



DEPARTMENT OF THE NAVY

COMMANDER TRAINING AIR WING SIX  
390 SAN CARLOS ROAD SUITE C  
PENSACOLA, FLORIDA 32508-5509

COMTRAWINGSIXINST 3710.1N CH 4  
N3  
2 Jul 12

COMTRAWING SIX INSTRUCTION 3710.1N CHANGE TRANSMITTAL 4

From: Commander, Training Air Wing SIX

Subj: STANDARD OPERATING PROCEDURES

Encl: (1) Table of Contents page i  
(2) Pages 3-11 and 3-12 of Chapter 3  
(3) Pages 5-2 and 5-3 of Chapter 5

1. Purpose. To transmit change 4 to the basic instruction.
2. Action. Make the following change:
  - a. Replace page i of the basic instruction with Enclosure (1).
  - b. Add Enclosure (2) to Chapter 3 of the basic instruction.
  - c. Replace pages 5-2 and 5-3 of Chapter 5 of the basic instruction with enclosure (3).

A handwritten signature in black ink, appearing to read "John R. Rodriguez".

JOHN R. RODRIGUEZ

Distribution:

Electronic only, via TW-6 Website:

<https://www.cnatra.navy.mil/tw6/pubs.asp>



**DEPARTMENT OF THE NAVY**

COMMANDER TRAINING AIR WING SIX  
390 SAN CARLOS ROAD SUITE C  
PENSACOLA, FLORIDA 32508-5509

COMTRAWINGSIXINST 3710.1N CH-3  
N3  
1 Feb 12

COMTRAWING SIX INSTRUCTION 3710.1N CHANGE TRANSMITTAL 3

From: Commander, Training Air Wing SIX

Subj: STANDARD OPERATING PROCEDURES

Encl: (1) Chapter 6 page 6-6

1. Purpose. To transmit change 3 to the basic instruction.
2. Action. Make the following change:
  - a. Replace page 6-6 with Enclosure (1).

A handwritten signature in black ink, appearing to read "John R. Rodriguez".

JOHN R. RODRIGUEZ

Distribution:

Electronic only, via TW-6 Website:

<https://www.cnatra.navy.mil/tw6/pubs.asp>



DEPARTMENT OF THE NAVY

COMMANDER TRAINING AIR WING SIX  
390 SAN CARLOS ROAD SUITE C  
PENSACOLA, FLORIDA 32508-5509

COMTRAWINGSIXINST 3710.1N CH-2  
N3  
4 Aug 11

COMTRAWING SIX INSTRUCTION 3710.1N CHANGE TRANSMITTAL 2

From: Commander, Training Air Wing SIX

Subj: STANDARD OPERATING PROCEDURES

Encl: (1) Revised page 7-4 of basic instruction

1. Purpose. To transmit revised paragraph 710.C.
2. Action. Make the following change:

a. Remove page 7-4 of the basic instruction and replace with enclosure (1).

A handwritten signature in black ink, appearing to read "John R. Rodriguez", is centered below the text.

JOHN R. RODRIGUEZ

Distribution:

Electronic only, via TW-6 Website:

<https://www.cnatra.navy.mil/tw6/pubs.asp>



**DEPARTMENT OF THE NAVY**

COMMANDER TRAINING AIR WING SIX  
390 SAN CARLOS ROAD SUITE C  
PENSACOLA, FLORIDA 32508-5509

COMTRAWINGSIXINST 3710.1N CH-1  
N3  
9 Jun 11

COMTRAWING SIX INSTRUCTION 3710.1N CHANGE TRANSMITTAL 1

Subj: STANDARD OPERATING PROCEDURES

Encl: (1) Chapter 6 pages 6-5 and 6-6

1. Purpose. To transmit change 1 to the basic instruction.
2. Action. Make the following change:
  - a. Add enclosure (1) to Chapter 6 of the basic instruction.

A handwritten signature in cursive script, appearing to read "John R. Rodriguez".

JOHN R. RODRIGUEZ

Distribution:

Electronic only, via TW-6 Website:

<https://www.cnatra.navy.mil/tw6/pubs.asp>



DEPARTMENT OF THE NAVY

COMMANDER TRAINING AIR WING SIX  
390 SAN CARLOS ROAD SUITE C  
PENSACOLA, FLORIDA 32508-5509

COMTRAWINGSIXINST 3710.1N

N3

3 Mar 11

COMTRAWING SIX INSTRUCTION 3710.1N

From: Commander, Training Air Wing SIX

Subj: STANDARD OPERATING PROCEDURES (SOP)

Ref: (a) OPNAVINST 3710.7U  
(b) OPNAVINST 1542.7C  
(c) CNATRAININST 3710.2U  
(d) CNATRAININST 3710.8K  
(e) CNATRAININST 3710.13F  
(f) CNATRAININST 3710.17B  
(g) CNATRAININST 6410.2  
(h) COMTRAWINGSIXINST 3740.2N  
(i) COMTRAWINGSIXINST 13700.1N  
(j) COMTRAWINGSIXINST 3710.16A  
(k) NASPCLAINST 3722.1W  
(l) COMNAVAIRFORINST 4790.2

Encl: (1) Standard Operating Procedures Change Form  
(2) Associate Instructor Applicant Personal Data  
(3) TIMS Check-in Sheet  
(4) Flight Approval Authority

1. Purpose. To issue Standard Operating Procedures (SOP) for flight operations under the cognizance of Commander, Training Air Wing SIX (CTW-6) in order to improve flight standardization and safety.

2. Cancellation. COMTRAWINGSIXINST 3710.1M.

3. Scope. This instruction encompasses detailed requirements for the safe and efficient operations of all Training Air Wing SIX (TW-6) aircraft flown by both military and contract aircrew while accomplishing the TW-6 mission. This instruction supplements references (a) through (l) and applies to instances where there are no governing directives. Should a conflict exist between this SOP and other directives, governing directives shall apply.

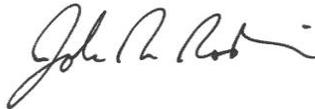
3 Mar 11

4. Action

a. All personnel involved with the operation of TW-6 aircraft shall be thoroughly familiar with the contents of this instruction, and comply with the directives and policies stated herein.

b. All TW-6 activities and associate instructors affected by the contents of this SOP are charged with the responsibility of submitting recommendations, additions, corrections, or constructive suggestions to ensure continual improvement of the standardization process. Enclosure (1) shall be used to submit changes to the TW-6 Operations Officer (OPSO).

c. The TW-6 OPSO shall chair an annual SOP board to review changes and recommend corrective action(s).



JOHN R. RODRIGUEZ

Distribution:

Electronic only, via TW-6 Website:

<https://www.cnatra.navy.mil/tw6/pubs.asp>

**TABLE OF CONTENTS**

**CHAPTER ONE - GENERAL**

100 OBJECTIVE.....1-1  
101 SCOPE.....1-1  
102 REQUIRED READING.....1-1  
103 CHANGE PROCEDURES.....1-1  
104 REVIEW .....1-1

**CHAPTER TWO - AIRCREW TRAINING**

200 GENERAL.....2-1  
201 PHYSIOLOGICAL EPISODES.....2-1  
202 ASSOCIATE INSTRUCTOR PROGRAM.....2-2  
203 HUMAN FACTORS COUNCIL.....2-2  
204 CREW RESOURCE MANAGEMENT (CRM) TRAINING.....2-3

**CHAPTER THREE - GENERAL AIRCRAFT OPERATIONS**

300 GENERAL REGULATIONS.....3-1  
301 WEATHER CRITERIA.....3-2  
302 BASH AWARENESS.....3-4  
303 TAXIING AIRCRAFT.....3-5  
304 AUTHORIZED AIRFIELDS.....3-5  
305 CIVILIAN AIRFIELD DEPARTURE PROCEDURES.....3-5  
306 STATIC DISPLAYS AND AERIAL DEMONSTRATIONS.....3-6  
307 AIRBORNE VISUAL CHECKS.....3-7  
308 CREW RESPONSIBILITIES.....3-7  
309 CREW RESOURCE MANAGEMENT ROLES AND  
RESPONSIBILITIES.....3-8  
310 FLIGHT HOUR REPORTING AND TRACKING.....3-10  
311 UNPLANNED CABIN DEPRESSURIZATION.....3-11

**CHAPTER FOUR - GENERAL POLICIES AND PROCEDURES**

400 QUALIFICATION CRITERIA FOR FLIGHT IN TW-6  
AIRCRAFT.....4-1  
401 AIRCRAFT MANAGEMENT.....4-2  
402 FOREIGN OBJECT DAMAGE.....4-2  
403 DESTRUCTIVE WEATHER PLAN.....4-3  
404 CROSS-COUNTRY PLANNING AND PROCEDURES.....4-4  
405 LOCAL AREA LOW LEVEL FLIGHT PROCEDURES.....4-5  
406 TW-6 ALERT AREA 292 OPERATING PROCEDURES.....4-9  
407 SIMULATOR/AIRCRAFT VISITATION PROCEDURES.....4-9

**CHAPTER FIVE - FCF/MAINTENANCE RECOVERY PROGRAM**

500 PURPOSE.....5-1  
501 FUNCTIONAL CHECK FLIGHT PROGRAM.....5-1  
502 ADMINISTRATIVE.....5-2

**CHAPTER SIX - T-39 OPERATIONS**

600 T-39 AIRCRAFT OPERATIONS.....6-1  
601 FUEL REQUIREMENTS.....6-1  
602 PROHIBITED MANEUVERS.....6-1  
603 WEATHER REQUIREMENTS.....6-2  
604 RUNWAY REQUIREMENTS.....6-2  
605 INTERCEPT PATTERN.....6-2  
606 CREW RESOURCE MANAGEMENT.....6-3  
607 CROSS-COUNTRY OPERATIONS.....6-3  
608 FUNCTIONAL CHECK FLIGHTS.....6-3  
609 FUNCTIONAL CHECK PILOT PROGRAM DESIGNATION  
REQUIREMENTS.....6-3  
610 T-39 LOW LEVEL OPERATIONS.....6-4  
611 ELT USAGE.....6-4

**CHAPTER SEVEN - T-6 OPERATIONS**

700 T-6 AIRCRAFT OPERATIONS.....7-1  
701 FUEL REQUIREMENTS.....7-1  
702 PROHIBITED MANEUVERS.....7-1  
703 AIRCRAFT PRE-FLIGHTS.....7-1  
704 GROUND OPERATIONS.....7-2  
705 WEATHER CRITERIA.....7-2  
706 RUNWAY REQUIREMENTS.....7-3  
707 FORMATION FLIGHTS.....7-3  
708 OVER WATER OPERATIONS.....7-4  
709 CROSSWIND LANDINGS.....7-4  
710 MINIMUM ALTITUDES.....7-4  
711 PMU OFF STARTS.....7-4  
712 FITU OIC AUTHORITY.....7-4  
713 TAXIING.....7-4  
714 CROSS-COUNTRY FLIGHTS.....7-4  
715 FUNCTIONAL CHECK FLIGHTS.....7-5  
716 STATIC DISPLAYS.....7-5

**CHAPTER EIGHT - T-45 OPERATIONS**

800 T-45 AIRCRAFT OPERATIONS.....8-1

3 Mar 11

801 FUEL REQUIREMENTS.....8-1  
802 WEATHER REQUIREMENTS.....8-1  
803 FORMATION FLIGHTS.....8-1  
804 MINIMUM RUNWAY LENGTH.....8-2  
805 MINIMUM ALTITUDES.....8-2  
806 CROSS-COUNTRY OPERATIONS.....8-2  
807 LOW LEVEL OPERATIONS.....8-2  
808 FUNCTIONAL CHECK FLIGHTS.....8-2  
809 OVERHEAD AIRSPEED.....8-2  
810 STATIC DISPLAYS.....8-3

CHAPTER ONE

GENERAL

100. OBJECTIVE. The objective of this instruction is to ensure the standardization of all flight operations within TW-6. This SOP instruction supplements references (a) through (l) providing all aircrew operating TW-6 aircraft with uniform procedures for flight operations and training.

