR	IFR	160	OZR HOUND V241 CEW MERTY NSE	IFR FROM CAIRNS TO NSE	0+30
OZR322T	IFR	150	NSE CEW V241 HOUND OZR	IFR TO CAIRNS TERM DELAY OZR	0+30
OZR322TR	IFR	160	OZR HOUND V241 CEW MERTY NSE	IFR FROM CAIRNS TO NSE	0+30

VFR STOPOVER

OZR437T	VFR	155	NSE PENSI VFR OZR Remarks: (working area)	VFR TO CAIRNS VIA AREA_____	2+00
OZR437TR	VFR	165	OZR NSE Remarks: (working area)	VFR FROM CAIRNS TO NSE VIA AREA_____	2+00

OTP STOPOVER

OZR442T	OTP	040	NSE PENSI VFR OZR Remarks: (working area)	OTP TO CAIRNS VIA AREA_____	2+00
OZR442TR	VFR	125	OZR NSE Remarks: (working area)	VFR FROM CAIRNS TO NSE VIA AREA_____	2+00

NORTH MOA STOPOVER

OZR432T	IFR	100	NSE NSE340015 PNSN/D1+30 CEW295022 OZR	IFR TO CAIRNS VIA N MOA	2+00
OZR432TR	IFR	090	OZR PNSN/D1+30 CEW295022 NSE	IFR FROM CAIRNS TO NSE VIA N MOA	2+00
OZR433T	VFR	085	NSE NSE340015 PNSN/D1+30 VFR OZR	VFR TO CAIRNS VIA N MOA	2+00
OZR433TR	VFR	095	OZR PNSN/D1+30 NSE	VFR FROM CAIRNS TO NSE VIA N MOA	2+00

ROSE HILL MOA STOPOVER

OZR443T	IFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR DHN Remarks: Rose Hill MOA	VFR TO CAIRNS VIA DUKE ROSE HILL MOA	1+30
OZR443TR	IFR	090	OZR RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

T-6 TROY (KTOI)**NORTH MOA STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
TOI432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 TOI	IFR TO TROY VIA N MOA	2+00
TOI432TR	IFR	100	TOI PNSN/D1+30 CEW295022 NSE	IFR FROM TROY TO NSE VIA N MOA	2+00
TOI433T	VFR	095	NSE NSE340015 PNSN/D1+30 VFR TOI	VFR TO TROY VIA N MOA	2+00
TOI433TR	VFR	085	TOI PNSN/D1+30 NSE	VFR FROM TROY TO NSE VIA N MOA	2+00

ROSE HILL MOA STOPOVER

TOI443T	VFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR TOI Remarks: Rose Hill MOA	VFR TO TROY VIA ROSE HILL MOA	2+00
TOI443TR	VFR	090	TOI RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	2+00

T-6 MONTGOMERY (KMGM)**IFR STOPOVER**

Route	Type	Alt	Route of Flight	Clearance Request	ETE
MGM321T	IFR	160	NSE CEW V115 MGM	IFR TO MONTGOMERY	0+40
MGM321TR	IFR	160	MGM V115 CEW MERTY NSE	IFR FROM MONTGOMERY	0+40
MGM322T	IFR	150	NSE CEW V241 HOUND OZR/D0+30 BANBI V521 MGM	IFR TO MONTGOMERY VIA OZR	1+10
MGM322TR	IFR	150	MGM V521 BANBI OZR/D0+30 HOUND V241 CEW MERTY NSE	IFR FROM MONTGOMERY TO NSE VIA OZR	1+10

NORTH MOA STOPOVER

MGM432T	IFR	100	NSE NSE340015 PNSN/D1+00 CEW295022 ROMEK V115 MGM	IFR TO MONTGOMERY VIA N MOA	2+00
MGM432TR	IFR	100	MGM V115 PIGON PNSN/D1+00 CEW295022 NSE	IFR FROM MONTGOMERY TO NSE VIA N MOA	2+00
MGM433T	VFR	095	NSE NSE340015 PNSN/D1+00 VFR MGM	VFR TO MONTGOMERY VIA N MOA	2+00
MGM433TR	VFR	085	MGM PNSN/D1+00 VFR NSE	VFR FROM MONTGOMERY TO NSE VIA N MOA	2+00

