



DEPARTMENT OF THE NAVY

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

IN REPLY REFER TO:

3710

Ser N7/122

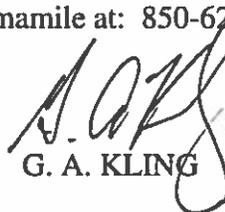
2 Feb 16

From: Commander, Training Air Wing FIVE
To: Commanding Officer, Training Squadron TWO
Commanding Officer, Training Squadron THREE
Commanding Officer, Training Squadron SIX
Officer-in-Charge, Fixed-Wing Instructor Training Unit, Training Air Wing FIVE
Subj: READ AND INITIAL 16-05: T-6 NATOPS CRITICAL ACTION MEMORY ITEMS
Ref: (a) T-6 NATOPS FLIGHT MANUAL (NFM)
Encl: (1) T-6 NATOPS NFM Emergency Procedures Definitions

1. Reference (a) contains the necessary information for the safe and efficient operation of the T-6 aircraft including identifying specific critical actions required when executing emergency procedures. The T-6 NFM identifies specific critical action items for both the Air Force and Navy. The Air Force identifies specific critical actions as "Boldface" while the Navy identifies specific critical actions as "Memory Items." Emergency procedures indicated with an asterisk (*) are considered by the Navy as Critical Action Memory Items to be executed in all Navy T-6s and thus shall be identified as such.

2. Action. Re-emphasize to all T-6 aircrew that the term "Boldface" shall not be used to identify Critical Memory Action items when operating in Navy T-6s. All critical action steps outlined in reference (a) shall be identified as **Critical Action Memory Items**.

3. The primary point of contact for this Read and Initial is the TRAWING FIVE T-6B Program Manager, Lieutenant Commander Clifford Camamile at: 850-623-7480.


G. A. KLING

Copy to:
TW-5 FW STAN
T-6B NATOPS PM
Cubic T-6B STAN

INTRODUCTION

This section contains procedures to be followed in the event of an emergency. These procedures will ensure maximum safety for the crew and/or aircraft until a safe landing or other appropriate action is accomplished. Although the procedures contained herein are considered the best available, pilots must exercise sound judgment when confronted with an emergency.

When an airborne emergency occurs, three basic rules apply. These rules should be thoroughly understood by all pilots:

- Maintain aircraft control.
- Analyze the situation and take proper action.
- Land as soon as conditions permit.

CRITICAL ACTION (US AIR FORCE)

Procedures appearing in CAPITAL BOLD FACE LETTERS are considered CRITICAL action. CRITICAL actions are items that must be performed immediately if the emergency is not to be aggravated, and injury or damage are to be avoided. These CRITICAL steps will be committed to memory.

CRITICAL ACTION (US NAVY)

Items indicated with an asterisk (*) are memory items that may result in serious injury or death and/or damage to equipment if not carefully and expeditiously executed. These items shall be completed without reference to the checklist. Time permitting, review/complete the procedures utilizing the pocket checklist to ensure completeness.

NONCRITICAL ACTION

Those actions which contribute to an orderly sequence of events, improve the chances for emergency action to be successful, and serve as "clean-up" items.

DEFINITIONS

Land As Soon As Possible

An emergency shall be declared and a landing accomplished at the nearest suitable landing area considering the severity of the emergency, weather conditions, field facilities, ambient lighting, and command guidance.

Land As Soon As Practical

Emergency conditions are less urgent and, although the mission is to be terminated, the degree of the emergency is such that an immediate landing may not be necessary.

Suitable Landing Area

A suitable landing area is a hard surface runway, taxiway, or under/overrun. Landing on an unprepared surface or ditching is not recommended.

CREW COORDINATION

Essential steps or items which are to be checked in both cockpits, if occupied, are indicated by (BOTH) following the step.

RESETTING A CIRCUIT BREAKER

The term "reset" is used to describe the action of resetting a circuit breaker that is already open. The pilot should assess the severity of the emergency, equipment lost, and the benefits gained prior to resetting or opening any circuit breaker. If the mission can be continued or the aircraft safely recovered without the affected equipment, the circuit breaker should not be reset.

CAUTION

If any circuit breaker is found open, consult with maintenance before flight.

Enclosure (1)