

# INFLIGHT GUIDE



## VT-31/VT-35 Joint Advanced Multi-Engine **OCT 2023**



# T-44 COCKPIT

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CHANNEL	T-44 UHF AND VHF RADIO CHANNELIZATION			RETURN
	UHF	VHF	AGENCY	
1	290.9	127.9/114.0	NAVY CORPUS ATIS	
2	314.3	-----	NAVY CORPUS CLEARANCE DELIVERY	
3	257.85	118.7	NAVY CORPUS GROUND CONTROL	
4	340.2	134.85	NAVY CORPUS TWR (PRIMARY)	
5	307.9	125.4	High East CORPUS CHRISTI APP/DEP CONTROL	
6	348.725	120.9	North CORPUS CHRISTI APP/DEP CONTROL	
7	273.45	124.8	South CORPUS CHRISTI APP/DEP CONTROL	
8	233.7	132.825	Recover East CORPUS CHRISTI APP/DEP CONTROL	
9	270.8	124.65	NAVY CORPUS GCA	
10	284.6	124.65	NAVY CORPUS GCA	
11	354.8	124.65	NAVY CORPUS GCA	
12	343.75	128.675	CRP APP. / DEP. CONTROL E RADAR	
13	360.2	125.525	NAVY CORPUS TOWER (SOUTH)	
14	257.8	119.4	CORPUS CHRISTI INT'L TWR	
15	299.6	119.65	CABANISS TWR	
16	290.4	-----	CORPUS APP.	
17	259.3	127.5	CORPUS APP. (A-632B N AND S)	
18	300.4	119.9	KINGSVILLE APP. CONTROL	
19	317.55	124.65	SEAGULL RADAR	
20	281.425	128.4	ORANGE GROVE TOWER	
MANUAL	243.0	121.5	GUARD	
MANUAL	-----	140.325	MONTANA/STINGRAY BASE	
MANUAL	-----	138.775	PEGASUS BASE (T-44 MAINTENANCE)	
MANUAL	322.375	132.825	CORPUS APP./ DEP. CONTROL W RADAR	
MANUAL	254.3	-----	CORPUS APP (A-632B CENTRAL AND BI)	
MANUAL	326.85	-----	WASH RACK	
MANUAL	346.65	-----	NAVY CORPUS BASE OPS	
MANUAL	343.5	-----	NAVY CORPUS METRO	
MANUAL	306.6	-----	VT-27 / VT-28 BASE COMMON	
MANUAL	-----	122.0	FLIGHT WATCH (Wx)	
MANUAL	266.8	-----	KINGSVILLE DEPARTURE (JULIETT)	
MANUAL	267.4	-----	ORANGE GROVE GROUND	
MANUAL	380.6	123.05	ROCKPORT/ A. COUNTY RDO/ UNICOM	
MANUAL	-----	140.525	T-44 FORMATION PRIMARY	
MANUAL	-----	140.95	T-44 FORMATION SECONDARY	
MANUAL	337.8	-----	FOXTROT COMMON	
MANUAL	256.7	-----	NGP Clearance (Closed Twr Ops)	
MANUAL	269.15	121.9	CRP Ground (Closed Twr Ops)	

# CODED FLIGHT PLANS (1 of 2)

## TW-4 IFG

## RETURN

CODE	ALT	FROM	ROUTE (via)	TO	NOTES
AGGIE-1	150	NGP	WORRY V13 PSX IDU	CLL	College Station
AGGIE-1R	160	CLL	IDU PSX BRASY	NGP	Corpus NAS
ALICE-1	040	NGP	DIRECT	ALI	Alice
ALICE-1R	050	ALI	NQI JETTY	NGP	Corpus NAS
CAJUN-1	190	NGP	WORRY V13 PSX J22 LCH	CWF	Lake Charles
CAJUN-1R	200	CWF	LCH J22 PSX BRASY	NGP	Corpus NAS
ELLIE-1	110	NGP	WORRY V13 PSX V70 DELVE	EFD	Ellington
ELLIE-1R	100	EFD	PSX-SID PSX BRASY	NGP	Corpus NAS
FOX-1 <sup>1</sup>	120	FOXTROT	VCT	VCT	Victoria
FOX-2 <sup>2</sup>	110	VCT	DIRECT	A632F	FOXTROT
FUNKY-2 <sup>3</sup>	175	NGP	NGP110040 NGP150040 NGP150020/D0+20	NGP	Corpus NAS
GEE-6	060	NGP	JETTY V70 BRO	BRO	Brownsville
GEE-6R	070	BRO	MANNY V13 SOLON	NGP	Corpus NAS
GOALIE-1	—	NGT	K4MOA/D1+00 NEHOW CRP [IFR PLAN]	NGP	Corpus NAS
GOALIE-2	—	NGT	K4MOA/D1+00 NEHOW [IFR PLAN]	CRP	Corpus Int'l
GOALIE-3	—	NGT	K4MOA/D1+00 NEHOW CRP [VFR PLAN]	NGP	Corpus NAS
HARLY-1	060	NGP	JETTY V70 JIMIE V407 HRL / D1+00	HRL	Harlingen
HARLY-1R	070	HRL	MANNY V13 SOLON NGP / D1+00	NGP	Corpus NAS
HALIK-1	—	NGP	NQI	NOG	Orange Grove
HALIK-1R	—	NOG	NQI JETTY	NGP	Corpus NAS
HILLS-2	100	NGP	CRP V568 THX LEMIG.LEMIG# SAT/D1+00	KSAT	San Antonio
HILLS-2R	090	SAT	V163 CRP	NGP	Corpus NAS
HURRY-2	250	NGP	CRP V568 SAT SLUGG.SLUGG#	NFW	Fort Worth NAS
HURRY-2V	115	NGP	NGP 115 NGP CRP V568 SAT SLUGG.SLUG#	NFW	Fort Worth NAS
HURRY-3	080	NGP	CRP V568 THX V161 CSI V68	SJT	San Angelo
HURRY-3V	065	NGP	PEZ ERV JCT	SJT	San Angelo
HURRY-4	180	NGP	CRP V568 SAT V198 JCT V68 MAF V81	LBB	Lubbock
HURRY-5	210	NGP	CRP V568 SAT SLUGG.SLUGG#	AFW	Fort Worth
HURRY-6	210	NGP	CRP TNV LOA DODJE.DODJE#	AFW	Fort Worth
HURRY-7	160	NGP	CRP V568 SAT V198 JCT V68 MAF V81 PNH	AMA	Amarillo
HURRY-8	180	NGP	CRP V568 THX V161 V68 SJT V77 ABI	ABI	Abilene
JENKNS-1	040	NGP	DIRECT	NGT	Goliad
JENKNS-1R	070	NGT	NEHOW CRP	NGP	Corpus NAS
JENKNS-2	040	NGP	NGT/D0+45 NEHOW CRP	NGP	Corpus NAS
KING-21	180	NQI	NQMOA/D0+15	NGP	REQ NDB OR TACAN APCH AT KNGP
KING-21R	060	NGP	NQMOA/D0+10 WAADE	NQI	LIMITED TO NAS NQI A/C ONLY
KYOTE-1	040	CRP	DIRECT	ALI	Alice
LARED-1	060	NGP	CRP CRP248 LRD067 LRD/D 0+15	LRD	Laredo
LEROY-1	145	VCT	K4MOA/D1+00	NGT	Goliad

<sup>1</sup>Depart Foxtrot VFR and contact HOU CTR (135.05/353.6) for IFR pick-up to VCT

<sup>2</sup>Aircraft will cancel IFR with HOU CTR prior to entering Foxtrot

## TW-4 IFG



# CODED FLIGHT PLANS (2 of 2)

## TW-4 IFG

## RETURN

CODE	ALT	FROM	ROUTE (via)	TO	NOTES
LEROY-1I	140	VCT	K4MOA/D1+30 NEHOW CRP	NGP	Corpus NAS
LEROY-2I	140	VCT	K4MOA/D1+30 NEHOW CRP	CRP	Corpus Int'l
MUCHO-5	060	NGP	JETTY V70 JIMIE V20 MFE/D 1+00	MFE	McAllen
MUCHO-5R	070	MFE	MANNY V13 SOLON NGP/D 1+00	NGP	Corpus NAS
NUBIN-1	070	NGP	WORRY V13 BLOKS VCT/D 1+00	VCT	Victoria
NUBIN-2	070	NGP	WORRY V13 IVOLY PKV/D 1+00	PKV	Port Lavaca
NUBIN-3	090	NGP	WORRY V13 PSX/D 1+00	PSX	Palacios
NUBIN-3R	060	VCT	BRASY	NGP	Corpus NAS
PITTS-3	060	NGP	CRP V568 THX COT V17 LRD/D 0+15	LRD	Laredo
PITTS-3R	110	LRD	LRD/D 0+15 LRD V17 MFE V13 SOLON	NGP	Corpus NAS
RIVER-3	060	NGP	CRP V568 THX THX240010 THX157021 CRP/D	NGP	Corpus NAS
ROKKI-1	140	NGP	K4MOA/D1+30 NEHOW CRP	RKP	Aransas County
SPITZ-1	040	CRP	DIRECT	NOG	Orange Grove
SPITZ-1R	050	NOG	SINTO	CRP	Corpus Int'l
SPURS-1	100	CRP	ATHIS V568 THX LEMIG.LEMIG1	SAT	San Antonio
STGRY-1 <sup>4</sup>	070	NGP	CRP V13 BLOKS KVCT/D0+30 KPSX/D0+30KPKV/D0+30 BRASY	NGP	PRACTICE APPROACHES
TONKA-1	070	NQI	NQI/203/041 MFE	MFE	McAllen
TONKA-1R	060	MFE	MFE NQI	NQI	Kingsville NAS
VALLY-1	060	CRP	CRP JETTY V70 JIMIE V20 MFE/D 1+00	MFE	McAllen
VALLY-1R	070	MFE	MFE MANNY V13 SOLON CRP/D 1+00	CRP	Corpus Int'l
VALLY-2	060	CRP	JETTY V407 HRL/D 1+00	HRL	Harlingen
VALLY-2R	070	HRL	MANNY V13 SOLON CRP/D 1+00	CRP	Corpus Int'l
VALLY-3	060	CRP	JETTY V407 HRL V17 BRO/D 1+00	BRO	Brownsville
VALLY-3R	070	BRO	MANNY V13 SOLON CRP/D 1+00	CRP	Corpus Int'l
VILLE-1	040	NGP	JETTY	NQI	Kingsville NAS
VILLE-1R	050	NQI	JETTY	NGP	Corpus NAS
WALKER-1	145	CRP	K4MOA/D1+00	NGT	Goliad
WALKER-1I	140	CRP	K4MOA/D1+30	CRP	Corpus Int'l
WALKER-2I	140	CRP	K4MOA/D1+30	NGP	Corpus NAS
WALKER-3I	140	CRP	K4MOA/D1+30	VCT	Victoria
WIGGY-1	070	NQI	NQI/203/041 MFE	MFE	McAllen
WIGGY-1R	060	MFE	MFE NQI	NQI	Kingsville NAS
ZIGGY-1	170	NGP	PSX V70 SBI V198 ROMMY TRADR	NPA	Pensacola NAS
ZIGGY-2	250	NGP	PSX J22 LCH J138 SJI NPA MARYS	NPA	Pensacola NAS
ZOMBIE-1	145	NGP	K4MOA/D1+00	NGT	Goliad
ZOMBIE-2	145	NGP	K4MOA/D1+00 NEHOW CRP	NGP	Corpus NAS
ZOMBIE-2I	140	NGP	K4MOA/D1+30 NEHOW CRP	NGP	Corpus NAS
ZOMBIE-3I	140	NGP	K4MOA/D1+30 NEHOW CRP	KCRP	Corpus Int'l
ZOMBIE-4I	140	NGP	K4MOA/D1+30	VCT	Victoria

# KNGP LOCAL INSTRUMENT DEPARTURES

RETURN

## MUSTANG-1

1. RADAR VECTORS TO MUSTANG AREA (A-632B)
2. CLIMB TO VFR CONDITIONS AT OR BELOW **15000** FEET MSL
3. REPORT IFR CANCELLATION TO CORPUS APPROACH (**BTN 8 OR BTN 12**, AS DIRECTED)

## SEAGULL-2

1. RADAR VECTORS TO ASSIGNED BLOCK WITHIN W228A
2. CLIMB TO VFR CONDITIONS AT OR BELOW **15000** FEET MSL
3. REPORT IFR CANCELLATION TO CRP

## FOXTROT-1

1. RADAR VECTORS TO A-632F (*FOXTROT AREA*)
2. CLIMB TO VFR CONDITIONS AT OR BELOW **15000** FEET MSL
3. REPORT IFR CANCELLATION TO CRP

## CABANISS-8

1. CLEARANCE TO POGOE VIA V163
2. REPORT IFR CANCELLATION TO CRP
3. **IF UNABLE TO CANCEL IFR**
4. HOLD SOUTH OF POGOE
5. **LEFT** TURNS
6. CLIMB AND MAINTAIN **2000** FEET MSL

## CHEETAH-1

1. RADAR VECTORS TO CHEETAH *AREA*
2. CLIMB TO VFR CONDITIONS AT OR BELOW **15000** FEET MSL
3. REPORT IFR CANCELLATION TO CRP OR VALLEY APPROACH

## TANGO-3

1. LOCAL FLIGHT IN THE CRP TERMINAL AREA
2. SPECIFY FIRST AIRFIELD AND APPROACH REQUEST
3. NGP MUST BE THE CLEARANCE LIMIT

## GCA-1

1. NGP GROUND CONTROLLED APPROACH REQUEST
2. SPECIFY TYPE AND REQUESTED NUMBER OF APPROACHES

KNGP/KCRP INSTRUMENT DEPARTURES		RETURN
NGP DEPARTURES		
ARROW-4 (RUNWAY 4/13/36)		
1. FLY RUNWAY HEADING 2. MAINTAIN <b>1,600</b> FEET MSL 3. CONTACT CORPUS DEPARTURE (BTN 12) & SQUAWK AS ASSIGNED		
ISLAND-3 (RUNWAY 18)		
1. FLY HEADING <b>130</b> DEGREES 2. MAINTAIN <b>1,600</b> FEET MSL 3. CONTACT CORPUS DEPARTURE ( <b>BTN 12</b> ) & SQUAWK AS ASSIGNED		
LEX-2 (RUNWAY 31) OR BAY-5 (RUNWAY 13)		
1. FLY RUNWAY HEADING UNTIL <b>2.5</b> DME 2. THEN FLY HEADING <b>040</b> DEGREES 3. MAINTAIN <b>1,600</b> FEET MSL 4. CONTACT CORPUS DEPARTURE ( <b>BTN 12</b> ) & SQUAWK AS ASSIGNED		
CRP DEPARTURES		
GIN-2		
1. FLY HEADING <b>220</b> , AND THEN.....		
CLUB-1		
1. FLY <b>RWY</b> HEADING, AND THEN.....		
DOCK-1		
1. FLY HEADING <b>150</b> , AND THEN.....		
HOOKS-1		
1. FLY HEADING <b>130</b> , AND THEN.....		
ALL CRP LOCAL IFR CODED DEPARTURE PROCEDURES		
2. MAINTAIN <b>3,000</b> FEET MSL 3. CONACT CORPUS DEPARTURE ( <b>BTN 6</b> ) & SQUAWK AS ASSIGNED		

[illegible]

8

BEACHLINE DEPARTURE

RETURN

**WARNING:** NORTH FLOW DEPARTURES SHALL EXERCISE CAUTION FOR RECOVERY TRAFFIC AT 1000' MSL INBOUND FROM PT RUSTY TO PT SHAMROCK

315°/200KIAS/500'AGL  
**31R** When clear of pattern, turn right to 105° .. See Below

305°/200KIAS/500'AGL  
**31L** When cleared by TWR, turn right to 105° .. See Below

**36** RWY HDG/200KIAS/500'AGL, Then climb 2500'  
**04** When clear of the pattern, turn right to 105° ...

When clear of the pattern, Climb to 2500'

Shamrock Traffic @ 1000'

NAVY CORPUS PT DIMIT

**13L** HDG 125° **13R** HDG 135°  
500'AGL/200 KIAS  
Until abeam High Bridge ...

**18** 105°/200KIAS/500'AGL  
Do not enter NWL  
**22** airspace, fly 105° until abeam high bridge ...

NOLF WALDRON

... Turn to 105° Climb to 2500' MSL Contact Departure (BTN 8)

