**DEPARTMENT OF THE NAVY**
COMMANDING OFFICER
NAS PENSACOLA
190 RADFORD BLVD
PENSACOLA, FLORIDA 32508-5217

IN REPLY REFER TO

NASPNCLAINST 3722.1X
Code N322
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NASPNCLA INSTRUCTION 3722.1X

Subj: AIR OPERATIONS MANUAL, NAVAL AIR STATION (NAS) PENSACOLA, FLORIDA

Ref: (a) NAVAIR 00-80R-14
(b) Flight Information Publication IFR Supplement
(c) OPNAVINST 3710.7 series
(d) COMTRAWINGSIXINST 3710.17
(e) FAAO 7110.65
(f) SECNAVINST 3770.1 series
(g) NAVAIR 00-80T-114
(h) NASPNCLAINST 8000.3E
(i) NAVAIR 00-80T-103
(j) NASPNCLAINST 8000.4E
(k) DODINST 2000.12 series
(l) NAVAIR 51-50AAA-2
(m) Flight Information Handbook
(n) FAR 91-127
(o) NASPNCLAINST 4631.1H
(p) NASPNCLAINST 3180.1Q
(q) NAVAIR 06-5-502
(r) NASPNCLAINST 3750.14L
(s) COMUSFLTFORCOMINST 3120.26 series
(t) NASPNCLAINST 3120.3D
(u) NWP-4, 7, 19-1
(v) ATP 1C
(w) FAA Order 7610.4
(x) COMNAVAIRLANTINST 3100.1 series
(y) COMLANTFLT OPORD 2000-03

1. Purpose. To issue the Air Operations Manual for NAS Pensacola, Florida, per references (a) through (y).

2. Cancellation. NASPNCLAINST 3722.1W

3. Scope. This manual is prepared per references (a) through (y) and other directives issued by higher authority. In the absence of specific instructions covering any circumstance, pilots are expected to exercise good judgment.

4. Administration. The Air Operations Officer, NAS Pensacola, is responsible for the administration and enforcement of the provisions of this manual and shall act as the direct representative of the Commanding Officer in all matters pertaining to control and clearance of aircraft.

C. W. PLUMMER

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# CHAPTER I
# GENERAL

## 100. GENERAL PRUDENTIAL RULES

a. The rules, regulations, and instructions set forth herein govern the operation of aircraft and use of facilities at this station. This document may be temporarily modified by operation advisories issued by the Air Operations Officer. These regulations are not intended to cover every rule of safety and good practice. All pilots are assumed to be indoctrinated in the fundamentals of good airmanship and are expected to exercise good judgment in the operation of their aircraft. Whenever a situation arises other than an emergency wherein deviation from normal procedures may appear desirable, clearance shall be requested from NAS Pensacola Air Traffic Control (ATC) Tower (hereafter referred to as the "Tower") for each specific instance. Clearance will not be granted when such deviation would constitute a hazard or would cause undue inconvenience to other aircraft. In cases of emergency, deviations without prior permission should be based on judgment and good airmanship.

b. Intensive student jet and prop training operations are conducted in all areas of the Pensacola complex. Pilots must exercise constant vigilance in order to minimize the risk of collision.

## 101. AIRFIELD

a. Location. NAS Pensacola, Florida, is located at latitude 30 degrees, 21.16"N, longitude 087 degrees, 19.12"W, 7 miles southwest of the City of Pensacola, and northwest of the entrance to Pensacola Bay. The field elevation is 28 feet above sea level. The Tower is located in Building 3962.

b. Hours of Operation. The airfield is open from 0700L-2300L Monday through Friday, 1000L-1730L Saturday, 1300L-2030L Sunday, and other times as approved by the Air Operations Officer. Prior permission is required for transient aircraft except CNATRA-1, AIREVAC, and NALO missions. Prior Permission Requirements (PPRs) shall be obtained through Base Operations, telephone (850) 452-2431, DSN 922, Monday through Friday, during normal working hours. In order to maximize airfield operations, transient aircrews should use Plate 1 for taxi.

c. Airfield Closure. When hazardous conditions exist for the operation of aircraft, the Air Operations Officer or a designated representative may close the airport temporarily. This decision may be based upon one or more of the following:

(1) Condition of the landing area.

(2) Availability of sufficient crash and rescue facilities per reference (a). NAS Pensacola is rated as a Category 2 airfield and is capable of responding to aircraft in the 10,000 to 200,000 pound gross weight range with an availability of 2,000 gallons of water and 1,000 gallons per minute pumping capability.

(3) Air Show/Flight Demonstration.

(4) Natural disasters or at any time deemed a hazard to aviation.

d. Runways. The landing area consists of runways oriented as follows:

| RUNWAYS | LENGTH (FEET) | WIDTH (FEET) | ACTUAL MAGNETIC HEADING |
|---|---|---|---|
| 19 / 1 | 7,137 | 200 | 186 / 006 |
| 7R / 25L | 8,000 | 200 | 068 / 248 |
| 7L / 25R | 8,000 | 200 | 068 / 248 |

e. Helicopter Landing Pads. Forrest Sherman Field has six designated helipads. The locations of the helipads are depicted on Plate 1. Pad 1 is on Bravo taxiway at the intersection of B-1 taxiway. Pad 2 is on Bravo taxiway at the intersection of B-2 taxiway. Pad 3 is located on Bravo taxiway at the intersection of Bravo taxiway and Charlie taxiway. Pad 4 is on Delta taxiway at the intersection of Alpha taxiway. Pad 5 is in the run-up area near the approach end of runway 19. Pad 6 is in the run-up area on the approach end of runway 25L.

f. Wheel Load Capacities. All runways are asphalt surface with granite aggregate seal, except for a 1,000-foot concrete apron at the approach end of each runway. For all runways and taxiways, the maximum gross weight allowance for Twin Delta Tandem aircraft is 850,000 pounds for C-5A and 550,000 pounds for Boeing 747. Maximum allowance wheel load limits in Operating Areas (OPAREAS) are listed below:

| | SINGLE WHEEL | | DUAL WHEEL | DUAL TANDEM |
|---|---|---|---|---|
| AREA | 150 PSI | 400 PSI | 150 PSI | 150 PSI |
| Runway 7L/25R | 113,800 | 69,500 | 206,100 | 381,800 |
| Runway 7R/25L | 113,800 | 69,500 | 206,100 | 381,800 |
| Taxiway 7/25 | 113,800 | 92,300 | 206,100 | 388,700 |
| Runway 1/19 | 123,900 | 65,300 | 220,800 | 357,200 |
| TAXIWAY OPERATIONS | | | | |
| (Apron to Transient) | | | | |
| Apron | 218,900 | 107,400 | 284,600 | 426,900 |
| Transient Apron | 122,500 | 98,600 | 221,100 | 404,800 |
| TAXIWAY OPERATIONS | | | | |
| (Apron to Training) | | | | |
| Apron | 284,200 | 122,200 | 369,500 | 554,200 |
| Training Apron | 109,800 | 87,800 | 197,600 | 374,300 |

g. Arresting/Abort Gear

(1) Emergency arresting/abort gear is installed on all runways at the locations depicted on Plate 1 and listed below:

| # | RUNWAY | TYPE OF GEAR | DISTANCE FROM APPROACH END | WEIGHT AND SPEED LIMIT |
|---|---|---|---|---|
| 1 | 1 | E-28 | 1,544 | 78,000lbs/160KTS |
| 2 | 19 | E-28 | 1,100 | 78,000lbs/160KTS |
| 3 | 7R | E-28 | 1,300 | 78,000lbs/160KTS |
| 4 | 25L | E-28 | 1,450 | 78,000lbs/160KTS |
| 5 | 7L | E-28 | 1,200 | 78,000lbs/160KTS |
| 6 | 25R | E-28 | 1,300 | 78,000lbs/160KTS |

(2) 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.

(3) The maximum weight, speed, and off-center engagement limits for various aircraft are published in aircraft recovery bulletins.

(4) Arresting Gear status will be broadcast on the ATIS. In order to accommodate T-1 and T-6 operations, the short field arresting gear shall be configured as follows:

(a) Dual Runway Operation - Both short field E-28 arresting gear stripped.

(b) Single Runway Operation - Short field arresting gear stripped when active runway 1 or 19.

Aircraft desiring short field arrestment may request the stripped gear be placed in battery. A 15-minute notice is required per reference (b).

h. Optical Landing Aids. Portable Fresnel Lenses are positioned 750 feet from the approach end of all runways, stand 7 feet 2 inches in height, and glide slope set at 3.25 degrees. Fresnel Lenses will be set for night operations 20 minutes before sunset and will be removed prior to Boeing 747, B-52, C-5, C-141, and C-17 departures/landings or as requested.

i. Combat Aircraft Loading Area (CALA). Combat Aircraft Loading Area (CALA), hazardous cargo area, is located east of the approach end of Runway 19. During CALA operations, Runway 1/19 will be closed. Airfield ordnance operations will be conducted per references (c) and (d). (See Plate 1).

j. Drag Chute Procedures. Aircraft shall inform the Tower if deploying a drag chute. Drag chutes should be retained by deploying aircraft until reaching the parking line. Caution should be used by aircrew to ensure chutes do not snag runway or taxiway lights. Release of the chute will be at the lineman's direction. In no case should chutes be released on a runway.

**102. HANGAR AND SERVICE FACILITIES.** NAS Pensacola is designated an Intermediate Maintenance Activity. There are two Denver and one Cantilever-type hangars. Hangar space for transient aircraft is limited. Adequate parking space is normally available. Standard services and facilities are listed in reference (b). Additional services available are:

a. "FOLLOW ME" Vehicles. Transient aircraft shall be escorted by "FOLLOW ME" vehicles.

b. Weather Service. Complete weather advisory service is available Monday through Friday from 0600L to 1400L at the Naval Aviation Forecast Component located in Air Operations, Building 1852. At all other times, weather services are provided by the Naval Aviation Forecast Center Norfolk. Pilot to METRO Service (PMSV) is available on 359.6 MHz. Requests for DD175-1 services can be obtained remotely via Flight Weather Briefer (FWB) https://fwb.metoc.navy.mil/fwb11 or by telephone (0600L-1400L M-F) (850) 452-3644, DSN 922, or 1-888-PILOTWX(745-6899). The Weather Office will be manned with a Duty Observer during scheduled field operating hours seven days a week.

c. Compass Rose. A compass rose is installed north of the National Museum of Naval Aviation. (See Plate 1). The tow road and the road that

connects A6 Taxiway to the museum ramp are not designated as taxiways; therefore, aircraft must be towed to the compass rose. Use of the compass rose is on first come first serve basis and is scheduled through Base Operations, telephone (850) 452-2431/32, DSN 922.

d. High-Power Turn-Up Areas. The designated high-power turn-up area and the T-6 trim pad tie-downs are located on the south ramp. Both are restricted to the hours between 0700L and 2200L, Monday through Friday, 1000L through 1700L Saturday, and 1300L through 2000L Sunday. Users shall contact the Air Operations Duty Officer (ODO) at 452-2431 at least 1 hour prior to the requested time to schedule. After hours, high-power turn-ups may be authorized by the ODO if considered an operational necessity and with permission of the Air Operations Officer or designated representative.

e. Aircraft Wash Rack. The Wash Racks are located on the Southwest end of Hangar 3260 and the east end of Hangar 1853. The Southwest Wash Rack is shared by Air Force, Navy Flight Demonstration Squadron (Blue Angels), and transient aircraft. The East Wash Rack is used by COMTRAWING SIX and the Blue Angels. To schedule use of the Wash Rack, call 12FTW Maintenance Supervisor, telephone (850) 452-0911/0913, DSN 922.

f. Squadron Briefings. A local course rules brief is required for transient aircraft prior to operating locally. Any unit desiring a local course rules brief should contact the Fleet Liaison Office, telephone (850) 452-4471, DSN 922. Locally based squadrons shall obtain an annual course rules brief so that aircrews maintain currency with course rules.

g. Automatic Terminal Information Service (ATIS)

(1) Automatic Terminal Information Service is provided at NAS Pensacola on 266.8 MHz and 124.35 MHz. This is a voice transmitted service providing weather information, duty runway, Arresting Gear Configuration, airport Notice to Airmen (NOTAM), and other pertinent field information. ATIS is broadcast at all times when the field is open.

(2) Each broadcast will be identified with a phonetic alphabet code word starting with ALFA. Information will be updated hourly or as necessary.

(3) Pilots shall obtain ATIS information prior to contacting ground control, approach control, SEABREEZE, or the Tower. On initial contact, pilots should notify the controller that they have received the broadcast by repeating the phonetic alphabet code. Example: "INFORMATION ALFA."

h. Pilot to Dispatcher (PTD) Service. A PTD Service to handle necessary air-to-ground/ground-to-ground administrative traffic; e.g., cargo/passenger on-load/off-load data, fuel/maintenance requirements, VIP information, flight plan/passenger changes after taxiing, etc. is available on 312.1 MHz by calling "Navy Pensacola OPS."

i. Electronic Testing/Tuning. The Tower's primary function is to provide ATC services. Therefore, communications with the Tower is limited to necessary ATC information. Testing and tuning of transmitters while on the ground must be held to a minimum and shall cease promptly when directed by the Tower.

j. Transient Line

(1) Services provided include parking, shutdown, fueling, oxygen servicing, nitrogen servicing, hydraulic servicing, engine oil servicing, and start up of aircraft.

(2) Aircraft shall not be serviced on ramp spaces during Thunderstorm Condition I or any time lightning is reported within five statute miles of the airfield.

(3) Aircraft shall not be started or shut down until a lineman is present.

**103. FIELD LIGHTING FACILITIES.** Airfield lighting is operated in accordance with reference (e).

a. Airport Beacon. A rotating airport beacon is located on top of the water tower 5/8 SM southeast of the field at 193 feet AGL. It emits alternating green and dual-peaked white light beams. The beacon operates during field hours from sunset to sunrise and anytime the field is in Instrument Flight Rules (IFRs) weather conditions.

b. Runway Lighting. Runways are lighted by elevated, variable high intensity 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). REILS are 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. Arresting Gear. The location of all bi-directional arresting gear is indicated by an international (NATO) yellow disc arresting gear marker at the side of the runway abeam each set of gear.

h. Obstruction Lights. Standard red obstruction lights mark the permanent obstructions on and adjacent to the airfield. These lights are illuminated from sunset to sunrise and during severe weather.

i. Lighted Taxiway Signs. Lighted taxiway signs are located throughout the airfield and are lighted from sunset to field closure.

j. Lighted Carrier Deck. A lighted carrier deck is located on the approach end of Runway 7L.

k. Wave-off Lights. Provide visual mandatory wave-off instruction, and are located on all runways at 900 feet, 1700 feet, and 2,500 feet from the threshold. The light clusters are 25 feet outboard from the runway edge.

**104. VEHICULAR TRAFFIC**

a. Vehicles routinely operated on airfield runways and taxiways shall have an operating amber rotating beacon and an operable FM radio to communicate with the Tower. Vehicles temporarily operating on runways and taxiways shall display an airfield vehicle flag (FSN 8345-00-543-6914) and be radio-equipped, or must be escorted by a radio-equipped, properly marked vehicle. The Tower shall use light signals for controlling vehicles only when absolutely necessary.

b. Vehicles entering the airfield shall contact the Tower and report their entrance point and destination. Vehicular traffic shall request permission from the Tower prior to entering any runway. Vehicular traffic shall not cross runways until Tower instructions have been thoroughly understood. Tower instructions shall be acknowledged verbatim. Vehicles shall utilize the perimeter road when the destination is served by one. No vehicle shall be permitted on Forrest Sherman Field with the intent of conducting field maintenance without first contacting the Airfield Manager (AFM).

c. All drivers shall attend an airfield familiarization/re-certification class annually and hold a valid airfield vehicle operator's card. Classes may be scheduled through the ATC Facility (ATCF) Officer, telephone (850) 452-4671, DSN 922. All personnel must possess a valid state drivers license.

