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

IN REPLY REFER TO:
COMTRAWINGFIVEINST 3710.3
N7
8 Oct 15

COMTRAWING FIVE INSTRUCTION 3710.3

Subj: T-6B IN-FLIGHT GUIDE

Ref: (a) COMTRAWINGFIVEINST 3710.2 Series, Fixed-Wing Standard Operating Procedures Manual

Encl: (1) T-6B In-Flight Guide

1. Purpose. To issue Training Air Wing (TRAWING) FIVE T-6B pilots an In-Flight Guide used for flight operations under the cognizance of Commander, Training Air Wing FIVE (CTW-5), in order to improve flight standardization and safety.

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

3. Cancellation. COMTRAWINGFIVEIST 3710.17, enclosure (2).

4. Action. All pilots flying TRAWING FIVE Fixed-Wing aircraft shall comply with this guide. Change recommendations shall be submitted to the TRAWING FIVE Fixed-Wing Standardization Officer. Changes approved by CTW-5 will be promulgated by a change transmittal form or electronic mail.

5. Effective date. This instruction is effective upon release of the COMTRAWINGFIVEINST 3710.2W.

G. A. KLING

Distribution:
COMTRAWINGFIVEINST 5216.1T
Lists I(b,f), II(a-c,e,f,h-k,q-t), III(a,f,h)
FAA Navy Liaison Officer, NAS Pensacola

T-6B IN-FLIGHT GUIDE

OCTOBER 2015

Commander, Training Air Wing FIVE (CTW-5)

NAS Whiting Field, Milton, FL COMTRAWINGFIVEINST 3710.3

Enclosure 1

TRAINING AIR WING FIVE
NAS Whiting Field, Milton FL, 32580

1. The material in this guide is derived from both Navy and CNATRA directives and is a supplement to the TW-5 Fixed Standard Operating Procedures (FWOP) 3710.2W.

2. This booklet is intended for use as an in-flight reference only and is not a substitute for official publications. Forward suggestions for changes and/or errors to TW-5 FW STAN.

3. Total number of pages in this booklet is 82.

Page	CH #	Page	CH #	Page	CH #

R&I Number	Date Posted	Initials	R&I Number	Date Posted	Initials

Contents

I. Local Area Procedures - YELLOW

II. MOA / Alert Area Operations - BLUE

III. Outlying Field Operations - GREEN

IV. Flight Planning - WHITE

V. Miscellaneous - GREY

VI. Emergency Information - PINK

Book Issue Serial Number:

COMM CARD

COMM FREQUENCIES					
UHF	**FREQ**	**AGENCY**	**VHF**	**FREQ**	**AGENCY**
1	290.325	North Whiting ATIS	1	126.2	North Whiting ATIS
2	257.775	North Clearance Delivery	2		
3	251.150	North Whiting Ground	3		
4	306.925	North Whiting Tower	4	121.400	North Tower
5	278.800	Pensacola Departure	5	127.350	Pensacola Departure
6	291.625	Pensacola App (North)	6	126.850	Pensacola App (North)
7	269.375	Pensacola App (South)	7	119.000	Pensacola App (South)
8	303.150	Area 1	8		
9	269.425	NOLF Barin	9		
10	345.200	NOLF Summerdale	10		
11	351.825	Pensacola App (West)	11	118.60	Pensacola App (West)
12	254.900	Pelican	12		
13	257.975	NOLF Brewton	13	122.725	Brewton
14	254.350	NOLF Evergreen	14	122.700	Evergreen/Jack Edwards
15	371.900	NMOA Common	15		
16	338.300	Jax Center (Monitor)	16	134.150	Jax Center (Monitor)
17	346.200	Jax Center (Discrete)	17	120.200	Jax Center (Discrete)
18	274.700	Night/RI Common	18		
19	299.500	Area 3	19		
20	350.150	VT-2	20		
21	290.55	Choctaw ATIS	21	134.525	Choctaw ATIS
22	316.950	Whiting Weather (Metro)	22		
23	233.700	Base Ops	23		
24	259.250	Choctaw Tower	24	121.400	Choctaw Tower
	257.500	T-6 Maintenance	25	134.875	79J(Andalusia) AWOS
26	239.400	Cairns Approach	26	133.450	Cairns Approach
27			27	122.800	79J and 1R8 (Bay Minette)
28	372.000	Pensacola App (SMOA)	28	120.050	Pensacola App (SMOA)
29	360.725	SMOA Common	29		
30	342.800	VT-3	30		
*30s	South Whiting (NDZ)		*30s	South Whiting (NDZ)	
*40s	Sherman Field (NPA)		*40s	Sherman Field (NPA)	
*50s	Pensacola INT (PNS)		*50s	Pensacola INT (PNS)	
*60s	Mobile Downtown (BFM)		*60s	Mobile Downtown (BFM)	
*70s	Mobile Regional (MOB)		*70s	Mobile Regional (MOB)	
*80s	New Orleans Lakefront (NEW)		*80s	New Orleans Lakefront (NEW)	
*90s	Tallahassee Regional (TLH)		*90s	Tallahassee Regional (TLH)	
98	Flight Service 255.400				
99	**GUARD 243.000**		**99**	**Guard 121.500**	
	Base Frequencies: 20: VT-2 (350.150) 30: VT-3 (342.800) 50: FITU (273.750) 60: VT-6 (355.550)		*	*Denotes frequencies in this range follow the following pattern (if available): X1 is ATIS X2 is Clearance X3 is Ground X4 is Tower X5 and X6 are Approach/Departure	

Preset frequencies and routes

NAV FREQUENCIES					
CH	**FREQ**	**NAVAID**	**CH**	**FREQ**	**NAVAID**
1	112.3	NSE VOR	42	109.3	KNPA ILS 7 L
2	111.75	KNSE ILS-14	51	108.8	NUN VOR
3	115.9	CEW VOR	52	111.1	KPNS ILS 17
4	116.8	MVC VOR	61	112.8	BFM VOR
5	108.8	NUN VOR	62	108.5	KBFM ILS 32
6	109.0	GPT VOR	71	115.3	SJI VOR
7	112.1	MGM VOR	72	109.9	KMOB ILS 14
8	114.0	MAI VOR	73	111.5	KMOB ILS 32
9	111.6	RRS VOR	81	114.1	HRV VOR
10	111.2	OZR VOR	82	111.3	KNEW ILS 18
11	110.2	UIA VOR	91	117.5	SZW VOR
			92	111.9	KTLH ILS 27
32	110.55	KNDZ ILS 32	93	110.3	KTLH ILS 36
41	117.2	NPA			

Beginning with channel 32 numbers are matched up with the airports in the Comm frequencies. X1 is the VOR to the field. X2, X3 are the ILS for the airfield starting with lower number.

FMS ROUTES			
Page	To get a company route go to the page listed and find the route you would like to select.	Page	**NOTE: Ensure selected routes match your clearance.**
1	Local Course Rules **VMC ONLY**	11	MGM Stereo Routes
2	Brewton Entry	12	MOB Stereo Routes
3	Evergreen Entry	13	MOB Stereo Routes
4	Monroeville Entry	14	MVC Stereo Routes
5	Barin Entry	15	OZR Stereo Routes
6	NSE Stereo Routes	16	PNS Stereo Routes
7	BFM Stereo Routes	17	TLH Stereo Routes
8	BFM Stereo Routes	18	TOI Stereo Routes
9	DHN Stereo Routes	19	1R8/79J Stereo Routes
10	DHN/JKA Stereo Routes	20	VR1021/VR/1082/VR1085

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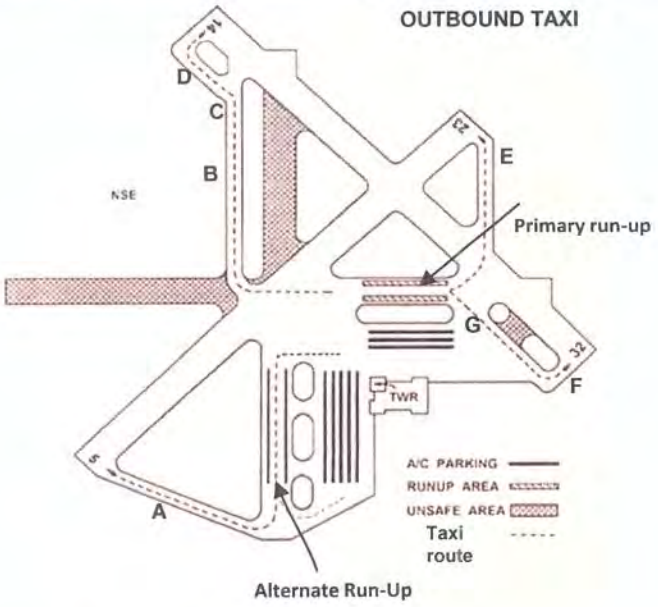
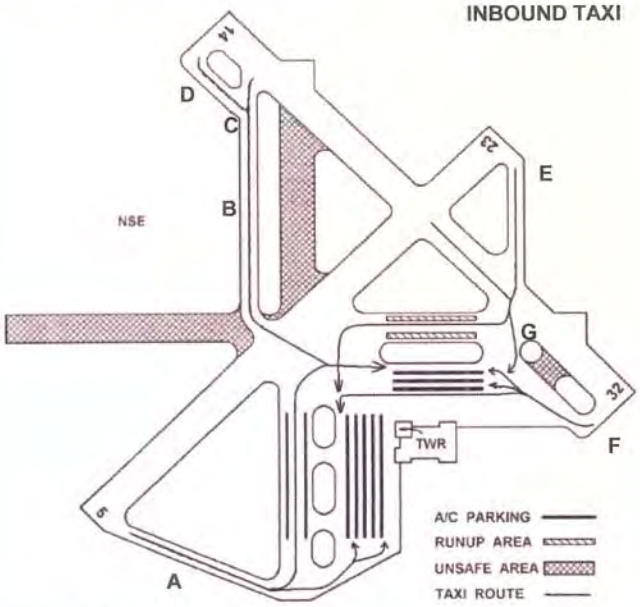
North Whiting (NSE) Airfield Diagram

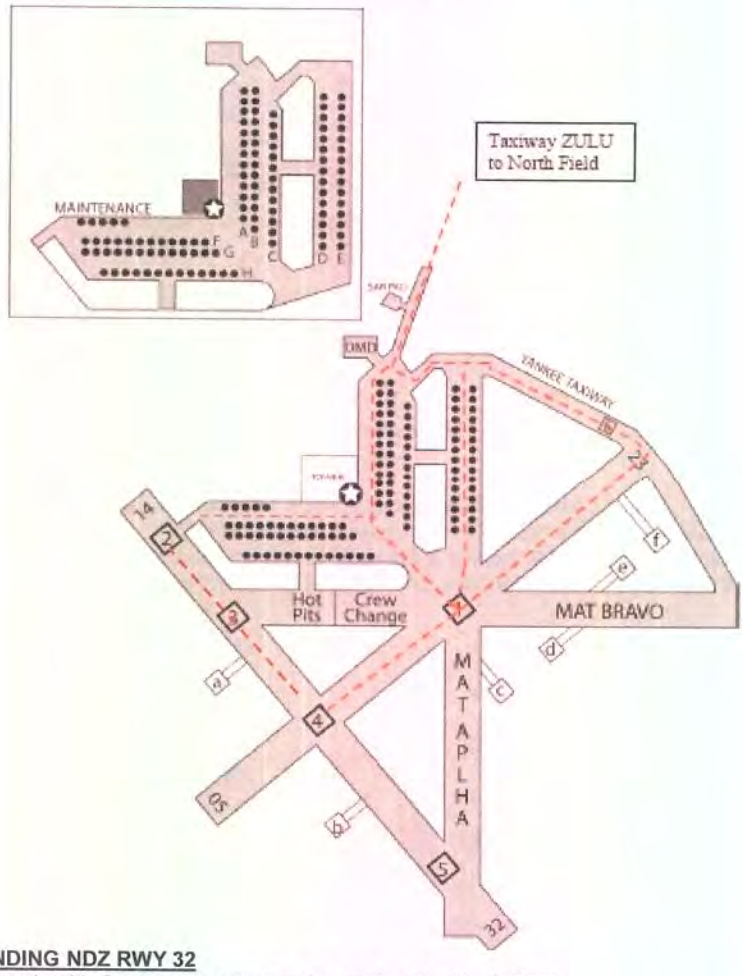


- Primary run-up: RWY 23/32 fill east to west; RWY 14 fill west to east facing 050°.
- Overflow will be to the north side, from east to west, facing 230°.
- Alternate run-up: RWY 5: located at the south end of Rows I and J.
- T-6B shall not exit at midfield after landing; solos shall exit at the end of all runways.



South Whiting (NDZ) Airfield Diagram

Frequencies	
Tower	121.4 / 348.675 (34)
Ground	317.65 (33)
ATIS	273.575 (31)



LANDING NDZ RWY 32

- Comply with Ground's instructions for taxi back to North Field.
- DO NOT attempt to clear at runway at mid-field.
- If exiting at end of RWY 32 [2], clear and proceed to base of tower, join normal taxi routing.

LANDING NDZ OTHER THAN RWY 32

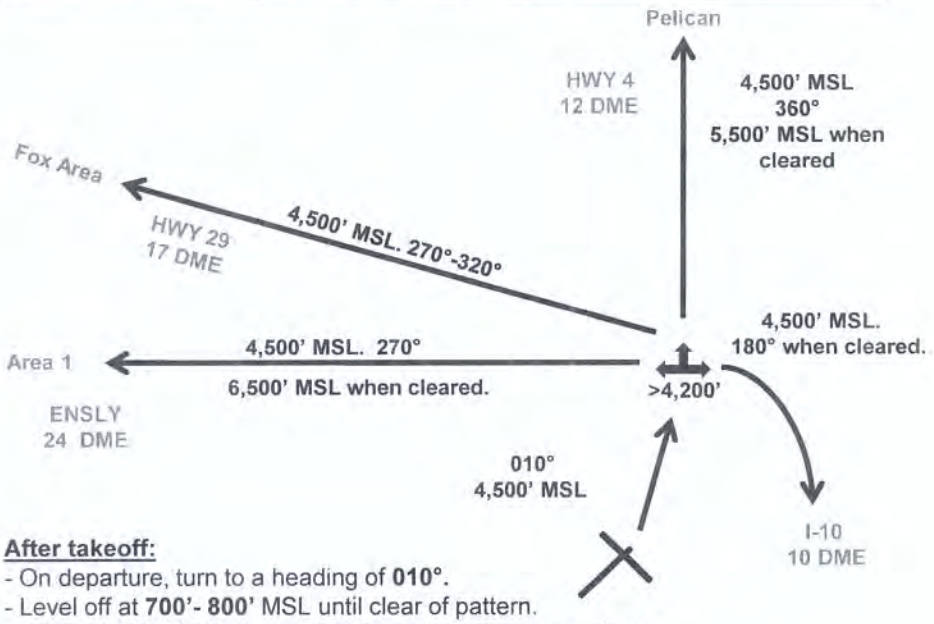
RWY 23: If directed, back taxi or exit RWY 32 at the RWY 05/23 intersection.

- If directed to turn at the "HUB" [1] during taxi back:
  - E/D lines will take you thru HELO parking areas, be vigilant.
  - Alpha line will taxi by base of South Tower.

RWY 05: If directed to, taxi to the end of RWY 05.

- Yankee is the primary taxi route to NSE.

VFR Course Rules Departures – RWY 5/14



After takeoff:

- On departure, turn to a heading of **010°.**
- Level off at **700'- 800'** MSL until clear of pattern.
- Climb at **180 KIAS** and contact Pensacola Departure CH 6.

- **North MOA/South MOA:** Comply with stereo routing and altitude.

- **VFR to the West, Fox or North**: Climb to 4,500' MSL. When **instructed by ATC to "proceed on course"** or when passing **4,200' MSL**, turn to heading:
  - **-Pelican (North):** 360°.
  - **-Area 1 (West):** 270°.
  - **-Area Fox (Northwest)**: 270°-320°.
  - **-Area 3 (South):** When cleared by ATC turn to 180°.

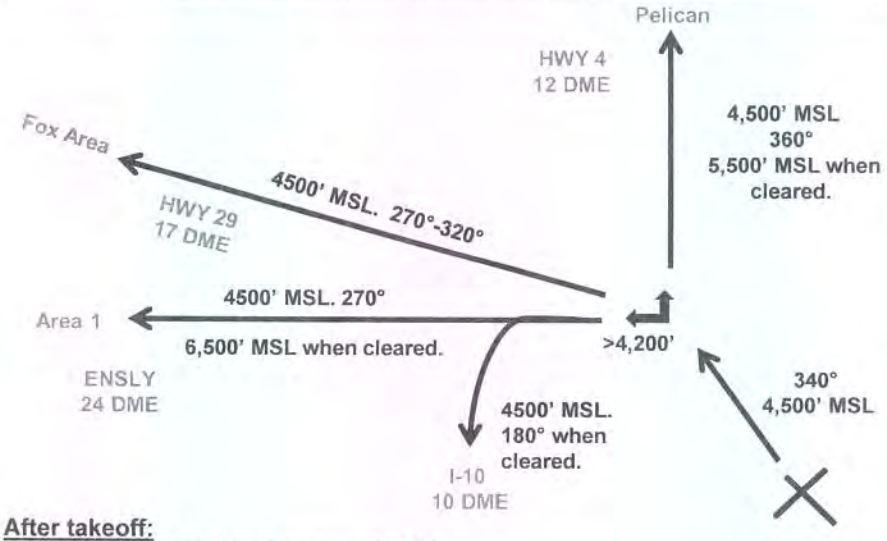
- When **instructed by ATC to "climb to requested VFR altitude"** climb to:
  - **-Pelican (North):** 5,500' MSL.
  - **-Area 1 (West):** 6,500' MSL.
  - **-Area Fox (Northwest)**: 4,500' MSL.
  - **-Area 3 (South):** Maintain 4,500' MSL. ATC will advise further climbs.

Maintain radar advisories until reaching the following termination points

Pelican (North):	HWY 4 (NSE 12 DME).
Area 1 (West):	Point ENSLY (NSE 24 DME)/(N/S railroad ivo Bay Springs).
Area Fox (NW):	HWY 29 (NSE 17 DME).
Area 3 (South):	I-10 (NSE 10 DME).*

*If conducting aerobatics or OCF in Area 3, maintain assigned squawk when crossing I-10 for VFR flight following. Do not call clear to the south or cancel radar advisories. Radios should be tuned to Area 3 Common (19) & Pensacola Approach when directed.

VFR Course Rules Departures – RWY 23/32



After takeoff:

- On departure, turn to a heading of **340°.**
- Level off at **700'- 800'** MSL until clear of pattern.
- Climb at **180 KIAS** and contact Pensacola Departure CH 6.

- **North MOA/South MOA:** Comply with stereo routing and altitude.

- **VFR to the West, Fox or North**: Climb to 4,500' MSL. When **instructed by ATC to "proceed on course"** or when passing **4,200' MSL**, turn to heading:
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  - **-Area 3 (South):** Maintain 4,500' MSL. ATC will advise further climbs.

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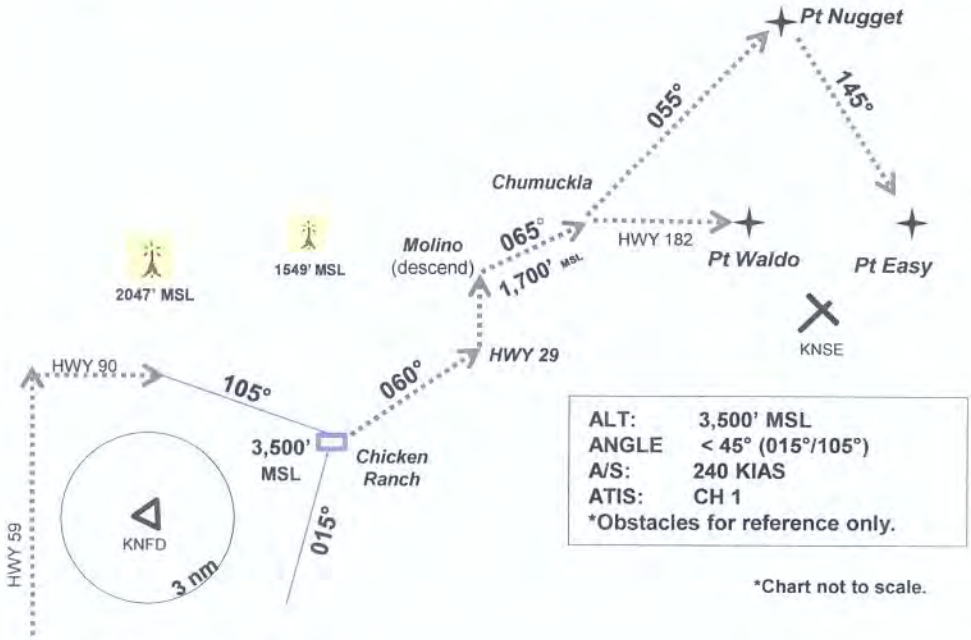
Area Fox (NW):	HWY 29 (NSE 17 DME).
Area 3 (South):	I-10 (NSE 10 DME).*

*If conducting aerobatics or OCF in Area 3, maintain assigned squawk when crossing I-10 for VFR flight following. Do not call clear to the south or cancel radar advisories. Radios should be tuned to Area 3 Common (19) & Pensacola Approach when directed.

VFR Course Rules Arrivals – Area 1



Recovery

- **Area 1 to Chumuckla**

- Intercept Chicken Ranch between a 015° and 105° course, 3,500' MSL.

Avoid Summerdale (KNFD) below 5,000' MSL and 3 nm.

Antennas up to 2,047' MSL located south of I-10.
MEF at Chicken Ranch: 2,200' MSL.
Elsanor Airport: 122.9

- Abeam Chicken Ranch, contact Pensacola Approach (CH 6) with ATIS and turn 060° to HWY 29.
- At HWY 29, turn 360° and follow HWY 29 north to Molino (triangle of trees).
- At Molino, turn 065° to Chumuckla, on heading descend to 1,700' MSL.

MEF at Molino: 1,700' MSL.

- **Chumuckla to Pt Waldo (RWY 05/14)**

- Fly east, ¼ wingtip north of HWY 182 to Pt Waldo.

- **Chumuckla to Pt Easy (RWY 23/32)**

- Turn 055° towards Pt Nugget.
- At Pt Nugget, turn 145° to Pt Easy.

SLOW DOWN TO 200 KIAS WHEN CROSSING WALDO OR EASY.
UPON REACHING 200 KIAS BEGIN DESCENT TO 1,300' MSL.

VFR Course Rules Arrivals – North Recovery to Conecuh River Bridge

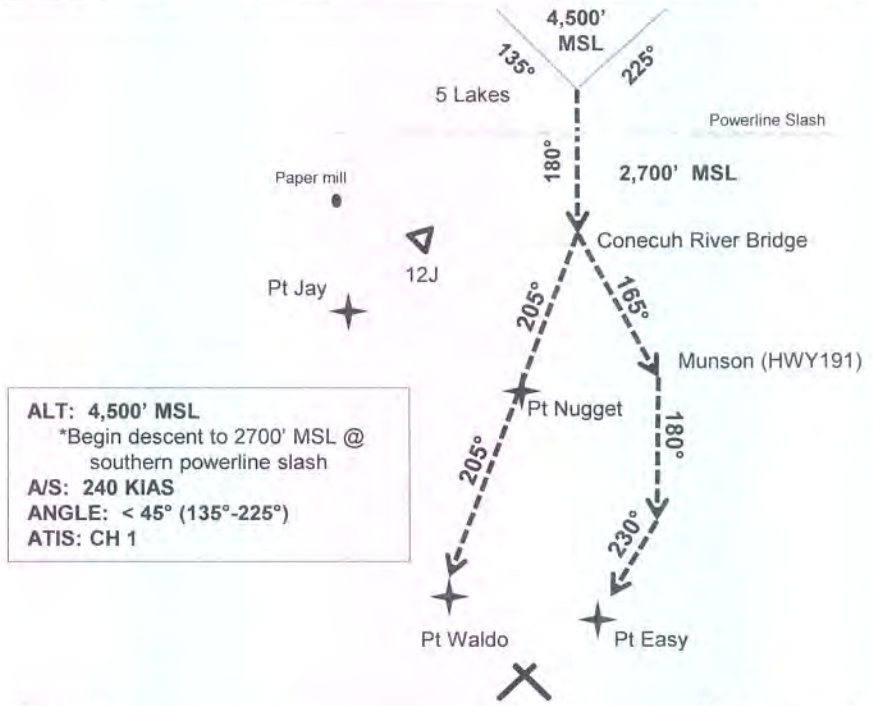


*Chart not to scale.