For FOXTROT/MUSTANG:  
@ Beachline Climb 5500' MSL  
1/2 Wingtip Dist

BEACHLINE FREQUENCIES

UHF (APPCH)	BTN 8
VHF (AS DESIRED)	126.2
CRP Approach	BTN 8

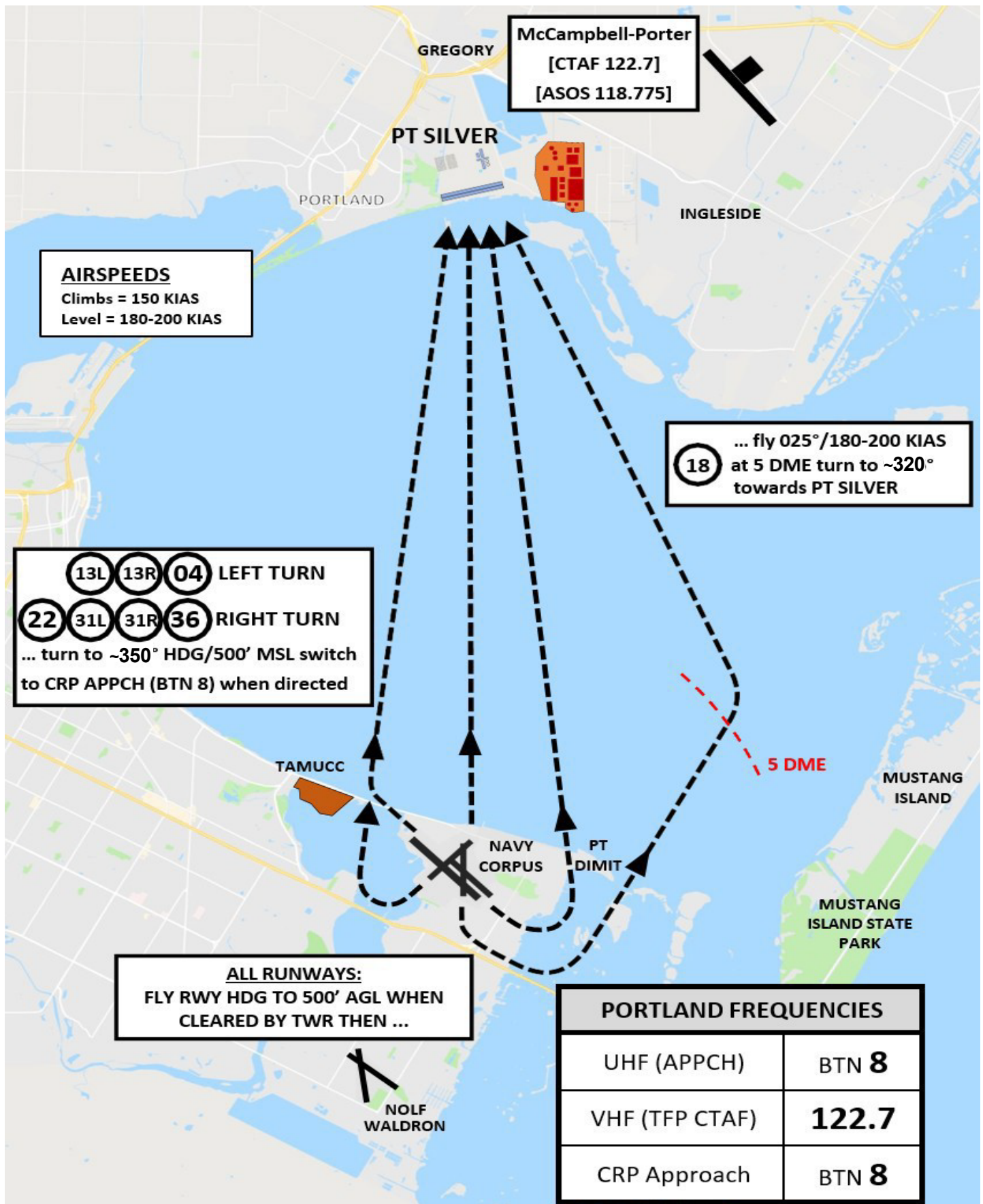
HOUSES

Climb - 150 KIAS  
Level - 200 KIAS



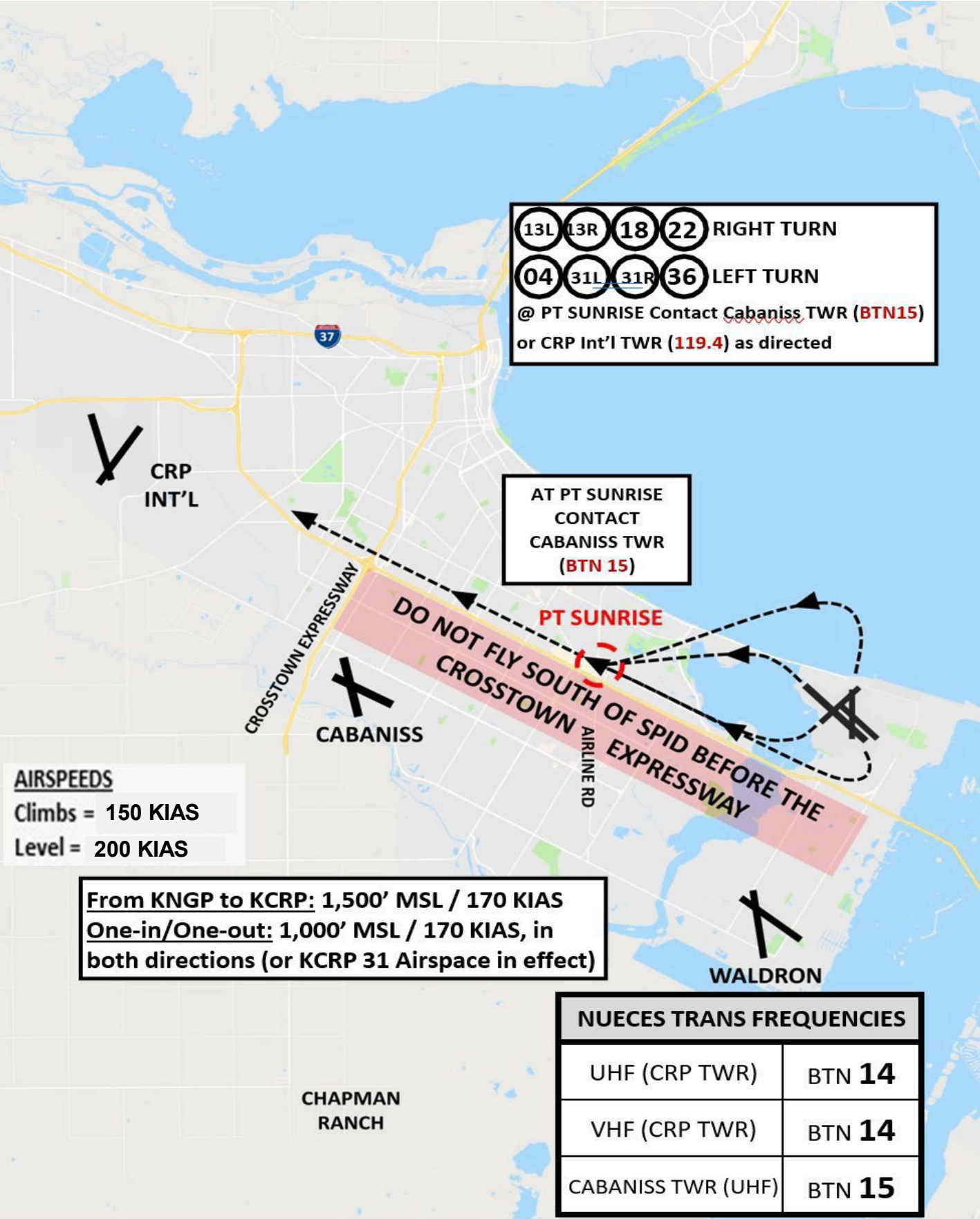
# PORTLAND LOW DEPARTURE

RETURN



KNGP SUNRISE AND NUECES TRANSITION

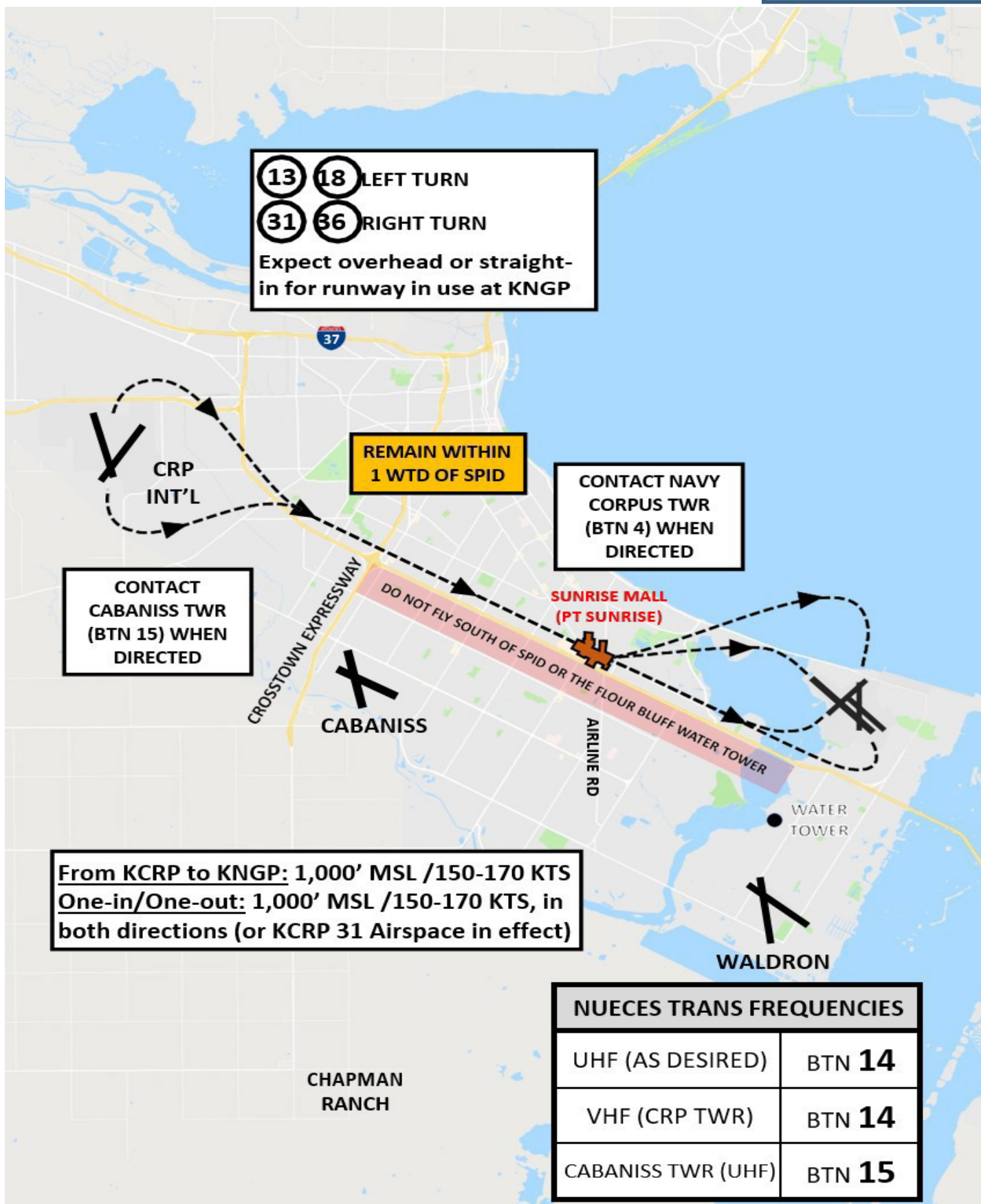
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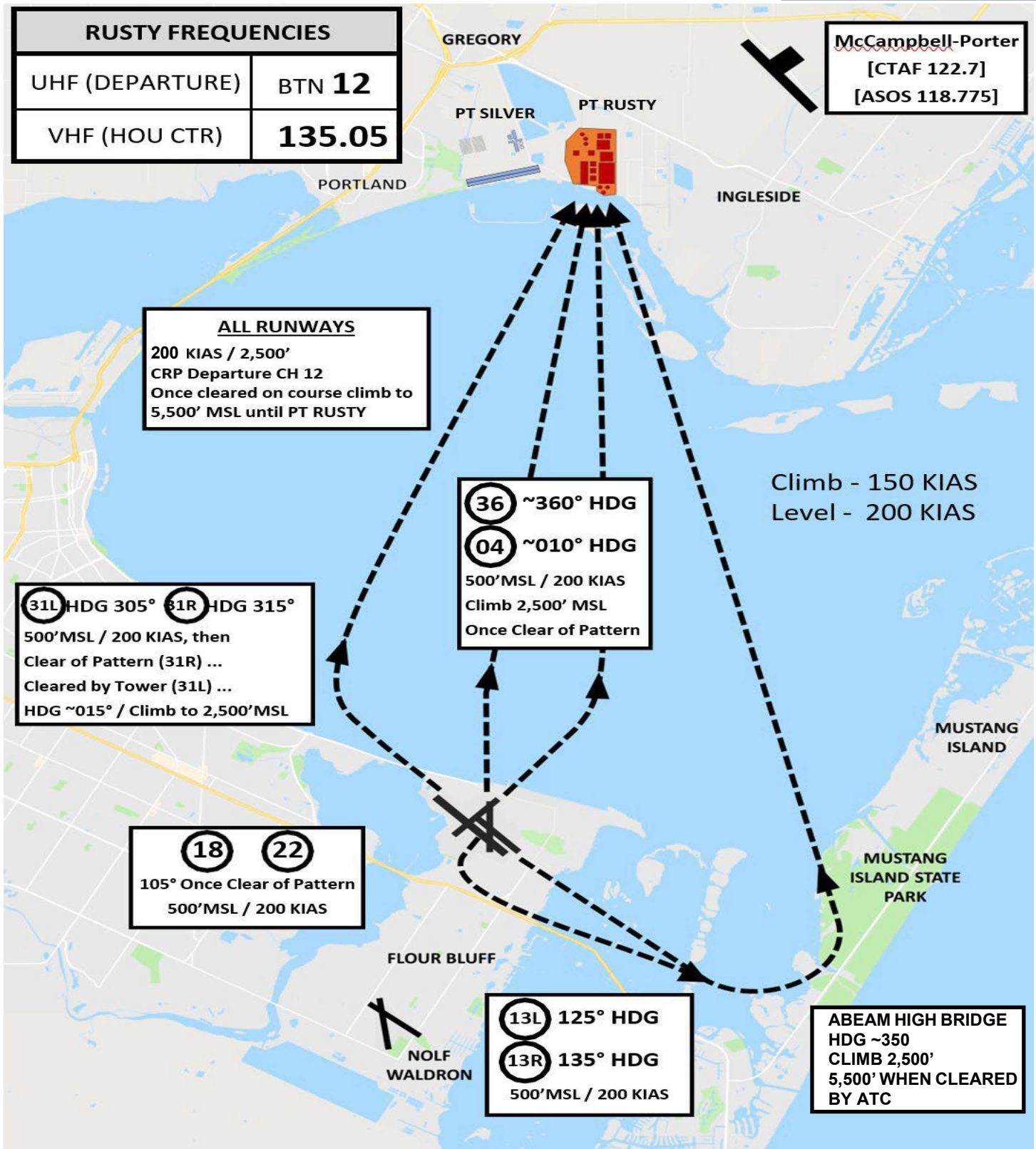
# KCRP -KNGP SUNRISE AND NUECES TRANSITION

RETURN



# RUSTY DEPARTURE

RETURN





# SEAGULL TRAINING AREA

RETURN

Block 1	Surface	To	3000' MSL
Block 2	4000' MSL	To	6000' MSL
Block 3	7000' MSL	To	9000' MSL
Block 4	10,000' MSL	To	12,000' MSL
Block 5	13,000' MSL	To	15,000' MSL

NOTE: Buffer zone for the climb and descent radials is 3 radialsto either side. Aircraft established in a block will avoid these buffer zone.  
CAUTION: Traffic proceeding to North Blocks will be at 3500' at the Twin Rigs.  
CAUTION: To KTFP - Descending below 2500', be alert for IFR traffic near RYNOL.

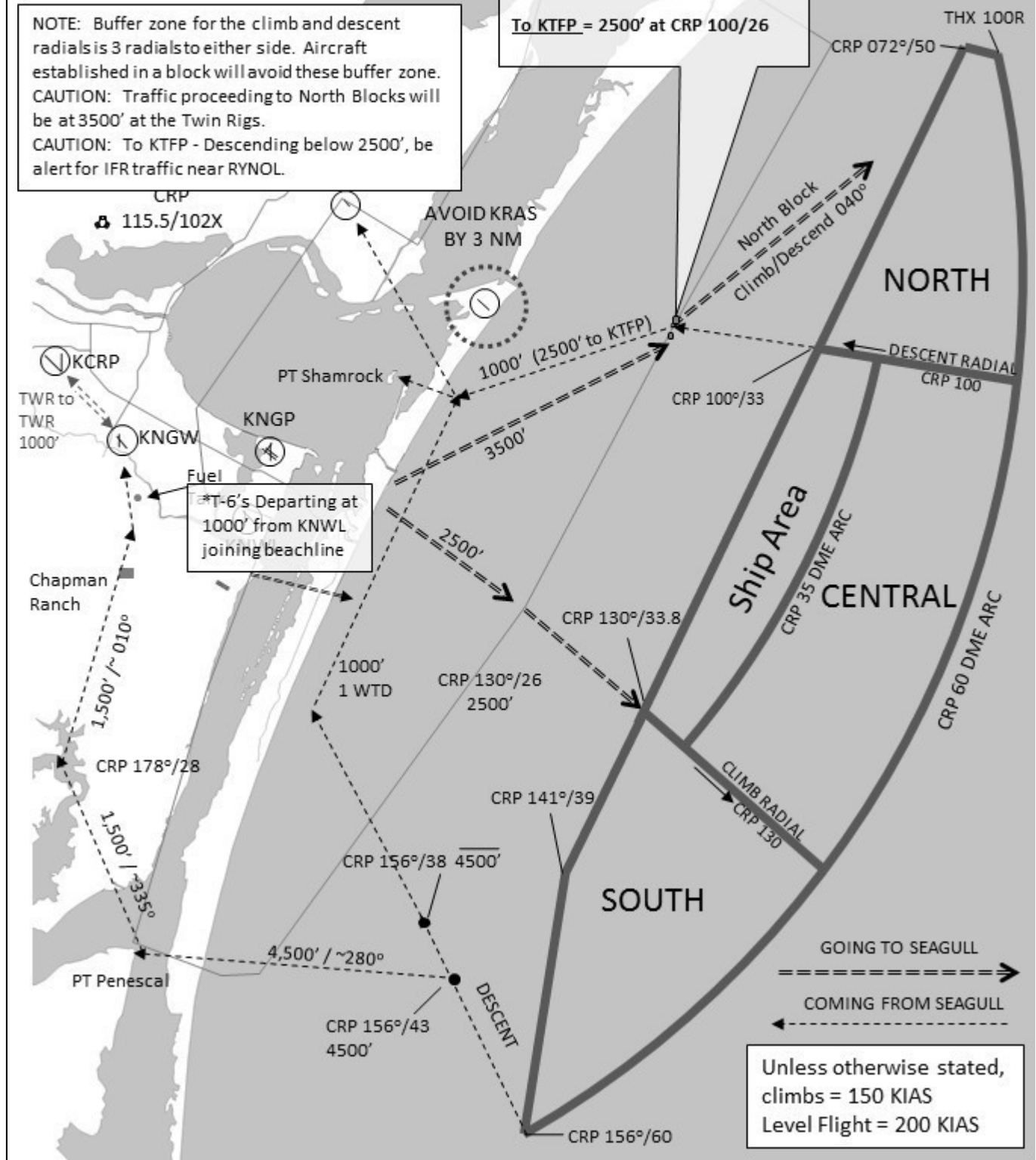
## CRP 100/26 (Twin Rigs)

To North Seagull = 3500'

To KNGP = 1000'

To KTFP = 2500' at CRP 100/26

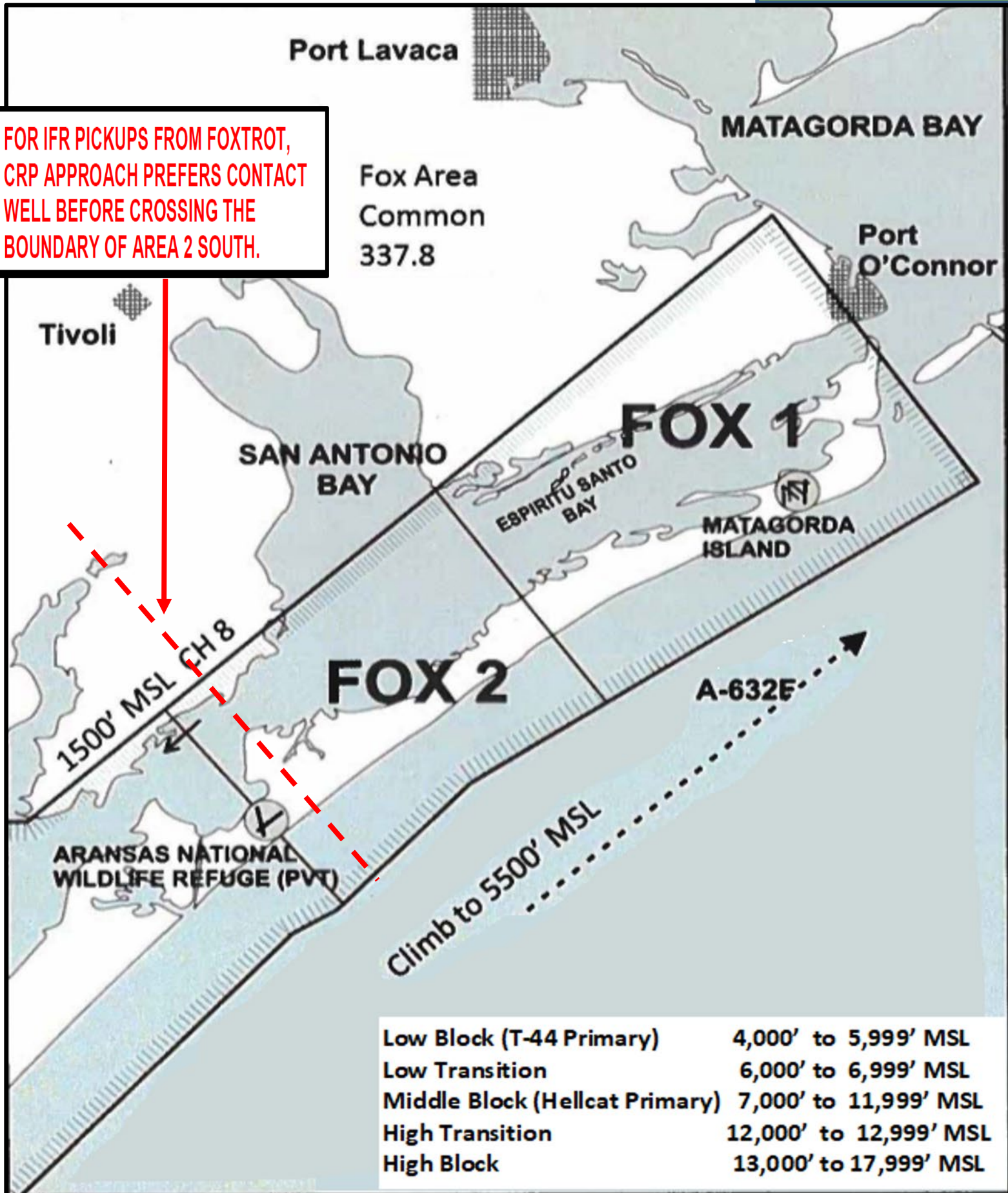
**MUSTANG AREA 6 MAY IMPEDE COURSE RULES INTO NORTH SEAGULL. IF ACTIVE, MAINTAIN GOOD COMMS WITH CORPUS APPROACH PRIOR TO SWITCHING TO SEAGULL**



# FOXTROT TRAINING AREA

RETURN

FOR IFR PICKUPS FROM FOXTROT,  
CRP APPROACH PREFERS CONTACT  
WELL BEFORE CROSSING THE  
BOUNDARY OF AREA 2 SOUTH.