(1) The ATCF Officer shall schedule training for personnel attached to NAS Pensacola and tenant commands. The ATCF Officer shall provide instructors for classes.

(2) Each department, division, or tenant activity shall develop procedures to ensure personnel attend indoctrination classes annually. A memorandum will be submitted to the ATCF Officer, Building 3963, listing quota requirements.

(3) Temporary contract personnel shall attend an indoctrination briefing prior to operating a vehicle on the airfield. A list of contract personnel authorized to operate a vehicle on the airfield shall be maintained by the ATCF Officer.

d. Vehicles operating adjacent to the duty runway are expected to remain on the shoulder and well clear of the duty runway at all times.

e. Vehicles will pull clear of taxiways and stop when meeting or being overtaken by aircraft. When necessary to leave a taxiway and/or runway, care should be taken to leave or return to the paved surface at a speed that will prevent mud or dirt from tires and other Foreign Object Damage (FOD) from being deposited on the paved surface. A visual inspection of vehicle tires is required after returning to the taxiway or runway prior to proceeding to destination except for fueling and servicing vehicles. No vehicle shall drive underneath any portion of an aircraft.

f. The following maximum speeds on the airfield shall be observed at all times:

(1) Towing aircraft.....5 MPH

(2) Within 20 feet of parked aircraft.....5 MPH

(3) Anytime while on ramps.....10 MPH

(4) Taxiways and runways.....25 MPH

**105. AIRCRAFT TOWING.** Whenever practical, movement of aircraft from one point on the field to another via taxiways shall be accomplished by taxiing the aircraft with a qualified pilot or qualified taxi pilot at the controls. When qualified pilots or taxi pilots are not available or the condition of the aircraft necessitates towing, the following rules apply:

a. The activity concerned shall notify the Base Operations of the location of the aircraft, destination, and anticipated movement time. Base Operations will coordinate with the Tower prior to authorizing the movement.

b. Tow vehicle operators must have a valid Airfield Vehicle Operator Card.

c. All aircraft being towed shall have a qualified person in the pilot seat and sufficient ground handling personnel to ensure safe operation.

d. During hours of darkness, tow vehicles shall operate with headlights on low beam. Aircraft being towed shall have their navigation lights on steady.

e. During an emergency, all towing operations will stop until cleared to proceed by the Tower.

f. Personnel towing aircraft shall be escorted by a radio-equipped vehicle or have two-way communication with the Tower.

**106. REPORTING DANGER TO LIFE OR PROPERTY.** A report shall be made to the Air Operations Officer as soon as possible by pilots who:

a. Jettison stores; lose a piece of the aircraft while in flight; drop a bomb or a tow banner; and fire a gun, rocket, or any missile outside the limits of a regularly scheduled target area.

b. Upon return from flight, find that they have inadvertently jettisoned stores; lost a piece of the aircraft; or have bombs, rockets, or any other missiles which have been unaccountably expended.

c. Consider any ordnance they have expended or any flight maneuvers they employed may have endangered the life or property of another person or consider that such other persons may reasonably believe that their life or property has been endangered.

d. Observe an apparently uncontrolled fire.

e. Observe violations of flight regulations or of the general rules of flying.

**107. AVERAGE ANNUAL WEATHER DATA**

a. The Gulf of Mexico presents a moderating effect on the local area resulting in a definite sea breeze during the daytime in the summer and tempering the effects of polar outbreaks in the winter. Tropical cyclone disturbances pose a threat to the Pensacola complex during the hurricane season (1 June through 30 November).

b. In general, the major weather problems that affect flying safety are tropical storms, severe thunderstorms, and seasonal fog. Rainfall occurs on an average of nine days per month. The average annual precipitation is 53 inches. Solid precipitation, in the form of snow, pellets, hail, and ice pellets, is rare and occurs on the average of once a year.

c. The IFR conditions are more frequent during the months of November through April. Ceilings, less than 1,000 feet and/or visibility less than 3

miles, occur approximately 16 percent of this period; and ceilings, less than 100 feet and/or visibility less than a quarter of a mile, occur approximately 3 percent of this period. IFR conditions occur more frequently between sunset and sunrise.

d. The average monthly temperature is 68 degrees Fahrenheit with the low monthly average during January (51 degrees) and the high monthly average during July and August (82 degrees). Extreme minimum temperatures occur during December and January (low may fall below 10 degrees) to an extreme maximum in August (100 degrees).

e. The prevailing direction of the surface wind is from the north during the months of October through February and generally from the south during March through September.

## CHAPTER II

## FLIGHT AUTHORIZATION, PLANNING, AND APPROVAL

200. **FLIGHT AUTHORIZATION.** Naval aircraft shall not be flown by any person unless authorized by the reporting custodian or other commander exercising operational control over the aircraft concerned. Authorization for a flight shall be documented by a published flight schedule or other similar directive signed by appropriate authority.

201. **FLIGHT PLANNING.** Before commencing a flight, the pilot-in-command shall be familiar with all available information appropriate to the intended operation. Prior to operating locally in the NAS Pensacola area, a local course rules brief is required. This information should include, but is not limited to, available weather reports and forecasts, NOTAMs, fuel requirements, alternatives available if the flight cannot be completed as planned, and any anticipated traffic delays. Departing transient aircrews shall receive and acknowledge a brief highlighting intensive student flight activity within Alert Area 292 (A-292). Locally based squadrons shall ensure assigned aircrews are briefed concerning A-292 operations. In addition, an approved flight plan form, appropriate for the intended operations, shall be submitted to Base Operations for all flights except flights of urgent military necessity. All IFR flight plans should be filed at least 30 minutes prior to time of departure to allow sufficient time for processing. Obtain ATC clearances by contacting Navy Pensacola Clearance Delivery (268.7 or 134.1) prior to taxi.

a. Flight Plan Forms. Forms listed below are used for the submission of flight plans in the circumstances indicated:

(1) Military Flight Plan (DD-175). A DD-175, completed in accordance with FLIP General Planning, shall be submitted to Navy Pensacola Base Operations for all flights other than local flights originating at NAS Pensacola. A Flight Weather Briefing Form (DD-175-1, VFR stamp, or a weather number) shall accompany submitted flight plans.

(2) Abbreviated Military Flight Plan (DD-175). The abbreviated DD-175 may be used for VFR flights within the local and offshore flying areas that will terminate at NAS Pensacola or any auxiliary Navy field within the immediate Pensacola complex. When landing at a field other than NAS Pensacola, pilots shall ensure that appropriate action is taken to properly close the flight plan.

(3) Daily Flight Schedules. NAS Pensacola-based units or squadrons (temporary or permanent) may use Daily Flight Schedules for local VFR/IFR flights in accordance with reference (c). Individual squadrons or units shall ensure that:

(a) At least two copies of the daily flight schedule are submitted to Base Operations prior to 1900L on the day preceding the scheduled flight. Station squadrons may fax schedules to (850)452-8105 or email to npabaseops@navy.mil.

(b) Pilots have been properly briefed on the existing and forecast weather for NAS Pensacola, the area of intended flight, and for alternate airports.

(c) The flight will be conducted within the established NAS Pensacola local flying area or adjacent offshore OPAREAS. Pre-filed route flight plans, which can be filed on the Daily Flight Schedule, are described in reference (d).

(d) Weight and balance requirements have been fulfilled in accordance with existing directives.

(e) Additions or changes to the published daily flight schedule are emailed to Base Operations or by telephone if the aircraft is within 45 minutes of the desired departure time.

(f) Flight Plans are carefully followed and complete information on overdue aircraft is passed immediately to Base Operations.

(4) Department of Defense (DOD) International Flight Plan. Flights over or destined to foreign territories, excluding U.S. Navy ships, shall file a DD-1801 with Base Operations.

b. Air Defense Identification Zone (ADIZ) Clearance

(1) Aircraft departing NAS Pensacola and penetrating the ADIZ shall file either a Domestic VFR Flight Plan or IFR Flight Plan unless exempted by current instructions.

(2) Pilots shall familiarize themselves with current instructions concerning flight operations within ADIZ prior to filing.

(3) To avoid being intercepted when inbound, aircraft operating with SUPSHIP Sea Trials south of the Warning Areas shall put in remarks "PASS TO AIR DEFENSE RADAR (PADRA)."

**202. WEATHER MINIMUMS**

a. Basic VFR minimums for all aircraft operating within the Tower's Area of Responsibility (AOR) are ceiling at 1,000 feet and visibility 3 miles.

b. The ODO, ATCF Officer, or a designated representative may order the suspension or restriction of local VFR operations when marginal or rapidly changing weather conditions warrant such action.

**203. POSITIVE CONTROL OF FLIGHT OPERATIONS.** Per reference (c), Chief of Naval Operations (CNO) has directed that naval flight operations be conducted under positive control to the maximum extent possible consistent with accomplishment of the assigned mission. In compliance with this policy, naval activities engaged in flight operations in and around the Pensacola Naval Air Traffic complex shall ensure flights are in agreement with the requirements of this paragraph. These measures are intended to ensure maximum compliance within present equipment and manpower constraints, thereby enhancing flight safety. They are not intended to be all inclusive.

a. All post-maintenance test flights shall be conducted with ATC Assigned Airspace (ATCAA) areas or Military OPAREAS (MOAs) to the absolute maximum extent possible.

b. All IFR flights shall plan their operations to avoid existing VFR OPAREAS in A-292 to the maximum extent possible. Clearance deviations, which would place an aircraft in the VFR OPAREAS, shall not be requested unless safety of flight dictates.

**204. QUIET HOURS**

a. Activities which plan functions requiring reduced noise levels in the vicinity of Forest Sherman Field shall notify NAS Pensacola Air Operations Officer via memorandum at least 7 days in advance for coordination.

b. Once approved by the Air Operations Officer, the Flight Clearance Supervisor shall transmit appropriate messages.

(1) Quiet hours restrict taxiing, high power turns, touch-and-goes, low approaches and departures. The only acceptable operation is straight-in full-stop aircraft.

(2) All operations are restricted for presidential movement and heads of state.

(3) Quiet hours will be issued by NOTAMs and Air Ops advisories.

**205. CIVIL AIRCRAFT.** Authorization for Civil Aircraft Operations at NAS Pensacola shall be in accordance with reference (f).

**206. DEPARTMENT OF DEFENSE INTERNET NOTAM SERVICE (DINS).** The NOTAMs are provided on DINS. A computer is located in Flight Planning for pilot access. An additional computer is located in Base Operations for ATC Specialists' use. Each squadron also has access to the DINS System in their squadron briefing rooms. Each morning, the system will be checked by Base Operations personnel to ensure operational capability.

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# CHAPTER III

# COURSE RULES

## 300. GENERAL

a. NAS Pensacola hours of operation are Monday through Friday, 0700L-2300L; Saturday, 1000L-1730L; and Sunday, 1300L-2030L. Any changes to hours of operation will be published via NOTAMs. All departing aircraft shall contact Clearance Delivery prior to calling Ground Control for taxi. All pilots shall contact Pensacola Terminal Radar Approach Control (TRACON) prior to entering the Class "C" Airspace (CCA) for RADAR services and sequencing over the appropriate VFR entry point. Departure and arrival courses for jets, propeller driven aircraft, and helicopters are outlined below. Helicopter procedures may be deviated from when traffic permits and pilot desires dictate. (See Plates 2 and 3 for depiction of CCA).

b. The NAS Pensacola Airfield is located in CCA. CCA is that airspace within a 5 nautical mile radius of the center of the airport extending from the surface up to and including 4,200 feet MSL and from 5 to 10 miles 1,400 feet MSL to 4,200 feet MSL. Within the CCA is the Tower's AOR. Forrest Sherman Field is located in the center of the AOR. The AOR is that airspace within a 4 nautical mile radius of the airport and extends from the surface to 3,000 feet MSL. The following rules apply:

(1) Aircraft shall not operate within the AOR except for landing at or taking off from an airport within that area unless otherwise authorized by the Tower.

(2) Aircraft operating within the AOR, including aircraft on the airfield, 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 the AOR if such maneuvers are not essential to the performance of the flight.

d. Per COMTRAWING SIX 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 and 479$^{th}$ FTG aircraft will be allowed to make multiple VFR touch and go approaches. All other traffic will be granted special requests whenever traffic permits. During single runway operations or peak traffic periods, the Tower may disapprove both IFR/VFR practice approaches. Departing traffic has priority over all practice approaches.

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 and 479$^{th}$ FTG aircraft only upon pilot request.

## 301. TAXI INSTRUCTIONS

a. The movement of aircraft, either under power or under tow within the ramp areas, is the responsibility of the pilot, taxi signalman, and parent organization.

b. The following are the standard outbound taxi routes for locally based aircraft (refer to Plate 1):

(1) Runway 7

(a) COMTRAWING SIX T-6, T-39, and T-45 - Taxi via North Ramp to Taxiway Foxtrot to Taxiway Delta to Taxiway Alpha.

(b) Air Force T-6 and T-1 - Taxi via Taxiway Bravo 1 to Taxiway Bravo to Taxiway Charlie to Taxiway Alpha.

(c) Blue Angels - Taxi via Taxiway Alpha 2 to Taxiway Alpha.

(2) Runway 25

(a) COMTRAWING SIX T-6, T-39, and T-45 - Taxi via Taxiway Alpha 3 to Taxiway Alpha.

(b) Air Force T-6 and T-1 - Taxi via Taxiway Bravo 1 to Taxiway Bravo to Taxiway Alpha.

(c) Blue Angels - Taxi via Taxiway Alpha 2 to Taxiway Alpha.

(3) Runway 19

(a) COMTRAWING SIX T-6, T-39, and T-45 - Taxi via North Ramp to Taxiway Foxtrot to Taxiway Delta to Taxiway Bravo.

(b) Air Force T-6 and T-1 - Taxi via Taxiway Bravo 1 to Taxiway Bravo.

(c) Blue Angels - Taxi via Taxiway Alpha 2 to Taxiway Alpha to Taxiway Delta to Taxiway Bravo.

(4) Runway 1

(a) COMTRAWING SIX T-6, T-39, and T-45 - Taxi via North Ramp to Taxiway Foxtrot to Taxiway Delta to Taxiway Alpha to Taxiway Bravo.

(b) Air Force T-6 and T-1 - Taxi via Taxiway Bravo 1.

(c) Blue Angels - Taxi via Taxiway Alpha 2 to Taxiway Alpha to Taxiway Bravo.

c. Aircraft shall taxi under positive control of Ground Control until ready for takeoff.

d. Prior to exiting the ramp, outbound aircraft shall contact Ground Control for taxi clearance.

e. Aircraft armed with rockets, bombs, or live ammunition shall so state in their request for taxi clearance. The pilot-in-command shall notify the Tower if the ammunition is "Forward Firing" or "Drop."

f. Aircraft shall taxi at speeds consistent with safe practices. Speeds should be slow enough to stop quickly in an emergency and make turns without danger.

g. Aircraft established on the taxiways will maintain single file and will not overtake or pass other aircraft unless authorized by Ground Control.

h. Aircraft on the taxiway have the right-of-way over aircraft entering the taxiway. Flight leaders may request taxi clearance for the entire flight.

i. Aircraft in the turn-up area shall hold short of the runway to be used until cleared onto the runway by the Tower. Pilots shall take a position for turn-up in such a manner as to prevent unnecessary erosive damage to stabilized areas. High-power engine turn-ups required for pre-departure checklist are authorized in the turn-up areas. Afterburner checks are NOT authorized in the turn-up areas.

j. Landing aircraft shall remain on Tower frequency until exiting the runway and advised to contact Ground Control. Taxi routes inbound for locally based aircraft are as follows (refer to Plate 1):

(1) Runway 7

(a) COMTRAWING SIX T-6 - Taxi via Taxiway Alpha to Taxiway Alpha 4.