101. SCOPE. This instruction is applicable to all flight operations involving TW-6 assets. It is not intended to restrict sound judgment where safety of flight is concerned. Individual TW-6 squadrons may prescribe more specific, restrictive SOPs for their operations.

102. REQUIRED READING. All aircrew members shall be familiar with this instruction prior to flying in TW-6 aircraft. Additionally, aircrews shall keep current with the latest changes to their squadron's SOP and policies. In order to ensure currency, a Crew Information Folder of required reading shall be maintained in individual squadron/contractor ready rooms. Stan notes and Wing directives shall be routed from the TW-6 OPSO to the Squadron OPSOs for distribution to the squadrons.

103. CHANGE PROCEDURES. Change recommendations to this instruction shall be submitted to the TW-6 OPSO using enclosure (1).

104. REVIEW. This instruction shall be reviewed annually via the change review board chaired by the TW-6 OPSO.

CHAPTER TWO

AIRCREW TRAINING

200. GENERAL. All squadron aircrew, associate aircrew, and contractor pilots shall obtain and maintain the highest level of proficiency possible in order to safely and efficiently carry out the mission of training Undergraduate Military Flight Officers (UMFO).

201. PHYSIOLOGICAL EPISODES.

a. Definition. Physiological episodes are physical, pathological, or psychological problems that manifest before, during, or after simulated or actual flight. These problems include but are not limited to hypoxia, hyperventilation, decompression sickness, spatial disorientation, loss of consciousness, airsickness, simulator sickness, etc.

b. Physiological Episode Evaluation Procedures.

(1) Self-Evaluation. Individuals with first-hand knowledge of the circumstances accomplish the most efficient and direct detection of hazards. Students and staff receive basic education in physiological stressors during Naval Aviation Physiology Training. Additionally, each TW-6 member is provided a Flight Surgeon in-brief, which describes available clinical follow-up services. It is the individual's responsibility to report suspected physiological episodes to their chain-of-command.

(2) Instructor-Student Evaluation. Instructors shall document physiological episodes on grade sheets in every instance. For episodes of airsickness, refer to reference (g). Except for airsickness, all physiological episodes shall be referred to the squadron or TW-6 Flight Surgeon and the Aeromedical Safety Officer (AMSO) for evaluation, and a physiological episode hazard report shall be completed.

(3) Flight Surgeon Evaluation. The Flight Surgeon shall monitor and follow-up on students with physiological episodes who have been referred, and make appropriate disposition of the aeromedical factors.

c. G-Induced Loss of Consciousness. A G-warm up maneuver shall be conducted in accordance with the appropriate Flight

3 Mar 11

Training Instruction prior to performing maneuvers requiring an excess of 3 Gs.

d. Aeromedical Support. Commanding Officers (COs) shall optimize opportunities to include Wing aeromedical personnel on the flight schedule. This will maximize their exposure to the physiological and psychological problems of flight and ensure their accessibility to students and instructors.

202. ASSOCIATE INSTRUCTOR PROGRAM. An associate instructor is a designated pilot/NFO stationed in the Pensacola area at a command other than TW-6, or a unit subordinate to TW-6, that is authorized to instruct in TW-6 aircraft.

a. To fly in TW-6 aircraft, the individual must be on duty in a flying status involving flight operations orders. CTW-6 shall approve individuals on a case-by-case basis, based on instructor requirements and Flight Instructor Training Unit (FITU) loading.

b. Individuals must have an appropriate operational background and be available to instruct at a minimum of twice per week, including simulator events.

c. To apply for the program, forward enclosure (2) to CTW-6 via the assigned squadron. A letter is also required from the individual's parent command recommending him/her for a position as an associate instructor and guaranteeing the candidate's availability to instruct on a weekly basis.

d. The TW-6 Senior Marine shall be the initial point of contact for routing all Marine Corps associate assignments.

e. Associate instructors shall be required to participate in all safety-related training with the squadron to which they are assigned. This is to include All Officers Meetings (AOMs) and Standardization training events.

f. Reserve personnel are assigned directly to their respective squadrons and are not considered associates.

g. Associate instructors requiring a warm-up flight will be placed in a probationary status until the TW-6 Operations Officer determines their suitability for further duty as an associate.

3 Mar 11

203. HUMAN FACTORS COUNCIL (HFC).

a. Chief of Naval Air Training (CNATRA) directs that a Human Factors Council be established within each squadron to provide the CO with an assessment of the safety climate, and to make recommendations concerning flight crewmembers of the unit and their performance in the training environment.

b. TW-6 squadrons shall include their respective associate instructors for review during HFC meetings which shall be held on a quarterly basis. TW-6 shall also conduct its own quarterly HFC on TW-6 staff officers on flight duty.

204. CREW RESOURCE MANAGEMENT (CRM) TRAINING.

a. General. In accordance with references (a), (b), (e), (f), (h), and (j), all TW-6 pilots, MCs, and student Naval Flight Officers (NFOs)/Navigators (NAVs) shall receive aircraft specific CRM training. The TW-6 Safety Officer is designated as the CRM Program Administrator. CTW-6 shall also designate a CRM Program Manager for each T/M/S training aircraft.

b. Annual CRM Refresher Training. A designated CRM Instructor or Facilitator will instruct the monthly CRM refresher-training course for pilots and MCs in conjunction with Instrument Ground School. If the course instructor is not dual qualified, two instructors, one from each platform, will be present to instruct the course.

c. Annual CRM Evaluation Flights. Annual CRM evaluation flights for pilots shall be conducted concurrent with an annual instrument or Naval Air Training and Operating Procedures Standardization (NATOPS) check flight. Annual CRM evaluation flights for MCs shall be conducted concurrent with an annual STAN check flight. Log evaluation flights on the CRM Training/Evaluation Record in section II, part C of the NATOPS jacket and in the individual's flight logbook. A copy of the ATF, with comments citing successful completion of the CRM evaluation flight, shall be filed in section II, part C of the NATOPS.

d. Instructor Under Training (IUT). Squadron STAN instructors should assess an IUT's crew coordination (CRM) and comment on each ATF. New instructors will attend the CRM Training course in conjunction with Instrument Ground School while in the IUT program. IUTs will receive training on safe

3 Mar 11

and effective management of student training coupled with the instructor's role in that process.

e. Student Training. Students shall receive aircraft specific CRM training during ground school, prior to flying in the aircraft for the first time. A qualified CRM Facilitator will instruct the course.

f. Contract Pilots and Simulator Instructors. Contract pilots and simulator instructors are required to attend quarterly TW-6 safety stand-downs. Contract pilots are also required to attend annual Instrument Ground School to include annual CRM training. Additionally, Wing CRM Instructors should invite instructors and contract pilots to present "true confession" case studies at safety stand-downs in order to keep awareness at the forefront.

CHAPTER 3

GENERAL AIRCRAFT OPERATIONS

300. GENERAL REGULATIONS. TW-6 flight operations shall be conducted in compliance with the provisions of applicable OPNAV Instructions, CNATRA Instructions, CTW-6 and individual squadron instructions. Additional requirements follow:

a. A complete NATOPS briefing with all aircrew present shall be conducted prior to walking to the aircraft.

b. Call signs. The following call sign system shall be used for all TW-6 aircraft:

(1) Aircraft shall be identified by a squadron call sign and a three-digit number. This unique three-digit block of numbers shall identify each platform. Platform blocks shall be as follows:

(2) ATC identification purposes:

400-499	T-45
500-599	T-39 (Advanced)
600-699	T-6
700-799	T-39 (Intermediate)
900-999	Maintenance flights

(3) The Commodore and Squadron CO/Executive Officer (XO) shall have unique, permanent call signs:

(a) CTW-6 shall always be X00 (i.e. KATT 600/700 and ROKT 400/500).

(b) Squadron COs shall always be X01 (i.e. KATT 601/701 and ROKT 401/501).

(c) Squadron XOs shall always be X02 (i.e. KATT 602/702 and ROKT 402/502).

(4) The T-6 FITU shall use KATT X9X call sign. Example: KATT 690 would be a FITU T-6 line.

(5) All Functional Check Flight (FCF) flights shall use the following call signs:

(a) T-45	ROKT	920-929
----------	------	---------

(b) T-39	KATT/ROKT	950-959
(c) T-6	KATT	930-939

301. WEATHER CRITERIA. Weather minimums required to file, launch and recover all TW-6 aircraft shall be in accordance with references (a) and (d) as applicable. Additional requirements for specific aircraft types are listed later in this instruction. Use of a special instrument qualification for take-off in conditions less than standard instrument qualification minimums is not authorized unless waived by CTW-6.

a. In addition to Weather Warning (WW) restrictions, aircraft are restricted from conducting training flight operations in designated CNATRA Aviation Weather Warning (CAWW) except as listed in references (a) and (d) which state:

(1) A qualified forecaster makes the determination that the storm development has not progressed as forecast for the planned route. In such situations:

(a) VFR filing is permitted if existing and forecast weather for the planned route permits such flights.

(b) IFR flight may be permitted if aircraft radar is installed and operative, thus permitting detection and avoidance of isolated thunderstorms.

(c) IFR flight is permissible in positive control areas if VMC can be maintained, thus enabling aircraft to detect and avoid isolated thunderstorms.

(2) Performance characteristics of the aircraft permit an en route flight altitude above existing or developing severe storms.

b. Pilots shall not file into or through known SIGMETs, unless Training Air Wing Commander has granted a waiver (may be delegated to squadron COs or Detachment Officer In Charge) and the following conditions are met:

(1) Aircraft without operable radar equipment: Aircraft must be able to maintain VMC through the area of defined severe weather. Regardless, the crew must be able to comfortably and safely navigate around any severe weather. Additionally,

3 Mar 11

aircrew must ensure a suitable VFR alternate with a published approach exists and is available.