# RETURN

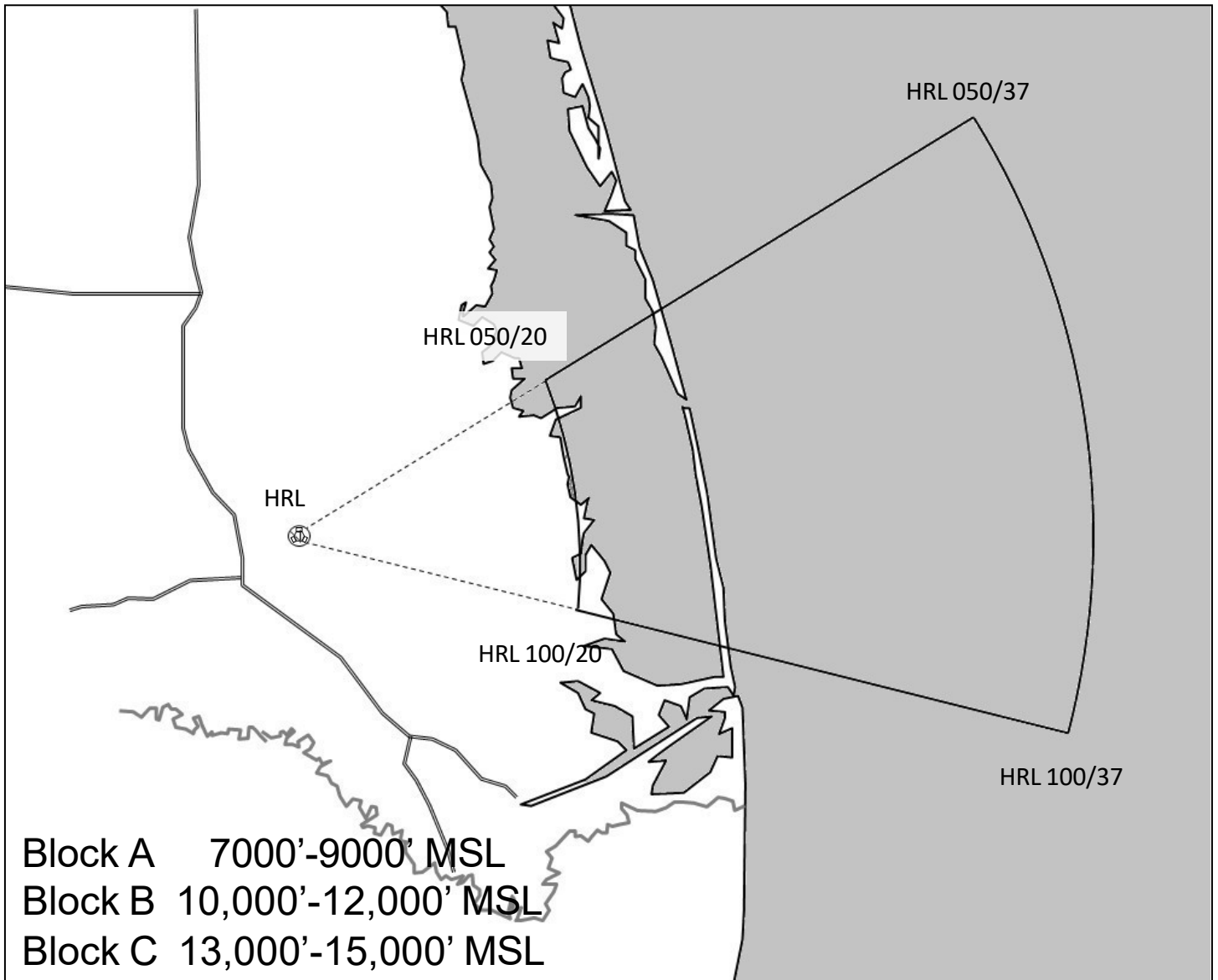


**WARNING:**  
Be vigilant for T-45 traffic transiting between Orange Grove and NAS Kingsville near the NQI 325R. T-45's working the kings 2 and 3 MOA will transit above and west of Alice (KALI)



## CHEETAH TRAINING AREA

**Transit to and Entry:** Departing KNGP remain below 2500' MSL until crossing the CRP 156 Radial. Climb to 5500' MSL and contact Valley Approach **120.7** to coordinate block.

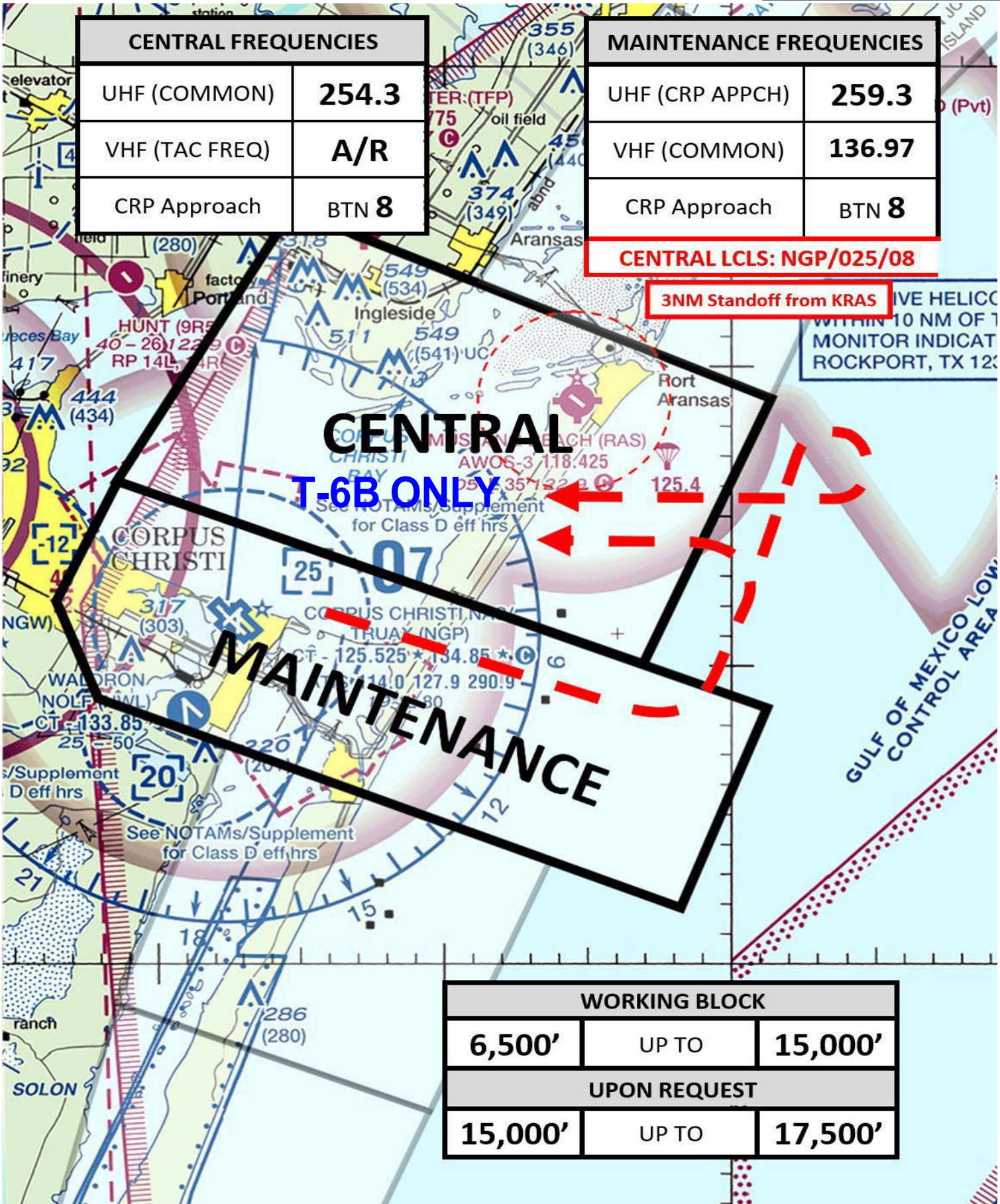


**Remaining in the Valley.** Advise Valley Approach of intentions, and deconflict on T-44 base frequency. Remaining clear of any occupied block, proceed VFR to the desired airfield.

**Return to NAS Corpus Christi.** Vacate assigned block at an appropriate VFR altitude, remaining clear of any occupied blocks. Proceed north along the beach line and join the **Southern Arrival**.

MAINTENANCE AREA

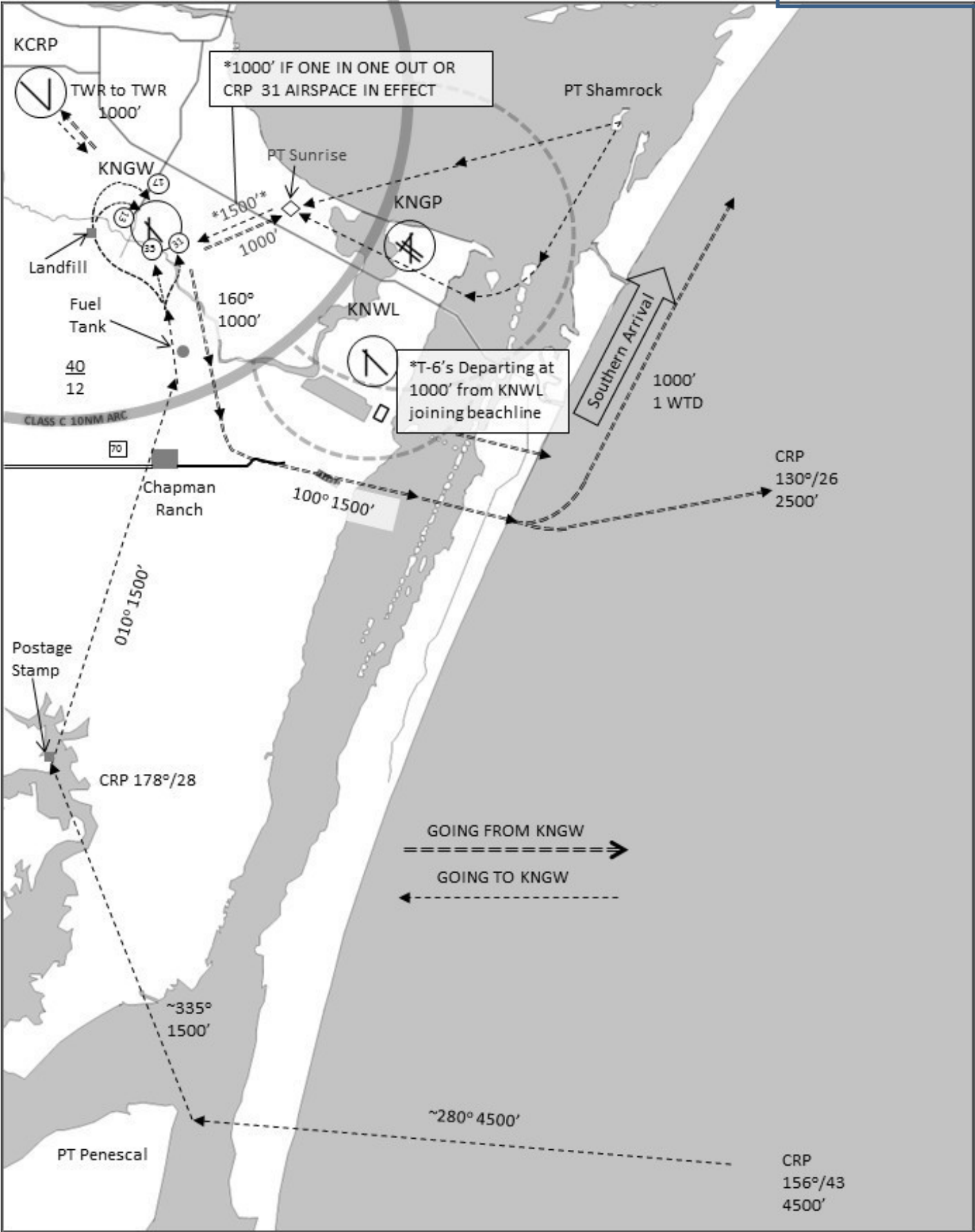
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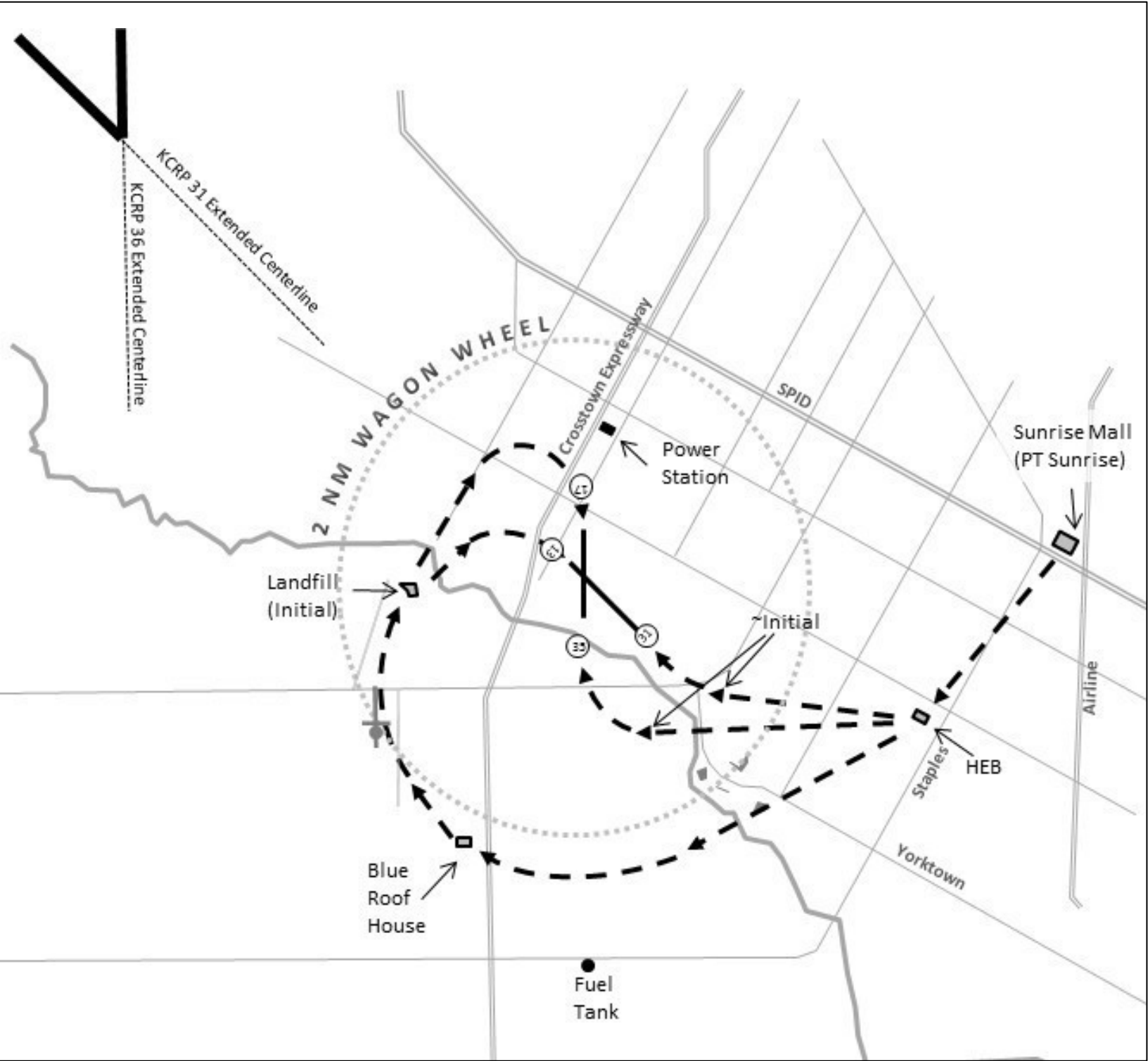
NOLF CABANISS ARRIVALS AND DEPARTURES