(b) T-39 and T-45 - Taxi via Taxiway Alpha to Taxiway Alpha 3.

(c) Air Force T-6 and T-1 - Taxi via Taxiway Alpha to Taxiway Bravo to Taxiway Bravo 2.

(d) Blue Angels - Taxi via Taxiway Alpha to Taxiway Alpha 2.

(2) Runway 25

(a) COMTRAWING SIX T-6 - Taxi via Taxiway Alpha to Taxiway Alpha 4.

(b) T-39 and T-45 - Taxi via Taxiway Alpha to Taxiway Alpha 3.

(c) Air Force T-6 and T-1 - Taxi via Taxiway Bravo to Taxiway Bravo 2.

(d) Blue Angels - Taxi via Taxiway Alpha to Taxiway Alpha 2.

(3) Runway 19

(a) COMTRAWING SIX T-6 - Taxi via Taxiway Alpha to Taxiway Alpha 4.

(b) T-39 and T-45 - Taxi via Taxiway Bravo to Taxiway Alpha to Taxiway Alpha 3.

(c) Air Force T-6 and T-1 - Taxi via Taxiway Charlie to Taxiway Bravo to Taxiway Bravo 2.

(d) Blue Angels - Taxi via Taxiway Bravo to Taxiway Alpha to Taxiway Alpha 2.

(4) Runway 1

(a) COMTRAWING SIX T-6 - Taxi via Taxiway Bravo to Taxiway Delta to Taxiway Alpha to Taxiway Alpha 4.

(b) T-39 and T-45 - Taxi via Taxiway Bravo to Taxiway Delta to Taxiway Alpha to Taxiway Alpha 3.

(c) Air Force T-6 and T-1 - Taxi via Taxiway Bravo to Taxiway Bravo 2.

(d) Blue Angels - Taxi via Taxiway Bravo to Taxiway Delta to Taxiway Alpha to Taxiway Alpha 2.

k. Aircraft returning to their line from the arm/de-arming areas will contact Ground Control for clearance.

l. Emergency vehicles responding to an alarm shall have the right-of-way over taxiing aircraft. Pilots sighting or being advised of such vehicular traffic shall stop immediately and remain stopped until cleared by Ground Control to continue taxiing.

**302. TAKEOFF INSTRUCTIONS**

a. General

(1) Aircraft shall not take position on the runway or take off without specific clearance from the Tower. When instructed to "hold short" or "line up and wait," the pilot shall acknowledge with "*aircraft call sign* line up and wait" or "*aircraft call sign* hold short" as appropriate.

(2) When cleared for takeoff, pilots are expected to depart without delay. If a delay is anticipated (more than 30 seconds), the Tower shall be notified immediately in order to provide time for pattern adjustments or possible clearance amendments.

(3) Section takeoffs are permitted if they are authorized by the parent unit of the aircraft and are in accordance with reference (c).

(4) Practice aborted takeoffs will not be made without prior clearance from the Tower.

(5) Aircraft departing on a "VFR to the west" flight plan or inbound to Runway 19 should be especially cautious for Ferguson Field and Saufley Field traffic.

b. Jet VFR Departures. Jets desiring a VFR departure can expect departure instructions with a squawk and departure frequency upon reaching the hold short of the departure runway.

c. VFR Departure Procedures T-6. See Plate 4.

(1) Runway 7L/R. Turn left immediately heading 285 degrees. Departure frequency is 270.8 MHz/120.65 MHz.

(2) Runway 25L/R. Turn right immediately heading 285 degrees. Departure frequency is 270.8 MHz/120.65 MHz.

(3) Runway 19. Turn right immediately heading 225 degrees. Departure frequency is 270.8 MHz/120.65 MHz.

(4) Runway 1. Turn left immediately heading 285 degrees. Departure frequency is 270.8 MHz/120.65 MHz.

d. Helicopter Departure Course Rules

(1) Fort Pickens Gate - Proceed direct to Fort Pickens then east to Fort Pickens Gate on the ocean side of Santa Rosa Island.

(2) Johnson Beach - Proceed direct to the Fuel Pier then west to Johnson Beach.

(3) Pleasant Grove - Proceed direct to the intersection of Gulf Beach Highway and Dog Track Road (Pleasant Grove), then northwest to Bronson Field. Remain east of Pleasant Grove Elementary School and west of Ferguson Field. This departure is not authorized when Runway 1/19 is in use.

(4) Point Long - proceed to Pensacola Pass and then due south to Point Long.

(5) Altitudes - Remain at or below 300 feet until clear of the Class Charlie airspace.

e. Standard IFR Departures. Reference PNS TRACON/NPA LOA and Plate 5.

(1) Runway 7: "ONE DME PAST THE TACAN, TURN RIGHT HEADING 150, CLIMB AND MAINTAIN THREE THOUSAND, DEPARTURE FREQUENCY 270.8/ 120.65."

(2) Runway 25: "ONE DME PAST THE TACAN, TURN LEFT HEADING 220, CLIMB AND MAINTAIN THREE THOUSAND, DEPARTURE FREQUENCY 270.8/ 120.65."

(3) Runway 01: "FLY HEADING 010, CLIMB AND MAINTAIN THREE THOUSAND, DEPARTURE FREQUENCY 270.8/120.65."

(4) Runway 19: "ONE DME PAST THE TACAN, TURN LEFT HEADING 160, CLIMB AND MAINTAIN THREE THOUSAND, DEPARTURE FREQUENCY 270.8/ 120.65."

**303. VFR ARRIVAL INSTRUCTIONS**

a. General

(1) All pilots shall report receipt of the appropriate ATIS code to Pensacola TRACON upon initial contact.

(2) When canceling IFR within the CCA, aircraft are responsible for following instructions issued by Pensacola TRACON until told to proceed via own navigation or switch to Tower frequency.

(3) Overhead break speeds are limited to 250 knots unless aircraft characteristics dictate otherwise.

(4) Normal Jet and Prop entry into the AOR shall be over the prescribed VFR Initial Approach Fix to enter the break for the runway in use as described in the following paragraphs.

b. Jet VFR Arrival Course Rules. (See Plate 6). Contact Approach Control prior to 20NM for radar service and sequencing over the appropriate VFR entry point.

(1) Runway 07. (See Plate 7). IAF - Point X-Ray (231/6) - Right Traffic. Depart IAF heading 050, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(2) Runway 25. (See Plate 8). IAF - Fort Pickens Gate (104/7) - Left Traffic. Depart IAF heading 330, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(3) Runway 19. (See Plate 9). IAF - Bronson (288/5) - Left Traffic. Depart IAF direct to Ferguson Field, remain south of Highway 98, maintain 2,000 feet MSL until crossing Blue Angel Parkway, and then descend to 1,300 feet MSL.

(4) Runway 01. (See Plate 10). IAF - Point Long (180/6) - Right Traffic. Depart IAF heading 360, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

**NOTE:** All aircraft make level break at 1,300 feet MSL and then descend to 800 feet on downwind. A "Low Pattern" of 600 feet is available upon request, traffic permitting.

c. Propeller VFR Arrival Course Rules. (See Plate 6). Contact Approach Control within 5 miles of approaching Jack Edwards at 3,500 feet MSL for radar service and sequencing over the appropriate VFR entry point.

(1) Runway 07. (See Plate 7). IAF - Point Golf (254/7) - Right Traffic. Depart IAF heading 080, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(2) Runway 25. (See Plate 8). IAF - Fort Pickens Gate (104/7) - Left Traffic. Depart IAF heading 330, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(3) Runway 19. (See Plate 9). IAF - Bronson (288/5) - Left Traffic. Depart IAF direct to Ferguson Field, remain south of HWY 98, maintain 2,000 feet MSL until crossing Blue Angel Parkway, and then descend to 1,300 feet MSL.

(4) Runway 01. (See Plate 10). IAF - Point Long (180/6) - Right Traffic. Depart IAF heading 360, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

**NOTE:** All aircraft make level break at 1,300 feet MSL and then descend to 800 feet on downwind. A "Low Pattern" of 600 feet is available, traffic permitting.

d. Helicopter VFR Arrival Course Rules. (See Plate 11).

(1) Fort Pickens Gate - Proceed west from Fort Pickens Gate to Fort Pickens on the bay side of Santa Rosa Island then north to Forrest Sherman Field.

(2) Johnson Beach - Proceed east from Johnson Beach pavilion (X-Ray) to the Fuel Pier then direct to Forrest Sherman Field.

(3) Pleasant Grove - Proceed southeast from Bronson Field to Pleasant Grove then direct to Forrest Sherman Field. Remain west of Ferguson Field and east of Pleasant Grove Elementary School.

(4) Point Long - Report 4 miles due south of Forrest Sherman Field.

**NOTE:** Altitudes - Remain at or below 300 feet inside the Class Charlie Airspace (CCA).

e. VFR Holding. Should pilots be advised to hold at any entry point a pattern will be used as directed by the Tower. Entry altitudes will be maintained in a pattern long enough to accommodate other aircraft. Visual separation will be maintained. If aircraft are holding outside the NAS Pensacola AOR, proper coordination must be accomplished with PNS prior to authorizing any holding pattern.

f. Radar Pattern Conflict. Pilots arriving at NAS Pensacola utilizing Visual Course Rules must be vigilant to fly the arrival procedure as published due to the radar traffic pattern altitude of 1500 feet MSL. Aircraft arriving on the Overhead maneuver need to be vigilant to maintain assigned altitude and sequence due to the radar traffic pattern altitude of 1500 feet MSL.

**304. LANDING INSTRUCTIONS.** For normal landing pattern:

a. The break altitude is 1,300 feet MSL for all aircraft. Pattern altitude is 800 feet. All aircraft descend to 800 feet when downwind unless otherwise advised by the Tower. The break point for Runway 7R/25L is over the parallel taxiway adjacent to Runways 7R/25L. The break point for Runway 7L/25R is north of the runway flying parallel to the runway. The break point for Runway 1/19 is over the parallel taxiway adjacent to Runway 1/19.

NOTE: Carrier Breaks are not authorized.

b. Transient turboprop and prop aircraft will normally enter the traffic pattern at 1,000 feet MSL on downwind at less than a 45-degree angle or make a straight-in approach. Commander TRAWING FIVE and SIX-based T-6's and formation flights of prop-driven aircraft may use the prescribed entry point to enter the break for runway in use.

c. Noise abatement procedures are necessary for the highly populated areas north and west of the station. Pilots using Runway 7 will make right traffic. Pilots using Runway 25 will make left traffic. (See Plates 7 and 8). Pilots using Runway 19 will make left traffic. Pilots using Runway 1 will make right traffic. (See Plates 9 and 10).

d. 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. Pilots shall keep interval aircraft in sight. If safe separation cannot be maintained, the overtaking aircraft shall go around without further instructions from the Tower.

e. 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.

f. Touch-and-go landings may be made when traffic permits. Departing traffic will not be delayed to accommodate touch-and-go traffic. A separate clearance must be obtained for each landing.

g. Pilots, who are given a "wave-off" or "go-around," will discontinue the approach, descending or climbing to 500 feet AGL and offset 500 feet AGL parallel to the runway on the pattern side. The Tower shall issue specific instructions as required.

h. Formation touch-and-goes are prohibited.

**305. 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 the Tower:

a. The Tower will direct all aircraft in the pattern to "Delta Overhead at (altitude)." All pattern aircraft will maintain VFR, assume a "clean" configuration (raise gear, flaps, and speed brakes), and climb to assigned altitude (normally 2,500 feet MSL). Pattern aircraft will maintain 150 knots, maintain interval, and fly the normal pattern route remaining within 3NM of the field on the pattern side of the duty runway.

b. Upon termination of the Delta Pattern, the Tower will re-sequence all aircraft into the normal pattern when reaching "the numbers" position. Aircraft shall not descend until established on downwind leg.

c. All aircraft should be extremely vigilant to possible conflicts with other arriving and departing aircraft.

**306. PRACTICE PRECAUTIONARY EMERGENCY LANDING (PPEL) AND PRECAUTIONARY EMERGENCY LANDING (PEL) PROCEDURES.** Low Key, T-6 and T-45 Only:

a. Request Low Key Pattern approval from the Tower on the upwind leg or as soon as practicable.

b. Once approved, assume the clean configuration and climb to 1,500 (T-6)/3,000 (T-45) feet MSL and fly a wide downwind. Caution inbound break traffic. Make normal position reports.

**307. PRACTICE PRECAUTIONARY APPROACHES (PPA) AND PRECAUTIONARY APPROACHES (PA) T-6 AND T-45 ONLY**

a. Straight-in Practice Approach, T-45 Only

(1) Pilot shall request "Practice Precautionary Straight-in".

(2) Request shall be made at least 15 NM from NPA to allow time for coordination.

(3) This procedure is a visual approach commencing from 5,000 feet MSL at 5 NM to runways 1 or 7 only.

(4) TRACON will sequence the Practice Precautionary Straight-in with other GCA, transient, straight-in, and Course Rules traffic.

b. Overhead PPA/PA

(1) T-6: Request overhead PPA/PA through Pensacola TRACON (Approach).

(2) T-45: Request "High Key at 5,000 feet MSL" through Pensacola TRACON (Approach) to at least 20 NM from NPA.

(3) Enter the appropriate runway entry fix at 3,000 (T-6)/5,000 (T-45) feet MSL and make normal position reports.

(4) Proceed to High Key at 3,000/5,000 feet MSL for a left/right pattern as appropriate for the runway in use. High Key is midfield and parallel to the runway assigned.

(5) Report Low Key 1,500/3,000 MSL with gear down and descend to the runway as per NATOPS and expect landing clearance.

**308. WET RUNWAY RECOVERY PROCEDURES.** Short field arresting gear is available on each runway; however, the time required to re-rig the arresting gear after it has been engaged can be up to 10 minutes. Tower shall alert pilots via the Automatic Terminal Information Service (ATIS) of any arresting gear issues. Tower personnel shall notify TRACON when setting wet runway recovery procedures. The possibility of excessive delays exists when weather dictates recovering aircraft will require an arrested landing.

a. Wet Runway Recovery procedures may be initiated by:

(1) Tower personnel when breaking action is fair, poor, or nil and/or standing water is reported on the runway.

(2) Squadron Duty Officers.

(3) Any Pilot-in-Command who deems it necessary to take an arrested landing.

b. Once set, TRACON will provide 6 NM in-trail separations between successive T-45 arrivals when NPA duty runway is 7/25 or 12 NM in-trail separation when NPA duty runway is 1/19.

c. To the maximum extent possible aircraft will utilize off-duty runway(s) for arrested landing.

d. If an off duty arrestment is not practical, arrestments shall be made only on one of the dual runways and the other runway shall remain open for traffic not requiring an arrestment.

e. If only one runway is available, aircraft not requiring an arrestment will land prior to those requiring arrestments, fuel permitting.

f. The flight leader/pilot-in-command shall consider diverting to a suitable field for landing.

g. The Tower, in coordination with SDOs, will determine when to terminate Wet Runway Recovery Procedures.