Recovery

Altitude: 4,500' MSL by Five Lakes.
Airspeed: 240 KIAS by Five Lakes.
Angle: Intercept 180° by Five Lakes between a 135° and 225 °, <45° . Descend to 2,700' MSL crossing Southern Power Line Slash.
ATIS: @ Southern Power Line Slash switch to Pensacola Approach (CH 6) with ATIS.

- **Conecuh River Bridge to Pt Waldo (RWY 05/14)**
  - Over the bridge, turn 205° to Pt Nugget.
  - Continue 205° until Pt Waldo.

- **Conecuh River Bridge to Pt Easy (RWY 23/32)**
  - Over the bridge, turn 165 ° to intercept HWY 191 north of Munson.
  - Fly ¼ WTD west of HWY 191 heading 180°.
  - Cross the bend along HWY 191, fly SW ¼ east of HWY 191 to Pt Easy.

SLOW DOWN TO 200 KIAS WHEN CROSSING WALDO OR EASY. UPON REACHING 200 KIAS BEGIN DESCENT TO 1,300' MSL.

VFR Course Rules Arrivals – North Recovery To Point Jay

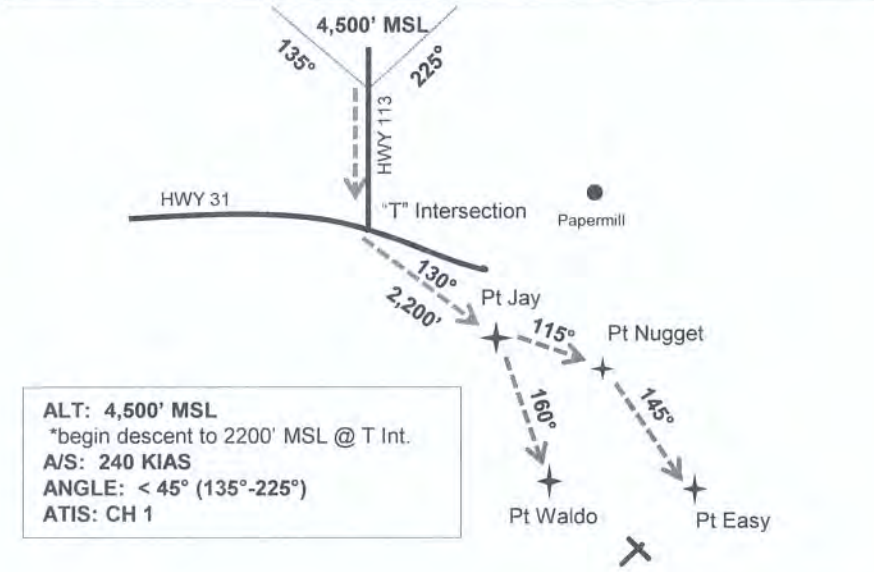


*Chart not to scale.

Recovery
Altitude: 4,500' MSL when intercepting Hwy 113.
Airspeed: 240 KIAS.
Angle: <45° intercept.
ATIS: Contact Pensacola Approach (CH 6) prior to Pt Jay with ATIS.

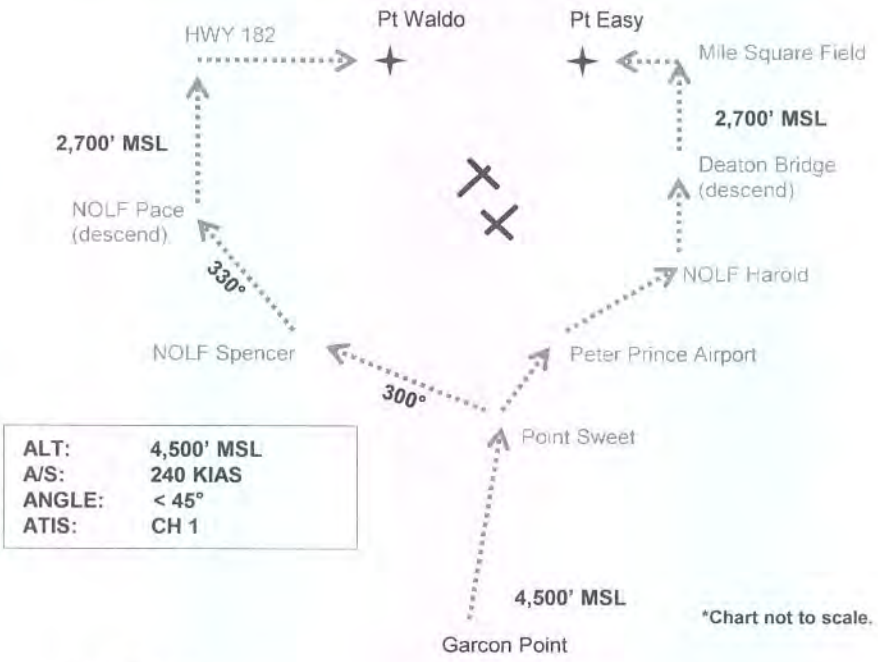
- **"T" Intersection to Pt Jay:**
  - Turn 130° to Pt Jay and descend to 2,200' MSL.

- **Pt Jay to Pt Waldo (RWY 05/14)**
  - Turn 160° to Pt Waldo.

- **Pt Jay to Pt Easy (RWY 23/32)**
  - Turn 115° to Pt Nugget.
  - At Pt Nugget, turn 145° to Pt Easy.

SLOW DOWN TO 200 KIAS WHEN CROSSING WALDO OR EASY.
UPON REACHING 200 KIAS BEGIN DESCENT TO 1,300' MSL.

VFR Course Rules Arrivals – Area 3



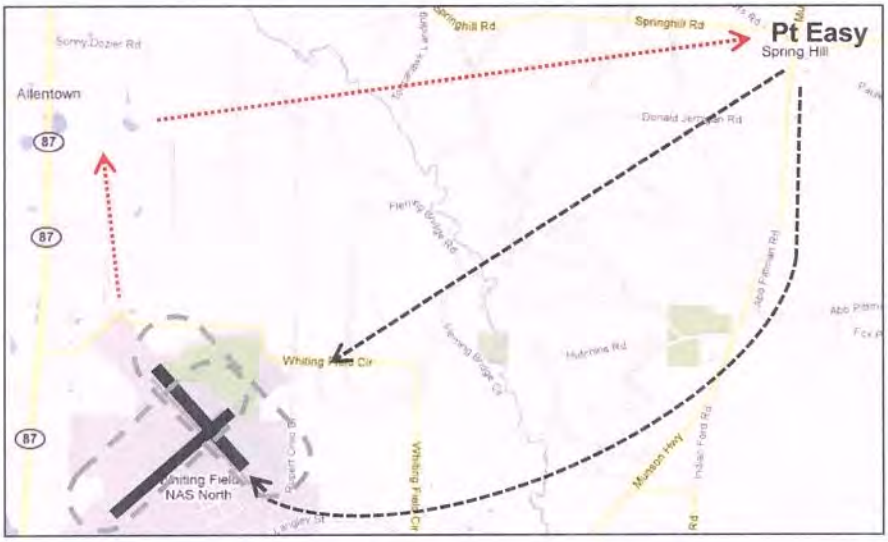
- **Area 3 to Pt Sweet**
  - Contact Pensacola Approach CH7 abeam southern tip of Garcon Point.
  - 4500' MSL, ½ WTD east of Garcon Point.
  - Fly north over Blackwater Bay Pt Sweet.
  - Descend to 3500' MSL when directed.

- **Pt Sweet to Pt Waldo (RWY 05/14)**
  - 300° to NOLF Spencer.
  - 330° to NOLF Pace (Intersection of HWY 191/197).
  - Descend to 2700' MSL.
  - Turn north to HWY 182.
  - Fly east ¼ WTD south of HWY 182 to Pt Waldo.

- **Pt Sweet to Pt Easy (RWY 23/32)**
  - Fly north to Peter Prince Airport.
  - Proceed east to NOLF Harold, ½ WTD north of HWY 90.
  - North to Deaton Bridge.
  - Descend to 2,700' MSL.
  - North to Mile Square Field then turn west direct Pt Easy.

SLOW DOWN TO 200 KIAS WHEN CROSSING WALDO OR EASY.
UPON REACHING 200 KIAS BEGIN DESCENT TO 1,300' MSL.

North Whiting Pattern Operations RWY 23/32



All TW5 aircraft

Discontinued Entry

Break Alt:	1300' MSL
Pattern Alt:	1000' MSL
Airspeed:	200 KIAS

ALL AIRCRAFT:
- Contact North Tower at Pt Easy.
- Inside Pt Easy, maintain 200 KIAS.
- Descend to 1,300' MSL once slowed to 200 KIAS.

RWY 23
- Offset between tower and RWY 23.
- Break away from tower.

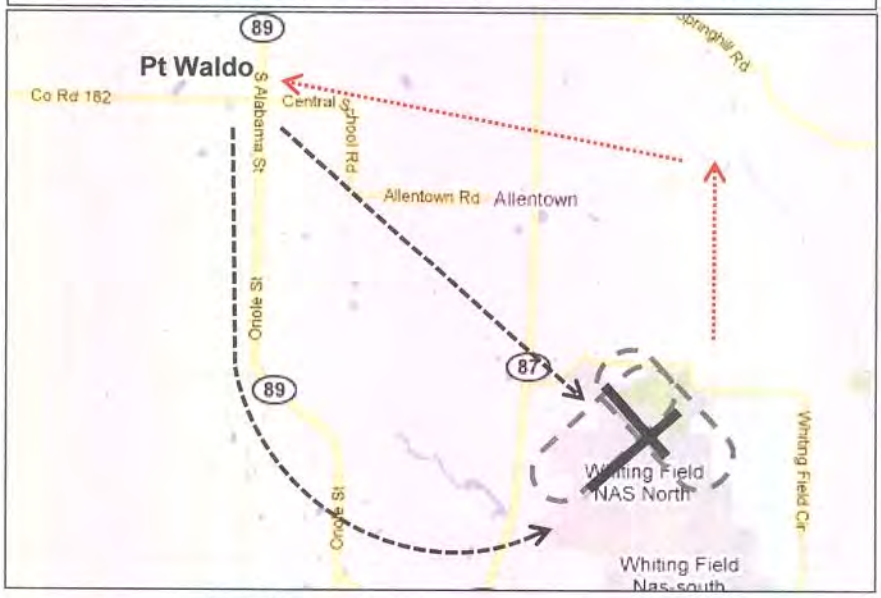
RWY 32
- Proceed south along HWY 191 until the first Y-shaped dirt road intersection
- Stay north of Langley Road.
- Offset between the tower and RWY 32.
- Break away from tower.

DISCONTINUED ENTRY
- Turn to heading of 340°.
- Climb to 2,700' MSL and contact Pensacola Approach.
- Reenter pattern at Pt Easy via direct or radar vectors.

WAVEOFF
- Climb to pattern altitude 1000' MSL.
- Request downwind, follow tower instructions.

HOMEFIELD DELTA PATTERN	
CONFIGURATION	Gear Down Flaps Up
ALTITUDE	2,500' MSL
AIRSPEED	120 KIAS

North Whiting Pattern Operations RWY 5/14



All TW5 aircraft
Discontinued Entry

Break Alt:	1300' MSL
Pattern Alt:	1000' MSL
Airspeed:	200 KIAS

ALL AIRCRAFT:
- Contact North Tower at Pt Waldo.
- Inside Pt Waldo, break airspeed.
- Descend to 1,300' MSL once slowed to 200 KIAS.

RWY 14
- Line up between tower and RWY 14.
- Break away from tower.

RWY 05
- Proceed south along HWY 89 until the second bend (turn south again).
- Turn to remain north of the third bend (turns east again).
- Remain north of Langley Road.
- Break away from tower.

DISCONTINUED ENTRY
- Turn to heading of 010°.
- Climb to 2700' MSL and contact Pensacola Approach.
- Reenter pattern at Pt Waldo via direct or radar vectors.

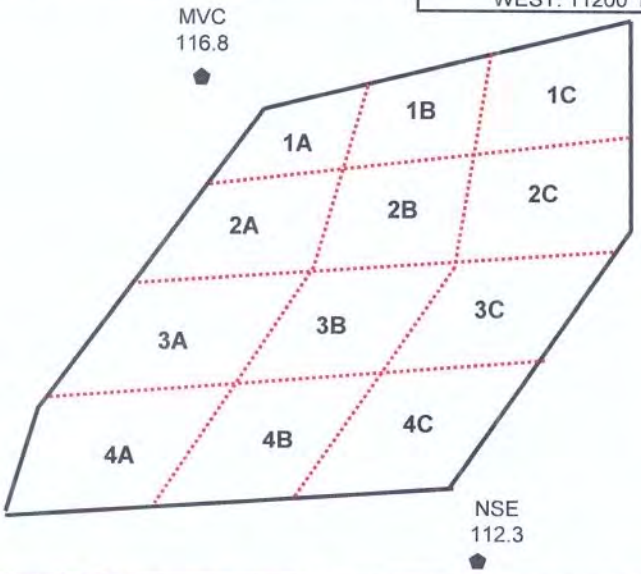
WAVEOFF
- Climb to pattern alt 1,000' MSL.
- Request downwind, follow tower instructions.

HOMEFIELD DELTA PATTERN	
CONFIGURATION	Gear Down Flaps Up
ALTITUDE	2,500' MSL
AIRSPEED	120 KIAS

North MOA

Frequencies	
JAX C Discrete	338.3 / 134.15 (CH 16)
JAX Center	346.2 / 120.2 (CH 17)
MOA Common	371.9 (CH 15)

Block Altitudes MSL	
12000' MSL	17,999' MSL
Transition Block	
EAST : 11700' MSL WEST: 11200' MSL	



North MOA

NORTH MOA PROCEDURES

NSE VFR/IFR

- VFR: File NSE2. Fly normal VFR departure.
- IFR: File NSE1, attempt VMC above.
- Expect climb to 4,000 'MSL and expect further clearance to 10,000' MSL.
- Do not climb past assigned altitudes until specifically cleared by ATC.
- At or below 10,000' MSL TRACON will direct switch to JAX Ctr on 338.3/134.15 (16)
- JAX Ctr will assign a working block after the pilot's request.
- Aircraft will proceed to working block via appropriate transition altitudes until within the lateral confines of assigned block.
- Switch to NMOA Common, 371.9 (15) once established if not already on frequency.
- Continue to monitor NMOA common and operate MARSA VMC between 12000' MSL and 17,999' MSL.
- IFR departure procedures same as VFR departure.
- IFR clearance is automatically canceled upon entering the MOA.

DO NOT ENTER MOA IMC without IFR clearance from JAX center. If unable to maintain VMC in MOA, coordinate with JAX center for further clearance.

RECOVERIES FROM NORTH MOA

VFR

- Contact JAX center on 338.3 / 134.15 (16) and make applicable radio calls.
- JAX Ctr will advise to call passing 12,000' MSL.
- Contact JAX Ctr passing 12,000' MSL and follow ATC instruction to squawk 1200 and radar service will be terminated.
- Proceed VFR on applicable frequency and depart either laterally, through Pelican Blocks 1B or 4C, coordinate a descent through another Pelican block, or descend along Pelican Lines.
- If departing IFR, aircraft will maintain VMC at lowest altitude between 10,000' MSL and 17,999 MSL.
- Contact JAX center on 338.3 / 134.15 (16) with intentions/request.
- JAX center will issue a clearance to depart NMOA IFR when separation.
- Expect hand-off to Pensacola Approach.

IFR

- When ready to depart IFR make applicable radio call to JAX Ctr while maintaining confines of assigned block.
- JAX Ctr will give clearance to destination with instruction for route of flight and descent to 11,000' MSL.
- Aircraft will stay within the confines of their working block and MARSA until reaching 11,000' MSL AND THEN proceed as cleared.
- IFR clearance does not begin until within the lateral confines of the penetration area and is based on JAX center workload.

MARSA PROCEDURES - NMOA

If JAX Ctr is unable to provide monitoring of NMOA, then Military Accepts Responsibility of Separation of Traffic. Flight into the NMOA is permitted but VMC must be maintained and all other normal airspace rules apply.

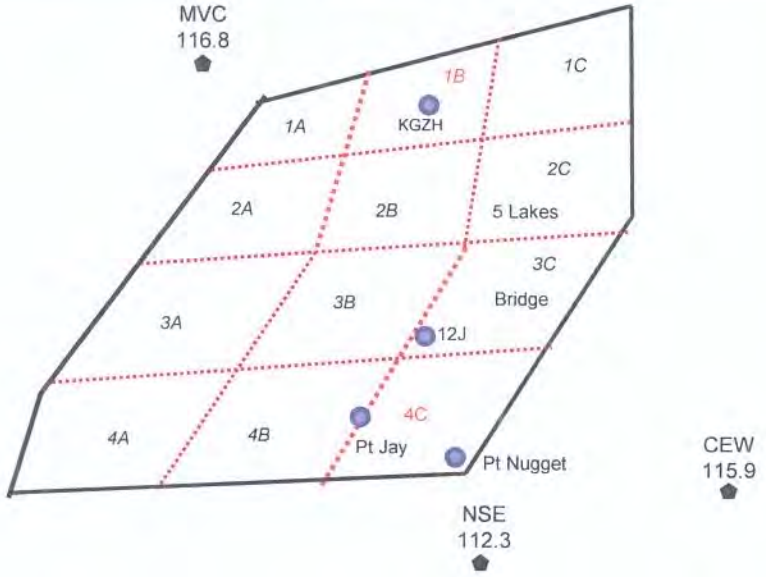
If North Field is VFR

- Make normal VFR departure and when canceling advisories, Squawk 1200 and enter NMOA VFR. Maintain VMC and monitor NMOA Common 371.9 (15).
- For departing NMOA make departure still employing same airspace rules and either join Course Rules or Random Arrival.

If North Field is IFR

- Depart with NSE 1T and once VMC cancel IFR and Squawk 1200. Climb and maintain VFR in NMOA and monitor NMOA Common 371.9 (15).
- Depart NMOA same as VFR and pick up IFR clearance as necessary once clear of NMOA.

Pelican Working Area



Block Altitudes MSL	
6000' MSL	11,000' MSL
Transition Block	
EAST : 5700' MSL WEST: 5200' MSL	

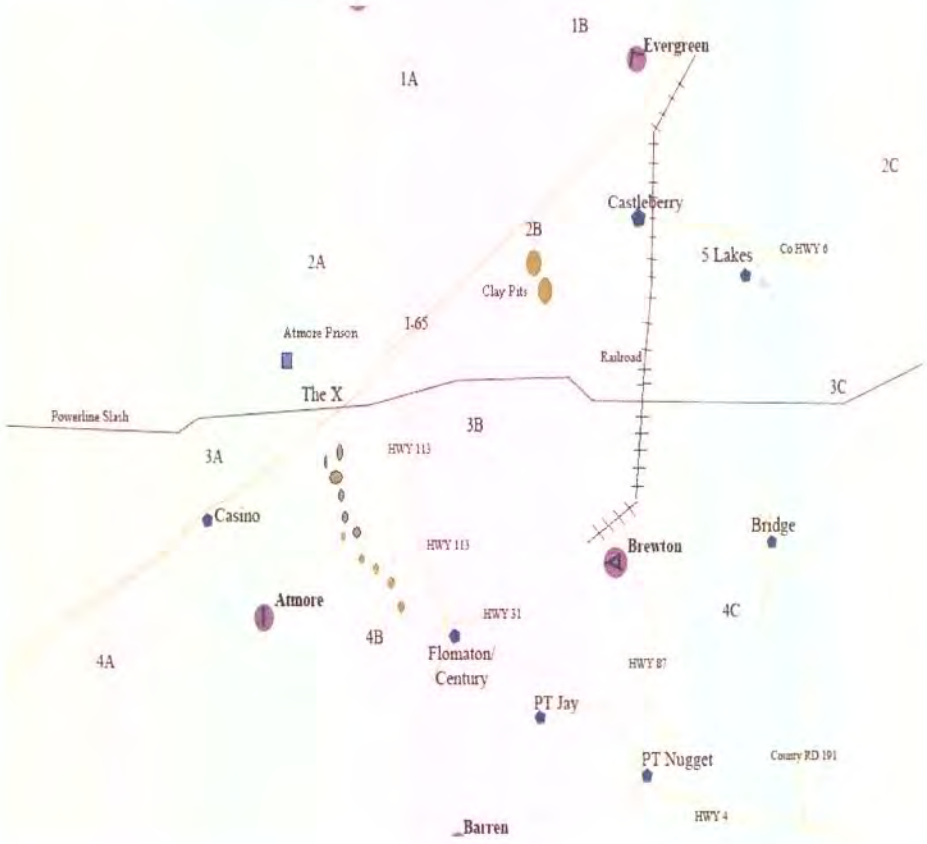
Frequencies	
Pelican & Fox Common	254.9(12)
Evergreen	254.35 (14)
Brewton	257.97 (13)
Bay Minette	122.8 CTAF(27)
Monroeville	123.0 CTAF
Area 2T	254.9 (12)

- Aircraft operating in the Pelican Working Area are VFR without radar advisories.
- Aerobatics: Squawk 4700.
- Blocks 1B and 4C are for ingress and egress of the airspace only.

ENTRY & EXIT

- Aircraft should enter and exit via the transition layer.
- If necessary, transit along block borders and make traffic calls on common BEFORE traversing the borders to ensure deconfliction.

Pelican Ground References



Frequencies	
Pelican, Transition Layers, Fox	254.9 (12)
Brewton OLF	257.975/122.72 (13)
Evergreen OLF	254.35/122.7 (14)

Block Altitudes MSL	
SFC	10000' MSL (Outside Pelican)
SFC	5000' MSL (Below Pelican)

Area Fox

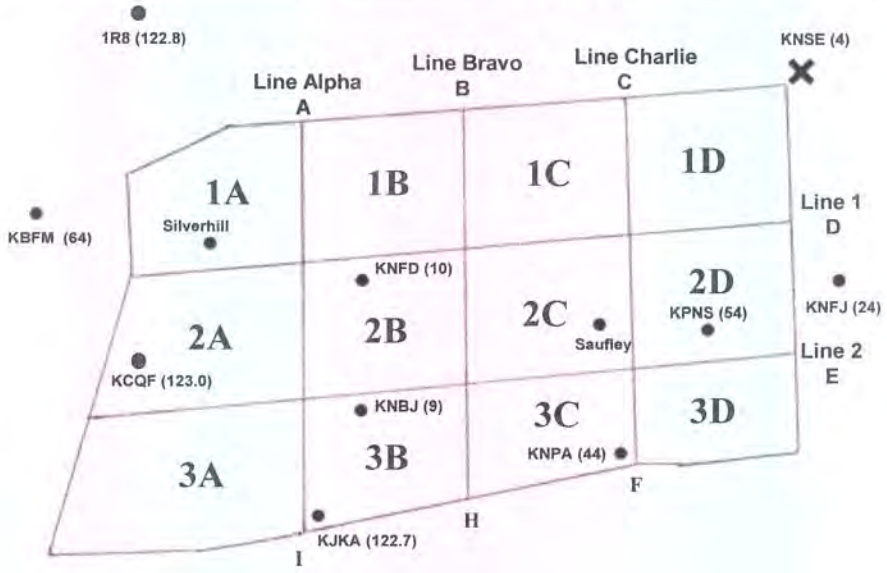
Block Altitudes MSL	
1A/2A/3A	1000'- 5000' MSL
4A	3000'-5000' MSL ONLY

Frequencies	
Area Fox	254.9 (12)
Monroeville	123.0 CTAF
Bay Minette	122.8 CTAF(27)

AREA FOX OPERATIONS

- Primary area for Level Basic Form Flight.
- 1A/2A: NORTH (Blocks 1-4).
- 3A/4A: SOUTH (Blocks 3-4).
- Basic formations operate at set altitudes;1500' / 2500' / 3500 '/ 4500' MSL.
- Check-in on Area common, 254.9 (12) and determine working altitudes.
- Formations with solo must work ≥ 2500' MSL.
- Use of Atmore 0R1(122.8) unauthorized unless an emergency.