RETURN



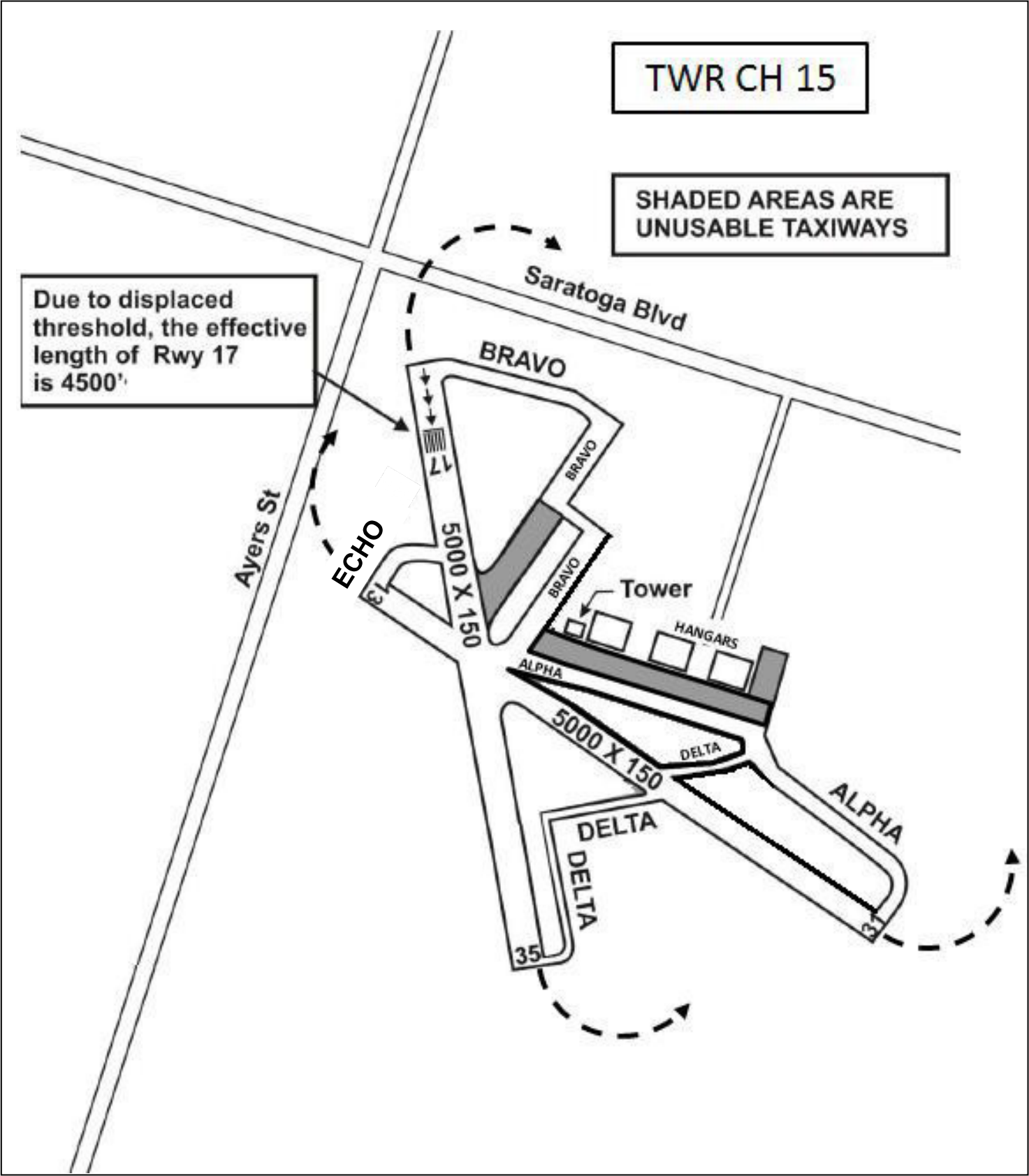
RETURN

NOLF CABANISS WAGON WHEEL DIAGRAM

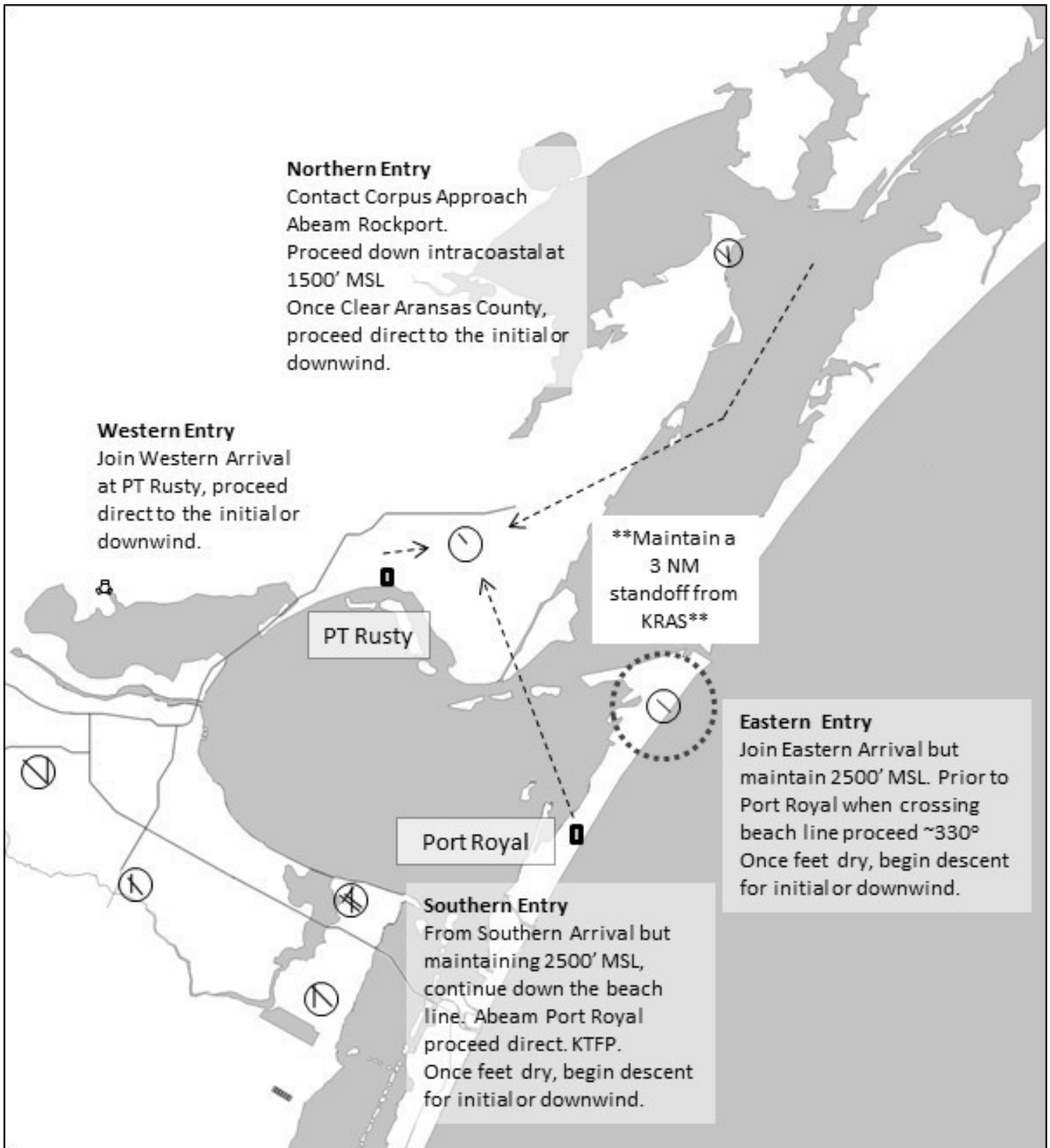


NOLF CABANISS (KNGW) AIRFIELD DIAGRAM

RETURN



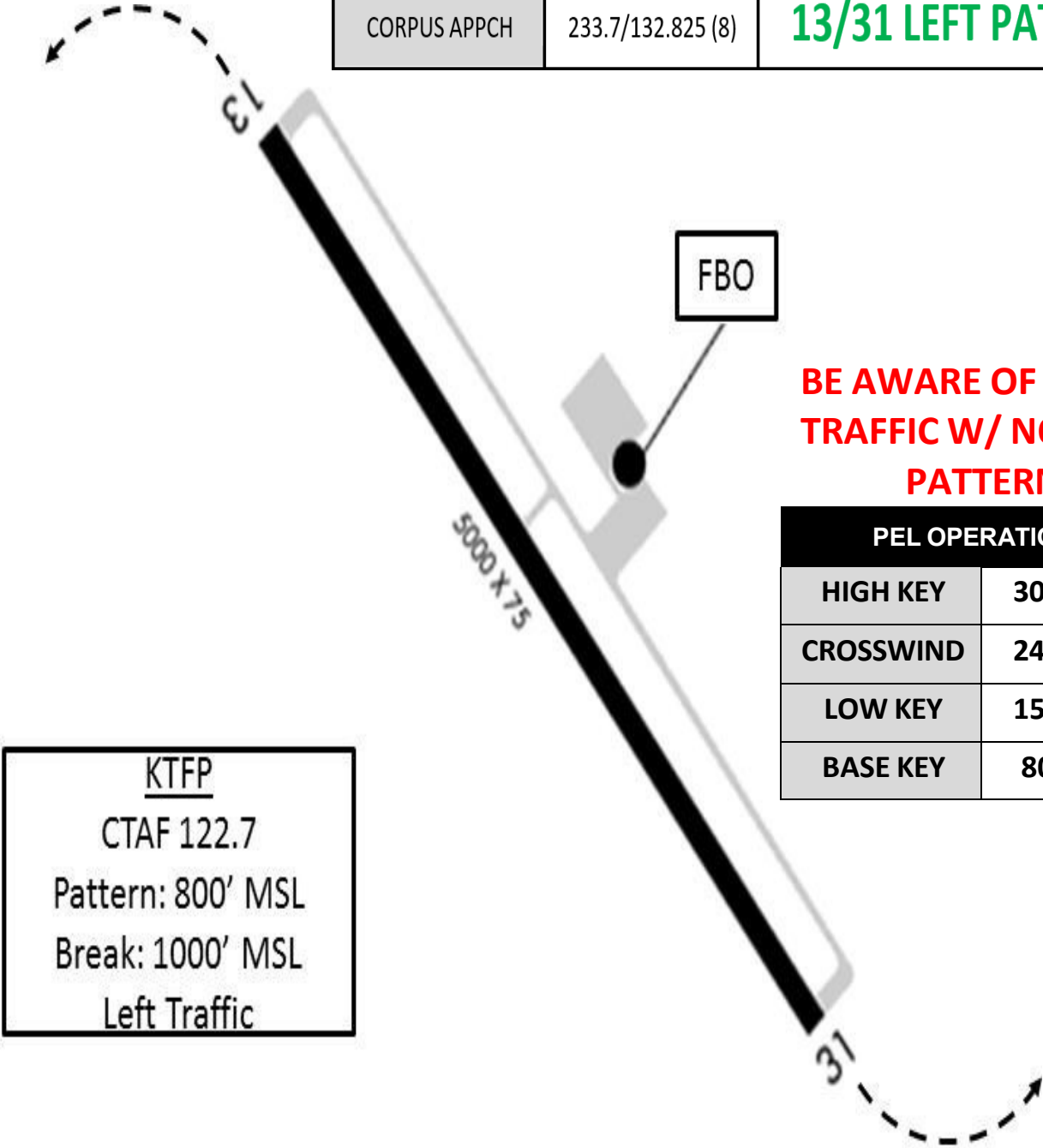
## MCCAMPBELL-PORTER ARRIVALS



RETURN

MCCAMPBELL-PORTER (KTFP) AIRFIELD

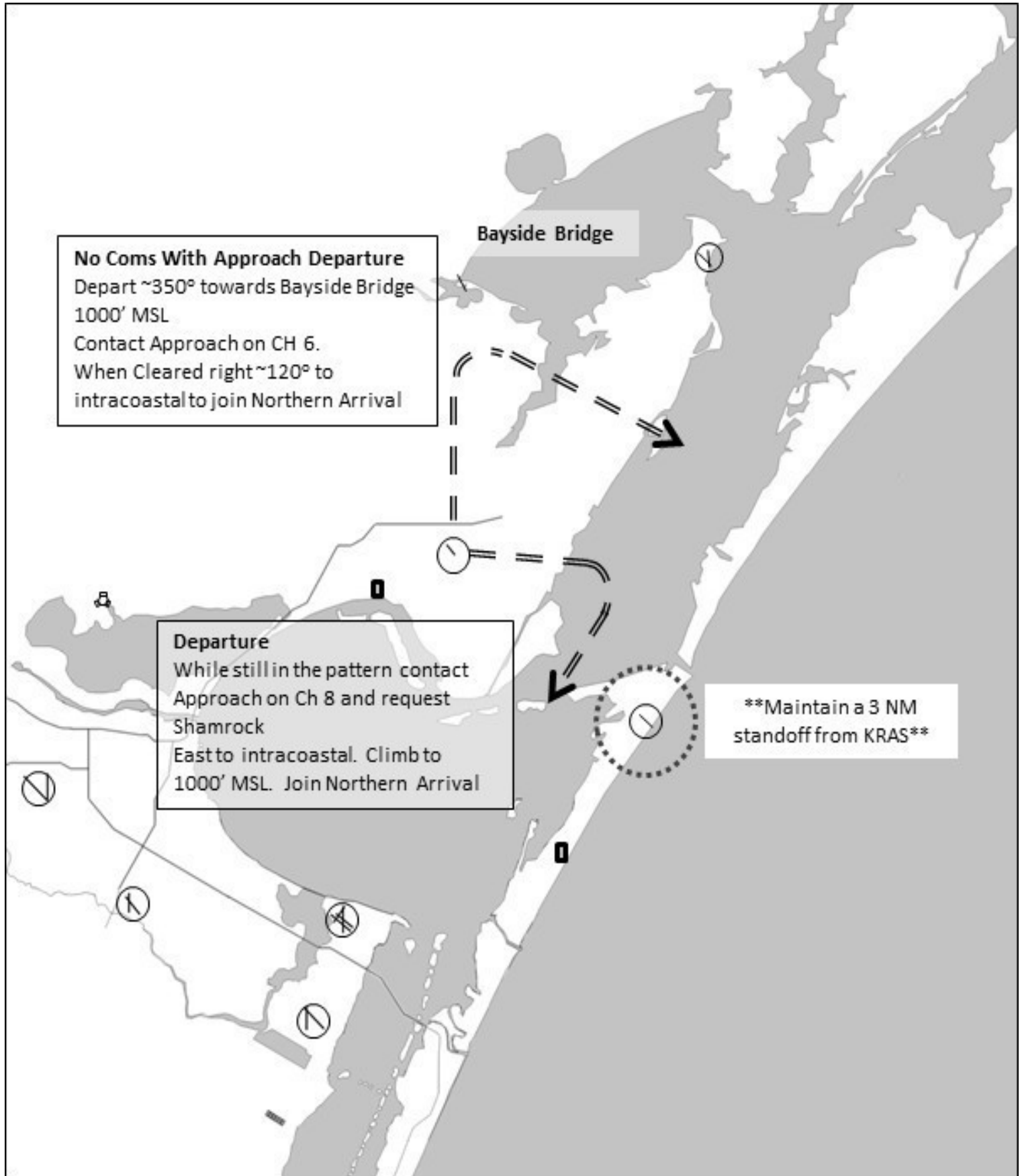
FREQUENCIES		ALTITUDES	
ASOS (KTFP)	118.775	FIELD ELEV	18'
	(361)758-8961	BREAK	1000' MSL
CTAF	122.7	PATTERN	800' MSL
CORPUS APPCH	233.7/132.825 (8)	13/31 LEFT PATTERN	