**309. COMMANDER NAVY REGION SOUTHEAST (CNRSE) REDUCED RUNWAY SEPARATION**

a. During daylight hours the following reduced runway separation is authorized for CNRSE aircraft operating under VFR and braking action equal to or better than "good". The following minimum runway separation standards between same type or similar performance aircraft or between aircraft of different performance, as stipulated, are in effect at Forrest Sherman Field.

(1) Successive full stop landings:

(a) Same performance: 1500 feet MSL.

(b) Lower performance following higher performance: 1500 feet MSL.

(2) Successive touch-and-goes:

(a) Same performance: preceding aircraft is airborne and 1500 feet MSL.

(b) Lower performance following higher performance: preceding aircraft is airborne and 1500 feet MSL.

(3) Successive VFR departures: 1000 feet MSL.

(4) Touch and go behind a full stop:

(a) Same performance: 4500 feet MSL.

(b) Lower performance aircraft following higher performance: 4500 feet MSL. Aircraft will not over fly a preceding full stop by less than 200 feet MSL.

(5) Full stop behind a touch-and-go: 1500 feet MSL.

(6) All distances are measured from landing threshold. These minima shall be used for aircraft using centerline and/or alternate sides of the runway.

**NOTE 1:** Similar NATRACOM aircraft groups in order of performance (high to low) are T-39, T-45, T-6, TC-12, T-44, and T-34.

**NOTE 2:** Reduced runway separation shall not be applied to a jet aircraft executing a no-flap approach or aircraft executing a non-standard approach; e.g., roll-and-go, stop-and-go, or minimum distance roll out.

**NOTE 3:** Air Force T-6 and T-1 require standard FAA separation.

**NOTE 4:** Aircraft are expected to maneuver to the exiting side of the runway as soon as possible and exit at the first available taxiway. Tower may direct a roll to the end of the runway, but will not initiate early turn-offs.

b. During night hours, reduced runway separation is not authorized.

**310. FIELD CARRIER LANDING PRACTICE (FCLP).** Squadrons deploying to NAS Pensacola for carrier qualification should be field-qualified prior to arrival. FCLPs shall normally be conducted at OLF Choctaw. FCLPs at NAS Pensacola will be approved on a case-by-case basis.

a. General

(1) Approval to conduct FCLPs on single runways or left hand traffic on Runway 7L must be obtained from the Air Operations Officer.

(2) Weather minimums are required at 1,000/3.

(3) Maximum of six aircraft are allowed in the pattern.

(4) Minimum pattern altitude shall be in accordance with applicable aircraft NATOPS.

(5) Requests for the MOVLAS shall be made 48 hours in advance. The request can be made through NAS Pensacola Ground Electronics Office, (850) 452-9441/3460, DSN 922.

(6) FCLPs will be terminated by 2200L or as agreed upon with visiting detachments.

(7) Carrier deck boxes are located on Runways 7L (lighted), 25R, 01, and 19.

b. Procedures

(1) FCLPs shall be conducted on UHF radio frequency 360.2 MHz.

(2) The Tower shall control all entries into the pattern, assign intervals, and make pattern adjustments as required. Clearance into the pattern is a clearance for a "closed pattern" and individual clearances for touch-and-go landings are not required. An abeam report shall be made; e.g., "Greyhound 22 ABEAM" - no response required. Clearance from the Tower is required for all full stop landings. The Tower shall make every effort to reduce transmissions when aircraft are on the "Ball."

(3) The Landing Signal Officer (LSO) shall monitor aircraft in the pattern and provide LSO services to aircraft from the 180 position to the runway.

(4) Both the Tower and LSO have a responsibility to intercede when a potential hazard exists. However, the Tower shall retain final responsibility and authority for separation and control of aircraft in the airport traffic area including the FCLP pattern. Per reference (g), LSOs are not classified as ATC personnel and shall not be used to provide ATC services. Additionally, the Tower retains the responsibility and authority to secure the FCLP pattern when weather conditions or other factors prevent the Tower from viewing the entire pattern.

**311. HOT BRAKES.** Pilots and ground crews shall comply with the following when encountering known or suspected overheated wheels, brakes, or tires:

a. Landing or Taxiing - Taxi clear of the runway if possible. Stop the aircraft on an intersecting taxi throat and comply with aircraft NATOPS. The Tower will dispatch a crash truck to inspect for actual hot brakes. If none are found, the pilot may continue taxiing when cleared. When necessary, a tow truck will be called to assist the aircraft back to its line.

b. On the line - Tow the aircraft to the designated hot brake area.

**312. SPLITTING THE DUALS.** This procedure will enable a two-plane formation conducting an instrument approach to terminate with each aircraft's individual landing on parallel runways.

a. Weather requirement for this maneuver is not less than the highest airfield circling minimums (600/2).

b. Flight leaders will inform Pensacola Approach with request to "split the duals" for a full stop. GCA approaches will be conducted to Runway 7L or 25R.

c. After receiving landing clearance and with the runway environment in sight, the flight leader will detach the wingman and alter his/her approach to land on the other runway. Pilot-in-command assumes responsibility for aircraft separation when wingman detaches from flight leader. In the event of a single aircraft missed approach, the aircraft will execute the missed approach procedure. Should both aircraft go missed approach, the flight will rejoin in VMC conditions and execute the missed approach procedures as a flight.

**313. DRAG THE WINGMAN.** This procedure will enable a formation to utilize a single runway. Flights will establish their own interval landing on alternate sides of the runway. Pilot-in-command assumes responsibility for aircraft separation when wingman detaches from flight leader. Weather minimum is not less than the highest circling minimum. NAS Pensacola circling minimum is 600/2.

**314. HARRIER OPERATIONS.** AV-8B aircraft are not authorized to conduct vertical takeoffs or landings on any surface or runway.

**315. NOISE ABATEMENT PROCEDURES**

a. The area along Bayou Grande just north of Forrest Sherman Field is highly populated and subject to disturbance by aircraft noise. In order to minimize noise, the following procedures shall apply:

(1) Aircraft departing on Runway 1 shall climb as rapidly as practical when clear of the traffic pattern. Every effort should be made to attain the maximum altitude practical over populated areas.

(2) Aircraft in the traffic pattern shall be careful to maintain pattern altitude on the downwind leg and shall avoid over flying Pleasant Grove School which is located along Gulf Beach Highway at the west end of Bayou Grande.

b. Afterburners shall not be used on touch-and-go landings or low approaches unless necessary. When required, afterburners may be used on initial takeoff. Afterburners shall be secured by the upwind numbers.

**316. HELICOPTER OPERATIONS.** Helicopters shall avoid flying over personnel, vehicles, or aircraft.

a. Forrest Sherman Field at Large

(1) Departures and arrivals will normally be at one of the six designated helipads. All H-53 arrivals and departures shall be conducted on runways only.

(2) Helicopters shall receive Tower clearance prior to crossing runways or extended runway centerlines within the AOR.

(3) Departing helicopters shall remain at 300 feet or below until clear of the traffic pattern unless otherwise cleared by the Tower. Report departing the AOR to the Tower.

b. Forrest Sherman Field Off Duty Runway Usage

(1) The Tower shall make appropriate traffic calls and sequence fixed wing aircraft as necessary.

(2) Field must be VFR to operate within the AOR.

(3) Helicopters must maintain assigned altitude and radio contact with the Tower at all times.

(4) Preventive Control is authorized for COMTRAWING FIVE helicopters. Preventive control is defined in reference (e).

**NOTE**: Preventive control differs from other airport traffic control in that repetitious, routine approval of pilot action is eliminated. Controllers intervene only when they observe a traffic conflict developing.

(5) The Tower must specifically approve all auto rotations.

c. Sea Survival Area. Helicopter operations are authorized in support of the Naval Aviation Schools Command sea survival training at or below 100 feet. When weather is below VFR (1,000/3), but not less than ceiling 500 feet and/or visibility less than 1 mile, special VFR clearance may be issued.

(1) The Navy DWEST Area extends south from the Lexington Pier to the north shoreline of Santa Rosa Island, then west along the shoreline to a point due south of the baseball park, then north to the baseball park, and then east back to the beginning point. (See Plate 12).

(2) The Air Force DWEST Area is the water area east of the piers, north of Santa Rosa Island, west of Gulf Breeze, and bounded on the north by a point abeam Bayou Grande. (See Plate 12).

d. Parasail Operations. Parasail operations are conducted from the surface to an altitude not to exceed 650 feet. Two-way communications between the Tower and the towboat are required to conduct operations. Traffic advisories will be issued by the Tower to preclude possible traffic conflicts with arrivals and departures. Operations are conducted within the Air Force DWEST Area.

e. Helicopter Paradrop Demonstration Operations. Air Force Paradrop Demonstrations are conducted over the Navy DWEST Area from surface to 5,000 feet MSL. Two-way communications between the Tower and aircraft are required to conduct operations. Traffic advisories will be issued by the Tower to preclude possible traffic conflicts with arrivals and departures. Tower will request 3-minute and 1-minute jump notifications, "Jumpers Away" and "Jumpers in the water." At the 1-minute call, Tower will stop any departures conflicting with paradrop operations. Tower will resume departures when the paradrop aircraft descends below 1,000 feet MSL. For operations above 3,000 feet MSL, allow Tower time to coordinate with TRACON to deconflict with traffic. If a C-130 is used to conduct these operations, Tower shall provide the aircrew a course rules brief (reference NPA/HLT/66$^{th}$ Training Squadron Letter of Agreement).

**317. CLOSED TOWER OPERATIONS.** Closed Tower operations may be authorized on a case-by-case basis with the written approval of the Air Operations Officer.

a. In accordance with references (c) and (g), the following operational requirements must exist:

(1) Emergency

(2) SAR/MEDEVAC

(3) Law Enforcement

(4) Special Operations which require airfield usage outside of normal hours.

b. After approval is granted by the Air Operations Officer, the ODO shall notify Crash, Security, and other support personnel of the expected operation and estimated time it will occur.

c. The unit concerned shall be responsible for its own flight following and advise Base Operations of ETA. Additionally, unit shall ensure Crash, 452-3211/2768, and Security, 452-3453, are notified upon arrival.

**318. NAVY FLIGHT DEMONSTRATION SQUADRON (BLUE ANGELS) PROCEDURES.** The Blue Angels have a continuing need to practice low-level aerobatic and non-aerobatic maneuvers at NAS Pensacola, OLF Choctaw, and within R-2908.

a. General

(1) The maneuvers will be performed only during weather conditions as stipulated in the annual certificate of exemption.

(2) Emergency, Medical Air Evacuation, and VIP aircraft have priority over returning Blue Angel flights.

(3) When returning from a cross-country flight, the Blue Angel lead aircraft will notify Pensacola TRACON if a "Rapid Recovery" is desired which is a priority request for arrival and landing. Pensacola TRACON will immediately notify NAS Pensacola of the flight's ETA.

(4) For local flights, the Blue Angel lead shall contact Pensacola TRACON upon departing the practice area giving an ETA and the type recovery requested. Pensacola TRACON will forward this information to the Tower. The Blue Angel flight shall contact the Tower when 12 miles from the field and inform the Tower of the type of recovery.

(5) Pensacola TRACON shall provide NAS Pensacola with position reports of the flight when requested by the Tower.

(6) The Tower will broadcast on Tower primary (340.2 MHz) that a Rapid Recovery will take place and direct such actions as to ensure no traffic conflicts occur. Such action may include advising aircraft to enter the DELTA Pattern, instructing aircraft to make full stop landings, and clearing the expected flight path of traffic.

b. Flight Control Procedures - Diamond Loop Departures

(1) The Blue Angels have ground handling and takeoff priority within the 15-minute window prior to scheduled departure time.

(2) Preferred runway is 25 and secondary runway is 7. Diamond formation takeoff can be executed with up to a 90-degree crosswind component of 10 knots.

(3) In the event the ceiling height is questionable, a solo will launch prior to diamond formation takeoffs in order to ascertain if loop

procedures are feasible. The top of the loop maneuver is approximately 7,000 to 8,000 feet MSL not to exceed 10,000 feet MSL.

(4) From Runway 7 or 19, upon completion of the loop, the diamond will execute a right turn and proceed westerly over beach line. After solos have launched, the diamond will reverse course to parallel beach on easterly heading for solo join-up.

(5) From Runway 25, upon completion of the loop, the diamond will execute a left turn and proceed westerly over beach line. After solos have launched, diamond will reverse course to parallel beach on easterly heading for solo join-up.

(6) Off Runway 1, upon completion of the loop, the diamond will execute a left turn and proceed south toward the beach. After the solos have launched and the diamond reaches the beach line, they will execute a left turn east up the beach line for solo join-up.

(7) The Tower will assign transponder code 1201 to the diamond formation and 1205-06 to the solos when operating in the AOR. All other flights are issued transponder codes as assigned by ARTCC.

(8) En route to OLF Choctaw, one pilot will conduct a "guard" frequency check with Choctaw Tower.

(9) The Tower shall:

(a) Obtain release from TRACON.

(b) Accept instrument approaches to the active runway for aircraft that are inside 6 miles.

(c) Accept VFR arrivals for aircraft inside Fort Pickens Gate, Point Long, or X-Ray. All others shall be held outside these points until the last Blue Angel begins takeoff roll.

(d) Whenever the solos depart, they perform a combat split; therefore, hold all vehicular traffic well clear (500 feet) of the departure runway, perimeter roads, and other runways. Combat-split Procedure: At midfield, the solos will fly over the parallel taxiway and Runway 7L/25R.

(e) Hold all taxiing aircraft unless they are within the first 3,000 feet of the approach end of the departure runway.

c. Flight Control Procedures - Arrivals

(1) "Rapid recovery" means a priority request for arrival and landing. This may be used on cross-country or Choctaw returns. Inbound information on rapid recoveries shall be passed at least 30 flying miles from the airport. When Blue Angels reach 12 miles, TRACON will not permit aircraft to enter the AOR until advised by the Tower.

(2) Returning to NPA from OLF Choctaw:

(a) The Blue Angels will alert Choctaw Tower 10 minutes prior to departure from Choctaw. This alert will be passed to TRACON.

(b) All Choctaw departures will proceed via Range Point at 700 feet to NPA unless otherwise coordinated.

(c) All six aircraft will be in the flight leaving Choctaw unless Pensacola Tower is advised. A short delay at Choctaw will usually be acceptable if necessary for traffic unless rapid recovery is requested. Rapid recovery is for four aircraft or more.

(d) Pensacola TRACON will advise NPA Tower when the Blue Angels are inbound from Choctaw, at which time the Tower will initiate clearing the AOR of all traffic.

(e) NPA Tower will clear traffic pattern or enter Delta pattern at 2,500 feet MSL for Blue Angels' arrival. When the AOR is clear, the Tower will notify TRACON that rapid recovery is approved.

(f) No aircraft will be permitted in the pattern until the Blue Angels are on deck. No aircraft will land until all Blue Angels have cleared the runway.

d. Forrest Sherman Field Practice

(1) During the Blue Angels practices, Forrest Sherman Field will be scheduled closed and the closure will be issued in a NOTAM. Field closure will be broadcast on the Sherman Field ATIS.

(2) The Blue Angels are the sole users of the Sherman Field airspace except for emergencies, Life Flight, police emergencies, and SAR launches. Taxi instructions shall cease 15 minutes prior to the NOTAMed closing time.