South MOA – GATOR Area (VFR)



Frequencies	
Pensacola App (MOA monitor)	372.0 / 120.05 (28)
MOA Discrete	360.725 (29)

Block Altitudes MSL	
GATOR & ATCAA	10,500' – FL 230
LOW (3A N/A LOW)	10,500' – 16,500' MSL
HIGH	17,000' – FL 230

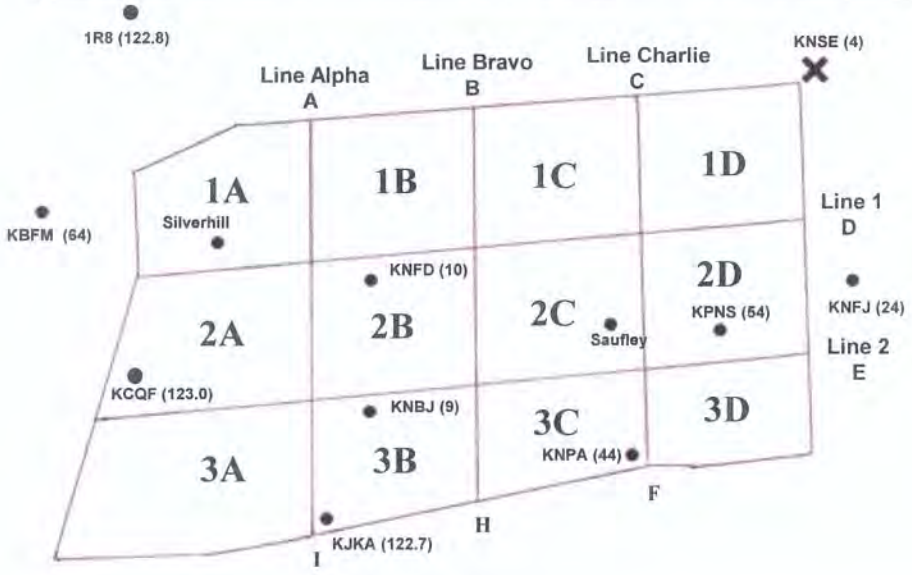
Entry/Transition

- File SMOA canned route for entry. (NSE 5 from NSE).
- Use local altimeter, when it is below 29.92 use FL 220 as top of working area.
- PNS App (MOA Monitor) will transition aircraft to/from assigned block(s) and issue GATOR clearance:
- Gator clearance authorizes aircraft to climb/descend from assigned alt only once established in the lateral confines of assigned working block **Stay below 10,500' MSL until in working block.**
- Monitor 360.725 (CH 29) while in the GATOR area.

Exit (VFR)

- Contact PNS App 120.05/372.0 (CH 28) **"Pensacola App, (call sign) cancel radar advisories"**
- Remain within assigned block until given instruction by PNS App (MOA Monitor).
- Aircraft descending from high blocks through low block will do so only after ATC instructions, via MOA section lines or through cold areas.
- Aircraft requesting VFR flight following after departing the GATOR will do so 10 minutes prior to departure.

South MOA – GATOR Area (IFR EXIT)



Frequencies	
Pensacola App (MOA monitor)	372.0 / 120.05 (CH 28)
MOA Discrete	360.725 (CH 29)

Block Altitudes MSL	
GATOR & ATCAA	10,500' MSL–FL 230
LOW (3A N/A Low)	10,500' MSL–16,500' MSL
HIGH	17,500' MSL–FL 230

Exit (IFR)

1. Contact PNS App 120.05/ 372.0 (CH 28) with intentions **"Pensacola App, (call sign), complete in block 1A high, with (ATIS), request vectors RNAV (GPS) 23 North Whiting full stop"**
2. PNS will issue standard clearance to depart GATOR via intercept lines/points
3. MARSA until clear of GATOR.
4. PNS will issue clearance once separation can be assured.

Block Changes

1. Make block changes with PNS App (MOA Monitor).

Lost Communications

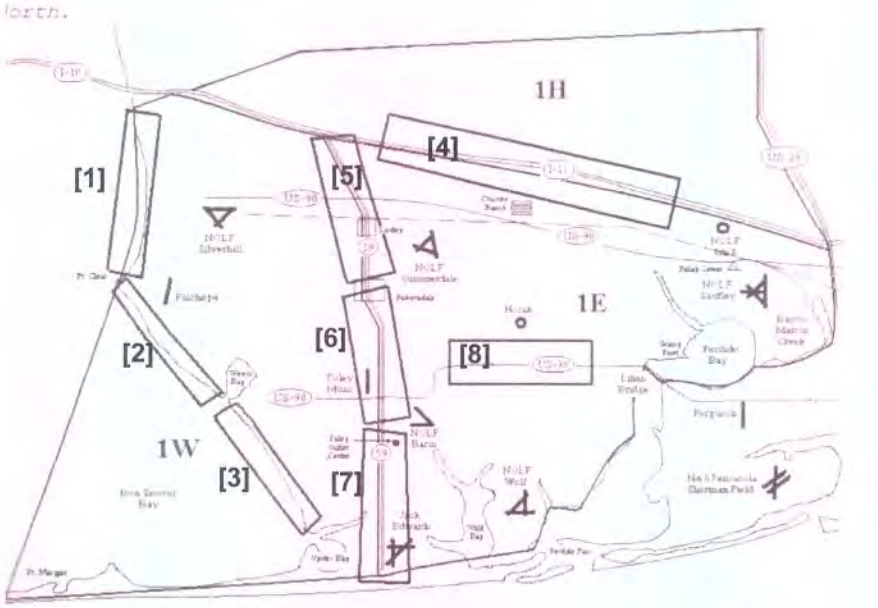
1.HAVE NOT received a Gator clearance and are ABLE to maintain VMC, proceed VFR to NSE at or above 3500' MSL for PPEL to active runway

2.HAVE NOT received a Gator clearance and are UNABLE to maintain VMC, maintain last assigned alt and proceed direct MERTY or ANTUA. Enter holding as published, descend to depicted alt and execute approach.

3.HAVE received Gator clearance and are ABLE to maintain VMC, descend VFR until below working area and proceed VFR to NSE at of above 3500' MSL for PPEL to active runway.

4.HAVE received Gator clearance and are UNABLE to depart MOA VMC, descend to lowest VMC alt (min 11000' MSL), proceed via transition lines 1 or 2 to Points D or E. At Pt D or E, descend to 9000' MSL and proceed direct MERTY, or ANTUA. Enter holding as published, descend to depicted alt and execute approach.

Area 1



Frequencies	
Area 1	303.15 (8)
Barin OLF	269.425 (9)
Summerdale OLF	345.2 (10)
Fairhope (KCQF)	123.0

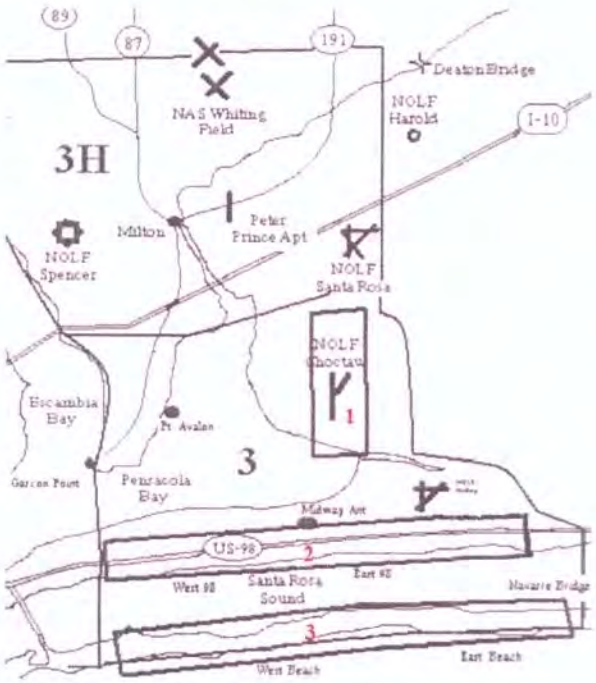
Block Altitudes MSL	
SFC	9500' MSL

AREA 1 OPERATIONS

- Aerobatics: Squawk 4700.
- No Aerobatics over congested areas.
- Area 1H used for HELO training below 5000' MSL.
- Aircraft using I-10 section line; remain clear of HWY 59 North.
- Aircraft should not use I-10 west of HWY 59 due to proximity with V198.
- Avoid Foley (5R4).
- Caution near the beach line for NPA course rules traffic.

1. North Pt Clear
2. South Pt Clear
3. Weeks to Oyster Bay
4. I-10 (5,000' MSL and above)
5. HWY 59 North (5,000' MSL and above)
6. HWY 59 Central (5,000' MSL and above)
7. HWY 59 South
8. HWY 98 (5,000' MSL and above)

Area 3



Block Altitudes MSL	
SFC	9500' MSL

Frequencies	
Area 3	299.5 (19)
Choctaw Tower	259.25 (24)
Pensacola App	269.375 (7)

AREA 3 OPERATIONS

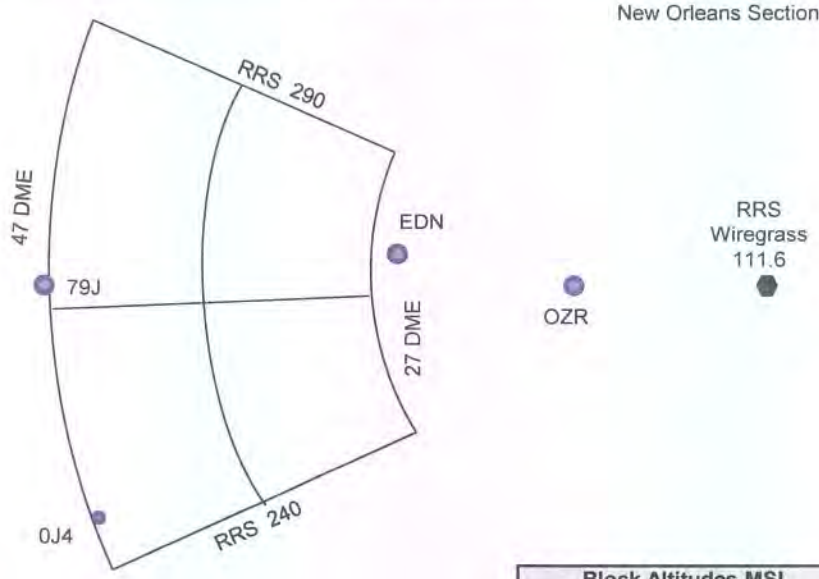
- Primarily used for Instructor contact/OCF training.
- Increased commercial and military traffic.
- All training maneuvers should be conducted south of I-10.
- Order of Priority of Use: Choctaw, 98, Beach.
- OCF training incorporates up to 14,500' MSL – preferred location over Choctaw.
- Eastern spin area extends from 5000' MSL to 17,500' MSL (NW corner of W-155A).
- Maintain flight following with Pensacola Approach and maintain discrete frequency– report completion of OCF/aerobatics.
- Avoid Class C airspace without clearance.

RESTRICTIONS

- OCF and aerobatics shall not be conducted over Garcon Point Bridge or Bagdad Peninsula.
- Avoid airspace < 2000' AGL west of Midway Antenna.
- Refer to FWOP for Eastern Spin Area usage.

ROSEHILL MOA

New Orleans Sectional



Block Altitudes MSL	
8000' MSL	17,999' MSL

79J	Andalusia	(6000'x100')	122.8
EDN	Enterprise	(5080'x100')	122.8
OZR	Cairns AAF	(5000'x150')	135.2
0J4	Florala	(3197'x75')	123.0

Frequencies	
JAX Center	134.15 / 120.2 (CH 16/17)
Cairns App	133.45/239.4 (CH 26)

ROSEHILL MOA PROCEDURES

- Schedule ROSEHILL MOA through 46 OSS/OSCS Eglin AFB, FL.
- DSN 872-5800, C850-882-5800
- Report established once within the geographical boundaries with JAX center.
- MOA discrete as applicable.
- Advise JAX center if unable to maintain VMC.

- Rosehill MOA is actively used by military aircraft 0600-2400 Mon-Fri. Although not required, ATC or a military radar unit may provide advisory/monitoring/separation services within the MOA. However, the pilot is responsible for remaining within the area and exercising "see and avoid" during visual conditions.

- Flight following by Cairns Approach:
- Based on task saturation, Cairns Approach may provide VFR flight following within the lateral confines of Rosehill MOA between requested altitudes. Cairns Approach DOES NOT control Rosehill MOA and therefore can only provide limited flight following. Aircraft should use this procedure on a limited basis, especially if dynamic maneuvering is required.

BARIN NOLF (KNBJ), 15/33 & 9/27

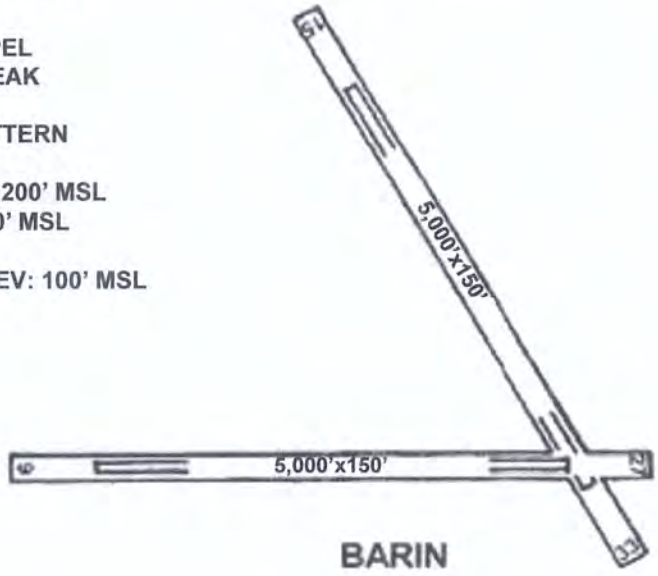
CH 9 (269.425)

RIGHT PPEL
LEFT BREAK

LEFT PATTERN

BREAK: 1200' MSL
PATT: 900' MSL

FIELD ELEV: 100' MSL



PATTERN OPERATIONS	
HIGH KEY	3100' MSL
CROSSWIND	2500' MSL
LOW KEY	1600' MSL
BREAK	200 KIAS
DOWNWIND	120 KIAS
180 – FINAL	100-120 KIAS
DELTA PATTERN OPS	
CONFIGURATION	Gear Down
ALTITUDE	1400' MSL
AIRSPEED	120 KIAS

NSE BINGO
410
(for intercepting Course Rules 5 NM west of the Chicken Ranch)

1. Max A/C in pattern is 6.
2. ELP traffic from High Key has priority.
3. No ELP/PEL/P with solos in pattern.
4. Without an RDO, limited to one A/C, low approaches only.
5. Depart upwind on runway heading.
6. Be alert for civilian traffic in the vicinity.

Note: All traffic departing, maintain runway heading until clear of the pattern. When clear of pattern, turn in desired direction. Be alert for Foley Airport and NOLF Summerdale.

SUMMERDALE NOLF (KNFD), 5/23 & 11/29

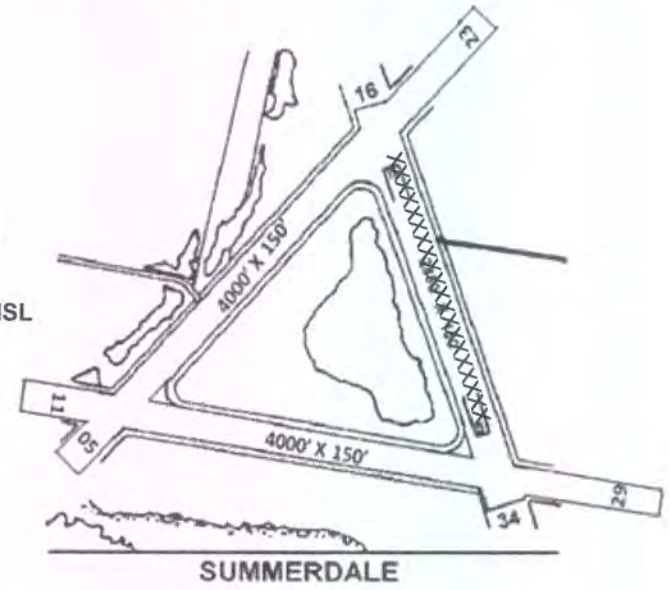
CH 10 (345.200)

ELP ENTRY ONLY
RIGHT PPEL

LEFT PATTERN

BREAK: 1200' MSL
PATT: 900' MSL

FIELD ELEV: 100' MSL



PATTERN OPERATIONS	
HIGH KEY	3100' MSL
CROSSWIND	2500' MSL
LOW KEY	1600' MSL
DOWNWIND	120 KIAS
180 – FINAL	100-120 KIAS
DELTA PATTERN OPS	
CONFIGURATION	Gear Down
ALTITUDE	1400' MSL
AIRSPEED	120 KIAS

NSE BINGO
400
(for intercepting Course Rules 5 NM west of the Chicken Ranch)

1. Runways are under construction. Re-opens in FY16+.
2. Max A/C in pattern is 6.
3. ELP Entry only.
4. ELP from High Key traffic has priority.
5. Without an RDO, limited to one A/C, low approaches only.

BREWTON NOLF (12J), 6/24 & 12/30

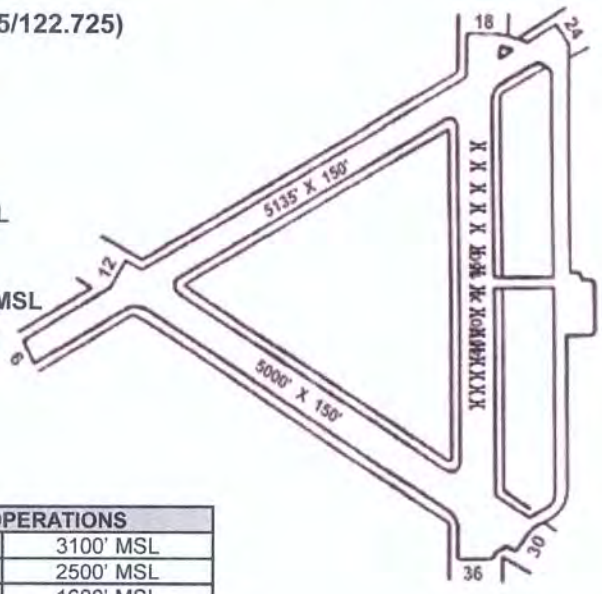
CH 13 (257.975/122.725)

RIGHT PPEL
LEFT BREAK

LEFT PATTERN

BREAK: 1,200' MSL
PATT: 900' MSL

FIELD ELEV: 100' MSL



PATTERN OPERATIONS	
HIGH KEY	3100' MSL
CROSSWIND	2500' MSL
LOW KEY	1600' MSL
BREAK	200 KIAS
DOWNWIND	120 KIAS
180 – FINAL	100-120 KIAS
DELTA PATTERN OPS	
CONFIGURATION	Gear Down
ALTITUDE	1400' MSL
AIRSPEED	120 KIAS

NSE BINGO
380
(Course Rules
from Jay)

1. PPEL/PPEL(P) not authorized with solos in the pattern.
2. No TRAWING 5 Ops without RDO on station.
3. Max A/C in pattern is 6.
4. ELP from High-Key traffic has priority regardless of type.
5. Avoid overflying paper mill (NW of field).
6. Civil traffic has right of way.
7. Remain outside 5 NM / 3000' unless entering pattern.
8. Pilots shall monitor CTAF 122.725 (CH-13).

EVERGREEN NOLF (KGZH), 1/19 & 10/28

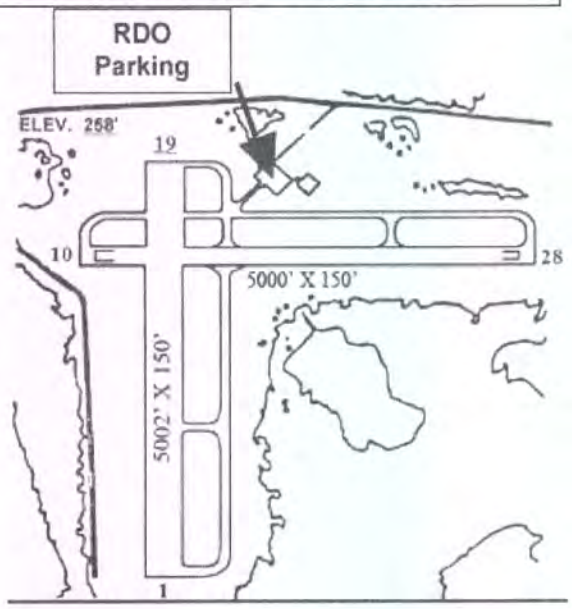
CH 14 (254.35/122.7)

RIGHT PPEL
LEFT BREAK

LEFT PATTERN

BREAK: 1,400' MSL
PATT: 1,100'MSL

FIELD ELEV: 300' MSL



PATTERN OPERATIONS	
HIGH KEY	3300' MSL
CROSSWIND	2700' MSL
LOW KEY	1800' MSL
BREAK	200 KIAS
DOWNWIND	120 KIAS
180 – FINAL	100-120 KIAS
DELTA PATTERN OPS	
CONFIGURATION	Gear down
ALTITUDE	1600' MSL
AIRSPEED	120 KIAS

NSE BINGO
390
(5 Lakes for CR)

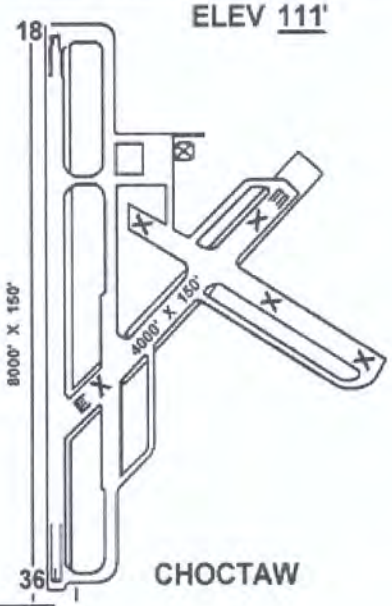
1. ELP/PPEL(P) not authorized with solos in the pattern
2. No TRAWING 5 Ops without RDO on station
3. Max A/C in pattern is 6
4. ELP from High-Key traffic has priority regardless of type
5. Civil traffic have right of way
6. Pilots shall monitor CTAF 122.7 (CH-14)

CHOCTAW NOLF (KNFJ), 18/36

TOWER CH 24 (259.250)
ATIS CH 21 (290.550)

PPEL: WEST
BREAK: WEST

BREAK: 1,200' MSL
PATT: 900' MSL



PATTERN OPERATIONS	
HIGH KEY	3100' MSL
CROSSWIND	2500' MSL
LOW KEY	1600' MSL
BREAK	200 KIAS
DOWNWIND	120 KIAS
180 – FINAL	100-120 KIAS
DELTA PATTERN OPS	
CONFIGURATION	Gear down
ALTITUDE	Tower directed
AIRSPEED	120 KIAS

NSE BINGO
350
(Course Rules from Garcon Point)

- Depart via straight ahead (RWY 18) or left downwind (RWY 36) to the south and climb to 1000' MSL.
- Report clear to tower when feet dry. Proceed course rules or Area 3.

