



DEPARTMENT OF THE NAVY

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

IN REPLY REFER TO:

COMTRAWINGFIVEINST 3710.9A
N7

21 Oct 20

COMTRAWINGFIVE INSTRUCTION 3710.9A

Subj: TH-57 IN-FLIGHT GUIDE

Ref: (a) COMTRAWINGFIVEINST 3710.8 (Series), Rotary-Wing Standard Operating Procedures Manual

Encl: (1) TH-57 In-Flight Guide

1. Purpose. To issue Training Air Wing (TRAWING) FIVE TH-57 pilots an In-Flight Guide, enclosure (1), used for flight operations under the cognizance of Commander, TRAWING FIVE (CTW-5), to improve flight standardization and safety.
2. Cancellation. COMTRAWINGFIVEINST 3710.9
3. Scope. This guide is a supplement to reference (a), Rotary-Wing Standard Operating Procedures. This guide is not a substitute for sound judgment. Compound emergencies, available facilities, adverse weather or terrain, or considerations affecting the lives and property of others may require modification of the procedures contained herein. However, such deviations shall be reported to the TRAWING FIVE Operations Officer via the appropriate senior officer as soon as possible. If this directive conflicts with directives from higher headquarters, the higher headquarters directives take precedence.
4. Action. All pilots flying TRAWING FIVE Rotary-Wing aircraft shall comply with this guide. Change recommendations shall be submitted to the TRAWING FIVE Rotary-Wing Standardization Officer. Changes approved by CTW-5 will be promulgated by a change transmittal form or electronic mail.
5. Records Management. Records created as a result of this notice, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1 of 23 September 2019.
6. Review and Effective Date. Per OPNAVINST 5215.17A, Training Air Wing FIVE will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will automatically expire 10 years after effective date unless reissued or canceled prior to the 10-year anniversary date, or an extension has been granted.

J. M. PAVELKO

Distribution:
COMTRAWINGFIVEINST 5216.1V
Lists I(b,), II(a-p), III(a,g-h)

TH-57 IN-FLIGHT GUIDE



OCTOBER 2020

Commander, Training Air Wing FIVE (CTW-5)
NAS Whiting Field, Milton, FL COMTRAWINGFIVEINST 3710.9A

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

1. The material in this guide is derived from both Navy and CNATRA directives and is a supplement to the TW-5 Rotary Wing Operating Procedures (RWOP) 3710.8 (Series).

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

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- I. Local Information/Outlying Field Operations/Course Rules – WHITE**
- II. Flight Planning Aids/Stereotype Flight Plans - YELLOW**
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- IV. Emergency Information – PINK**

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TH-57 COMM CARD

CH	FREQ	FACILITY
1	273.575	South Whiting Field ATIS
2	355.600	Clearance Delivery
3	317.650	South Whiting Field Ground
4	348.675	South Whiting Field Tower
5	303.600	HT-8 (Eightball)
6	255.100	HT-18 (Factoryhand)
7	365.700	HT-28 (Lucky)
8	253.100	HITU (Bladerunner)
9	250.000	NOLF Pace
10	358.800	NOLF Spencer
11	361.100	NOLF Santa Rosa
12	237.90	NOLF Harold
13	327.40	NOLF SITE X
14	328.200	Green Route
15	262.700	Orange Route
16	316.400	Purple Route
17	308.650	Eastern Formation Common
18	277.000	East Bay Common/Secondary Formation Common
19	311.400	Western Area/Western Formation Common
20	281.750	Eastern Area Common
VHF PRESETS		
1	121.95	Instructor Common
2	121.40	South Whiting Field Tower
3	124.85	Pensacola Approach (NDZ)
4	135.15	PNS TRACON Lakes Monitor
5	124.05	Eglin Approach
6	119.00	Pensacola Approach East (PNS)
7	118.60	Pensacola Approach West (PNS)
8	119.90	Pensacola Regional Tower (PNS)

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LOCAL FREQUENCIES	
NAS WHITING FIELD	
KNDZ Base Ops	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	266.8 / 124.35
METRO	359.6
NOLF CHOCTAW	
Tower	259.25 / 123.025 / 121.40
ATIS	290.55
EGLIN - DUKE FIELD	
Tower	290.425 / 133.2
Ground	251.125
EGLIN - HURLBURT FIELD	
Tower	351.675 / 126.5
BOB SIKES CTAF / PENSACOLA AIR CENTER / MOBILE DOWNTOWN AIR CENTER	
VHF	122.95
Bob Sikes ASOS	119.275
PETER PRINCE (MILTON T)	
VHF	122.975
SAR ASSETS	
Life Flight (via ODO/ATC) "Lifeguard"	122.75
55 th ARRS, Eglin C-130 or H-60 "Hawk"	252.8
Ft Rucker/Cairs SAR "Flatiron"	OPS 347.5 / 127.95
Dannelly ANG	OPS 286.5 / TWR 360.85 / 119.7
USCG, Mobile "Coast Guard Rescue"	345.0