(2) Aircraft equipped with operating weather radar: Aircraft with operable radar capable of detecting thunderstorms, may file into/through SIGMETs issued by the National Weather Service, provided existing/forecast conditions are within the operating limits of the aircraft and conducive to command directives. Regardless, the crew must be able to comfortably and safely navigate around any severe weather.

c. Instructors are cautioned that when filing from other than U.S. Naval Air Stations, information on CAWWs may not be available. Aircrew may obtain a weather brief via phone at the toll free Naval Air Station (NAS) Pensacola weather office number: 1-866-878-8867, or from the Fleet Weather Center: Comm: (757)444-2553, or DSN: 565-2553. A close evaluation of effective military WWS shall be made to determine if the flight can be conducted within the spirit of the restrictions imposed by (a) and (d).

d. TW-6 flights shall not enter airfields with: Known or forecast RCR of less than 12, braking action less than "fair", or snow or ice present or forecast on the runway or taxiways within plus or minus one hour of intended landing time.

e. Cold Weather Operations. Over water training flights are prohibited when the wind-chill corrected outside air temperature is 32°F or below or when the water temperature is 60°F or below in the operating area due to non-availability of anti-exposure suits in TW-6.

(1) In the event that either temperature reading is below these limits, flights shall be planned to work in over land working areas. Mission Commanders shall use the Sea Surface Temperature (SST) data from the DD Form 175-1.

(2) For most TW-6 overwater sorties, the term "operating area" means W-155A and W-155B. TW-6 aircraft shall not transit W-155A when its air/water temperatures are below prescribed limits to operate in W-155B, should the W-155B air/water temperatures be above prescribed minimums. This same "spirit and intent" shall govern decisions when operating away from NAS Pensacola.

3 Mar 11

(3) Over water flight during the normal approach phase of a sortie with weather conditions below the above minimums shall be minimized to the greatest extent practical.

f. Aircraft Lighting. In order to maximize visibility of TW-6 aircraft to other aircraft and tower personnel, landing/taxi lights and all other aircraft specific lights shall be used whenever practicable.

302. BASH AWARENESS.

a. Aircrew will check the BAM and AHAS forecasts prior to briefing all low-levels, cross-countries, out-and-ins, and drop-ins to military and civilian airfields. For civilian airfields, aircrew may also check the AHAS models for nearby military airfields.

b. Takeoffs and Landings:

(1) CO permission (delegated if necessary to the Command Duty Officer) is required for takeoffs from any airfield reporting SEVERE bird hazard via USAHAS that is confirmed by actual conditions reported at the field (i.e. ATIS or Tower).

(2) If arriving at an airfield forecast to be severe, aircrew will verify with tower the actual bird condition prior to beginning the approach. If tower confirms bird activity to be severe, aircrew will conduct a straight-in, full stop landing only.

(3) If the drop-in airfield is in an area forecast to have severe bird activity, aircrew will call tower prior to commencing an approach to determine the actual bird condition. If bird activity is severe, aircrew will not conduct practice approaches.

c. In compliance with the procedures provided by the Naval Safety Center, all TW-6 entities, to include maintenance support, will properly process all bird strike remains and send them with the Naval Safety Center's WESS paperwork for completion of the Smithsonian identification process.

3 Mar 11

303. TAXIING AIRCRAFT.

- a. When taxiing on centerline, minimum taxi interval for TW-6 aircraft is 500 ft.
- b. Formation flights may alternate sides of the taxiway during daylight hours. Taxi interval shall be in accordance with appropriate NATOPS flight manuals.
- c. All TW-6 aircraft shall taxi on the centerline at night. Taxi lights shall be used to the greatest extent practicable during night operations, taking care to not adversely affect the vision of other aircrew or ground personnel.
- d. Aircraft shall call for taxi clearance with ground control prior to leaving the ramp area. The aircraft should have intent to leave the ramp area and must receive clearance prior to taxiing out of the ramp space. The call should be made as soon as practicable after leaving the chocks.
- e. NASP tower will broadcast current arresting gear configuration on ATIS. All Pilots in Command and Mission Commanders shall exercise caution and adhere to all specific airframe limitations with respect to safely traversing arresting gear cables/wire supports ("donuts").

304. AUTHORIZED AIRFIELDS. In accordance with reference (c), military airfields shall be used to the maximum extent possible. However, TW-6 aircraft may take-off, land, or remain overnight at any civilian airfield that fulfills the following requirements:

- a. Contract Fuel (if fueling services are required).
- b. No landing, parking, or overnight fees at government expense. Acceptance of overnight fees are at the discretion of and will be paid by, the MC. Students shall not pay for additional landing or overnight fees.
- c. Reasonable security for the aircraft. Civilian airfield security must be considered on a case-by-case basis.

305. CIVILIAN AIRFIELD DEPARTURE PROCEDURES. All TW-6 military aircraft departing from civilian airfields (IFR or VFR) to military destinations shall call Flight Service Station (FSS) when airborne to activate their flight plan and inform them of

3 Mar 11

their departure time. This prompts FSS to notify the destination Base Operations that an aircraft is inbound.

306. STATIC DISPLAYS AND AERIAL DEMONSTRATIONS.

a. Approval Authority.

(1) CTW-6 is authorized to approve participation at static display events in the Continental United States (CONUS) when these events are sanctioned by the Chief of Naval Information, as applicable. Requests for local static displays shall be forwarded to the TW-6 OPSO for coordination.

b. Regulations.

(1) Participation in a static/aerial display shall be conducted in accordance with references (a) and (c).

(2) Participants in static displays shall strictly observe physical security and safety guidelines.

(3) Aircrew shall be present during the display and maintain a neat, well-groomed appearance. Aircrew shall be attired in uniform (flight suit) whenever the public is present and shall not consume alcohol while manning static displays.

c. Specific aircraft requirements for static displays when participating aircrew are on-station and present at the aircraft:

(1) Chocks in place.

(2) Tiedowns in place.

(3) Pins in canopy, seat, gear, and stores (if applicable).

(4) Hook down or pinned (if applicable).

(5) During static displays, no civilians or unqualified personnel are authorized inside ejection seat equipped aircraft.

(6) The aircrew or assigned member shall ensure guests (civilian or military) are escorted at all times.

3 Mar 11

d. Specific aircraft requirements for static displays when participating aircrew are off-station and/or not present at the aircraft:

(1) Section 306c requirements as above.

(2) Properly secure external canopy jettison handles (if applicable).

(3) Canopy or entry door closed and locked.

e. Engine start for airfield departure following a static display shall not occur until an appropriate foreign object damage (FOD) walkdown has been conducted.

307. AIRBORNE VISUAL CHECKS. Airborne visual checks (e.g., for unsafe landing gear indications) may be performed by TW-6 aircraft for emergency or training purposes only.

a. Formation qualified pilots should perform airborne visual checks if available. However, all NATOPS qualified pilots are allowed to perform airborne visual checks.

b. Dissimilar formations are strongly discouraged, and shall be used only after all other options have been exhausted.

c. All checks should be conducted in the 2,500 foot Delta pattern, if possible.

d. Positive, two-way radio communication between aircraft shall be established on an assigned frequency, and maintained throughout the check from join-up to safe separation of aircraft.

e. The joining aircraft shall match configurations with the aircraft to be inspected prior to the rendezvous to the maximum extent practicable.

f. The rendezvous and separation shall be briefed prior to accomplishment of airborne visual checks.

308. CREW RESPONSIBILITIES.

a. Instructor Crew Duty Day. The crew duty day begins upon arrival for official business and is not to exceed 12 hours. The squadron OPSO or higher may waive the instructor duty day to a maximum of 18 hours on a case-by-case basis.

3 Mar 11

b. Student Crew Duty Day. The crew duty day begins with the first scheduled ground event or 30 minutes prior to brief.

c. Crew Rest. Twelve hours of continuous crew rest shall be afforded prior to commencement of crew duty day.

d. Instructor events per day. The maximum number of events per day at TW-6 is three, and the maximum number of flight hours per day is 6.5. These may be waived only by the Commodore or Squadron CO.

e. Student events per day. Student events per day shall be in accordance with the appropriate master curriculum guide as the number of events varies according to the stage of training.

f. Photography. Photography is not permitted in the cockpit unless specifically authorized by the Commodore.

g. Aircraft Control. In the interest of building instrument scan and appreciation of pilot in command (PIC) task loading, the PIC may at his/her discretion allow non-rated crew members to manipulate the flight controls. The PIC shall retain the controls for taxi, takeoff, landing and when training with another aircraft. These restrictions shall not apply where a syllabus event directs the non-rated crewmember to control the aircraft.

h. Chock Removal. When away from home field, respective Aircraft Commander or MCs shall confer with linemen to ensure they remove the chocks and stow them totally away from the aircraft (beyond the wingtips), and not just pull them and leave them underneath the aircraft behind the nose gear. In the absence of a lineman, the Aircraft Commander or MC shall verify that the chocks have been pulled and placed beyond the wing tip and aft of the main mounts, prior to entering the aircraft.

### 309. CREW RESOURCE MANAGEMENT ROLES AND RESPONSIBILITIES.

a. This paragraph covers the normal training mission. It outlines the roles and responsibilities of each crewmember.

b. PIC (Contract). The PIC is responsible for safety of flight, and for physically flying the aircraft during all phases of flight. The PIC has the authority to cease training at any time during a flight when safety of flight is an issue.

3 Mar 11

c. PIC (Instructor). The PIC shall be responsible for all phases of the assigned mission. The PIC shall be charged with the authority and responsibility to provide appropriate direction to students to ensure safe and successful completion of each training mission. Termination of the training or evaluation portions of any flight for reasons of safety, unsatisfactory performance, or material discrepancy shall be the PIC's prerogative. The PIC shall ensure that weather along the entire route, destination and alternate meets the TW-6/squadron SOP, CNATRA and reference (a) requirements.

d. MC (Instructor). The MC shall be responsible for all phases of the assigned mission except those aspects of safety of flight that are related to the physical control of the aircraft, and fall within the prerogatives of the PIC. The MC shall be charged with the authority and responsibility to provide appropriate direction to the PIC, and student(s) to ensure safe and successful completion of each training mission. Termination of the training or evaluation portions of the flight for reasons of safety, unsatisfactory performance, or material discrepancy shall be the MC's prerogative. The MC shall ensure that weather along the entire route, destination and alternate meets the TW-6/squadron SOP, CNATRA and reference (a) requirements. The MC is responsible for backing up the pilot and monitoring aircraft performance, navigation, and all communications.

e. Student. The student is responsible for procedures delineated in the Flight Training Instruction(s) and all copilot duties to include: Navigation, communication, checklists, and backing-up the pilot by monitoring aircraft performance. As applicable, the student shall control navigation aids, radios, transponder, and perform other duties as assigned. If the Instructor ceases training, the student shall acknowledge and cease copilot duties, unless otherwise directed by the Instructor.

f. Brief/Debrief. Prior to every flight, the Instructor and student shall conduct Operational Risk Management to assess the risks associated with the mission. If any acceptable risks are deemed moderate or greater, controls shall be developed and briefed to minimize those risks. Prior to each flight, the entire crew shall brief utilizing the Aircrew Briefing Guide from the TW-6 In-flight Guide or unit briefing guides. The PIC (when applicable) may add any particulars that are not covered in the brief or this SOP.