1. ELP is primary entry in Choctaw's Class D airspace.
2. Night entries by ELP only.
3. Max aircraft in pattern is 6.
4. All traffic patterns to the west of the runway.
5. Request Pt Avalon entry at 1200' MSL for the break.
6. Depart 180 on the upwind (RWY18) or downwind (RWY 36) at 1000' MSL until over the Gulf Breeze Peninsula. Report clear to the south.
7. Comply with tower instructions for waveoffs.

JACK EDWARDS AIRPORT (KJKA) 9/27

PPEL: LEFT
BREAK: LEFT

BREAK: 1,300' MSL
PATT: 1,000'MSL
HIGH KEY: 3,000' MSL

Pilot Controlled Lighting on VHF 122.7

Frequencies	
AWOS	134.525
UNICOM	122.7
CTAF	122.7
PNS APP	120.65
LOCALIZER	110.7

RESTRICTIONS/HAZARDS

-Overhead Break only permitted with other T-6s in pattern.
-Be alert for general aviation traffic.
-Be alert for TW-6 course rules traffic inbound to KNPA at 3,500' MSL.
-Aircrew shall not use RWYS 17/35 except for an emergency.

FAIRHOPE / SONNY CALLAHAN (KCQF) 1/19

ELEV 91

PPEL: LEFT
BREAK: LEFT

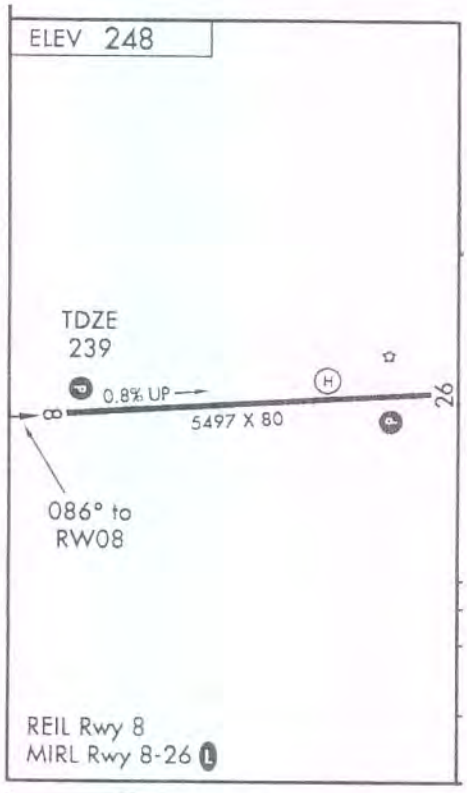
BREAK: 1,400' MSL
PATT: 1,100' MSL
HIGH KEY: 3,100' MSL

Pilot Controlled Lighting on VHF 123.0

Frequencies	
UNICOM	123.0
CTAF	123.0
AWOS-3	118.425

RESTRICTIONS/HAZARDS
- Overhead Break only permitted with other T-6s in pattern.
- Be alert for general aviation traffic.
- Airport FBO does not have contract fuel.

BAY MINETTE AIRPORT (1R8) 8/26



PPEL: LEFT
BREAK: LEFT

BREAK: 1,400' MSL
PATT: 1,100' MSL
HIGH KEY: 3,300' MSL

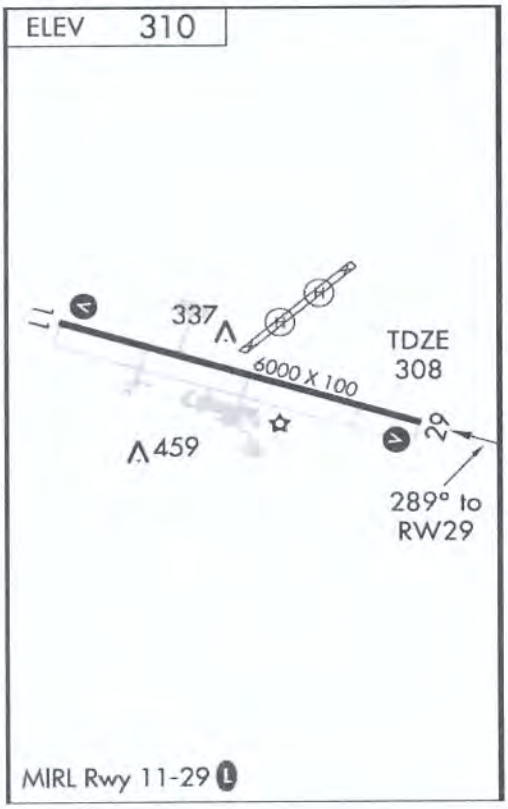
Pilot Controlled Lighting on VHF 122.8

Frequencies	
UNICOM	122.8 (27)
CTAF	122.8 (27)
FSS	122.1R

RESTRICTIONS/HAZARDS

- Overhead Break only permitted with other T-6s in pattern.
- RWY 26 has a 0.8% down gradient which lengthens landing roll-out by about 350' for a dry runway.
- Be alert for general aviation traffic.
- Contact UNICOM for airport advisories.

ANDALUSIA / S ALABAMA REGIONAL (79J) 11/29



PPEL: LEFT
BREAK: LEFT

BREAK: 1,600' MSL
PATT: 1,300' MSL
HIGH KEY: 3,300' MSL

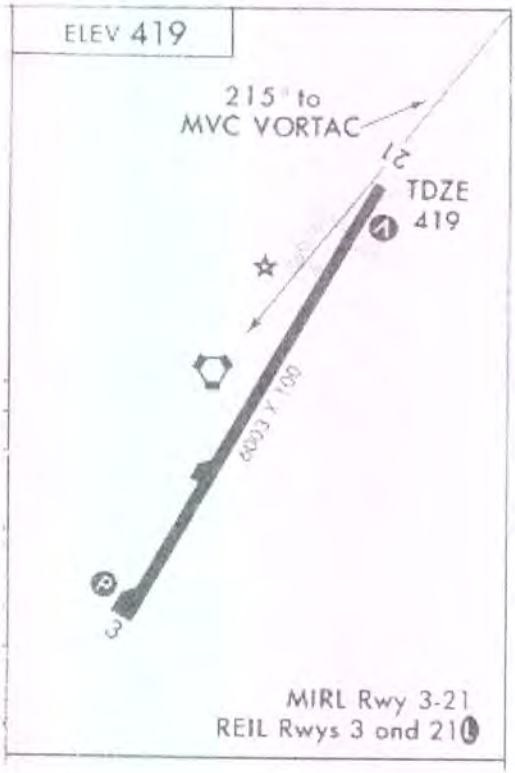
Pilot Controlled Lighting on VHF 119.55

Frequencies	
ASOS	134.875 (25)
CAIRNS APP	133.45 (26) 239.4 (26)
UNICOM/CTAF	122.8 (27)

RESTRICTIONS/HAZARDS

- Be alert for a high volume of helicopter traffic day and night.
- Overhead Break only permitted with other T-6s in pattern.

MONROE COUNTY AIRPORT (KMVC)



PPEL: LEFT
BREAK: LEFT

BREAK: 1,500' MSL
PATT: 1,200' MSL
HIGH KEY: 3,400' MSL

Pilot Controlled
Lighting on VHF 123.0

Frequencies	
UNICOM	123.0
CTAF	123.0
ATL CTR	118.55
FSS	122.1R
MVC VORTAC	116.8

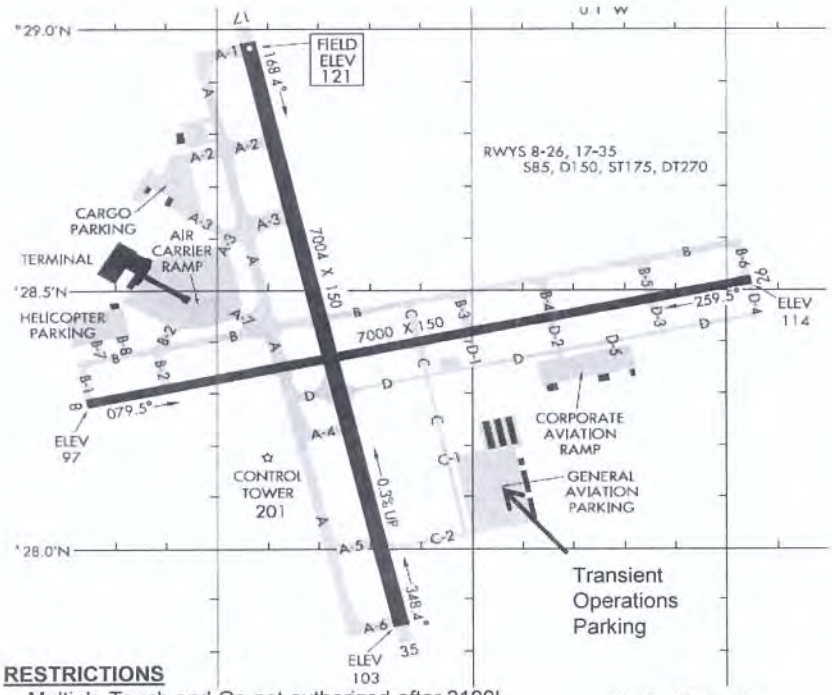
RESTRICTIONS/HAZARDS

- High volume of Ft. Rucker helicopter instrument traffic.
- Be vigilant for aircraft operating close to the Fox/Low Transition/Pelican area.
- Avoid power line that crosses short final for Runway 03.
- Crop duster operations near the vicinity of airport.
- Overhead Break only permitted with other T-6s in pattern.

PENSACOLA INTERNATIONAL (KPNS)

Frequencies	
ATIS	121.25 (CH 51)
Tower	119.9/257.8 (CH 54)
Ground	121.9/348.6 (CH 53)
CTAF/UNICOM	119.9/122.95

Tower will direct pattern direction.
BREAK: 1,600' MSL
PATT: 1,200' MSL



Not for Navigation

RESTRICTIONS

- Multiple Touch and Go not authorized after 2100L.
- Avoid turns below 700' MSL without tower direction.
- Low approach should be made at MAP.

WEEKEND OPERATIONS

- 10 minutes prior to arrival, contact Aviation Center on 122.95 with ETA.
- Clear TWY C but don't enter main ramp until directed in by lineman to desired parking.
- Secure aircraft IAW FWOP Chapter 8.
- Ensure flight plan closed out.
- All pilots shall file a flight plan and obtain a WX brief from an OPNAV 3710 qualified forecaster (if available):
  - https:// https://fwb.metoc.navy.mil/fwb121
  - (888) PILOTWX

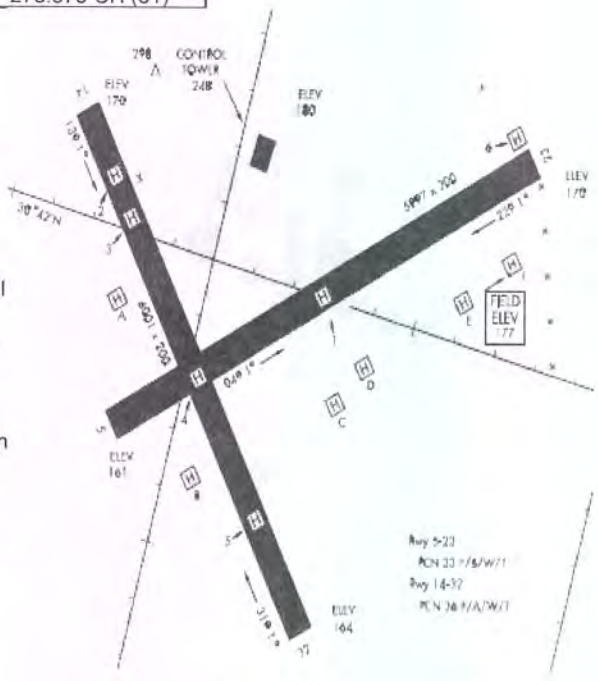
VFR DEPARTURES

- Conduct ground run-up / takeoff checklists outside of main ramp.
- Intersection takeoffs authorized.
- Takeoff from off-duty authorized on non-interference basis.

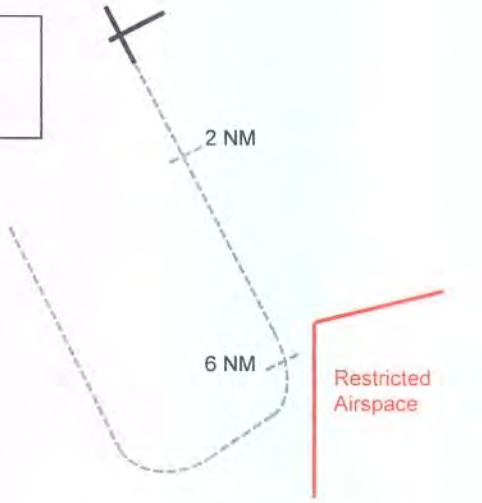
SOUTH WHITING FIELD (KNDZ)

Frequencies	
Tower	121.4 / 348.67 CH (34)
Ground	317.65 CH (33)
ATIS	273.575 CH (31)

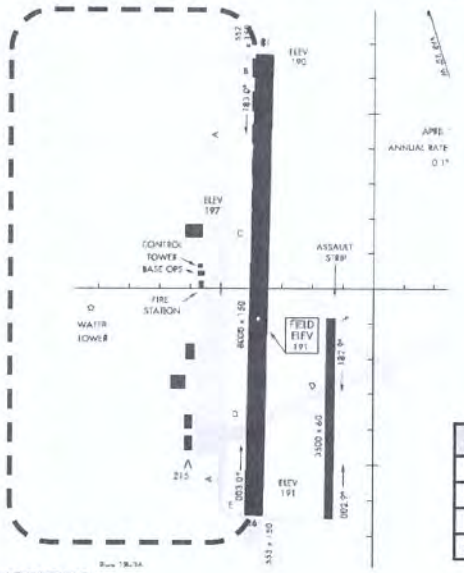
- Minimum ceiling for practice approaches is 1000'/3 NM.
- No fixed-wing practice approaches if NDZ operating special VFR (SVFR)
- Tower to tower traffic will typically climb to 1000' MSL while transitioning north of Langley Road
- Request to enter NDZ GCA immediately after takeoff can be made with North Field clearance delivery.
- VFR climb out Instructions: As issued by the Radar Controller



- If restricted airspace is active and aircraft is operating IFR, approach must remain 3 NM from restricted airspace.



DUKE FIELD (KEGI)



PPEL: WEST
BREAK: WEST

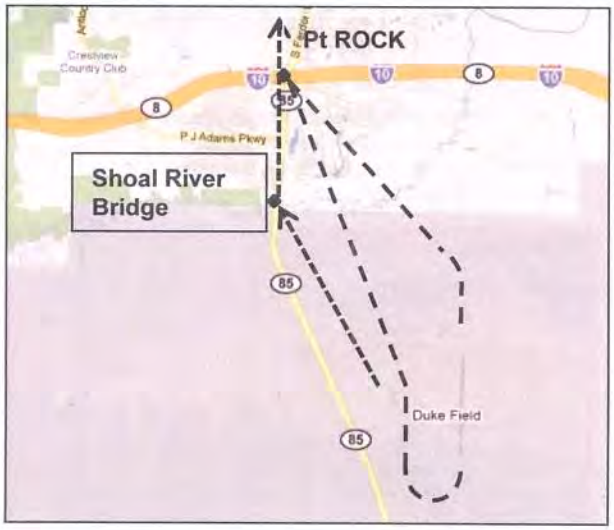
BREAK: 1700' MSL
PATT: 1200' MSL

Frequencies	
ERCF	124.05/284.65
Eglin Approach	125.1 / 281.45
Duke Tower	133.2 / 290.42
Ground	251.125

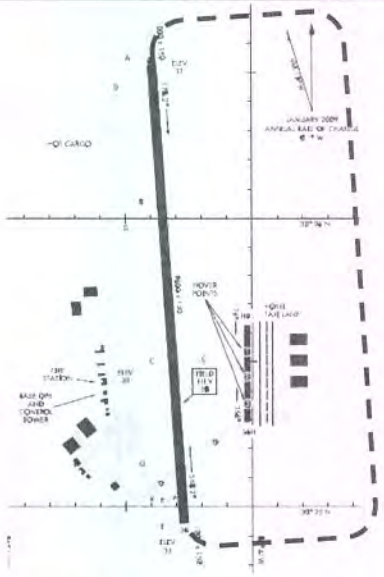
RESTRICTIONS
- DO NOT penetrate restricted airspace upon entry or departure.
- HELO traffic has priority.
- PPELs are authorized. Make request with Eglin on initial contact.

ARRIVALS
- Contact Eglin Approach and make request for Duke Field.
- Duke Tower will approve/disapprove inbounds.
- Enter either radar vectors or Point Rock (Intersection of HWY 85 and I-10).
- Rectangular VFR traffic pattern at 1200' MSL on WEST side of runway.
- Overhead traffic pattern at 1700' MSL..

DEPARTURES
- Advise Duke tower of last pattern.
- Duke tower will advise to report Shoal River Bridge outbound.
- Tower will direct switch to Eglin approach for further flight following if desired.
- Depart at 1200' MSL or as directed by tower.



HURLBURT FIELD (KHRT)



PPEL: EAST
BREAK: EAST

BREAK: 1700' MSL
PATT: 1200' MSL

Frequencies	
Eglin Approach	132.1 / 360.6
Hurlburt Tower	126.5 / 351.675
ATIS	360.675

RESTRICTIONS
- PPELs are authorized, but all aircraft must remain below 3000' MSL.
- Avoid base housing west of runway.
- Arresting gear located at each end of runway.
- Touch n go traffic east of runway, radar traffic west of runway.

ARRIVALS
- Navarre Bridge is the entry point to Hurlburt Field.
- Contact Eglin Approach prior to abeam Holley OLF for traffic advisories.
- Enter corridor at 3000' MSL, expect transfer to Hurlburt Tower.
- Aircraft shall enter the break at 1700' MSL and descend to pattern altitude at pilot's discretion or tower direction.

DEPARTURES
- Advise tower of intention to depart prior to last Touch and Go.
- Follow tower instructions for departure.
- DO NOT penetrate restricted airspace.
- Depart at 2000' MSL.

TW-5 MESM	TRAINING MISSIONS										FERRY FLIGHTS						
	Contact		INAV		F	Low Level		VNAV									
	Day	Night	Day	Night	Day	Day	Night	Day	Night	NOTE	Local	CCX	Day VMC	Day IMC	Night VMC	Night IMC	NOTE
Airframe	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Canopy	X	X	X	X	X	X	X	X	X	1	X	X	X	X	X	X	
Cockpit	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Landing Gear	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Brakes	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Flight Controls	X	X	X	X	X	X	X	X	X	9	X	X	X	X	X	X	
Powerplant	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
AC & PX	X	X	X	X	X	X	X	X	X	3	X	X	X	X	X	X	
Elec Pwr Supply	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Position Lights	X	X	X	X	X	X	X	X	X						X	X	15
Landing/Taxi Lts	X	X	X	X	X	X	X	X	X	4				X	X	X	4
Strobe Lights	X	X	X	X	X	X	X	X	X			X		X	X	X	
Warning Lights	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Interior Lights		X		X			X		X	2				X	X	X	
AMLCD Display Lighting Ctrls	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Hydraulic	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Fuel	X	X	X	X	X	X	X	X	X	6	X	X	X	X	X	X	
Oxygen	X	X	X	X	X	X	X	X	X	2		X					16
Fire & Overheat Detection System	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
IAC	X	X	X	X	X	X	X	X	X	11		X		X	X	X	17
IRS	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	18
MFD	X	X	X	X	X	X	X	X	X	2		X		X		X	19
Flight Instmnts	X	X	X	X	X	X	X	X	X	14	X	X	X	X	X	X	
Accelerometer	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Angle of Attack	X	X			X	X	X			2,7							
Clock			X	X		X	X	X	X	2,8				X		X	20
Utility Instmnts	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Fuel Quantity	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
UFCP	X	X	X	X	X	X	X	X	X	2				X		X	21
UHF/VHF Comms	X	X	X	X	X	X	X	X	X	2,10							22
ICS	X	X	X	X	X	X	X	X	X	2		X	X	X	X	X	23
XPNDR	X	X	X	X	X	X	X	X	X	30		X		X	X	X	24
DME			X	X						5,12				X		X	25
GPS						X	X			12,13				X		X	25
ILS										12				X		X	25
VOR			X	X						12,13				X		X	25
ELT	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
TCAS		X		X					X	31							26
Emergency Equipment	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Egress System	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
RAD ALT		X		X		X	X		X								26
TAD										9,29							9
Aux Battery	X	X	X	X	X	X	X	X	X					X	X	X	27
Flap Indicator	X	X	X	X	X	X	X	X	X	32							28

MESM NOTES

• Ferry Flight: One or more leg RTB (NSE, NDZ, PNS) w/no trng unless specifically annotated.
• Local Flight: Flight within A-292 or a one-leg out/in IAW FWOP paragraph 1.2 d (1).
• CCX Flight: Flight that takes more than one leg to recover to the local area.

1. Aircraft with canopy or windscreen distorted/crazed within NATOPS limits are restricted to day dual local VMC and no formation flights (PIC decision).
2. Acft may be flown solo w/ discrepancies in rear CP which do not affect safety of flight.
3. Manual mode req'd for all msns. Vapor cycle AC not req'd during cool wx (PIC decision). Inop px system has no flt restrictions <18,000' MSL (w/supplemental ox) (PIC decision).
4. Both Landing/Taxi lights inop: restricted to day local VMC (dual or solo) if no instrument or straight-in approaches are planned. Ferry flight authorized w/ both inop. Msn completion with one bulb inop is allowable. Both strobes must operate for day and night flying.
5. Only req'd on INAV trng msns where VOR/DME or LOC/DME trng conducted.
6. Restricted to NATOPS qual'd pilot if auto balance is inop. Single point refueling not req'd.
7. Restricted to flight by NATOPS qualified pilot.
8. Digital clock in the appropriate cockpit is required for all INAV, LL, & VANV flights. If not functional, the CLK function of the UFCP may be used.
9. TAD is not a required subsystem. Failure does not impact flight safety.
10. VHF/UHF are redundant except when mission profile designates system specific usage. (i.e. UHF required at USN trng bases; VHF/UHF required for formation.)
11. IAC: Both required. No IAC related "Caution" messages (IAC1 FAIL, IAC2 FAIL, UFCP1 FAIL, IAC1 OVHT, IAC2 OVHT, IAC1CONFIG, IAC2CONFIG).
12. In addition, DME, GPS, ILS and/or VOR are mission profile dependent (PIC decision).
13. At least one operational navigation device is required.
14. Instruments must be operational. No warning flags/indications for Airspeed, ADI, Baro Alt, VSI, Turn Rate, Slip-Skid, HSI, BFI, Pitot Heat, Torque, ITT, N1, NP, Oil Temp/Px, Hyd Px.
15. Ferry flight with loss of one white Navigation Light is permissible at night.
16. Ferry flights below 10,000 feet MSL may be conducted with inoperative OBOGS.
17. One operable IAC is required for ferry flight (Day/VMC only).
18. Ferry flight with IRS DEGD msg allowable. Msg indicates precision nav for tactical trng NA. Basic avionics will work normally. Ferry flt prohibited w/ IRS attitude failure.
19. Loss of 1 FC MFD does not preclude ferry. Loss of 1 RC MFD does not preclude solo.
20. If 1 of 3 aircraft clocks is operable, acft is IMC capable for ferry flight.
21. All necessary UFCP functions have redundant entry methods.
22. UHF/VHF & backup VHF control head operate in order to maintain 2-way radio comms.
23. ICS necessary for effective CRM; 1 dual ferry leg may be flown if intra-cockpit comms can be maintained. Discrete UHF/VHF freq may be used. No restrictions on solo ferry flt.
24. Maintain VMC at all times. Ferry flight more than one return leg prohibited.
25. At least one NAV system compatible with instrument approach required for IFR flight. Loss of NAV systems do not preclude VFR flight.
26. Not required for aircraft ferry.
27. Loss of Aux Batt does not preclude VFR or IFR flight. Maintain VMC at all times. Consider all external factors when making ORM decision for ferry flight.
28. Loss of a single Flap Indicator does not affect aircraft ferry.
29. Solos will not accept aircraft with an inoperative TAD.
30. Sections/divisions require one operating XPDNR. Sect/div leads & acft cmdrs of affected acft have discretion to conduct formation trng with inop XPNDR.
31. Requirement for TCAS may be waived by SQ CO. IPs may conduct trng based on individual proficiency, comfort and predicted traffic. If TCAS fails in flight, IPs have discretion to continue trng or proceed to landing based on ORM.
32. If flap indicator fails in only one cockpit, IP may elect to fly mission.