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APPENDIX D
FREQUENCIES

D.1 TRAWING FIVE FIXED-WING AIRCRAFT UHF RADIO PRESETS:

<u>CHANNEL</u>	<u>UHF FREQ</u>	<u>FACILITY</u>
1	290.325	North Whiting ATIS
2	257.775	North Whiting Clearance
3	251.15	North Whiting Ground
4	306.925	North Whiting Tower
5	278.8	Pensacola Departure
6	291.625	Pensacola Approach (North)
7	269.375	Pensacola Approach (South)
8	303.15	Area 1 Common
9	269.425	Barin
10	345.2	Silverhill
11	340.2	Sherman Tower
12	254.9	Area 2T/Pelican/Fox
13	257.975	Brewton
14	254.35	Evergreen
15	371.9	NMOA Common
16	299.5	Area 3
17	260.1	Choctaw
18	274.7	RI/Night Common
19	348.675	South Whiting Tower
20	317.65	South Whiting Ground

D.2 TRAWING FIVE COMMON USE FREQUENCIES:

<u>FREQUENCY</u>	<u>FACILITY</u>	<u>Airfield ID</u>
122.8	Atmore (Airfield is Emergency use only)	0R1
119.55	Andalusia-OPP (South Alabama Regional)	79J
122.8	Bay Minette	1R8
340.1	Contract Maintenance NSE	
133.2/290.425	Duke Field Tower	KEGI
124.05/393.0	Eglin Approach (Crestview RI Advisory Area)	
123.0	Floralta CTAF	0J4
126.5/351.675	Hurlburt Field Tower	KHRT
338.3/134.15	JAX Center PNS Sector UHF (handles North MOA)	
122.95	Mobile Downtown Air Center	KBFM
118.8/251.1	Mobile Downtown Tower	KBFM
123.0	Monroeville CTAF	KMVC
124.35/266.8	NAS Pensacola ATIS	KNPA
336.4	NAS Pensacola Ground	KNPA
120.7/340.2	NAS Pensacola Tower "Sherman Tower"	KNPA
122.95	Pensacola Aviation Center (PNS)	KPNS
119.9/257.8	Pensacola Regional Tower	KPNS
371.9	Pensacola North MOA Common (monitored by JAX center)	PNSN
309.8	Pensacola South MOA Common "Gator Common"	PNSS
307.375	RI Common (Crestview)	
274.7	RI Common (Saufley, Monroeville, Whiting, Brooklyn, Gateswood) & Night Common	
273.575	South Whiting ATIS	
317.65	South Whiting Ground	KNDZ
350.15	VT-2/Blackbird Base	
342.8	VT-3/Red Knight Base	
355.55	VT-6/Shooter Base	
273.75	TW5 FITU/Spiral Base	
233.7	Whiting Base Ops/ODO	
316.95	Whiting Metro	

APPENDIX E
NIGHT OPERATIONS

The following is a compilation of references to night operations contained in the FWOP. This list does not encompass all OLFs and commonly used fields. Reference the main body of the FWOP, along with FLIP, and other available sources to determine night restrictions at other airfields.

E.1 MINIMUM OPERATING ALTITUDES

1. The minimum operating altitudes for flight at night is 2000' AGL.

E.2 NIGHT OPERATIONS

1. Procedures conducted at night that differ from day operations, such as ground procedures or course rules, are specified as such throughout this instruction.

2. Night operations start at official sunset and end at official sunrise; however, navigation light use starts 30 minutes prior to official sunset and ends 30 minutes after official sunrise.

3. NSE mid field operations are not authorized.

4. Aircraft will monitor Night Common (274.7 UHF/CH 18) when utilizing the three designated working areas.

5. Simulated engine failures are prohibited.

6. Aircraft lighting:

- a. Navigation lights - ON Full Bright

- b. Landing/Taxi Lights:

- (1) Ground: ON whenever aircraft is moving, except when required OFF to avoid blinding ground personnel.

- (2) Airborne: ON when gear is down, except when required OFF for training.