(3) After landing, the Blue Angels remain in control of the airfield until the performers have taxied to their ramp. No other aircraft shall taxi until the Blue Angels have returned to their ramp.

(4) The Blue Angel representative will request assistance as required.

**319. DEFINITION OF LOCAL FLYING AREA.** Local flying area is defined as "The local flying area is that portion of the United States within a 350 nautical mile radius of NAS Pensacola TACAN including the offshore special-use airspace that is scheduled by ATC Pensacola. Appropriate clearances are required prior to operation in special-use airspace."

**320. DEFINITION OF LOCAL FLIGHTS.** Local flights are flights within the local flying area which terminate at NAS Pensacola or any outlying or auxiliary Navy field within the immediate Pensacola area. It is the responsibility of the aircraft's squadron or unit to provide flight following in accordance with reference (c) for aircraft that use a Daily Flight Schedule vice a DD-175.

**321. NAVY OUTLYING FIELD (NOLF) SAUFLEY FIELD OPERATIONS.** NOLF Saufley Field is located approximately 6.5 miles north of NAS Pensacola. NOLF Saufley Field is depicted on Plate 13. The OLF is available for helicopter operations with Prior Permission Required (PPR). Contact NAS Pensacola Base Operations at 452-2431 to obtain a PPR to utilize NOLF Saufley.

a. Field elevation - 85 feet.

b. Prior to entering the OLF, pilots shall check in with Saufley Crash on frequency 321.8/126.1.

**322. LOCAL OBSTRUCTIONS.** Prominent obstructions in the vicinity of NAS Pensacola are:

| Obstruction | Bearing from Runway Intersection | Distance in miles | Obstruction Height (MSL) |
|---|---|---|---|
| Lighthouse* | Southeast | 7/8 | 215 |
| Water towers w/rotating beacon | Southeast | 5/8 | 214 |
| ASR-8 Radar | Northeast | 1 | 88 |
| Tower | Northwest | ½ | 116 |

*Controlling obstruction

**323. EXTERNAL STORES JETTISON AREAS.** The Eglin Air Force Base Salvo Area (east of W-155 lane 1B) is the designated area for NAS Pensacola to be used for jettisoning external stores including fuel tanks. Contact Eglin Mission Control on 290.9 MHz for area entry. When the use of this area is not possible and external stores must be jettisoned, utilize the area within a 5NM radius of the 180-degree radial 25 DME of the NAS Pensacola TACAN. Provisions of reference (c) concerning expenditure of airborne stores must be adhered to in all cases. A verbal report to the Tower shall be made as soon as possible, followed by a report in accordance with paragraph 106.

**324. COMBAT AIRCRAFT LOADING AREA (CALA)/HAZARDOUS CARGO**

a. Aircraft with Ordnance and/or hazardous cargo aboard shall advise the Tower upon initial contact.

b. The aircraft will be parked and serviced at the CALA located east of the approach end of Runway 19. During CALA operations, Runway 1/19 will be closed.

c. The Navy Munitions Command Component Pensacola (NMC Comp Pens) will be responsible for providing safety observers during loading or off-loading of ordnance and/or hazardous cargo as required.

**325. EMERGENCY DEFUELING AREA.** Aircraft requiring immediate defueling, as a result of fuel tank leaks, etc., shall proceed to the Emergency Defueling Area located South of Taxiway "A1". (See Plate 1).

**326. ORDNANCE/WEAPONS.** All operations involving live and inert ammunition and explosives shall be conducted in accordance with references (e), (h), (i), and as amplified in the following paragraphs:

a. Arming and De-arming Areas. Properly qualified ordnance personnel will accomplish arming and de-arming in the designated areas. NMC Comp Pens must be notified, telephone (850) 452-8112/2795, DSN 922, as soon as it is known that there is ordnance aboard an inbound aircraft. Pilots shall, at all times, take necessary precautions to ensure weapons are on "safe," other switches are in correct positions, and all normal precautions peculiar to the aircraft and ordnance are precisely followed. The Tower shall be notified on initial contact by the pilot of arming/de-arming requirements.

(1) Arming Areas

(a) Runway 7R/L - Aircraft turn-up area on the south side of 7R, heading 250 degrees.

(b) Runway 25R/L - Aircraft turn-up area on the south side of 25L, heading 060 degrees.

(c) Runway 19 - Aircraft turn-up area on the east side of 19, heading 270 degrees.

(2) De-arming Areas

(a) Runway 7R/L - Aircraft turn-up area on south side of 7R rollout, heading 060 degrees. (This is the 25R/L Arming Area.)

(b) Runway 25R/L - Aircraft turn-up area on south side of 25L rollout, heading 250 degrees. (This is the 7R/L Arming Area.)

(c) Runway 1 - Aircraft turn-up area on east side of 1 rollout, heading 270 degrees. (This is the 19 Arming Area.)

b. Aircraft with ordnance aboard shall advise the Tower of the type ordnance being carried when calling for taxi instructions (initiated when entire flight is ready to taxi).

c. The conventional ordnance permissible on aircraft operating from NAS Pensacola are Inert MK-76 practice bombs, 7.62 mm guns, 20mm guns, .50 caliber guns, and inert captive-carry missiles, chaff, and flares.

d. Units supervising the use of live ordnance are responsible for enforcing all existing safety regulations promulgated by higher authority in addition to compliance with the provisions of this manual. Particular attention shall be given to the Hazards of Electromagnetic Radiation to Ordnance (HERO) as defined in reference (h).

e. Loaded guns, live ammunition, and practice bombs in the flight line area must be attended. All ammunition, except the seat catapult and emergency escape CADS, shall be removed from the aircraft before an aircraft is moved into a hangar.

f. Unused explosive ammunition shall be returned to squadron-ready service lockers or NMC Comp Pens for storage.

g. Unsafe Guns

(1) The following procedures shall be used for the recovery of aircraft with unsafe guns:

(a) The Flight Leader will advise the Tower or TRACON on initial contact which aircraft in flight has unsafe guns. When over the numbers or when contact with the GCA final controller is made, the flight leader will again state the call sign and position of the aircraft in the formation that has unsafe guns. The aircraft with the unsafe guns will again state his condition at the 180-degree position or upon contact with the Tower on GCA rollout.

(b) The aircraft with unsafe guns will take a 15-second interval on the aircraft in front of him in the break. All other aircraft will execute a go-around until the aircraft with unsafe guns has safely cleared the duty runway. In the GCA pattern, the aircraft with unsafe guns may land first. If using the parallel runways, the aircraft with unsafe guns should land on the inboard runway whenever possible.

(2) After landing, the pilot shall taxi to the de-arming area as defined in subparagraph 326a(2) above.

h. Externally Mounted Ordnance

(1) The potential for accidental jettisoning of externally mounted ordnance is recognized. Special arrival and departure routes shall be used to minimize this potential hazard.

(2) Externally mounted ordnance departures will depart on the duty runway using normal VFR departure procedures.

(3) When crosswind limits for a hung or unexpended ordnance approach are exceeded or the traffic pattern dictates, alternate runway entry procedures will be coordinated between the Tower and Pensacola TRACON. NASPNCLAINST 3722.1X

(4) After landing, proceed to appropriate de-arming areas.

i. Fueling of explosive loaded combat aircraft shall be conducted per reference (j), subparagraph 10-2c.

j. Glossary of Terms

(1) Loading is the physical positioning of the ordnance item on the aircraft and does not involve fusing and arming.

(2) Fusing is the physical positioning of a fusing device in the unit.

(3) Arming is the procedure which connects (electrically) the explosive unit to the aircraft, removal of safety pins, plugging in the pigtail, or other procedures which render the unit ready to be used except for the action which is required by the pilot after he is airborne. In some cases, an electrical connection is a part of the loading procedures but, in each of these cases, there is a safety device or similar action required to complete the arming or render the unit operationally effective.

(4) Hung Ordnance is the proper term for a situation where the pilot has attempted to release or fire a particular item of ordnance and a malfunction prevented such release or firing as intended. This situation, resulting in an unknown condition, partial release, or similar situation requires special safety precautions.

(5) Unexpended Ordnance is the proper term for a situation where the pilot is returning with a particular item of ordnance that has not been released or fired. The ordnance is in the same configuration as when the aircraft departed.

**327. FORCE PROTECTION MEASURES.** NAS Pensacola will maintain a threat condition (THREATCON) per reference (k). When NAS Pensacola achieves THREATCON BRAVO or above, the Tower will restrict civilian VFR transition traffic to maintain a 3-mile standoff. This standoff will be measured from the TACAN station located at N30° 21.48', W087° 18.99'.

**328. HAZARDS OF ELECTROMAGNETIC RADIATION TO ORDNANCE (HERO).** The HERO will be set in accordance with references (h) and (i).

**NOTE:** Do not proceed with mission until advised by Base Operations that HERO is set.

329. **Memorial Fly-bys.** Prior to aircraft commencing a Memorial Fly-by, the flight/division lead shall receive a telephone brief from the Tower supervisor on duty.

a. Restrictions. Weather minimums are 1500/3 for a section and 2,200/3 for a division. Minimum altitude for the fly-by is 500 feet and the maximum airspeed is 250 KIAS.

b. Fly-by Holding. The holding pattern will be established by the flight lead in the airspace within a line drawn from Point X-Ray, Fort McRae, and Point Long with right-hand turns at an altitude between 1,000 and 3,000 feet (depending on weather, runway in use, and traffic).

c. Commencing Fly-by. Approximately 5 minutes prior to the fly-by overhead time, the "Fly-by Representative" or the flight lead, if no ground representative is present, will make the 5-minute call to the Tower on either 340.2 or 360.2 as coordinated in the brief. Aircraft will get in position for the 2-minute call. At the 2-minute call, Tower will hold or deconflict non-participating aircraft. The flight lead will acknowledge and request permission from the Tower to depart holding inbound at 500 feet.

d. Fly-by Procedures. Fly-by procedures will be from west to east. Depart Point X-Ray at the 2-minute call to Fort McRae descending to 500 feet and fly approximately 040-060 toward the Coast Guard Pier, and then proceed toward the water tower and 3 antennas east of the airfield until visually acquiring Barrancas Cemetery/Naval Aviation Chapel. Please see Plate 14.

e. Departure Procedures. Once the fly-by is complete, the flight lead will advise the Tower and request permission to continue on flight as coordinated in the brief.

f. Non-standard Requests. Any request to fly a profile that differs from subparagraphs a. through e. above must be coordinated prior to the fly-by with the Tower supervisor on duty.

# CHAPTER IV

# AIRFIELD INSPECTIONS

## 400. GENERAL

a. Prior to commencement of, during, and following construction projects, detailed airfield facility inspections shall be conducted to ensure all OPAREAS and equipment are functioning adequately, safely, and are properly maintained.

b. Periodically during daily flight operations, Airfield Management will conduct a visual check of all runways, ramps, and taxiways for FOD. Any major discrepancies shall be reported immediately to the Tower and Base Operations. The assigned unit of that area shall accomplish the continuing inspection of all aircraft parking ramps and hangar areas.

## 401. AIRFIELD PRE-OPENING INSPECTIONS

a. The Airfield Manager, or designated representative, will conduct a visual check of all runways (open and closed) and taxiways 30 minutes prior to scheduled airfield opening and report their condition to the Tower. No aircraft operations will be allowed until this is accomplished.

b. The Ground Electronics Division will move and set Fresnel Lens carts as directed by the Tower.

c. After all airfield equipment has been checked, the AFM, or designated representative, shall make the final decision to open the airfield.

## 402. INSPECTIONS

a. Post Arrestment Inspection. Following any type of arrested landing, the AFM, or designated representative, shall make a runway check to ensure runway is free of debris.

b. Post Mishap/Incident Inspection. Following a mishap or incident on or about the runways or taxiways, the area affected shall be inspected for FOD and damage.

c. Post Heavy Aircraft Operations. Following a heavy aircraft landing and taxiing in or after taxiing out and taking off, the AFM, or designated representative, shall make an inspection to ensure taxiways/runways are free of debris.

**403. FIELD LIGHTING INSPECTIONS.** Prior to field opening and at sunset, the Tower shall energize field lighting to ensure that the Airfield Lighting System is operational and allow the AFM, or designated representative, to check for outages.

**404. AIRFIELD CONSTRUCTION PROJECTS.** Airfield Management shall coordinate all construction occurring on the airfield as authorized by the Air Operations Officer. Reference (l) shall be used to ensure no hazardous conditions to aircraft or vehicles exist without proper identification and/or warning devices.

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# CHAPTER V

# AIR TRAFFIC CONTROL

## 500. GENERAL

a. The NAS Pensacola Air Traffic Control Facility (ATCF), located in Building 3963 at Forrest Sherman Field, consists of four branches dedicated to providing safe, orderly, and expeditious flow of air traffic at NAS Pensacola.

(1) The Tower Branch continuously provides airport traffic control service within the Tower AOR.

(2) The Radar Branch provides precision and surveillance radar approaches to all runways.

(3) The Flight Planning Branch, located in Building 1852, provides flight planning facilities for receiving and processing flight plans.

(4) NAS Pensacola Sector Control, located in Building 3963, provides scheduling, coordination, and control of aircraft in the Pensacola offshore OPAREAS.

b. All pilots and aircrews are encouraged to visit the facility in order to obtain a better overall view of control procedures. Visits should be coordinated through the ATCF Officer, telephone (850) 452-4671, DSN 922.

c. The Federal Aviation Administration (FAA) provides TRACON service from Pensacola Regional Airport. Additionally, TRACON provides VFR advisory service within the MOAs.

## 501. INSTRUMENT DEPARTURE PROCEDURES

a. All aircraft will follow radar vectored departure procedures. Appropriate instructions will be given from Clearance Delivery. All departures are radar controlled by Pensacola TRACON to en route airways/local training areas.

b. Instrument departure procedures for certain local training flights are set forth in separate Letters of Agreement.

## 502. INSTRUMENT ARRIVAL PROCEDURES

a. Standard instrument approach procedures to NAS Pensacola are contained in current flight information publications.

b. Aircraft on inbound IFR flight plans and aircraft on local IFR flights should monitor the ATIS broadcasts prior to contacting Pensacola TRACON and provide the appropriate ATIS code letter on initial contact.

c. Circling approaches are not authorized for the ILS Y Runway 7L approach and for PAR approaches to all runways.

**503. SPECIAL VFR OPERATIONS**. Special VFR helicopter and fixed wing operations shall be coordinated through Pensacola TRACON as per reference (e).

## 504. EMERGENCY PROCEDURES

a. General. Pilots experiencing an emergency should immediately contact a ground station and give identification, position, altitude, heading, nature of difficulty, and intentions. Anyone not involved in the emergency shall maintain radio silence.

b. Lost/Disoriented Aircraft. Pilots operating aircraft in the Pensacola area that become lost or are in doubt as to their position should take the following actions:

(1) Squawk 7700.

(2) Attempt to establish communications with a ground control agency on standard frequencies. Once radio contact has been established, remain under communication control of that station until directed to change frequencies. Advise the contact station of all essential information such as: fuel remaining in terms of flying time, last estimated position, status of navigation and communication equipment, and number of personnel aboard.

(3) If communications cannot be established, follow the procedures contained in reference (m) to alert radar stations within range.