• Multiple system failures/degradations, crew-day, wx etc. must be taken into consideration when deciding whether to fly a msn with degraded acft. In no case should an IP who is not comfortable with a degraded acft complete a msn unless a thorough ORM assessment is conducted and the IP is satisfied the risks have been identified and can be mitigated.
• If cause of system degradation is known or suspected, consider consulting with mx on any troubleshooting in order to provide mx with more information. Do not troubleshoot without consulting mx. If a system can be isolated to a known mode of failure, it may indicate the msn can be completed. If not, a ferry flight may be required.

WEATHER REQUIREMENTS

OPNAV 3710:

- Weather briefings received more than 2.5 hours prior to takeoff will be void and require re-briefing. Briefing is valid for ETD plus ½ hour.
- Regardless or weather, IFR flight plans shall be filed and flown whenever practicable as a means of MACA.
- IFR flight plans may be filed for a destination at which forecast weather is below the appropriate minimums provided a suitable alternate airfield is forecast to have at least a 3000' ceiling and 3SM vis during ETA +-1 hour.
- Alternates must have compatible published approach that can be flown without two-way radio communication.
- Flights shall be planned to circumvent areas of forecast icing and thunderstorm conditions whenever practicable.
- Planned fuel reserve at destination or alternate, if one is required, will not be less than needed for 20 mins. of flight based on max endurance at 10000' MSL. (105 lbs. reserve = 20 mins. @ Max Endurance – 10k).
- IFR takeoff: Published minimums for the non-precision approach, but not less than 300' ceiling and 1SM visibility. When precision approach is available (and aircraft able to fly it) for the landing runway in use, takeoff less than 300/1 is authorized provided the weather is at least equal to the precision approach minimums but no less than 200' ceiling, ½ SM visibility/2400' RVR.
- All CNATRA training flights require an alternate airfield outside of local area.
- Greater than 180 NM from KNSE or KNPA an alternate is required regardless of actual or forecast weather.
- Performance characteristics allow for en-route flight above existing or developing severe thunderstorms (SIGMETS).

TRAWING 5 FWOP:

- Aircraft shall not operate in a SIGMET at night.
- Aircraft can operate in a SIGMET during the day if...
  - VMC can be maintained and all significant cells avoided.
  - Hatched out by a qualified weather forecaster.
- Solos need 5000/5 for departure and recovery +/- 1 hour, no ceiling in working area.

<table>
<tr><th>DESTINATION WEATHER
ETA plus and minus 1 hour</th><th colspan="2">ALTERNATE WEATHER
ETA plus and minus 1 hour</th></tr>
<tr><td>0 – 0 up to but not including Published minimums</td><td colspan="2">3,000 – 3 or better</td></tr>
<tr><td rowspan="2">Published minimums up to but not including 3,000 – 3 (single – piloted absolute minimums 200 – 1/2) (single – piloted helicopter/tilt – rotor absolute minimums 200 – 1/4)</td><td>NON-PRECISION</td><td>PRECISION</td></tr>
<tr><td>*Published minimums plus 300 – 1</td><td>*Published minimums plus 200 – 1/2</td></tr>
<tr><td>3,000 – 3 or better</td><td colspan="2">No alternate required</td></tr>
<tr><td colspan="3">*In the case of single – piloted or other aircraft with only one operable UHF/VHF transceiver, radar/airport surveillance approach (PAR/ASR) minimums may not be used as the basis for selection of an alternate airfield.</td></tr>
</table>

TRAINING RULES

NOTE: Brief items applicable to your mission in sufficient detail to prevent any misunderstandings between crewmembers

Minimum Altitudes
- Aerobatics or confidence maneuvers: 6,000' AGL.
- Stalls or slow flight: 7,000' AGL.
- Spins: > 10K MSL and < 22K MSL, ensure spin developed by 13,500' AGL.
- Progressive spin: 19,000' AGL.
- Ejection:
  - Controlled: 2,000' AGL.
  - Uncontrolled: 6,000' AGL.
- Dual : 1000' AGL (unless on syllabus LL event on scheduled route).
- Night: 2000' AGL.
- Noise sensitive areas (beaches, sporting events, etc.): 3000' AGL (FWOP).
- Formation Low Approach: 100' AGL.

Minimum Weather
- Aerobatics: Clear of clouds (if in MOA) with discernable horizon.
- NSE Pattern: 1000/3 VFR.

"Knock-It-Off" Situations - "Knock-It-Off" will be called when safety of flight is a factor or where doubt or confusion exists (examples are listed below):
- A dangerous situation is developing.
- Situational awareness (SA) is lost.
- Any aircraft exceeds maneuvering limits that compromise Safety of Flight (for example, over-G, minimum airspeed).
- Bingo fuel is inadvertently overflown.

"Terminate" Situations - When Safety of Flight is not a factor, "terminate" will be used to discontinue maneuvering:
- Bingo fuel is reached.
- Desired learning objectives are met.
- The aircraft is out of position with no expectation of an expeditious return to position.

"Knock-It-Off"/ "Terminate" Actions
- Clear the flight path
- Cease maneuvering and climb or descend to a safe altitude
- Maintain visual if able
- Acknowledge IAW FWOP/FTI

Low Level Flights
- Low Levels shall not be flown solo.
- Enter route no earlier than 30 min after sunrise and exit no later than 30 min before sunset.
- Fly at an altitude of 500'-1500' AGL, maintain min of 500' above highest terrain w/i 2000' of the aircraft.
- Plan to fly a minimum of 500' above highest obstacle w/i 2 NM of the aircraft. After obstacle positively identified, maintain 2000' horizontal clearance.
- Off station Low Levels require Ops Officer approval.
- Radar altimeter shall be used, set no lower than 10% of altitude.
- Bird Hazard: Low/Moderate can be flown; if Severe, do not enter route.
- Aircrew shall not enter route unless w/i + / - 3 minutes of schedule entry time.

G-Awareness Exercise
- Fly the G-awareness exercise in airspace that is free from potential conflict; ensure adequate spacing between formation aircraft.
- Perform any time > 3Gs anticipated for sortie.

Lost Sight or "Blind"
- The pilot flying the aircraft that loses sight will call "blind" and the altitude.
- The visual aircraft will assume formation deconfliction and execute the following:
  - If the #1 aircraft is blind, transmit "blind, X,XXX feet" and maintain a predictable flightpath.
  - The wingman will either call "continue" and state his or her position or call "Knock-It-Off".
  - If the wingman is blind, transmit "blind, X,XXX feet" & maneuver away from #1's last known position. #1 will coordinate for a rejoin.

TRAINING TIME OUT POLICY
- Called in any training situation where a student or IP expresses concern for personal safety or requests clarification of procedures or requirements. Also relief from physical discomfort.

FORMATION
- SECTION TAKEOFF / LANDING
  - Circling minimums.
  - Dry runway.
  - Runway: Min 5000' length / 150' wide.
  - 10 kts max crosswind.
  - Formation Touch and Go is prohibited.
- Basic Formation training limited to local area unless approved otherwise by TW5.

STUDENT SOLO (FWOP)
- 10 kts crosswind.
- 25 kts headwind.
- No tailwind.
- 5000' runway.
- WX 5000'/5 (3000'/5 formation solo) home field to depart, clear in area.
- Prohibited from practicing emergencies / ELPs / NF Landings.
- On deck NLT 30 mins. prior to sunset.

FLIGHT TIME (FWOP)
- Daily flight time should not exceed 3 flights / 6.5 hours total.
- Squadron Commanders may approve up to a 14 hour crew duty day.

FWOP RESTRICTIONS
- PPELs may be practiced day and night at uncontrolled airfields, but pilots are reminded general aviation pilots may be unfamiliar with ELP traffic pattern.
- OCF in T-6 requires ground reference and visible horizon and no higher than a 4,000' undercast. Aerobatics only require visible horizon.
- Aircrew **should** not depart NSE on CCX or O&I with more than 2 tire cords exposed.
- When NSE/NDZ closed, practice instrument approaches under VFR conditions are authorized however 500' AGL shall be used as lowest MDA or DH.
- Taxi lines in the HUB are not mandatory during daylight hours.
- Aerobatics/OCF in all Alert Areas shall squawk 4700 (unless on discreet squawk).
- TW5 aircraft shall not operate at NOLFs without an RDO present.

NAVIGATION PLANNING AID

1. **Airfield Requirements**
   a. Airfield Suitability Report (ASRR) checked https://www.afd.scott.af.mil.
   b. Minimum 4000' / 75' runway.
   c. Contract fuel available.
   d. Overnight safety of aircraft can be assured – as required.

2. **NOTAMS**
   a. Check NOTAMS/ Notices to Airman Publication (NTAP) / GPS NOTAMS / Temporary Flight Restrictions (TFR).
      1) https://www.notams.jcs.mil or 1-888-USNOTAM or 1-800-WX-BRIEF.
      2) Check Jeppesen NavData NOTAMS; http://www.jeppesen.com/.
      3) Check NOTAMS for Alternate Field.

3. **Weather Briefing**
   a. Sources (in priority order):
      1) Local Military WX Unit:
         i) NSE Forecaster: 800-295-7824
      2) Naval Flight Weather Briefer:
         i) https://fwb.metoc.navy.mil/fwb12/
         ii) 888-PILOTWX
         iii) Flight Information Handbook contains other Hub/OWS contact information
      3) Other Military weather units:
         i) NPA Forecaster: 850-452-3644
         ii) Barksdale AFB WX Website: https://26ows.barksdale.af.mil or DSN 781-3450/1-866-223-9328
      4) FAA weather forecast or flight weather briefing agency.
      5) Servicing Flight Service Station (FSS) – 1-800-WX-BRIEF.
      6) Depart in VMC to a point where contact with an approved source can be established..
      7) Note: Civilian internet weather sources do not necessarily fulfill the weather-briefing requirement. A good but UNOFFICIAL is www.duats.com UN:10777729 PW: Texan2.
   b. Briefing Requirements:
      1) Departure WX: Ceiling / Vis / Temp / Winds / RCR.
      2) Climb/Cruise Winds and Temperature Deviation.
      3) Enroute WX.
         i) Hazards – Severe WX / Icing / T-Storms / Warning Areas / SIGMETs
      4) Destination and Alternate WX: Current and Forecast ..
         i) Ceiling / Vis / Temp / RCR.
         ii) Surface Winds.

4. **Destination Requirements**
   a. Minimum Ceiling / Vis / Winds worst of Tempo or prevailing for ETA ± 1 hr.
      1) Absolute minimum 200 / ½ .
      2) TEMPO conditions forecast below prescribed minimum are allowed, but may require an alternate .
   b. Alternate Required When:
      1) Ceiling/Vis forecast below 3000 ft AGL/3 mi ETA ± 1 hr.
      2) Winds forecast out of limits for ETA ± 1 hr.
      3) Radar is required for all compatible approaches.
      4) GPS is the only available NAVAID.
      5) Required NAVAID is Unmonitored (A NA).
      6) Destination has no weather reporting capability (A NA).

c. VFR Requirements:
1) Forecast ceiling and vis greater than 1500 ft/3 mi for planned route of flight.
i) Changeover point on composite flight plan (IFR to VFR) – forecast valid for ETA ± 1 hr.
2) Sectional Charts.

5. Alternate Requirements

a. Minimum Ceiling / Vis / Winds (Worst of TEMPO or Prevailing) for ETA ± 1 hr
1) Non-Precision: 300 ft / 1 mi above lowest compatible approach minimum
2) Precision:
i) ILS: 200 / ½ above published minimums.
ii) PAR: 200 / ½ above published minimums.
3) Winds forecast within limits for ETA ±1 hr.
4) TEMPO conditions forecast below prescribed minimum due to thunderstorm/rain/snow shower are allowed.
i) Prevailing ceiling and visibility forecast must be at/above required alternate minimums.
b. If Alternate is Radar Required/No Published Approach/GPS only/Unmonitored NAVAID/No WX Reporting (A NA).
1) VFR Descent from IFR Minimum Enroute Altitude (MEA) and VFR Approach and Landing.

6. Icing Restrictions

a. Cruise/Holding – No actual icing of any kind.
b. Do not climb/descend through greater than 5000 ft band of Light Rime icing (forecast or reported) (NATOPS).
c. Change aircraft course/altitude immediately to avoid prolonged flight in ANY actual icing condition.
d. Do not file into areas of forecast icing conditions.

7. FLIP Planning

a. Ensure FLIP Products (FIH/IFR Sup/Charts/Approach Plates/TCN/STAR) will remain current while off-station.
1) Operating/Servicing Hours – Fuel Type / Power Unit / Oil Available.
2) Airfield Hazards/Barrier Locations.
3) Taxi Routing/Special Instructions.
4) TOLD Restrictions / High Density Altitude.
5) Emergency and Minimum Safe Altitudes/Terrain/Obstacles.
c. Departure Procedures
1) IFR Departures
2) Obstacle Departure Procedure (ODP) – Textual or Graphic
i) Standard Instrument Departure Procedures (SID).
ii) Specific ATC Departure Instructions (including radar vectors).
iii) Diverse Departures
iv) Visual Climb over Airport (VCOA).
v) VFR Climb to IFR MEA or VFR Departure (Last resort, where mission justifies increased risk).
vi) No Authorized IFR Departure Method – IMC Departure under IFR is NOT AUTHORIZED.
2) Trouble T / Departure Procedure – Check Minimum Required Climb Gradient
i) Calculate Min Climb Rate (VVI) – Multiply climb gradient (feet/NM) by airspeed in miles/minute (NM/min).
3) VFR Departures
i) Obstacle Clearance – review all available IFR departure methods for obstacles.
ii) Review surrounding Airspace/Class B Restrictions/Cloud clearance requirements.

d. Enroute:
   1) Review Jet/Victor airway routing – Pre-fold enroute charts for flight.
   2) Restricted, Prohibited, Alert areas/TFRs.
   3) Emergency Airfields – NTA Review.
   4) Frequencies for VFR Flight Following / IFR Clearances.
e. Arrival:
   1) Review Standard Terminal Arrival Routing (STAR).
   2) Special Arrival Instructions.
   3) Review Planned and Backup approaches / Check Terminal Change Notice (TCN).
   4) Check Pattern Altitude/Direction – as required.

8. General Flight Planning
a. Calculate Fuel and Fuel Reserve – MANDATORY.
   1) Recovery Fuel
      i) Should plan to arrive with recovery fuel at IAF/FAF at destination (or alternate, if one is required).
   2) If alternate is required – include fuel for distance from IAF of original destination to alternate destination.
   3) DUATS is not an approved flight planning tool – all DUATS calculations must be verified before flight.
      i) DUATS does not calculate Reserve Fuel or Approach/Missed Approach Fuel requirements.
   4) Jet Log information may also include:
      i) Routes/Station Idents/Course/Distances.
      ii) Fuel estimates/minimums/field elevation/traffic pattern altitude/frequencies.
b. Bird Hazards/Advisories – http://www.usahas.com/
c. VFR Chart:
   1) Coverage for entire planned IFR route.
   2) For VFR flight, use the Chart Update Manual (CHUM) to ensure proper obstacle clearance.
d. Complete Flight Plan:
   1) DD Form 175 – Reference FLIP General Planning Ch. 4 for detailed instructions.
      i) Aircraft Type/Equipment is **TEX2/G.**
   2) Final weather brief documented on DD 175-1 (if applicable).
   3) File Flight plan:
      i) Base Ops (Military) / FSS or ATC Facility (Civil).
e. Departure Message – When Departing Civil Fields for Military Fields:
   1) Request FSS pass departure message to destination – prevents unannounced arrival.

9. Mission Briefing (Reference Appropriate Briefing Guide)

10. Before Walking to A/C
a. NOTAMS / FLIP Publications / Form 70 / VFR Chart / Flight Plan / TOLD
b. Aircraft Key
c. Grounding Wire/Plugs/Covers
d. Aircraft Fuel Card(s) – Located in Baggage Compartment. Check Tail Number on card matches Aircraft
e. Extra engine oil (as required)
f. Computer (whiz wheel) – as required
g. Flashlight/Clear Visor/LPUs (as required)

11. After Landing
a. Refer to **CROSS-COUNTRY BED DOWN PROCEDURES.**

NSE STEREO FLIGHT PLANS

TAS = 230 KTS for all Stereo Flight Plans.
If departing VFR to a local non-MOA working area, file VFR with North Clearance.

Route	Type	Alt	To	Route of Flight	From	Description	ETE
North Whiting (NSE)							
NSE1	IFR	100	NSE	NSE340025 PNMOA/(R)D 1+00 PNMOA NSE/CEW295022	NSE	IFR TO NSE VIA NMOA	2+00
NSE2	VFR	095	NSE	PNMOA/(R)D 1+00 PNMOA	NSE	VFR TO NSE VIA NMOA	2+00
NSE3	OTP	040	NSE	MERTY Remarks: (working area)	NSE	IFR OTP TO NSE VIA AREA	2+00
NSE4	IFR	100	NSE	PENSI PSMOA/(R)D 1+00 PSMOA NSE/MERTY	NSE	IFR TO NSE VIA SOUTH MOA	2+00
NSE5	VFR	095	NSE	PSMOA/(R)D 1+00 PSMOA	NSE	VFR TO NSE VIA SOUTH MOA	2+00
NSE6	IFR	017	NSE	NPA/(R)D 1+00 NPA NSE/MERTY	NSE	IFR TO NSE VIA NPA	2+00
NSE7	IFR	017	NSE	PNS/(R)D 1+00 PNS NSE/MERTY	NSE	IFR TO NSE VIA PNS	2+00
NSE8	IFR	017	NSE	PNS/(R)D 0+30 PNS NPA/(R)D 0+30 NPA NSE/MERTY	NSE	IFR TO NSE VIA PNS THEN NPA	2+00
NSE9	IFR	017	NSE	NPA/(R)D 0+30 NPA PNS/(R)D 0+30 PNS NSE/MERTY	NSE	IFR TO NSE VIA NPA THEN PNS	2+00
NSE10	IFR	027	NSE	NDZ/(R)D 1+00 NDZ NSE/MERTY	NSE	IFR TO NSE VIA NDZ	2+00
MX01 (FCF)	IFR	250	NSE	ROMEK MVC150025 PNMOA/(R)D 1+00 PNMOA NSE/CEW295022	NSE	IFR TO NSE VIA NMOA (FCF)	1+30
NAS Pensacola/Sherman Field (NPA)							
NPA1	IFR	040	NSE	NPA	NPA	IFR DIRECT TO NPA	0+15
NPA1R	IFR	050	NPA	NSE	NSE	IFR DIRECT TO NSE	0+15
NPA2	VFR	017	NSE	NPA	NPA	VFR DIRECT TO NPA	0+15
NPA2R	VFR	017	NPA	NSE	NSE	VFR DIRECT TO NSE	0+15

Pensacola International (PNS)

PNS1	VFR	017	NSE	PNS	PNS	VFR DIRECT TO PNS	0+15
PNS2	IFR	040	NSE	PENSI	PNS	IFR DIRECT TO PNS	0+15
PNS3	VFR	017	PNS	NSE	NSE	VFR DIRECT TO NSE	0+15
PNS4	IFR	050	PNS	MERTY	NSE	IFR DIRECT TO NSE	0+15
PNS5	IFR	017	NSE	NPA/(R)D 1+00 NPA PNS/PENSI	PNS	IFR TO PNS VIA NPA	2+00
PNS6	IFR	017	NSE	PNS/(R)D 0+30 PNS/NPA(R)D 0+30 NPA PNS/PENSI	PNS	IFR TO PNS VIA PNS THEN NPA	2+00
PNS7	IFR	017	NSE	NPA/(R)D 0+30 NPA PNS/PENSI	PNS	IFR TO PNS VIA NPA	2+00
SOUTH MOA STOPOVER							
PNS8	IFR	100	NSE	PENSI PSMOA/(R)D 1+30 PSMOA PNS/PENSI	PNS	IFR TO PNS VIA SMOA	2+00
PNS8R	IFR	090	PNS	PENSI PSMOA/(R)D 1+30 PSMOA NSE/MERTY	NSE	IFR FROM PNS TO NSE VIA SMOA	2+00
PNS9	VFR	095	NSE	PSMOA/(R)D 1+30 PSMOA	PNS	VFR TO PNS VIA SMOA	2+00
PNS9R	VFR	095	PNS	PSMOA/(R)D 1+30 PSMOA	NSE	VFR FROM PNS TO NSE VIA SMOA	2+00
PNS10	IFR	100	PNS	PSMOA/(R)D 1+30 PSMOA PENSI	PNS	IFR TO PNS VIA SMOA	2+00
PNS11	VFR	095	PNS	PSMOA/(R)D 1+30 PSMOA	PNS	VFR TO PNS VIA SMOA	2+00
NORTH MOA STOPOVER							
PNS12	IFR	100	NSE	NSE340025 PNMOA/(R)D 1+00 PNMOA PNS/CEW295022 PENSI	PNS	IFR TO PNS VIA NMOA	2+00
PNS12R	IFR	090	PNS	PENSI PNMOA/(R)D 1+30 PNMOA NSE/CEW295022	NSE	IFR TO NSE VIA NMOA	2+00
PNS13	VFR	095	NSE	NSE340025 PNMOA/(R)D 1+00 PNMOA PNS/CEW295022	PNS	VFR TO PNS VIA NMOA	2+00
PNS13R	VFR	095	PNS	PENSI PNMOA/(R)D 1+30 PNMOA NSE/CEW295022	NSE	VFR TO NSE VIA NMOA	2+00

Acadiana Regional (ARA)

IFR STOPOVER							
ARA1	IFR	260	NSE	PENSI MUURY J2 LSU	ARA	IFR TO ARA	1+10

Alexandria International (AEX)

IFR STOPOVER							
AEX1	IFR	280	NSE	PENSI MUURY SJI MCB J50 AEX	AEX	IFR TO AEX	1+00
AEX1R	IFR	270	AEX	AEX J50 MCB SJI PENSI	NSE	IFR FROM AEX TO NSE	1+00
VFR STOPOVER							
AEX2	VFR	165	NSE	PENSI SJI MCB AEX	AEX	VFR TO AEX	1+00
AEX2R	VFR	175	AEX	SJI PENSI	NSE	VFR FROM AEX TO NSE	1+00

Andalusia (79J)