- c. Strobe lights - ON from engine start to shutdown. At NAS Whiting field - Strobe lights - ON from exiting line area until entering the line area. (Strobe lights may be turned off anytime they pose a safety hazard such as in line or run-up areas, or at the hold short, or inflight during IMC)

E.3 OUTBOUND TAXI PROCEDURES

1. Night Taxi Procedures. All day taxi procedures apply with the following exceptions:

a. No aircraft is permitted to taxi on an unlit taxiway (unless marked with reflectors) or runway after sunset.

b. All aircraft shall taxi single file with strobe lights on (when clear of the line area) and landing lights or taxi lights (if equipped) on. Avoid blinding other aircrews and line personnel. Strobe lights may be secured anytime they pose a safety hazard.

c. While in the ground run-up area, temporarily secure the landing lights and strobe lights as required for other traffic.

d. Taxi on the closed or off-duty lighted runways will be in the middle of the runway. Taxi through run-up areas, the hub, or on taxiways will be in the center of the surface and on the yellow line, if provided.

NOTE: When taxiing back from KNDZ on runway 05/23, maintain runway centerline to the hub area unless directed by South Ground to taxi via the right half of the runway to allow TH-57 traffic to proceed outbound.

e. All aircraft shall taxi for a full length takeoff. Midfield takeoffs are not authorized at night.

E.4 TAKEOFF PROCEDURES

1. Night. All day takeoff procedures apply with the following exceptions:

a. After official sunset, only full-length runway takeoffs from runway centerline are authorized at Whiting Field.

b. Approaching the hold short line, temporarily secure the landing lights and strobe lights as required for other traffic.

c. Unless otherwise requested, call for takeoff clearance when number one at the hold short line. Once takeoff or position and hold clearance has been issued, take the duty runway. Crossing the hold short line, ensure the landing lights and strobe lights are on.

E.5 VFR DEPARTURE PROCEDURES

1. Night. All day departure procedures apply to night flights with the following exceptions:

a. After takeoff, maintain runway heading until 700' MSL.

b. Between 700' and 800' MSL, make a level turn to the departure heading. Remain below 800' MSL until clear of the traffic pattern.

E.6 VFR ARRIVAL COURSE RULES

1. Night

a. Request a Night Field Entry from Pensacola Approach North (291.625/CH 6), when 15 miles from North Whiting Field, clear of the Class C airspace, informing them of distance and direction from the airfield.

**"Pensacola Approach, (call sign), 15 miles to the
____(NE,NW,etc.,) with ____, for Night Field
Entry/Recovery."**

NOTE: *If desiring a practice PEL entry, request with Pensacola Approach.*

b. Pensacola Approach Control will vector the aircraft to a position approximately five miles from the approach end of the duty runway at 1,700' MSL. The position will be offset to the north for Runways 5 and 32. At 5 NM, make airspeed 190 KIAS. From this point, Approach Control will direct a frequency change to North Whiting Tower (306.925/CH 4). Initial contact with North Whiting Tower will be:

**"North Whiting Tower, (Call sign), 5 miles _____ with
information_____, for straight in/overhead entry runway_____."**

c. North Whiting Tower will acknowledge your call with the duty runway and instructions.

d. Night overhead/break entry procedures and radio calls are identical to day procedures.

E.7 APPROACH AND LANDING

1. Night. Night approach and landing procedures are identical to day procedures except full runway length is afforded for landing.

E.8 WAVEOFFS

1. Night

a. Comply with current FTI waveoff procedures and tower instructions.

b. Climb to pattern altitude (1000' MSL) on runway heading, request clearance to turn crosswind from North Whiting Tower.

E.9 INBOUND TAXI PROCEDURES

1. Night. Night inbound taxi procedures are identical to day procedures, with the following exceptions:

a. Landing lights or taxi lights (if equipped) should be left on and used as an aid in landing rollout, to taxi off the duty runway at the appropriate taxiway, and taxiing to the line. Landing lights may be turned off as the aircraft turns into the parking spot to avoid blinding line personnel.

b. During the T-34 After Landing Checklist, landing lights and navigation lights will remain ON. Strobe lights will remain on until entering the line area. Avoid blinding other aircraft. Lights may be secured anytime they pose a safety hazard.

c. Aircraft will taxi back to their line per Figure 10-3.