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T-6 FREQUENCIES

North Whiting Atis (Button 1)	290.325
North Whiting Clearance (Button 2)	257.775
North Whiting Ground (Button 3)	251.150
North Whiting Tower (Button 4)	306.925
Pensacola Departure (Button 5)	278.800
Pensacola Approach (North) (Button 6)	291.625
Pensacola Approach (South) (Button 7)	269.375
Area 1 Common (Button 8)	303.150
Barin RDO (Button 9)	269.425
Summerdale RDO (Button 10)	345.200
Sherman Tower (Button 11)	340.200
Brewton RDO (Button 13)	257.975
Evergreen RDO (Button 14)	254.350
Jax Center Discrete (Button 17)	346.200
RI/Night Common (Button 18)	274.700
Area 3 (Button 19)	299.500
VT2 (Button 20)	350.150
Choctaw ATIS (Button 21)	290.550
Whiting WX Metro (Button 22)	316.950
NSE Base Ops (Button 23)	233.70
Choctaw Tower (Button 24)	259.250
Cairns Approach (Button 26)	239.400
Pensacola SMOA (Button 28)	372.000
SMOA Common (Button 29)	360.725
VT3 (Button 30)	342.80
VT6 (Button 60)	355.55

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SMOA Common (Button 29)	360.725
VT3 (Button 30)	342.80
VT6 (Button 60)	355.55

LOCAL NAVAIDS					
LOCATION	IDENT	NDB (LOM)	TACAN	VOR	ILS
NAS North Whiting	NSE	---	70X	112.3	111.75
NAS South Whiting	NDZ	---	70X	---	110.55
NAS Pensacola	NPA	---	119X	---	109.3
Pensacola International	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
VFR ONLY NAVAIDS					
Gateswood	NBJ	---	60X*	---	---
Crestview (AM radio)	WAAB	1050*	---	---	---
Floralá (0J4)	FLZ	374*	---	---	---

***CAUTION:** NBJ 60X, WAAB 1050, and FLZ 374 are NOT certified and shall not be utilized during IMC flight.

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LOCATION	IDENT	NDB (LOM)	TACAN	VOR	ILS
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NAS South Whiting	NDZ	---	70X	---	110.55
NAS Pensacola	NPA	---	119X	---	109.3
Pensacola International	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
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Gateswood	NBJ	---	60X*	---	---
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DME CUTS AND LAT/LONGS

Location / GTN Name	70X (NSE)		106X (CEW)		N LAT/ W LONG
PT ABLE / ABLE	155	2.5	236	18.3	30° 41.30 / 86°59.72
PT BAKER / BAKER	218	2.8	241	21.0	30°41.51 / 87°03.39
PT BELL / BELL	156	3.9	230	21.6	30°39.58 / 86°58.76
PT BEND / BEND	278	6.2	260	24.3	30°43.56 / 87°08.12
PT CYPRESS / CYPRES	129	3.3	235	16.7	30°41.70 / 86°57.84
PT ECHO / ECHO	173	9.9	224	23.0	30°35.62 / 87°00.04
PT FISH / FISH	142	4.2	231	17.2	30°40.42 / 86°57.69
PT FOG / FOG	222	7.9	238	26.2	30°39.40 / 87°08.38
PT GATOR / GATOR	294	7.2	265	24.2	30°46.33 / 87°08.50
PT HOTEL / HOTEL	132	6.2	227	16.3	30°40.09 / 86°55.48
PT HUGHES / HUGHES	191	6.8	230	23.0	30°37.02 / 87°03.11
PT IGOR / IGOR	204	3.9	237	21.6	30°40.05 / 87°03.24
PT JUNIPER / JUNIPR	099	6.1	240	12.8	30°43.64 / 86°53.96
PT PISTOL / PTPIST	289	10.4	266	27.6	30°46.46 / 87°12.35
PT POND / POND	240	3.7	243	22.2	30°42.06 / 87°05.04
PT SNAKE / SNAKE	231	9.6	240	28.0	30°38.46 / 87°10.77
PT VERTOL / VERTOL	159	7.0	224	19.2	30°37.14 / 86°57.78
PT WHISKEY / WHISKY	196	7.8	230	24.3	30°36.13 / 87°04.42
NOLF HAROLD / HAROLD	120	7.2	224	13.8	30°40.72 / 86°52.78
NOLF SANTA ROSA / KNKS	153	7.9	220	18.7	30°36.66 / 86°56.36
NOLF SPENCER / SPENCR	220	8.8	236	26.6	30°37.59 / 87°08.35
NOLF SITE X / SITE8	310	10	267	25	30°48.91 / 87°10.09
NOLF PACE / PACE	254	9.3	247	27.7	30°42.14 / 87°11.49
BAWDI / BAWDI	090	10.0	226	10.0	30°43.73 / 86°49.50
BEAR LAKE / BEARLK	060	12.8	282	8.0	30°51.85 / 86°49.78

