

TRAWING 5



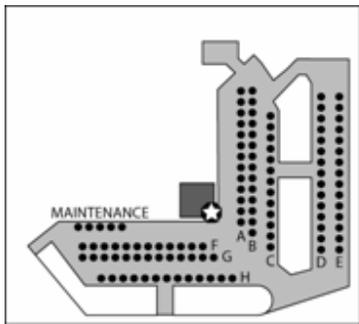
TH-57 In Flight Guide

TRAWING 5

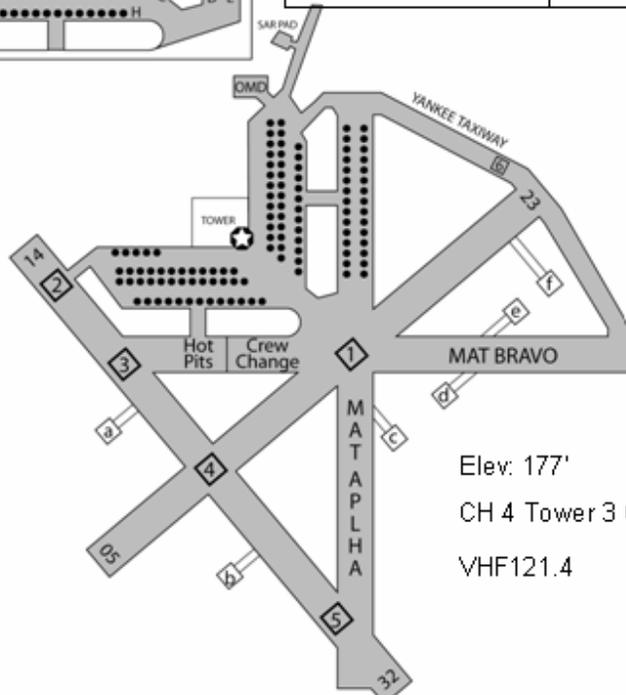


TH-57 In Flight Guide

South Whiting Field



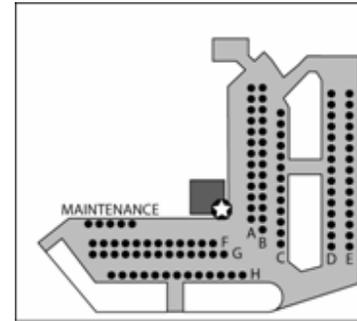
Location	Duty Runway	Takeoff Spot
TH-57C Line (A-E) and Crew Change Area	5, 14, 23	Spot 1
	32	Spot 4
TH-57B Line (F-H)	5, 14	Spot 1
	23, 32	Spot 2



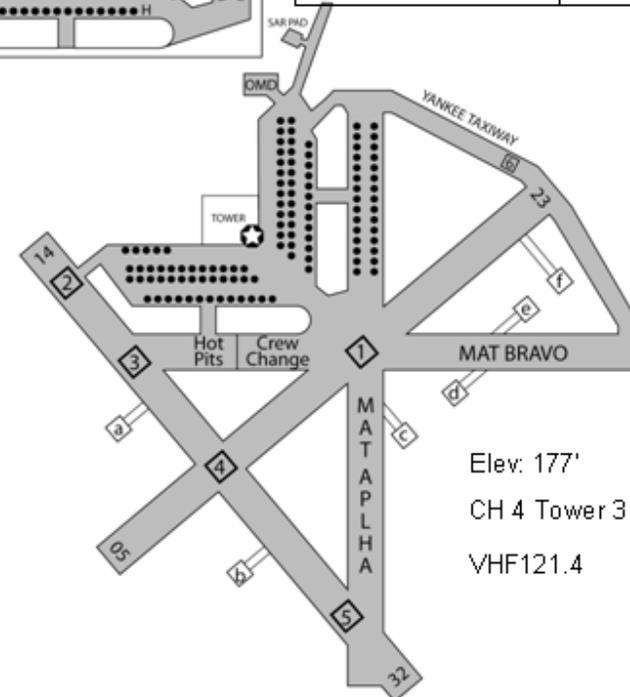
Elev: 177'
CH 4 Tower 3 Ground
VHF121.4

Destination	Duty Runway	Landing Spot
TH-57C Line (A-E)	5, 23, 32	Spot 1
	14	Spot 4
TH-57B Line (F-H)	5, 14	Spot 2
	23, 32	Spot 1
Hot Refuel and Crew Change Areas	5, 14, 32	Spot 3
	23	Spot 4

South Whiting Field



Location	Duty Runway	Takeoff Spot
TH-57C Line (A-E) and Crew Change Area	5, 14, 23	Spot 1
	32	Spot 4
TH-57B Line (F-H)	5, 14	Spot 1
	23, 32	Spot 2



Elev: 177'
CH 4 Tower 3 Ground
VHF121.4

Destination	Duty Runway	Landing Spot
TH-57C Line (A-E)	5, 23, 32	Spot 1
	14	Spot 4
TH-57B Line (F-H)	5, 14	Spot 2
	23, 32	Spot 1
Hot Refuel and Crew Change Areas	5, 14, 32	Spot 3
	23	Spot 4

Preset Frequencies

UHF PRESETS		
CH	FREQ	FACILITY
1	273.575	South Whiting Field ATIS
2	355.6	Clearance Delivery
3	346.8	South Whiting Field Ground
4	348.675	South Whiting Field Tower
5	303.6	HT-8 (Eightball)
6	255.1	HT-18 (Factoryhand)
7	365.7	HT-28 (Lucky)
8	253.1	HITU (Bladerunner)
9	250.0	NOLF Pace
10	358.8	NOLF Spencer
11	361.1	NOLF Santa Rosa
12	237.9	NOLF Harold
13	251.3	NOLF Site 8
14	384.3	Green Route
15	262.7	Orange Route
16	377.1	Purple Route
17	380.4	Eastern Formation Common
18	277.0	East Bay Common/Secondary Formation Common
19	311.4	Western Area/Western Formation Common
20	389.1	Eastern Area Common
VHF PRESETS		
1	121.95	Instructor Common
2	121.4	South Whiting Field Tower
3	124.85	Pensacola Approach (NDZ)
4	135.15	PNS TRACON Lakes Monitor
5	124.05	Eglin Approach
6	119.0	Pensacola Approach East (PNS)
7	118.6	Pensacola Approach West (PNS)
8	119.9	Pensacola Regional Tower (PNS)
9	122.0	Flight Watch

Preset Frequencies

UHF PRESETS		
CH	FREQ	FACILITY
1	273.575	South Whiting Field ATIS
2	355.6	Clearance Delivery
3	346.8	South Whiting Field Ground
4	348.675	South Whiting Field Tower
5	303.6	HT-8 (Eightball)
6	255.1	HT-18 (Factoryhand)
7	365.7	HT-28 (Lucky)
8	253.1	HITU (Bladerunner)
9	250.0	NOLF Pace
10	358.8	NOLF Spencer
11	361.1	NOLF Santa Rosa
12	237.9	NOLF Harold
13	251.3	NOLF Site 8
14	384.3	Green Route
15	262.7	Orange Route
16	377.1	Purple Route
17	380.4	Eastern Formation Common
18	277.0	East Bay Common/Secondary Formation Common
19	311.4	Western Area/Western Formation Common
20	389.1	Eastern Area Common
VHF PRESETS		
1	121.95	Instructor Common
2	121.4	South Whiting Field Tower
3	124.85	Pensacola Approach (NDZ)
4	135.15	PNS TRACON Lakes Monitor
5	124.05	Eglin Approach
6	119.0	Pensacola Approach East (PNS)
7	118.6	Pensacola Approach West (PNS)
8	119.9	Pensacola Regional Tower (PNS)
9	122.0	Flight Watch

Local Frequencies

NAS WHITING FIELD	
Operations Duty Officer	233.7
Metro (PMSV)	316.95
South Whiting Maintenance	279.2
PENSACOLA AIR TRAFFIC CONTROL (TRACON)	
North Sector	263.125
South Sector	269.375, 385.4, 118.6
Western Arrival Radar	351.825, 118.6
Sherman GCA	278.8, 285.625, 289.8, 318.8
CENTERS	
Atlanta	351.9, 118.55
Jacksonville	251.1, 350.2, 120.2, 134.15
MOA Entry	338.3
NAS PENSACOLA (SHERMAN)	
Sherman Tower	340.2, 120.7
ATIS	267.6, 124.35
METRO	359.6
NOLF CHOCTAW	
Tower	380.8, 315.6, 121.4
Ground	336.4, 121.7
ATIS	282.0
EGLIN – C-130 COORDINATION	
VHF	121.95
EGLIN - DUKE FIELD	
Tower	290.425, 133.2
Ground	251.125
EGLIN – HURLBURT FIELD	
Tower	291.1, 126.5
BOB SIKES CTAF / PENSACOLA AIR CENTER / MOBILE DOWNTOWN AIR CENTER	
VHF	122.95
PETER PRINCE (MILTON T)	
VHF	122.975

Local Frequencies

NAS WHITING FIELD	
Operations Duty Officer	233.7
Metro (PMSV)	316.95
South Whiting Maintenance	279.2
PENSACOLA AIR TRAFFIC CONTROL (TRACON)	
North Sector	263.125
South Sector	269.375, 385.4, 118.6
Western Arrival Radar	351.825, 118.6
Sherman GCA	278.8, 285.625, 289.8, 318.8
CENTERS	
Atlanta	351.9, 118.55
Jacksonville	251.1, 350.2, 120.2, 134.15
MOA Entry	338.3
NAS PENSACOLA (SHERMAN)	
Sherman Tower	340.2, 120.7
ATIS	267.6, 124.35
METRO	359.6
NOLF CHOCTAW	
Tower	380.8, 315.6, 121.4
Ground	336.4, 121.7
ATIS	282.0
EGLIN – C-130 COORDINATION	
VHF	121.95
EGLIN - DUKE FIELD	
Tower	290.425, 133.2
Ground	251.125
EGLIN – HURLBURT FIELD	
Tower	291.1, 126.5
BOB SIKES CTAF / PENSACOLA AIR CENTER / MOBILE DOWNTOWN AIR CENTER	
VHF	122.95
PETER PRINCE (MILTON T)	
VHF	122.975

Miscellaneous Frequencies

SAR ASSETS	
NAS Pensacola (call sign GULF RUNNER)	301.0,282.8,138.78
Whiting ODO	233.7
Life Flight (via ODO or ATC) (call sign LIFEGUARD-1)	122.75
55th ARRS, Eglin (C-130 or H-60 - call sign HAWK)	252.8
Ft. Rucker/Cairns SAR (call sign FLATIRON)	OPS 347.5,127.95 ATC 237.5,234.4,
Dannelly ANG	OPS 286.5 TWR 360.85,119.7
USCG, Mobile (call sign COAST GUARD RESCUE)	345.0
T-34 OPERATIONS	
North Whiting Tower (Button 1)	306.925,121.4
North Whiting Ground (Button 2)	251.15
Pensacola Departure (Button 3)	127.35
Pensacola Approach (Southeast) (Button 4)	119.0
Pensacola Approach (North) (Button 5)	291.625
Formation Common (Button 6)	341.85
Area 1 Common (Button 7)	303.15
Area 2 Common (Button 8)	254.9
Area 3 Common (Button 9)	299.5
North Whiting Clearance Delivery (Button 11)	257.775
Brewton RDO (Button 12)	257.975,122.725
Choctaw RDO/Tower (Button 13)	380.8
Holley RDO (Button 14)	264.2
Evergreen RDO (Button 15)	257.675,122.7
Saufley RDO (Button 16)	321.8
Summerdale RDO (Button 17)	254.325
Silverhill RDO (Button 18)	269.425
Barin RDO (Button 19)	238.0
North Whiting ATIS (Button 20)	290.325,124.35
Wolf RDO	345.2
Night/RI (West) Common	274.7
RI (East) Common	307.375

Miscellaneous Frequencies

SAR ASSETS	
NAS Pensacola (call sign GULF RUNNER)	301.0,282.8,138.78
Whiting ODO	233.7
Life Flight (via ODO or ATC) (call sign LIFEGUARD-1)	122.75
55th ARRS, Eglin (C-130 or H-60 - call sign HAWK)	252.8
Ft. Rucker/Cairns SAR (call sign FLATIRON)	OPS 347.5,127.95 ATC 237.5,234.4,
Dannelly ANG	OPS 286.5 TWR 360.85,119.7
USCG, Mobile (call sign COAST GUARD RESCUE)	345.0
T-34 OPERATIONS	
North Whiting Tower (Button 1)	306.925,121.4
North Whiting Ground (Button 2)	251.15
Pensacola Departure (Button 3)	127.35
Pensacola Approach (Southeast) (Button 4)	119.0
Pensacola Approach (North) (Button 5)	291.625
Formation Common (Button 6)	341.85
Area 1 Common (Button 7)	303.15
Area 2 Common (Button 8)	254.9
Area 3 Common (Button 9)	299.5
North Whiting Clearance Delivery (Button 11)	257.775
Brewton RDO (Button 12)	257.975,122.725
Choctaw RDO/Tower (Button 13)	380.8
Holley RDO (Button 14)	264.2
Evergreen RDO (Button 15)	257.675,122.7
Saufley RDO (Button 16)	321.8
Summerdale RDO (Button 17)	254.325
Silverhill RDO (Button 18)	269.425
Barin RDO (Button 19)	238.0
North Whiting ATIS (Button 20)	290.325,124.35
Wolf RDO	345.2
Night/RI (West) Common	274.7
RI (East) Common	307.375

Local NAVAIDS

LOCATION	IDENT	NDB(LOM)	TACAN	VOR	ILS
NAS North Whiting	NSE	---	70X	112.3*	---
NAS South Whiting	NDZ	---	70X	112.3*	110.55
NAS Pensacola	NPA	---	119X	108.8	109.3
Pensacola Regional	PNS	326	---	108.8	111.1
Crestview/Bob Sikes	CEW	201	106X	115.9	111.9
Mobile Downtown	BFM	---	75X	112.8	108.5
Eglin AFB	VPS	---	2X	---	110.3/109.1
NOLF Santa Rosa	NGS	---	63X	---	---
NOLF Saufley	NUN	---	---	108.8	---
Eglin AF AUX # 3 Duke	EGI	---	2X	---	111.7
<i>VFR ONLY NAVAIDS</i>					
Gateswood	NBJ	---	60X*	---	---
Crestview (AM radio)	WAAB	1050*	---	---	---
Floral (0J4)	FLZ	374*	---	---	---

Local NAVAIDS

LOCATION	IDENT	NDB(LOM)	TACAN	VOR	ILS
NAS North Whiting	NSE	---	70X	112.3*	---
NAS South Whiting	NDZ	---	70X	112.3*	110.55
NAS Pensacola	NPA	---	119X	108.8	109.3
Pensacola Regional	PNS	326	---	108.8	111.1
Crestview/Bob Sikes	CEW	201	106X	115.9	111.9
Mobile Downtown	BFM	---	75X	112.8	108.5
Eglin AFB	VPS	---	2X	---	110.3/109.1
NOLF Santa Rosa	NGS	---	63X	---	---
NOLF Saufley	NUN	---	---	108.8	---
Eglin AF AUX # 3 Duke	EGI	---	2X	---	111.7
<i>VFR ONLY NAVAIDS</i>					
Gateswood	NBJ	---	60X*	---	---
Crestview (AM radio)	WAAB	1050*	---	---	---
Floral (0J4)	FLZ	374*	---	---	---

DME CUTS AND LAT/LONGS

LOCATION	70X (NSE)	106X (CEW)	N LAT / W LONG	
PT ABLE	150	2.5 240	18.3	30°41.29 / 86°59.72
PT BAKER	224	2.8 245	21.0	30°41.49 / 87°03.36
PT FISH	135	4.2 235	17.2	30°40.38 / 86°57.70
PT POND	247	3.7 247	22.2	30°42.05 / 87°05.06
TWR 438	142	5.5 230	17.7	30°41.29 / 86°59.72
POND CREEK BRIDGE	247	6.4 247	24.9	30°41.00 / 87°08.00
PT HOTEL	129	6.2 229	16.3	30°39.44 / 86°55.56
PT BEND	274	6.2 254	24.3	30°43.95 / 87°08.23
DEATON BRIDGE	98	7.1 232	12.7	30°42.28 / 86°52.89
PT ECHO	174	9.9 223	23.0	30°33.63 / 87°00.03
PT SNAKE	237	9.6 244	28.0	30°38.38 / 87°10.63
PT FOG	232	7.9 243	26.2	30°38.73 / 87°08.48
PT WHISKEY	200	7.8 234	24.3	30°36.14 / 87°04.35
PT HUGHES	194	6.8 234	23.0	30°36.87 / 87°03.12
PT IGOR	208	4.1 241	21.6	30°40.04 / 87°03.26
PT BELL	156	4.6 234	18.6	30°39.04 / 86°59.33
PT VERTOL	156	7.3 228	19.3	30°36.87 / 86°57.12
PT JUNIPER	087	6.1 239	12.8	30°43.63 / 86°53.98
PT CYPRESS	121	3.3 239	16.7	30°41.68 / 86°57.86
SANTA ROSA	148	7.9 223	18.7	30°36.65 / 86°56.40
SPENCER	226	8.6 240	26.6	30°37.52 / 87°08.40
PACE	260	9.3 251	27.7	30°41.98 / 87°11.74
SITE 8	238	21.1 242	39.4	30°32.57 / 87°22.07
HAROLD	110	7.2 228	13.8	30°40.84 / 86°53.23
BALDY	086	10.6 228	8.9	30°43.94 / 86°48.78
HURRICANE LAKE	046	19.0 329	7.8	30°56.46 / 86°44.98
BEAR LAKE	048	12.8 284	8.2	30°51.89 / 86°49.85
NO NAME LAKE	028	20.6 325	14.2	31°01.51 / 86°49.61
EAST BI TOWERS	043	22.0 345	9.8	30°59.38 / 86°43.15
MONTE	237	14.3 242	32.6	30°35.76 / 87°15.13
GRAIN ELEVATOR	292	26.0 273	41.6	30°53.50 / 87°29.00
GATESWOOD TACAN	269	27.1 259	45.0	30°43.50 / 87°32.60
ALPACA FARM	268	19.8 257	37.8	30°43.06 / 87°24.09
WALNUT HILL NDB	290	27.5 271	43.3	30°50.25 / 87°31.00
SAWMILL (WEST)	-	- -	-	30°47.34 / 87°19.35
STEELWOOD LAKE	267	36.9 259	54.9	30°42.00 / 87°44.00
CHUMUCKLA SPRINGS	259	14.4 252	32.8	30°40.94 / 87°17.53
TRIANGLE FACTORY	254	16.1 250	34.6	30°39.16 / 87°19.10
MOLINO X-ROADS	268	16.6 256	34.6	30°43.07 / 87°20.34
GULF POWER PLANT	228	14.5 237	32.3	30°36.87 / 87°03.12
YELLOW RVR BRDG	151	10.7 216	20.0	30°34.00 / 86°55.26
GREEN BARN	-	- -	-	30°41.12 / 87°06.48
TEXAS FIELD	-	- -	-	30°40.55 / 87°07.37
SQUARE IN SQUARE FIELD	-	- -	-	30°41.45 / 87°06.20
RAINBOW FIELD	-	- -	-	30°41.34 / 87°06.54
TREE FIELD	281	8.2 257	25.8	30°45.15 / 87°10.38
SANDY POINT	180	13.1 220	26.1	30°30.30 / 87°01.26