3 Mar 11

g. Critical Phases of Flight. During critical phases of flight to include taxi, takeoff, climb-out and upon commencing the approach, the cockpit shall be a sterile environment. There should be no communications that are not pertinent to the mission or safety of flight.

310. FLIGHT HOUR REPORTING AND TRACKING. CNATRA-contracted maintenance is paid for based on flight time logged on NAVFLIRS. Responsible management of scarce fiscal resources dictate focused efforts by all to ensure accuracy of flight-time recording.

a. Aircrew are required to make "taxiing outbound", "going flying" and "safe on deck" calls to the Duty Officer for all flights.

(1) When operating at home field, aircrew will make the "taxiing outbound" call when taxiing out of the line. Prior to taking off, aircrew will make a "going flying" radio call to base. Upon landing, aircrew will make a "safe on deck" call to base. Intent of these radio calls is to provide the duty standers with accurate information to log actual flight times into TIMS.

(2) When operating away from home field, aircrew will make a phone call to the Duty Officer after securing their aircraft and again prior to walking to their aircraft for subsequent outbound legs, as necessary.

b. Upon receiving the "going flying" and "safe on deck" calls, Duty Officers are required to log the times (takeoff and landing) in TIMS.

c. Flight time will be logged as starting at the actual time the aircraft started its take-off roll and concluding at the actual time the aircraft touched down (plus five minutes or at the time of engine shutdown, whichever occurs first per reference (a)).

(1) Aircrew will not round flight time up or down for the sake of convenience or any other reason.

(2) IPs and MCs shall confer with the Squadron Duty Officer to ensure accuracy of all reported flight times and resolve all discrepancies immediately.

311. UNPLANNED CABIN DEPRESSURIZATION. Per reference (a) of this instruction, if loss of pressurization occurs and oxygen systems are suspect, an immediate descent shall be made as soon as possible to a cabin altitude at or below 10,000 feet. If oxygen systems are not suspect, immediate descent shall be made to a cabin altitude at or below 18,000 feet.

a. Land in accordance with T/M/S NATOPS.

b. Contact Duty Flight Surgeon.

(1) To return to flight duties within 24 hours of initial exposure, the FS shall contact the Naval Aeromedical Institute (NAMI) Duty Undersea Medical Officer (UMO) ph #850-449-4629 for a recommendation.

(2) If the Duty UMO is not available and an operational necessity exists to return to flight duties within 24 hours of an unplanned cabin depressurization, Fig.-1 shall be adhered to with FS and Commodore's concurrence.

Cabin Altitude	Grounding Policy
18,000'-24,999'	Mandatory grounding for 6 hours, Neurological exam to rule out DCS, and remain below 18K' MSL for 24 hours.
25,000'-29,999'	Mandatory grounding for 12 hours, Neurological exam to rule out DCS, and remain below 18K' MSL for 24 hours.
30,000' or greater	Mandatory grounding for 24 hours, Neurological exam to rule out DCS prior to returning to aircrew duties.

**Fig.-1 CTW6 Unplanned Cabin Depressurization**

2 Jul 12

**NOTE:** All of the rules in this section apply only to "asymptomatic" aircrew. If at any time during flight or after landing aircrew have experienced symptoms of DCS, he/she shall be immediately referred to FS and shall not be authorized to perform aircrew duties until all of the medical requirements have been fulfilled in accordance with the CH.15 of the Navy Manual of Medicine.

3 Mar 11

**CHAPTER FOUR****GENERAL POLICIES AND PROCEDURES**400. QUALIFICATION CRITERIA FOR FLIGHT IN TW-6 AIRCRAFT.

a. For flight in TW-6 aircraft all aircrew shall comply with the requirements of references (a) and (c) as applicable. In addition, those aircrew not assigned to TW-6 or TW-6 squadrons as an IUT, instructor, associate instructor, Naval Flight Student, Flight Surgeon, or Aeromedical Safety Officer shall submit a request to the TW-6 Operations Officer and Aeromedical Safety Officer (AMSO). The TW-6 Operations Officer or the AMSO shall forward this request to the Commodore for approval. Upon approval, those individuals will be entered in the Training Integrated Management System (TIMS), and placed on the Authorized To Fly (ATF) list at TW-6. Before flying in a TW-6 aircraft, individuals who appear on the ATF list are required to be current (as defined by reference (a) and local squadron SOP) in that specific platform and their qualifications entered in WingStats prior to flight scheduling. If WingStats cannot be accessed or unforeseen circumstances arise, the TW-6 Operations Officer or the TW-6 AMSO may be contacted directly in order to verify the individual's aircraft specific qualifications and authorize scheduling of a flight.

b. In accordance with references (a) and (c), and enclosure (4), flight requests for all non-designated individuals or those without required flight clearances will be considered for one-time flight waivers and shall be approved as follows:

(1) All military, civil service and contract personnel shall be approved by CTW-6 for flights in non-ejection seat equipped aircraft;

(2) All other requests shall be routed for approval per enclosure (4).

c. To ensure compliance with the above requirements the TW-6 AMSO shall:

(1) Administer and monitor the Authorization to Fly in TW-6 aircraft program;

(2) Screen all initial requests, and verify that all necessary requirements/qualifications are current;

3 Mar 11

(3) Maintain a monthly notice designating those aircrew who are ATF in TW-6 aircraft.

401. AIRCRAFT MANAGEMENT.

a. Aircraft assets are assigned to TW-6 for the express purpose of conducting student flight training, and CTW-6 policy is to reduce administrative/logistical use of training aircraft to an absolute minimum. An aircraft being available, and not immediately required for student flight training, is not sufficient justification for expending flight hours for administrative/logistical purposes. The use of aircraft for non-essential flights addressed in reference (a) is prohibited.

b. In the event that an aircraft experiences a mechanical malfunction off station, and requires maintenance action to return to an up status, the TW-6 OPSO shall be notified.

c. CTW-6 shall authorize all administrative/logistical flights directed by higher authority.

d. Squadron COs shall minimize the use of their aircraft and/or reduce operating costs associated with administrative/logistical flights.

402. FOREIGN OBJECT DAMAGE. All TW-6 personnel, including civilian contractors, shall make every effort to maintain the highest level of FOD awareness and prevention. Prior to entering the flight line area, pockets shall be zipped up, loose gear stowed, and appropriate hearing protection shall be worn when aircraft are turning. Additionally, all aircrew shall:

a. Include FOD prevention as part of the preflight brief.

b. Pre-flight their personal survival gear prior to walking.

c. Inspect the immediate area around their aircraft, and at least 50 ft in front of the intakes prior to starting the engines.

d. Conduct thorough pre-flight and post-flight inspections of their aircraft for cockpit FOD and for evidence of aircraft FOD and/or bird strike.

e. All student NFOs shall receive FOD walkdown instruction during the TW-6 Safety Indoctrination briefing. The regularly

3 Mar 11

scheduled third quarterly safety standdown (July - September) shall include a briefing on TW-6 FOD walkdown procedures.

403. DESTRUCTIVE WEATHER PLAN. The Pensacola area is frequently subjected to adverse weather conditions. Although these phenomena are varied and seasonal in nature, the occurrence of any one may cause damage to aircraft, and facilities as well as personal injuries, which adversely impact readiness. Due to these conditions, a high level of readiness is required during day-to-day operations.

a. Responsibility.

(1) VT-10, VT-86, and all civilian contractors shall maintain and comply with the following procedures for lightning within five NM of NPA:

(a) Base Operations personnel shall notify the duty officers for TW-6, VT-10 and VT-86.

(b) Once notified, the VT-10 duty officer shall notify T-6 maintenance and the VT-86 duty officer shall notify T-39 and T-45 maintenance.

(c) Aircrews shall not walk to or from their aircraft while lightning is within five NM. Aircrews not in aircraft shall clear the flight line, and seek shelter immediately. Aircraft shall not launch with lightning within five NM.

(d) Once lightning within five nautical miles has been terminated, Base Operations personnel shall notify the squadron duty officers who shall in turn notify their respective maintenance personnel contacts. Normal aircraft operations can then continue.

(2) Integrity of aircraft is the responsibility of the PIC or maintenance contractor. In addition to normal measures, when actual/forecast winds are in excess of 35 KTS for the T-45 and T-6; or in excess of 40 KTS for the T-39; or on weekends, or holidays the contractor shall:

(a) Tie-down (six points - T-45, T-6; three points T-39) and double chock.

(b) Secure all doors and panels.

3 Mar 11

(c) Close and lock canopies.

(d) Raise flaps (if applicable), close speed brakes and set gust locks.

(e) Fuel to maximum weight possible.

(f) Ensure all ground support equipment is properly secured.

(3) When winds are forecast to exceed 55 KTS, the contractor shall hangar aircraft and GSE to the maximum extent possible upon direction of the TW-6 OPSO.

#### 404. CROSS-COUNTRY PLANNING AND PROCEDURES.

a. The squadron CO has final approval on CONUS cross country flights. Each squadron shall forward their list of approved cross countries to the TW-6 OPSO by 1200 each Wednesday. All mid-week XC approvals shall be forwarded on the squadron approved list the week prior to departure. All OCONUS requests must be submitted to TW-6 OPSO three weeks prior to the requested departure date to ensure time for approval. Squadrons sharing aircraft assets shall coordinate to ensure approved cross country numbers do not exceed allowances stipulated by CNATRA maintenance contracts.

b. In addition to the weather restrictions previously mentioned in chapter 3, XC aircraft shall not launch to destinations with reported or forecast freezing precipitation, which covers any portion of their arrival, stay, or departure without CTW-6 approval. If five (5) or more like aircraft are going to the same XC destination, a Letter of Instruction (Notice 5050) must also be drafted and briefed to CTW-6 with an Officer-in-Charge (OIC) identified. XCs are recognized as an integral part of the training syllabi and it is extremely important that they are thoroughly planned and executed. The MC/PIC is ultimately responsible for all aspects of XC pre-flight planning and ensuring that his/her flight is conducted professionally and safely. Additionally, the following specifics apply to XC or out/in events:

(1) Pick-up and drop-off of personnel shall only be for official business and personnel on funded orders.