NORTH MOA STOPOVER							
79J1	IFR	100	NSE	NSE340025 PNMOA/(R)D 1+30 PNMOA 79J/ZELAS	79J	IFR TO 79J VIA NMOA	2+00
79J1R	IFR	100	79J	PNMOA/(R)D 1+30 PNMOA NSE/ CEW295022	NSE	IFR FROM 79J TO NSE VIA NMOA	2+00
79J2	VFR	095	NSE	NSE340025 PNMOA/(R)D 1+30 PNMOA	79J	VFR TO 79J VIA NMOA	2+00
79J2R	VFR	115	79J	PNMOA/(R)D 1+30 PNMOA	NSE	VFR FROM 79J TO NSE VIA NMOA	2+00
ROSE HILL MOA STOPOVER							
79J3	VFR	115	NSE	RRS270020/(R)D 0+30 RRS270020 Remarks: Rose Hill MOA	79J	VFR TO 79J VIA ROSE HILL MOA	1+30
79J3R	VFR	105	79J	RRS270020/(R)D 1+00 RRS270020 Remarks: Rose Hill MOA	NSE	VFR TO NSE VIA ROSE HILL MOA	1+30

Asheville Regional (AVL)

IFR STOPOVER							
AVL1	IFR	270	NSE	CEW J39 MGM ATL ELW	AVL	IFR TO AVL	1+30

Athens / Ben Epps (AHN)

IFR STOPOVER							
AHN1	IFR	270	NSE	CEW J39 MGM SINCA	AHN	IFR TO AHN	1+15

Bay Minette (1R8)

VFR STOPOVER VIA MOB							
1R81	VFR	065	NSE	PENSI V241 SJI/(R)D 0+45 MOB 1R8	1R8	VFR TO 1R8 VIA DELAY MOB	2+00
1R81R	VFR	055	1R8	NUN/(R) D 0+45 NPA NSE	NSE	VFR TO NSE VIA DELAY NPA	2+00
IFR STOPOVER							
1R82	IFR	060	NSE	PENSI V241 SJI/(R)D 0+45 MOB 1R8/UMMAP	1R8	IFR TO 1R8 VIA DELAY MOB	0+25
1R82R	IFR	050	1R8	BRATT NPA/(R)D 0+45 NPA NSE/MERTY	NSE	IFR FROM 1R8 VIA NPA	0+20
1R83R	IFR	060	1R8	SJI/(R)D 0+45 MOB NSE/ BFM V198 PENSI	NSE	IFR FROM 1R8 VIA MOB	0+10
NORTH MOA STOPOVER							
1R84	IFR	100	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA 1R8/RERME	1R8	IFR TO 1R8 VIA NMOA	2+00
1R84R	IFR	090	1R8	PNMOA/(R)D 1+30 PNMOA NSE/ CEW295022	NSE	IFR FROM 1R8 TO NSE VIA NMOA	2+00
1R85	VFR	095	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA 1R8	1R8	VFR TO 1R8 VIA NMOA	2+00
1R85R	VFR	095	1R8	PNMOA/(R)D 1+30 PNMOA NSE/ CEW295022	NSE	VFR FROM 1R8 TO NSE VIA NMOA	2+00
SOUTH MOA STOPOVER							
1R86	IFR	100	NSE	NSE PENSI PSMOA/(R)D 1+30 PSMOA 1R8/RERME	1R8	IFR TO 1R8 VIA SMOA	2+00
1R86R	IFR	090	1R8	1R8 PENSI PSMOA/(R)D 1+30 PSMOA NSE/MERTY	NSE	IFR FROM 1R8 TO NSE VIA SMOA	2+00
1R87	VFR	095	NSE	NSE PSMOA/(R)D 1+30 PSMOA 1R8	1R8	VFR TO 1R8 VIA SMOA	2+00
1R87R	VFR	095	1R8	1R8 PSMOA/(R)D 1+30 PSMOA NSE	NSE	VFR FROM 1R8 TO NSE VIA SMOA	2+00

Birmingham-Shuttlesworth International (BHM)

IFR STOPOVER							
BHM1	IFR	190	NSE	ROMEK MGM J39 VUZ	BHM	IFR TO BHM	0+45

Cairns Army Airfield (OZR)

IFR STOPOVER							
OZR1	IFR	150	NSE	CEW V198 MAI/(R)D 0+15 MAI OZR/MAI V521 RRS	OZR	IFR TO OZR VIA TERM DELAY MAI	0+35
OZR1R	IFR	160	OZR	HOUND V241 CEW MERTY	NSE	IFR FROM OZR TO NSE	0+30
OZR2	IFR	150	NSE	CEW V241 HOUND OZR	OZR	IFR TO OZR	0+30
OZR2R	IFR	160	OZR	HOUND V241 CEW MERTY NSE	NSE	IFR FROM OZR TO NSE	0+30
VFR STOPOVER							
OZR3	VFR	155	NSE	CEW	OZR	VFR TO OZR	2+00
OZR3R	VFR	165	OZR	CEW	NSE	VFR FROM OZR TO NSE	2+00
NORTH MOA STOPOVER							
OZR4	IFR	100	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA OZR/RUCKR	OZR	IFR TO OZR VIA NMOA	2+00
OZR4R	IFR	090	OZR	NSE340015 PNMOA/(R)D 1+30 PNMOA NSE/MERTY	NSE	IFR FROM OZR TO NSE VIA NMOA	2+00
OZR5	VFR	095	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA	OZR	VFR TO OZR VIA NMOA	2+00
OZR5R	VFR	085	OZR	NSE340015 PNMOA/(R)D 1+30 PNMOA	NSE	VFR FROM OZR TO NSE VIA NMOA	2+00
ROSE HILL MOA STOPOVER							
OZR6	IFR	090	NSE	CEW RRS270020/(R)D 0+30 RRS270020 OZR/RUCKR Remarks: Rose Hill MOA	OZR	IFR TO OZR VIA ROSE HILL MOA	1+30
OZR6R	IFR	080	OZR	RRS270020/(R)D 1+00 RRS270020 NSE/MERTY Remarks: Rose Hill MOA	NSE	IFR TO NSE VIA ROSE HILL MOA	1+30

Cecil (VQQ)

IFR STOPOVER							
VQQ1	IFR	270	NSE	CEW J2 TAY VQQ	VQQ	IFR TO VQQ	1+10

Chattanooga / Lovell Field (CHA)

IFR STOPOVER							
CHA1	IFR	270	NSE	CEW J39 MGM VUZ GQO	CHA	IFR TO CHA	1+10

Chennault International (CWF)

IFR STOPOVER							
CWF1	IFR	280	NSE	PENSI MUURY J2 LCH	CWF	IFR TO CWF	1+15

Columbus (CSG)

IFR STOPOVER							
CSG1	IFR	190	NSE	CEW J39 MGM	CSG	IFR TO CSG	0+45

Cross City (CTY)

IFR STOPOVER							
CTY1	IFR	270	NSE	CEW J2 SZW	CTY	IFR TO CTY	1+10

Daytona Beach International (DAB)

IFR STOPOVER							
DAB1	IFR	270	NSE	CEW J2 TAY OMN	DAB	IFR TO DAB	1+25

Dekalb-Peachtree (PDK)

IFR STOPOVER							
PDK1	IFR	250	NSE	CEW J39 MGM LGC DIFFI2	PDK	IFR TO PDK	1+00

Dothan Regional (DHN)

IFR STOPOVER							
DHN1	IFR	150	NSE	CEW V198 MAI/(R)D 0+25 MAI DHN/MAI V521 RRS	DHN	IFR TO DHN VIA DELAY MAI	0+45
DHN1R	IFR	160	DHN	RRS V521 MAI/(R)D 0+25 MAI NSE/BJLEW V198 CEW MERTY	NSE	IFR FROM DHN VIA MAI TO NSE	0+45
DHN2	IFR	150	NSE	CEW V241 RRS	DHN	IFR TO DHN	0+30
DHN2R	IFR	160	DHN	HOUND V241 CEW MERTY	NSE	IFR FROM DHN TO NSE	0+30
VFR STOPOVER							
DHN3	VFR	155	NSE	CEW	DHN	VFR TO DHN	2+00
DHN3R	VFR	165	DHN	CEW	NSE	VFR FROM DHN TO NSE	2+00
NORTH MOA STOPOVER							
DHN4	IFR	100	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA DHN/RRS	DHN	IFR TO DHN VIA NMOA	2+00
DHN4R	IFR	090	DHN	NSE340015 PNMOA/(R)D 1+30 PNMOA NSE/MERTY	NSE	IFR FROM DHN TO NSE VIA NMOA	2+00
DHN5	VFR	085	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA	DHN	VFR TO DHN VIA NMOA	2+00
DHN5R	VFR	095	DHN	NSE340015 PNMOA/(R)D 1+30 PNMOA	NSE	VFR FROM DHN TO NSE VIA NMOA	2+00

Dothan Regional (DHN) cont.

ROSE HILL MOA STOPOVER							
DHN6	VFR	095	NSE	CEW RRS270020/(R)D0+30 RRS270020 DHN/RRS Remarks: Rose Hill MOA	DHN	VFR TO DHN VIA ROSE HILL MOA	1+30
DHN6R	VFR	085	DHN	RRS270020/(R)D1+00 RRS270020 NSE/MERTY Remarks: Rose Hill MOA	NSE	VFR TO NSE VIA ROSE HILL MOA	1+30

Esler Regional (ESF)

IFR STOPOVER							
ESF1	IFR	280	NSE	CEW J50 AEX	ESF	IFR TO ESF	1+30

Gainesville Regional (GNV)

IFR STOPOVER							
GNV1	IFR	270	NSE	CEW J2 SZW GNV	GNV	IFR TO GNV	1+05
GNV1R	IFR	260	GNV	CTY SZW J2 CEW MERTY	NSE	IFR FROM GNV TO NSE	1+15

Greenville-Spartenburg International (GSP)

IFR STOPOVER							
GSP1	IFR	270	NSE	CEW J39 MGM J37 SPA	GSP	IFR TO GSP	1+30

Greenville/Donaldson Field (GYH)

IFR STOPOVER							
GYH1	IFR	270	NSE	CEW J39 MGM J37 SPA	GYH	IFR TO GYH	1+50
VFR STOPOVER							
GYH2	VFR	175	NSE	ROMEK SPA GYH	GYH	VFR TO GYH	1+50

Gulfport-Biloxi International (GPT)

IFR STOPOVER							
GPT1	IFR	120	NSE	PENSI V241 SJI V20 GPT	GPT	IFR TO GPT	0+35
GPT1R	IFR	110	NSE	GPT V20 SJI V241 PENSI MERTY	NSE	IFR FROM GPT TO NSE	0+35
GPT2	IFR	060	NSE	PENSI V241 SJI/(R)D 0+45 MOB GPT/SJI V20 GPT	GPT	IFR TO GPT VIA MOB	0+25
GPT2R	IFR	050	GPT	GPT V20 SJI/(R)D 0+45 MOB NSE/BFM V198 PENSI MERTY	NSE	IFR FROM GPT VIA MOB	0+15
GPT3R	IFR	090	GPT	ROMMY TRADR NUN/(R) D 0+45 NPA NSE/MERTY	NSE	IFR FROM GPT VIA NPA	0+30
VNAV VFR STOPOVER							
GPT4	VFR	015	NSE	AXSIS	GPT	VFR TO GPT	2+00
GPT4R	VFR	025	GPT	AXSIS	NSE	VFR FROM GPT TO NSE	2+00
GPT5	VFR	015	NSE	TRADR	GPT	VFR TO GPT	2+00
GPT5R	VFR	025	GPT	TRADR	NSE	VFR FROM GPT TO NSE	2+00

Hammond Northshore Regional (HDC)

IFR STOPOVER							
HDC1	IFR	160	NSE	PENSI V241 SJI V552 PCU V70 RYTHM	HDC	IFR TO HDC	1+00
HDC1R	IFR	170	HDC	RYTHM V70 PCU V552 SJI V241 PENSI MERTY	NSE	IFR FROM HDC TO NSE	1+00
VFR STOPOVER							
HDC2	VFR	165	NSE	PENSI V241 SJI V552 PCU V70 RYTHM HMU	HMU	VFR TO HDC	2+00
HDC2R	VFR	155	HDC	RYTHM V70 PCU V552 SJI V241 PENSI MERTY	NSE	VFR FROM HDC TO NSE	2+00

Hattiesburg Bobby L. Chain (HBG)

IFR STOPOVER							
HBG1	IFR	160	NSE	PENSI V241 SJI V552 MINDO V114 LBY	HBG	IFR TO HBG	0+45

Huntsville International (HSV)

IFR STOPOVER							
HSV1	IFR	250	NSE	CEW J39 VUZ	HSV	IFR TO HSV	1+00

Jack Edwards (JKA)

NORTH MOA STOPOVER							
JKA1	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA JKA/VUSRY	JKA	IFR TO JKA VIA NMOA	2+00
JKA1R	IFR	090	JKA	NSE340015 PNMOA/(R)D1+30 NSE/MERTY	NSE	IFR FROM JKA TO NSE VIA NMOA	2+00
JKA2	VFR	095	NSE	NSE340015 PNMOA/(R)D1+30 JKA	JKA	VFR TO JKA VIA NMOA	2+00
JKA2R	VFR	095	JKA	NSE340015 PNMOA/(R)D1+30 NSE	NSE	VFR FROM JKA TO NSE VIA NMOA	2+00

SOUTH MOA STOPOVER							
JKA3	IFR	100	NSE	PENSI PSMOA/(R)D1+30 PSMOA JKA/VUSRY	JKA	IFR TO JKA VIA SMOA	2+00
JKA3R	IFR	090	JKA	PSMOA/(R)D1+30 PSMOA NSE/MERTY	NSE	IFR FROM JKA TO NSE VIA SMOA	2+00
JKA4	VFR	095	NSE	PSMOA/(R)D1+30 JKA	JKA	VFR TO JKA VIA SMOA	2+00
JKA4R	VFR	095	JKA	PSMOA/(R)D1+30 NSE	NSE	VFR FROM JKA TO NSE VIA SMOA	2+00

Jackson International (JAN)

IFR STOPOVER							
JAN1	IFR	200	NSE	PENSI MUURY GCV	JAN	IFR TO JAN	0+50

Jacksonville International (JAX)

IFR STOPOVER							
JAX1	IFR	270	NSE	CEW J2 TAY	JAX	IFR TO JAX	1+05

Lafayette Regional (LFT)

IFR STOPOVER							
LFT1	IFR	260	NSE	PENSI MUURY J2 LSU	LFT	IFR TO LFT	1+10

Lake Charles Regional (LCH)

IFR STOPOVER							
LCH1	IFR	280	NSE	PENSI MUURY J2 LCH	LCH	IFR TO LCH	1+40
LCH1R	IFR	270	LCH	LCH J2 MUURY MERTY	NSE	IFR TO NSE	1+40

Lexington-Blue Grass (LEX)

IFR STOPOVER							
LEX1	IFR	270	NSE	CEW J39 MGM MCFEE	LEX	IFR TO LEX	2+00

VFR STOPOVER							
LEX2	VFR	175	NSE	ROMEK V115 MGM	LEX	VFR TO LEX	2+00

Little Rock (LIT)

IFR STOPOVER							
LIT1	IFR	280	NSE	PENSI MUURY MEI SQS LIT	LIT	IFR TO LIT	1+45
VFR STOPOVER							
LIT2	VFR	165	NSE	MUURY MEI SQS	LIT	VFR TO LIT	1+45

Marianna Municipal (MAI)

IFR/VFR ROUND ROBIN							
MAI1	IFR	110	NSE	CEW V198 MAI/(R)D 0+45 MAI NSE/ CHEWS V198 CEW MERTY	NSE	IFR TO NSE VIA MAI	0+45
MAI2	VFR	115	NSE	CEW V198 MAI/(R)D 0+45 MAI NSE/CHEWS V198 CEW MERTY	NSE	VFR TO NSE VIA MAI	2+00
VNAV VFR STOPOVER							
MAI3	VFR	015	NSE	CEW	MAI	VFR TO MAI	2+00
MAI3R	VFR	025	MAI	CEW	NSE	VFR FROM MAI	2+00
IFR STOPOVER							
MAI4	IFR	110	NSE	CEW V198 MAI	MAI	IFR TO MAI	2+00
MAI4R	IFR	100	MAI	CHEWS V198 CEW NPA/(R)D 0+45 NPA NSE/MERTY	NSE	IFR FROM MAI VIA NPA	2+00
MAI5	IFR	110	NSE	CEW V241 HOUND/(R)D 0+45 OZR MAI/MAI	MAI	IFR TO MAI VIA OZR	2+00
MAI5R	IFR	080	MAI	CHEWS V198 PENSI/(R)D0+30 PNS NSE/MERTY	NSE	IFR FROM MAI VIA PNS	2+00
ROSE HILL MOA STOPOVER							
MAI6	VFR	095	NSE	CEW RRS270020/(R)D0+30 RRS270020 MAI/MAI Remarks: Rose Hill MOA	MAI	VFR TO MAI VIA ROSE HILL MOA	1+30
MAI6R	VFR	085	MAI	RRS270020/(R)D1+00 RRS270020 NSE/ROMEK	NSE	VFR TO NSE VIA ROSE HILL MOA	1+30

McGhee Tyson/Knoxville (TYS)

IFR STOPOVER							
TYS1	IFR	270	NSE	CEW J39 MGM RMG VXV	TYS	IFR TO TYS	1+30

Memphis International (MEM)

IFR STOPOVER							
MEM1	IFR	280	NSE	PENSI MUURY GCV MEI MEM	MEM	IFR TO MEM	1+20

Meridian Key Field (MEI)

IFR STOPOVER							
MEI1	IFR	160	NSE	PENSI V241 BRATT YARBO JANES MEI	MEI	IFR TO MEI	0+40
MEI1R	IFR	150	MEI	JANES YARBO BRATT V241 PENSI MERTY	NSE	IFR FROM MEI TO NSE	0+40
MEI2	IFR	160	NSE	PENSI V241 BRATT YARBO V209 EWA NMM/(R)D0+30 NMM MEI/MEI	MEI	IFR TO MEI VIA NMM	0+40
MEI2R	IFR	150	MEI	NMM/(R)D0+30 NMM NSE/EWA V209 YARBO BRATT V241 PENSI MERTY	NSE	IFR FROM MEI VIA NMM	0+40
MEI3	IFR	160	NSE	ROMEK V115 MGM/(R)D0+30 MGM MEI/MGM V56 MEI	MEI	IFR TO MEI VIA MGM	1+00
MEI3R	IFR	150	MEI	EWA V56 MGM/(R)D0+30 MGM NSE/MGM V115 ROMEK INBRD MERTY	NSE	IFR FROM MERIDIAN VIA MGM	1+00
MEI4	IFR	160	NSE	PENSI V198 BRATT YARBO V222 LIGIC/(R)D0+30 LUL MEI/SOSOE V455 MEI	MEI	IFR TO MEI VIA DELAY LAUREL	1+00
MEI4R	IFR	150	MEI	JANES V209 SJI/(R)D0+30 MOB NSE/BFM V198 PENSI MERTY	NSE	IFR FROM MEI VIA MOB	1+00

Middle Georgia (Macon) (MCN)

IFR STOPOVER							
MCN1	IFR	250	NSE	CEW J39 MGM J40 MCN	MCN	IFR TO MCN	1+00

Mobile Downtown (BFM)

IFR/VFR ROUND ROBIN							
BFM1	IFR	060	NSE	PENSI V198 LOXLY BFM/(R)D 0+45 BFM NSE/LOXLY V198 PENSI MERTY	NSE	IFR TO NSE VIA BFM	0+30
BFM2	VFR	065	NSE	PENSI V198 LOXLY BFM/(R)D 0+45 BFM NSE/LOXLY V198 PENSI MERTY	NSE	VFR TO NSE VIA BFM	2+00

Mobile Downtown (BFM) (Continued)

IFR STOPOVER							
BFM3	IFR	060	NSE	PENSI V198 BFM	BFM	IFR NSE TO BFM	2+00
BFM3R	IFR	050	BFM	LOXLY V198 PENSI MERTY	NSE	IFR BFM TO NSE	2+00
BFM4	IFR	040	NSE	PENSI NPA/(R)D0+30 NPA BFM/TRADR	BFM	IFR TO BFM VIA NPA	1+00
BFM4R	IFR	050	BFM	LOXLY V198 PENSI/(R)D0+30 PNS NSE/MERTY	NSE	IFR FROM BFM TO NSE VIA PNS	0+25
VFR STOPOVER							
BFM5	VFR	065	NSE	PENSI V198 BFM	BFM	VFR NSE TO BFM	2+00
BFM5R	VFR	055	BFM	LOXLY V198 PENSI MERTY	NSE	VFR BFM TO NSE	2+00
NORTH MOA STOPOVER							
BFM6	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA BFM/CEW295022 LOXLY	BFM	IFR TO BFM VIA NMOA	2+00
BFM6R	IFR	110	BFM	LOXLY V198 PENSI PNMOA/(R)D1+30 PNMOA NSE/CEW295022	NSE	IFR FROM BFM TO NSE VIA NMOA	2+00
BFM7	VFR	095	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA	BFM	VFR TO BFM VIA NMOA	2+00
BFM7R	VFR	095	BFM	PENSI PNMOA/(R)D1+30 PNMOA	NSE	VFR FROM BFM TO NSE VIA NMOA	2+00
SOUTH MOA STOPOVER							
BFM8	IFR	100	NSE	PENSI PSMOA/(R)D1+30 PSMOA BFM/PENSI V198 LOXLY	BFM	IFR TO BFM VIA SMOA	2+00
BFM8R	IFR	090	BFM	LOXLY V198 PENSI PSMOA/(R)D1+30 PSMOA NSE/MERTY	NSE	IFR FROM BFM TO NSE VIA SMOA	2+00
BFM9	VFR	095	NSE	PSMOA/(R)D1+30 PSMOA BFM	BFM	VFR TO BFM VIA SMOA	2+00
BFM9R	VFR	095	BFM	PSMOA/(R)D1+30 PSMOA NSE	NSE	VFR FROM BFM TO NSE VIA SMOA	2+00

Mobile Regional (MOB)

IFR/VFR ROUND ROBIN							
MOB1	IFR	060	NSE	PENSI V241 SJI MOB/(R)D 0+45 MOB NSE/BFM V198 PENSI MERTY	NSE	IFR TO NSE VIA MOB	0+35
MOB2	VFR	065	NSE	PENSI V241 SJI MOB/(R)D 0+45 MOB NSE/BFM V198 PENSI MERTY	NSE	VFR TO NSE VIA MOB	2+00
IFR STOPOVER							
MOB3	IFR	060	NSE	PENSI V241 SJI	MOB	IFR TO MOB	0+20
MOB3R	IFR	050	MOB	BFM V198 PENSI MERTY	NSE	IFR FROM MOB TO NSE	0+20
MOB4	IFR	040	NSE	PENSI NPA/(R)D0+30 NPA MOB/TRADR SJI	MOB	IFR TO MOB VIA NPA	1+00
MOB4R	IFR	050	MOB	LOXLY V241 PENSI MERTY	NSE	IFR FROM MOB TO NSE	0+20
VFR STOPOVER							
MOB5	VFR	065	NSE	PENSI V241 SJI	MOB	VFR FROM NSE TO MOB	2+00
MOB5R	VFR	055	MOB	BFM V198 PENSI MERTY	NSE	VFR FROM MOB TO NSE	2+00
NORTH MOA STOPOVER							
MOB6	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA MOB/CEW295022 LOXLY	MOB	IFR FROM NSE TO MOB VIA NMOA	2+00
MOB6R	IFR	110	MOB	LOXLY V198 PENSI PNMOA/(R)D1+30 PNMOA NSE/ CEW295022	NSE	IFR FROM MOB TO NSE VIA NMOA	2+00
MOB7	VFR	095	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA	MOB	VFR FROM NSE TO MOB VIA NMOA	2+00
MOB7R	VFR	095	MOB	PENSI PNMOA/(R)D1+30 PNMOA	NSE	VFR FROM MOB TO NSE VIA NMOA	2+00

SOUTH MOA STOPOVER							
MOB8	IFR	100	NSE	PENSI PSMOA/(R)D1+30 PSMOA MOB/PENSI V198 SJI	MOB	IFR FROM NSE TO MOB VIA SMOA	2+00
MOB8R	IFR	090	MOB	LOXLY V198 PENSI PSMOA/(R)D1+30 PSMOA NSE/PENSI MERTY	NSE	IFR FROM MOB TO NSE VIA SMOA	2+00
MOB9	VFR	095	NSE	PSMOA/(R)D1+30 PSMOA MOB	MOB	VFR FROM NSE TO MOB VIA SMOA	2+00
MOB9R	VFR	095	MOB	PSMOA/(R)D1+30 PSMOA NSE	NSE	VFR FROM MOB TO NSE VIA SMOA	2+00

Monroe County (MVC)

NORTH MOA STOPOVER							
MVC1	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 MVC	MVC	IFR TO MVC VIA NMOA	2+00
MVC1R	IFR	090	MVC	PNMOA/(R)D1+30 CEW295022 NSE	NSE	IFR FROM MVC TO NSE VIA NMOA	2+00
MVC2	VFR	095	NSE	PNMOA/(R)D1+30 MVC	MVC	VFR TO MVC VIA NMOA	2+00
MVC2R	VFR	095	MVC	PNMOA/(R)D1+30 NSE	NSE	VFR FROM MVC TO NSE VIA NMOA	2+00
SOUTH MOA STOPOVER							
MVC3	IFR	100	NSE	PENSI PSMOA/(R)D1+30 PSMOA MVC/PENSI	MVC	IFR TO MVC VIA SMOA	2+00
MVC3R	IFR	090	MVC	PENSI PSMOA/(R)D1+30 PSMOA NSE/PENSI	NSE	IFR FROM MVC TO NSE VIA SMOA	2+00
MVC4	VFR	095	NSE	PSMOA/(R)D1+30 PSMOA MVC	MVC	VFR TO MVC VIA SMOA	2+00
MVC4R	VFR	095	MVC	PSMOA/(R)D1+30 PSMOA NSE	NSE	VFR FROM MVC TO NSE VIA SMOA	2+00
VNAV VFR STOPOVER							
MVC5	VFR	015	NSE	LOXLY	MVC	VFR TO MVC	2+00
MVC5R	VFR	025	MVC	LOXLY	NSE	VFR FROM MVC	2+00

Montgomery Regional (MGM)

IFR/VFR ROUND ROBIN							
MGM1	IFR	130	NSE	ROMEK V115 MGM/(R)D 0+45 MGM NSE/MGM V115 ROMEK MERTY	NSE	IFR TO NSE VIA MGM	0+45
MGM2	VFR	115	NSE	ROMEK V115 MGM/(R)D 0+45 MGM NSE/MGM V115 ROMEK MERTY	NSE	VFR TO NSE VIA MGM	2+00
IFR STOPOVER							
MGM3	IFR	130	NSE	ROMEK V115 MGM	MGM	IFR TO MGM	0+40
MGM3R	IFR	100	MGM	MGM V115 ROMEK	NSE	IFR FROM MGM	0+40
MGM4	IFR	150	NSE	CEW V241 HOUND OZR/(R)D0+30 OZR MGM/BANBI V521 MGM	MGM	IFR TO MGM VIA OZR	1+10
MGM4R	IFR	150	MGM	MGM V521 BANBI OZR/(R)D0+30 OZR NSE/HOUND V241 CEW MERTY	NSE	IFR FROM MGM TO NSE VIA OZR	1+10

Montgomery (MGM) cont.