DME CUTS AND LAT/LONGS

LOCATION	70X (NSE)	106X (CEW)	N LAT / W LONG	
PT ABLE	150	2.5 240	18.3	30°41.29 / 86°59.72
PT BAKER	224	2.8 245	21.0	30°41.49 / 87°03.36
PT FISH	135	4.2 235	17.2	30°40.38 / 86°57.70
PT POND	247	3.7 247	22.2	30°42.05 / 87°05.06
TWR 438	142	5.5 230	17.7	30°41.29 / 86°59.72
POND CREEK BRIDGE	247	6.4 247	24.9	30°41.00 / 87°08.00
PT HOTEL	129	6.2 229	16.3	30°39.44 / 86°55.56
PT BEND	274	6.2 254	24.3	30°43.95 / 87°08.23
DEATON BRIDGE	98	7.1 232	12.7	30°42.28 / 86°52.89
PT ECHO	174	9.9 223	23.0	30°33.63 / 87°00.03
PT SNAKE	237	9.6 244	28.0	30°38.38 / 87°10.63
PT FOG	232	7.9 243	26.2	30°38.73 / 87°08.48
PT WHISKEY	200	7.8 234	24.3	30°36.14 / 87°04.35
PT HUGHES	194	6.8 234	23.0	30°36.87 / 87°03.12
PT IGOR	208	4.1 241	21.6	30°40.04 / 87°03.26
PT BELL	156	4.6 234	18.6	30°39.04 / 86°59.33
PT VERTOL	156	7.3 228	19.3	30°36.87 / 86°57.12
PT JUNIPER	087	6.1 239	12.8	30°43.63 / 86°53.98
PT CYPRESS	121	3.3 239	16.7	30°41.68 / 86°57.86
SANTA ROSA	148	7.9 223	18.7	30°36.65 / 86°56.40
SPENCER	226	8.6 240	26.6	30°37.52 / 87°08.40
PACE	260	9.3 251	27.7	30°41.98 / 87°11.74
SITE 8	238	21.1 242	39.4	30°32.57 / 87°22.07
HAROLD	110	7.2 228	13.8	30°40.84 / 86°53.23
BALDY	086	10.6 228	8.9	30°43.94 / 86°48.78
HURRICANE LAKE	046	19.0 329	7.8	30°56.46 / 86°44.98
BEAR LAKE	048	12.8 284	8.2	30°51.89 / 86°49.85
NO NAME LAKE	028	20.6 325	14.2	31°01.51 / 86°49.61
EAST BI TOWERS	043	22.0 345	9.8	30°59.38 / 86°43.15
MONTE	237	14.3 242	32.6	30°35.76 / 87°15.13
GRAIN ELEVATOR	292	26.0 273	41.6	30°53.50 / 87°29.00
GATESWOOD TACAN	269	27.1 259	45.0	30°43.50 / 87°32.60
ALPACA FARM	268	19.8 257	37.8	30°43.06 / 87°24.09
WALNUT HILL NDB	290	27.5 271	43.3	30°50.25 / 87°31.00
SAWMILL (WEST)	-	- -	-	30°47.34 / 87°19.35
STEELWOOD LAKE	267	36.9 259	54.9	30°42.00 / 87°44.00
CHUMUCKLA SPRINGS	259	14.4 252	32.8	30°40.94 / 87°17.53
TRIANGLE FACTORY	254	16.1 250	34.6	30°39.16 / 87°19.10
MOLINO X-ROADS	268	16.6 256	34.6	30°43.07 / 87°20.34
GULF POWER PLANT	228	14.5 237	32.3	30°36.87 / 87°03.12
YELLOW RVR BRDG	151	10.7 216	20.0	30°34.00 / 86°55.26
GREEN BARN	-	- -	-	30°41.12 / 87°06.48
TEXAS FIELD	-	- -	-	30°40.55 / 87°07.37
SQUARE IN SQUARE FIELD	-	- -	-	30°41.45 / 87°06.20
RAINBOW FIELD	-	- -	-	30°41.34 / 87°06.54
TREE FIELD	281	8.2 257	25.8	30°45.15 / 87°10.38
SANDY POINT	180	13.1 220	26.1	30°30.30 / 87°01.26

Weather Minimums / Wind Limits

Day Operations at KNDZ	Ceiling-Vis.
- Low work only (NOTE 1)	300-1
- Day Special VFR Takeoff and Operating Minimum- - HLT/East Bay Operations	500-1 (NOTE 2)
- NOLF Operations (NOTE 3) - Low Level Navigation Flights (NOTE 4) - Formation Flights (T/o and land at OLF)	600-1 (NOTE 2)
- Contact Solos - Syllabus Instrument Training Flights (NOTE 5) - Formation Flights (in Formation Operating Areas) - Navigation Flights	1000-3
- Navigation Solo Flights (NOTE 6)	1500-3
NOTE 1: Transition to forward flight is prohibited. NOTE 2: Special VFR clearance is required. NOTE 3: 600-1 required for operations at that NOLF. NOTE 4: 600-1 required for operations while on the route. NOTE 5: Only those flights that are conducted under VFR. Not applicable to flights filing operating under IFR. NOTE 6: VFR Navigation Solos shall ensure 1500-3 exists upon departure and at all times en-route, and is forecast for the destination plus/minus one hour of the planned arrival time. Instrument Navigation Solos shall ensure 1500-3 exist upon departure and at the destination plus/minus one hour of the arrival time.	

Night Operations	Ceiling-Vis.
- NDZ traffic pattern only (NOTE 1)	600-1
- All other Night Operations	1000-3
- Night Basic Instruments (NOTE 2)	2000-3
NOTE 1: Departure from the local pattern is not authorized. NOTE 2: Ceiling/visibility refers to conditions in the instrument training areas. Night BI minimum altitude is 1500 ft MSL. In order to conduct all BI syllabus maneuvers while maintaining cloud clearance, a minimum of 3000 ft cloud base is necessary.	

Flight Regime	Winds or Gusts (at or above)
- Contact Solo Flights	Winds - 15 KTS (NOTE 1) Gusts - 20 KTS Tailwind - 0 KTS
- Navigation Solo	Winds - 20 KTS Gusts - 25 KTS Tailwind - 5 KTS
- Dual Contact Flights	Winds - 20 KTS Gusts - 25 KTS
- All Other Flight Operations	Winds - 35 KTS Gusts - 35 KTS

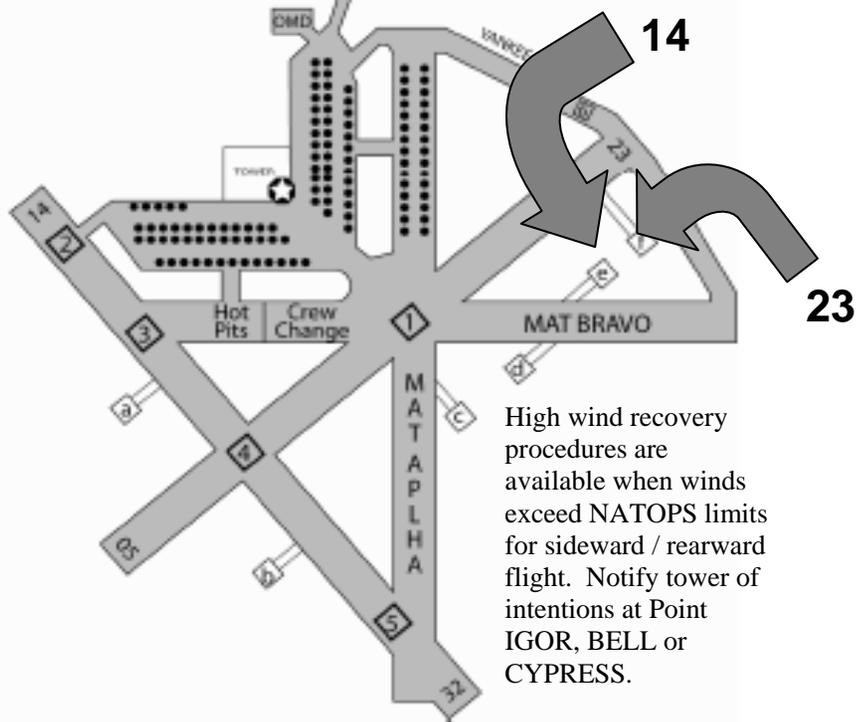
Weather Minimums / Wind Limits

Day Operations at KNDZ	Ceiling-Vis.
- Low work only (NOTE 1)	300-1
- Day Special VFR Takeoff and Operating Minimum- - HLT/East Bay Operations	500-1 (NOTE 2)
- NOLF Operations (NOTE 3) - Low Level Navigation Flights (NOTE 4) - Formation Flights (T/o and land at OLF)	600-1 (NOTE 2)
- Contact Solos - Syllabus Instrument Training Flights (NOTE 5) - Formation Flights (in Formation Operating Areas) - Navigation Flights	1000-3
- Navigation Solo Flights (NOTE 6)	1500-3
NOTE 1: Transition to forward flight is prohibited. NOTE 2: Special VFR clearance is required. NOTE 3: 600-1 required for operations at that NOLF. NOTE 4: 600-1 required for operations while on the route. NOTE 5: Only those flights that are conducted under VFR. Not applicable to flights filing operating under IFR. NOTE 6: VFR Navigation Solos shall ensure 1500-3 exists upon departure and at all times en-route, and is forecast for the destination plus/minus one hour of the planned arrival time. Instrument Navigation Solos shall ensure 1500-3 exist upon departure and at the destination plus/minus one hour of the arrival time.	

NOTE 1: Transition to forward flight is prohibited. NOTE 2: Special VFR clearance is required. NOTE 3: 600-1 required for operations at that NOLF. NOTE 4: 600-1 required for operations while on the route. NOTE 5: Only those flights that are conducted under VFR. Not applicable to flights filing operating under IFR. NOTE 6: VFR Navigation Solos shall ensure 1500-3 exists upon departure and at all times en-route, and is forecast for the destination plus/minus one hour of the planned arrival time. Instrument Navigation Solos shall ensure 1500-3 exist upon departure and at the destination plus/minus one hour of the arrival time.	
--	--

Flight Regime	Winds or Gusts (at or above)
- Contact Solo Flights	Winds - 15 KTS (NOTE 1) Gusts - 20 KTS Tailwind - 0 KTS
- Navigation Solo	Winds - 20 KTS Gusts - 25 KTS Tailwind - 5 KTS
- Dual Contact Flights	Winds - 20 KTS Gusts - 25 KTS
- All Other Flight Operations	Winds - 35 KTS Gusts - 35 KTS

South Whiting Field High Wind Recovery Procedures



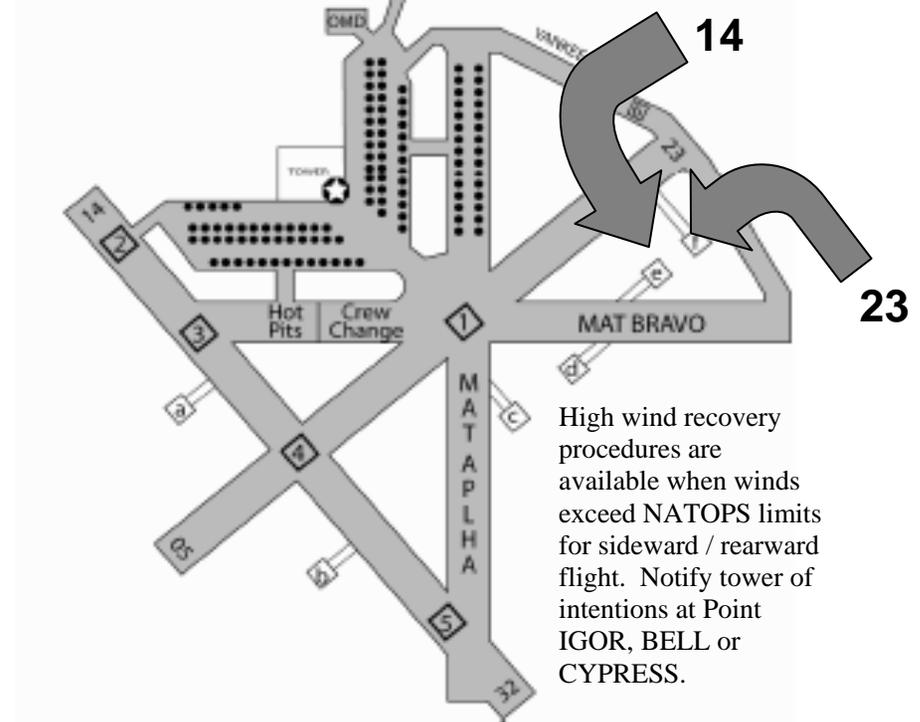
Landing 05, 32: land on runway and taxi to any line A thru H to park maintaining nose alignment into wind.

Landing 14, 23: land Pad E and taxi to Mat Bravo maintaining nose alignment into wind.

NOTES:

- Sliding is authorized during day time operations to preclude potential loss of T/R effectiveness. If excessive wind precludes safe operations, land and shutdown.
- If shutdown on Mat Bravo is required, wait near aircraft for tow tractor & PC cart.
- When landing on Pad E, runway 23, tower will direct maintenance aircraft to land until recovery is complete.

South Whiting Field High Wind Recovery Procedures



Landing 05, 32: land on runway and taxi to any line A thru H to park maintaining nose alignment into wind.

Landing 14, 23: land Pad E and taxi to Mat Bravo maintaining nose alignment into wind.

NOTES:

- Sliding is authorized during day time operations to preclude potential loss of T/R effectiveness. If excessive wind precludes safe operations, land and shutdown.
- If shutdown on Mat Bravo is required, wait near aircraft for tow tractor & PC cart.
- When landing on Pad E, runway 23, tower will direct maintenance aircraft to land until recovery is complete.

GPS FLIGHT PLANS AND ROUTE CHECKPOINTS

FPL 1-10 are locked flight plans and can be loaded for modification as the active flight plan (FPL 0).

FPL 11-25 are available for custom flight plans.

FPL#	NAME	Description
1	NF	3 NM box around alpaca farm
2	EAST	Eastern Instrument Area
3	WEST	Western Instrument Area
4	FROM	Eastern Formation Area
5	2915A	Approximation of R-2915A
6	GREN	Green Route
7	ORNG	Orange Route
8	PURP	Purple Route
9	HOSP	Hospital Route
10	WFORM	Western Formation Area

CKPT	Description	CKPT	Description
GREN1	1	ORNG 1	1
GREN2	2	ORNG 2	2
GREN3	3	ORNG 3	3
GREN4	4	ORNG 4	4
GREN5	5	ORNG 5	5
GREN6	6	ORNG 6	6
GREN7	7	ORNG 7	7
GREN8	8	ORNG 8	8
GREN9	9	ORNG 9	9
GREN10	10	ORNG 0	10
		ORNG11	11
PURP1	1	ORNG12	12
PURP2	2		
PURP3	3	HOSP1	UWF MEDICAL CENTER
PURP4	4	HOSP2	SACRED HEART HOSP
PURP5	5	HOSP3	BAPTIST HOSPITAL
PURP6	6	HOSP4	GULF BREEZE HOSPITAL
PURP7	7		
PURP8	8	ALPACA	30° 43.06 / 87° 24.09
PURP9	9	GATES- WOOD	30° 43.50 / 87° 32.60
PURP0	10		

GPS FLIGHT PLANS AND ROUTE CHECKPOINTS

FPL 1-10 are locked flight plans and can be loaded for modification as the active flight plan (FPL 0).

FPL 11-25 are available for custom flight plans.

FPL#	NAME	Description
1	NF	3 NM box around alpaca farm
2	EAST	Eastern Instrument Area
3	WEST	Western Instrument Area
4	FROM	Eastern Formation Area
5	2915A	Approximation of R-2915A
6	GREN	Green Route
7	ORNG	Orange Route
8	PURP	Purple Route
9	HOSP	Hospital Route
10	WFORM	Western Formation Area

CKPT	Description
GREN1	1
GREN2	2
GREN3	3
GREN4	4
GREN5	5
GREN6	6
GREN7	7
GREN8	8
GREN9	9
GREN10	10
PURP1	1
PURP2	2
PURP3	3
PURP4	4
PURP5	5
PURP6	6
PURP7	7
PURP8	8
PURP9	9
PURP0	10

CKPT	Description
ORNG 1	1
ORNG 2	2
ORNG 3	3
ORNG 4	4
ORNG 5	5
ORNG 6	6
ORNG 7	7
ORNG 8	8
ORNG 9	9
ORNG 0	10
ORNG11	11
ORNG12	12
HOSP1	UWF MEDICAL CENTER
HOSP2	SACRED HEART HOSP
HOSP3	BAPTIST HOSPITAL
HOSP4	GULF BREEZE HOSPITAL
ALPACA	30° 43.06 / 87° 24.09
GATES- WOOD	30° 43.50 / 87° 32.60

Entry:

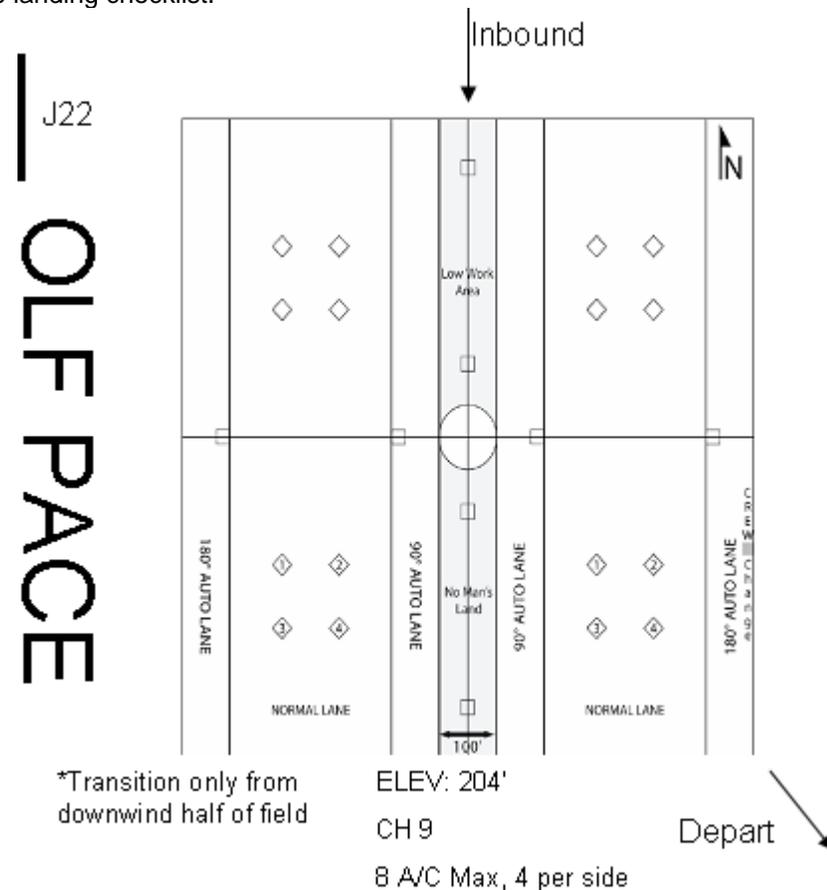
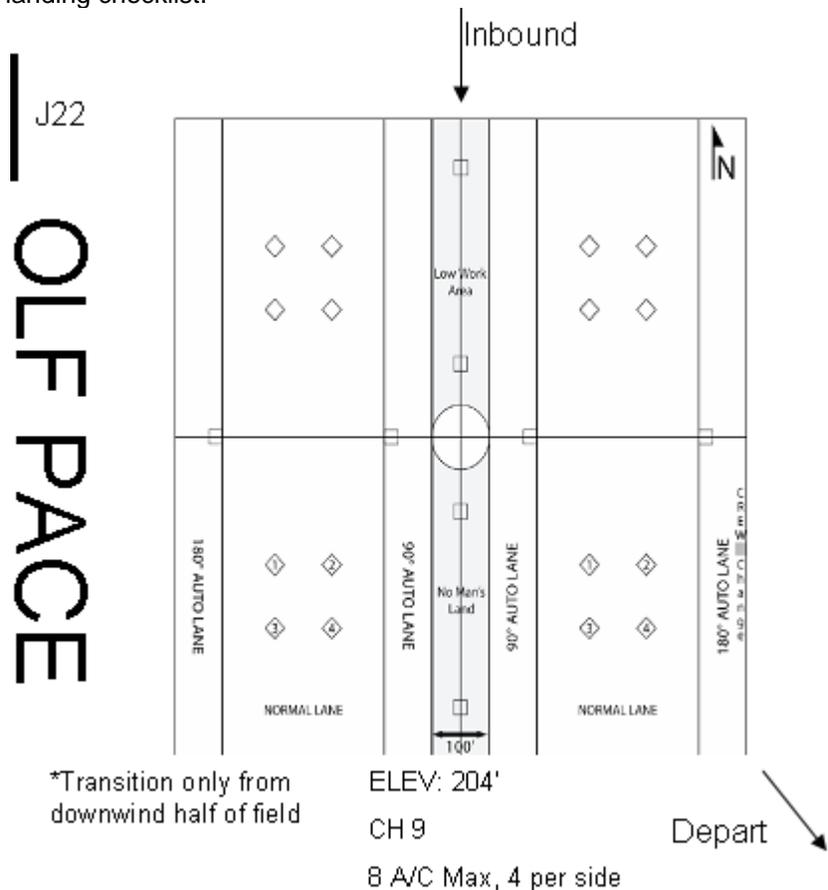
From Point Pond continue on heading 290° to intercept the unimproved road that heads approximately 315°. Follow that road to Point Bend (first bend in road). Continue along the road and turn 270° to over fly Tree Field. After flying across the western boundary of Tree Field, turn directly to NOLF Pace. Report, "Tree Field inbound." Descend to 700' MSL and complete the landing checklist.

From Spencer Field: Report, "Departing to the North to work the channel/for high work" to the Spencer AODO. Then climb to 1100' MSL and proceed to the Pond Creek Bridge. At the Pond Creek Bridge, turn left to follow Highway 191 to the Northwest. Descend to 900' MSL and report, "Pond Creek Inbound" to the Pace AODO. Abeam the radio tower, descend to 700' MSL, and complete the landing checklist.

Entry:

From Point Pond continue on heading 290° to intercept the unimproved road that heads approximately 315°. Follow that road to Point Bend (first bend in road). Continue along the road and turn 270° to over fly Tree Field. After flying across the western boundary of Tree Field, turn directly to NOLF Pace. Report, "Tree Field inbound." Descend to 700' MSL and complete the landing checklist.

From Spencer Field: Report, "Departing to the North to work the channel/for high work" to the Spencer AODO. Then climb to 1100' MSL and proceed to the Pond Creek Bridge. At the Pond Creek Bridge, turn left to follow Highway 191 to the Northwest. Descend to 900' MSL and report, "Pond Creek Inbound" to the Pace AODO. Abeam the radio tower, descend to 700' MSL, and complete the landing checklist.

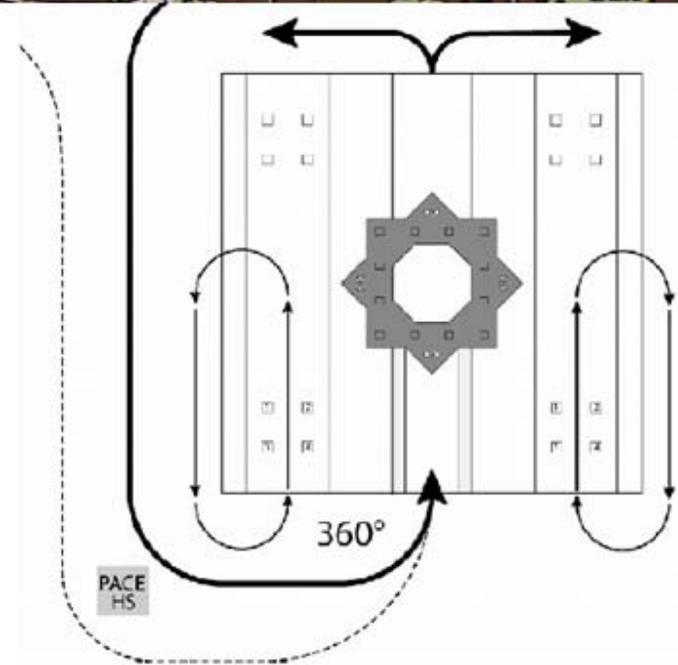
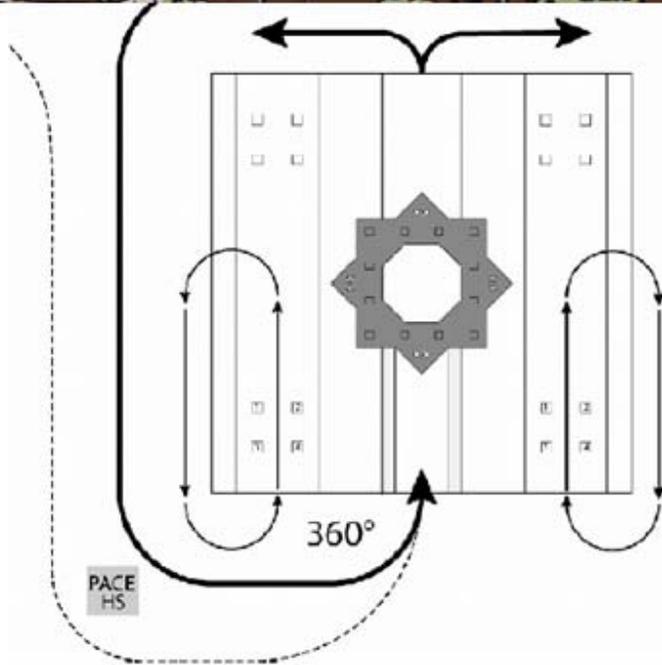


Departure:

Report departing to the Pace AODO. Depart from the Southeast corner, intercept Highway 197, Climb to 900' MSL and 100 KIAS. Get ATIS and change squawk to 0402. Switch UHF to channel 4 and report, "Point Snake/Whiskey with information."

Departure:

Report departing to the Pace AODO. Depart from the Southeast corner, intercept Highway 197, Climb to 900' MSL and 100 KIAS. Get ATIS and change squawk to 0402. Switch UHF to channel 4 and report, "Point Snake/Whiskey with information."



Spencer Course Rules

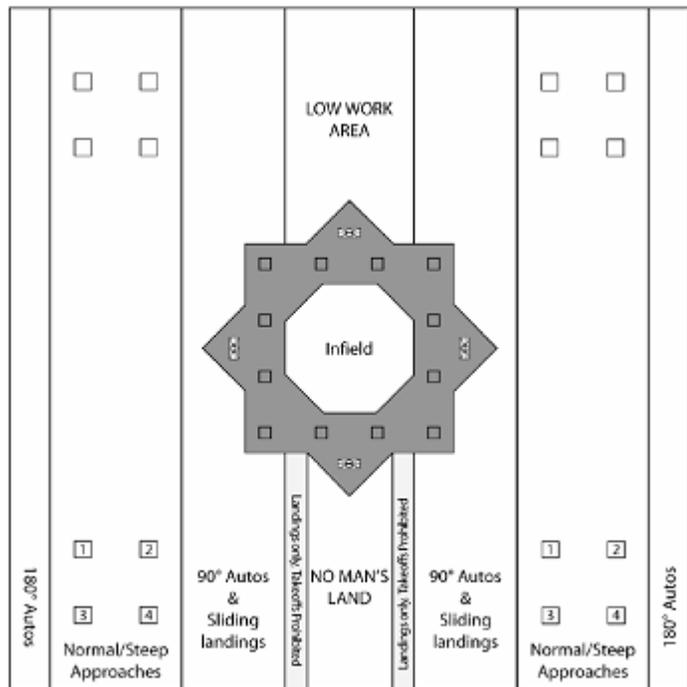
Spencer Course Rules

Entry:

From Point Pond turn to a heading of 250° toward Pond Creek Bridge. Switch UHF to channel 10 and report, "Pond Creek Bridge Inbound" to the Spencer AODO, and turn Southbound. After crossing the powerlines descend to 700' MSL and complete the landing checklist.

From Point Snake: Switch UHF to channel 10 and report, "Point Snake inbound" to the Spencer AODO. Maintain 700' MSL, perform the landing checklist, and split for the course in use (avoid Southeast corner).

OLF SPENCER



Elev: 151' CH 10 14 A/C Max (5 left, 5 right, 4 low work)

Departure:

From the Southeast corner: Report departing to the Spencer AODO. Turn South to intercept Highway 90 on a perpendicular course. Climb to 900' MSL at 100 KIAS. Call base/skeds, then get ATIS, and change squawk to 0402. Switch UHF to channel 4 and report, "Point Whiskey with information."

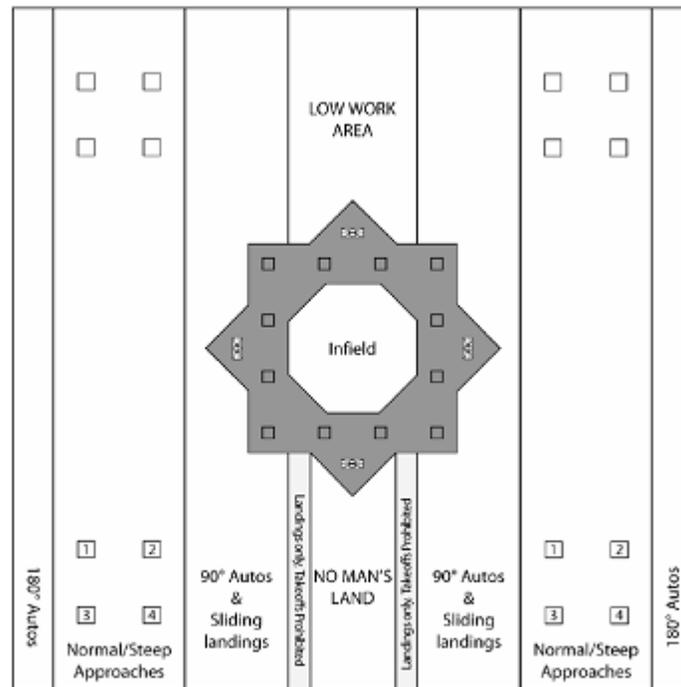
A Northerly departure can be made utilizing the Northeast corner for courses 360°, 180°, 090°. The Northwest corner is authorized for a course of 270°. Once at the appropriate Northern corner report, "Departing to the North" to the Spencer AODO. Turn North to intercept the power lines on a perpendicular course. Climb to 700' MSL, 100 KIAS. Call base/skeds, get ATIS and change squawk to 0402. Switch UHF to channel 4 and report, "Point Fog with information."

Entry:

From Point Pond turn to a heading of 250° toward Pond Creek Bridge. Switch UHF to channel 10 and report, "Pond Creek Bridge Inbound" to the Spencer AODO, and turn Southbound. After crossing the powerlines descend to 700' MSL and complete the landing checklist.

From Point Snake: Switch UHF to channel 10 and report, "Point Snake inbound" to the Spencer AODO. Maintain 700' MSL, perform the landing checklist, and split for the course in use (avoid Southeast corner).

OLF SPENCER



Elev: 151' CH 10 14 A/C Max (5 left, 5 right, 4 low work)

Departure:

From the Southeast corner: Report departing to the Spencer AODO. Turn South to intercept Highway 90 on a perpendicular course. Climb to 900' MSL at 100 KIAS. Call base/skeds, then get ATIS, and change squawk to 0402. Switch UHF to channel 4 and report, "Point Whiskey with information."

A Northerly departure can be made utilizing the Northeast corner for courses 360°, 180°, 090°. The Northwest corner is authorized for a course of 270°. Once at the appropriate Northern corner report, "Departing to the North" to the Spencer AODO. Turn North to intercept the power lines on a perpendicular course. Climb to 700' MSL, 100 KIAS. Call base/skeds, get ATIS and change squawk to 0402. Switch UHF to channel 4 and report, "Point Fog with information."

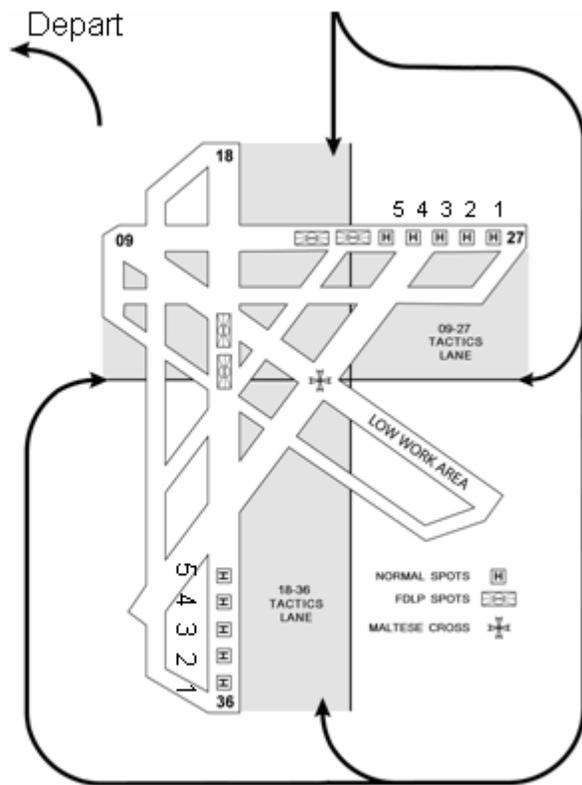
Entry:

From Point Fish: Turn Southward toward Santa Rosa. Remain East of Tower 438 field. Switch UHF to Channel 11 and report, "Tower 438 inbound" to the Santa Rosa AODO. Upon reaching Highway 90, descend to 700' MSL and complete the landing checklist.

Entry:

From Point Fish: Turn Southward toward Santa Rosa. Remain East of Tower 438 field. Switch UHF to Channel 11 and report, "Tower 438 inbound" to the Santa Rosa AODO. Upon reaching Highway 90, descend to 700' MSL and complete the landing checklist.

OLF SANTA ROSA



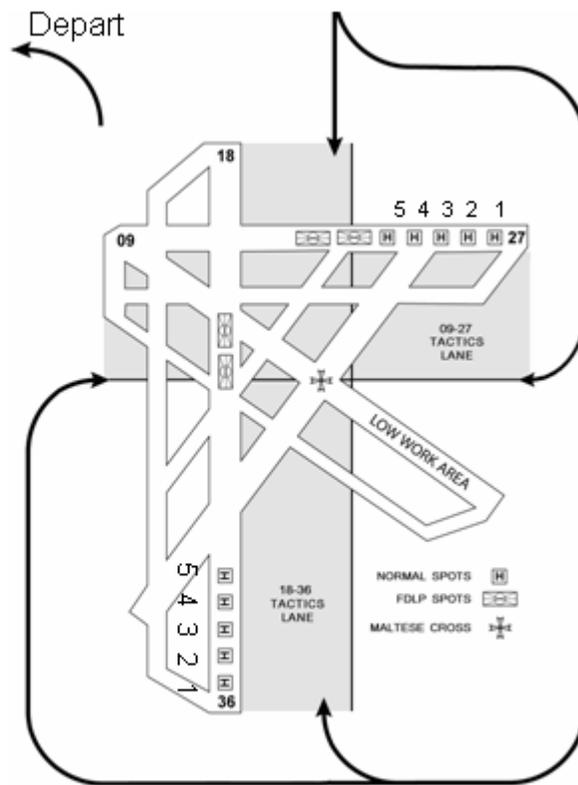
Elev: 150' 12 A/C max, 8 normal, 4 auto
Ch 11

Departure:

Depart from the Northwest corner. For a Bell recovery, maintain 700' MSL and 100 KIAS. Maintain a Northerly heading to Interstate 10 (avoid the campground), call base/skeds, get ATIS, and switch squawk to 0402. Switch UHF to channel 4 and report "Accepting Vertol? With negative information." From Point Vertol (intersection of HWY 87 and I-10) proceed to Point Bell (intersection of the power lines and the Blackwater River).

If Bell is unavailable: Climb to 900' MSL and follow I-10 to Point Echo (intersection HWY 89 and I-10). Report, "Point Echo with information" to tower. Then turn 300° to Point Hughes (intersection of Highways 90 and 89). Follow Highway 89 to Point Igor.

OLF SANTA ROSA



Elev: 150' 12 A/C max, 8 normal, 4 auto
Ch 11

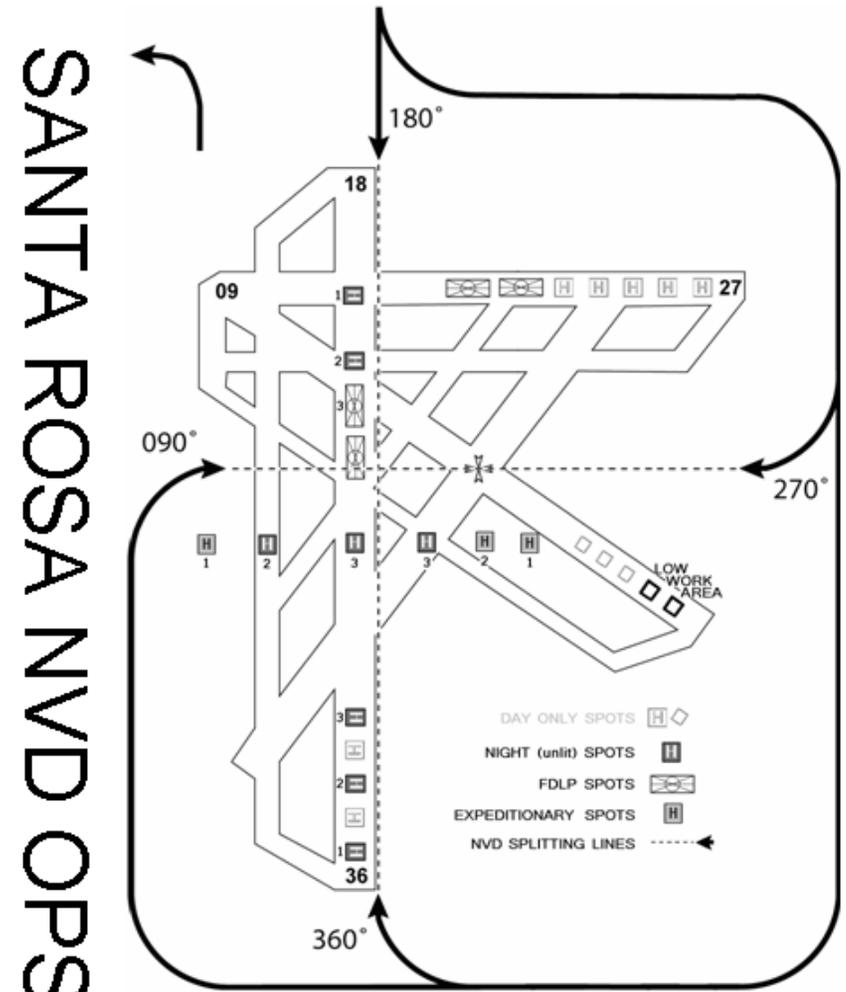
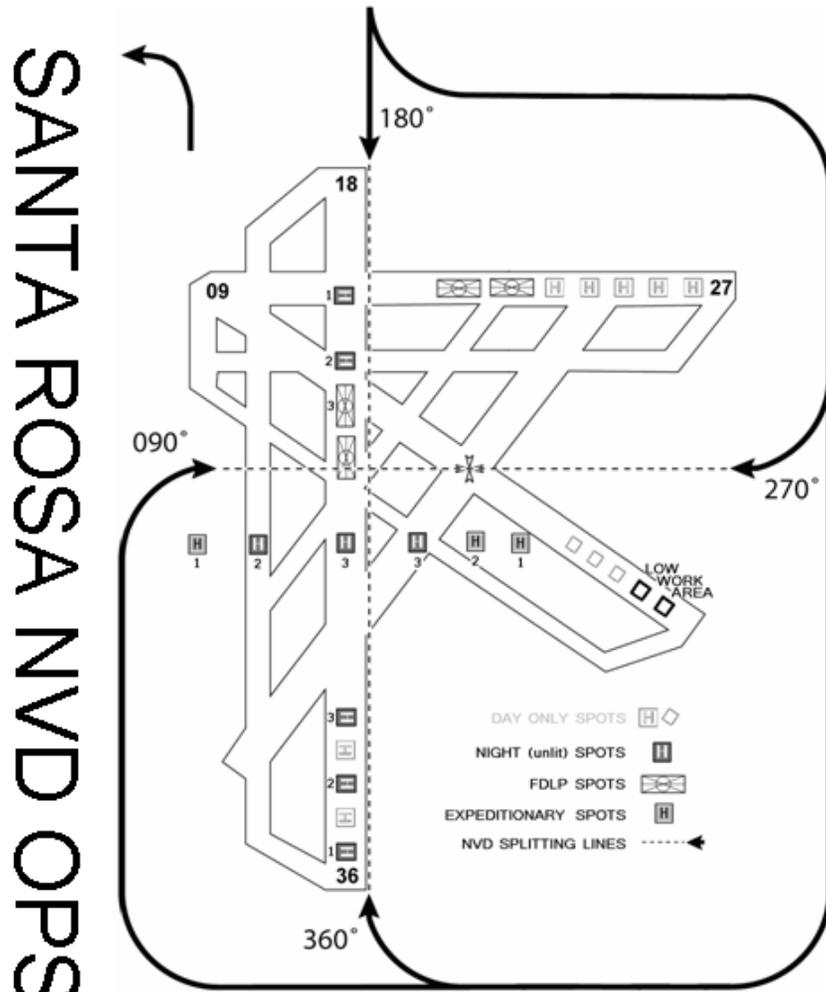
Departure:

Depart from the Northwest corner. For a Bell recovery, maintain 700' MSL and 100 KIAS. Maintain a Northerly heading to Interstate 10 (avoid the campground), call base/skeds, get ATIS, and switch squawk to 0402. Switch UHF to channel 4 and report "Accepting Vertol? With negative information." From Point Vertol (intersection of HWY 87 and I-10) proceed to Point Bell (intersection of the power lines and the Blackwater River).

If Bell is unavailable: Climb to 900' MSL and follow I-10 to Point Echo (intersection HWY 89 and I-10). Report, "Point Echo with information" to tower. Then turn 300° to Point Hughes (intersection of Highways 90 and 89). Follow Highway 89 to Point Igor.

Call "For NVD Operations" prior to arrival. Split on the Maltese Cross for 090° or 270° headings or over the Eastern Edge of Runway 18/36 for 180° or 360° headings.

Call "For NVD Operations" prior to arrival. Split on the Maltese Cross for 090° or 270° headings or over the Eastern Edge of Runway 18/36 for 180° or 360° headings.



Elev: 150 7 A/C Max, 3 per side, 1 in low work
Ch 11

Elev: 150 7 A/C Max, 3 per side, 1 in low work
Ch 11

NVD aircraft have priority. Unaided aircraft shall depart when NVD aircraft are inbound.

NVD aircraft have priority. Unaided aircraft shall depart when NVD aircraft are inbound.

Departing aircraft shall report lighting configuration when departing. Anti-collision lights shall be on and position lights steady bright.

Departing aircraft shall report lighting configuration when departing. Anti-collision lights shall be on and position lights steady bright.

**Below 200' AGL the anti-collision lights remain off. However, they must be on above 200' AGL.

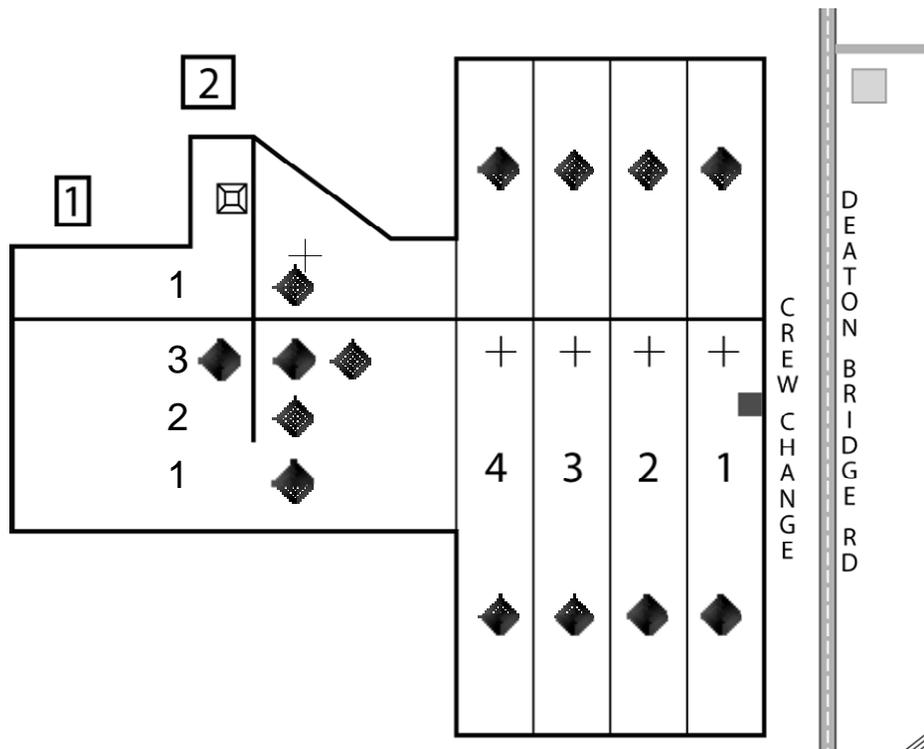
**Below 200' AGL the anti-collision lights remain off. However, they must be on above 200' AGL.

Entry:

From Point Fish: Switch to UHF Channel 12 and turn toward the powerline slash. Follow the powerlines to Point Hotel (intersection of powerlines, old pipeline and dirt trail). Report, "Point Hotel inbound" then descend to 700' MSL and complete the landing checklist.

From Point Racetrack at 700' MSL and 100 KIAS: Switch UHF to Channel 12, change squawk to 1200, report, "Point Racetrack inbound" to Harold AODO, and complete the landing checklist.

DEPART



Elev: 159' Day: 11 A/C Max (4 per side), 2 A/C on tactics, 3 CH 12 sections

Aided: 4 A/C Max for 090/270 – 1 North, 3 South
3 A/C Max for 180/360 – All east, no lane 1

Departure: From the Northwest corner fly at 700' MSL and 100 KIAS North to the Deaton Bridge. Then fly a heading of 340° to Point Juniper (East-West bridge over Juniper Creek). Call base/skeds, get ATIS and change squawk to 0402. Switch UHF to channel 4 and report, "Point Juniper with information." Then fly heading 245° to Point Cypress (intersection of the Coldwater River and a dirt road).

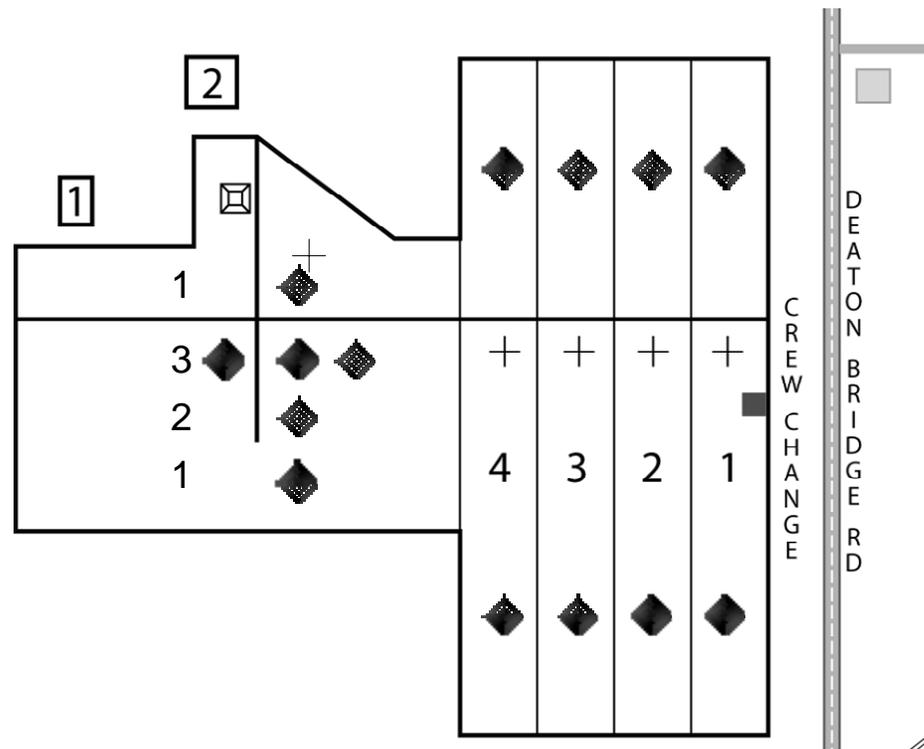
Departure from the Southeast corner is authorized to transit to Santa Rosa, Choctaw, or the East Bay. 900' MSL, turn south to remain north of HWY 90 until abeam Point Hotel.

Entry:

From Point Fish: Switch to UHF Channel 12 and turn toward the powerline slash. Follow the powerlines to Point Hotel (intersection of powerlines, old pipeline and dirt trail). Report, "Point Hotel inbound" then descend to 700' MSL and complete the landing checklist.

From Point Racetrack at 700' MSL and 100 KIAS: Switch UHF to Channel 12, change squawk to 1200, report, "Point Racetrack inbound" to Harold AODO, and complete the landing checklist.

DEPART



Elev: 159' Day: 11 A/C Max (4 per side), 2 A/C on tactics, 3 CH 12 sections

Aided: 4 A/C Max for 090/270 – 1 North, 3 South
3 A/C Max for 180/360 – All east, no lane 1

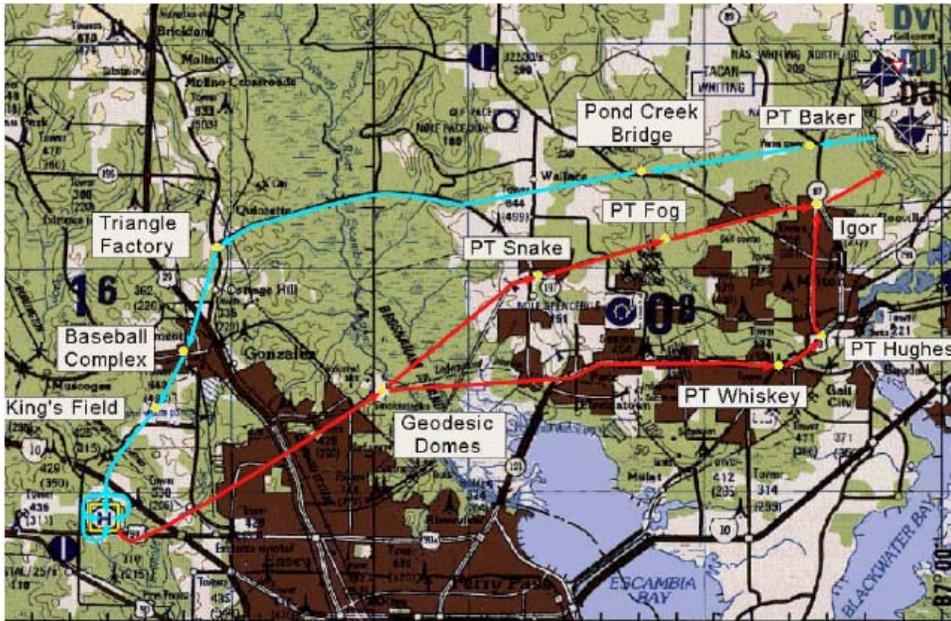
Departure: From the Northwest corner fly at 700' MSL and 100 KIAS North to the Deaton Bridge. Then fly a heading of 340° to Point Juniper (East-West bridge over Juniper Creek). Call base/skeds, get ATIS and change squawk to 0402. Switch UHF to channel 4 and report, "Point Juniper with information." Then fly heading 245° to Point Cypress (intersection of the Coldwater River and a dirt road).

Departure from the Southeast corner is authorized to transit to Santa Rosa, Choctaw, or the East Bay. 900' MSL, turn south to remain north of HWY 90 until abeam Point Hotel.

Entry:

SITE 8

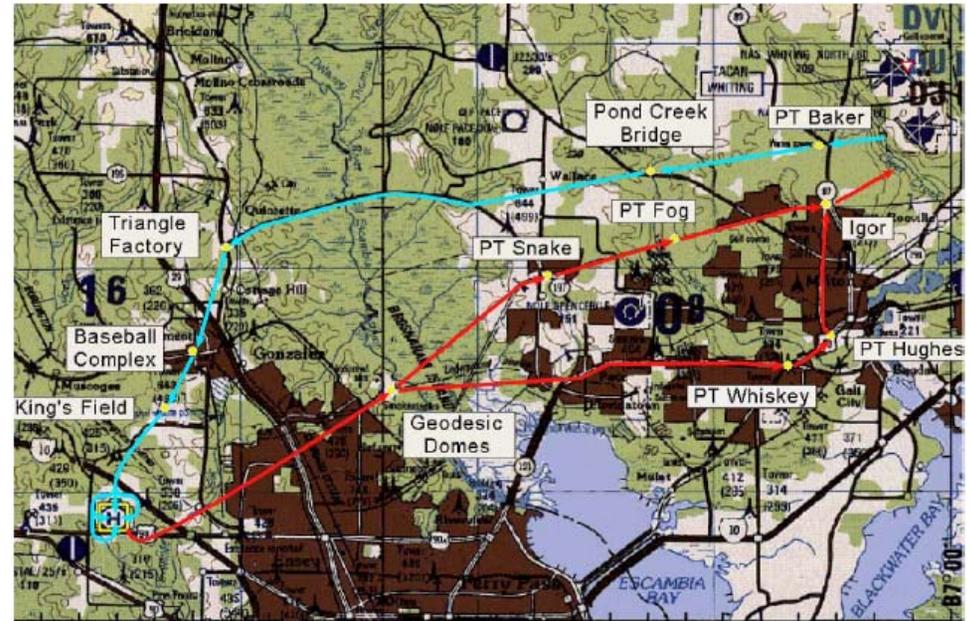
From Point Pond turn to 250° to Pond Creek Bridge. Climb to 1100' MSL and turn to 260° to intercept Hwy 184. Parallel the North side of Hwy 184 and continue west to Triangle Factory, the intersection of 184 and 85A. From the Triangle Factory turn to 205° toward the Baseball Complex and descend to 700' MSL. From the Baseball Complex, turn to 190° direct to the northwest corner of King's Field and switch UHF to channel 13. Report, "Kings Field Inbound" to AODO, complete landing checklist & continue South to Site 8.



Entry:

SITE 8

From Point Pond turn to 250° to Pond Creek Bridge. Climb to 1100' MSL and turn to 260° to intercept Hwy 184. Parallel the North side of Hwy 184 and continue west to Triangle Factory, the intersection of 184 and 85A. From the Triangle Factory turn to 205° toward the Baseball Complex and descend to 700' MSL. From the Baseball Complex, turn to 190° direct to the northwest corner of King's Field and switch UHF to channel 13. Report, "Kings Field Inbound" to AODO, complete landing checklist & continue South to Site 8.

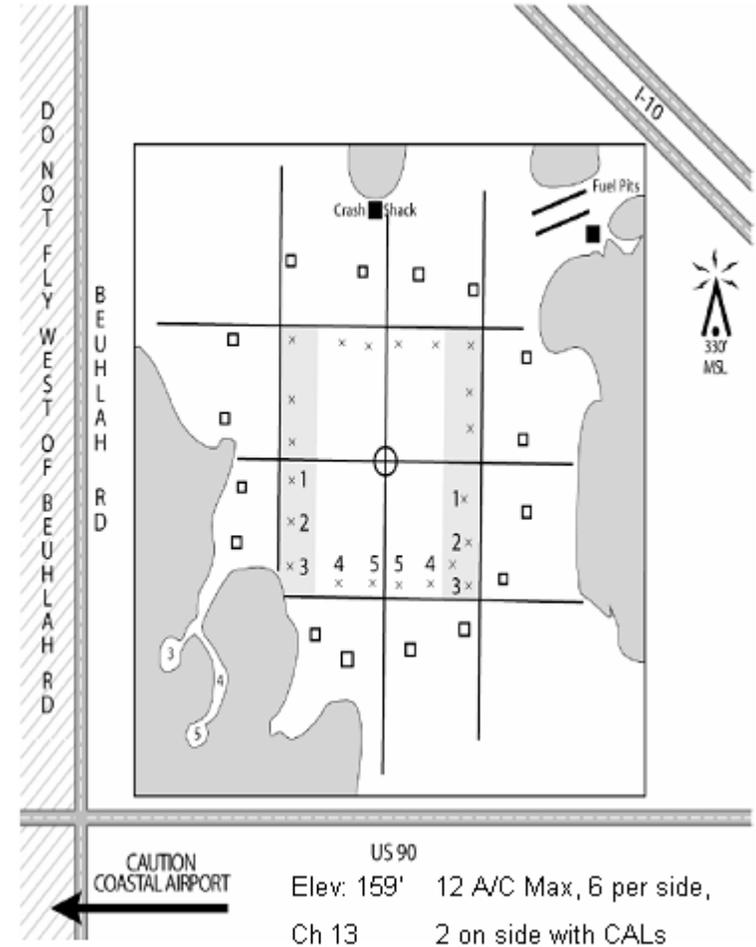


OLF SITE 8



Departure: From the southeast corner, report "departing" to the AODO and turn 060° toward 2 white geodesic domes. Climb to 900' MSL and 100 KIAS. Once across Highway 29 turn to 080°. Intercept the powerlines for a Snake arrival or continue until intercepting HWY 90 for a Whiskey arrival. Call base/skeds, get ATIS, change the squawk to 0402, switch UHF to channel 4, and report, "Point Snake / Whiskey with information."

OLF SITE 8



Departure: From the southeast corner, report "departing" to the AODO and turn 060° toward 2 white geodesic domes. Climb to 900' MSL and 100 KIAS. Once across Highway 29 turn to 080°. Intercept the powerlines for a Snake arrival or continue until intercepting HWY 90 for a Whiskey arrival. Call base/skeds, get ATIS, change the squawk to 0402, switch UHF to channel 4, and report, "Point Snake / Whiskey with information."

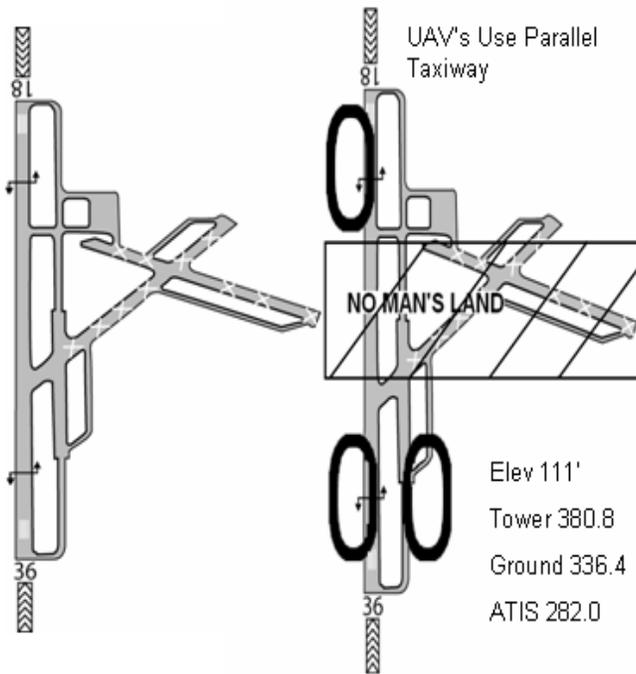
Entry:

From Point Fish turn to intercept the Northeast corner of Tower 438 Field. Switch UHF to channel 11 and report, "Tower 438 for East Bay." To the Santa Rosa AODO. From Tower 438 follow I-10 to Point Echo. Call clear with Santa Rosa. Switch to Choctaw Tower / AODO on 380.8 and report, "5 miles North inbound." Remain at 900' MSL and complete the landing checklist.

Day 6 A/C Max

Night 3 A/C Max

NOLF CHOCTAW



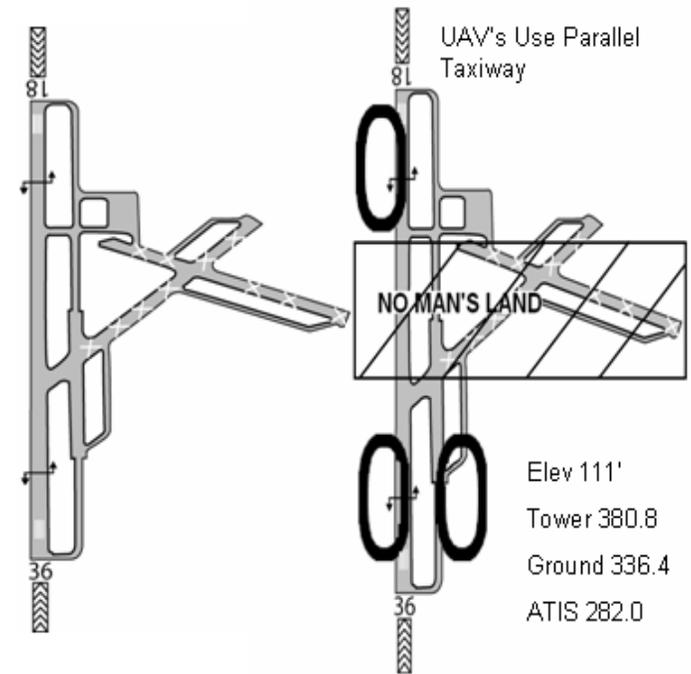
Entry:

From Point Fish turn to intercept the Northeast corner of Tower 438 Field. Switch UHF to channel 11 and report, "Tower 438 for East Bay." To the Santa Rosa AODO. From Tower 438 follow I-10 to Point Echo. Call clear with Santa Rosa. Switch to Choctaw Tower / AODO on 380.8 and report, "5 miles North inbound." Remain at 900' MSL and complete the landing checklist.

Day 6 A/C Max

Night 3 A/C Max

NOLF CHOCTAW



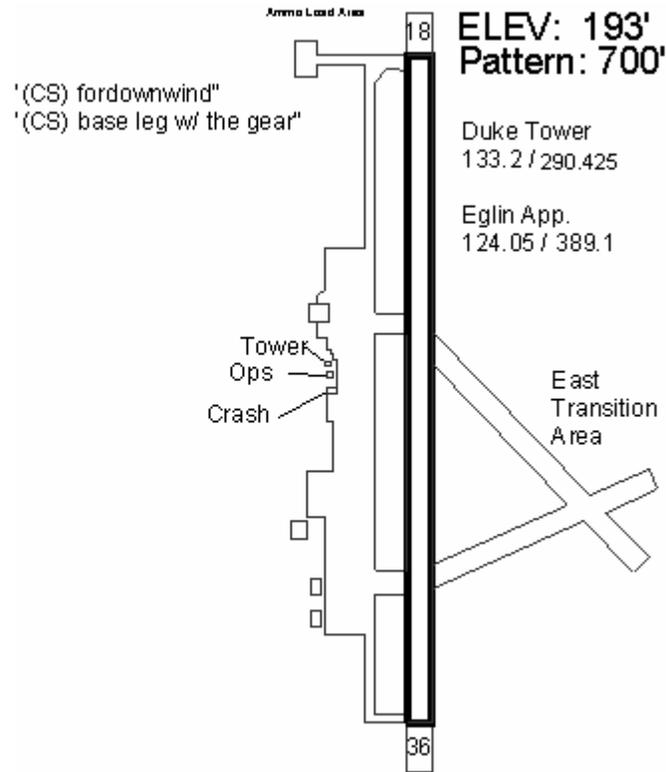
Departure: From the downwind Runway 18 or straight out from Runway 36 at 700' MSL and report clear of class D. Once clear climb to 900', get ATIS, change squawk to 0402, switch UHF to channel 4 and report, "Point Echo with information." Proceed to Point Igor. Point Vertol arrivals are not authorized from Choctaw or the East Bay.

Departure: From the downwind Runway 18 or straight out from Runway 36 at 700' MSL and report clear of class D. Once clear climb to 900', get ATIS, change squawk to 0402, switch UHF to channel 4 and report, "Point Echo with information." Proceed to Point Igor. Point Vertol arrivals are not authorized from Choctaw or the East Bay.

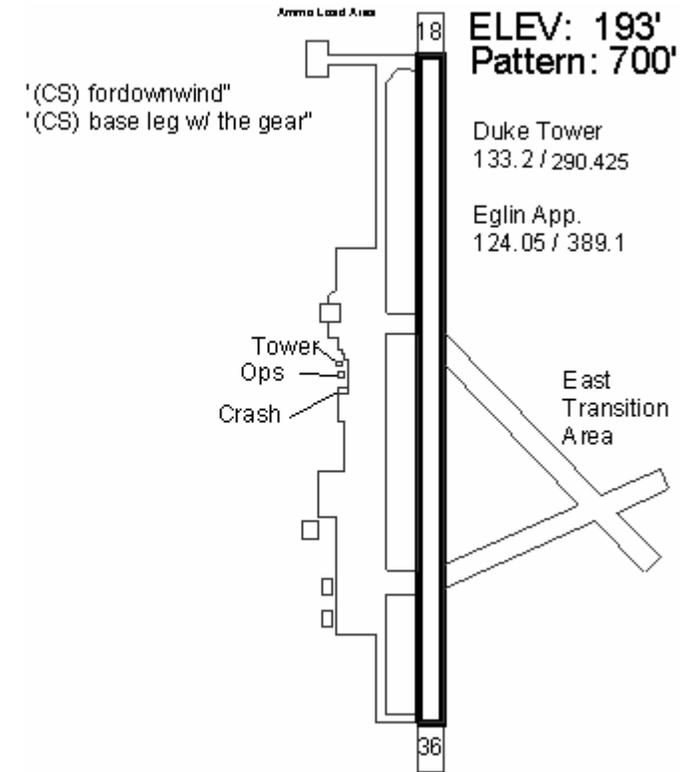
Entry: From Point Fish: Fly heading 130° toward Highway 90, 900' MSL during the day, 1300' MSL at night. Switch UHF to channel 12. Remain north of Highway 90. Report, "Point Fish for Duke" to the Harold AODO if Harold is open. Report "Harold, inbound to Duke" to Eglin Approach on VHF 124.05. After the Crestview VORTAC 180 radial (lumber mill) proceed to Point Rock (intersection of HWY 85 and I-10). At Point Rock contact tower on 290.425 or 133.2. Complete the landing checklist.

Entry: From Point Fish: Fly heading 130° toward Highway 90, 900' MSL during the day, 1300' MSL at night. Switch UHF to channel 12. Remain north of Highway 90. Report, "Point Fish for Duke" to the Harold AODO if Harold is open. Report "Harold, inbound to Duke" to Eglin Approach on VHF 124.05. After the Crestview VORTAC 180 radial (lumber mill) proceed to Point Rock (intersection of HWY 85 and I-10). At Point Rock contact tower on 290.425 or 133.2. Complete the landing checklist.

Duke Field (Eglin Aux)



Duke Field (Eglin Aux)



Departure: Maintain 700' MSL and 100 KIAS. Fly 320° to Highway 85. Follow to the Shoal River Bridge (Crestview VORTAC 143 radial at 9.6 DME). Then turn toward Interstate 10 and report, "Shoal River Bridge Clear." Climb to 1100' MSL, turn the searchlight on, contact Eglin Approach on 124.05, and head northwest to Highway 90. Stay parallel and north of Highway 90 until Point Racetrack. Descend to 700' MSL during the day, maintain 1100' MSL at night, contact Harold AODO with intentions. Abeam Point Hotel, intercept I-10, climb/descend to 900' MSL and continue for a Vertol or Echo arrival. Call base/skeds, get ATIS, change squawk to 0402, and switch UHF to channel 11 for transit near Santa Rosa. Proceed to Point Bell or Igor.

Departure: Maintain 700' MSL and 100 KIAS. Fly 320° to Highway 85. Follow to the Shoal River Bridge (Crestview VORTAC 143 radial at 9.6 DME). Then turn toward Interstate 10 and report, "Shoal River Bridge Clear." Climb to 1100' MSL, turn the searchlight on, contact Eglin Approach on 124.05, and head northwest to Highway 90. Stay parallel and north of Highway 90 until Point Racetrack. Descend to 700' MSL during the day, maintain 1100' MSL at night, contact Harold AODO with intentions. Abeam Point Hotel, intercept I-10, climb/descend to 900' MSL and continue for a Vertol or Echo arrival. Call base/skeds, get ATIS, change squawk to 0402, and switch UHF to channel 11 for transit near Santa Rosa. Proceed to Point Bell or Igor.

PRECAUTIONARY EMERGENCY LANDING

A PEL SHALL TERMINATE A FLIGHT UNTIL APPROPRIATE MAINTENANCE ACTION IS PERFORMED OR APPROVAL IS GIVEN TO RESUME FLIGHT.

In the event of a suspected hard landing, stinger strike, or aircraft impact with other objects (birds, deer, trees, etc.), the PIC shall land as soon as possible and inspect the aircraft. Contact the squadron's FDO/ODO for follow-on action and directions.

BIRD STRIKE CHECKLIST:

1. Note any unusual vibrations
2. Land as soon as possible

AFTER LANDING:

1. Note any unusual instrument indications or control malfunction

AFTER SHUTDOWN:

1. Inspect the point of impact (if known)
2. Inspect all the following areas:
 - a. All external surfaces for any visible dents, distortions, scratches, nicks, or debris.
 - b. All exposed flight controls, particularly the MRB and TRB pitch change links.
 - c. Engine inlet for FOD or other damage.
 - d. Horizontal, vertical stabilizers and the tail boom for cracks, looseness, etc.
 - e. Main and tail rotor blades.
3. Perform normal start with particular attention to the flight controls.
4. Perform a 5 minute 100% Nr ground run, noting vibrations and normal engine operations. If any visible damage or unusual vibrations are detected, the aircraft shall be recovered by maintenance. If no damage or vibrations are noted, the aircraft may be flown back to South Whiting Field for further maintenance inspection.

NOTE: This checklist does not supersede or replace applicable NATOPS and SOP requirements.

PRECAUTIONARY EMERGENCY LANDING

A PEL SHALL TERMINATE A FLIGHT UNTIL APPROPRIATE MAINTENANCE ACTION IS PERFORMED OR APPROVAL IS GIVEN TO RESUME FLIGHT.

In the event of a suspected hard landing, stinger strike, or aircraft impact with other objects (birds, deer, trees, etc.), the PIC shall land as soon as possible and inspect the aircraft. Contact the squadron's FDO/ODO for follow-on action and directions.

BIRD STRIKE CHECKLIST:

1. Note any unusual vibrations
2. Land as soon as possible

AFTER LANDING:

1. Note any unusual instrument indications or control malfunction

AFTER SHUTDOWN:

1. Inspect the point of impact (if known)
2. Inspect all the following areas:
 - a. All external surfaces for any visible dents, distortions, scratches, nicks, or debris.
 - b. All exposed flight controls, particularly the MRB and TRB pitch change links.
 - c. Engine inlet for FOD or other damage.
 - d. Horizontal, vertical stabilizers and the tail boom for cracks, looseness, etc.
 - e. Main and tail rotor blades.
3. Perform normal start with particular attention to the flight controls.
4. Perform a 5 minute 100% Nr ground run, noting vibrations and normal engine operations. If any visible damage or unusual vibrations are detected, the aircraft shall be recovered by maintenance. If no damage or vibrations are noted, the aircraft may be flown back to South Whiting Field for further maintenance inspection.

NOTE: This checklist does not supersede or replace applicable NATOPS and SOP requirements.

TW-5 On-Scene Commander Checklist

1. Set Bingo Fuel
2. Record pertinent information:
 - a. Fire
 - b. Survivors seen
 - c. Assistance currently at scene
 - d. Access to zone via aircraft and ground vehicles
 - e. Determine GPS coordinates
3. Notify NASWF ODO - UHF 233.7 - Relay information, including GPS Coordinates. If ODO unavailable, relay information to either Whiting Tower.
4. Contact approach control agency for that sector and declare emergency. Relay information. Inform them you will be on UHF 282.8 and monitoring VHF and UHF guard frequencies.
5. Switch to UHF 282.8 - SAR Common Frequency to coordinate as On Scene Commander. NASWF ODO, crash crews, and other rescue ground and air assets will all monitor this frequency.
6. Assign aircraft to assist / lead Crash Crew to scene as necessary.
7. Control traffic in and around the scene.
8. OSC designates and briefs his relief.

TW-5 On-Scene Commander Checklist

1. Set Bingo Fuel
2. Record pertinent information:
 - a. Fire
 - b. Survivors seen
 - c. Assistance currently at scene
 - d. Access to zone via aircraft and ground vehicles
 - e. Determine GPS coordinates
3. Notify NASWF ODO - UHF 233.7 - Relay information, including GPS Coordinates. If ODO unavailable, relay information to either Whiting Tower.
4. Contact approach control agency for that sector and declare emergency. Relay information. Inform them you will be on UHF 282.8 and monitoring VHF and UHF guard frequencies.
5. Switch to UHF 282.8 - SAR Common Frequency to coordinate as On Scene Commander. NASWF ODO, crash crews, and other rescue ground and air assets will all monitor this frequency.
6. Assign aircraft to assist / lead Crash Crew to scene as necessary.
7. Control traffic in and around the scene.
8. OSC designates and briefs his relief.

HARD LANDING/TAIL STRIKE CHECKLIST

1. Shutdown.
2. Inspect main rotor mast for indentation at static stop contact area.
3. Inspect the static stops for deformation.
4. Inspect the main rotor blades for damage.
5. Inspect skid tubes and cross tubes for damage, distortion etc. Check attachment points.
6. Inspect the spike plate for sheared or loose rivets.
7. Inspect isolation mount for contact with main drive shaft coupling.
8. Inspect cowling access doors and crew compartment doors for fit and alignment.
9. Inspect tail boom, fuselage exterior, and bathtub area for buckling, etc.
10. Inspect tail boom attach fittings.
11. Inspect tail skid mounting for looseness or damage.
12. Inspect tail rotor blades.
13. Check flight controls for smooth operation and proper swash plate deflection.
14. Inspect the Nr tach-gen and surrounding components.
15. Inspect fuel, oil, and hydraulic system for damage and leaks.

IF NO DAMAGE FOUND:

1. Call squadron ODO/FDO. With Commanding Officer or designated representative permission, aircraft may be flown directly back to Whiting for maintenance inspection.
2. After engine start, check main rotor at flat pitch for 1 per/rev vibrations. If vibrations exist, shutdown and notify ODO/FDO. Aircraft is DOWN and will be recovered by maintenance.

If VISIBLE DAMAGE, UNUSUAL VIBES, or HAC UNCERTAINTY or RESERVATIONS:

1. Aircraft is DOWN and will be recovered by maintenance.

HARD LANDING/TAIL STRIKE CHECKLIST

1. Shutdown.
2. Inspect main rotor mast for indentation at static stop contact area.
3. Inspect the static stops for deformation.
4. Inspect the main rotor blades for damage.
5. Inspect skid tubes and cross tubes for damage, distortion etc. Check attachment points.
6. Inspect the spike plate for sheared or loose rivets.
7. Inspect isolation mount for contact with main drive shaft coupling.
8. Inspect cowling access doors and crew compartment doors for fit and alignment.
9. Inspect tail boom, fuselage exterior, and bathtub area for buckling, etc.
10. Inspect tail boom attach fittings.
11. Inspect tail skid mounting for looseness or damage.
12. Inspect tail rotor blades.
13. Check flight controls for smooth operation and proper swash plate deflection.
14. Inspect the Nr tach-gen and surrounding components.
15. Inspect fuel, oil, and hydraulic system for damage and leaks.

IF NO DAMAGE FOUND:

1. Call squadron ODO/FDO. With Commanding Officer or designated representative permission, aircraft may be flown directly back to Whiting for maintenance inspection.
2. After engine start, check main rotor at flat pitch for 1 per/rev vibrations. If vibrations exist, shutdown and notify ODO/FDO. Aircraft is DOWN and will be recovered by maintenance.

If VISIBLE DAMAGE, UNUSUAL VIBES, or HAC UNCERTAINTY or RESERVATIONS:

1. Aircraft is DOWN and will be recovered by maintenance.

NEAR MID-AIR COLLISION REPORT

1. DATE, TIME, DAWN, DUSK, NIGHT.
 2. LOCATION.
 3. MODEL/BUNO REPORTING A/C, DEST.
 4. MODEL OF OTHER A/C, DEST., COLOR.
 5. TYPE OF FLIGHT PLAN, ALTIMETER SETTING.
 6. DETAILED WX CONDITIONS, ALTIMETER SETTING.
 7. APPROX. COURSE OF EACH AIRCRAFT.
 8. SEPARATION DISTANCE AT FIRST SIGHTING CLOSEST POINT.
 9. DEGREE OF EVASIVE ACTION TAKEN / INJURIES.
 10. IFF CODE.
 11. PILOTS NAME.
- *DELIVER INFORMATION TO SQUADRON SAFETY OFFICER FOR DISPOSITION.

NEAR MID-AIR COLLISION REPORT

1. DATE, TIME, DAWN, DUSK, NIGHT.
 2. LOCATION.
 3. MODEL/BUNO REPORTING A/C, DEST.
 4. MODEL OF OTHER A/C, DEST., COLOR.
 5. TYPE OF FLIGHT PLAN, ALTIMETER SETTING.
 6. DETAILED WX CONDITIONS, ALTIMETER SETTING.
 7. APPROX. COURSE OF EACH AIRCRAFT.
 8. SEPARATION DISTANCE AT FIRST SIGHTING CLOSEST POINT.
 9. DEGREE OF EVASIVE ACTION TAKEN / INJURIES.
 10. IFF CODE.
 11. PILOTS NAME.
- *DELIVER INFORMATION TO SQUADRON SAFETY OFFICER FOR DISPOSITION.

OIL/HYDRAULIC SERVICING

ENGINE OIL

Check oil w/in 15 MINUTES of shutdown for quantity. (NOTE: if past 15 minutes the engine must be spun for 30 seconds to prevent over servicing). Do not add oil unless the level is below the weld on the tank. Service the engine oil reservoir to the bottom of the filler neck. Use a VIDS/MAF to record the amount of oil added. This data will be added to oil consumption record upon your return.

CAUTION: Do not mix MIL-L-7808 with MIL-L-23699.

NOTE: Oil consumption greater than 1 quart per FIVE flight hours is considered excessive. Notify Squadron ODO.

NOTE: The fuel sample bottle is for FUEL ONLY.

TRANSMISSION OIL

Service the transmission to the point that the fluid level is at the center of the bull's eye after the transmission has cooled (approx. 30 min or casing is cool to the touch). If oil level appears to be low turn the rotor head in the normal direction of travel for at least 2 turns when cold. Use a VIDS/MAF to record the amount added.

HYDRAULIC FLUID

Prior to removing the SAFETY Clip to open the filler cap, wipe any water or contaminants away from the area. Add fluid until the level is just at the bottom of the screen. Secure the filler cap and reinsert the SAFETY Clip. Ensure the clip is seated properly by viewing it from the transmission access door.

NOTE: MIL-H-5606 may be mixed with MIL-H-83282A if it is the only fluid available, but call the Squadron ODO first.

CAUTION: Do not remove the screen inside the hydraulic reservoir as it is designed to remove water contamination.

NOTE: It is easy to improperly seat the filler cap and cause a leak. Ensure the lip of the cap is seated on the rubber gasket and not canted or touching the reservoir edge.

AEROSHELL 555 – Transmission (Blue)
AEROSHELL 560 – Engine (Orange)

“Christie” = Battery charging device.

OIL/HYDRAULIC SERVICING

ENGINE OIL

Check oil w/in 15 MINUTES of shutdown for quantity. (NOTE: if past 15 minutes the engine must be spun for 30 seconds to prevent over servicing). Do not add oil unless the level is below the weld on the tank. Service the engine oil reservoir to the bottom of the filler neck. Use a VIDS/MAF to record the amount of oil added. This data will be added to oil consumption record upon your return.

CAUTION: Do not mix MIL-L-7808 with MIL-L-23699.

NOTE: Oil consumption greater than 1 quart per FIVE flight hours is considered excessive. Notify Squadron ODO.

NOTE: The fuel sample bottle is for FUEL ONLY.

TRANSMISSION OIL

Service the transmission to the point that the fluid level is at the center of the bull's eye after the transmission has cooled (approx. 30 min or casing is cool to the touch). If oil level appears to be low turn the rotor head in the normal direction of travel for at least 2 turns when cold. Use a VIDS/MAF to record the amount added.

HYDRAULIC FLUID

Prior to removing the SAFETY Clip to open the filler cap, wipe any water or contaminants away from the area. Add fluid until the level is just at the bottom of the screen. Secure the filler cap and reinsert the SAFETY Clip. Ensure the clip is seated properly by viewing it from the transmission access door.

NOTE: MIL-H-5606 may be mixed with MIL-H-83282A if it is the only fluid available, but call the Squadron ODO first.

CAUTION: Do not remove the screen inside the hydraulic reservoir as it is designed to remove water contamination.

NOTE: It is easy to improperly seat the filler cap and cause a leak. Ensure the lip of the cap is seated on the rubber gasket and not canted or touching the reservoir edge.

AEROSHELL 555 – Transmission (Blue)
AEROSHELL 560 – Engine (Orange)

“Christie” = Battery charging device.

CROSS COUNTRY POPPED HYDRAULIC FILTER BUTTON

1. Do NOT reset the button. Call squadron ODO.
 - a. If no secondaries in flight, ground turn at flat pitch, 100% Nr for 15min, with filter popped.
 - b. After initial 15 min, reset button while still turning.
 - c. IP performs control check, ONLY pre-takeoff cyclic X, with hydraulics on, at flight idle for a minimum of 20 cycles. Inspect the button after 20 cycles of control checks. If the filter did not pop, further flight is authorized.
2. The above process is authorized for two hydraulic filter pops. Upon the third pop, the aircraft is down until appropriate maintenance is performed.
3. Do not perform, or have any maintenance performed on the bird without authorization from Wing maintenance officer.

CONTACT FDO/ODO FOR FURTHER INSTRUCTION

FDO/ODO POC: Mr. Glenn White 623-7140 or cell: 393-3080.

BHT-206A/B-series-MM4

CARBON LOCK PROCEDURES

If blade won't turn backwards on preflight:

Homefield:

1. Call troubleshooter.

Away from homefield:

1. Turn blade forward to 90-270.
2. Proceed with start.
3. Shutdown if blade fails to turn by 25% Ng.
4. Repeat start.
5. Shutdown if blade fails to turn by 25% Ng.
6. Rotate main rotor backwards from the hub before repeating start.
If unable to rotate: Aircraft is DOWN. Call base for instructions. DO NOT attempt to force the rotor. Stop rotation if clatter is encountered.
If able to rotate: Repeat start.
7. Aircraft is down if third attempt is unsuccessful.

Note 1: Do not exceed starter/TOT limits. Use GPU as required.

Note 2: Always do a MAF if carbon lock is encountered.

Rolls Royce Manual
250-C20 engine series

CROSS COUNTRY POPPED HYDRAULIC FILTER BUTTON

1. Do NOT reset the button. Call squadron ODO.
 - a. If no secondaries in flight, ground turn at flat pitch, 100% Nr for 15min, with filter popped.
 - b. After initial 15 min, reset button while still turning.
 - c. IP performs control check, ONLY pre-takeoff cyclic X, with hydraulics on, at flight idle for a minimum of 20 cycles. Inspect the button after 20 cycles of control checks. If the filter did not pop, further flight is authorized.
2. The above process is authorized for two hydraulic filter pops. Upon the third pop, the aircraft is down until appropriate maintenance is performed.
3. Do not perform, or have any maintenance performed on the bird without authorization from Wing maintenance officer.

CONTACT FDO/ODO FOR FURTHER INSTRUCTION

FDO/ODO POC: Mr. Glenn White 623-7140 or cell: 393-3080.

BHT-206A/B-series-MM4

CARBON LOCK PROCEDURES

If blade won't turn backwards on preflight:

Homefield:

1. Call troubleshooter.

Away from homefield:

1. Turn blade forward to 90-270.
2. Proceed with start.
3. Shutdown if blade fails to turn by 25% Ng.
4. Repeat start.
5. Shutdown if blade fails to turn by 25% Ng.
6. Rotate main rotor backwards from the hub before repeating start.
If unable to rotate: Aircraft is DOWN. Call base for instructions. DO NOT attempt to force the rotor. Stop rotation if clatter is encountered.
If able to rotate: Repeat start.
7. Aircraft is down if third attempt is unsuccessful.

Note 1: Do not exceed starter/TOT limits. Use GPU as required.

Note 2: Always do a MAF if carbon lock is encountered.

Rolls Royce Manual
250-C20 engine series

Required Equipment IMC
NATOPS

1. Cyclic force trim
2. Ministab flight control system
3. Main generator
4. Standby generator
5. Battery protection circuit
6. IVSI
7. Two attitude indicators. (one powered by standby Battery w/electrical failure)
8. One operable communication system
9. One operable navigation system appropriate to route flown.
10. Radar Altimeter
11. Other equipment as required by operating rules.
*Flashlight (per page 5-7)

OPNAVINST 3710.7 series

1. Airspeed indicator
2. Altimeter
3. Turn and slip indicator
4. Clock with hours, minute, and sweep hand (or digital)

Required Equipment Night
NATOPS

1. All instrument and circuit breaker panel lights
2. All exterior lights
3. Operable communications radio
4. Attitude gyro
5. Radar altimeter
* Flashlight (per page 5-7)

Required Equipment IMC
NATOPS

1. Cyclic force trim
2. Ministab flight control system
3. Main generator
4. Standby generator
5. Battery protection circuit
6. IVSI
7. Two attitude indicators. (one powered by standby Battery w/electrical failure)
8. One operable communication system
9. One operable navigation system appropriate to route flown.
10. Radar Altimeter
11. Other equipment as required by operating rules.
*Flashlight (per page 5-7)

OPNAVINST 3710.7 series

1. Airspeed indicator
2. Altimeter
3. Turn and slip indicator
4. Clock with hours, minute, and sweep hand (or digital)

Required Equipment Night
NATOPS

1. All instrument and circuit breaker panel lights
2. All exterior lights
3. Operable communications radio
4. Attitude gyro
5. Radar altimeter
* Flashlight (per page 5-7)

Pre-Filed Flight Plans

VFR/IFR A292

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ101	OTP	17	NDZ MONTE1 MONTE VFR NBJ/D1+20 IVORY NDZ Remarks: OTP/FF IFR RTB	OTP TO NDZ VIA GATESWOOD DELAY: WEST OP AREA	0+40
NDZ102	IFR	17	NDZ BRENT PNS/D1+40 IVORY NDZ	IFR TO NDZ VIA PNS DELAY: PNS	0+30
NDZ103	IFR	17	NDZ IVORYD2+00 NDZ	IFR TO NDZ DELAY: NDZ	0+15
NDZ204	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 NPI NBJd1+30 MONTE NDZ Remarks: 2DLYS WEST	VFR TO NDZ VIA GATESWOOD, SITE 8, GATESWOOD	4+10
NDZ205	VFR	22	NDZ PNS/D1+30 NDZ	VFR TO NDZ VIA PNS	2+00
NDZ206	VFR	22	NDZ NUN/D1+30 NDZ	VFR TO NDZ VIA NUN	2+00
NDZ207	VFR	22	NDZ NPA/D1+30 NDZ	VFR TO NDZ VIA NPA	2+00
NDZ208	VFR	22	NDZ PNS	VFR TO PNS FULLSTOP	0+20
NDZ209	VFR	22	NDZ NSE180002 VFR PNS Remarks: (working area base ops info only, not on FP)	VFR TO PNS VIA AREA _____	2+00
NDZ210	VFR	10	NDZ 2R4	NDZ TO 2R4 FULLSTOP	0+10

Pre-Filed Flight Plans

VFR/IFR A292

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ101	OTP	17	NDZ MONTE1 MONTE VFR NBJ/D1+20 IVORY NDZ Remarks: OTP/FF IFR RTB	OTP TO NDZ VIA GATESWOOD DELAY: WEST OP AREA	0+40
NDZ102	IFR	17	NDZ BRENT PNS/D1+40 IVORY NDZ	IFR TO NDZ VIA PNS DELAY: PNS	0+30
NDZ103	IFR	17	NDZ IVORYD2+00 NDZ	IFR TO NDZ DELAY: NDZ	0+15
NDZ204	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 NPI NBJd1+30 MONTE NDZ Remarks: 2DLYS WEST	VFR TO NDZ VIA GATESWOOD, SITE 8, GATESWOOD	4+10
NDZ205	VFR	22	NDZ PNS/D1+30 NDZ	VFR TO NDZ VIA PNS	2+00
NDZ206	VFR	22	NDZ NUN/D1+30 NDZ	VFR TO NDZ VIA NUN	2+00
NDZ207	VFR	22	NDZ NPA/D1+30 NDZ	VFR TO NDZ VIA NPA	2+00
NDZ208	VFR	22	NDZ PNS	VFR TO PNS FULLSTOP	0+20
NDZ209	VFR	22	NDZ NSE180002 VFR PNS Remarks: (working area base ops info only, not on FP)	VFR TO PNS VIA AREA _____	2+00
NDZ210	VFR	10	NDZ 2R4	NDZ TO 2R4 FULLSTOP	0+10

Pre-Filed Flight Plans

VFR/IFR TERMINAL AREA DELAY FLIGHT PLANS (ROUND ROBIN)

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ301	IFR	40	NDZ PENSI V241 SJI MOB Remarks: D1+00 MOB NDZ	IFR TO MOB TERM DELAY: MOB	0+45
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ302	IFR	30	NGS VARRE TUFER VPS Remarks: D1+00 VPS NDZ	IFR TO VPS TERM DELAY: VPS	0+30
	IFR	30	VPS DESTIN VARRE IVORY NDZ	IFR: FROM VPS TO NDZ	0+30
NDZ303	IFR	17	NDZ CEW Remarks: D1+30 CEW NDZ	IFR TO CEW TERM DELAY: CEW	0+15
	IFR	17	CEW CEW240015 IVORY NDZ	IFR FROM CEW TO NDZ	0+15
NDZ304	IFR	40	NDZ PNS/D0+30 LOXLY V241 SJI MOB Remarks: D1+00 MOB NDZ	IFR TO MOB TERM DELAY: PNS MOB	0+45
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ305	IFR	40	NDZ BRENT PNS Remarks: D0+15 PNS MOB	IFR TO MOB TERM DELAY: PNS 5R4 MOB	0+15
	IFR	40	PNS RUPQE Remarks: D0+15 5R4 MOB	TERM DELAY 5R4	0+15
	IFR	40	5R4 SQWID MOB Remarks: D0+15 MOB MOB	TERM DELAY MOB	0+20
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ406	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 MONTE NDZ	VFR TO NDZ VIA DELAY GATESWOOD	2+00
NDZ407	VFR	15	NDZ BALDY1 BALDY/ D1+30 BAKOS VFR CEW240012 NDZ	VFR TO NDZ VIA DELAY LAKES	2+00
			Remarks: DLY LAKES/ JUNIPER	E AREA (BI)	
NDZ408	VFR	15	NDZ BALDY1 BALDY CEW/D1+30 CEW240012 NDZ Remarks: VORTAC	VFR TO NDZ VIA DELAY CEW JUNIPER RETURN E AREA (LOW RI)	2+00

Pre-Filed Flight Plans

VFR/IFR TERMINAL AREA DELAY FLIGHT PLANS (ROUND ROBIN)

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ301	IFR	40	NDZ PENSI V241 SJI MOB Remarks: D1+00 MOB NDZ	IFR TO MOB TERM DELAY: MOB	0+45
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ302	IFR	30	NGS VARRE TUFER VPS Remarks: D1+00 VPS NDZ	IFR TO VPS TERM DELAY: VPS	0+30
	IFR	30	VPS DESTIN VARRE IVORY NDZ	IFR: FROM VPS TO NDZ	0+30
NDZ303	IFR	17	NDZ CEW Remarks: D1+30 CEW NDZ	IFR TO CEW TERM DELAY: CEW	0+15
	IFR	17	CEW CEW240015 IVORY NDZ	IFR FROM CEW TO NDZ	0+15
NDZ304	IFR	40	NDZ PNS/D0+30 LOXLY V241 SJI MOB Remarks: D1+00 MOB NDZ	IFR TO MOB TERM DELAY: PNS MOB	0+45
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ305	IFR	40	NDZ BRENT PNS Remarks: D0+15 PNS MOB	IFR TO MOB TERM DELAY: PNS 5R4 MOB	0+15
	IFR	40	PNS RUPQE Remarks: D0+15 5R4 MOB	TERM DELAY 5R4	0+15
	IFR	40	5R4 SQWID MOB Remarks: D0+15 MOB MOB	TERM DELAY MOB	0+20
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ406	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 MONTE NDZ	VFR TO NDZ VIA DELAY GATESWOOD	2+00
NDZ407	VFR	15	NDZ BALDY1 BALDY/ D1+30 BAKOS VFR CEW240012 NDZ	VFR TO NDZ VIA DELAY LAKES	2+00
			Remarks: DLY LAKES/ JUNIPER	E AREA (BI)	
NDZ408	VFR	15	NDZ BALDY1 BALDY CEW/D1+30 CEW240012 NDZ Remarks: VORTAC	VFR TO NDZ VIA DELAY CEW JUNIPER RETURN E AREA (LOW RI)	2+00

Pre-Filed Flight Plans

VFR/IFR STOPOVER FLIGHT PLANS

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ501	IFR	40	NDZ PENSI V241 SJI MOB Remarks: D1+00 MOB MOB	IFR TO MOB STOPOVER MOB	0+45
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ502	IFR	30	NDZ CEW Remarks: D1+30 CEW 0J4	IFR TO CEW TERM DELAY CEW	0+15
	IFR	30	CEW OGITE 0J4	IFR FROM CEW TO 0J4	0+15
NDZ502R	IFR	40	0J4 CEW Remarks: D1+30 CEW NDZ	IFR FROM 0J4 TO CEW TERM DELAY CEW	0+15
	IFR	40	CEW CEW240015 IVORY NDZ	IFR FROM CEW TO NDZ	0+15
NDZ503	IFR	40	NDZ PNS Remarks: D1+00 PNS MOB	IFR MOB VIA PNS	0+15
			PNS LOXLY V241 PENSI IVORY NDZ		0+30
NDZ503R	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM BFM	0+45
NDZ504	IFR	40	NDZ PENSI V198 LOXLY BFM Remarks: D1+00 BFM BFM	IFR TO BFM	0+45
NDZ504R	IFR	30	BFM LOXLY V198 PENSI IVORY NDZ	IFR FROM BFM	0+45
NDZ505	IFR	30	NDZ BAKOS V241 CEW/ D0+30 GALON V329 UIA 79J	IFR TO 79J STOPOVER 79J	0+45
NDZ505R	IFR	40	79J UIA V329 GALON V241 CEW/D0+30 CEW 240015 IVORY NDZ	IFR FROM 79J	0+45
NDZ506	IFR	40	NDZ PENSI V241 LOXLY RERME 1R8 Remarks: D1+00 1R8	IFR TO 1R8 STOPOVER 1R8	0+45
NDZ506R	IFR	30	1R8 BRATT V241 PENSI IVORY NDZ	IFR FROM 1R8	0+45
NDZ602	VFR	15	NDZ BALDY1 BALDY BAKOS/D1+30 0J4	VFR TO 0J4 VIA LAKES BI/RI STAGE	2+00
NDZ602R	VFR	15	0J4 NDZ	VFR FROM 0J4 TO NDZ VIA JUNIPER	2+00
NDZ603	VFR	15	NDZ BALDY1 BALDY CEW/D1+30 0J4 Remarks: VORTAC TERM DELAY CEW	VFR TO 0J4 VIA CEW	2+00

Pre-Filed Flight Plans

VFR/IFR STOPOVER FLIGHT PLANS

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ501	IFR	40	NDZ PENSI V241 SJI MOB Remarks: D1+00 MOB MOB	IFR TO MOB STOPOVER MOB	0+45
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ502	IFR	30	NDZ CEW Remarks: D1+30 CEW 0J4	IFR TO CEW TERM DELAY CEW	0+15
	IFR	30	CEW OGITE 0J4	IFR FROM CEW TO 0J4	0+15
NDZ502R	IFR	40	0J4 CEW Remarks: D1+30 CEW NDZ	IFR FROM 0J4 TO CEW TERM DELAY CEW	0+15
	IFR	40	CEW CEW240015 IVORY NDZ	IFR FROM CEW TO NDZ	0+15
NDZ503	IFR	40	NDZ PNS Remarks: D1+00 PNS MOB	IFR MOB VIA PNS	0+15
			PNS LOXLY V241 PENSI IVORY NDZ		0+30
NDZ503R	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM BFM	0+45
NDZ504	IFR	40	NDZ PENSI V198 LOXLY BFM Remarks: D1+00 BFM BFM	IFR TO BFM	0+45
NDZ504R	IFR	30	BFM LOXLY V198 PENSI IVORY NDZ	IFR FROM BFM	0+45
NDZ505	IFR	30	NDZ BAKOS V241 CEW/ D0+30 GALON V329 UIA 79J	IFR TO 79J STOPOVER 79J	0+45
NDZ505R	IFR	40	79J UIA V329 GALON V241 CEW/D0+30 CEW 240015 IVORY NDZ	IFR FROM 79J	0+45
NDZ506	IFR	40	NDZ PENSI V241 LOXLY RERME 1R8 Remarks: D1+00 1R8	IFR TO 1R8 STOPOVER 1R8	0+45
NDZ506R	IFR	30	1R8 BRATT V241 PENSI IVORY NDZ	IFR FROM 1R8	0+45
NDZ602	VFR	15	NDZ BALDY1 BALDY BAKOS/D1+30 0J4	VFR TO 0J4 VIA LAKES BI/RI STAGE	2+00
NDZ602R	VFR	15	0J4 NDZ	VFR FROM 0J4 TO NDZ VIA JUNIPER	2+00
NDZ603	VFR	15	NDZ BALDY1 BALDY CEW/D1+30 0J4 Remarks: VORTAC TERM DELAY CEW	VFR TO 0J4 VIA CEW	2+00

Pre-Filed Flight Plans

VFR/IFR STOPOVER FLIGHT PLANS (CONT)

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ603R	VFR	15	0J4 NDZ	VFR FROM 0J4 TO NDZ	2+00
NDZ604	VFR	15	NDZ MOB Remarks: working area	VFR TO MOB	2+00
NDZ604R	VFR	15	MOB NDZ Remarks: working area	VFR FROM MOB	2+00
NDZ605	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 BFM Remarks: DELAY GATESWOOD	VFR TO BFM VIA GATESWOOD BI/RI STAGE	2+00
NDZ605R	VFR	15	BFM NBJ NDZ Remarks: DELAY GATESWOOD	VFR FROM BFM VIA GATESWOOD	2+00
NDZ606	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 MVC Remarks: DELAY GATESWOOD	VFR TO MVC VIA GATESWOOD	2+00
NDZ606R	VFR	22	MVC NBJ NDZ Remarks: DELAY GATESWOOD	VFR FROM MVC VIA GATESWOOD	2+00
NDZ607	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 1R8 Remarks: DELAY GATESWOOD	VFR TO 1R8 VIA GATESWOOD	2+00
NDZ607R	VFR	22	1R8 NBJ NDZ Remarks: DELAY GATESWOOD	VFR FROM 1R8 VIA GATESWOOD	2+00
NDZ608	VFR	10	NDZ CEW 79J	VFR FROM NDZ	1+00
NDZ608R	VFR	10	79J CEW NDZ	VFR FROM 79J	1+00

LEGEND:

0J4 – FLORALA	NGS – SANTA ROSA
1R8 – BAY MINETTE	NPA – NAS PCOLA
2R4 – PETER PRINCE	NPI – SITE 8
79J – ANDALUSIA	OTP – VFR ON-TOP
BFM – MOBILE DOWNTOWN	PNS – PCOLA REGIONAL
CEW – CRESTVIEW	SJI – SEMMES
IFR – INST FLIGHT RULES	VFR – VISUAL FLIGHT RULES
MOB – MOBILE REGIONAL	VPS – EGLIN AFB
MVC – MONROEVILLE	
NBJ – GATESWOOD	
NDZ – SOUTH WHITING	

Pre-Filed Flight Plans

VFR/IFR STOPOVER FLIGHT PLANS (CONT)

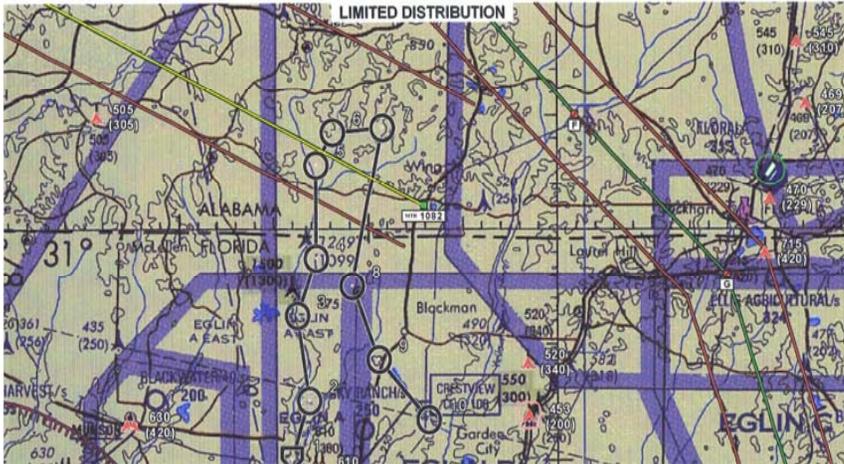
ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ603R	VFR	15	0J4 NDZ	VFR FROM 0J4 TO NDZ	2+00
NDZ604	VFR	15	NDZ MOB Remarks: working area	VFR TO MOB	2+00
NDZ604R	VFR	15	MOB NDZ Remarks: working area	VFR FROM MOB	2+00
NDZ605	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 BFM Remarks: DELAY GATESWOOD	VFR TO BFM VIA GATESWOOD BI/RI STAGE	2+00
NDZ605R	VFR	15	BFM NBJ NDZ Remarks: DELAY GATESWOOD	VFR FROM BFM VIA GATESWOOD	2+00
NDZ606	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 MVC Remarks: DELAY GATESWOOD	VFR TO MVC VIA GATESWOOD	2+00
NDZ606R	VFR	22	MVC NBJ NDZ Remarks: DELAY GATESWOOD	VFR FROM MVC VIA GATESWOOD	2+00
NDZ607	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 1R8 Remarks: DELAY GATESWOOD	VFR TO 1R8 VIA GATESWOOD	2+00
NDZ607R	VFR	22	1R8 NBJ NDZ Remarks: DELAY GATESWOOD	VFR FROM 1R8 VIA GATESWOOD	2+00
NDZ608	VFR	10	NDZ CEW 79J	VFR FROM NDZ	1+00
NDZ608R	VFR	10	79J CEW NDZ	VFR FROM 79J	1+00

LEGEND:

0J4 – FLORALA	NGS – SANTA ROSA
1R8 – BAY MINETTE	NPA – NAS PCOLA
2R4 – PETER PRINCE	NPI – SITE 8
79J – ANDALUSIA	OTP – VFR ON-TOP
BFM – MOBILE DOWNTOWN	PNS – PCOLA REGIONAL
CEW – CRESTVIEW	SJI – SEMMES
IFR – INST FLIGHT RULES	VFR – VISUAL FLIGHT RULES
MOB – MOBILE REGIONAL	VPS – EGLIN AFB
MVC – MONROEVILLE	
NBJ – GATESWOOD	
NDZ – SOUTH WHITING	

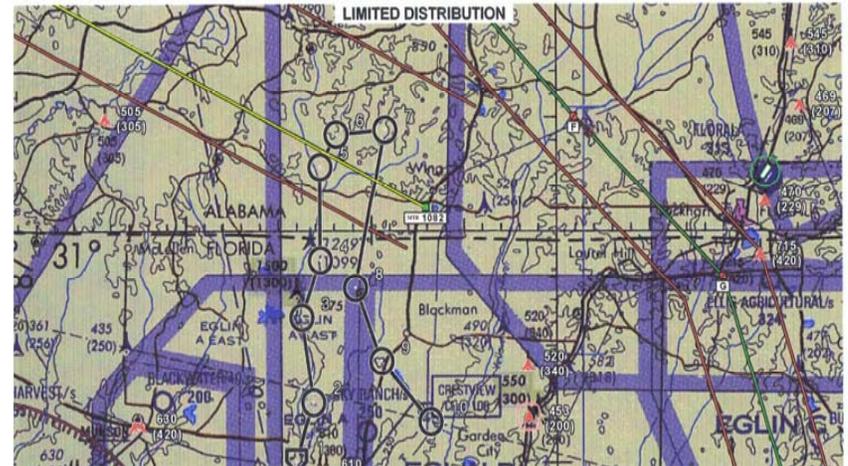
MTRS IN THE EAST

1. Military Training Routes 1082, 1084 and 1085 are VFR routes in the east. The routes are flown from 100' to 1500' AGL. MTR 1082 intersects TW-5's purple route IVO checkpoints five, six, and seven. The MTRs are also west of Florala. Aircrew shall refer to the most current VFR sectional, but they may use the attached picture with the purple route overlay as a reference tool.
2. Aircrew are advised that they may call the scheduling activity, Range Control, at (850)882-5800 for MTR advisories during preflight planning. Aircrew may also contact Gainesville Radio on 255.4, 122.2, or 122.45 for inflight advisories and activity status.
3. Aircrew are advised to continue to maintain VFR see and avoid procedures in the area.



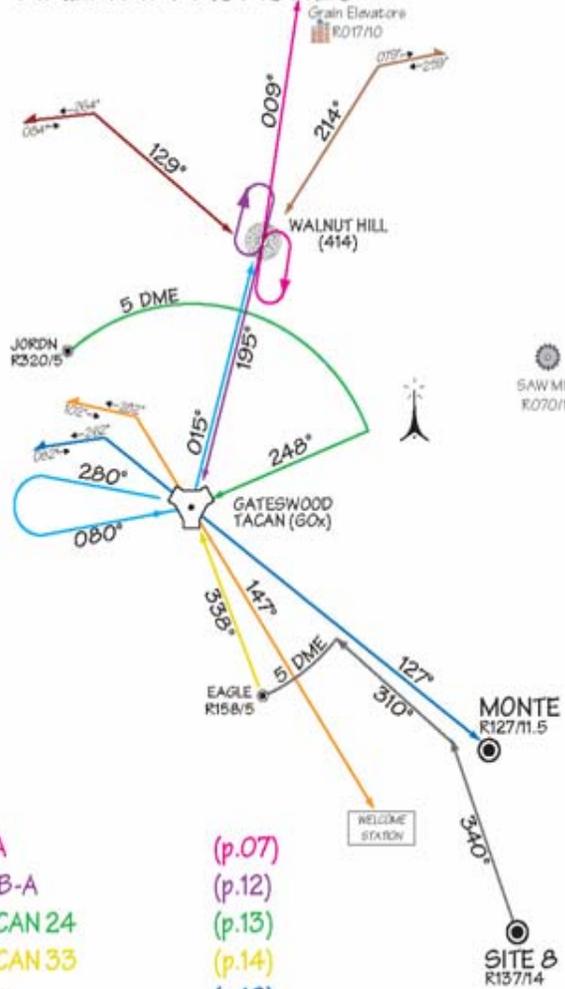
MTRS IN THE EAST

1. Military Training Routes 1082, 1084 and 1085 are VFR routes in the east. The routes are flown from 100' to 1500' AGL. MTR 1082 intersects TW-5's purple route IVO checkpoints five, six, and seven. The MTRs are also west of Florala. Aircrew shall refer to the most current VFR sectional, but they may use the attached picture with the purple route overlay as a reference tool.
2. Aircrew are advised that they may call the scheduling activity, Range Control, at (850)882-5800 for MTR advisories during preflight planning. Aircrew may also contact Gainesville Radio on 255.4, 122.2, or 122.45 for inflight advisories and activity status.
3. Aircrew are advised to continue to maintain VFR see and avoid procedures in the area.



CUT ALONG DOTTED LINES TO FIT

WESTERN TRAINING AREA APPROACHES



CUT ALONG DOTTED LINES TO FIT PAGE INTO BLUE BRAIN SLEEVES

- ELEVATOR NDB-A (p.07)
- GATESWOOD NDB-A (p.12)
- GATESWOOD TACAN 24 (p.13)
- GATESWOOD TACAN 33 (p.14)
- MONTE TACAN-A (p.16)
- SITE 8 ONE SID (p.20)
- WALNUT HILL NDB 14 (p.21)
- WALNUT HILL NDB 23 (p.22)
- WALNUT HILL TACAN-A (p.23)
- WFL COME TACAN-A (p.24)

CUT ALONG DOTTED LINES TO FIT

WESTERN TRAINING AREA APPROACHES



CUT ALONG DOTTED LINES TO FIT PAGE INTO BLUE BRAIN SLEEVES

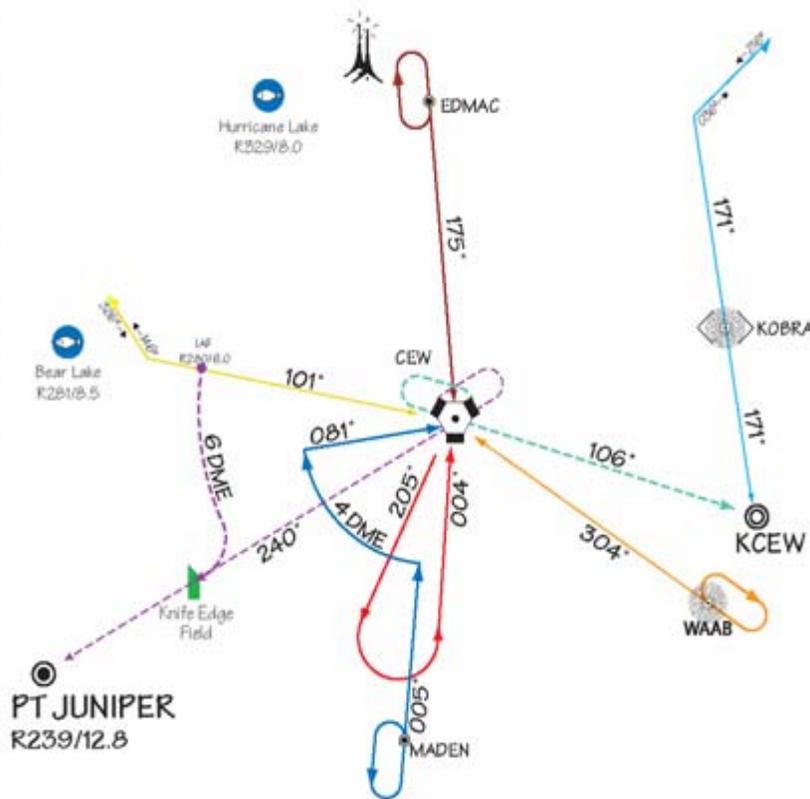
- ELEVATOR NDB-A (p.07)
- GATESWOOD NDB-A (p.12)
- GATESWOOD TACAN 24 (p.13)
- GATESWOOD TACAN 33 (p.14)
- MONTE TACAN-A (p.16)
- SITE 8 ONE SID (p.20)
- WALNUT HILL NDB 14 (p.21)
- WALNUT HILL NDB 23 (p.22)
- WALNUT HILL TACAN-A (p.23)
- WFL COME TACAN-A (p.24)

Remember as you trim away this piece of scrap, that these are approximate representations, and if your HITU instructors didn't show the area well enough, then this isn't going to save your arse! At least it will keep you in the general area, so as not to make a complete and total fool out of yourself. Helo Bubbas® Rule.

PAGE INTO BLUE BRAIN SLEEVES

No Name Lake
R329/14.3

EASTERN TRAINING AREA APPROACHES



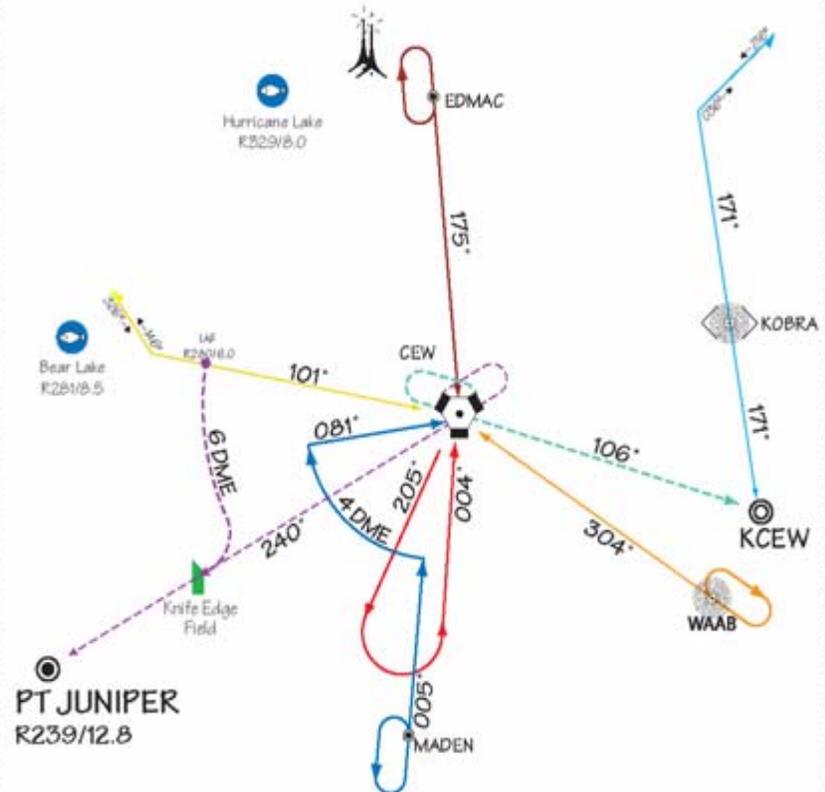
- NDB-A (p. 02)
- TACAN 9R (p. 03)
- TACAN 18L (p. 04)
- TACAN 36R (p. 05)
- COPTER VOR 9L (p. 06)
- VOR/DME-A (p. 15)
- NDB/ILS 17 Vol 19 (p. 10)
- VOR-A Vol 19 (p. 12)

Remember as you trim away this piece of scrap, that these are approximate representations, and if your HITU instructors didn't show the area well enough, then this isn't going to save your arse! At least it will keep you in the general area, so as not to make a complete and total fool out of yourself. Helo Bubbas® Rule.