3 Mar 11

(2) All red ink changes/add-ons to the smooth flight schedule shall be approved by the squadron CO, XO, or OPSO. (NOT the Command Duty Officer (CDO)).

(3) Civilian clothes are not authorized to be worn in TW-6 aircraft by military members.

(4) The MC/PIC shall obtain a PPR when required.

(5) The PIC that signs for the aircraft shall remain the PIC for that aircraft until the aircraft returns to NAS Pensacola.

(6) For the T-39 only.

(a) Ensure all aircrew and passengers have received the appropriate authorization prior to flight.

(b) The MC/PIC shall update the flight schedule (with CO/XO/OPSO approval) if passengers are added to the manifest.

(c) The MC/PIC shall update the DD-175 if passengers are added to the manifest.

#### 405. LOCAL AREA LOW LEVEL FLIGHT PROCEDURES.

##### a. Low Level (LL) Scheduling Procedures.

(1) TW-6 operates an electronic scheduling system accessible via station LAN. This scheduling system shall be used to coordinate and de-conflict TW-6 and any other aircraft utilizing IR/VR routes, MOAs and Warning areas.

(2) Squadrons shall input their aircraft type, call sign, entry point and time (in Zulu), exit point and time (in Zulu), and airspeed in the appropriate time block of the spreadsheet. For example: "(T-39) ROKT519 A1500 E1530 300". When entering at an alternate entry point (for example, Pt D on VR-1056), the route entry time in the Low-Level Route Manager shall be calculated back to an entry time at Pt A to ensure de-confliction for the entire route.

(3) Buffer times are necessary to avoid overtake by higher performance aircraft. If a slower aircraft is following a faster one, no buffer block is required. Buffer blocks will be entered as follows:

(a) T-45 (360kts) following a T-6 (240kts): Entry time plus two buffer blocks. For example, a T-6 entering at 1310 could be followed by a T-45 no earlier than 1340. 1320 and 1330 would be labeled as "(T-6) BUFFER".

(b) T-45 (360kts) following a T-39 (300kts) OR T-39 following T-6: Entry time plus one buffer block. For example, a T-6 entering at 1520 could be followed by a T-39 entering at 1540. 1530 would be labeled as "(T-6) BUFFER".

(4) By 1430L on the day prior to the event, FACSFAC and Base Operations shall review the inputs and issue the appropriate NOTAMS to cover the next day's requirements.

(5) LL entry times shall be entered using even time periods using the following allowable entry times: hh+00, hh+10, hh+20, hh+30, hh+40, hh+50 (where hh is the respective hour in local time). There shall be a +/- four minute window for de-confliction purposes. Base operations shall NOTAM the route 30 minutes prior to the first entry time to one hour after the last exit time of the day for each route. Any scheduling changes inside of the two-hour window prior to the NOTAM block start time shall not place the entry or exit time outside the NOTAM window.

(6) At 1430L, FACSFAC/Base Operations shall apply a yellow background to the time blocks that require NOTAMS for the next day. Any changes in entry/exit times that fall outside the NOTAM window shall require two-hour prior notification to base operations in order to re-issue a NOTAM to cover the new entry/exit times.

(7) Local T-6 VNAV routes will be scheduled using the same system.

(8) FACSFAC shall monitor the rescheduling of LL entry times on the day of the event and ensure the new times (if applicable) fall within the NOTAM window.

(9) FACSFAC shall schedule non-TW-6 aircraft in the normal manner via telephone or fax. FACSFAC shall then add any non-TW-6 aircraft to the electronic scheduling page.

b. TW-6 squadrons shall:

3 Mar 11

(1) Enter all desired flights into the electronic scheduling page by 1430L on the day prior to the event. The squadron scheduling officer shall enter the flight call sign, type of aircraft, entry point and time (in Zulu), and exit point and time (in Zulu) into the desired entry time-block.

(2) Ensure all changes to the electronic schedule are made prior to 1430L on the day prior. After the yellow backgrounds are applied by FACSFAC, schedulers or CDOs may change entry and exit times, ensuring the times remain within the NOTAM window. Any changes that place the entry or exit time outside the established NOTAM block shall be coordinated directly with Base Operations.

(3) Ensure any changes to entry/exit times on the day of the flight are made directly by the CDO as long as the new requested time falls within the NOTAM block for that route. Instructor and/or students shall coordinate all entry time changes with the CDO. If an aircraft can not make its scheduled entry time with the +/- four minute window, the instructor pilot or MC shall call (via phone or base radio) their respective squadron CDO to reschedule another entry time. The CDO shall enter the flight call sign, type of aircraft, entry point and time (in Zulu), and the exit point and time (in Zulu) into an available open slot on the scheduling screen and then inform the instructor that the new entry time has been secured. In addition, the CDO should notify the instructor of the call sign(s) of any other aircraft that are assigned a time immediately preceding or succeeding the new entry time.

c. Weekend scheduling procedures. IR/VR routes for weekend flights shall be scheduled by close of business Friday per normal weekly scheduling procedures. No add-ons shall be made after the NOTAMs are set, typically 1600L on Friday.

d. Jet IR/VR Route Execution Procedures.

(1) Minimum Altitude for low-level training is 500' AGL. The radar altimeter shall be set at 90% of the briefed minimum altitude. All aircrew will abide by the Low Altitude Training Rules as published in the Wing In-flight Guide.

(2) Weather. Day VMC, 3,000 ft ceiling and 5 SM visibility is required throughout the entire low level mission.

(3) Instructors shall brief the LL training rules during the brief as well as the VR/IR route entry time and any

3 Mar 11

potential conflicts, i.e. any other flight that is scheduled before or after them on the route.

(4) If either the BAM or AHAS forecast indicates severe bird activity, aircrew will check the AHAS within one hour of route entry (or radio the squadron CDO) to get an updated AHAS assessment based on observed activity (NEXRAD). If the AHAS radar observation indicates severe activity on the route or route segments, aircrew should fly the affected route segment no lower than 1,500' AGL. The decision to break off from the affected route will be at the discretion of Mission Commanders or Pilots In Command if they deem continued operations on the route to be unsafe.

(5) Students/instructors shall coordinate with the CDO to make any changes to their scheduled entry time before walk time or via squadron base radio.

(6) Aircraft shall enter the LL route on the scheduled entry time. However, aircraft may enter the LL within a window of +/- four minutes from scheduled entry time. MCs shall ensure they have no less than two minutes separation between aircraft on the route at all times.

(7) Instructors are solely responsible for ensuring they meet their scheduled entry time (+/- four minutes) or coordinating a schedule change through the CDO.

(8) All aircraft performing student swaps on the LL after a target attack shall exit above the route structure (generally 1,500 ft AGL). Aircraft shall not re-enter the route structure until the crew swap is complete and route re-entry de-confliction is assured.

(9) No re-attacks or 180° aborts are permitted within the route structure. If an abort due to weather or other circumstance is required, the aircraft shall exit the route structure and comply with all FAR/AIM procedures.

(10) The primary method of de-confliction on a VR route is "see and avoid."

e. LL Communication Procedures.

(1) Entry point communication procedures: The student or instructor shall make a call to FSS on 255.4 within five minutes of the entry point. This call will give other aircraft

3 Mar 11

approaching the same point as much situational awareness as possible. Aircrew shall use the following format for the FSS call: "99 aircraft, call sign, type of aircraft, entering VRXXXX Point ?, time in hours and minutes (Zulu), exiting Point ?, time in hours and minutes (Zulu), XXX feet (altitude in AGL), XXX Knots." Unless otherwise directed by AP-1B or other restrictions, all CTW-6 aircraft shall monitor 255.4 in the UHF while on low level routes.

(2) All VHF equipped aircraft shall monitor frequency 143.25 VHF while conducting low level flights. T-6 flights conducting formation training are exempt from monitoring VHF 143.25 and may use VHF for an inter-flight tactical frequency. These flights shall monitor 255.4 UHF.

(3) Mandatory calls. All aircraft utilizing published VR/IR routes shall make a call on 255.4 UHF:

(a) Prior to entering the route.

(b) Exiting the route.

(c) Aircrews should not report intermediate points along their route unless for de-confliction purposes and safety of flight.

**Note:** T-39s shall also make these calls on 143.25 VHF.

(4) Due to the proximity of Pascagoula/Trent Lott Class D airspace, all TW-6 aircraft flying VR1022, VR1023 or VR1024 will notify Trent Lott Tower on 118.575 when entering the low level with the following information: Callsign, type aircraft, position from the airfield, and VR route. When clear to the north, aircraft will notify Trent Lott Tower accordingly.

406. TW-6 ALERT AREA 292 OPERATING PROCEDURES. Pilots shall refer to and comply with the current COMDRAWINGFIVEINST 3710.2 (FWOP) to ensure safe operation in AA 292.

407. SIMULATOR/AIRCRAFT VISITATION PROCEDURES.

a. All simulator visits shall be scheduled through the Wing Operations Office via the respective squadron Operations Office. Individuals under the age of 18 shall not be permitted in the T-6 visual simulator unless waived by the Commodore or squadron CO.

3 Mar 11

b. All TW-6 students bringing guests (family members, friends, etc...) to visit any TW-6 simulator or aircraft shall be escorted by a qualified individual at all times. Individuals qualified to escort for simulator visitation shall be a type-qualified military instructor or civilian contractor. A contractor may provide an escort if one is available on a not-to-interfere basis. All students shall check in with the appropriate contractor office prior to any simulator or aircraft tour and shall be in the uniform of the day.

c. TW-6 instructors are not required to have an escort, but should notify the appropriate contractor of their intentions prior to providing any simulator or aircraft tour and shall be in the uniform of the day.

3 Mar 11

**CHAPTER FIVE****FCF/MAINTENANCE RECOVERY PROGRAM**

500. PURPOSE. To establish minimum requirements for the qualification of Functional Check Crewmembers (FCC) in TW-6 aircraft per references (a), (e) and (h), and to establish the policy and procedures for the organization and operation of the FCF and Maintenance Recovery Programs for TW-6.

501. FUNCTIONAL CHECK FLIGHT PROGRAM. The FCF Program is an essential element in the TW-6 mission. Through the FCF Program, CTW-6 is assured that aircraft are functionally ready and safe for flight. Maintenance recovery flights are conducted to retrieve aircraft that have made a Precautionary Emergency Landing (PEL) or aircraft that have incurred downing discrepancies during normal operations at sites or airfields other than NAS Pensacola. FCF crew shall include both military and civilian contractor personnel.

a. CTW-6 shall designate senior FCF pilots to oversee the T-45, T-39, and T-6 FCF programs.

b. Squadron Commanders shall:

(1) Designate in writing all squadron FCCs.

(2) Ensure all FCCs shall have a minimum of 200 hours in type prior to designation.

c. Senior Functional Check Pilots (FCP) shall:

(1) Maintain an effective FCF Training/Standardization/Qualification Program per references (a), (e) and (h).