(4) Follow lost communications procedures as per reference (m), common sense procedures. Fly in the clear instead of the clouds when possible. Do not panic. Conserve fuel. Maintain an altitude that will assist in establishing and maintaining line-of-sight radar contact.

c. Lost Communication. A no radio (NORDO) aircraft is one that is experiencing loss of either transmitter or receiver or both. Special consideration shall be given to such an aircraft in view of the possibility of there being even more cause for distress. In order for ground personnel to provide maximum assistance to a NORDO aircraft, the following actions are expected of the pilot:

(1) In VFR Conditions

(a) NORDO aircraft shall enter the normal break, rocking wings until reaching the upwind end of the runway. At night, flash landing or taxi lights will be utilized while approaching the break. The Tower shall use standard light signals and shall broadcast on 340.2 MHz, 243.0 MHz, or 120.7 MHz. A NORDO in formation will fly wing position in the pattern and be led to a landing. The leader will go around.

(b) NORDO aircraft in the pattern shall fly abeam the duty runway on the pattern side at 500 feet rocking its wings. NORDO aircraft shall monitor the Tower for a green light to turn downwind and to land.

(c) NORDO aircraft with additional difficulties that will require crash/fire equipment shall squawk 7700 and execute a 500-foot pass abeam the duty runway on the pattern side. The aircraft shall extend the tail hook if an arrested landing is desired. NORDO aircraft shall monitor the Tower for a green light to turn downwind and land.

(2) In IFR Conditions. Pilots shall comply with procedures contained in the current references (m) and (n) and/or Letters of Agreement.

(3) Helicopter Lost Communication. The general rule for helicopter operations is to remain VMC when possible. If unable, the following procedures apply:

(a) VFR Departures/Arrivals. Return to southeast/southwest field boundary, orbit at 300 feet (use caution when Runway 01/19 is in use), and await a green light from the Tower to land at Helipad 2.

(b) Special VFR Departures/Arrivals. Proceed over water to southeast/southwest field boundary, orbit at 300 feet (use caution when Runway 1/19 is in use), and await a green light from the Tower to land at Helipad 2.

(c) IFR Departures/Arrivals. Comply with procedures contained in references (m) and (n) and/or Letters of Agreement.

d. Tower Emergency - Emergency Aircraft. Pilots should inform the Tower of the distress as far in advance of landing as possible. The Tower will alert all necessary parties of the emergency. The nature of the emergency and information provided by the pilot will guide further actions by the Tower.

(1) After declaring an emergency, the pilot is the deciding authority with regard to the options available for the type of emergency being experienced. The Tower transmissions to the emergency aircraft are advisory only.

(2) Time and safety permitting, the emergency aircraft should conform to the normal flow of traffic to minimize collision hazards.

(3) If the emergency aircraft requires immediate landing, the Tower shall attempt to clear the runways and adjust the traffic pattern in sufficient time to avoid any conflicts or distractions to the distressed aircraft.

(4) Qualified unit representatives are welcomed in the Tower during an emergency to render technical advice or suggestions to the pilot with the emergency.

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## CHAPTER VI

## TRANSIENT AIRCRAFT

**600. ACCOMMODATIONS.** Officers, enlisted, and civilians will be provided berthing accommodations at Bachelor Housing and Visitor Quarters as available.

**601. TRANSPORTATION**

a. Transient Line personnel will provide on-station transportation to and from the Air Operations Building for aircrew only. Passengers will need to arrange their own transportation.

b. Transient Line personnel will provide off-station transportation for transient aircrews if berthing is not available on board NAS Pensacola. Off-station accommodations must be within 15 miles of the Air Station.

c. Detachments staging out of NAS Pensacola may obtain rental vehicles through the Transportation Office or a local agency to meet their respective transportation requirements. Contact the Fleet Liaison Office, telephone (850) 452-4471, DSN 922 for further information.

**602. CLEARANCE OF PASSENGERS FOR FLIGHT.** Passengers authorized to travel in military aircraft in accordance with reference (o) shall be properly manifested through passenger services at Building 1852 Terminal prior to boarding the aircraft.

**603. PROCEDURES FOR ACCOMMODATING DISTINGUISHED VISITORS.** Base Operations will notify the NAS OOD of the expected arrival or departure of officers or civilians of the Distinguished Visitors (DV) Code 7 and above. Base Operations is responsible for dissemination of the information to interested commands and activities. A VIP Lounge is available in Building 1852.

**604. ENDORSEMENT OF ORDERS**

a. Personnel traveling on orders specifying travel by government air shall present their orders to the passenger terminal for assistance in verifying flight departure times.

b. Personnel requiring commercial transportation shall report to NASP Admin or to NAS OOD after working hours.

c. Personnel arriving at NAS Pensacola for temporary additional duty on orders authorizing per diem shall be directed to NASP Admin or NAS OOD after working hours.

d. Personnel desiring arrival or departure endorsements will contact the OOD.

**605. CUSTOMS, IMMIGRATION, AND AGRICULTURE.** U.S. Customs Service inspections are required on all arriving aircraft making an initial landing in the continental limits of the United States at this station. All arriving civilian passengers are required to present proof of citizenship or proper authority to enter the United States to U.S. Immigration Officials. Since NAS Pensacola is not a normal port of entry, customs, immigration, and agriculture inspectors must be arranged in advance. Therefore, sufficient notice (at least 48 hours) of ETA should be given by pilots of aircraft arriving from outside the continental limits of the United States. Aircrews should contact Base Operations at DSN 922-2431 to arrange necessary inspections.

606. **MESSING FACILITIES.** Meals may be obtained in the enlisted dining facility in Buildings 601 and 3900.

607. **NAVY EXCHANGE ANNEX.** The Navy Exchange Annex and The Touch and Go is located two blocks southeast of the Air Operations Building at the gas station. Aviation Plaza, on the east side of NASP, has a food court area with several commercial dining establishments.

608. **STOWAGE OF REGISTERED MATERIAL.** Classified material may be stored in the Operations Duty Office, Building 1852, during normal field hours Monday through Sunday. Prior notification should be given to the ODO/CDO.

609. **HOT REFUELING.** Hot refueling is authorized for CNATRA and fleet aircraft. Aircraft will marshal on taxiway "E". Prior arrangements must be made with the Fleet Liaison Officer, telephone (850) 452-4471, DSN 922, and training is required by contractors prior to operations at the hot pump.

610. **AIRCRAFT FUELING PRIORITIES.** Aircraft fueling priorities will be in accordance with reference (p). Base Operations may amend on a case-by-case basis and assign "Priority One" fueling to lower priority aircraft when dictated by requirements. The fuel priorities for NAS Pensacola are:

a. Aircraft actually engaged or on alert for SAR operations.

b. AIREVAC/Emergency Support aircraft.

c. All carrier qualification (CQ) operations (includes carrier on board deliveries in direct support of the battle group).

d. Fleet Squadrons engaged in mission training (i.e., Air-to-Air, Air-to Ground, etc.).

e. Navy Flight Demonstration Squadron.

f. Training Squadrons including the following:

(1) All COMTRAWING SIX aircraft in support of training missions.

(2) All 479$^{th}$ FTG aircraft in support of training mission.

(3) Operational defueling to meet mission profiles.

(4) Turnaround training missions from other training wings.

g. Fleet Logistic Support/AMC missions.

h. Transient aircraft.

i. All maintenance related defueling operations.

**NOTE:** Aircraft refueling will normally be accomplished with passengers disembarked and per reference (q). If minimum ground time is required to support military operations, Base Operations can authorize aircraft to be fueled with patients/passengers aboard, provided a crash truck is standing by the aircraft, an attendant is enforcing the no smoking boundary, and off-ramps are in proper position to permit evacuation.

# CHAPTER VII
# AIRCRAFT CRASH AND RESCUE

## 700. GENERAL

a. Reference (r) contains general guidelines concerning crash and rescue procedures applicable to this station.

b. This chapter sets forth procedures to be followed in reporting a crash and contains a list of crash and rescue, SAR, and salvage facilities available at NAS Pensacola.

## 701. PROCEDURE FOR REPORTING A CRASH

a. On-Station Crash

(1) Ground personnel reporting a crash should contact Base Operations, telephone (850) 452-2431, DSN 922, who will in turn notify the Tower and the SAR Coordinator.

(2) On observing or having been notified of a crash on the field, the Tower shall activate the necessary emergency communications systems which are:

(a) Primary Crash Alarm (Red Telephone) System

(b) Two-way Radio (FM) communications with all crash/rescue vehicles

(3) The primary aircraft emergency alarm alerting system is installed in four locations: Tower, Crash/Rescue Station, Base Operations, and Structural Fire Station Number 2. This system is provided for simultaneous notification of essential (response) personnel. A secondary aircraft emergency alarm system is provided with the command instrument located in Base Operations for simultaneous notification of essential support and administrative personnel.

(4) The Tower operator will notify all stations connected to the primary crash alarm phone system. The following information will be provided if available:

(a) Location

(b) Aircraft ID and type

(c) Nature of emergency

(d) Fuel state

(e) Number of personnel aboard

(f) Explosives, ordnance stores, or other hazardous cargo

(g) Landing runway and ETA

(h) Any other pertinent information

b. Off-Station Crash

(1) Airborne pilots observing a crash will immediately contact the Tower on GUARD frequencies 243.0 MHz or 121.5 MHz. Ground personnel observing a crash off station should immediately telephone the ODO, telephone (850) 452-2431, DSN 922.

(2) The originator of the crash report should give as much of the following information as possible with amplifying reports when additional information is obtained:

(a) Location of the crash as accurately as possible

(b) Presence/Absence of fire

(c) Condition of personnel

(d) Type of aircraft

(e) Identification and markings of the aircraft

(f) Accessibility by ground personnel

(g) Name and telephone number of the person reporting the crash

(h) Any other information considered pertinent

(3) Information concerning off-station crashes will be directed to Base Operations.

**702. CRASH AND RESCUE FACILITIES**

a. rash and Rescue Equipment. Forrest Sherman Field Crash has three OSHKOSH T-1500 Firefighting Vehicles. These vehicles hold 1,500 gallons of water and 200 gallons of AFFF.

b. Crash/Rescue Readiness. One or more crash firefighting and rescue crews, fully manned, will be maintained on an "alert" status at all fields during scheduled periods of training flights and periods of recurrent flying activity. Additional equipment will be maintained in a "standby" status for immediate response with personnel close to the equipment.

c. Responsibilities. The Fire Chief shall be responsible for the operational readiness, performance, and technical training and direction of the consolidated fire protection organization. The Fire Chief, Deputy Fire Chief, or designated Airfield Station Fire Chief shall have control and direct supervision of all firefighting and rescue operations at the immediate scene of an aircraft emergency.

**703. SEARCH AND RESCUE (SAR)**

a. SAR is provided by the U.S. Coast Guard, Mobile, AL, and Gulfport, MS, for the Pensacola Area.

b. It is recognized that operational requirements dictate certain operations outside the normal published airfield hours. Helicopter assets operating as an actual SAR/MEDEVAC mission with a "RESCUE" call sign may conduct closed Tower operations per reference (c).

**704. SALVAGE.** The Crash and Salvage Officer is responsible for the removal and salvage of all aircraft involved in accidents, both on station and off station. Salvage work will not normally be commenced until necessary investigations are complete. The Air Operations Officer may order the removal of wreckage in the interest of flying safety or other vital functions. Aircraft hoisting slings, jacks, pads, and other tools necessary to remove the aircraft and an electric generator and power saw are available when needed.

**705. OFF-STATION GROUND RESCUE, SECURITY, AND SALVAGE PARTIES**

a. Unless otherwise directed by the Air Operations Officer, a standby crash truck will be manned and will proceed to the scene of an off-station crash that is within a 25-mile radius of NAS Pensacola.

b. Salvage and security personnel and equipment will be dispatched by the Air Operations Officer to the scene of any aircraft crash off station which NAS Pensacola assumes responsibility. The response team, which includes ambulances, additional crash/fire vehicles, auxiliary water equipment, salvage vehicles, and personnel vehicles, will respond as a convoy or as the Air Operations Officer directs.

**706. AIR FORCE SAFETY VEHICLE(S).** The 479$^{th}$ Flying Training Group (FTG) airfield safety response vehicle is a red pickup truck, call sign "Air Force Safety."

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## CHAPTER VIII

## NAS PENSACOLA SECTOR CONTROL

**800. GENERAL.** NAS Pensacola Sector Control is responsible for the Pensacola OPAREAS under the cognizance of Commander, U.S. Atlantic Fleet (COMLANTFLT), in accordance with references (s) and (t). NAS Pensacola Sector Control is responsible for the scheduling and control of surface, subsurface, designated special use airspace, and military training routes for COMTRAWING SIX. Outside agencies staging from NAS Pensacola shall have a course rules brief prior to operating locally in special use airspace. Request course rules briefs from Forrest Sherman Field Radar/Tower Chief, (850) 452-4671/72, DSN 922. NAS Pensacola Sector Control is located in the radar ATCF, Building 3963, on board NAS Pensacola. The Scheduling Office hours of operation are 0600L-1600L, Monday-Friday. The command may be contacted as follows:

| | |
|---|---|
| Mailing address: | Air Traffic Control Pensacola<br>1860 Perimeter Road, Building 3963<br>Pensacola, Florida 32508-5000 |
| Message address: | NAS PENSACOLA FL// |
| Telephone: | COMM (850) 452-2735, DSN 922 |
| Fax: | COMM (850) 452-3619, DSN 922 |

**801. PENSACOLA OPAREAS.** (See Plates 15, 16, 17, and 18). The areas under the cognizance of NAS Pensacola Sector Control (SEABREEZE) and available to user activities are as follow:

a. OPAREAS, Surface, and Subsurface: Pensacola OPAREA; Plate 16.

b. Warning Areas (airspace): W-155A, W-155B, and W-155C; Plates 15 and 16.

c. ATCAA: Eagle Zulu, Areas 1-5; Plate 15.

**802. ASW INVESTIGATIVE FORCES.** The possibility exists that unidentified or hostile submarines will be reported within the OPAREAS. In accordance with reference (s), when this occurs, all units shall be moved and exercises/events shall be canceled while ASW investigative forces are in the area of concern.

**803. SAR MISSIONS.** NAS Pensacola Sector Control shall be kept informed of all activities within its areas of responsibility in order to clear the area required by SAR missions. SAR, while in the search or rescue phase, has priority over all other operations within the OPAREAS except for active ASW investigations. The decision to participate in a SAR evolution rests with the unit Commanding Officer or his/her operational chain of command. Ships shall not be requested to assist by NAS Pensacola Sector Control unless the COMLANTFLT CDO approves the request.

**804. ACTIVE DRUG INTERDICTION.** An aircraft participating in an active drug interdiction shall have priority over all operations except a SAR in the rescue or search phase or an active ASW investigation.

**805. GENERAL REGULATIONS.** Safety precautions and regulations are essential for prevention of accidental personnel injury or property damage resulting from any action extending beyond the physical limits of the ship or aircraft initiating such action. NAS Pensacola Sector Control safety precautions and range regulations are not intended to conflict with or impede the fulfillment of command responsibilities assigned by higher authority. The Commanding

Officer, NAS Pensacola, at his discretion, may mitigate specific measures in order to achieve maximum operational effectiveness in a particular situation. All safety precautions and range regulations contained in reference (s) shall apply in the OPAREAS.

**806. AREA CLEARANCES.** The following general rules apply to area clearances within Pensacola OPAREAS.

a. All operations and exercises conducted in Pensacola OPAREAS require a clearance from NAS Pensacola Sector Control.

b. General clearances, such as transient operations or navigation drills, do not authorize operations that may be hazardous to or interfere with nonparticipating units. Specific clearances are granted for exercises such as firing, active Electronic Counter Missions, Veritable Depth Sonar operations, towing operations, night flare operations and all other events extending beyond the physical limits of the ship or aircraft. Specific clearance operations must be conducted within the time frames and areas as indicated in the daily schedule.

c. Clearance for a surface area does not include the airspace above or the subsurface below. Airspace assignment does not include the surface below. Specific subsurface clearance is required for any subsurface operation.