DME CUTS AND LAT/LONGS

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DME CUTS AND LAT/LONGS

Location / GTN Name	70X (NSE)		106X (CEW)		60X (NBJ)		N LAT/ W LONG
NO NAME LAKE / NONAME	037	20.6	325	14.2	-	-	31°01.78 / 86°49.82
HURRICANE LAKE / HURRIC	057	19.0	329	7.8	-	-	30°56.50 / 86°45.49
HORSE FARM / HORZE	040	17.6	314	12.5	-	-	30°58.72 / 86°50.77
EAST BI TOWERS / BITWRS	054	22.0	353	9.8	-	-	30°59.88 / 86°43.22
TOWER 438 / TWR438	144	5.5	227	17.7	-	-	30°39.24 / 86°56.81
DEATON BRIDGE / DEATON	109	7.1	229	12.7	-	-	30°42.29 / 86°52.90
YELLOW RIVR BRIDGE / YELRIV	155	10.7	214	20.0	-	-	30°34.27 / 86°55.48
HOBOE / HOBOE	180	9.0	224	23.4	-	-	30°34.42 / 87°01.45
GATESWOOD TACAN / NBJ	263	27.1	255	45.0	-	-	30°43.37 / 87°32.62
GRAIN ELEVATOR / GRAINE	287	26.0	269	41.6	012	10.1	30°53.28 / 87°29.54
STEELWOOD LAKE / STELWD	261	36.9	255	54.9	260	10.0	30°42.01 / 87°43.86
POND CREEK BRIDGE / PNDCKB	238	6.4	243	24.9	-	-	30°40.85 / 87°07.91
TREE FIELD / TREEFLD	276	8.2	253	25.8	-	-	30°45.16 / 87°10.39
TRIANGLE FACTORY / TRIANG	246	16.1	245	34.6	-	-	30°38.97 / 87°19.08
CHUMUCKLA SPRINGS / CHMKSP	259	14.4	252	32.8	-	-	30°40.94 / 87°17.53
BAPTIST HOSP / HOSP3	214	20.8	223	37.1	-	-	30°25.78 / 87°13.84
GULF BREEZE HOSP / HOSP4	193	23.1	216	37.3	-	-	30°21.64 / 87°09.37
SACRED HEART HOSP / HOSP2	207	18.0	226	34.6	-	-	30°28.44 / 87°12.75
WEST FL HOSP / HOSP1	213	16.3	229	33.5	-	-	30°30.99 / 87°13.18
MOLINO X-ROADS / MOLINO	268	16.6	256	34.6	-	-	30°43.07 / 87°20.34
WHITE POINT / WHITEP	117	34.9	146	26.2	-	-	30°27.05 / 86°25.25
WABEN / WABEN	256	12	249	31	-	-	30°40.12 / 87°14.26
OSTRICH FARM / OSTRCH	271	21.4	259	39.2	-	-	30°44.01 / 87°25.94
SANDY POINT / SNDYPT	180	13.1	220	26.1	-	-	30°30.30 / 87°01.26
EGLIN FIELD 2 / EGLIN2	105	30.6	139	19.0	-	-	30°34.72 / 86°27.05

DME CUTS AND LAT/LONGS

Location / GTN Name	70X (NSE)		106X (CEW)		60X (NBJ)		N LAT/ W LONG
NO NAME LAKE / NONAME	037	20.6	325	14.2	-	-	31°01.78 / 86°49.82
HURRICANE LAKE / HURRIC	057	19.0	329	7.8	-	-	30°56.50 / 86°45.49
HORSE FARM / HORZE	040	17.6	314	12.5	-	-	30°58.72 / 86°50.77
EAST BI TOWERS / BITWRS	054	22.0	353	9.8	-	-	30°59.88 / 86°43.22
TOWER 438 / TWR438	144	5.5	227	17.7	-	-	30°39.24 / 86°56.81
DEATON BRIDGE / DEATON	109	7.1	229	12.7	-	-	30°42.29 / 86°52.90
YELLOW RIVR BRIDGE / YELRIV	155	10.7	214	20.0	-	-	30°34.27 / 86°55.48
HOBOE	180	9.0	224	23.4	-	-	30°34.42 / 87°01.45
GATESWOOD TACAN / NBJ	263	27.1	255	45.0	-	-	30°43.37 / 87°32.62
GRAIN ELEVATOR / GRAINE	287	26.0	269	41.6	012	10.1	30°53.28 / 87°29.54
STEELWOOD LAKE / STELWD	261	36.9	255	54.9	260	10.0	30°42.01 / 87°43.86
POND CREEK BRIDGE / PNDCKB	238	6.4	243	24.9	-	-	30°40.85 / 87°07.91
TREE FIELD / TREEFLD	276	8.2	253	25.8	-	-	30°45.16 / 87°10.39
TRIANGLE FACTORY / TRIANG	246	16.1	245	34.6	-	-	30°38.97 / 87°19.08
CHUMUCKLA SPRINGS / CHMKSP	259	14.4	252	32.8	-	-	30°40.94 / 87°17.53
BAPTIST HOSP / HOSP3	214	20.8	223	37.1	-	-	30°25.78 / 87°13.84
GULF BREEZE HOSP / HOSP4	193	23.1	216	37.3	-	-	30°21.64 / 87°09.37
SACRED HEART HOSP / HOSP2	207	18.0	226	34.6	-	-	30°28.44 / 87°12.75
WEST FL HOSP / HOSP1	213	16.3	229	33.5	-	-	30°30.99 / 87°13.18
MOLINO X-ROADS / MOLINO	268	16.6	256	34.6	-	-	30°43.07 / 87°20.34
WHITE POINT / WHITEP	117	34.9	146	26.2	-	-	30°27.05 / 86°25.25
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EGLIN FIELD 2 / EGLIN2	105	30.6	139	19.0	-	-	30°34.72 / 86°27.05

WEATHER REQUIREMENTS

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
<p>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.</p>	

Night Operations	Ceiling-Vis.
- NDZ traffic pattern only (NOTE 1)	600-1
- Unaided Night Operations	1000-3
- Night Basic Instruments (NOTE 2)	2000-3
- NVD Operations (NOTE 3)	1000-3
<p>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. NOTE 3: NVD to/from Santa Rosa 800-3.</p>	

WEATHER REQUIREMENTS

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)
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WIND LIMITS	
Flight Regime	Winds or Gusts (above)
- Contact Solo Flights	Winds – 15 KTS (NOTE 1) Gusts – 20 KTS Tailwind – 0 KTS (NOTE 2)
- Navigation Solo	Winds – 20 KTS Gusts – 25 KTS Tailwind – 5 KTS
- Contact/NVD Flights	Winds – 20 KTS Gusts – 25 KTS
- All Other Flight Operations	Winds – 35 KTS Gusts – 35 KTS
<p><u>NOTE 1:</u> When gusts exceed 15 KTS the FDO shall request a PIREP from any NOLF where solos will be or are currently operating.</p> <p><u>NOTE 2:</u> Does not apply to Contact Solos during taxi and hover operations. Solos shall minimize tailwind component during taxi and hover operations to the maximum extent possible.</p>	
SAR Signals	
HELICOPTER SIGNAL	INTERPRETATION
Low pass at crash equipment toward direction from which they came; repeat	Return to assigned station.
Short dives and zooms	This is the way.
Turn to the right	Turn right next road.
Turn to the left	Turn left next road.
Circling	Here is your stop.
Fishtailing	Turn back, you are wrong.
Hovering alongside crash equipment	Stop, go by foot.
Hovering	I am over the crashed aircraft.

OLF COURSE CHANGE

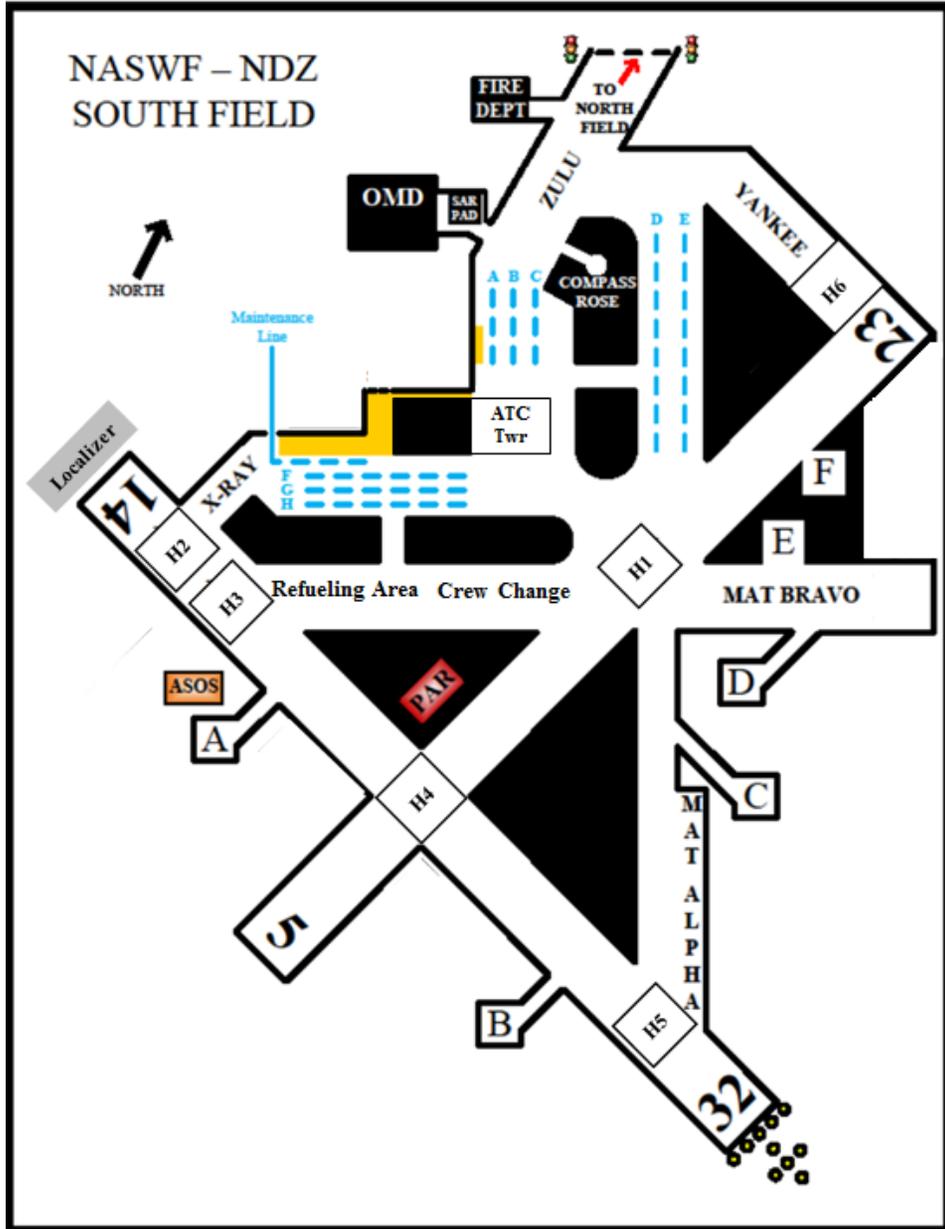
“All aircraft operating at (OLF), land, and hold position. Standby for a course change to (new course).”
 “All aircraft operating at (OLF) are cleared to taxi for the new course of (new course).”
 “All aircraft operating at (OLF) are cleared to operate on a new course of (new course).”

WIND LIMITS	
Flight Regime	Winds or Gusts (above)
- Contact Solo Flights	Winds – 15 KTS (NOTE 1) Gusts – 20 KTS Tailwind – 0 KTS (NOTE 2)
- Navigation Solo	Winds – 20 KTS Gusts – 25 KTS Tailwind – 5 KTS
- Contact/NVD Flights	Winds – 20 KTS Gusts – 25 KTS
- All Other Flight Operations	Winds – 35 KTS Gusts – 35 KTS
<p><u>NOTE 1:</u> When gusts exceed 15 KTS the FDO shall request a PIREP from any NOLF where solos will be or are currently operating.</p> <p><u>NOTE 2:</u> Does not apply to Contact Solos during taxi and hover operations. Solos shall minimize tailwind component during taxi and hover operations to the maximum extent possible.</p>	
SAR Signals	
HELICOPTER SIGNAL	INTERPRETATION
Low pass at crash equipment toward direction from which they came; repeat	Return to assigned station.
Short dives and zooms	This is the way.
Turn to the right	Turn right next road.
Turn to the left	Turn left next road.
Circling	Here is your stop.
Fishtailing	Turn back, you are wrong.
Hovering alongside crash equipment	Stop, go by foot.
Hovering	I am over the crashed aircraft.

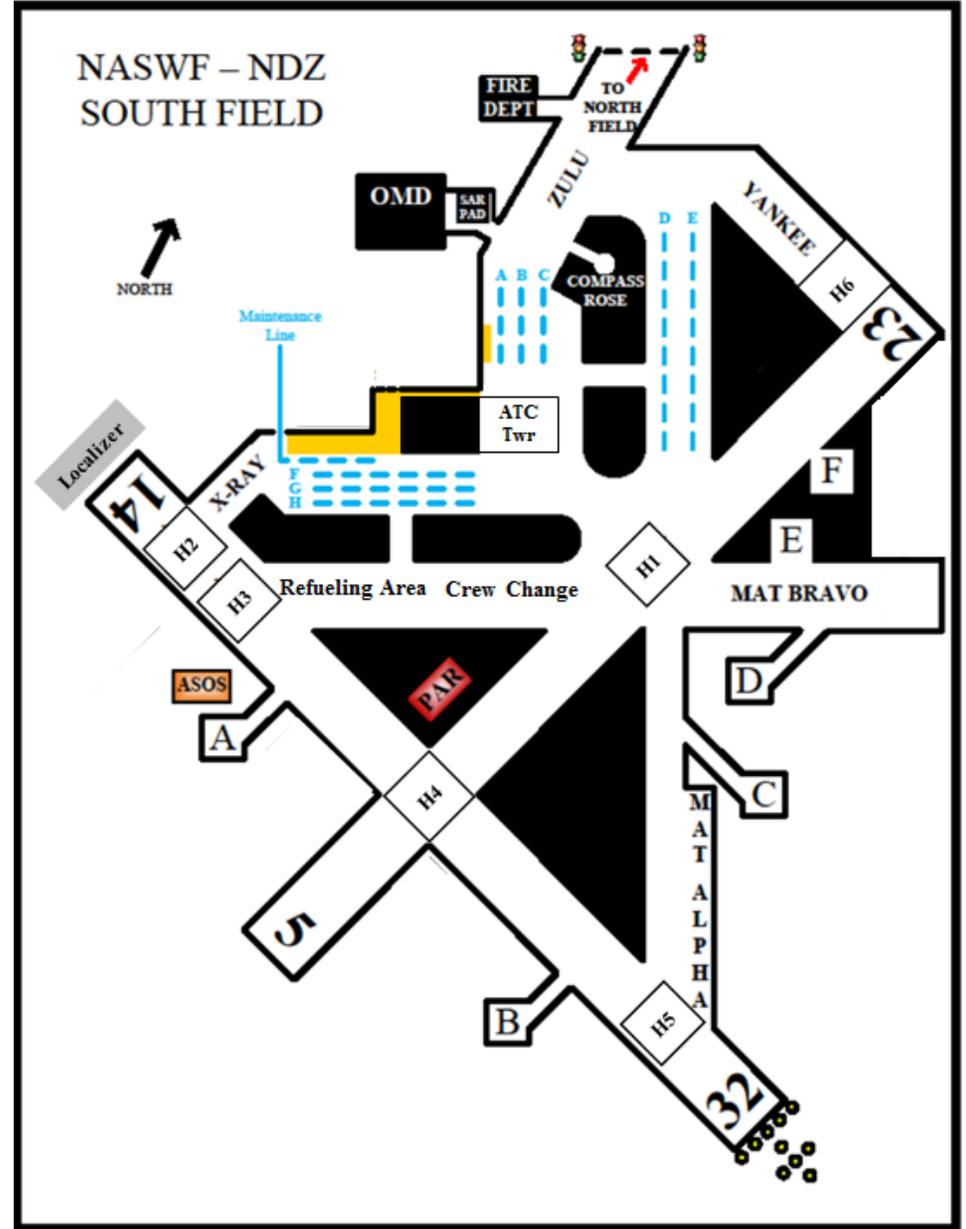
OLF COURSE CHANGE

“All aircraft operating at (OLF), land, and hold position. Standby for a course change to (new course).”
 “All aircraft operating at (OLF) are cleared to taxi for the new course of (new course).”
 “All aircraft operating at (OLF) are cleared to operate on a new course of (new course).”

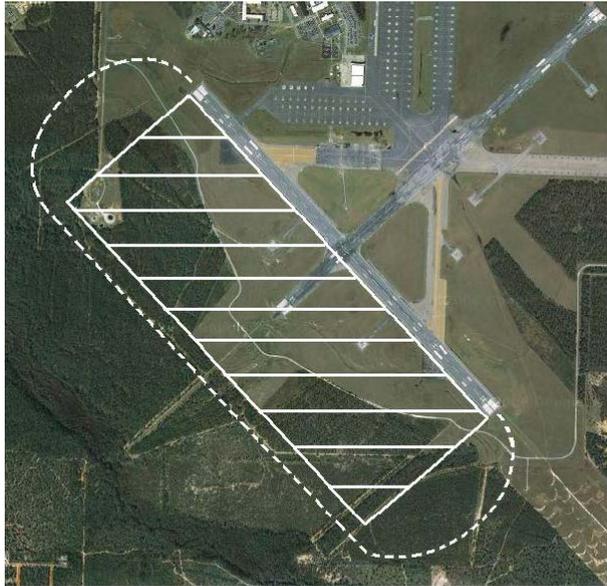
SOUTH WHITING FIELD



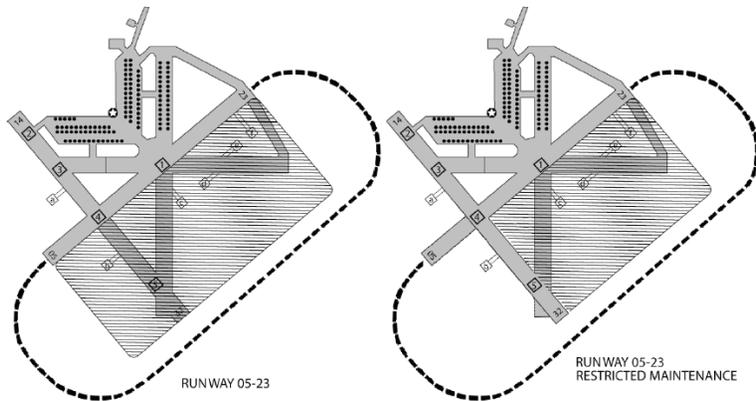
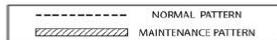
SOUTH WHITING FIELD



KNDZ MAINTENANCE PATTERN



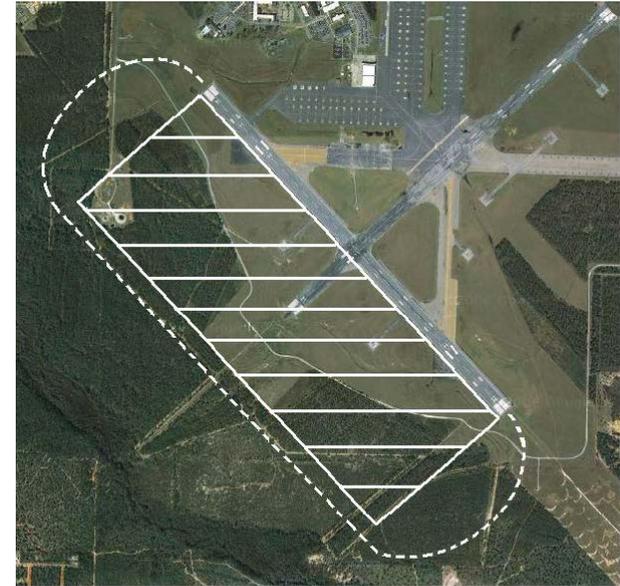
RUNWAY 14-32



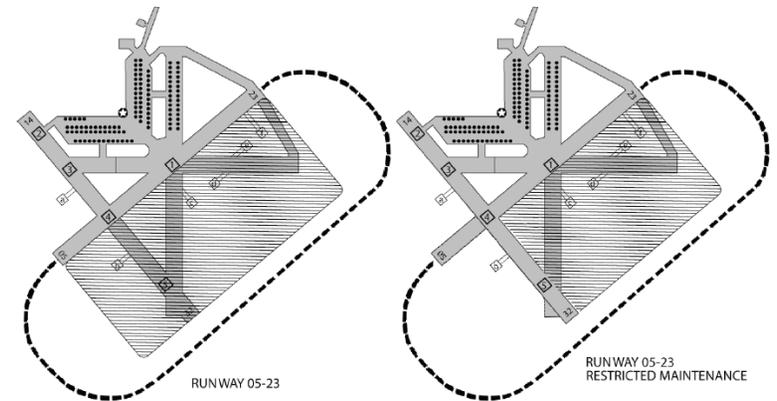
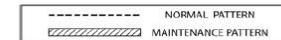
RUNWAY 05-23

RUNWAY 05-23
RESTRICTED MAINTENANCE

KNDZ MAINTENANCE PATTERN



RUNWAY 14-32



RUNWAY 05-23

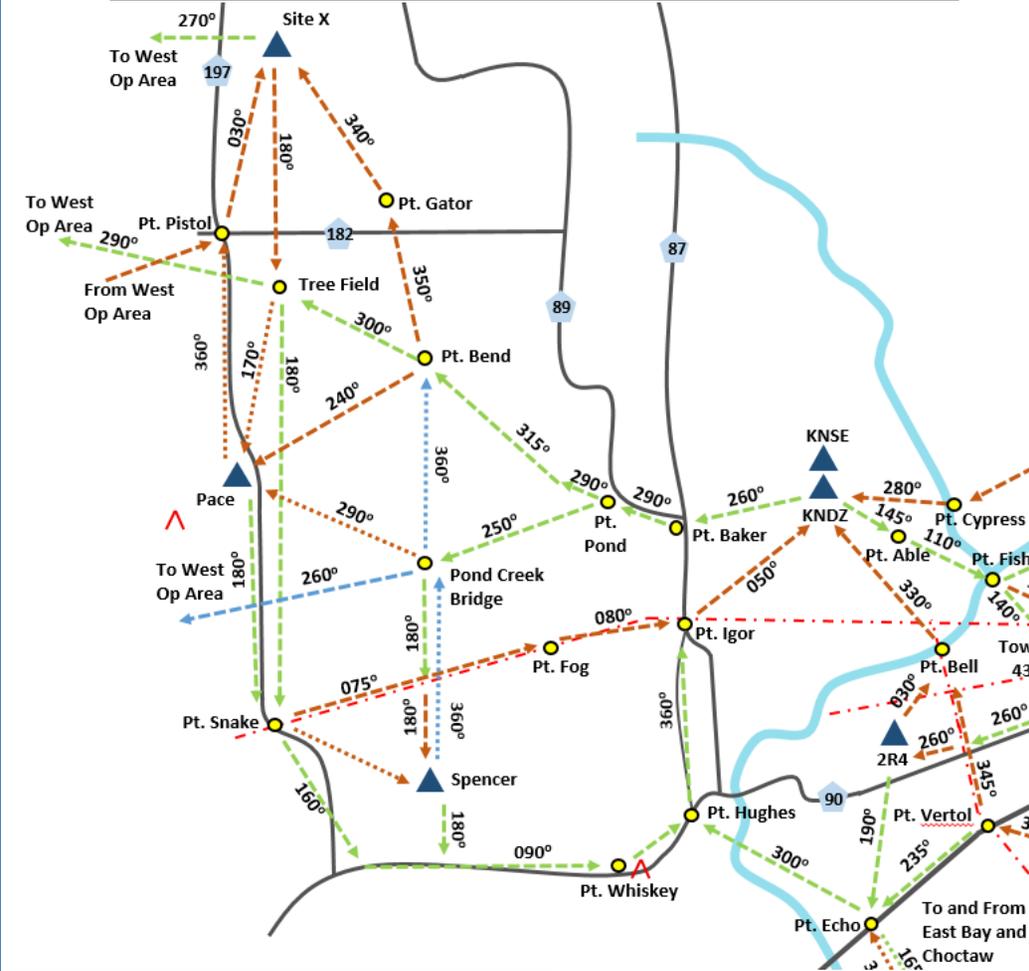
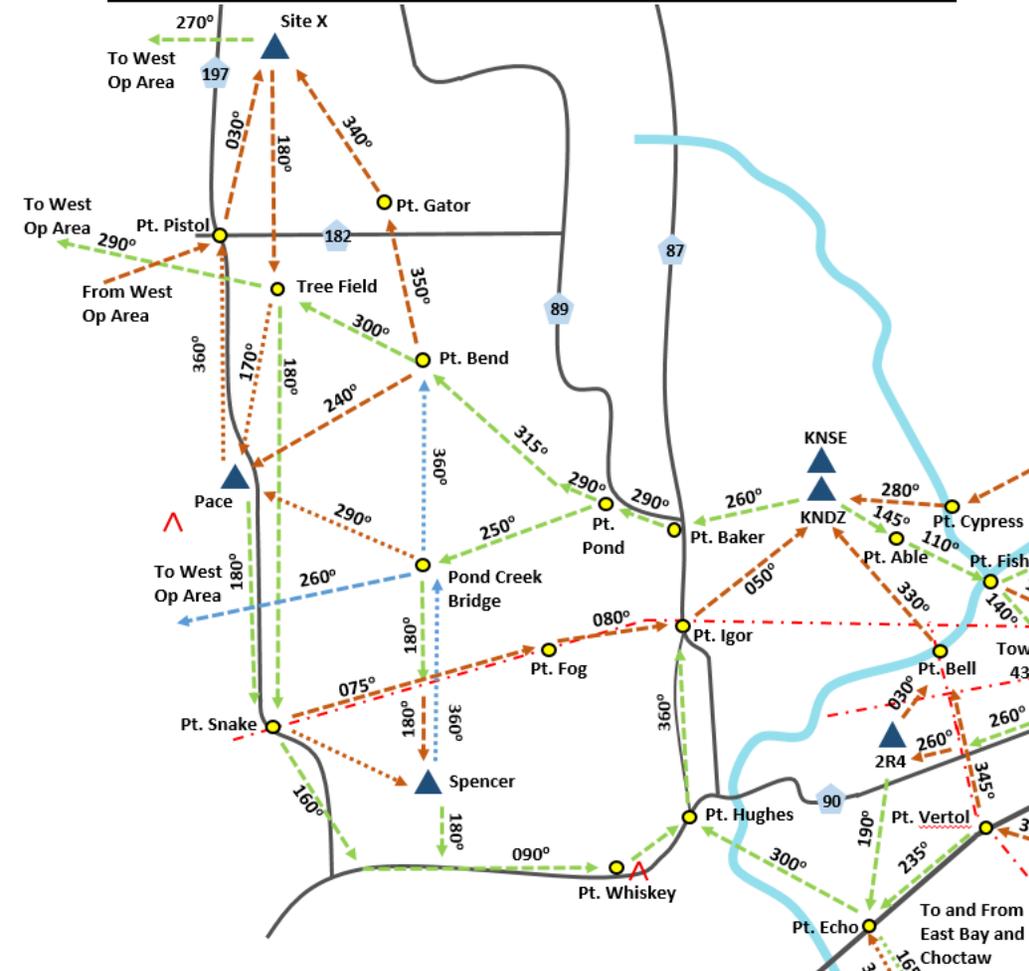
RUNWAY 05-23
RESTRICTED MAINTENANCE