(2) Serve as liaison for CTW-6 and the maintenance contractor via the OIC, CNATRA N4 Detachment (DET) Pensacola, on maintenance-related issues.

(3) Report discrepancies or unauthorized maintenance practices to CNATRA N4 DET Pensacola Quality Assurance (QA) for investigation and resolution.

(4) Assist CNATRA N4 DET Pensacola Quality Assurance Representatives (QARs), and civilian contractors as appropriate on maintenance-related concerns, research, or reports.

(5) Be responsible to CTW-6 for the overall operation of the FCF Program.

(6) Ensure squadron FCCs are scheduled frequently enough to remain current in qualifications.

502. ADMINISTRATIVE

a. Aircraft Mishap. In the event of a mishap during a FCF, CTW-6 shall convene the Mishap Board, and delegate responsibility for reporting purposes to the applicable squadron.

b. Publications. The civilian maintenance contractor shall supply all publications, and provide the maintenance and auditing of the maintenance technical library.

c. QA. No FCF shall be flown until all safety-of-flight discrepancies have been cleared by the contractor QAR. The FCC shall be briefed and debriefed in accordance with reference (1).

d. Flight Time Limitations. Due to the short duration of maintenance flights, and the large number of flights that may be required, contract FCPs are permitted to fly no more than five maintenance flights per day, with the exception of flights that require a planned cabin depressurization which results in a cabin altitude greater than 18,000 feet. If a combination of maintenance and syllabus flights are flown on the same day by a military FCC, no more than three total daily flights may be flown. In no case shall a FCC fly more than 6.5 hours daily. To mitigate the risk to altitude decompression sickness, FCF flights that require aircrew to depressurize to cabin altitudes greater than 18,000 feet shall be limited to 1 in a 12 hour period and 3 in a 7 day period.

e. Weather Restrictions

(1) In addition to weather minimums imposed by reference (a), the airfield from which the FCF is launching must be conducting VFR launches and recoveries before a FCF will be permitted to launch.

(2) The below listed evaluation flights for T-6As are authorized to operate VMC in conditions requiring IMC departures and Instrument IMC recoveries as long as these evaluation flights are flown in an "up" status aircraft with no safety-of-

flight discrepancies and when conditions do not place any undue risk on the flight if temporary IFR conditions are encountered.

- (a) Angle of Attack Evaluation.
- (b) Fuel Split Evaluation.
- (c) Transponder Evaluation (dual only).
- (d) Excessive Cockpit Noise Evaluation.
- (e) Aircraft Transfer/Acceptance (ferry only).

f. Maintenance Evaluation Flights. Occasionally, there are maintenance discrepancies that do not clearly fit an FCF profile. In these cases, it is prudent to obtain an evaluation of the discrepancy and to determine if the discrepancy has been repaired. Contractor QA personnel shall prepare these aircraft for flight and put them on the FCF board to be flown by a qualified FCC. The in-flight evaluation sortie shall be conducted under the same guidelines/requirements as an FCF, including the flight purpose code and minimum crew.

g. Local FCFs shall not be flown in a "Pro and go" mission profile. Upon completion of all FCF profiles, the aircraft shall return to base or proceed to NPA per applicable maintenance instructions.

h. FCF Currency (FCP's only). An FCF shall be flown at least once every 90 days to maintain currency. If 90-179 days have elapsed since the last FCF mission, FCP shall conduct an Alpha profile FCF with the senior FCP to regain currency. If more than 180 days have elapsed since the last FCF, the full FCF syllabus is required to regain qualification, including re-designation. As long as non-FCP aircrew are current in applicable T/M/S aircraft, they shall also be considered current as FCC in that aircraft.

3 Mar 11

**CHAPTER SIX****T-39 OPERATIONS**

600. T-39 AIRCRAFT OPERATIONS. T-39 aircraft shall only be used for UMFO/NAV syllabus training by aircrew designated on the squadron flight schedules. Any individual flying as a passenger other than an SNFO, TW-6 instructor, or individual on the TW-6 Authorized to Fly List shall be approved by CTW-6. All requests for deviation shall be coordinated by the TW-6 OPSO.

601. FUEL REQUIREMENTS.

a. All T-39 flights shall be planned so as to land with not less than 1,100 lbs of indicated fuel remaining at destination and within OPNAVINST 3710.7 alternate fuel requirements.

b. Minimum fuel shall be declared whenever the estimated usable fuel at the point of landing will be less than 1,100 lbs but greater than 800 lbs.

c. Emergency fuel shall be declared whenever the estimated usable fuel at the point of landing will be 800 lbs or less. The pilot/MC shall declare an emergency and report fuel remaining in minutes.

602. PROHIBITED MANEUVERS. Aircraft maneuvers specifically prohibited in NATOPS in addition to the following are prohibited:

- a. Use of autopilot or yaw damper on LL NAV flights.
- b. For all T-39 models, intentional "G" loading greater than 3 positive Gs (to preserve wing life).
- c. Intentionally failing equipment.
- d. Pulling circuit breakers unless necessary for safety of flight.
- e. Formation flights unless required in an emergency (e.g. landing gear position verification, etc.).

3 Mar 11

603. WEATHER REQUIREMENTS.

a. Flights shall be planned to circumvent areas of forecast atmospheric icing, and thunderstorm conditions whenever practical.

b. Single piloted minimums shall be used by all T-39 aircraft for filing, launch, recovery, and alternate operations unless two NATOPS qualified, and current aircrew are at the controls.

c. T-39 aircraft shall not be flown in areas where greater than moderate turbulence is forecast. Additionally, in the LL environment, aircrew shall obtain a thorough weather brief of LL turbulence conditions, and if greater than moderate turbulence is experienced, LL flight shall be terminated.

## d. Icing Conditions.

(1) T-39 aircraft shall not file into or enter areas with known or forecast severe icing conditions.

(2) T-39 aircraft may climb or descend through areas of forecast or reported moderate, light, or trace icing. However, continuous flight operation in moderate, light, or trace icing is not permitted.

(3) T-39 aircraft may file into forecasted trace to light icing conditions.

(4) If any icing is observed, the aircraft shall change altitude and/or course in attempt to exit icing conditions and prevent further accumulation as soon as possible.

604. RUNWAY REQUIREMENTS. Minimum T-39 runway length shall be 5,000 feet or calculated runway length required (Balanced Field Length for dry runways and Critical Field Length + 500 feet for wet runways), whichever is greater.

605. INTERCEPT PATTERN. The use of two T-39 aircraft to conduct STK/F intercept training warrants particular precautions to ensure safe utilization of the same airspace, yet provide realistic and challenging flight profiles. Operating parameters regarding altitude separation, airspeed, and maneuvering restrictions shall be established by VT-86 and published in their STAN notes. Additionally, the following safety considerations shall apply:

3 Mar 11

a. Each aircraft shall be positively designated as either the fighter (aircraft conducting the intercept) or bogey (target training mission) prior to each intercept training evolution.

b. Positive two-way radio communications between the fighter and bogey aircraft shall be maintained at all times. Additionally, pilots should maintain separate two-way communications for immediate contact should the need arise.

c. Advanced intercepts shall not be flown at night.

d. All aircraft conducting intercepts between one hour before sunset and one hour after sunrise shall ensure that strobe lights are on and operating.

606. CREW RESOURCE MANAGEMENT.

a. T-39 airborne emergencies require acknowledgment from at least one other crewmember before securing either throttle, engine master switch, DC generator switch, overhead hydraulic power switch, electrical master switch, or pulling a fire T-handle.

b. A designated CRM instructor or facilitator shall instruct the monthly CRM refresher training course for pilots and MCs. A contract pilot shall be invited to attend if none are in the class for refresher training.

c. The student shall operate electrical panel switches, the radar, and perform other duties as assigned.

607. CROSS-COUNTRY OPERATIONS. All pilots and MCs shall be familiar with squadron SOPs concerning cross-county operations. MCs are responsible for verifying authorization for all passengers.

608. FUNCTIONAL CHECK FLIGHTS. A FCF designated NFO/NAV or NATOPS qualified pilot shall occupy the right seat of a T-39N/G during FCF flights.

609. FUNCTIONAL CHECK PILOT PROGRAM DESIGNATION REQUIREMENTS. T-39 civilian contractor FCPs shall be qualified by CTW-6, and designated in writing by CTW-6 after successful completion of the FCF syllabus.

610. T-39 LOW LEVEL OPERATIONS

a. All T-39 low level operations shall be conducted in accordance with T-39 Low-Altitude Training Rules, Route Entry/Fence Check procedures, and Minimum Equipment Systems List (MESL) as found in TRAWING 6 In-Flight Guide.

b. RADALT tone shall be tested on the ground prior to flight.

c. For low level flight, the RADALT tone must be audible in the Pilot, Co-Pilot, and Mission Commander stations passing 980' into the low altitude regime. If the tone is not audible at all three aforementioned stations, low level flight shall not be continued.

611. ELT USAGE.

a. All T-39 Mission Commanders shall check out an ELT from SDO prior to flight and return it to the SDO upon landing.

b. The ELTs (AquaFix 406 model 2797.4) are controlled items in the custody of the SDO. They are to be maintained and locked behind the SDO desk when squadrons are not conducting flight operations.

c. To issue an ELT to a mission commander, the SDO shall complete the ELT log, following the example in the log. The mission commander shall sign for the receipt of the ELT. Upon return of the ELT, the SDO signs the log in receipt.

d. All T-39 aircrew are directed to become familiar with the operation of the AquaFix 406 model 2797.4 P-EPIRB. A short Power Point brief and the product support manuals are located in the squadrons' public folders in the share drive.