APPENDIX F
BRIEFING GUIDES

F.1 TRAWING FIVE MISSION BRIEFING GUIDE

MISSION PREBRIEF

TIME HACK
I.M.S.A.F.E.
ORM & HUMAN FACTORS
AIRSICKNESS HISTORY
CREW DAY / CREW REST (12 HRS)
WORK WEEK LIMITATIONS (SIX DAYS SCHEDULED REQUIRES TWO DAYS REST)
MEETS MANDATORY / OPTIONAL WARMUP CRITERIA?
TIMS REVIEW OF PERFORMANCE IN STAGE
IS STUDENT ON SMS?
PREVIOUS HOP INCOMPLETE? REQUIRED ITEMS TO GRADE
IS FLIGHT ON-WING?

ADMINISTRATIVE

FLIGHT GEAR
AIRCRAFT ASSIGNMENT
READ AND INITIAL
HYDRATION
NOTAMS / TFRs
FLIGHT PLAN FILED?

SITUATION OVERVIEW

EP / SYSTEM / NATOPS QUESTION OF THE DAY
DISCUSS ITEMS
MISSION STATEMENT (SPECIFIC EMPHASIS ON?)

EXECUTION OF MISSION

GROUND OPERATIONS
TRAINING AREA / ROUTE OF FLIGHT
SEQUENCE OF EVENTS / ENERGY MANAGEMENT
INTRODUCE ITEM PROCEDURES DISCUSSION
NOLF OPERATIONS & ENTRY
OTHER AIRFIELD CONSIDERATIONS
COURSE RULES / HOME FIELD OPERATIONS
G AWARENESS PROCEDURES
SPECIAL SYLLABUS REQUIREMENTS PLAN

FORMATION SPECIFICS

1. FLIGHT / SECTION LEADER
DESIGNATED
TACTICAL
2. TAXI / RUN - UP TROUBLE SHOOTING
3. RENDEZVOUS PLAN
4. NON-TRAINING RELATED LEAD CHANGE
5. JOKER / BINGO
6. EMERGENCIES
 - a. UNSAFE GEAR
 - b. LOST COMM / LOST SIGHT RENDEZVOUS POINT
 - c. BLIND
 - d. INADVERTENT IMC
 - e. AIRBORNE DAMAGE / MIDAIR

TRAINING TIME OUT/DOR POLICY

F.2 NATOPS BRIEFING GUIDE

NATOPS BRIEFING

COMMUNICATIONS AND CREW COORDINATION

1. FREQUENCIES
2. RADIO PROCEDURES AND DISCIPLINE
3. CHANGE OF CONTROL OF AIRCRAFT
4. NAVIGATIONAL AIDS
5. IDENTIFICATION
6. LOOKOUT PROCEDURES

WEATHER

1. LOCAL AREA
2. LOCAL AREA AND DESTINATION FORECAST
3. WEATHER AT ALTERNATE

NAVIGATIONAL AND FLIGHT PLANNING

1. CLIMBOUT
2. MISSION PLANNING, INCLUDING FUEL / OXYGEN MANAGEMENT
3. APPROACH
4. RECOVERY

EMERGENCIES

1. ABORTS
2. DIVERT FIELDS
3. MINIMUM AND EMERGENCY FUEL
4. WAVEOFF PATTERN
5. RADIO FAILURE / ICS FAILURE
6. INADVERTENT IMC
7. LOSS OF VISUAL CONTACT WITH FLIGHT
8. DOWNED PILOT AND AIRCRAFT
9. AIRCRAFT EMERGENCIES AND SYSTEM FAILURES
10. BAILOUT
11. INADVERTENT OUT OF CONTROL FLIGHT

THE FLIGHT LEADER WILL INSPECT ALL FLIGHT MEMBERS FOR THE PROPER FLIGHT EQUIPMENT.

FIP

FWOP IMPROVEMENT PROCESS

From: (Rank/Name) (Optional)	Unit	DSN Phone	Date Submitted
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To: TW-5 FW Standardization Officer

Via: _____
 Squadron Standardization Officer Date

1. FWOP recommendation (include affected page and paragraph).

Action: