



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

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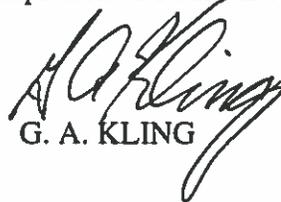
From: Commander, Training Air Wing FIVE  
To: Commanding Officer, Helicopter Training Squadron EIGHT  
Commanding Officer, Helicopter Training Squadron EIGHTEEN  
Commanding Officer, Helicopter Training Squadron TWENTY EIGHT  
Officer-in-Charge, Helicopter Instructor Training Unit

Subj: READ AND INITIAL 16-03: COURSE RULES DURING KNDZ PHASE II  
CONSTRUCTION

Ref: (a) COMTRAWINGFIVEINST 3710.8S

Encl: (1) RWOP Phase II Construction Modifications

1. This Read and Initial (R&I) is not a change to reference (a); personnel are still responsible for all material in the reference. This R&I modifies the parts of Chapter 5 listed in enclosure (1); all unaffected paragraphs of reference (a) are stated as unchanged.
2. Pages 5-3 and 5-4 of enclosure (1) cover the corresponding pages of reference (a). Pages 5-8 through 5-14 of enclosure (1) cover the corresponding pages of reference (a).
3. This R&I cancels Phase I Construction Modifications and is effective once runway 14/32 is fouled due to construction setup. It expires upon completion of Phase II construction.

  
G. A. KLING

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NASWF CO  
NASWF N3  
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L3

## RWOP PHASE II CONSTRUCTION MODIFICATIONS

### 5.4 SURFACE OPERATIONS

#### 5.4.1 Airfield Description

1. The definitions of several commonly used terms to describe locations on South Whiting Field are listed in this section.

a. Hub - unchanged.

b. Crew Change Area - the area between the hub and Spot 2 used for hot seating aircraft; the crew change area is now a non-movement area. Specific parking spots are the Foxtrot line and Spots G9 through G13 and H11 through H14. The crew change area is a non-movement area and the flow is always clockwise. Back taxiing through the crew change area is prohibited during normal operations and shall not be requested except during an emergency or unusual circumstance. Aircraft may taxi north across the Golf line to reach the Foxtrot parking line. Spots G4 through G8 are not parking spots and shall not be used except during an emergency. Due to aircraft departing the old fuel pits, aircraft are prohibited from requesting or taxiing across the grass to the old fuel pits. Permission from South Ground is not required to taxi within the crew change area as stated above once in crew change area/fuel pits.

c. Crew Shack - The small building next to the crew change area with facilities for pilots and crew. This building is not normally used during Phase II runway construction.

d. Fuel Pits - Spots H7 and H9 are used for hot refueling aircraft. Spots H6, H8, and H10 shall not be occupied, as well as the corresponding spots across the taxiway (G4 through G8).

e. Foxtrot-Golf Line - Deleted, reserved. (Foxtrot 1,2 and Golf 1,2 are not the maintenance spots.)

f. 10-18 Line - A 1,2,3 and B 1,2,3 (closest to the tower) used by TH-57B/C aircraft needing maintenance assistance while still turning. Overflow 10-18 spots are typically C 1,2,3.

g. Flight Line - General term referring to the ramp or tarmac where the aircraft are parked on painted and numbered spots. It is frequently referred to as "the line" or "line area." The lines are labeled Alpha through Hotel, and the spots are numbered out from the Hub. TH-57C aircraft are normally parked on Alpha through Charlie and TH-57B aircraft are normally parked on Delta and Echo.

h. Mat Alpha - is the paved area between Spot 1 and Spot 5. It shall not be used for low work during Phase II construction due to departing/arriving aircraft.

i. Mat Bravo - is the paved area to the east of Spot 1 and can be used for practice low work. The cold recycling factory is located on the east half of Mat Bravo; do not cross the barriers to the closed part of the taxiway. NVD aircraft may use Mat Bravo with tower approval.

j. Pad - There are five lighted pads (Alpha through Echo), and one unlighted pad (Foxtrot). The lighted pads are used for night approaches to a spot and low work. Pads A and B are not useable due to construction. Pads C, D, E, and F are under the normal approach/departure traffic and shall only be used for low work when weather is below 500-1 (when forward flight is prohibited) or at night (full length runway operations).

k. Spot - Can refer either to the parking location on the flight line, designated by the letter of the line and a number (i.e., Hotel Nine) or to one of the six spots painted onto runways or taxiways used for takeoff and landing. Spots 2, 3, 4 and 5 shall not be used due to construction.

## 5.7 MINOR MAINTENANCE OR TROUBLESHOOTING

1. Aircraft requiring minor maintenance or troubleshooting by maintenance personnel shall signal their lineman by turning on the searchlight during the day and flashing navigation lights at night, and inform South Ground of their intent to taxi to the 10-18 line. (Utilize A1, A2, A3, B1, B2, B3)

## 5.8 HOT REFUELING AREA (FUEL PITS)

1. The hot refueling area is located along the Hotel line.

a. The taxi direction in the **fuel pits is East to West** unless taxiing north to the Foxtrot line.

b. Back-taxi into the fuel pits is prohibited.

c. Aircraft shall request clearance from South Ground to taxi to/from the crew change area/fuel pits.

d. Aircraft taxiing into the fuel pits shall wait for a taxi director's signal to proceed west of G4/H6. Aircraft waiting to taxi into the fuel pits shall ensure they provide adequate spacing by staggering on the Golf and Hotel lines and the taxi line. Only the first aircraft should remain on the taxi line. This spacing will alleviate congestion for aircraft taxiing through the hub. When the number one aircraft resumes taxi for the fuel pits, the new number one aircraft shall reposition to the taxi line between G4/H6. The remainder of the holding aircraft shall then move forward maintaining safe distance from other aircraft. Due to the limited distance between parking spaces on the Golf and Hotel lines, aircraft shall taxi forward and not slide into or between parking spots. Aircraft should takeoff, hover, and land with a Westerly heading. Aircraft are authorized to taxi between spots in the hot pit pre-staging area.

e. Unchanged

f. After refueling, aircraft shall taxi clockwise along the Golf/Hotel and Foxtrot taxi lines. Taxiing directly across the Golf spots is authorized; however, aircraft shall not taxi to the east on the Golf/Hotel taxiway or west on the Foxtrot taxiway. Clearance is not required from South Ground to taxi from the hot pits to the crew change, as long as the aircraft does not proceed further than Spot F1 or enter the Hub; clearance is required to taxi to the Hub, for takeoff, or to parking spots.

g. Students shall not taxi the TH-57B into or out of the fuel pits until C4401 complete, or C4203 for Tilt-Rotor SNAs.

h. Unchanged.

i. Unchanged.

#### **5.9 CREW CHANGE AREA**

1. Foxtrot parking spots, Spots G9 through G13, and H11 through H14, can be used day or night. Parking is not allowed immediately adjacent to an active or inactive fuel pit; G4 through G8 shall not be occupied by aircraft except in an emergency. Aircraft may taxi north across the Golf line. Aircraft shall not utilize the grass area for hot-seating. The telephone and fax number to the Crew Change Shack (Building 3054) is 850-665-6630.

2. Unchanged.

3. Unchanged.

4. Aircraft shall not request taxi across the grass to takeoff from the old fuel pits.

#### **5.10 TAKEOFF AND LANDING**

##### **5.10.1 Day**

1. Runway 5. From the line, the normal taxi direction is to the north via taxiway Yankee for departures from taxiway Yankee, Spot 6, or the departure end of runway 5. From the crew change, taxi via the northern taxi line in the hub for departures 200' north of Spot 1 or to the old fuel pits and parallel the right side of runway 32 on takeoff (with favorable winds); IFR departures taxiing from the crew change should depart from 200' north of Spot 1. Aircraft arriving to Spot 1 have very little room to maneuver due to construction and may arrive on a 320° heading; therefore, departures shall remain 200' left/north of Spot 1. Aircraft taking off from taxiway Yankee, Spot 6, or runway 5 departure numbers may depart any heading from 360-140° and aircraft taking off from 200' north of Spot 1 may depart 050-100° (no further coordination is required); aircraft shall remain north of the cold recycling factory on Mat Bravo until clear of the pattern. Arrivals will land Spot 1 on a heading of 320-050° and taxi off via the southern taxi line in the hub.