612. TRAFFIC COLLISION AVOIDANCE SYSTEM (TCAS) USAGE.

a. TCAS is intended to serve as a backup to visual collision avoidance, application of right-of-way rules, and air traffic separation service. For TCAS to work as designed, immediate and correct crew response to TCAS advisories is essential. Delayed crew response or reluctance to adjust the aircraft's flightpath as advised by TCAS due to air traffic control (ATC) clearance provisions, fear of later FAA scrutiny, or other factors could significantly decrease or negate the protection afforded by TCAS.

b. Pilot and Co-pilot usage of the TCAS should be briefed by the Pilot during the crew brief. TCAS usage should be discussed as it pertains to the mission, i.e. low-level, airnav, air-to-air intercept.

c. The transponder shall be set to TA/RA before flight. At airports that direct the use of transponders on the ground, the ON position should be used while taxiing. In flight, the Pilot should select the display bias (up, down, or level) as appropriate depending on the phase of flight.

d. Pilot and Co-pilot should generally have different range scales set to maximize situational awareness. Enroute, if the Pilot's TCAS is set to 10nm, the Co-pilot's should be set to 20 or 5nm. 5nm scale should be used in the landing pattern or congested areas. The Mission Commander shall monitor both the Pilot's and Co-pilot's TCAS displays to ensure optimal employment in accordance with this section and be alert for traffic hazards.

e. Any aircrew member that notices TCAS traffic within 10nm that appears may be a factor based on its altitude and track should alert the crew of the traffic. For traffic within 5nm a call such as "TCAS traffic 1 o'clock, 5 miles, 500 feet high" should be made and all aircrew should attempt to acquire the traffic visually. If on a low-level, increasing altitude may be required to provide more Mission Cross-check time.

f. Upon receiving an aural Traffic Advisory (TA), crew should attempt to acquire the traffic visually and be prepared to respond to a Resolution Advisory (RA). Do not deviate from an assigned clearance based only on TA information.

g. Upon receiving a Resolution Advisory (RA), the Pilot shall acknowledge the RA and maneuver the aircraft to comply

1 Feb 12

with the Vertical Speed directed by the green arc on the Vertical Speed Indicator (VSI). The Co-Pilot should continue to visually search for the traffic and monitor the compliance with the RA on the VSI. Evasive maneuvering must be limited to the minimum required to comply with the RA. Excessive responses to RAs are not desirable or appropriate because of other potential traffic and ATC consequences. Maneuvering horizontally based on the intruder's relative position on the TCAS display is not advisable due to inherent directional limitations of the TCAS system.

h. If on an ATC clearance and responding to an RA, notify ATC as soon as practical of the deviation and type of RA, and when returning to the original clearance, unless a new clearance has been received.

No communication is required if the pilot is able to satisfy the RA guidance and maintain the appropriate ATC clearance.

Example: "Approach, ROKT 515, TCAS RA, climb" or "Approach, ROKT 515, clear of conflict, returning to 5 thousand"

i. The transponder may be set to TA only when in VMC and when the pilot determines that safe visual separation from known traffic can be maintained and the potential for an unwanted RA exists (i.e. in the RIO pattern or descending from the initial for the break with other aircraft in the landing pattern).

#### 613. T-39G LOADING LIMITATIONS.

a. T-39G aircraft may only carry 9 personnel with CTW-6 approval and if no baggage is carried. Otherwise, the T-39G is limited to carrying 8 total personnel with baggage.

b. Consult aircraft weight and balance sheets in the ADB for recommended fuel loading and proper seating configurations. Weight and balance sheets assume 200 lbs for each person including flight gear and a maximum takeoff weight of 20,172 lbs. Load passengers according to the weight and balance sheet, then load baggage in empty seats first before placing behind aft row of seats. Auxiliary tank fuel load must be reduced 1 pound for every pound of baggage loaded aft of the aft-most seats to meet center-of-gravity, maximum ramp, and/or takeoff weight limitations.

c. The above are guidelines only and do not relieve the pilot and MC from calculating weight and balance and climb performance for their particular aircraft and airfield conditions.

3 Mar 11

CHAPTER SEVENT-6 OPERATIONS

700. T-6 AIRCRAFT OPERATIONS. T-6 aircraft shall only be used for SNFO syllabus training by aircrew designated on the wing or squadron flight schedules. Because the T-6 is an ejection seat aircraft, non TW-6 personnel shall be approved for flight per enclosure (4).

701. FUEL REQUIREMENTS.

a. Minimum fuel shall be declared whenever the estimated usable fuel at the point of landing will be 200 lbs or less.

b. Emergency fuel shall be declared whenever usable fuel at the point of landing will be 120 lbs or less. The aircrew shall declare an emergency and report the fuel remaining in minutes.

702. PROHIBITED MANEUVERS.

a. Intentional "G" loading greater than five positive Gs is prohibited. If this limit is exceeded the squadron operations officer shall be notified.

b. Night Formation.

c. Night Aerobatics.

d. Out of Control Flight (OCF) maneuvers shall not be conducted without the ability to conduct a PEL/Forced Landing profile at a suitable landing site.

703. AIRCRAFT PRE-FLIGHTS. The following procedures shall be used when conducting practice pre-flights on aircraft. Aircraft parked on the flight line north of the hangar are not available for practice pre-flights.

a. Practice pre-flight aircraft are available for exterior pre-flight only unless previously coordinated with maintenance.

**Note:** The T-6 canopy and both CFS external access doors shall be locked. If the canopy and/or CFS external access doors are found unlocked, remain clear of the aircraft and immediately notify maintenance.

3 Mar 11

b. Hangared Aircraft. Aircraft in the hangar are not available for pre-flight/static display unless the CDO has coordinated with maintenance for clearance. Under no circumstances shall students practice pre-flights on hangared T-6s unless under the direct supervision of a T-6 Instructor.

704. GROUND OPERATIONS.

a. To minimize damage and preserve the quality of canopy transparencies, aircrew shall not place any items (other than gloves) on the canopy transparency. Aircrew shall not allow flight gear to contact the canopy transparency while opening, entering, or exiting the aircraft.

b. Instructor Pilots shall ensure the baggage compartment door is properly secured and locked with the key prior to flight. During ground operations, the baggage door shall either be open with support post in place or closed, latched and locked.

c. All aircrew and maintenance personnel shall ensure that the propeller is secured with the exhaust cover/prop restraint and that the propeller is in an "X" position during aircraft post-flight. The exhaust cover/prop restraint must also be put in place any time the aircraft might be towed, including after having to shut down on the runway for an emergency or blown tire. Personnel should inform maintenance if they see any of the T-6 aircraft on the line without the exhaust cover/prop restraint in place.

705. WEATHER CRITERIA. T-6 aircraft shall be considered single piloted for weather minimum purposes regardless of the crew composition.

a. Icing.

(1) Aircrew may only file into forecasted icing conditions provided the following conditions are met:

(a) The forecasted icing is no greater than light rime icing.

(b) The forecasted icing layer is no greater than a 5,000 ft band.

(2) Cruising or holding in reported icing conditions is prohibited.

3 Mar 11

(3) Any time icing is actually encountered; change the aircraft course and/or altitude immediately to avoid prolonged operation in icing conditions.

b. Wind limits. Due to post ejection parachute landing performance and risk of dragging, operations with sustained winds above 25 knots or gusts above 30 knots are prohibited.

706. RUNWAY REQUIREMENTS.

a. In accordance with reference (f) the minimum runway length for normal T-6 operations is 4,000 ft.

b. All operations on runways with an RCR of other than DRY may significantly increase the stopping distance required, and corrections to the minimum runway required shall be added to the above minimums.

c. IPs are encouraged to maximize landing ground roll and to employ NATOPS braking techniques. Although not always practical, a landing ground roll distance of not less than 3,000 ft is recommended. Brakes should not be applied above 80 KTS groundspeed unless an emergency situation dictates (i.e. tower requesting an aircraft expedite their turn off of the runway does not constitute an emergency).

707. FORMATION FLIGHTS. Formation flights are limited to one section or division unless specifically approved by CTW-6 and published on the squadron flight schedule. Additionally:

a. T-6 section take-offs are authorized. No turns shall be initiated below 140 KTS or 400 ft AGL. Maximum crosswind for section take-off is 10 KTS (5 KTS if runway is wet). Section takeoffs shall not be performed when standing water, ice, or snow is on the runway.

b. Formation flight training should primarily be conducted in the MOA, the formation training area (Confines of R-2908) as delineated in the TW-6 In-Flight Guide, VR-1024, and local T-6 VNAV routes.

**Note:** R-2908 is activated by the Navy Flight Demonstration Team (Blue Angels) during the months of November and December. TW-6 aircrew operating Formation Flights inside the confines of

R-2908 outside of those months are responsible for aircraft separation from both VFR and IFR traffic. Other suitable training airspace may be approved by Squadron COs as required.

708. OVER WATER OPERATIONS. Except for takeoff, landing and instrument approach procedures, over water operations outside of gliding distance of land shall be minimized.

709. CROSSWIND LANDINGS. Maximum crosswind component on landing is 20 KTS.

710. MINIMUM ALTITUDES.

a. The minimum altitude to begin OCF training or a spin entry is 13,500 ft MSL. All recoveries shall be completed above 10,000 ft MSL.

b. Stalls and slow flight recoveries shall be completed above 6,000 ft AGL.

c. All aerobatic maneuvers, unusual attitudes and formation cruise maneuvering with the exception of formation tactical turns and wing dips to see low level points, shall be performed above 6,000 ft AGL.

711. PMU OFF STARTS. PMU-off starts are not authorized for TW-6 aircraft, except for a qualified T-6 FCF pilot with prior coordination with T-6 Maintenance Control.

712. FITU OIC AUTHORITY. The FITU OIC is delegated the authority of verifying and signing the daily FITU flight schedule.

713. TAXIING. T-6 pilots shall reference the KLN-900 when determining taxi speed. Taxi no faster than 7 KTS in any parking area or 15 KTS on any taxiway.

714. CROSS-COUNTRY FLIGHTS. T-6 flights scheduled for XC missions shall have no greater than two tire cords on a single tire exposed prior to departure from home station.

715. FUNCTIONAL CHECK FLIGHTS. Only T-6 NATOPS qualified individuals may occupy the rear cockpit of a T-6 during FCF flights.

3 Mar 11

716. STATIC DISPLAYS. The aircrew or assigned member shall ensure guests (civilian or military) are escorted at all times. During static displays, no civilians or unqualified personnel are authorized inside ejection seat equipped aircraft.

3 Mar 11

**CHAPTER EIGHT****T-45 OPERATIONS**

800. T-45 AIRCRAFT OPERATIONS. T-45 aircraft shall only be used for SNFO/SCSO syllabus training by aircrew designated on the squadron flight schedules. Because the T-45 is an ejection seat aircraft, non TW-6 personnel shall be approved for flight per enclosure (4).

801. FUEL REQUIREMENTS.

a. All T-45 flights shall be planned so as to land with a minimum of 500 lbs of fuel remaining at the destination, and within reference (a) alternate fuel requirements.

b. Minimum fuel shall be declared whenever the estimated usable fuel at the point of landing will be less than 500 lbs but 400 lbs or greater.

c. Emergency fuel shall be declared whenever the estimated usable fuel remaining at the point of landing will be less than 400 lbs. The pilot shall declare an emergency and report the fuel remaining in minutes.

802. WEATHER REQUIREMENTS.

a. Flights shall be planned to circumvent areas of forecast atmospheric icing and thunderstorm conditions.

(1) If icing conditions are encountered, the T-45 aircraft shall not be operated in such conditions except as may be required to transit or exit the icing conditions, and then only for the minimum time necessary.

b. Wind limits. Due to post ejection parachute landing performance and risk of dragging, operations with sustained winds above 25 knots or gusts above 30 knots are prohibited.