**807. AREA ASSIGNMENT TIMES.** Times for cleared events listed in the NAS Pensacola Sector Control Operations Schedule (OPSKED) are in ZULU. Use of areas outside of these times is not authorized without prior coordination with NAS Pensacola Sector Control.

**808. OFFICER CONDUCTING EXERCISE (OCE) RANGE RESPONSIBILITIES**

a. For all operations, the ultimate responsibility for the safe conduct of the exercise rests with the OCE.

b. An OCE shall be designated for all multiple unit exercises. For single unit exercises the OCE shall be the unit conducting the exercise. For air operations, the OCE may delegate responsibility to an airborne observer. The observer shall be identified in the Letter of Intent (LOI) or pre-exercise message.

c. Local control of each operation is vested in the OCE.

d. In the event two or more exercise participants are using the same servicing unit, the OCE shall coordinate use.

e. All exercises shall be conducted in accordance with established operating procedures and safety criteria.

f. Exercises shall be conducted only in assigned areas. The OCE must ensure any unit providing services remains within the assigned area.

g. All units conducting firing or other hazardous activity shall ensure compliance with reference (s). NAS Pensacola Sector Control shall promulgate NOTAMs/Notices to Mariners as applicable. The OCE, however, shall permit firing or jettisoning of aerial targets only when the area is actually clear of nonparticipating units, either civilian or military. Due to the density of oil drilling exploration and pleasure/fishing craft in the vicinity of W-155A, special vigilance shall be exercised by the OCE and all firing exercise participants to ensure range is clear.

h. All units conducting firing events shall contact SEABREEZE on HF or on UHF one hour prior to scheduled commence time for confirmation of clearance by NAS Pensacola Sector Control. Continuous guard on ATC Pensacola HF net shall be maintained during firing events to allow rapid termination of firing if range is fouled by SAR, interceptor scramble, etc.

**809. COMMUNICATIONS.** Communication procedures established in this chapter are essential to efficient and safe operations within Pensacola OPAREAS and shall be adhered to by all units. Communications shall be in accordance with the effective editions of reference (u), NTP-4, JANAPS, ACP-125, and other appropriate publications and instructions as modified herein.

a. Communications of Vital Information. All units operating in Pensacola OPAREAS shall attempt to maintain positive two-way communications with NAS Pensacola Sector Control. Tactical call sign for NAS Pensacola Sector Control when controlling aircraft on VHF or UHF is "SEABREEZE".

(1) Instructions for the reporting of vital information are contained in references (u) and (v).

(2) The SAR communications are in accordance with reference (u).

b. Movement Reports (MOVEREPS). NAS Pensacola Sector Control does not desire receipt of MOVEREPS. MOVEREPS shall not be considered requests for operations within Pensacola OPAREAS.

c. Operational Orders (OPORDERS). Although OPORDERS enhance understanding of large scale complicated exercises and is desired by NAS Pensacola Sector Control, they shall not be considered requests for clearance to operate in Pensacola OPAREAS.

d. NAS Pensacola Sector Control Radio Communications. NAS Pensacola Sector Control is the Net Control Station and guards the HF circuits PRIMARY 6835.4 KHz (uncovered) and SECONDARY 3102.4 KHz (covered) during live fire events.

(1) Live firing/hazardous exercise communications require positive two-way communications established and maintained with NAS Pensacola Sector Control (SEABREEZE) prior to and during any live firing or otherwise hazardous exercise. Permission to fire or to conduct any hazardous event shall not be granted if this requirement is not met. If at any time during a firing or hazardous event communications are lost with NAS Pensacola Sector Control, the event shall be terminated until communication is reestablished.

(2) Reports of inability to communicate using Pensacola primary/secondary HF shall be submitted by message to NAS Pensacola Sector Control. This message shall include the position of unit trying to establish communications, the time (ZULU), and any frequencies that were utilized.

(3) Call signs from JANAP 119 (series) shall be used on NAS Pensacola Sector Control radio circuits. Aircraft on routine missions in communications with SEABREEZE are exempt from this requirement.

e. Communications Procedures For Exercises Involving Aircraft. The following procedures apply to all exercises involving aircraft conducted within Pensacola OPAREAS.

(1) If a delay is anticipated in the arrival of an assigned service or if the assigned service is canceled, the command providing the service shall notify NAS Pensacola Sector Control. NAS Pensacola Sector Control shall notify the unit receiving the service by voice or message.

(2) All aircraft en route to the OPAREAS for a scheduled event shall inform SEABREEZE of event number and request permission to switch to assigned control frequency in accordance with the pre-exercise message. Aircraft en route to the OPAREAS for an unscheduled event with a surface unit shall inform SEABREEZE if a control frequency has not been designated. SEABREEZE shall then coordinate with the appropriate surface unit via HF (call sign in accordance with JANAP 119) giving an aircraft voice call sign, MODE III Squawk, and position. In addition, SEABREEZE shall coordinate rendezvous point and control frequency.

(3) Control of aircraft en route from ship to shore when operating in Pensacola OPAREAS shall be passed by ship to SEABREEZE on the HF net. The ship shall pass the aircraft voice call sign, MODE III Squawk, and TACAN Range/Bearing (or numbered sub area location and heading if TACAN inoperative). The ship shall then switch aircraft to SEABREEZE on appropriate frequency as listed in subparagraph 809e(6), below, prior to departing OPAREA.

(4) Aircraft proceeding to Pensacola OPAREAS for fly-on shall be retained under SEABREEZE control until receiving ships TACAN or visual contact with the ship is reported. At that time, a frequency change shall be approved with instructions to re-contact SEABREEZE if communications with the ship cannot be obtained.

(5) Surface units actually conducting flight operations in the Pensacola OPAREAS shall conduct radio checks with SEABREEZE on HF every 15 minutes until flight operations are secured. Surface units shall ensure SEABREEZE is advised hourly of present position (including PIM) via HF 6835.4 z. Failure to communicate may result in canceling of airspace clearances.

(6) Radar service is available continuously. The SEABREEZE frequency is monitored continuously in W-155, W-453, W-148, and Eagle Zulu areas. Check-in/out frequencies are 353.77 MHz or 127.45 MHz.

**810. <u>AIRCRAFT PENETRATION OF AND OPERATION WITHIN THE GULF OF MEXICO ADIZ</u>.** Aircraft operating in Pensacola OPAREAS shall:

a. Check in/out with SEABREEZE on frequencies listed in subparagraph 809e(6).

b. Comply with filed flight plan without deviation unless coordinating with appropriate Air Defense Facilities. Coordination may be obtained through SEABREEZE.

c. Comply with ADIZ procedures as outlined in reference (b), Section C.

**811. <u>AIRCRAFT CONTROL PROCEDURES</u>.** Aircraft proceeding into NAS Pensacola Sector Control controlled airspace can expect a positive handoff and communications transfer to SEABREEZE from adjacent ATCFs. Letters of Agreement are in place with adjacent control facilities to provide for positive ATC and coordination. Compliance with ATC instructions issued by SEABREEZE is mandatory unless the pilot evokes his emergency authority. Control within airspace under SEABREEZE jurisdiction may be delegated to other controlling agencies provided those agencies maintain direct landline communications with SEABREEZE and abide by applicable procedures of this

instruction. When control authority has been delegated to control agencies which have separate Letters of Agreement with adjacent ATC facilities, then SEABREEZE may authorize positive handoffs and/or communications directly to/from the designated controlling agency and the adjacent ATC facility. On initial check-in, pilots are to provide the aircraft ID, number in flight, and event number. Entry into the OPAREA may be delayed or disapproved without an event number assigned by NAS Pensacola Sector Control.

**812. FLIGHT PROCEDURES**

a. Routing. Flights to/from NAS Pensacola Sector Control controlled airspace shall proceed via approved pre-filed flight plans, ICAO Flight Plans, or appropriate DD-175 in accordance with DOD FLIP Planning Documents.

(1) Operating from NPA. Positive control is used for all aircraft operating from NAS Pensacola. A DD-175 or daily flight schedule is required for all flights to and from Pensacola offshore airspace. Flight schedules shall be filed with Base Operation, telephone (850) 452-2431, DSN 922. The Scheduling Office is located in Building 3963, telephone (850) 452-2735, DSN 922. Scheduling must be provided by Thursday one week prior to the intended day of use. Any changes or updates must be passed as soon as possible to the Scheduling Office to avoid delays in obtaining clearances and deconflicted airspace. While operating from NAS Pensacola to the offshore OPAREA, the NPA-2 is the preferred stereo departure procedure. The NPA-2 utilizes current jet departure procedures to either BEARD or ROZIE at 12,000 feet MSL with a delay in the OPAREA and return to Forrest Sherman Field.

(2) Departures from other Airports. A DD-175 may be used to operate in SEABREEZE airspace. Departure and arrival routes shall be filed. Insert SEABREEZE route of flight ahead of W-155 (i.e., fix SEABREEZE W-155). Notify SEABREEZE for activation of return leg of flight plan at least 5 minutes prior to exit time from assigned working areas.

(3) Recovering at NPA. Aircraft shall advise SEABREEZE on UHF frequency 353.77 MHz or VHF frequency 127.45 MHz of type recovery desired at least 10 minutes prior to exit time from assigned working area. SEABREEZE will normally assign the following altitudes:

(a) High Altitude Penetration - 17,000 feet MSL or as coordinated

(b) Other IFR Aircraft - 7,000 feet MSL

(4) Emergency Procedures. If, due to an emergency, an aircraft must immediately depart offshore airspace prior to obtaining an IFR clearance, the pilot shall squawk the appropriate emergency code and advise SEABREEZE of his intentions. If an aircraft is directed by the ship to execute an emergency BINGO, the pilot shall squawk and declare an "emergency." If an aircraft experiences lost communications, the pilot shall follow the lost communications procedures published in reference (m) and prescribed in reference (n). Radio contact will be attempted by ATC on 353.77 MHz, 243.0 MHz, and 270.8 MHz.

b. Secondary Identification Equipment. Aircraft in NAS Pensacola Sector Control airspace shall SQUAWK MODES IIIC at all times. MODE III Codes shall be assigned by a controlling agency and shall not be changed unless directed by the controller.

c. Communications and Control. Aircraft operating to/from NAS Pensacola Sector Control airspace on an IFR Flight Plan shall be handled as described in paragraphs 811 and 812.

(1) Aircraft shall not operate in NAS Pensacola Sector Control airspace without operable two-way air-to-ground radios.

(2) Long-range aircraft (P-3/C-130) entering the Pensacola OPAREAS for extended operations are required to issue an OPS normal report every hour while under SEABREEZE jurisdiction. All other aircraft, including helicopters, are required to give OPS normal reports every half hour. Lost communications and SAR procedures shall be initiated if communication requirements are not adhered to. Exceptions to those requirements may be granted for special missions such as ASW and SAR that require prolonged flight at lower altitudes. Pilots requesting exception must provide the controller with a time communications will be reestablished. Use of HF is encouraged.

d. Navigation. The pilot-in-command of each aircraft or flight is ultimately responsible for keeping the aircraft within assigned airspace and for compliance with clearances and controller directions. Boundary integrity must be maintained at all times. Aircraft and flights failing to comply with this requirement shall be instructed to depart NAS Pensacola Sector Control airspace.

e. Separation. Aircraft separation by NAS Pensacola Sector Control within assigned airspace shall normally fall into one or more of the following categories:

(1) Arriving and Departing Aircraft. Successive arrivals, successive departures, and arrivals and departures are provided positive separation from one another.

(2) Concurrent Use Airspace. Concurrent use airspace is airspace that is assigned jointly to unrelated units within a defined portion of an OPAREA for operations whereby the control provided is advisory in nature. NAS Pensacola Sector Control OPSKED clearances are for concurrent use unless otherwise specified.

(3) Exclusive Use Airspace. This is airspace that is within a defined portion of an OPAREA assigned to the participating units in a specific event to the exclusion of all other unrelated units or activities. Exclusive use clearances shall always be designated as such in NAS Pensacola Sector Control OPSKED.

(4) IFR Operations. Pilots who cannot operate their aircraft under VFR while operating in the OPAREA must immediately advise the controlling agency and expect an altitude assignment and IFR clearance to the destination of their choice.

f. Lost Communications Procedures. Aircraft experiencing a loss of communication that are unable to proceed VFR shall squawk 7600, proceed to STAAR, then direct to the initial approach fix for the TACAN approach to the runway in use. If runway in use is not known, use departure runway. Maintain 9,000 feet MSL until passing the initial approach fix. If Runway 19 is in use, execute a TACAN 7L circle to Runway 19 approach.

g. Altimeter Settings. Aircraft operating in NAS Pensacola Sector Control controlled airspace will be given local altimeter upon check-in/check-out or as required.

**813. MILITARY AIRSPACE BOUNDARY INTEGRITY.** The CNO and NAS Pensacola Sector Control policy on maintaining area boundary integrity for aircraft in OPAREAS is as follows:

a. Due to increasing civil and military flight activity in offshore airspace, the potential for midair collision requires special attention to ensure separation of military flight operations from civil aircraft operations. Prompt communications to the Federal Aviation Administration (FAA) shall be made when approved standards of separation cannot be maintained.

b. The phrase "Whiskey Alert" describes the entry into or exit from special use airspace or ATCAA by aircraft without prior coordination. Any sighting of a suspected unauthorized aircraft shall be reported immediately to the controlling agency in that area.

c. Aircraft operating independently and commands exercising control of aircraft in special use airspace or ATCAA are responsible not only for providing appropriate radar service, but also ensuring that flight operations are conducted within the vertical and horizontal limits of that assigned airspace. This requires a continuing reassessment of the accuracy of the position of the controlling ship or aircraft, awareness of details depicted on appropriate aeronautical charts, and assignment of buffer airspace as appropriate. This point cannot be overemphasized. Military air operations must be restricted to assigned airspace except in case of emergency or military necessity.

d. When airspace outside of established OPAREAS is required on a real time basis, NAS Pensacola Sector Control shall coordinate the request. Real time requests are normally denied by ATC. When "Whiskey Alerts" occur, commands controlling aircraft shall notify NAS Pensacola Sector Control immediately.

**NOTE:** ALTRV requests in Oceanic areas shall be forwarded by the agency requiring the airspace to the Central Altitude Reservation Facility in accordance with reference (w).

e. When providing radar control of aircraft by a ship or shore unit in the Warning Areas, Restricted Areas, MOAs, or ATCAA, continuous two-way radio or landline communication between that unit and NAS Pensacola Sector Control is mandatory.

**814. SAR ON-SCENE COMMANDER PROCEDURES.** The first unit on-scene following a mishap normally becomes the SAR On-Scene Commander. The On-Scene Commander shall notify NAS Pensacola Sector Control (SEABREEZE) that he/she is assuming SAR On-Scene Commander responsibilities and switching to UHF SAR common, 282.8 MHz. SEABREEZE shall sterilize the airspace for an appropriate distance surrounding the area of the downed aircraft and keep non participants clear. SEABREEZE shall vector other SAR aircraft to the SAR scene and switch them to 282.8 MHz as early as possible. All non-participants must remain well clear of the SAR area. The U.S. Coast Guard shall normally assume SAR On-Scene Commander responsibilities when one of their capable units arrive in the SAR area.