When taking off from the old fuel pits, ensure sufficient offset from the maintenance pattern due to the tight confines of the maintenance pattern during runway 14/32 construction.

Solos shall not request takeoff from Spot 6.

**WARNING:** Aircraft taking off from taxiway Yankee should use extreme vigilance due to proximity of other aircraft from both North (runway 32 traffic at 400' AGL at the 90) and South Field.

2. Runway 23. From the line and crew change, the normal taxi direction is to the south via the southern taxi line in the hub to Spot 1. Aircraft may depart Spot 1 heading 140-230° without Tower coordination. Aircraft may request old fuel pit departures and parallel the right side of runway 32 (with favorable winds). Arrivals will land on the approach numbers of runway 23 or Spot 6 for the line or 200' short of Spot 1 for the crew change/fuel pits or 10-18 line (if desired). The base leg of all arrivals shall remain north of the cold recycling plant. Aircraft may be sequenced to land Spot 1 while aircraft ahead of them are landing to the approach numbers or Spot 6. Aircraft should remain vigilant about the approach sequence.

Solos shall not request to land at Spot 6.

3. See figures 5-2 and 5-3.

Location	Duty Runway	Takeoff Spot	Solo Takeoff Spot
TH-57 Line (A-E)	5	Spot 6, Yankee, Departure numbers	Departure numbers
	23	Spot 1, Old fuel pits	Spot 1*
Crew Change Area	5	200' north of Spot 1, Old fuel pits	200' north of Spot 1
	23	Spot 1, Old fuel pits	Spot 1*

Figure 5-2  
Day Takeoff Location

Location	Duty Runway	Landing Spot	Solo Landing Spot
TH-57 Line (A-E)	5	Spot 1	Spot 1
	23	Spot 6, approach numbers	Approach numbers
Crew Change Area	5	Spot 1	Spot 1
	23	Prior to Spot 1	Prior to Spot 1

Figure 5-3  
Day Landing Location

4. \*Due to the quick turn out to the south to avoid construction, solos shall only request to depart from the old fuel pits when runway 23 is active and winds are unfavorable for runway 23 departures, the winds do not favor runway 5, and in accordance with squadron policy.

5. Section takeoffs from the old fuel pits are authorized.
6. Old fuel pit departures are not authorized after sunset.
7. When taking off from the old fuel pits, ensure sufficient offset from the maintenance pattern due to the tight confines of the maintenance pattern during runway 14/32 construction.

#### **5.10.2 Night**

1. Night takeoffs and landings to a lighted pad shall be made using the duty runway heading. When runway 5 or 23 is active, Pads C, D, E, and F are available.
2. Deleted, reserved. (Spot 1 departures when runway 14 is in use.)
3. Deleted, reserved. (Instrument approaches to runway 32 have priority over IFR departures from runway 14.)

#### **5.11 TRAFFIC PATTERNS**

##### **5.11.1 General**

1. Unchanged.
2. When runway 5 is active, a right hand pattern is used. When runway 23 is active, a left hand pattern is used.
3. Unchanged.
4. Short Approach. A short approach is any approach that turns to final inside the normal traffic pattern or does not cross the runway threshold. Due to runway 14/32 repairs, the arrival procedures in paragraph 5.10.1 are not considered short approaches; aircraft landing on the approach numbers of runway 23 or Spot 6 (when runway 23 is active) shall approach on a southwesterly/runway heading. Unless specifically authorized, aircraft may not penetrate the maintenance pattern.
5. Wave-off. In the event an unsafe condition develops while making an approach to land at South Whiting Field, a wave-off shall be executed away from the Tower and the fuel pits, in accordance with the following guidelines:
  - a. Deleted, reserved. (Spot 2 or 3 when runway 5 is active.)
  - b. Deleted, reserved. (Spot 1 when runway 32 is active.)