803. FORMATION FLIGHTS. T-45 formation flights shall be planned and flown in accordance with applicable OPNAV and CNATRA Instructions. Formation flights are limited to one section or division, unless specifically approved by CTW-6 and published on the squadron flight schedule. Additionally:

3 Mar 11

a. T-45 formation interval take-offs shall allow at least eight seconds between aircraft on take-off roll.

b. T-45 section take-offs are authorized. Once both aircraft are safely airborne, the flight leader shall signal for gear retraction. The flight leader shall signal for flap retraction at a minimum of 140 KTS. The flight leader shall ensure both aircraft are "clean" prior to exceeding 200 KTS. Maximum crosswind for section take-off is 10 KTS. Section takeoffs shall not be performed when standing water, ice, or snow is on the runway.

804. MINIMUM RUNWAY LENGTH. Minimum T-45 runway shall be 6,000 ft or the critical field length plus 500 ft, whichever is greater.

805. MINIMUM ALTITUDES.

a. The minimum altitude to begin OCF/Departure training is 20,000 ft AGL.

b. OCF/Departure recoveries shall be initiated prior to reaching 15,000 ft AGL. Stalls and slow flight recoveries shall be complete prior to reaching 10,000 ft AGL.

c. All aerobatic maneuvers, unusual attitudes and formation cruise maneuvering, with the exception of formation tactical turns, target attacks or wing dips to see low level points, shall be performed above 10,000 ft AGL.

806. CROSS COUNTRY OPERATIONS. All pilots shall be familiar with squadron SOPs concerning XC operations.

807. LOW LEVEL OPERATIONS. T-45 Instructor Pilots shall be familiar with the TW-6/squadron SOPs concerning LL operations.

808. FUNCTIONAL CHECK FLIGHTS. Only T-45 NATOPS qualified individuals may occupy the rear cockpit of a T-45 during FCF flights.

809. OVERHEAD AIRSPEED. Due to aircraft flight characteristics aircrew shall maintain 250 knots until descending to the overhead altitude and shall then target 325 knots, not to exceed 350 knots.

810. STATIC DISPLAYS. The aircrew or assigned member shall ensure guests (civilian or military) are escorted at all times.

COMDRAWINGSIXINST 3710.1N

3 Mar 11

During static displays, no civilians or unqualified personnel are authorized inside ejection seat equipped aircraft.



3 Mar 11

**ASSOCIATE INSTRUCTOR**  
**APPLICANT PERSONAL DATA**

NAME \_\_\_\_\_  
RANK \_\_\_\_\_  
SSN/DESIG \_\_\_\_\_

**FLIGHT HOURS :**

TOTAL \_\_\_\_\_  
BY MODEL \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PIC/HAC/MC \_\_\_\_\_

**CAREER HISTORY :**

DATE OF RANK \_\_\_\_\_  
DATE WINGED \_\_\_\_\_  
COMMANDS/JOBS HELD \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

AVIATION QUALIFICATIONS/DATE \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

INSTRUCTOR EXPERIENCE \_\_\_\_\_  
\_\_\_\_\_

CURRENT ASSIGNMENT \_\_\_\_\_

SCHEDULE FLEXIBILITY/AVAILABILITY \_\_\_\_\_  
\_\_\_\_\_

3 Mar 11

**PRIVACY ACT STATEMENT**

**AUTHORITY TO REQUEST THIS INFORMATION IS DERIVED FROM 5 UNITED STATES CODE 301, DEPARTMENTAL REGULATIONS. PURPOSE OF THIS FORM IS TO PROVIDE FOR AN IMMEDIATELY ACCESSIBLE, UP-TO-DATE RECORD OF PERSONAL DATA FOR PERSONNEL MANAGEMENT AND/OR EMERGENCIES. COMPLETION OF THIS FORM IS MANDATORY. FAILURE TO PROVIDE REQUIRED INFORMATION MAY RESULT IN ADMINISTRATIVE OR DISCIPLINARY ACTION BEING TAKEN.**

**STEP 1: TRANET ACCOUNT ESTABLISHED**

Must have two completed SAAR forms to establish account

Information Assurance Manager  
(Bldg 3245)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

**STEP 2: TIMS ACCOUNT CREATED**

TIMS User Manager

Wing (Bldg 1854, Room C225)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

**STEP 3: TIMS CHECK IN**

Wing Admin - Bldg 1854, Room C227

**This form must be completed in its entirety**

<u>CHECK IN DATE &amp; SQUADRON ASSIGNED:</u>	<u>PLATFORM:</u>	
Last Name:	First Name:	Middle Initial:
SSN:	Date of Birth:	*Gender:
*Race:	*Ethnicity:	Marital Status:
Spouse Name:	Number of Dependents:	Home Phone:
Work Phone:	Cell Phone:	
Local Address (Street, City, State Zip Code):		Birth Country and State:
Country of Citizenship:	Service:	Pilot / NFO / Student:
Pay Grade:	Rank:	Active/Res:
*Original Source Code (USN only) (If other, explain)	*Student Procurement Code: (If other, explain)	Date of Rank:
Commission Date:	Instructor PRD:	Entered Active Duty (ADSD):
Student AQT /FAR score	Instructor Designator:	Instructor Reserve Status (full / part time):
Degree (BS / BA / MA / etc.)	Major:	Instructor Flight Hours:
Instructor IUT assignment (T-6 IUT / T-6 Test Pilot / T-39 Strike / (circle one)	T-39 Fighter / T-45):	University:
Do you have any issues that could negatively impact your flight training? (Circle):	YES / NO (If YES, ask to speak privately regarding the issue.)	

\* - Codes listed on back

3 Mar 11

<u>Gender</u>	<u>Race</u>	<u>Ethnicity</u>
<b>M</b> Male	American Indian	Chinese
<b>F</b> Female	Asian	Cuban
	Black	Eskimo
	Caucasian	Filipino
	Hispanic	Hispanic
	Other	Indian
		Japanese
		Korean
		Latin American with Hispanic Descent
		Melanesian
		Mexican
		Micronesian
		Other
		Other Asian Descent
		Other Pacific Island Descent
		Polynesian
		Puerto Rican
		Vietnamese

<b>Code</b>	<b>Student Procurement</b>	<b>Code</b>	<b>Original Source Code</b>
5	USN ROTC	01	NAVAL ACADEMY
1	USN Academy	02	MERCHANT MARINE OFFICER CANDIDATE
13	USN OCS	04	NROTC REGULAR
N38	USN US Air Force Academy	05	NROTC CONTRACT STUDENT
N11	USN Flying LDO	06	OFFICER CANDIDATE SCHOOL (OCS)
N99	USN Other	12	COMMISSIONED DIRECTLY FROM MILITARY ACADEMY (USA)
N91	USN Transition Student	13	COMMISSIONED DIRECTLY FROM AIR FORCE ACADEMY (USAF)
N19	USN Direct Procurement	15	DIRECT APPOINTMENT, OTHER
N27	USMC ROTC	22	USN LIMITED DUTY OFFICER (LDO) (FROM ENLISTED)
N25	USMC Naval Academy	23	USN LIMITED DUTY OFFICER (LDO-T) (FROM ENLISTED)
6	USMC PLC/Other	24	USN WARRANT OFFICER PROGRAM (FROM ENLISTED)
N93	USMC Transition Student	28	MSC FROM ENLISTED BY PUBLIC LAW 337, 80TH CONGRESS
N31	USMC US Air Force Academy	30	USNR MEDICAL SERVICE CORPS, OCS FULL COURSE
N20	USMC Direct Procurement	85	SEAMAN TO ADMIRAL
7	USAF ROTC		
3	USAF Academy		
N79	USAF Officer Training School		
N0	USAF US Naval Academy		
N81	USAF Transition Student		
2	USMA (West Point)		
8	USA ROTC		
N98	Other Service		
10	National Guard		
17	International Student		

3 Mar 11

**FLIGHT APPROVAL AUTHORITY**

<b>Category</b>	<b>T-45</b>	<b>T-6</b>	<b>T-39</b>
Active duty	CTW-6 (2)	CTW-6 (2)	CTW-6 (1)
GS	CNATRA (5)	CNATRA (5)	CTW-6 (3) CNATRA (7)
Contractor	CNATRA (5)	CNATRA (5)	CTW-6 (3) CNATRA (7)
Maintenance (rescue)	CNATRA (5)	CNATRA (5)	CTW-6 or GFR (11)
Retired Military	CNATRA (5)	CNATRA (5)	CNATRA (5)(7)
FAA	CNATRA (4)	CNATRA (4)	CNATRA (4)
Family member	CNATRA (5)	CNATRA (5)	CNATRA (5) CNO (8)
US Civilian	CNATRA (5)	CNATRA (5)	CNATRA (5)(7)
Foreign Mil	CNATRA (5)	CNATRA (5)	CNATRA (5)(9)
Foreign Civ	CNATRA (5)	CNATRA (5)	CNATRA (5) CNO (10)
Members of Congress	CNATRA (5) OLA (6)	CNATRA (5) OLA (6)	CNATRA (5) OLA (6)

Naval Aviation Survival Training Program (NASTP), i.e., Aviation Physiology/Water Survival Training, can be waived by CNATRA for ejection seat aircraft and CTW-6 for non-ejection seat aircraft. If a waiver is granted the orientee shall agree in writing to participate in the flight and assume the associated risks themselves.

All personnel participating in orientation flights shall receive appropriate physical screening or examination. Scope of this screening shall be determined by a CTW-6 Flight Surgeon and include clearance for participation in high risk NASTP training.

## References:

- (a) OPNAVINST 3710.7U
- (b) CNATRAININST 3710.2U/CNAF 251230Z FEB 10
- (c) OPNAVINST 4630.25C
- (d) DOD contract N00019-98-D-0140 (T-39)

**Notes:**

(1) Reference (a) Reporting Custodian (CTW-6) for active duty personnel, subject to the limitations outlined in reference (b).

(2) Reference (a) Type-Wing Commander (CTW-6) for ejection seat aircraft for active duty personnel, subject to the limitations outlined in reference (b).

(3) Reference (a) Reporting Custodian (CTW-6) for the purposes of familiarization of a base complex or operating area.

(4) Reference (a) TYCOM (CNATRA) for FAA ATC Specialists and Examiners.

(5) Reference (a) CNATRA for orientation flights.

(6) Reference (a) Orientation flights for members of Congress and their staffs require prior concurrence from Chief of Legislative Affairs. Orientation flights for White House staff members require prior concurrence from the White House Military Office.

(7) Reference (c) TYCOM (CNATRA) as designated by CNO, for passenger flights in direct support of approving command.

(8) Reference (c) CNO for family member passenger flights in direct support of approving command.

(9) Reference (c) TYCOM (CNATRA) as designated by CNO, for foreign military passenger flights in direct support of approving command.

(10) Reference (c) CNO for foreign official passenger flights on approved DOD-sponsored visits.

(11) Reference (d) Contractor shall utilize flight hours to support downed aircraft rescue missions. Government may provide maintenance personnel transportation.