PAGE INTO BLUE BRAIN SLEEVES

No Name Lake
R329/14.3

EASTERN TRAINING AREA APPROACHES



- NDB-A (p. 02)
- TACAN 9R (p. 03)
- TACAN 18L (p. 04)
- TACAN 36R (p. 05)
- COPTER VOR 9L (p. 06)
- VOR/DME-A (p. 15)
- NDB/ILS 17 Vol 19 (p. 10)
- VOR-A Vol 19 (p. 12)

MISSION PREBRIEF**I. HUMAN FACTORS**

1. Any personal/family/relationship issues?
2. Any health issues/medications?
3. Any work distractions?
4. Rebrief ORM issues and NATOPS by exception if delayed.

II. CREW REST/CREW DAY

1. When did all aircrew leave yesterday? 12 hours debrief to arrival for first official duty.
2. When did all aircrew enter the squadron for official duties?
3. How many consecutive scheduled days? Maximum of 6 consecutive scheduled days.
4. How many graded events today? Maximum of two graded events.

III. REVIEW OF TRAINING JACKET

1. Incomplete flights – Determine necessary maneuvers to complete.
2. Unsatisfactory flights – Determine if SNA should progress to next event.
3. End of block flights – Determine necessary maneuvers to perform.

IV. CURRENCY/CUMULATIVE FLIGHT TIME

1. SNA – Warm-up criteria:
 - a. 7-13 calendar days (within stage) – 1 Optional
 - b. 14 calendar days (regardless of stage) – 1 Mandatory, 1 Optional
2. IP – Flown in last 21 calendar days?
 - a. Night/NVG current – 90/45 days.
 - b. Model and/or Stage current – 90 days.
 - c. Contact “B” current – 21 days.
3. IP cumulative flight time – waivers.

V. IP REQUIREMENTS – On-wing, Standardization, IPC or FPC instructor?**VI. WEATHER**

1. Current/forecast/Wx requirements for flight.
2. Wind effect on aircraft performance.
3. SIGMETS/WW/CWW.
4. Hot environment (heat/humidity) – dehydration, fatigue, aircraft performance.
5. Cold environment (icing) – freezing level, minimums.

SITUATION OVERVIEW**MISSION STATEMENT (SPECIFIC EMPHASIS ON?)****EXECUTION OF MISSION****I. CONCEPT OF OPERATIONS – MISSION OVERVIEW****II. SCHEME OF MANEUVER**

1. Sequence of events
2. Route/Course rules
3. Maneuvers
4. OLF Operations
5. RTB

III. MISSION SPECIFIC ORM (OPPOSITE SIDE)**ADMINISTRATIVE****I. FLIGHT EQUIPMENT CURRENCY****II. READ & INITIAL CURRENT****III. SNA DOUBLE SCHEDULED**

1. Cancel second event if previous flight in block was unsat and notify flight leader
 - a. F4101/2, T3101/2 and T4101/T4201 are not considered double scheduled events.

IV. Training Improvement Process (TIP)

1. End of Stage critiques are mandatory
2. Anyone can recommend a syllabus change via the Stan Department

V. Training Time Out – TTO policy applies to all flight in the TH-57**VI. Discussion Items****NATOPS BRIEF****MISSION PREBRIEF****I. HUMAN FACTORS**

1. Any personal/family/relationship issues?
2. Any health issues/medications?
3. Any work distractions?
4. Rebrief ORM issues and NATOPS by exception if delayed.

II. CREW REST/CREW DAY

1. When did all aircrew leave yesterday? 12 hours debrief to arrival for first official duty.
2. When did all aircrew enter the squadron for official duties?
3. How many consecutive scheduled days? Maximum of 6 consecutive scheduled days.
4. How many graded events today? Maximum of two graded events.

III. REVIEW OF TRAINING JACKET

1. Incomplete flights – Determine necessary maneuvers to complete.
2. Unsatisfactory flights – Determine if SNA should progress to next event.
3. End of block flights – Determine necessary maneuvers to perform.

IV. CURRENCY/CUMULATIVE FLIGHT TIME

1. SNA – Warm-up criteria:
 - a. 7-13 calendar days (within stage) – 1 Optional
 - b. 14 calendar days (regardless of stage) – 1 Mandatory, 1 Optional
2. IP – Flown in last 21 calendar days?
 - a. Night/NVG current – 90/45 days.
 - b. Model and/or Stage current – 90 days.
 - c. Contact “B” current – 21 days.
3. IP cumulative flight time – waivers.

V. IP REQUIREMENTS – On-wing, Standardization, IPC or FPC instructor?**VI. WEATHER**

1. Current/forecast/Wx requirements for flight.
2. Wind effect on aircraft performance.
3. SIGMETS/WW/CWW.
4. Hot environment (heat/humidity) – dehydration, fatigue, aircraft performance.
5. Cold environment (icing) – freezing level, minimums.

SITUATION OVERVIEW**MISSION STATEMENT (SPECIFIC EMPHASIS ON?)****EXECUTION OF MISSION****I. CONCEPT OF OPERATIONS – MISSION OVERVIEW****II. SCHEME OF MANEUVER**

1. Sequence of events
2. Route/Course rules
3. Maneuvers
4. OLF Operations
5. RTB

III. MISSION SPECIFIC ORM (OPPOSITE SIDE)**ADMINISTRATIVE****I. FLIGHT EQUIPMENT CURRENCY****II. READ & INITIAL CURRENT****III. SNA DOUBLE SCHEDULED**

1. Cancel second event if previous flight in block was unsat and notify flight leader
 - a. F4101/2, T3101/2 and T4101/T4201 are not considered double scheduled events.

IV. Training Improvement Process (TIP)

1. End of Stage critiques are mandatory
2. Anyone can recommend a syllabus change via the Stan Department

V. Training Time Out – TTO policy applies to all flight in the TH-57**VI. Discussion Items****NATOPS BRIEF**

Contact 'B/C' (C40-47, 49)

Low work-5'
 Defensive posturing
 Full autos: 45 gal max
 Prac autos: 2500' DA/5kts wind
 Sim eng failure at alt
 Waveoffs (Power on/off)
 Cut guns +/-45 deg
 Autos: attitude, flare, full

Contact (IUT & DEMO)

Low Nr recovery
 Sim eng failure on t/o
 H/S low level auto
 Sim stuck pedals in hover/alt
 Sim loss of T/R thrust

Low Level Navigation (N45)

Traffic calls
 Torque awareness
 Rad alt no lower than 150'
 Low-level lookout
 Bird/obstacle avoidance
 Low-level engine failure
 DA/winds
 Alpaca farm location (Green)
 360/180/90 (Pattern at OLF)

Formation (F40-41)

Closure rates
 Landing pattern
 Acute on inside of turn
 Torque considerations
 Low level lookout
 Alpaca farm location (West)
 Working area traffic

Tactical 'B' (T40)

Prac Auto's: 2500' DA/5kts winds
 High speed approaches
 Waveoffs (Power on/off)
 DA/winds
 Doors off 02/03 only
 CAL zone ops
 Pinnacle ops
 Externals

Basic Instruments (I40-42)

ITOs
 Unusual attitudes
 Working area traffic
 Observer responsibilities
 Alpaca farm location

Navigation (40-42)

"Get There-its"
 Fatigue
 Complacency
 Weight vs. Torque
 FLIP Airfield diagram

Night contact/Nav (C48/N41)

Low work
 Closure rates
 SA in pattern
 Night autos to runway
 Lookout/obstacle avoidance
 Working area traffic

Warm-up (Winger/IP)

Checklist
 Course rules
 Autos
 Complacency

Solo flights (C44/N43/44)

Hot seat procedures
 Quick stops
 No tailwinds on C44
 >5kt tailwind for N43/N44
 10 hour crew day
 Currency
 1 day for C44
 5 days for N43/44

Radio Instruments (I43-45)

ITOs
 Missed approach/climb out
 Comm discipline
 Working area traffic
 Observer responsibilities

FDLP/SDLP/Shipboard Operations (T41/42/43)

Relative winds
 Bird/obstacle avoidance
 Low-level lookout
 Hot seat procedures (T41/42)
 Water survival (Flotation)
 Water temp:
 51°-60°F Aramids required
 <50°F-LLBI over land

NVG (T44)

Low work
 Exterior lighting
 Closure rates
 Scan pattern
 Visual illusions
 Working area traffic
 Fog: Temp/dew pt spread <2°
 Rad alt no lower than 300'

Contact 'B/C' (C40-47, 49)

Low work-5'
 Defensive posturing
 Full autos: 45 gal max
 Prac autos: 2500' DA/5kts wind
 Sim eng failure at alt
 Waveoffs (Power on/off)
 Cut guns +/-45 deg
 Autos: attitude, flare, full

Contact (IUT & DEMO)

Low Nr recovery
 Sim eng failure on t/o
 H/S low level auto
 Sim stuck pedals in hover/alt
 Sim loss of T/R thrust

Low Level Navigation (N45)

Traffic calls
 Torque awareness
 Rad alt no lower than 150'
 Low-level lookout
 Bird/obstacle avoidance
 Low-level engine failure
 DA/winds
 Alpaca farm location (Green)
 360/180/90 (Pattern at OLF)

Formation (F40-41)

Closure rates
 Landing pattern
 Acute on inside of turn
 Torque considerations
 Low level lookout
 Alpaca farm location (West)
 Working area traffic

Tactical 'B' (T40)

Prac Auto's: 2500' DA/5kts winds
 High speed approaches
 Waveoffs (Power on/off)
 DA/winds
 Doors off 02/03 only
 CAL zone ops
 Pinnacle ops
 Externals

Basic Instruments (I40-42)

ITOs
 Unusual attitudes
 Working area traffic
 Observer responsibilities
 Alpaca farm location

Navigation (40-42)

"Get There-its"
 Fatigue
 Complacency
 Weight vs. Torque
 FLIP Airfield diagram

Night contact/Nav (C48/N41)

Low work
 Closure rates
 SA in pattern
 Night autos to runway
 Lookout/obstacle avoidance
 Working area traffic

Warm-up (Winger/IP)

Checklist
 Course rules
 Autos
 Complacency

Solo flights (C44/N43/44)

Hot seat procedures
 Quick stops
 No tailwinds on C44
 >5kt tailwind for N43/N44
 10 hour crew day
 Currency
 1 day for C44
 5 days for N43/44

Radio Instruments (I43-45)

ITOs
 Missed approach/climb out
 Comm discipline
 Working area traffic
 Observer responsibilities

FDLP/SDLP/Shipboard Operations (T41/42/43)

Relative winds
 Bird/obstacle avoidance
 Low-level lookout
 Hot seat procedures (T41/42)
 Water survival (Flotation)
 Water temp:
 51°-60°F Aramids required
 <50°F-LLBI over land

NVG (T44)

Low work
 Exterior lighting
 Closure rates
 Scan pattern
 Visual illusions
 Working area traffic
 Fog: Temp/dew pt spread <2°
 Rad alt no lower than 300'

CONTACT BASE/CLOSEOUT FLIGHT PLAN

STUDENT/IP ORM ASSESSMENT

SAFETY OF FLIGHT ISSUES OR CONCERNS

MISSION DEBRIEF

STUDENT EVALUATION OF THEIR PERFORMANCE

ASK FOR OVERALL EVALUATION

ASK FOR SPECIFIC STRONG POINTS & WEAK POINTS

IP EVALUATION OF MISSION SUCCESS

WERE TRAINING OBJECTIVES MET? (COMPLETE/INCOMPLETE)

WAS MISSION SUCCESSFUL? (PASS/UNSAT/MARGINAL)

STRONG POINTS AND WEAK POINTS

IP ASSESSMENT OF PLANNING

LEVEL OF PREPARATION FOR FLIGHT

KNOWLEDGE OF PROCEDURES

FLIGHT PLANNING (DD-175, MAP PREP, JET LOG, PFPS, ROUTE SELECTION)

RECOMMENDATIONS FOR PROBLEM AREAS IN STUDY SKILLS OR FLT PREP

IP ASSESSMENT OF BRIEFING

WERE LEARNING OBJECTIVES ACCOMPLISHED IAW BRIEFING?

QUALITY OF DISCUSSION ITEM KNOWLEDGE

OVERALL QUALITY OF STUDENT BRIEF

EXECUTION OF MISSION

CHECKLISTS/GROUND OPERATIONS

TAKEOFF/LANDING/TERMINAL OPERATIONS

COURSE RULES/ROUTE OF FLIGHT

COMMUNICATIONS CONFIDENCE/ABILITY

SITUATIONAL AWARENESS AND HEADWORK

GRADE CARD REVIEW

INDIVIDUAL MANEUVER PERFORMANCE

DISCUSS ITEMS BELOW MIF/CTS

SPECIFIC FOCUS AREAS/EMPHASIS ITEMS FOR NEXT FLIGHT

ADMINISTRATIVE

RETURN FUEL PACKET (AS APPLICABLE)

WRITE MAFs

COMPLETE NAVFLIR

SUBMIT AND PRINT ATF AND ATS

SUBMIT AVIATION SAFETY AWARENESS PROGRAM (ASAP) DATA

NOTIFY DUTY OFFICER IF CHANGES TO SCHEDULE ARE NECESSARY TO

ENSURE 12 HOURS CREW REST

QUESTIONS?

CONTACT BASE/CLOSEOUT FLIGHT PLAN

STUDENT/IP ORM ASSESSMENT

SAFETY OF FLIGHT ISSUES OR CONCERNS

MISSION DEBRIEF

STUDENT EVALUATION OF THEIR PERFORMANCE

ASK FOR OVERALL EVALUATION

ASK FOR SPECIFIC STRONG POINTS & WEAK POINTS

IP EVALUATION OF MISSION SUCCESS

WERE TRAINING OBJECTIVES MET? (COMPLETE/INCOMPLETE)

WAS MISSION SUCCESSFUL? (PASS/UNSAT/MARGINAL)

STRONG POINTS AND WEAK POINTS

IP ASSESSMENT OF PLANNING

LEVEL OF PREPARATION FOR FLIGHT

KNOWLEDGE OF PROCEDURES

FLIGHT PLANNING (DD-175, MAP PREP, JET LOG, PFPS, ROUTE SELECTION)

RECOMMENDATIONS FOR PROBLEM AREAS IN STUDY SKILLS OR FLT PREP

IP ASSESSMENT OF BRIEFING

WERE LEARNING OBJECTIVES ACCOMPLISHED IAW BRIEFING?

QUALITY OF DISCUSSION ITEM KNOWLEDGE

OVERALL QUALITY OF STUDENT BRIEF

EXECUTION OF MISSION

CHECKLISTS/GROUND OPERATIONS

TAKEOFF/LANDING/TERMINAL OPERATIONS

COURSE RULES/ROUTE OF FLIGHT

COMMUNICATIONS CONFIDENCE/ABILITY

SITUATIONAL AWARENESS AND HEADWORK

GRADE CARD REVIEW

INDIVIDUAL MANEUVER PERFORMANCE

DISCUSS ITEMS BELOW MIF/CTS

SPECIFIC FOCUS AREAS/EMPHASIS ITEMS FOR NEXT FLIGHT

ADMINISTRATIVE

RETURN FUEL PACKET (AS APPLICABLE)

WRITE MAFs

COMPLETE NAVFLIR

SUBMIT AND PRINT ATF AND ATS

SUBMIT AVIATION SAFETY AWARENESS PROGRAM (ASAP) DATA

NOTIFY DUTY OFFICER IF CHANGES TO SCHEDULE ARE NECESSARY TO

ENSURE 12 HOURS CREW REST

QUESTIONS?

I. UNSATISFACTORY OVERALL SORTIE GRADE:

1. UNSAT FLIGHTS SHALL NOT BE DEBRIEFED IN THE AIRCRAFT.
 - a. If IP has second event, debrief will be conducted face to face in the crew change.
 - b. Instruct SNA to inform his/her flight leader and all applicable personnel immediately.
2. If SNA is scheduled for second event, notify duty office for cancellation.

II. UNSATISFACTORY EVENT GUIDANCE:

1. If event remains in block, student shall progress to the next event until second consecutive UNSAT event or third cumulative UNSAT in the same block. Document on yellow paper.
2. If End of Block, repeat last event in the block until SNA meets MIF, or second consecutive UNSAT event. Document on yellow paper.
3. Check ride, second consecutive or third cumulative in stage UNSAT event shall be documented on a pink ATF and delivered to Logs & Records ASAP following completion of IP's flights.

III. INCOMPLETE EVENTS:

1. Annotate completed maneuvers for documentation on SNA's Aviation Training Summary (ATS) for completion on next flight.
2. Inform SNA's flight leader for appropriate scheduling.
3. Clone the event in TIMS by clicking on the sheep button.

I. UNSATISFACTORY OVERALL SORTIE GRADE:

1. UNSAT FLIGHTS SHALL NOT BE DEBRIEFED IN THE AIRCRAFT.
 - a. If IP has second event, debrief will be conducted face to face in the crew change.
 - b. Instruct SNA to inform his/her flight leader and all applicable personnel immediately.
2. If SNA is scheduled for second event, notify duty office for cancellation.

II. UNSATISFACTORY EVENT GUIDANCE:

1. If event remains in block, student shall progress to the next event until second consecutive UNSAT event or third cumulative UNSAT in the same block. Document on yellow paper.
2. If End of Block, repeat last event in the block until SNA meets MIF, or second consecutive UNSAT event. Document on yellow paper.
3. Check ride, second consecutive or third cumulative in stage UNSAT event shall be documented on a pink ATF and delivered to Logs & Records ASAP following completion of IP's flights.

III. INCOMPLETE EVENTS:

1. Annotate completed maneuvers for documentation on SNA's Aviation Training Summary (ATS) for completion on next flight.
2. Inform SNA's flight leader for appropriate scheduling.
3. Clone the event in TIMS by clicking on the sheep button.