**815. CARRIER AIR WING FLY OFFS.** Air Wing fly-offs shall be conducted in accordance with reference (x).

**816. ATC BRIEF.** An OPAREA course rules brief is required prior to operations in the offshore airspace. Contact NAS Pensacola Sector Control via telephone or message. Make requests by telephone directly to NAS Pensacola Sector Control, telephone (850) 452-2735, DSN 922.

**817. MILITARY TRAINING ROUTES.** The general operating procedures for conducting flight operations on military training routes are contained in chapters 1 and 2 of the DOD Flight Information Publication AP/1B. In addition, the following specific route operating procedures and descriptions shall be understood and complied with:

a. IFR Military Training Route Procedures (IR). NAS Pensacola Sector Control is the designated scheduling activity for the following IFR military training routes: IR021, IR022, IR037, IR038, IR040, IR077, IR078, IR080, IR081, IR082, IR083, IR608, and IR723. These IR routes may be scheduled up to 72 hours in advance but not less than two hours prior to the desired use times. To schedule the desired route, contact NAS Pensacola Sector Control, telephone (850) 452-2735, DSN 922. The aircrews shall receive a current route brief on special operating procedures or constraints not in the route description at least two hours prior to flying their scheduled route. The briefing items include but are not limited to noise sensitive areas, unpublished obstructions or airports, bird activity, route suspension due to air search, forest fire, etc. Failure to obtain this brief shall be cause for cancellation.

b. VFR Military Training Route Procedures (VR). NAS Pensacola Sector Control is the designated scheduling activity for the following VFR military training routes: VR1020, VR1021, VR1022, VR1023, VR1024, VR1052, VR1054, VR1055, and VR1056. These VR routes may be scheduled up to 72 hours in advance but not less than two hours prior to the desired use times. To schedule the desired route, contact ATC Pensacola, telephone (850) 452-2735, DSN 922. The actual aircrews shall receive a current route brief on special operating procedures or constraints not in the route description at least two hours prior to flying their scheduled route. The briefing items include but are not limited to noise sensitive areas, unpublished obstructions or airports, bird activity, route suspension due to air search, forest fire, etc. Failure to obtain this brief shall be cause for cancellation.

**818. SURFACE/SUBSURFACE PROCEDURES**

a. Area Check-In. All units operating in NAS Pensacola Sector Control OPAREAS are required to check in and out with NAS Pensacola Sector Control upon entry and exit of the areas. See paragraph 810 for detailed communications procedures. Surface units operating in other OPAREAS scheduled by NAS Pensacola Sector Control should attempt contact on either the primary or secondary HF frequency.

b. Required Event Procedures. These procedures apply to all surface and subsurface events scheduled by NAS Pensacola Sector Control. In the Pensacola OPAREAS, units conducting exclusive area use or firing events are required to contact NAS Pensacola Sector Control on HF (using daily changing call sign) or SEABREEZE on UHF 1 hour prior to scheduled commence time for confirmation of clearance and NAS Pensacola Sector Control OPSKED event number. Continuous GUARD with NAS Pensacola Sector Control SEABREEZE must be maintained during the firing events to allow rapid termination of firing if the range is fouled by SAR, interceptor scramble, etc. Units receiving aircraft services must establish communications with ATC Pensacola 1 hour prior to on-station time

giving current weather (normally only ceiling and visibility) and confirmation of services by Pensacola event number. Failure to establish communications may result in loss of services.

**819. SCHEDULING PROCEDURES/REQUESTS/REQUIREMENTS**

a. General. All operations, including transits of Pensacola OPAREAS, require a clearance. This section addresses procedures required to schedule events through NAS Pensacola Sector Control. Thorough knowledge of OPAREAS, warning areas, targets, and services is strongly recommended prior to preparation of a request to ensure accurate and expeditious processing by NAS Pensacola Sector Control schedulers.

b. Clearance Request Form. For clearance request form for OPAREA/Warning Areas, please see Plate 19.

c. The OPAREA Request Requirements. The following requirements shall be adhered to in formulating all requests:

(1) The OPORDERS, movement reports, notices of intent, VDS notes, and latitude/longitude positions are unacceptable for OPAREA assignment purposes.

(2) Operations, which may be hazardous to or interfere with nonparticipating units, require an exclusive use clearance. General (concurrent use) clearances do not authorize hazardous activities.

(3) Operating requirements for depths, altitude, area size, etc., shall be reviewed prior to submission by the request or to preclude over utilization.

(4) Operations requiring both air and surface areas shall identify both the air warning areas and surface OPAREAS desired.

(5) Air clearance requests shall include specific altitudes required.

(6) Clearance requests for all submarine operations (surfaced or submerged) shall be addressed to the appropriate Submarine Exercise Area Coordinator (SEAC). All other submerged operations (VDS, diving, towing, etc.) shall require specific clearance from NAS Pensacola Sector Control and the appropriate SEAC shall be an information addressee on the original message request. Commander Submarine Group (COMSUBGRU) TEN is the SEAC for all Pensacola OPAREAS.

(7) All requests shall be received by NAS Pensacola Sector Control no later than 1600L on the Thursday of the week preceding the event. Additional planning time shall be allowed if exercise priority, magnitude, or exclusive use issues are a factor. All requests received after the above time shall contain justification in the remarks section.

(8) Provide at least two names and telephone numbers for points of contact. If at all possible, avoid using the quarterdeck or duty desk number.

(9) An OCE shall be named for all multiunit exercises. The OCE is responsible for coordinating requests (or preferably, submitting a composite request) and promulgating the PRE-EX and/or LOI as appropriate.

d. Eagle Zulu ATCAA Request Requirements. The following requirements shall be adhered to when scheduling the EAGLE ZULU ATCAA:

(1) Requests shall be directed by message or telephone to NAS Pensacola Sector Control Area Coordinator, telephone (850) 452-2735, DSN 922. Requests must reach NAS Pensacola Sector Control no later than 1600L Thursday of the week preceding. Assignments are made on a first-come first-serve basis; however, initial requests shall not exceed 15 hours per week.

(2) Real time requests (24 hours prior or less) including schedule changes shall be directed to NAS Pensacola Sector Control Area Coordinator, telephone (850) 452-2735, DSN 922.

e. Changing Requests. Changes to operations and exercises are sometimes unavoidable. NAS Pensacola Sector Control will accept all changes to requests for OPAREAS; however, as changes involving services or exclusive use of OPAREAS affect multiple users, NAS Pensacola Sector Control's ability to accommodate these changes will depend upon sufficient notice for proper coordination. Advance telephone liaison to notify NAS Pensacola Sector Control of requested changes is strongly encouraged. All changes, regardless of whether or not telephone liaison has been made, shall be followed by message verification. The format for a change request message is the same as the original request, except the subject line shall indicate the message request is a change and shall reference the date time group of the original request message. If NAS Pensacola Sector Control OPSKED has already been published, change requests must reference the OPSKED DTG and each affected event number.

f. Canceling Requests. Requests for areas and services normally exceed availability. Therefore, cancellations must be made as soon as it is determined the need for requested areas and services no longer exists. Immediate cancellation by telephone (for units not deployed) followed by a cancellation message is required. Use IMMEDIATE precedence as necessary. Cancellations may either cancel the original request message or portions thereof. Reason(s) for canceling shall be indicated. If NAS Pensacola Sector Control OPSKED has already been published, cancellations shall reference the OPSKED DTG and each affected event number. In all cases, action addressees shall include NAS Pensacola Sector Control, the servicing unit(s), and any participating units. Information addressees shall include Type or Operational Commanders as appropriate. The user is responsible for informing ALL participants of any cancellations.

**820. SCHEDULING.** NAS Pensacola Sector Control considers all requests for exercise areas, and based upon availability, develops a schedule maximizing use. The scheduling process is outlined below to familiarize users with the schedule writing process:

a. Scheduling Priorities. Scheduling priorities for areas under the cognizance of NAS Pensacola Sector Control are derived from reference (y). This priority system is used for initial scheduling purposes only. Any conflict between two or more requests of the same priority that cannot be resolved by NAS Pensacola Sector Control will be referred to COMLANTFLT for resolution. Once these priorities have been applied and the schedule has been published, changes or additions are normally approved on a not-to-interfere basis only.

b. Rescheduling Procedures. Due to limited availability of live firing areas, unrelated, rescheduled, or add-on events will depend upon sufficient notice. For exclusive use of unusually large areas or for hazard exercises, minimum notice required is 72 hours. This time is required for NAS Pensacola Sector Control to issue Notices to Mariners concerning such exercises. In all cases, as much notice as possible is strongly recommended to allow NAS

Pensacola Sector Control time to effectively coordinate the event. Advance liaison via telephone or HF coordination net is requested in addition to the formal message request.

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## CHAPTER IX

## PENSACOLA SOUTH MILITARY OPERATING AREA (PNSSMOA) PROCEDURES

**900. GENERAL.** The PNSSMOA is located directly overhead NAS Pensacola and is used primarily by COMTRAWING SIX propeller and jet aircraft for familiarization, formation, and basic instrument training.

**901. PNSSMOA PROCEDURES**

a. Commander, TRAWING SIX is designated as the Using Agency. Pensacola TRACON is designated as the Controlling Agency.

b. PNSS shall refer to both the PNSSMOA and the associated ATCAA.

c. Frequency 309.8 is allocated to COMTRAWING SIX for utilization in PNSS.

d. Provided TRACON does not interfere with authorized users, and non-participating IFR aircraft are radar-separated from authorized users, TRACON may allow non-participating IFR aircraft to penetrate the PNSS. TRACON is authorized to recall PNSS by blocks or altitudes for emergencies, air ambulance, or weather.

e. The operational area of the PNSS shall be called the "GATOR AREA" and is depicted in Plate 17.

f. Aircraft operating within the GATOR AREA shall use local altimeter settings. When the local altimeter setting is below 29.92, 22,000 feet MSL shall be the highest usable working altitude within the GATOR AREA.

g. The GATOR AREA will be sub-divided into 12 high blocks and 11 low blocks, and is depicted in Plate 17.

h. The operational limits of the PNSS and associated ATCAA shall be 10,500 feet MSL to 23,000 feet MSL. 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. IFR clearances are automatically canceled upon entering the PNSS, and operations within the PNSS shall be conducted VFR. Aircrews are responsible to advise ATC in the event VFR cannot be maintained.

i. Aircraft shall be responsible for operating within the confines of their assigned block(s) within the PNSS. On a workload-permitting basis, TRACON MOA monitor will issue boundary and traffic advisories on frequencies 120.05 or 372.0 and 309.8. TRACON will not normally monitor 309.8 except when issuing boundary and traffic advisories.

j. Deviations from the procedures contained herein are authorized only after coordination is accomplished which clearly defines responsibility and accountability.

k. Military Assumes Responsibility for Separation of Aircraft (MARSA) applies to all participating aircraft within the GATOR AREA as follows:

(1) Participating aircraft operating in assigned block(s) are MARSA with other participating aircraft operating in other assigned blocks.

(2) Participating aircraft operating in assigned block(s) are MARSA with other participating aircraft cleared via unassigned blocks or transition

lines (including non-GPS-equipped aircraft being vectored along transition lines).

**NOTE**: If an aircraft is assigned a side-by-side block combination, the transition line between those blocks is unusable at working altitudes for the purpose of transition.

**902. SCHEDULING PROCEDURES**

a. COMTRAWING SIX shall be designated the scheduling agency for all units desiring to use the PNSS.

b. COMTRAWING SIX shall ensure all authorized users understand and adhere to the provisions of this agreement.

c. Only COMTRAWING SIX, Commander Training Air Wing FIVE (COMTRAWING FIVE), and the 479th FTG aircraft are authorized to use the PNSS, unless TRACON is advised otherwise by COMTRAWING SIX. COMTRAWING SIX shall ensure that all other aircraft understand and adhere to the provisions of this agreement.

d. COMTRAWING SIX shall provide TRACON a PNSS usage schedule at the beginning of each day. Slippage from the schedule may occur due to weather or equipment delays. The active IFR flight plans shall be used to coordinate PNSS usage on a real time basis.

(1) Aircraft that do not make their proposed use time shall not be denied use of the GATOR AREA unless all working blocks are full.

(2) Those aircraft that fall into this category will accept a delay to enter the GATOR AREA in order to exit non-participating IFR aircraft.

e. COMTRAWING SIX shall advise TRACON when PNSS operations are included for the day.

**903. OPERATING PROCEDURES**

a. The GATOR AREA is subdivided into 12 high blocks and 11 low blocks. The blocks and boundaries are depicted in Plate 17.

b. ENTRY/TRANSITION PROCEDURES:

(1) Entry points and transition lines are depicted in Plate 18.

(2) TRACON may 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: EXAMPLE: "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: EXAMPLE: "Proceed direct point FOXTROT, transition via LINE CHARLIE, maintain (altitude), expect TWO CHARLIE HIGH;" then, "GATOR TWO CHARLIE HIGH, frequency change approved."

**NOTE**: TRACON 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: EXAMPLE: "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.

**NOTE**: MARSA is cancelled and TRACON shall ensure appropriate radar separation between aircraft on assigned vectors/altitudes through inactive blocks and other participating aircraft.

(3) 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).

(4) All aircraft will monitor UHF 309.8 while in the GATOR AREA.

c. EXIT PROCEDURES

(1) Aircraft requesting clearance out of the GATOR AREA shall contact TRACON 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 instructions by TRACON MOA Monitor.

(2) VFR EXIT: Prior to leaving their working area, aircraft shall contact TRACON MOA monitor on 372.0/120.05 and advise they are complete in block "XX," cancel IFR and request to descend out of their working area. 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. Aircraft requesting VFR flight following after leaving the MOA will coordinate that request with TRACON on 372.0/120.5, ten minutes prior to departing the GATOR AREA.

(3) IFR EXIT:

(a) Aircraft will contact TRACON on 372.0/120.05 with intentions. Example: "BUC392 complete in Block 1A high with ("ATIS (current code)) request vectors PAR and NPA full stop." TRACON will issue a standard clearance to depart the GATOR AREA via transition lines and/or via transition altitude. Aircraft shall not exit their assigned working block(s) until established on the assigned transition line. Example: "Buck 399, maintain (altitude), intercept line CHARLIE southbound, depart point FOXTROT heading 180."

(b) Aircraft departing PNSS via the procedures outlines in paragraph 5.d.(3)(a) above are MARSA with all participating aircraft within the MOA. To the extent practical, VHF-equipped aircraft should make exit requests on 120.05 and continue to monitor UHF 309.8 for MOA traffic.

(c) Time and traffic permitting, TRACON may issue a clearance directly from the working sector with a vector and altitude. Example: "BUC393, fly heading 180, descend and maintain one-one thousand (11,000 feet)." Aircraft will comply with TRACON-assigned heading and altitude immediately.

**NOTE**: MARSA is cancelled and TRACON shall ensure appropriate radar separation between exiting aircraft on assigned vectors/altitudes and other participating aircraft.

d. 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 as follows: "BUCK393 transition via line 2 to block TWO CHARLIE LOW."

**904. COMTRAWING SIX/479th FTG LOST COMMUNICATIONS PROCEDURES**

a. Aircraft who HAVE NOT received a GATOR CLEARANCE and are able to proceed VMC should return to NPA via 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-equipment 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).

**905. ALL OTHER PARTICIPATING AIRCRAFT LOST COMMUNICATIONS PROCEDURES**. Other participating aircraft experiencing lost communications should squawk NORDO (7600) and comply with AIM and FAR Part 91 lost communications requirements.