## MCCAMPBELL-PORTER FIELD DEPARTURES

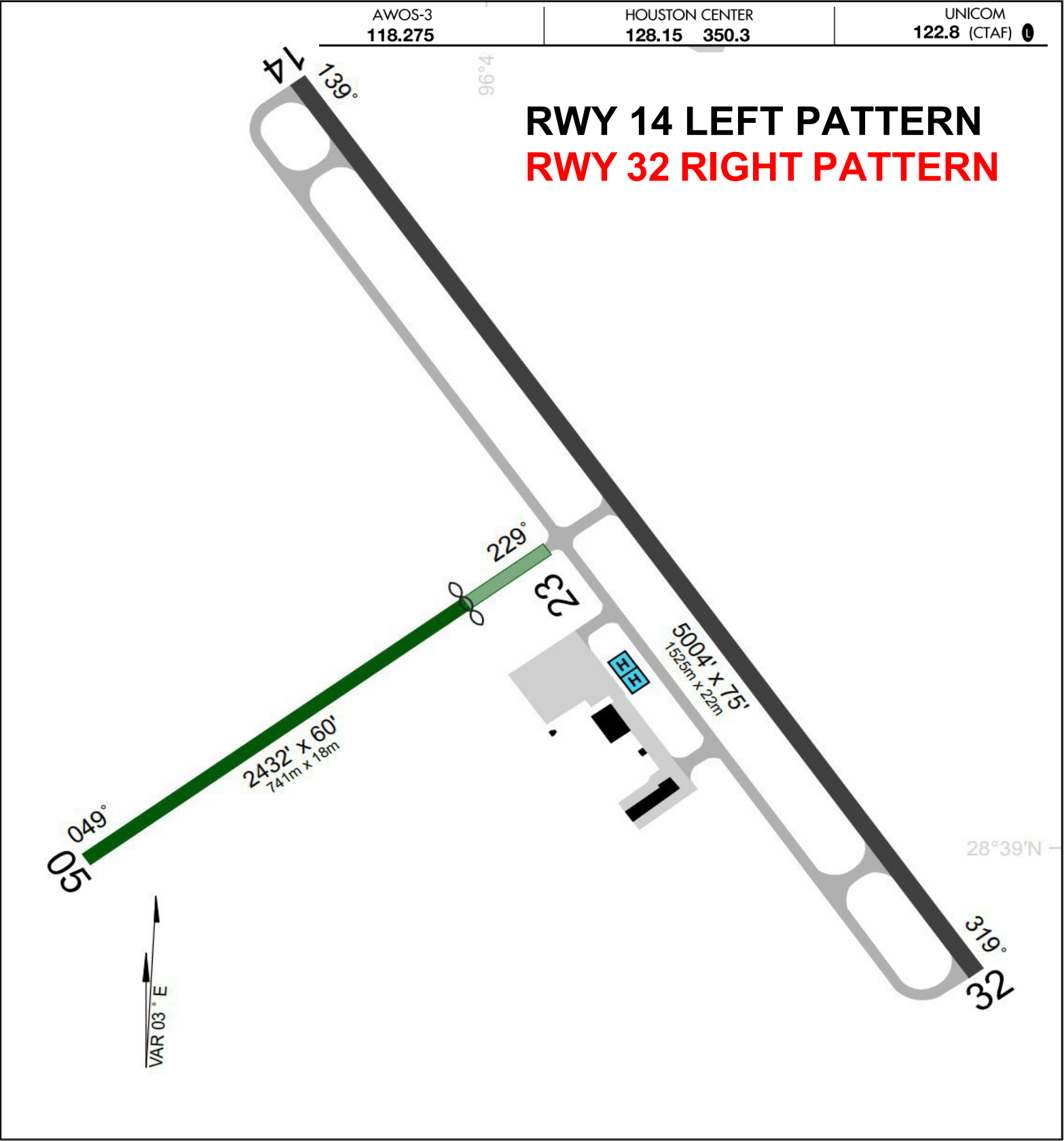
**RETURN**



CALHOUN COUNTY KPKV

RETURN

KPKV: CALHOUN COUNTY  
PORT LAVACA, TEXAS, UNITED STATES





## VICTORIA REGIONAL KVCT

RETURN

**KVCT: VICTORIA REGIONAL**  
VICTORIA, TEXAS, UNITED STATES

TOWER HOURS 0700-2200L

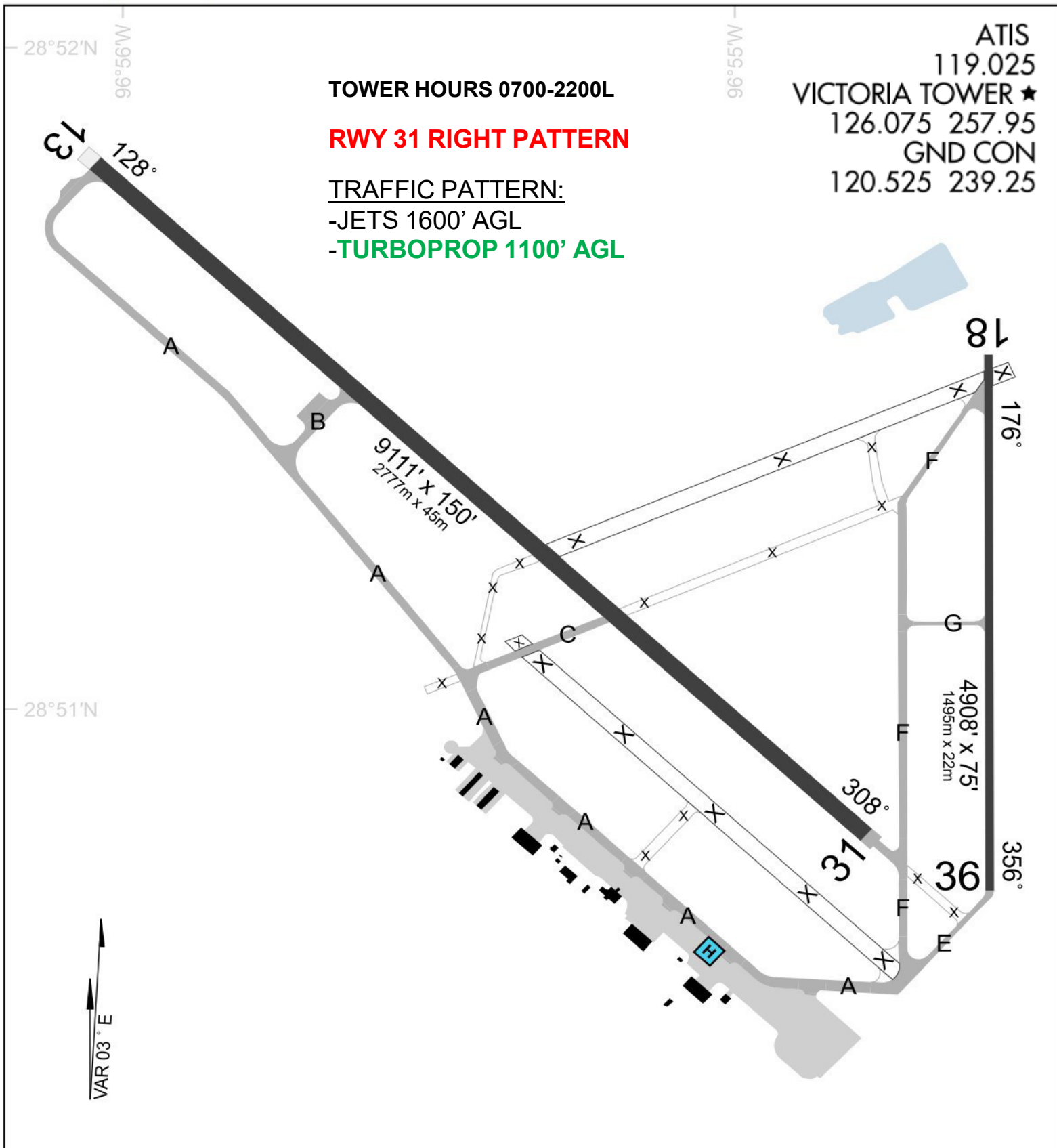
**RWY 31 RIGHT PATTERN**

TRAFFIC PATTERN:

-JETS 1600' AGL

-**TURBOPROP 1100' AGL**

ATIS  
119.025  
VICTORIA TOWER ★  
126.075 257.95  
GND CON  
120.525 239.25



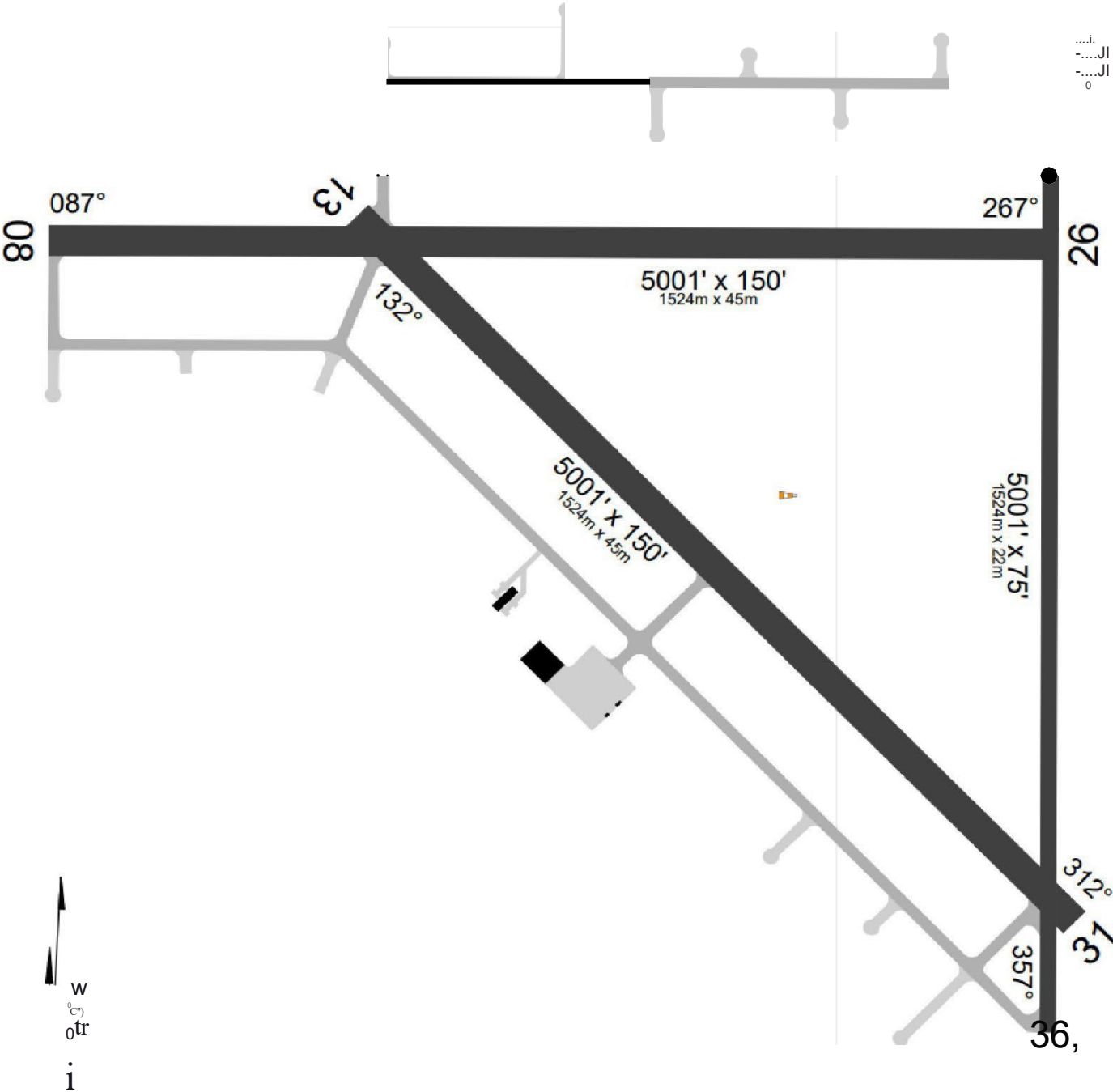
PALACIOS MUNICIPAL KPSX

RETURN

KPSX: PALACIOS  
PALACIOS, TX

ASOS 118.025	HOUSTON CENTER 128.6 360.8	UNICOM 122.8 (CTAF) 0
-----------------	-------------------------------	--------------------------