c. To wave-off from a runway, begin a climb on runway heading, contact South Tower, and state intentions. When cleared, turn downwind away from the tower and avoid the Maintenance Pattern.

d. Any time a wave-off is executed, contact South Tower and state intentions. South Tower will normally clear wave-off traffic to downwind for landing.

e. When runway 23 is active and waving-off from Spot 6, parallel the right side of runway 23 and turn left prior to Spot 1 to deconflict from departing traffic.

f. When runway 23 is active and waving-off from 200' north of Spot 1, avoid departing aircraft, turn left prior to runway 14/32, and contact South Tower (daytime/personnel working on runway 14/32). At night, when no personnel are working on runway 14/32, wave-off straight ahead and contact South Tower. During the day, the maintenance pattern is active. After sunset, the maintenance pattern is not active.

**WARNING:** When runway 23 is active and waving off from Spot 6, parallel the right side of runway 23, turn left prior to Spot 1, and remain south of the cold recycling plant on Mat Bravo. If aircraft are departing 140°, the turn out may be delayed until passing behind departing aircraft.

#### **5.11.2 Normal Day Traffic Pattern**

1. Clearance is required to takeoff, turn downwind, and land. Normal pattern traffic shall remain clear of the Maintenance Pattern, not overfly runway 14/32 (while construction personnel are present, and make all turns outside the north end of runway 5/23 (Figure 5-4) does not apply), unless specifically cleared by Tower.

#### **5.11.3 Maintenance Traffic Pattern**

1. The South Whiting Field normal maintenance traffic pattern is a day only racetrack pattern. It is aligned with runway 14/32 and extends to the ends of the runway and to the southern tree line of the cutout for the approach end of runway 5. Maintenance Pattern airspace extends from the surface to 1000 feet MSL. Clearance is required from South Tower to enter the Maintenance Pattern.

2. The PIC is responsible for separation from other aircraft in the Maintenance Pattern and shall avoid normal pattern airspace/traffic.

3. Deleted, reserved. (Restricted maintenance pattern.)

4. If altitude greater than 1000 feet MSL is required, the pilot may request clearance for High Maintenance from South Tower. Upon approval, High Maintenance traffic is authorized up to 2500 feet MSL, or as specified. If a higher altitude is required, it must be specifically requested, and approval for frequency change to Pensacola Approach will be required. Pilots shall request "descent to normal maintenance" with the appropriate ATC facility prior to descent.

5. Unchanged.

6. Unchanged.

7. The first aircraft to the maintenance pattern will decide the traffic flow (clockwise/counterclockwise). Aircraft shall join the traffic pattern flow in use. Training flights are allowed on a not to interfere basis. Maintenance flights have priority in the maintenance pattern; maintenance pilots will dictate direction of traffic flow and use of specific areas for low work, as necessary. All non-emergency inter-maintenance pattern traffic coordination shall be attempted first on Instructor Common (121.95).

#### **5.11.4 Night Traffic Pattern**

1. The night pattern is the same for the duty runway and the lighted pads in use; however, full length runway operations are the standard. After sunset, Pads C, D, E, and F are in use: runway arrivals should intercept runway centerline prior to or as near the approach threshold as practical; runway departures shall turn after the upwind threshold unless specifically authorized by South Tower.

2. Unchanged.

3. Unchanged.

4. Unchanged.

#### **5.12 NIGHT OPERATIONS**

1. Unchanged.

2. Unchanged.

3. Unchanged.

4. Unchanged.

5. Unchanged.

6. Unchanged.

7. Low work can be conducted on Mat Bravo (NVD only, Tower approval required), or any of the lighted pads. Aircraft conducting low work shall monitor South Tower and squawk standby. A maximum of three (3) aircraft are permitted to perform low work.