



DEPARTMENT OF THE NAVY
CHIEF OF NAVAL AIR TRAINING
250 LEXINGTON BLVD SUITE 102
CORPUS CHRISTI TX 78419-5041

CNATRAINST 3710.17C
N33
23 Apr 15

CNATRA INSTRUCTION 3710.17C

Subj: CNATRA GUIDANCE FOR T-6 OPERATIONS

Ref: (a) NAVAIR A1-T6AAA-NFM-100
(b) NAVAIR A1-T6BAA-NFM-100

1. Purpose. To publish guidance for flight operations in the T-6 Texan II, in order to ensure safe and efficient use of this asset.

2. Cancellation. CNATRAINST 3710.17B

3. Action. Comply with subject guidance. Submit recommended changes to Chief of Naval Air Training (CNATRA) N33.

a. Minimum Runway Requirements:

(1) A 4,000 ft minimum for dual operations and 5,000 ft minimum for student solo operations shall apply. This length has been demonstrated to be safe for all normal dry operations at Mean Sea Level (MSL) up to 3,500 ft pressure altitude. When operating at pressure altitudes in excess of 3,500 ft, a minimum runway length in compliance with references (a) and (b) takeoff and landing data or 5,000 ft, whichever is greater, should apply.

(2) All operations on runways other than dry may significantly increase the stopping distance required. Minimum runway required in this case should be per references (a) and (b).

(3) At the discretion of the Aircraft Commander, minimum runway length recommended for emergency field selection is 3,000 ft when operating below 3,500 ft pressure altitude and 4,000 ft when operating above 3,500 ft pressure altitude.

(4) Landing on runways less than 4,000 ft in length is prohibited except in an emergency, where a wave off is not practical.

b. Fuel Requirements. Minimum fuel shall be declared whenever the estimated usable fuel at the point of landing will be 200 pounds or less. Emergency fuel shall be declared whenever estimated usable fuel at the point of landing will be 120 lbs or less.

c. Minimum Altitudes. Minimum altitude for entry into Out of Control Flight (OCF) training or a spin maneuver is 13,500 ft MSL. Recovery from the spin maneuver shall be completed above 10,000 ft MSL or 6,000 ft Above Ground Level (AGL) whichever is higher. Recovery from stalls, slow flight, or OCF training maneuvers shall be completed above 6,000 ft AGL. Aerobatic maneuvers and unusual attitudes shall be completed above 6,000 ft AGL.

d. Braking. To minimize the possibility of failure or rupturing of MLG tires, brakes should not routinely be applied above 80 knots groundspeed.

e. Off Station Aircraft Security. Due to the explosive charges in the Canopy Fracturing System (CFS) and ejection seats, the external CFS handle access doors and the canopy shall be locked anytime the aircraft is not under the direct supervision of the assigned aircrew.

f. Training Air Wings (TRAWINGS). TRAWINGS that operate the T-6 should publish additional restrictions as necessary to ensure safe operations. Provide CNATRA (N33) a written copy of any locally published Standard Operating Procedures.

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Chief of Staff

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