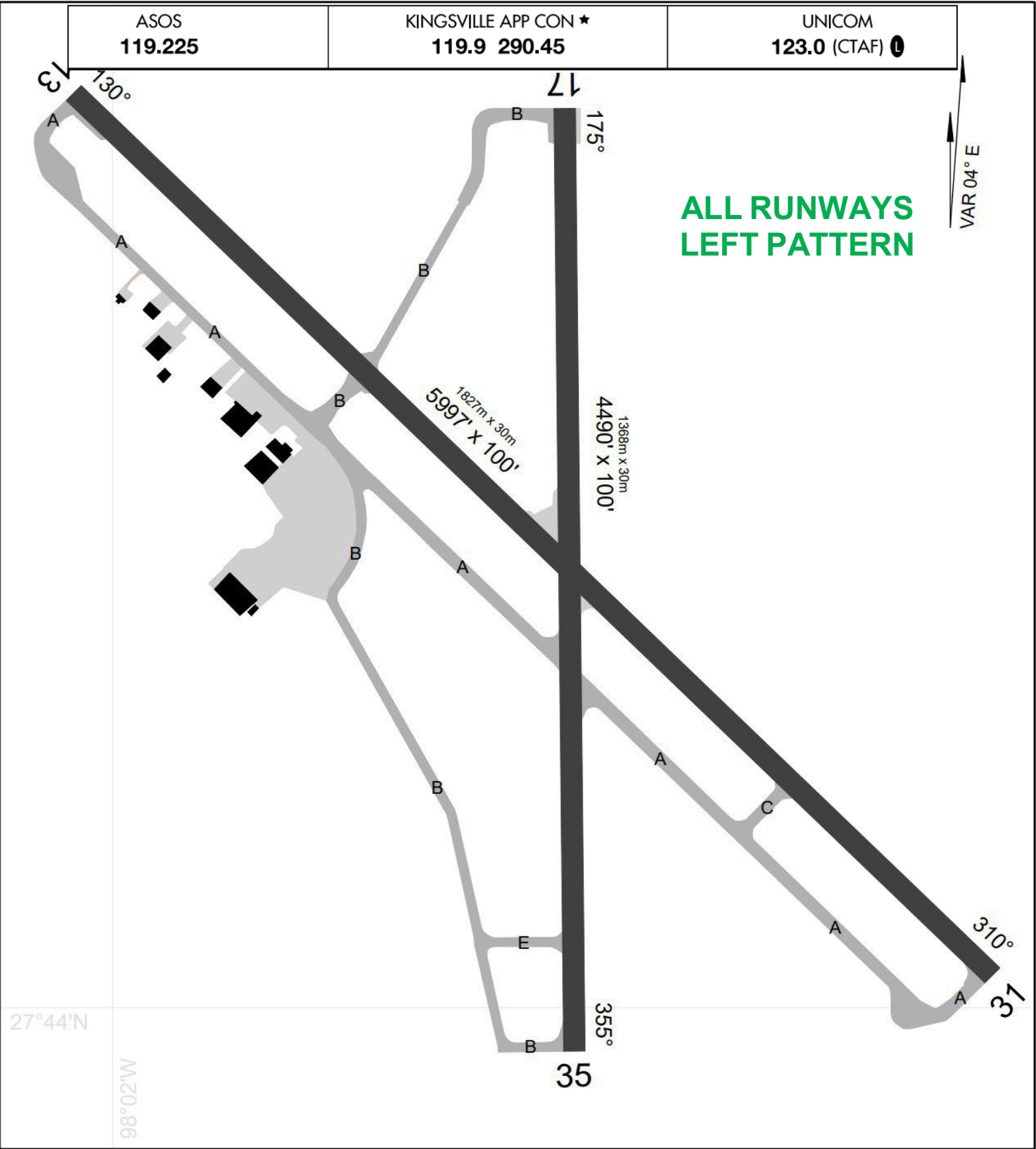
ALL RUNWAYS LEFT PATTERN



ALICE INTERNATIONAL KALI

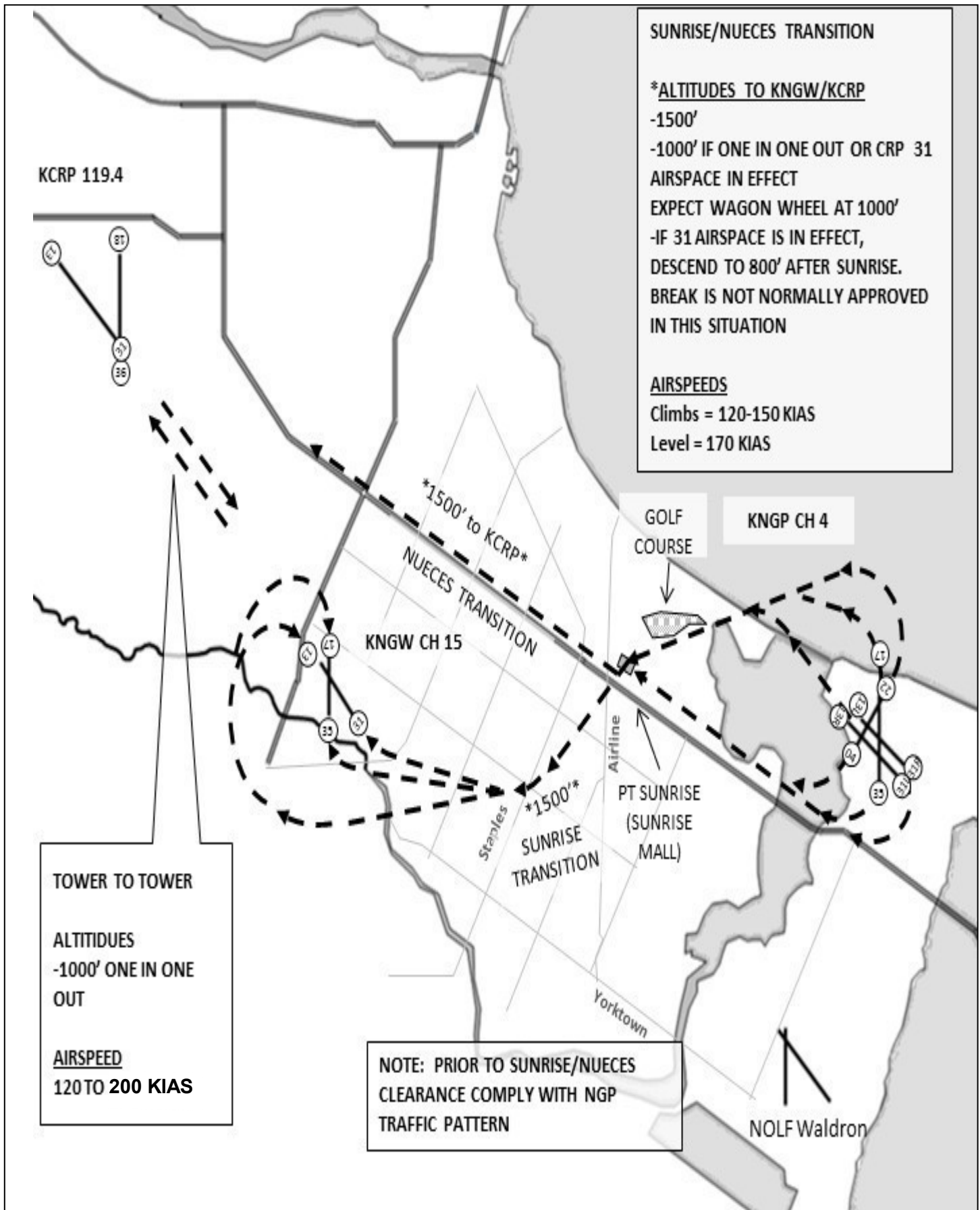
RETURN

KALI: ALICE INTERNATIONAL  
ALICE, TX



**RETURN**

## NUECES/TWR TO TWR TRANSITION TO KCRP



CORPUS CHRISTI INTER NATIONAL (KCRP) AIRFIELD

RETURN

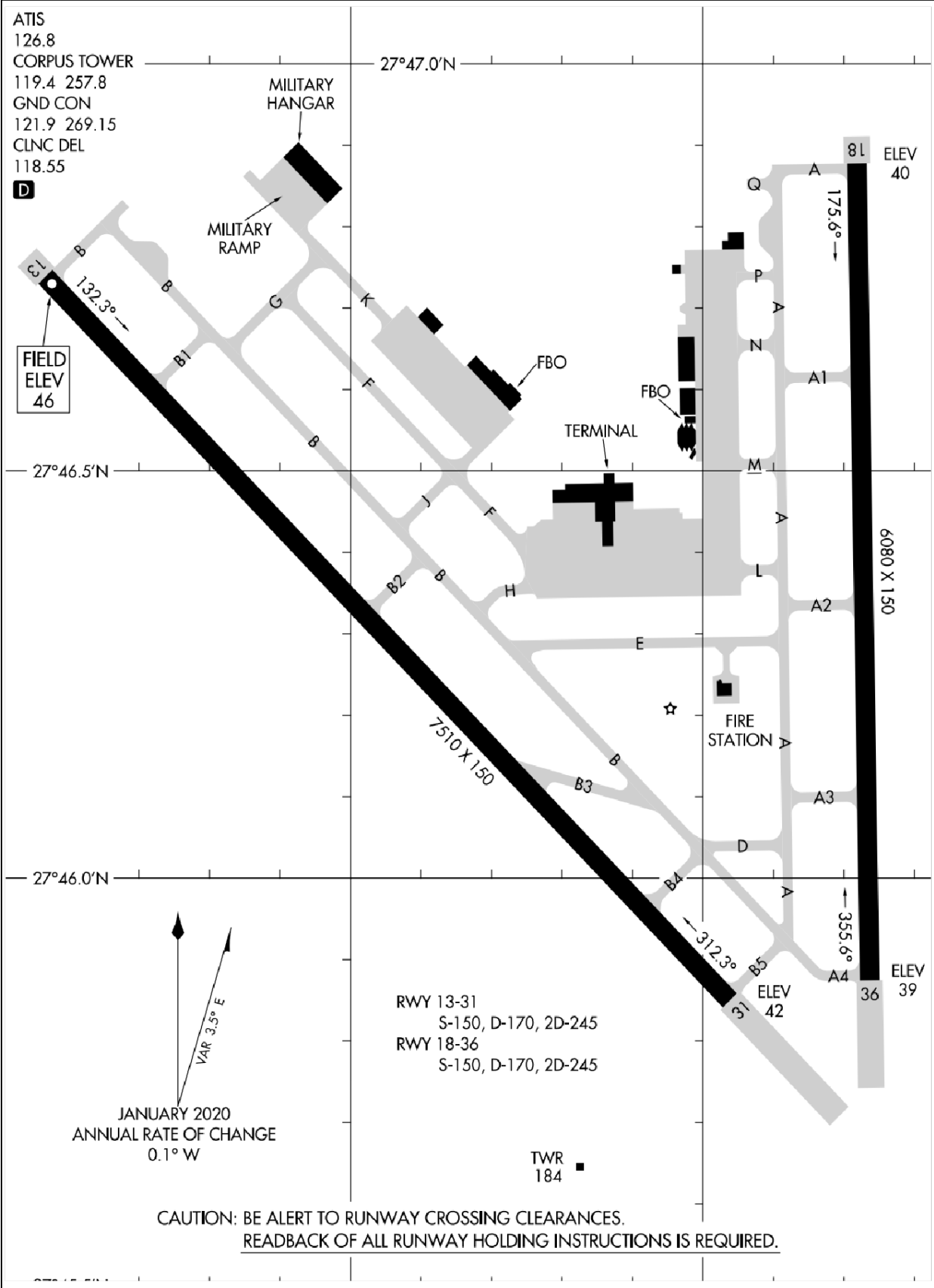
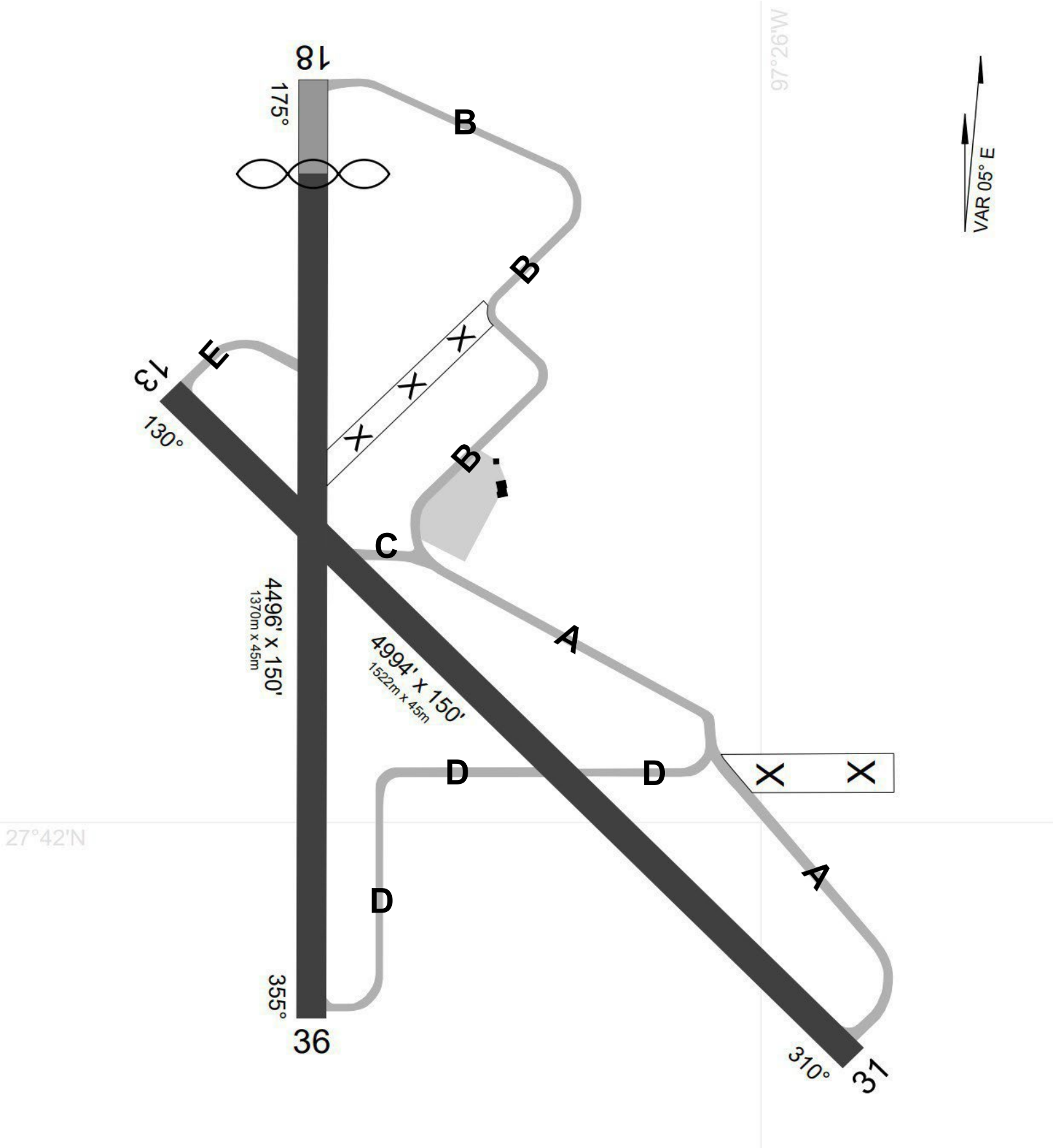


DIAGRAM  
NOLF CABANISS (KNGW) AIRFIELD DIAGRAM

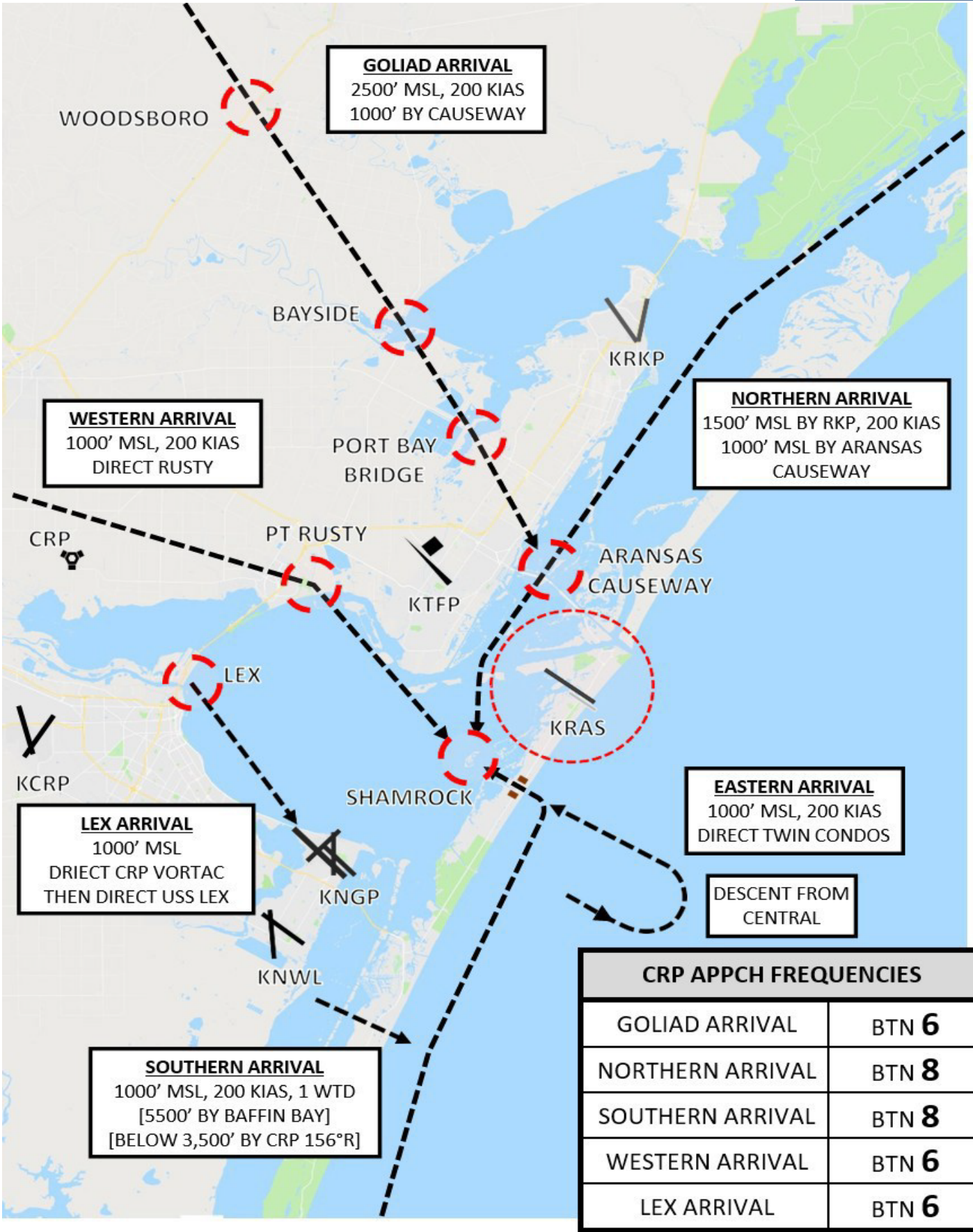
RETURN





NORTH, EAST, SOUTH, WEST, LEX AND VFR STRAIGHT-IN ARRIVALS

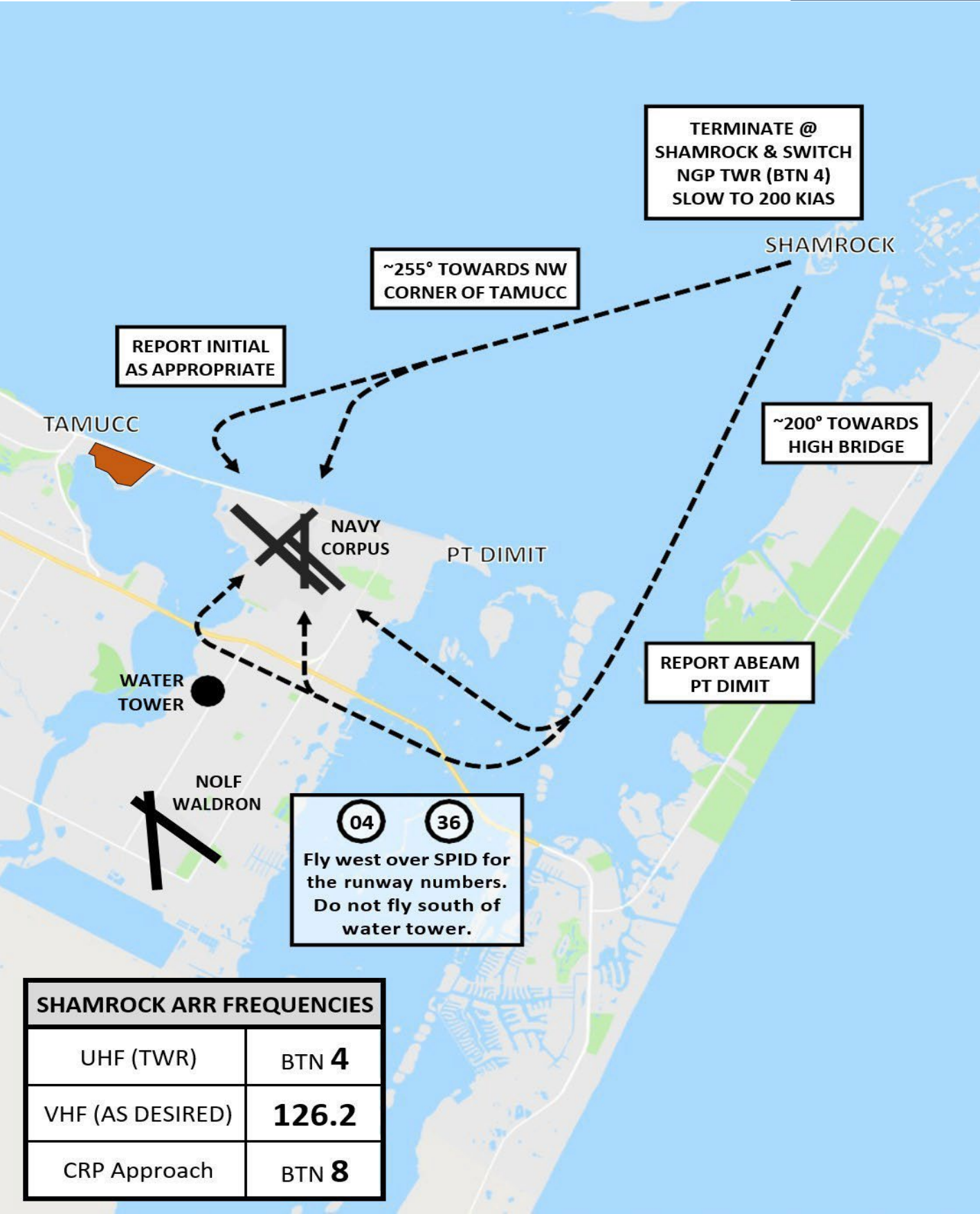
RETURN





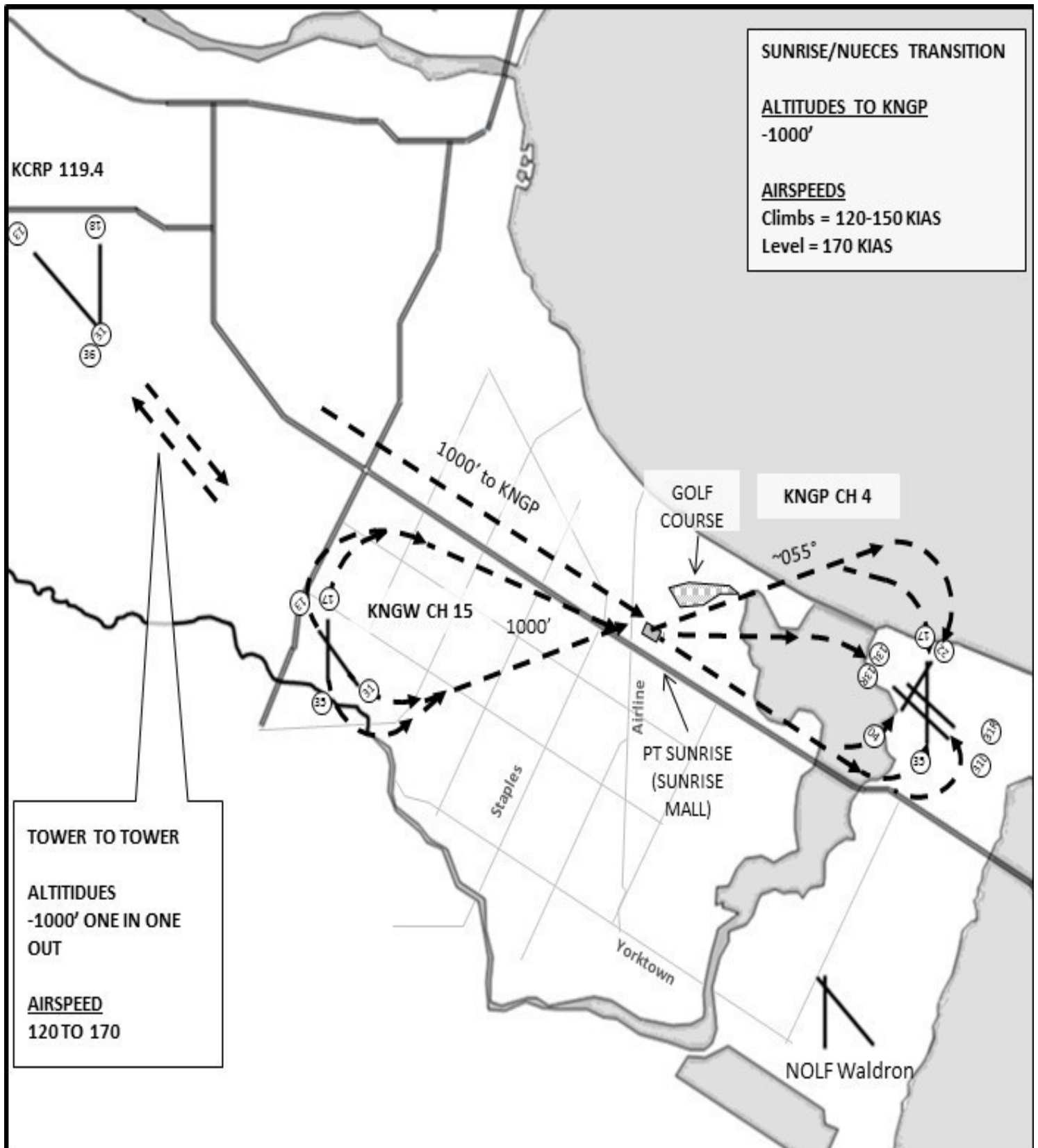
SHAMROCK ARRIVAL

RETURN



RETURN

## TOWER TO TOWER TRANSITIONS TO KNGP



## KNGP CLOSED TOWER OPERATIONS

RETURN

- 1. COMMUNICATIONS.** All standard CTAF calls shall be made on **VHF 134.85**. Note: Pilot controlled lighting is activated on 134.85, continue to monitor UHF CH 4 (340.2).
  - 2. RUN-UPS.** All run-ups shall be made on Echo taxiway for T-44.
  - 3. RUNWAY DUTY OFFICER.** The RDO is responsible for all closed tower operations, and are required to be in the squadron spaces during any takeoffs or landings. They shall also ensure that the Wheels Watch and hardstand is manned during all takeoff and landings.
  - 4. WHEELS WATCH.** The Wheels Watch shall be on station in a truck with a UHF radio or the RDO shack tuned to local **VHF 134.85** prior to any aircraft launching or returning to land.
  - 5. ACTIVE RUNWAY.** The RDO shall use sound judgement when selecting where to place the Wheels Watch. The parallels shall be used to the maximum extent possible.
    - a. Departing/arriving aircrews are encouraged to contact the Wheels Watch on **VHF 134.85** to determine his/her location on the airfield.
    - b. Runway selection ultimately resides with the Aircraft Commander.
    - c. If the Wheels Watch is set up on a different runway than the incoming aircraft, and the Wheels Watch can verify visually that the gear is down, a wave-off call is not required.
  - 6. CLEARANCE DELIVERY.** Corpus Approach may be contacted on the ground on **256.7**. Pilots may request a Tango-3 stereo flight plan via Corpus Approach. However, if leaving the Corpus terminal area, an FAA flight plan must be filed via FSS or Foreflight. The filing of canned flight plans(Alice-1, Nubin-1, etc.) **should not be requested** on Corpus Approach.
- NOTE: IN THE EVENT 256.7 IS INOPERABLE, CORPUS APPROACH MAY BE CONTACTED VIA PHONE AT (361)299-4230.**
- 7. IFR Release.** Upon reaching the hold short, and ready for departure, contact Corpus approach for IFR release and void time.

## GROUND LINK SYSTEM INSTRUCTIONS

### NOTE:

The unit functions similarly to pilot controlled lighting by responding to key clicks.

