



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 N3/1298
29 Nov 16

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 16-20: TACAN/ILS/PAR/ASR 32 TERMINAL PROCEDURES

Ref: (a) NASWF ATC Facilities Manual

1. Effective: Immediately.
2. Expiration: Until Further Notice.
3. Purpose. To clarify ATC clearances for instrument approaches to RWY 32 at KNDZ while continuing simultaneous operations to other runways.
4. Background. Per reference (a), Land and Hold Short Operations (LAHSO) has been a procedure in place at NAS Whiting Field South Tower for many years. It was identified as not in compliance with governing FAA ATC instructions during a recent NATOPS evaluation. This procedure was originally not applicable to USN aircraft. It involves a clearance to land RWY 32 and hold short RWY 5/23. At KNDZ, this happens when the active runway is RWY 5/23, while simultaneously conducting approaches to RWY 32 (most often for PARs or ASRs), but could also be for an ILS or TACAN to RWY 32. This impacts ATC operations because tower is not authorized to clear aircraft to depart RWYs 5/23 on runway heading if another aircraft has been cleared to land RWY 32. Once the aircraft is off of RWY 32, we can resume runway heading departures on RWY 5/23.
5. Guidance. For instrument approaches to RWY 32 when RWY 5/23 is the active runway, TW-5 pilots should expect a landing clearance to Spot 5 to remain South of RWY 5/23 instead of a LAHSO RWY 5/23 or clearance to land RWY 32. TW-5 pilots shall terminate the PAR and ASR approaches approach no later than the decision height and switch to South Whiting tower.


M. T. MURRAY

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TW-5 OPS