VNAV VFR STOPOVER							
MGM5	VFR	015	NSE	PIGON	MGM	VFR TO MGM	2+00
MGM5R	VFR	025	MGM	PIGON	NSE	VFR FROM MGM	2+00
NORTH MOA STOPOVER							
MGM6	IFR	110	NSE	NSE340015 PNMOA/(R)D1+00 PNMOA MGM/PIGON V115 MGM	MGM	IFR TO MGM VIA NMOA	2+00
MGM6R	IFR	100	MGM	MGM V115 PIGON PNMOA/(R)D1+00 PNMOA NSE/CEW295022	NSE	IFR FROM MGM TO NSE VIA NMOA	2+00
MGM7	VFR	095	NSE	NSE340015 PNMOA/(R)D1+00 PNMOA	MGM	VFR TO MGM VIA NMOA	2+00
MGM7R	VFR	085	MGM	PIGON PNMOA/(R)D1+00 PNMOA	NSE	VFR FROM MGM TO NSE VIA NMOA	2+00

New Orleans Lakefront (NEW)

IFR STOPOVER							
NEW1	IFR	160	NSE	PENSI V241 SJI V20 SLIDD WIPIB	NEW	IFR TO NEW	0+40
NEW1R	IFR	170	NEW	HRV V198 PENSI MERTY	NSE	IFR FROM NEW TO NSE	0+40
NEW2	IFR	160	NSE	PENSI V198 HRV NBG/(R)D0+30 NBG NEW/HRV	NEW	IFR TO NEW VIA NBG	0+40
NEW2R	IFR	170	NEW	HRV/(R)D0+30 NBG NSE/HRV V198 PENSI MERTY	NSE	IFR FROM NEW TO NSE VIA NBG	0+40
NEW3	IFR	120	NSE	PENSI V241 SJI V20 GPT/(R)D0+30 GPT NEW/GPT V20 SLIDD	NEW	IFR TO NEW VIA GPT	0+45
NEW3R	IFR	050	NEW	HRV V198 MINNI/(R)D0+30 GPT NSE/GPT V20 SJI V241 PENSI MERTY	NSE	IFR FROM NEW VIA GPT	0+45
VNAV VFR STOPOVER							
NEW4	VFR	015	NSE	AXSIS	NEW	VFR TO NEW	2+00
NEW4R	VFR	025	NEW	AXSIS	NSE	VFR FROM NEW	2+00
NEW5	VFR	015	NSE	TRADR	NEW	VFR TO NEW	2+00
NEW5R	VFR	025	NEW	TRADR	NSE	VFR FROM NEW	2+00

Northeast Florida Regional (St. Augustine) (SGJ)

IFR STOPOVER							
SGJ1	IFR	270	NSE	CEW J2 TAY VQQ	SGJ	IFR TO SGJ	1+10

Savannah / Hilton Head International (SAV)

IFR STOPOVER							
SAV1	IFR	270	NSE	CEW J2 OJHAP NEDDY ICBOD JANIE	SAV	IFR TO SAV	1+15

Selma / Craig Field (SEM)

IFR STOPOVER							
SEM1	IFR	130	NSE	ROMEK V115 MGM/(R)D0+30 MGM SEM/CADIP	SEM	IFR TO SEM VIA DELAY MGM	0+30
SEM1R	IFR	100	SEM	PIGON V115 ROMEK MERTY	NSE	IFR FROM SEM TO NSE	0+30
VFR STOPOVER							
SEM2	VFR	115	NSE	ROMEK V115 MGM/(R)D0+30 MGM SEM/CADIP	SEM	VFR TO SEM DELAY MGM	2+00
SEM2R	VFR	105	SEM	PIGON V115 ROMEK MERTY	NSE	VFR FROM SEM TO NSE	2+00
VNAV VFR STOPOVER							
SEM3	VFR	015	NSE	PIGON	SEM	VFR TO SEM	2+00
SEM3R	VFR	025	SEM	PIGON	NSE	VFR FROM SEM	2+00

Shreveport Regional (SHV)

IFR STOPOVER							
SHV1	IFR	280	NSE	PENSI MUURY MCB J50 AEX J58 TURNN EMG	SHV	IFR TO SHV	1+50

Smyrna (MQY)

IFR STOPOVER							
MQY1	IFR	270	NSE	CEW J39 BNA	MQY	IFR TO MQY	1+40
VFR STOPOVER							
MQY2	VFR	175	NSE	CEW J39 BNA	MQY	VFR TO MQY	1+55

Southwest Georgia Regional (ABY)

IFR STOPOVER							
ABY1	IFR	170	NSE	CEW V198 MAI SAIML LEBBY V97 ELMOE	ABY	IFR TO ABY	0+50

Stennis International-Bay St. Louis (HSA)

VFR STOPOVER							
HSA1	VFR	125	NSE	PENSI V241 SJI V20 GPT/(R)D 0+45 GPT HSA	HSA	VFR TO HSA VIA GPT	2+00
HSA1R	VFR	115	HSA	TRADR NPA /(R) D 0+45 NPA NSE/ MERTY	NSE	VFR FROM HSA VIA NPA	2+00

IFR STOPOVER							
HSA2	IFR	120	NSE	PENSI V241 SJI V20 GPT/(R)D 0+45 GPT HSA/STENN	HSA	IFR TO HSA VIA GPT	0+35
HSA2R	IFR	050	HSA	MUDDA/(R)D 0+45 GPT NSE/GPT V20 SJI V241 PENSI MERTY	NSE	IFR FROM HSA VIA GPT	0+35
HSA3R	IFR	050	HSA	GPT V20 SJI/(R)D 0+45 MOB NSE/BFM V198 PENSI MERTY	NSE	IFR FROM HAS VIA MOB	0+35
HSA4R	IFR	050	HSA	GPT V20 SJI V241 PENSI/(R)D 0+45 PNS NSE/MERTY	NSE	IFR FROM HAS VIA PNS	0+35
HSA5R	IFR	110	HSA	TRADR NPA/(R)D 0+45 NPA NSE/MERTY	NSE	IFR FROM HAS VIA NPA	0+35
VNAV VFR STOPOVER							
HSA6	VFR	015	NSE	AXSIS	HSA	VFR TO HSA	2+00
HSA6R	VFR	025	HSA	AXSIS	NSE	VFR FROM HSA	2+00
HSA7	VFR	015	NSE	TRADR	HSA	VFR TO HSA	2+00
HSA7R	VFR	025	HSA	TRADR	NSE	VFR FROM HSA	2+00

St. Pete- Clearwater International (PIE)

IFR STOPOVER							
PIE1	IFR	270	NSE	CEW J2 SZW J41 PIE	PIE	IFR TO PIE	1+30

Tallahassee International (TLH)

IFR STOPOVER							
TLH1	IFR	150	NSE	CEW V198 SZW	TLH	IFR TO TLH	1+00
TLH1R	IFR	140	TLH	QUILL V198 PENSI NPA/(R)D0+30 NPA NSE/MERTY	NSE	IFR FROM TLH TO NSE VIA NPA	1+00
TLH2	IFR	150	NSE	CEW V198 MAI/(R)D0+30 MAI TLH/SNEAD V198 SZW	TLH	IFR TO TLH VIA MAI	1+00
TLH2R	IFR	140	TLH	QUILL V198 MAI/(R)D0+30 MAI NSE/CHEWS V198 CEW MERTY	NSE	IFR FROM TLH VIA MAI	1+00
TLH3	IFR	150	NSE	CEW V241 HOUND OZR/(R)D0+30 OZR TLH/RRS V521 MAI V198 SZW	TLH	IFR TO TLH VIA OZR	1+00
TLH3R	IFR	140	TLH	BRITS V521 RRS OZR/(R)D0+30 OZR NSE/HOUND V241 CEW MERTY	NSE	IFR FROM TLH TO NSE VIA OZR	1+00

VFR STOPOVER							
TLH4	VFR	155	NSE	CEW V198 SZW	TLH	VFR TO TLH	2+00
TLH4R	VFR	145	TLH	QUILL V198 PENSI/(R)D0+30 PNS NSE/MERTY	NSE	VFR FROM TLH TO NSE VIA PNS	2+00
TLH5	VFR	155	NSE	CEW V198 MAI/(R)D0+30 MAI TLH/SNEAD V198 SZW	TLH	VFR TO TLH VIA DELAY MAI	2+00
TLH5R	VFR	145	TLH	QUILL V198 MAI/(R)D0+30 MAI NSE/CHEWS V198 CEW MERTY	NSE	VFR FROM TLH VIA MAI	2+00
TLH6	VFR	155	NSE	CEW V241 HOUND OZR/(R)D0+30 OZR TLH/RRS V521 MAI V198 SZW	TLH	VFR TO TLH VIA OZR	2+00
TLH6R	VFR	145	TLH	BRITS V521 RRS OZR/(R)D0+30 OZR NSE/HOUND V241 CEW MERTY	NSE	VFR FROM TLH TO NSE VIA OZR	2+00
VNAV VFR STOPOVER							
TLH7	VFR	015	NSE	DEFUN	TLH	VFR TO TLH	2+00
TLH7R	VFR	025	TLH	DEFUN	NSE	VFR FROM TLH	2+00

Tampa International (TPA)

IFR STOPOVER							
TPA1	IFR	270	NSE	CEW J2 SZW J41 PIE	TPA	IFR TO TPA	1+30

Tupelo Regional (TUP)

IFR STOPOVER							
TUP1	IFR	280	NSE	MUURY GCV MEI IGB	TUP	IFR TO TUP	1+10

Troy Municipal (TOI)

NORTH MOA STOPOVER							
TOI1	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA TOI/CEW295022	TOI	IFR TO TOI VIA NMOA	2+00
TOI1R	IFR	100	TOI	PNMOA/(R)D1+30 PNMOA NSE/CEW295022	NSE	IFR FROM TOI TO NSE VIA NMOA	2+00
TOI2	VFR	095	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA	TOI	VFR TO TOI VIA NMOA	2+00
TOI2R	VFR	085	TOI	PNMOA/(R)D1+30 PNMOA	NSE	VFR FROM TOI TO NSE VIA NMOA	2+00

Tuscaloosa Regional (TCL)

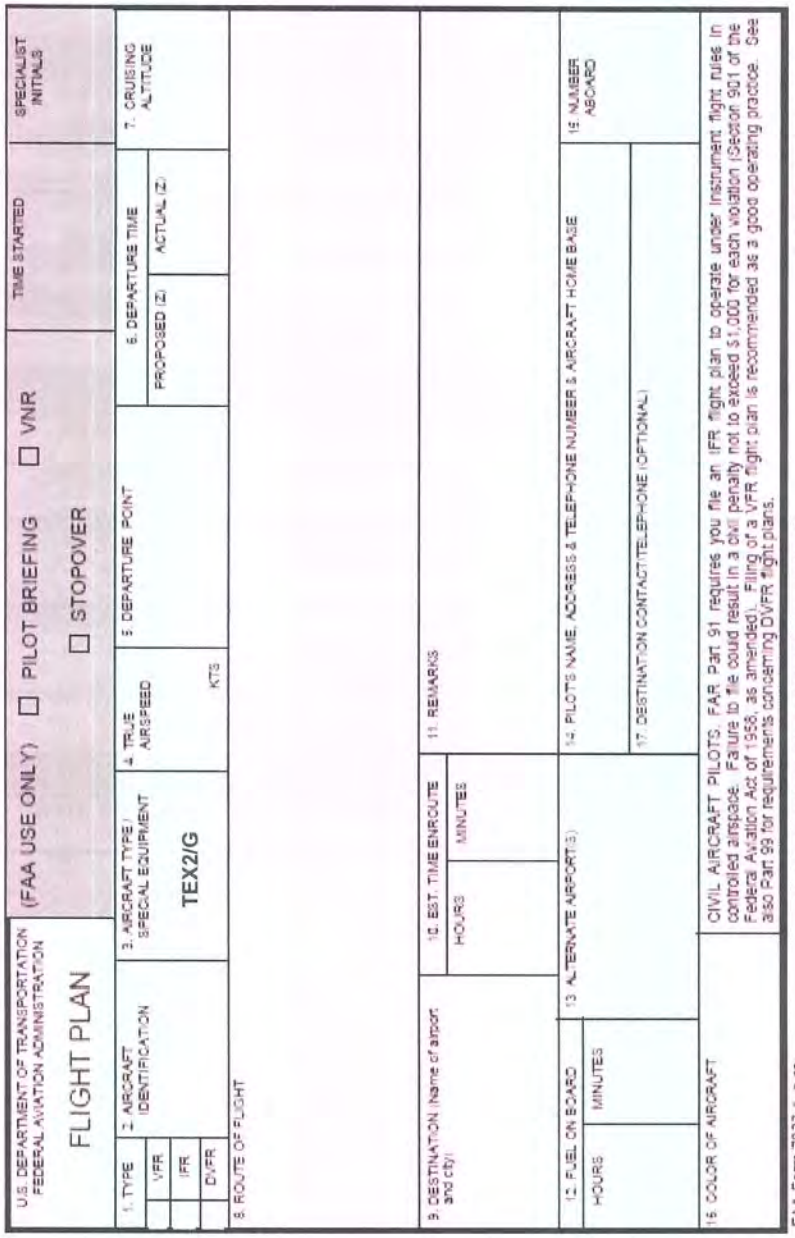
IFR STOPOVER							
TCL1	IFR	170	NSE	ROMEK V115 WALTY LDK	TCL	IFR TO TCL	0+50
TCL1R	IFR	170	TCL	OKW KORNR V115 ROMEK INBRD MERTY	NSE	IFR FROM TCL	0+50
TCL2	IFR	130	NSE	ROMEK V115 MGM/(R)D0+30 MGM TCL/MGM V115 WALTY LDK	TCL	IFR TO TCL VIA MGM	0+50
TCL2R	IFR	110	TCL	OKW KORNR V115 MGM/(R)D0+30 MGM V115 ROMEK INBRD MERTY	NSE	IFR FROM TCL VIA MGM	0+50

Vicksburg Tallulah (TVR)

IFR STOPOVER							
TVR1	IFR	260	NSE	PENSI MUURY MCB J35 MCGEE	TVR	IFR TO TVR	1+05

FAA FLIGHT PLAN

- FSS: (800) WX - BRIEF
- https://fwb.metoc.navy.mil/fwb12/
- (888) PILOTWX



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FLIGHT PLAN

(FAA USE ONLY) ☐ PILOT BRIEFING ☐ VNR
☐ STOPOVER

TIME STARTED

SPECIALIST INITIALS

1. TYPE
☐ VFR
☐ IFR
☐ DVFR

2. AIRCRAFT IDENTIFICATION

3. AIRCRAFT TYPE / SPECIAL EQUIPMENT
TEX2/G

4. TRUE AIRSPEED
KTS

5. DEPARTURE POINT

6. DEPARTURE TIME
PROPOSED (Z)
ACTUAL (Z)

7. CRUISING ALTITUDE

8. ROUTE OF FLIGHT

9. DESTINATION (Name of airport and city)

10. EST. TIME ENROUTE
HOURS
MINUTES

11. REMARKS

12. FUEL ON BOARD
HOURS
MINUTES

13. ALTERNATE AIRPORT(S)

14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE

15. NUMBER ABOARD

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.

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

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

CROSS COUNTRY BED DOWN AID

1. Accomplish **BEFORE LEAVING AIRCRAFT and STRANGE FIELD PROCEDURES Checklists.**
2. Check Hydraulic fluid level/oil IAW checklist Section N, ENGINE OIL LIMITATIONS
   a. If more than 2 pints must be added, contact squadron supervisor.
   b. Hydraulic system T-handle may require a very hard pull to fully release pressure for accurate reading.
3. Check Tire wear:
   a. If a red cord is visible (mains) or any cord visible (nose), contact Squadron Duty Officer/Squadron CDO.
4. Fuel Servicing:
   a. Ensure aircraft is properly grounded and chocked, parking brake set, during all refueling operations.
      1) Aircraft to ground, aircraft to truck, truck to ground.
      2) Pilot is responsible for ensuring servicing is recorded as rendered.
   b. Ensure fuel contains Prist (fuel icing inhibitor) – ½ pint per 50 gallons.
      1) The "+" sign in "Jet A1+" indicates anti-icing additive is already included in fuel.
      2) If in doubt, query the installation servicing manager.
5. **Do not use Government Travel Card or personal credit card to purchase fuel, oil, or other aircraft services.**
   a. If DOD-contract services are not available, contact Squadron Duty Officer/Squadron CDO.
6. Inspection Procedures:
   a. Aircrew WILL NOT sign off aircraft inspections on off-station missions.
      1) In lieu of maintenance inspections, aircrew will conduct thorough inspections IAW checklist procedures.
7. Ensure local personnel are familiar with starting procedures and external power hookup procedures (as required).
   a. Demonstrate how to secure external power access door (as required).
8. Leaving aircraft overnight:
   a. Set parking brake and chock main tires.
      1) If aircraft must be moved/towed, ensure parking brake is released.
      2) If parking brake is not set, ensure **BOTH main tires are securely chocked or tie-downs in place before leaving aircraft.**
      3) Do **NOT allow unqualified personnel into cockpit in order to apply/release parking brake.**
   b. Ensure reasonable aircraft security is in place, e.g. fenced area, locked gate/hangar, security guard, etc.
   c. All aircraft plugs, propeller restraint, and covers installed.
   d. Canopy, Baggage Compartment, and CFS doors **LOCKED.**
   e. If hazardous weather is forecast, make every effort to hangar the aircraft. If unable to hangar, ensure proper tie-down procedures are accomplished.
9. Notify squadron of safe arrival and whether or not any aircraft problems have occurred.
   a. Stopping at other than final destination due to aircraft problems requires immediate notification of the squadron
10. When departing at facilities where fireguards are not available, it is permissible to perform engine start without them.
11. Reset parking brake and pull chocks prior to strapping in the aircraft. If desired, leave a chock behind a wheel to prevent inadvertent rolling backwards.

OUT & IN ADDITIONAL CHECKLIST ITEMS

ITEM 1	Fuel Sample – obtain and inspect. LEFT WING.
ITEM 24	Main Landing gear doors anti-chafe tape for condition. FWD FUSELAGE.
ITEM 13	Spring strut retainer pin and safety wire for security (2 places).
ITEM 14	Spring strut rod bracket for condition and security.
ITEM 15	Ensure spring strut piston bell is in contact with conical washer stack on spring strut cartridge. RIGHT WING.
ITEM 7	Main landing gear doors anti-chafe tape for condition. AFT FUSELAGE/EMPENNAGE
ITEM 18	Using flashlight, visually inspect L, R, Middle, and outboard elevator hinge areas for chafing, security, and evidence of bearing migration from bearing bare-hole. FWD COCKPIT.
ITEM 26	Forward battery CB panel, make sure collars are installed on CBs. AIL/EL TRIM, RUN TRIM, IAC 1, and PROP SYS.
ITEM 27	Forward general CB panel, make sure collar is installed on CB IAC 2.

STATIC DISPLAY CHECKLIST

1. Responsibilities of all mission pilots:

a. Flight suits, name tags, patches, boots, etc are in like new condition. Squadron ball cap authorized.
b. ALSS equipment inspections do not expire.
c. Aircrew will lock up aircraft.
d. Alcohol consumption prohibited while in uniform on flight line during static display.
e. Unlock Canopy Emergency Access Panels during departure pre-flight.
f. Conduct a thorough FOD check prior to departure.

2. Responsibilities of Aircraft Commander:

a. Ensure a minimum of one pilot remains with the aircraft during periods of public viewing to ensure spectator safety.
b. Ensure all safeguarding of aircraft is accomplished IAW checklist
c. Canopy Emergency Access Panel will be locked during static display.
d. Ensure installation of all intake covers and propeller restraints.

NIGHT OPERATIONS

- All aircraft shall have operable landing / taxi / navigation / anti-collision lighting.
- Night operations start at official sunset and end at official sunrise.
- Navigation light use starts 30 mins. prior to official sunset.
- NSE Split-field operations not authorized.
- Aircraft will monitor night common (274.7 CH 18) when using the three working areas.
- Strobe lights on from engine start to shutdown:
  - Except in the line area.
  - Whenever PIC deems necessary for safety of flight.
- No formation flights at night.
- No taxi permitted on unlit taxiways.
- Full length takeoffs only at night.
- Night Field entry from Pensacola approach no closer than 15 miles from NSE.
  - Approach will vector aircraft to 5 mile offset north at 1700' MSL – 200 KIAS.
  - Handoff to tower control.
- Make break call with "Full-Stop" or "Touch and Go".