**RETURN**

1. Tune to Ground VHF (**118.7**).
2. When keying the mike, use the following procedures:
  - a. Key, release, key, release, key, release, key, release to dial the Fire Department; San Angelo FSS would be 2 keys and releases and Corpus Approach would be 6 keys and releases.
3. After approximately 1 second, you will hear a dial tone and the unit will dial the selected location.
4. To talk to the called party, key mike and speak; release mike when not speaking.
5. If you are placed on hold, key the mike once every 4 seconds to keep connection established.
6. Once conversation is completed do not key the mike for 10 seconds; you will hear an occasional beep as the ground link prepares to terminate the call; disregard the beeps.
7. If the unit fails to respond or the wrong location was dialed, wait (don't key mike) 60 seconds for unit to completely reset and repeat steps 1-6.

## PILOT CONTROLLED LIGHTING INSTRUCTIONS

1. **To activate the lighting system, select Tower 134.85**
  - a. For setting 1, key the radio 3 times to activate the following lights:
    - 1) 13R/31L Rwy lights on intensity 3.
    - 2) 13R approach lights.
    - 3) Taxiways Charlie, Sierra, Yankee, Alpha, Echo, Delta and SE portion of Rwy 04.
  - b. For setting 2, key the radio 5 times to increase the rwy intensity to step 4.
  - c. For setting 3, key the radio 7 times to increase the rwy intensity to full brightness and activate the strobe lights for 13R.

### NOTE:

There is a 7 second delay between the time the radio is keyed and the time the lights come on.

Once initiated by pilot control, the lights will remain on for 15 minutes. If the pilot re-keys the radio 3, 5, or 7 times during the 15 min activation period, the timer will reset to 15 mins.

## VFR LOCAL LOST COMMS

**RETURN**

1. **Maintain VMC**
2. **Squawk 7600**
3. **RADIO CALLS.** Make all radio calls “in the blind.” Use frequencies appropriate for route of flight.
4. **ATIS.** Attempt to attain ATIS (as required).
5. **ROUTE OF FLIGHT (Below).**

**a. On course rules departure.** Execute Shamrock re-entry procedure or join the **Western Arrival** at Point Rusty.

- (1) Rock wings at the numbers.
- (2) Execute a normal break entry to the duty runway (use the inboard runway if the parallels are in use).

**b. Established on a course rules arrival.** Continue on the arrival.

- (1) Rock wings at the numbers.
- (2) Execute a normal break entry to the inboard runway.

**c. Not established on a course rules arrival and returning to KNGP.** Execute area departure in accordance with normal course rules procedures. Maintain 3500' MSL. Fly direct to KNGP.

- (1) Circle overhead at 3500' as necessary to determine duty runway if unable to obtain ATIS.
- (2) Enter downwind (T-44) to the duty runway.
- (3) Rolling final, look for ALDIS lamp signal for permission to land. If ALDIS lamp is not observed, wave-off into the pattern. Attempt a second pass and if no lamp signal is observed and the runway is clear, land.
- (4) NOTE: You are considered established on course rules arrival when you are radar identified with ATC **AND** they have instructed you to fly course rules

**NOTE: IF UNABLE TO MAINTAIN VMC, SQUAWK 7600 AND COMPLY WITH IFR LOST COMMUNICATION PROCEDURES.**

**NOTE: THESE PROCEDURES SHOULD NOT PRECLUDE EXERCISING SOUND JUDGEMENT IN WHATEVER ACTION A PILOT ELECTS TO TAKE. (AIM, FAR 91.185)**

### ALDIS LAMP SIGNALS

LIGHT	AIRBORNE	ON DECK
<b>Steady Green</b>	Cleared to land	Cleared for takeoff
<b>*Flashing Green*</b>	Return for landing	Cleared to taxi
<b>Steady Red</b>	Give way to other A/C	STOP
<b>*Flashing Red*</b>	Field unsafe, do not land	Taxi clear of duty Rwy
<b>Flashing Red and Green</b>	EXTREME CAUTION	EXTREME CAUTION
<b>Flashing White</b>	N/A	Return to chocks



**IFR LOST COMM AFTER TAKEOFF**

6. Climb on last heading or route assigned by ATC
7. Squawk 7600
8. Maintain 1,600 feet MSL
  - a. If communications cannot be established with Corpus Christi Departure control within 3 minutes, climb and maintain 2,600 feet MSL
  - b. After reaching 2,600 feet MSL proceed direct to an approach aid/fix serving NAS Corpus Christi and execute a published approach to the runway in use.

**LOST COMM ON A LOCAL CODED FLIGHT PLAN**

Prior to reaching VFR conditions, aircraft experiencing radio failure after establishing radio communications with Corpus Christi departure control and have been cleared to 2,600 feet MSL and/or above:

1. Squawk 7600
2. Climb on last heading and route assigned by ATC until reaching assigned altitude.
3. After reaching assigned altitude, proceed direct to an approach aid/fix serving NAS Corpus Christi and a published approach to the runway in use.

**IFR LOST COMM IN THE GCA PATTERN**

(If no transmissions are received for 1 minute in the GCA pattern)

1. Squawk 7600
2. Proceed direct to an approach aid/fix serving NAS Corpus Christi
3. Execute a published approach to the runway in use

**IFR LOST COMM ON GCA FINAL APPROACH**

(If no transmissions are received for 5 seconds on PAR or 15 seconds on ASR)

1. Attempt to contact NGP tower and proceed VFR and Land  
If Unable
2. Alter course to intercept an instrument approach course for the runway in use and if practical and execute the approach  
Otherwise
3. Climb and maintain 1600 feet MSL
4. Proceed direct to an approach aid/fix serving NAS Corpus Christi, and execute a published approach to the runway in use

## FIRST AIRCRAFT ON SCENE CHECKLIST

**RETURN**

- (1) Keep distressed aircraft/survivors in sight if possible.**
- (2) Fix position - GPS Lat / Long Coordinates, Radial DME, or vicinity report**
- (3) Report to the air traffic control facility as much of the following as possible:  
(Locally: relay information to Tower [Ch. 4] or directly to the Coast Guard through Guard frequency. Coast Guard SAR or NAS Corpus SAR will be dispatched to the scene.)**
  - (a) Type of aircraft in distress**
  - (b) State of craft**
    - Land: intact, debris, burning fuel / smoke, scattered wreckage**
    - Sea: still floating, rolled, partly submerged, heavy debris, fuel in water**
  - (c) Position of distressed aircraft / Position of aircrew if bailout was accomplished**
  - (d) Number of survivors sighted and their apparent physical condition. Land: type of injuries, burn victims / smoke inhalation, are they communicating**  
**Sea: PFDs, raft, type of injuries, type of clothing, are they communicating**
  - (e) The on-scene weather.**  
**Winds, Ceilings, Sea State**
- (4) Fuel permitting, stay with the downed aircraft / aircrew and orbit at 1500' AGL at max. endurance.**
- (5) Provide assistance as instructed by rescue coordination center or on-scene commander.**
- (6) Recommended search altitude for locating aircraft wreckage or survivors in the Gulf of Mexico is 200-400' AGL.**

## ON SCENE COMMANDER CHECKLIST

DEPNAVSARCOMSEVENTHAREA

**RETURN**

When you are designated as OSC:

- (1) Assume and exercise operational control of all SAR units assigned to the SAR area and coordinate their efforts.
- (2) Establish and maintain communications with the SAR Mission Commander (SMC). The SMC is located in the Rescue Coordination Center (RCC) which is physically located in the Radar Room of the Navy Corpus Air Traffic Control Facility.
  - (a) Primary SAR frequency for on-scene communications will be 282.8 (or as assigned)
  - (b) Call sign for the RCC is "Corpus Search"
- (3) Report the following search conditions to SMC:
  - (a) Visibility and restrictions thereto.
  - (b) Cloud cover, tops of clouds, and bottoms of ceilings.
  - (c) Sea state and estimated winds.
  - (d) Any unusual weather phenomenon and their possible effect on SAR operations.
- (4) Keep SMC advised of all SAR units fuel endurance's.
- (5) Assign aircraft separation altitudes to all arriving, departing, and on-scene aircraft.
- (6) Provide mission details to the participating units.
- (7) Assign specific search areas to SAR units.
- (8) Keep SAR areas clear of non-involved aircraft.
- (9) Ensure communication discipline and make periodic situation reports to the SMC.
- (10) Assist the rescue helo by providing vectors and weather information.
- (11) When departing scene, shift duty OSC to best-qualified remaining unit and brief them on current situation.

## VISUAL SIGNAL CODE

### GROUND-AIR VISUAL SIGNAL CODE FOR USE BY SURVIVORS

#	MESSAGE	CODE SYMBOL
1.	I require assistance	<b>V</b>
2.	I require medical assistance	<b>X</b>
3.	No or Negative	<b>N</b>
4.	Yes or Affirmative	<b>Y</b>
5.	I am proceeding in this direction	Arrow pointing in direction of travel

If you are in doubt, use the international distress signal: **SOS**

RETURN

### INSTRUCTIONS:

1. Lay out strips by using strips of fabric or parachute, pieces of wood, or any other available materials.
2. Provide as much color contrast as possible between material used for symbols and background material on which the symbols are exposed.
3. Symbols should be at least 10' high or taller. Care should be taken to arrange symbols exactly as shown.
4. In addition to using symbols, every effort should be made to attract attention by any means at your disposal.
5. On snow covered areas, signals can be made by dragging, shoveling, or trampling. Depressed areas forming the symbols will appear black from the air.
6. Pilot should acknowledge the symbol by rocking wings back and forth.

### GROUND-AIR VISUAL SIGNAL CODES FOR USE BY GROUND SEARCH PARTIES

#	MESSAGE	CODE SYMBOL
1.	Operation completed	<b>LLL</b>
2.	We have found all survivors	<b><u>LL</u></b>
3.	We have found only some survivors	<b>++</b>
4.	We are not able to continue, returning to base	<b>XX</b>
5.	We have divided into two groups. Arrows pointing in the approximate direction each group proceeding in different taken by of each departing group directions.	
6.	Information received that aircraft. Arrow pointing to approximate in this direction location	
7.	Nothing found yet – will continue search	<b>NN</b>



## PRESSURIZATION CONTROL SETTINGS

**RETURN**

Closest Altimeter Setting	Add to Airport Elevation
28.00	+ 2400
28.10	+ 2300
28.20	+ 2200
28.30	+ 2100
28.40	+ 2000
28.50	+ 1900
28.60	+ 1800
28.70	+ 1700
28.80	+ 1600
28.90	+ 1500
29.00	+ 1400
29.10	+ 1300
29.20	+ 1200
29.30	+ 1100
29.40	+ 1000
29.50	+ 900
29.60	+ 800
29.70	+ 700
29.80	+ 600
29.90	+ 500
30.00	+ 400
30.10	+ 300
30.20	+ 200
30.30	+ 100
30.40	+ 0
30.50	- 100
30.60	- 200
30.70	- 300
30.80	- 400
30.90	- 500

-Round altimeter down to nearest tenth.

## VIP CHECKLIST

**RETURN**

### (1) Aircraft Commander responsibility

- (a) Contact aide or tasking authority to provide:
  - (i) VIP arrival time
  - (ii) Where aircraft is to be positioned
  - (iii) How many will be in party
  - (iv) Names, ranks, SSN (For Passenger Manifest)
  - (v) Deplaning area at destination
  - (vi) Point of contact at destination
  - (vii) Honor requirement for DD-175
  - (viii) Billeting requirements
  - (ix) Servicing requirements
- (b) Brief:
  - (i) Preflight requirements, emergency procedures
  - (ii) Uniform/flight suit
  - (iii) Fuel Packet/Nav bag
  - (iv) Orders
  - (v) PPR

### (2) Maintenance Control

- (a) Ensure mission can be accomplished without exceeding time before inspection
- (b) Relief tube operable
- (c) Bags available for head
- (d) X/C kit in aircraft
- (e) Seating arrangement
- (f) Position A/C for mission
- (g) Extra ear plugs/protection

## STATIC DISPLAY CHECKLIST

**RETURN**

**The pack-up kit should include:**

**Tail stand**

**Chocks**

**Plugs, covers, and control lock**

**(1) Ensure that fuel load in wing is sufficient to balance the extra weight that might gather in the cabin. This will also move the center of gravity forward so the pressure on the tail stand won't be great.**

**(2) Chock all wheels and install plugs and covers. To prevent movement of power levers into reverse, and movement of the control surfaces, install the control locks.**

**(3) Install the tail stand.**

**(4) Disconnect the battery and replace the access panel. If unable to do this, avoid the use of battery or external power.**

**(5) Remove the two hand-held fire extinguishers from the cabin.**

**(6) Pump the parking brake. Do not move the power quadrant levers.**

**(7) If two pilots are available, station one outside the air stair door to monitor the number of people on board the aircraft at one time in order to not exceed cabin section floor load limits. The other pilot will monitor activity in the cockpit and cabin. If only one pilot is available, the inside of the aircraft should not be open to the public.**

AIR CARGO HAZARDS

Fumes emanating from some cargo that you have to pick up could ruin your whole day in the aircraft. If you consider the varied airfields that we go to, the possibility of carrying hazardous cargo is great. You must be careful prior to accepting any cargo. The following discussion may help you with that decision.

The following list of key words on a content label may indicate that an item is Hazardous/Dangerous, and should not be routinely transported by air. Any item bearing a “key word” shall be properly packaged and certified by persons authorized, trained, or certified in transportation of hazardous materials.

RETURN

KEY WORD	EXAMPLE MATERIAL
Chloro	dichlorodiflouromethane
Flouro	trichlorotriflouromethane
Dichloro	dichlorobenzene
Ethylene	ethylene glycol
Ethyl	tetraethyl lead
Sodium	sodium nitrate
Potassium	potassium dichloromate

The following is a partial list of common items that are dangerous and require proper certification by a graduate of the two week Hazardous Cargo/Materials Course, prior to being offered for shipment by air. A complete list may be found in NAVSUP 505 chapter 4.

DANGEROUS AIR CARGO MATERIALS

Acids	Engine Starting Fluid	Cleaning Solvents
Adhesives	Explosives	Magnetic Materials
Alcohol	Fire Extinguishers	Paints
Ammunition	Flammables	Poisons
Compressed Gas	Insecticides	



## FREQUENTLY USED PHONE NUMBERS

### Numbers on base for NAS Corpus Christi:

DSN 861-xxxx  
COMMERCIAL (361) 961-xxxx

**RETURN**

NAS CORPUS CHRISTI	
DSN	861-XXXX
COMMERCIAL	(361) 961-XXXX
Base Ops	2505
Air Ops	2246/7/8
ATC/NGP	5502/04
ATC Officer	2248
Weather	2124/2693
ASOS	4395
T-6 Issue	5150
T-44 Issue	4547
QA	3226/5356

	VT-27	VT-28	VT-31	VT-35	CTW-4	NAS
Duty Office	0352	3367/8	3350	5124	2945	2383
CO	2531	2458	2036	5130	2427	2331/2
XO	2450	2458	2037	5131	2354	2331/2
Admin	3671	2463	3781/2	2553	2426	1600
Operations	2076	5206	2670	5122	3581	2247
Schedules	2642	4611	2882	3598	3581	---
STUCON	2266	7092	2169	3436	2308	---
Safety/NATOPS	3814/5	2494/ 2805	3421	3141	3588	2247

## RUNWAY CONDITION READING (RCR) CORRELATION CHART

**RETURN**

Assessment Criteria		Control/Braking Assessment Criteria		
Runway Condition Description	RwyCC	Deceleration or Directional Control Observation	Pilot Reported Braking Action	RCR
• Dry	6	---	---	23-26
<ul style="list-style-type: none"> <li>Frost</li> <li>Wet (Includes damp and 1/8 inch depth or less of water)</li> <li>1/8 inch (3mm) depth or less of" <ul style="list-style-type: none"> <li>Slush</li> <li>Dry Snow</li> <li>Wet Snow</li> </ul> </li> </ul>	5	Braking deceleration is normal for the wheel braking effort applied AND direction control is normal.	Good	14-22
-15°C and Cooler outside air temperature: <ul style="list-style-type: none"> <li>Compacted Snow</li> </ul>	4	Braking deceleration OR direction control is between Good and Medium	Good to Medium	13
<ul style="list-style-type: none"> <li>Slippery When Wet (wet runway)</li> <li>Dry Snow or Wet Snow (any depth) over Compacted Snow</li> </ul> Greater than 1/8 inch (3mm) depth of: <ul style="list-style-type: none"> <li>Dry Snow</li> <li>Wet Snow</li> </ul> Warmer than -15°C outside air temperature: <ul style="list-style-type: none"> <li>Compacted Snow</li> </ul>	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced	Medium	10-12
Greater than 1/3 inch (3mm) depth of: <ul style="list-style-type: none"> <li>Water</li> <li>Slush</li> </ul>	2	Braking deceleration OR directional control is between Medium and Poor	Medium to Poor	8-9
• Ice	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor	7
<ul style="list-style-type: none"> <li>Wet Ice</li> <li>Slush over Ice</li> <li>Water over Compacted Snow</li> <li>Dry Snow or Wet Snow over Ice</li> </ul>	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil	0-6
<ul style="list-style-type: none"> <li>There are now 6 Braking Action descriptors-Both ATC and pilots should use these terms to describe braking action.</li> <li>Runway Condition Codes (RwyCC)-Reported in ATIS when braking advisories are in effect, broken into individual thirds of the runway.</li> <li>ATIS ex: "Runway 27, condition code 2, 2, 3 at 1018Z. First third of runway is code 2, second third of runway is code 2, last third is code 3.</li> </ul>				

# FAA FLIGHT PLAN

- FSS: (800) WX - BRIEF
- (888) PILOTWX

**RETURN**

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				FLIGHT PLAN				(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR		TIME STARTED		SPECIALIST INITIALS	
1. TYPE		2. AIRCRAFT IDENTIFICATION		3. AIRCRAFT TYPE / SPECIAL EQUIPMENT		4. TRUE AIRSPEED TEX2/G		5. DEPARTURE POINT		6. DEPARTURE TIME		7. CRUISING ALTITUDE	
VFR										PROPOSED (Z)		ACTUAL (Z)	
IFR													
DVFR													
8. ROUTE OF FLIGHT													
9. DESTINATION (Name of airport and city)				10. EST. TIME ENROUTE		11. REMARKS							
				HOURS MINUTES									
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD							
HOURS MINUTES													
16. COLOR OF AIRCRAFT				17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)									
16. COLOR OF AIRCRAFT				CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.									

FAA Form 7233-1 (8-82)  
Electronic Version (Adobe)

CLOSE VFR FLIGHT PLAN WITH \_\_\_\_\_

FSS ON ARRIVAL

**Personal Risk Assessment:** (To be conducted first) The following list is a guide to help determine if there are any external factors affecting each crewmember. Any factor should be discussed, and a decision made by the crew to either continue the mission or cancel for ORM.

Are any of the following factors affecting you today?



	Y/N
Work Stress	
Alcohol	
Eating Habits	
Medication	
Marital Issues	
Family Issues	
Fatigue	
Crew Rest Quality	
Currency	
Progress Concerns	
Any Misc Factors	

**Preflight Briefing**

**A. COMMUNICATIONS**

1. Radio Procedures and Identification
2. Frequencies
3. CRM

**B. WEATHER/NOTAMS/BASH**

1. Local Observation
2. Enroute and Destination Forecast
3. Alternate Forecast

**C. FLIGHT PLANNING**

1. Departure
2. Mission/Fuel Planning
3. Recovery

**D. EMERGENCIES**

1. Aborting Takeoff
2. Divert Fields
3. Radio Failure
4. Downed Pilot
5. System Failures
6. Spin/Windshear/Forced Landing/Ditch
7. Emergency Egress

**E. OBSERVER DUTIES**

1. Scan for Traffic
2. Confirm Gear Down and Locked
3. Monitor Radios
4. Count Landings
5. Passenger Briefing

**F. STANDARDIZATION BOARD MINUTES/READ AND INITIAL**

**G. DEBRIEF**

1. Student Performance Review
2. CRM/Threat and Error Management Review
3. Life Stressors
4. Outstanding Questions/Concerns
5. Weekend Plans

**H. OPERATIONAL RISK MANAGEMENT WORKSHEET (see reverse)**



Commander, Training Air Wing Four

This ORM guide is a tool for highlighting factors which may be detrimental to safe mission accomplishment. It is not intended to replace common sense and sound judgment. Consideration should be given to modifying the flight profile if any factor or combination of factors presents an unsafe scenario. When applying the ORM process in a time critical manner, it is helpful to remember the five steps and the four principles of ORM.

Four Principles:

- 1. Accept risk when benefits outweigh the cost.
- 2. Accept no unnecessary risks.
- 3. Anticipate and manage risk by planning.
- 4. Make risk decisions at the right level.

Five Steps:

- 1. Identify Hazards.
- 2. Assess Hazards.
- 3. Make Risk Decisions.
- 4. Implement Controls.
- 5. Supervise (watch for changes).

RETURN

Risk Matrix

Risk Assessment Code

- 1= Critical
- 2= Serious
- 3= Moderate
- 4= Minor
- 5= Negligible

		Probability of Occurrence			
		0			
SEVERITY	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
	IV	3	14	15	5

Training Time out (TTO) Policy

- 1. All aircraft flight-training events are considered "High Risk" events IAW CNETINST 1500.20 Series.
- 2. "Only Verbal TTO signals will be used for aircraft flight events" IAW CNATRAININST 1500.4 (series).
- 3. In any training situation when a student or an instructor expresses concern for personal safety, or a need exists to clarify procedures or requirements, the student or instructor shall call for a "Training Time Out." This does not necessarily mean the event must be terminated. The situation shall be examined and additional explanation and/or instruction will be provided. If the TTO concerns are corrected, the training evolution may continue. When the student refuses to continue after additional instruction is provided and the safety concern has been resolved, or when excessive use of TTO occurs, the event will be terminated and the student will be removed from training. "TTO requests and the action taken by the instructor shall be documented on the ATF."

Threat and Error Management

Review the following Operational Risk Factors. Determine if any will result in a negative impact to the mission. Identify which factors may be changed and apply controls to reduce the negative impact.

Scheduling Factors:

Showtime <0630 or >1730  
Mission Duration >4.0  
Scheduled Duty Day >10  
>2 Student:, on the flight  
Passengers on Board  
Multiple Event:, Scheduled Night

YIN

Mission Factors:

C4101-4202/I44XX/F4XXX/N4XXX  
Extra Training Event  
IPC/FPC  
Airspace Saturation  
BASH Severe  
TFRs  
IUT Event  
IP/IP Event

Form/Low Level/Tac Form Factors:

2 or 3 Ship  
Route Conflicts

E

Weather Factors:

WX at or near Mins  
Icing/Turbulence/Thunderstorms  
Crosswind >10  
Wind Gusts >20 &tx,  
Temp <32°F or Heat Index >98°F

Aircraft Factors:

Partially mission capable  
Late in the day  
Outstanding MAF's



Commander, Training Air Wing Four

ATTACHMENT S0A

PWS Enclosure 6 T-44C MESM

PID #N61430-19-RFPREQ-PMA-273-0430

N00019-15-D-0003

July 22, 2019

**RETURN**



DEPARTMENT OF THE NAVY  
COMMANDER NAVAL AIR FORCE  
UNITED STATES PACIFIC FLEET BOX  
357051  
SAN DIEGO CA 92135-7051

4790

Ser N422C/035

8 July 2019

From: Commander, Naval Air Force, U.S. Pacific Fleet

To: Program Manager, Naval Undergraduate Flight Training Systems Program (PMA-273)

Subj: T-44C MISSION ESSENTIAL SUBSYSTEM MATRIX (MESM)

Ref: (a) COMNAVAIRFORINST 4790.2C

(b) PMA-273 !fl 13052 Ser PMA-273119-0055

Encl: (1) T-44C MESM dated 8 July 2019

1. Per reference (a), reference (b) change recommendation to the T-44C MESM is approved.

Enclosure (1) is in effect immediately.

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# Commander, Training Air Wing Four

ATTACHMENT 50A  
PWS Enclosure 6T-44C MESM

N00019-15-D-0003  
COMNAVAIRFORINST 4790.2  
T-44C MESM, 8 July 2019

T-44C  
TYPE EQUIPMENT CODE: A1LC

**RETURN**

Do not assign an EOC code if all equipment is operational. The aircraft is FMC. Refer to General Notes for Ready Basic Aircraft (RBA)/Ready for Tasking (RFT) information.

Assign EOC code (C) when one of the following systems is inoperative, preventing any student training mission. The aircraft is PMC.

AUTOPILOT	(NOTE 1)
CONTROL DISPLAY UNIT (CDU)	(NOTE 2)
DEFROST	(NOTE 3)
DISTANCE MEASURING EQUIPMENT (DME)	(NOTE 2)
ELECTRIC TRIM	
ENHANCED GROUND PROXIMITY WARNING SYSTEM (EGPWS)	(NOTE 2)
FLAP POSITION INDICATOR	
FLIGHT GUIDANCE COMPUTER (FGC)- PILOT & CO-PILOT	(NOTE 2)
OPS	(NOTE 4)
TACAN	(NOTE 5)
TRAFFIC AVOIDANCE SYSTEM (TAS)	(NOTE 2)
VHF NAV RECEIVER (VOR/LOC/GS)	(NOTE 2)
WET COMPASS	(NOTE 2)
WINDSIDE WINDOW WIPER	(NOTE 6)

Assign EOC code (D) when one of the following systems is inoperative, preventing night time flight. The aircraft is PMC.

CONTROL DISPLAY UNIT (CDU)	(NOTE 2)
DEFROST	(NOTE 3)
DISTANCE MEASURING EQUIPMENT (DME)	(NOTE 2)
ENHANCED GROUND PROXIMITY WARNING SYSTEM (EGPWS)	(NOTE 2)
FLIGHT GUIDANCE COMPUTER (FGC)- PILOT & CO-PILOT	(NOTE 2)
OPS	(NOTE 2)
LIGHTS- OVERHEAD AND FUEL CONTROL PANEL	
LIGHTS- COCKPIT YOKE MAP LIGHT	
LIGHTS- COCKPIT EMERGENCY LIGHT	
LIGHTS- ENGINE INSTRUMENTS	
LIGHTS- FLIGHT INSTRUMENT	
LIGHTS- ICE, WING (EXTERNAL)	
LIGHTS- INDIRECT INSTRUMENT	
LIGHTS- LANDING (EXTERNAL)	(NOTE 7)
LIGHTS- NAV (EXTERNAL)	
LIGHTS- RADIO PANEL	
LIGHTS- SUB PANEL AND CONSOLE	
LIGHTS- TAXI (EXTERNAL)	(NOTE 8)
TACA	(NOTE 5)

# Commander, Training Air Wing Four

ATTACHMENT 50A  
PWS Enclosure 6 T-44C M ESM

N00019-15-D-0003  
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**RETURN**

TRAFFIC AVOIDANCE SYSTEM (TAS)	(NOTE 2)
VHF NAV RECEIVER (VOR/LOC/GS)	(NOTE 2)
WET COMPASS	(NOTE 2)

**Assign EOC code (L)** when one of the following systems is inoperative, preventing flight into Instrument Meteorological Conditions (IMC). The aircraft is not capable of the day or night IMC mission. The aircraft is PMC.

ANTI-ICE/DE-ICE	(NOTE 9)
AUTOPILOT	(NOTE 2)
CONTROL DISPLAY UNIT (CDU)	(NOTE 2)
DEFROST	(NOTE 3)
DISTANCE MEASURING EQUIPMENT (DME)	(NOTE 2)
ENHANCED GROUND PROXIMITY WARNING SYSTEM (EGPWS)	(NOTE 2)
FLIGHT GUIDANCE COMPUTER (FGC) - PILOT & CO-PILOT	(NOTE 2)
GPS	(NOTE 4)
LIGHTS - LANDING (EXTERNAL)	(NOTE 7)
LIGHTS - NAV (EXTERNAL)	
LIGHTS - TAXI (EXTERNAL)	(NOTE 8)
TACAN	(NOTE 5)
TRAFFIC AVOIDANCE SYSTEM (TAS)	(NOTE 2)
VHF NAV RECEIVER (VOR/LOC/GS)	(NOTE 2)
WEATHER RADAR	
WET COMPASS	(NOTE 2)
WINDSHIELD WIPER	(NOTE 6)

**Assign EOC code (Z)** when one of the following systems prevent the aircraft from being safely flyable. **The aircraft is NMC.**

AIR CONDITIONING SYSTEM	
AIR DATA COMPUTER (ADC) 1&2	(NOTE 10)
ATTITUDE HEADING REFERENCE SYSTEM (AHRS) 1&2	(NOTE 10)
AUDIO CONTROL PANEL/ICS (PILOT AND CO-PILOT)	
AUTO FEATHER	
BATTERIES - AIRCRAFT PRIMARY	
BATTERIES - AVIONICS AUX	
BLEED AIR VALVES (L/H & R/H)	(NOTE 11)
CABIN PRESSURIZATION SYSTEM	(NOTE 12)
DISPLAY CONTROL PANEL (DCP) 1&2	(NOTE 10)
ELECTRONIC STANDBY INSTRUMENT SYSTEMS (ESIS)	
ELT	
EMERGENCY EQUIPMENT	(NOTE 13)
ENGINE ANTI-ICE VANES	



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**RETURN**

ENGINE FIRE DETECTION/EXTINGUISHING SYSTEM	
E GINE/PR,QPELLER INSTRUMENTS (ALL)	(NOTE 14:)
FUEL FLOW INDICATORS	
FUEL QUANTITY INDICATORS	
GENERATORS1&2	(NOTE 10)
LANDING GEAR SYSTEM/GEAR WARNING HORN	
MULTI FLIGHT DISPLAY (MFD)	(NOTE 15)
OAT INDICATOR	(NOTE 16)
OBS AUDIO CONTROL PA EL/ICS	(NOTE 17)
OXYGE SYSTEM	
PRJMARY FLIGHT DISPLAYS (PFDS)	
RADIO ALTIMETER	
RADIO TUNING UNIT (RTU)	
ROTATING BEA:CO S	(NOTE 18)
STALL WARNING	
ANNUNCIATOR PANEL (WARNINGS, CAUTIONS, ADVISORY LIGHTS)	
TRANSPOR DER	
TURN & SLIP INDICATOR	
V/UHF COM	
VHF COM	
VOLT/LOAD METER (BATTERY)	
VOLT/LOAD METER (GENERATORS)	

**NOTES**

1. ~~gt\_ is not~~ required for the day or night contact flight training mission. Do not assign EOC code to inoperative autopilot if flight schedule denotes a day or night contact flight training mission. Otherwise, assign EOC code (C).
2. This equipment degrades multiple missions. Assign EOC code (C).
3. Defrost may be inoperative if ~~cl~~ heat is operational. Otherwise, assign EOC code (C).
4. OPS degrades multiple missions. Assign EOC code (C) for inoperative OPS.. GPS/FMS NAV database may be out of currency provided ~~f~~!) current aeronautical charts are used to verify all ~~EQ~~. Route and approach fixes plotted to each departure, and (2) approach navigation radios once manually tuned and identified.
5. TACAN degrades multiple missions. TACAN may be inoperative for non-instrument student training missions, including but not limited to, contact and formation training flights. Otherwise, assign EOC code (C).

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**RETURN**

- 6., Windshield wipers may be inoperative provided flight is not conducted into precipitation.  
Assign EOC code (C) for inoperative wipers if training flight into precipitation is anticipated.  
Assign EOC character (L) for inoperative wipers if flight into precipitation in IMC is anticipated.
7. One of two landing lights may be inoperative provided the taxi light is operational.  
Otherwise, assign EOC code (D).
- 8., Taxi light may be inoperative provided both landing lights are operational. Otherwise, assign EOC code (D).
9. OPNAV 3710 series requires aircraft to be equipped with anti-ice/de-ice equipment for sustained or continuous flight in known or forecast icing conditions. Aircraft is not restricted to VFR only operations, but is restricted from known or forecast icing **tj.Q.QA** with inoperable anti-ice/de-ice systems.
10. Both components must be functional, otherwise assign EOC code (Z).
11. One of two bleed air shutoff valves may be inoperative in the closed position for pressurized flight. Both valves may be inoperative in the closed position for unpressurized flight.  
Otherwise, assign EOC code (Z).
12. Must maintain 4.0PSI for student solo flights and cross-country flights. Otherwise, pressurization may be unoperative.
13. Emergency Equipment includes handheld fire extinguishers, life vests, and first aid kit. Life vests and life raft not required if entire flight conducted over land.
14. Digital numeric display on gauge(s) may be inoperative provided analog-style digital pointer is functional. Otherwise, assign EOC code (Z).
15. MFD map database may be out of currency by a period of 28 days.
16. Mechanical OAT indicator may be inoperative provided ADC-generated OAT is operational. Otherwise, assign EOC code (Z).
17. Observer audio panel may be inoperative if observer position is unoccupied. Otherwise, assign EOC code (Z).
18. One of two rotating beacons (anti-collision lights) required for day operations. Upper rotating beacon required for night operations. Otherwise, assign EOC code (Z).

## ICAO AIRFIELD IDENTIFIERS

<b>AFW</b>	Fort Worth Alliance	<b>NGP</b>	Navy Corpus Truax Filed
<b>ALI</b>	Alice Int'l	<b>NGT</b>	NOLF Goliad
<b>AMA</b>	Rick Husband Amarillo Int'l	<b>NOG</b>	NOLF Orange Grove
<b>BRO</b>	Brownsville/S. Padre Island Int'l	<b>NPA</b>	Navy Pensacola Forrest Sherman Field
<b>CLL</b>	Easter Wood Field College Station	<b>NQI</b>	Navy Kingsville
<b>COT</b>	Cotulla-La Salle County	<b>PEZ</b>	Pleasanton Municipal
<b>CRP</b>	Corpus Christi Int'l	<b>PIL</b>	Port Isabel-Cameron County
<b>CWF</b>	Chennault Int'l Lake Charles	<b>PKV</b>	Calhoun County Port Lavaca
<b>EBG</b>	S. Texas Int'l Airport at Edinburg	<b>PNS</b>	Pensacola Int'l
<b>EFD</b>	Ellington	<b>PSX</b>	Palacios Municipal
<b>ERV</b>	Kerrville Municipal Louis Schreiner	<b>RAS</b>	Mustang Beach
<b>HRL</b>	Valley Int'l Harlingen	<b>RKP</b>	Aransas County
<b>JCY</b>	LBJ Ranch Johnson City	<b>SAT</b>	San Antonio Int'l
<b>LBB</b>	Lubbock Preston Smith Int'l	<b>SJT</b>	San Angelo Regional Mathis Field
<b>LCH</b>	Lake Charles Regional	<b>T05</b>	Charles R. Johnson Port Mansfield
<b>LRD</b>	Laredo Int'l	<b>T65</b>	Mid Valley Weslaco
<b>MAF</b>	Midland Int'l Air and Space Port	<b>T69</b>	Alfred C. 'Bubba' Thomas
<b>MFE</b>	McAllen Miller Int'l	<b>TFP</b>	McC Campbell-Porter
<b>NFW</b>	Navy Fort Worth	<b>VCT</b>	Victoria Regional

ID	NAME	RWY	RWY SIZE	UNICOM	ELEV	APP
ALI	Alice	13/31 17/35	5997/100 4490/100	123.0 (U)	178	RNAV/LOC/VOR
BEA	Beeville	12/30	4553/75	122.8 (U)	273	RNAV/VOR
CLL	Easterwood Field College Station	04/22 11/29 17/35	5150/150 5158/150 7000/150	118.5 (T)	320	ILS / VOR/ RNAV / LOCBC
CRP	Corpus Christi	13/31 18/36	7510/150 6080/150	122.95 (U) 257.8 (T)	46	ILS / VOR / RNAV / TAC
DWH	Hooks Mem'l	17R/35L	7009x100	122.95 (U) 354.1 (T)	152	LOC/RNAV
EFD	Ellington	17R/35L 04/22	9001/150 8001/150	122.95 (U) 253.5 (T)	32	ILS / RNAV / TAC
HRL	Harlingen	17R/35L 13/31	8301/150 7257/150	122.95 (U) 317.6 (T)	37	ILS / VOR/ RNAV / LOCBC
IAH	Houston	15L/33R 09/27	12001x150 10000x150	122.95 (U) 127.3 (T)	96	ILS/RNAV
LRD	Laredo	18R/36L 14/32	8743/150 5927/150	122.95 (U) 257.9 (T)	508	ILS / VOR/ RNAV / LOCBC
MFE	McAllen	14/32	7120/150	122.95 (U) 256.9 (T)	107	ILS/RNAV/VOR
NGT	OLF Goliad	17/35 11/29	8000/150 8000/150	132.875 (CTAF) 307.075 (RDO)	324	RNAV
NOG	OLF Orange Grove	13/31 01/19	8001/200 8000/200	318.85 (T) 281.425 (T)	258	ILS/LOC
NQI	NAS Kingsville	13/31 17/35	8000/200 8000/200	124.1 (T) 377.05 (T)	50	ILS / RADAR / TAC
NWL	OLF Waldron	13/31 18/36	4220/200 4560/200	236.825 (T)	25	NONE
PKV	Calhoun Cty	14/32	5004/75	122.8 (U)	32	RNAV/VOR
RFG	Rooke	14L/32R 14R/32L	4361/60 3000/100	122.8 (U)	56	NONE
RKP	Aransas Cty	14/32 18/36	5608/100 4498/100	123.05 (U)	24	RNAV / VOR
RND	Randolph AFB	15L/33R 15R/33L	8351/200 8352/200	120.5 (T) 291.1 (T)	762	ILS / VOR/ RNAV / TAC
SKF	Kelly Field Lackland AFB	15/33	11550/150	124.3 (T) 289.4 (T)	690	ILS / RADAR/ RNAV / TAC
SAT	San Antonio	04/22 13R/31L	8505/150 8502/150	122.95 (U) 257.8 (T)	809	ILS/RNAV
T69	Sinton Bubba Thomas	14/32	4323/55	122.8 (U)	47	RNAV / VOR
TFP	TP McCampbell	13/31	5000/75	122.7 (U)	18	RNAV
TX2	Chase	13/31	8000/200	122.8 (U)	184	RNAV
VCT	Victoria	13L/31R 18/36	9111/150 4908/75	122.7 (U) 257.95 (T)	115	ILS/RNAV/VOR



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