IMPORTANT PHONE NUMBERS

VT-2 FDO	850-623-7428	VT-2 SDO	850-623-7222
VT-3 FDO	850-623-7688	VT-3 SDO	850-623-7323 (850-324-2053) cell
VT-6 FDO	850-623-7468	VT-6 SDO	850-623-7666
T-6B MX Control	850-665-6141	FITU FDO	850-623-7473
NASWF ODO	850-623-7597	TW-5 Safety	850-623-7180
NASWF CDO	850-623-2793 (850-382-4966) cell	TW-5 Training	850-623-7056
NSE Base Ops	850-623-7597		
NSE Weather	800-295-7824/7119		
NPA Weather	850-452-3644/2460		
Naval Aviation Weather	888-PILOTWX 888- 745-6899		
Flight Service	800-WX-BRIEF 800-992-7433		

CONFERENCE HOTEL

1. Time and conditions permitting:

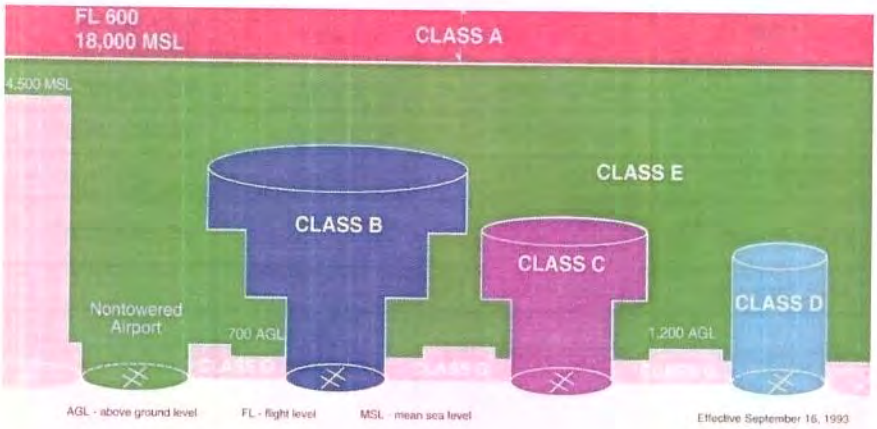
a. Initiate for any safety of flight emergency condition which may prevent you from landing the aircraft safely and is not covered by NATOPS.

b. To initiate a Conference Hotel, have ground personnel (SDO, FDO, Base Ops, FSS, ATC) call HQ AFMC Command Center.
   a. DSN 787-6314
   b. Commercial: 937-257-6314

c. State: ***"I am initiating a Conference Hotel for the T-6 aircraft".***

d. Ground personnel should be made aware that they will be acting as a communications relay between the engineering support team and the aircraft.

AIRSPACE RESTRICTIONS



An Easy-to-Read Chart for VFR Flight

Airspace Features	Class A	Class B	Class C	Class D	Class E
Entry Requirements	ATC Clearance	ATC Clearance	Prior two-way communi-cations	Prior two-way communi-cations	None
Minimum Pilot Qualifications	Instrument rating	Private or student certificate location dependent	Student certificate	Student certificate	Student certificate
Two-way Radio Communications	Yes	Yes	Yes	Yes	Not required
Special VFR Allowed*	No	Yes	Yes	Yes	Yes
VFR Visibility Minimum	N/A	3 Statute miles**	3 Statute miles**	3 Statute miles**	3 Statute miles**
VFR Minimum Distance from Clouds	N/A	Clear of clouds	500 feet below, 1,000 feet above, 2,000 feet horizontally**	500 feet below, 1,000 feet above, 2,000 feet horizontally**	500 feet below, 1,000 feet above, 2,000 feet horizontally**
VFR Aircraft Separation	N/A	All	IFR	Runway operations	None
Traffic Advisories	Yes	Yes	Yes	Workload Permitting	Workload Permitting
Former Airspace Equivalent	Positive control area (PCA)	Terminal control area (TCA)	Airport radar service area (ARSA)	Airport traffic area and control zone	General controlled airspace

* Authorized by an ATC clearance and conducted within the lateral boundaries of the surface area.

** Flight visibility and cloud clearance requirements differ for operations below 1,200 feet AGL, above 1,200 feet AGL but below 10,000 feet MSL, above 10,000 feet MSL, day, night, or student pilot. See FARs 61.89 and 91.155 for specifics.

NOTE: IFR operations in controlled airspace require filing an IFR flight plan and an appropriate ATC clearance.

CROSSWIND TABLE

CROSSWIND QUICK REFERENCE TABLE								
WIND SPEED	DEGREES OFF RUNWAY HEADING							
	20°	30°	40°	50°	60°	70°	80°	90°
10	3	5	6	8	9	9	10	10
11	4	6	7	9	10	10	11	11
12	4	6	8	10	10	11	12	12
13	4	7	8	11	11	12	13	13
14	5	7	9	11	12	13	14	14
15	5	8	10	12	13	14	15	15
16	5	8	10	12	14	15	16	16
17	6	9	11	13	15	16	17	17
18	6	9	12	14	16	17	18	18
19	6	10	12	15	16	18	19	19
20	7	10	13	15	17	19	20	20
21	7	11	13	16	18	20	21	21
22	8	11	14	17	19	21	22	22
23	8	12	15	18	20	22	23	23
24	8	12	15	18	21	23	24	24
25	9	13	16	19	22	23	25	25
27	9	14	17	21	23	25	27	27
29	10	15	19	22	25	27	29	29
31	11	16	20	24	27	29	31	31
33	11	17	21	25	29	31	32	33
35	12	18	22	27	30	33	34	35

WIND LIMITATIONS	
Max Steady State Winds (Operations Require Commodore Approval)	>25
Max Crosswind Component – Dry Runway	25
Max Crosswind Component – Wet Runway	10
Max Crosswind Component – Icy Runway	5
Max Crosswind Component – Solo	10
Max Crosswind Component – Section Takeoff (No standing water/ice/snow)	10
Max Tailwind Component for Takeoff	10
Max Tailwind Component for Takeoff – Solo	0

• In gusty winds, add ½ gust factor to touchdown speed and rotation speed (max 10 kts)

VOR / DME X-RAY FREQ CONVERSION CHART

CH	FREQ	CH	FREQ	CH	FREQ	CH	FREQ
17	108.00	42	110.50	77	113.00	102	115.50
18	108.10	43	110.60	78	113.10	103	115.60
19	108.20	44	110.70	79	113.20	104	115.70
20	108.30	45	110.80	80	113.30	105	115.80
21	108.40	46	110.90	81	113.40	106	115.90
22	108.50	47	111.00	82	113.50	107	116.00
23	108.60	48	111.10	83	113.60	108	116.10
24	108.70	49	111.20	84	113.70	109	116.20
25	108.80	50	111.30	85	113.80	110	116.30
26	108.90	51	111.40	86	113.90	111	116.40
27	109.00	52	111.50	87	114.00	112	116.50
28	109.10	53	111.60	88	114.10	113	116.60
29	109.20	54	111.70	89	114.20	114	116.70
30	109.30	55	111.80	90	114.30	115	116.80
31	109.40	56	111.90	91	114.40	116	116.90
32	109.50	57	112.00	92	114.50	117	117.00
33	109.60	58	112.10	93	114.60	118	117.10
34	109.70	59	112.20	94	114.70	119	117.20
35	109.80	70	112.30	95	114.80	120	117.30
36	109.90	71	112.40	96	114.90	121	117.40
37	110.00	72	112.50	97	115.00	122	117.50
38	110.10	73	112.60	98	115.10	123	117.60
39	110.20	74	112.70	99	115.20	124	117.70
40	110.30	75	112.80	100	115.30	125	117.80
41	110.40	76	112.90	101	115.40	126	117.90

NOTES:
- Matrix is taken from the Flight Information Handbook
- Only X-RAY frequencies are listed
- If Yankee frequencies are required, add .05 to the corresponding X-Ray frequency
  - CH 70Y ~ 112.35

T-6B OPERATING LIMITS

BATTERY:
> 23.5 Volts for battery start
> 22 Volts for external hook-up

GENERATOR:
+ 50 to -2 Amps in-flight
28.0 - 28.5 Volts
Continuous < 25 Volts, land as soon as practical

STARTER:
1. 20 sec, then 30 sec cool
2. 20 sec, then 2 mins. cool
3. 20 sec, then 5 mins. cool
4. 20 sec, then 30 mins. cool

ENGINE:

1. TORQUE

3-8%	Ground Idle
0-100%	Normal
102% (20 sec)	Transient
> 102%	SYS MALF
131% (20 sec)	Engine Damage

2. PROPELLER RPM

62-80%	Restricted range
100%	MAX
100+-2%	PMU Off
110%	In Emergency

3. ITT

1000° C (5 sec)	START
820°	MAX
750°	MAX IDLE
870° (20 sec)	Transient

4. N1

60-104%	Normal
60-61%	MIN Ground
67%	MIN Airborne

5. OIL TEMPERATURE

10° -105° C	Normal Flight
-40 - 105° C	Normal Ground
106° - 110° C	CAUTION
110° C	MAX
106° -110° C	Acceptable ground ops < 20% torque

WEIGHT:

Ramp Weight	6950 lbs.
Takeoff	6900 lbs.
Landing	6900 lbs.
Zero fuel	5850 lbs.
Baggage	80 lbs.

AIRSPEED:

Gear/Flaps	150 KIAS
Turbulence	207 Max KIAS
	180 Rec KIAS
Maneuver	227 KIAS
MAX	316 KIAS /.67M

FUEL: 200 lbs. Min
120 lbs. EMERG
< 50 lbs. imbalance for aerobatics, spins, stalls

6. OIL PRESSURE

90 -120 psi	Normal	15-40 psi (max 5 sec) w/ PCL @ IDLE
200 psi	MAX	
40-90 psi	CAUTION	15-40 psi at IDLE 40-90 psi above IDLE for > 10"
< 40 above IDLE	Exceedance	15-40 psi (> 5 sec) w/ PCL @ IDLE < 15 psi at IDLE

40-130 psi during aerobatics / spins.
Oil level serviced within 30 minutes of shutdown (15-20 min for most accurate reading)

HYDRAULICS

3000 +- 120 psi	Normal
2400 +- 150 psi	Emergency Accumulator < 2400 psi CAUTION
1800 psi	Emergency Extension

AIRSTART

125-200 KIAS, SL - 15K.
135-200 KIAS, 15 – 20K.
1200' altitude loss, 40 sec for usable power.
15-20 sec to come out of FX.

EJECTION

> 320 KIAS increases injury due to drogue chute opening shock.
Terrain > 8000' MSL – MOR handle should be used.
Zoom eject 20 NH, eject before sink rate – zoom negligible < 150 KIAS.
6000' AGL Uncontrolled / 2000' AGL Controlled.

G LOADS

-3.5 to 7.0	Clean	-1.0 to 4.7 Asymmetric
0 to 2.5	Gear/Flaps	0 to 2.0 Asymmetric

Zero G	< 5 sec
Inverted	< 15 sec

PROHIBITED MANEUVERS

Inverted Stalls
Inverted Spins
Aggravated spins past 2 turns
Abrupt cross control snap maneuvers
Aerobatics, spins, stalls with > 50 LB fuel imbalance
Tail slides
Spins
- PCL above IDLE
- Landing gear, flaps, or speed brake extended
- PMU off
- < 10K' pressure altitude
- > 22K' pressure altitude

NOTES:

Canopy defog OFF for takeoff and landing.
Max 780'/min descent on landings (5.1G hard landing).
Can taxi over raised arresting cables, not over donuts – main gear doors CLOSED.
Probes/Anti-Ice ON when in visible moisture.
Aerobatics prohibited with < 150 LBS of fuel per side.
Max 50 LBS fuel imbalance.
10 hours on only the engine driven high pressure pump.
DO NOT open canopy with winds > 40 KTS; do not attempt to close/lock in-flight.
ITT rise w/i 10 sec of fuel flow during start.

TRAWING FIVE ON-SCENE COMMANDER CHECKLIST

SAR/RESCAP ON-SCENE COMMANDER DUTIES:

1. **Check fuel status**
   - Identify recovery airfield (night / W/X).
   - Set BINGO fuel for search/OSC.
2. **If a search is required, begin from last known position of downed aircraft**
   - For search utilize altitude/sector differential (if formation).
   - Attempt to contact downed aircrew on UHF 282.8 (SAR Common Freq.).
   - Consider Hi-Lo split of formation for loiter time/radio reception/area clearing once found.
   - Ensure both aircraft are "eyes on" scene prior to splitting the formation.
3. **Record pertinent information**:
   - Determine GPS coordinates.
   - Time over scene.
   - Call-sign or tail # of downed aircraft.
   - # of survivors / survivors seen on scene.
   - Condition of survivors.
   - Fire / wreckage / condition of scene.
   - Assistance currently at scene.
   - Access to zone via aircraft & ground vehicles.
   - Other means of communicating w/downed crew such as cell phone #.
4. **Notify ODO (UHF 233.7) CH 23**
   - Relay known information of scene and time on station.
   - If ODO unavailable, relay information to either Whiting Tower or an FDO.
5. **Contact Approach Control Agency for that sector (VHF if possible).**
   - Identify yourself and the situation.
   - Declare an emergency if required.
   - Relay only pertinent information (open mic to everyone on freq.).
   - Advise ATC you will be on UHF 282.8 as required.
   - Request assistance in keeping other aircraft clear of area if possible.
   - May be able to assist in finding follow-on coverage / OSC replacement.
6. **Assign aircraft to assist / lead crash crews to scene as necessary.**
7. **Control traffic in and around the scene**.
8. **Designate & brief replacement OSC (remember to allow enough time for relief prior to reaching Bingo).**

LOCAL AREA LOST COMM (NORDO)

GENERAL

- If airborne, squawk 7600 for duration of flight.
- Approach will advise Tower of any 7600 squawks that appear inbound and will clear the airspace ahead of the NORDO traffic.
- Whether IMC or VMC, all radio calls made in the blind.
- If experienced in the landing pattern at NSE or NOLF, exercise extreme caution and execute a full stop landing. Taxi clear of active.
- On final, observe Wheels Watch for gear down indications and tower for ALDIS light signals.

VFR

- Overfly NSE (cross country recoveries use NDZ ILS 32) at 3500' MSL or above and determine the duty runway.
- Execute PPEL to duty runway. Rock the wings at High Key. Pilots are responsible for maintaining their own separation.
- Approaching Low Key, look for appropriate ALDIS light signals.
- If aircraft is radar identified on course rules, remain on course rules, squawk 7600, rock wings at the break and maintain any interval with conflicting arrivals. Approaching the 180 position, look for appropriate ALDIS light signals from tower.

IFR

- If unable to return to NSE VFR after VFR on top, proceed VFR to a NOLF and land. If must return to NSE, proceed direct to the IAF for the active runway and execute the approach.
- If on NSE-3 and prior to reaching VFR on-top, remain at last assigned altitude and proceed to the IAF for the active runway and execute the approach.
- Adhere to standard FAA lost communications procedures.

ALDIS Lights	Aircraft in flight	Aircraft on the ground
Flashing white	N/A	Return to starting point
Steady green	Cleared to land	Cleared for takeoff
Flashing green	Cleared to approach airport, or return to land	Cleared to taxi
Steady red	Continue circling, give way to other aircraft	Stop
Flashing red	Airport unsafe, do not land	Immediately taxi clear of runway in use
Alternating red and green	Exercise extreme caution	Exercise extreme caution
Blinking runway lights	Vehicles, planes, and pedestrians immediately clear landing area in use	

DROPPED SEAT SAFETY PIN

On the ground, ejection seat handles will have safety pins fully inserted at all times. When returning to parking, if a seat cannot be "safed" (e.g. dropped seat pin), use the following procedures:

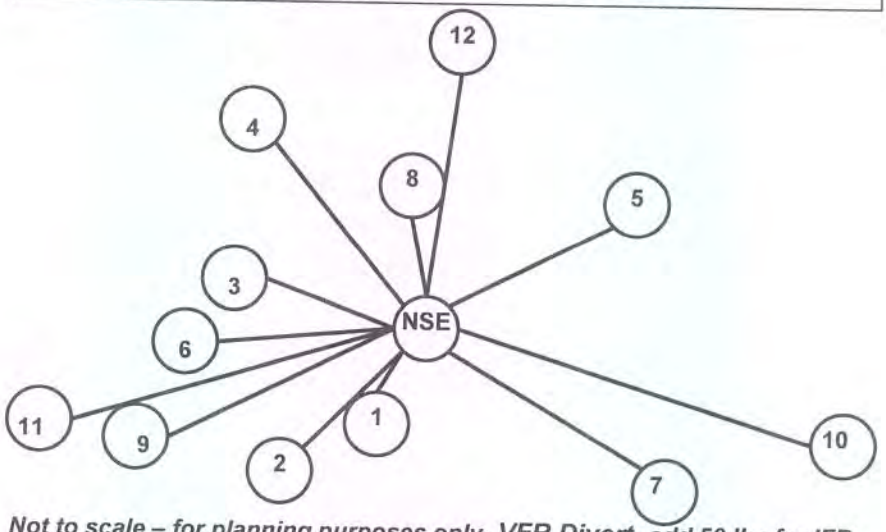
Located @ KNSE:
- Confirm AFTER LANDING checklist is complete and ISS mode selector is in SOLO.
- Contact MX on 257.50 or coordinate with GROUND to notify MX of the situation. Taxi to assigned parking line (avoid parking under the APES canopy).
- Once parked, wait for maintenance personnel to arrive with an auxiliary seat pin. Shutdown and run all normal checklists. Open canopy only far enough to facilitate an exchange of the extra seat pin, then close and lock the canopy, then safe the seat.

If Off-Station:
- Confirm AFTER LANDING checklist is complete and ISS mode selector is in SOLO.
- Coordinate and park in a remote area, if available, and shut down the aircraft.
- Once seat is pinned, the non-affected aircrew member may unstrap and exit the aircraft.
- Empty seat may now be unpinned to provide a seat pin to affected aircrew member.
- Pin the affected crewmember's seat. The affected crewmember may now unstrap, as required, to retrieve the dropped seat pin.
- Ensure that both seats are properly pinned prior to resuming operations.

PEL NOTIFICATION PROCEDURES

1. Squadrons will call the following personnel for all PELs:
   a. Aircraft issue: 850-665-6141
   b. TW-5 CDO; 850-623-2793
   c. NASWF ODO; 850-623-7597
2. Squadrons will send an email to WHTG_CTW5 PEL NOTIFICATION (usually FDO does this) with the following information:
   a. Date (YYYYMMDD)
   b. Squadron/Side Number
   c. Pilot / Copilot
   d. Time of PEL
   e. Location
   f. Malfunction
   g. Type of flight
   h. Maneuver
   i. *Damage: None, some <20k, extensive >20k
   j. *Personal injuries
   k. *Press interest likely
   l. Remarks

ALTERNATE / DIVERT AIRFIELDS



Not to scale – for planning purposes only- VFR Divert- add 50 lbs for IFR

	IDENT	AIRFIELD	NM	HDG	ALT	IAS	ETE	FUEL
1	KPNS	Pensacola Rgnl.	18	211	5000	215	0+06	260
2	KNPA	NAS Pensacola	27	217	5000	215	0+08	280
3	1R8	Bay Minette	42	284	5000	215	0+12	320
4	KMVC	Monroeville	48	341	5000	215	0+14	330
5	79J	Andalusia	48	044	5000	215	0+14	330
6	KBFM	Mobile Downtown	55	266	10000	195	0+16	350
7	KECP	Panama City Intl	76	114	15000	178	0+21	365
8	KMGM	Montgomery	100	021	15000	178	0+28	425
9	KGPT	Gulfport	107	262	15000	178	0+30	435
10	KTLH	Tallahassee	140	099	20000	172	0+41	470
11	KNEW	Lakefront	161	256	25000	165	0+48	500
12	KBHM	Birmingham	171	005	25000	165	0+51	515

NOTES:

1. Chart assumes no wind, average weight 6100 LBS, climb at 140 KIAS from MAP, direct routing max range cruise, penetration descent, overhead break at destination (25 LBS) **(add 50 LBS for IFR approach).**
2. These numbers are for planning reference only and allow for 200 LBS at landing. Additional fuel must be added for any instrument approaches at divert destination.
3. In case of actual divert, refer to diversion range summary chart in PCL.
4. All CNATRA flights are required to have a valid alternate. It is the responsibility of the aircraft commander to designate a suitable alternate.

EMERGENCY AIRFIELD DATA

ID	NAME	RWY	LENGTH	WIDTH	UNICOM	ELEV	APP
KCQF	Fairhope -HL Sonny Callahan	01/19	6600'	100'	123.0 118.425 AWOS	91'	VOR/DME RNAV
1R8	Bay Minette	08/26	5500'	79'	122.8	248'	VOR RNAV
KEGI	Duke Field	18/36	8000'	150'	133.2 Tower	191'	ILS
KNPA	Sherman Field	1/19 7/25	7137' 8000'	200' 200'	120.7/340.2 Tower	28'	ILS, VOR, RNAV
KGZH	Evergreen OLF	01/19 10/28	5000' 4000'	150' 150'	122.7 133.42 ASOS	259'	VOR/DME
12J	Brewton OLF	06/24 12/30	5100' 5000'	150' 150'	122.72 119.32 ASOS	99'	VOR/DME
KJKA	Gulf Shores - Jack Edwards	09/27 17/35	6900' 3600'	100' 75'	122.7 134.52 AWOS	17'	ILS, VOR, RNAV
0J4	Florala	04/22	3200'	75'	123.0	314'	RNAV
0R1*	Atmore	18/36	4900'	80'	122.8	287'	RNAV
KNFJ	Choctaw	18/36	8000'	150'	121.4	102'	NA
KNBJ	Barin OLF	09/27 15/33	5000' 5000'	150' 150'	269.425	54'	NA
KCEW	Crestview	17/35	8000'	150'	122.95 119.27 ASOS	213'	ILS, VOR, RNAV
KNFD	Summerdale OLF	10/28 05/23	4000'	150'	345.200	149'	NA
5R4*	Foley	18/36	3700'	75'	123.05	75'	RNAV
KBFM	Mobile Downtown	14/32 18/36	9618' 7800'	150' 150'	118.8 Tower	26'	ILS, VOR RNAV
KMVC	Monroeville	03/21	6028'	100'	123.0	419'	VOR RNAV

* Denotes emergency use only airfields (FWOP)

GLIDE PERFORMANCE SUMMARY

CONFIGURATION	PROP COND	GLIDE SPEED	SINK RATE	GLIDE RATIO nm/1000'
Clean	Feathered	125 KIAS	1350 FPM	2.0/1
Gear-D / Flaps UP	Feathered	105 KIAS	1500 FPM	1.6/1
Gear-D / Flaps LND	Feathered	95 KIAS	1850 FPM	1.1/1
Clean	Windmilling	110 KIAS	2350 FPM	1.0/1

CONTROLLED EJECTION

- Refer to CONTROLLED EJECTION checklist, if time and conditions permit.
- Select suitable site depending on conditions
  - Unpopulated areas
  - Factor winds and terrain
- Controlled ejection points: **EJECL** & **EJECW**
- Airspeed, slowest practical (125-180 KIAS)
- Eject using EJECTION checklist procedures

Controlled Ejection Area

Over Water

"EJECW" in FMS

Depart at Choctaw (KNFJ) on a 215° heading to "EJECW" and complete NATOPS Controlled Ejection Procedures.

Over Land

"EJECL" in FMS

Depart at Atmore (0R1) on a 180° heading to "EJECL" and complete NATOPS Controlled Ejection Procedures.