- KNDZ Maintenance Pattern is day only
- Airspace is surface to 1,000ft MSL, unless high maintenance pattern is requested
- Clearance is required from South Tower to enter pattern
- PIC is responsible for traffic separation
- ITOs and low work are the only syllabus maneuvers authorized in pattern
- Departure for flight plan route is authorized from pattern

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- Clearance is required from South Tower to enter pattern
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- ITOs and low work are the only syllabus maneuvers authorized in pattern
- Departure for flight plan route is authorized from pattern

WESTERN AREA COURSE RULES

WESTERN AREA COURSE RULES



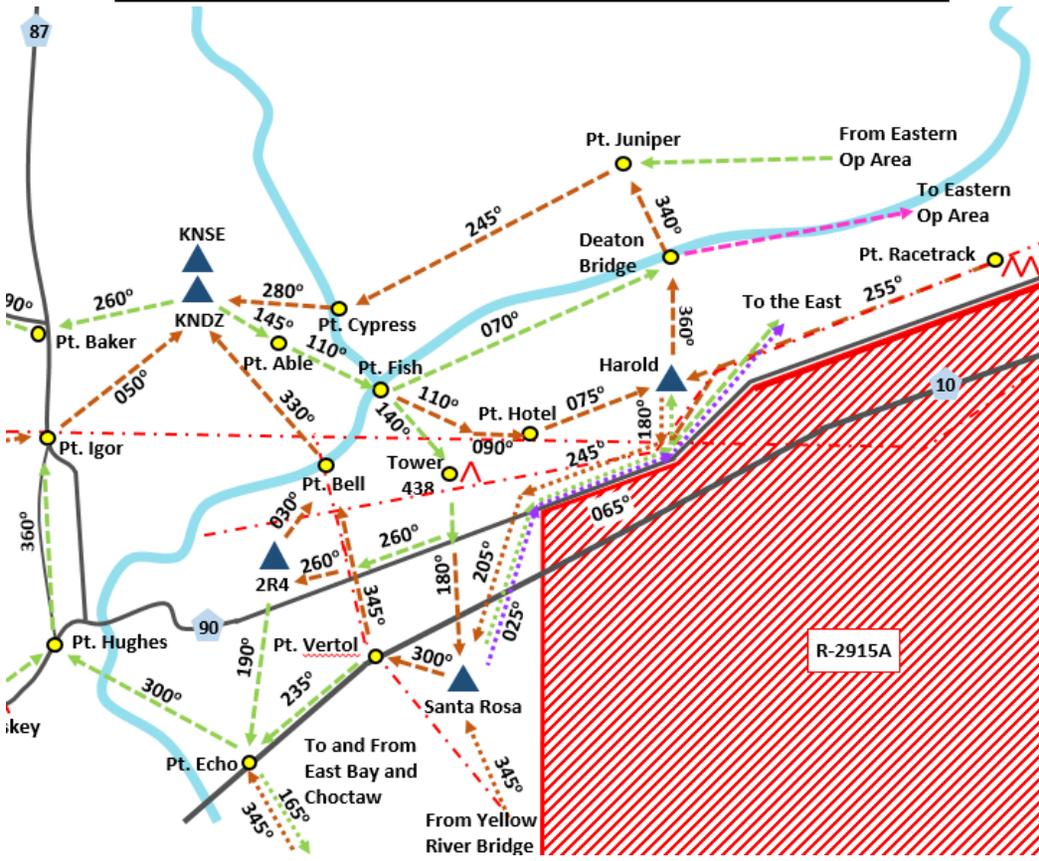
	Road
	Tower
	Power lines
	OLF Transition 700ft MSL
	OLF Transition 900ft MSL
	OLF Transition 1100ft MSL
	500ft AGL
	700ft MSL
	900ft MSL
	1100ft MSL
	1300ft MSL (night)

Not to scale and headings are approximate

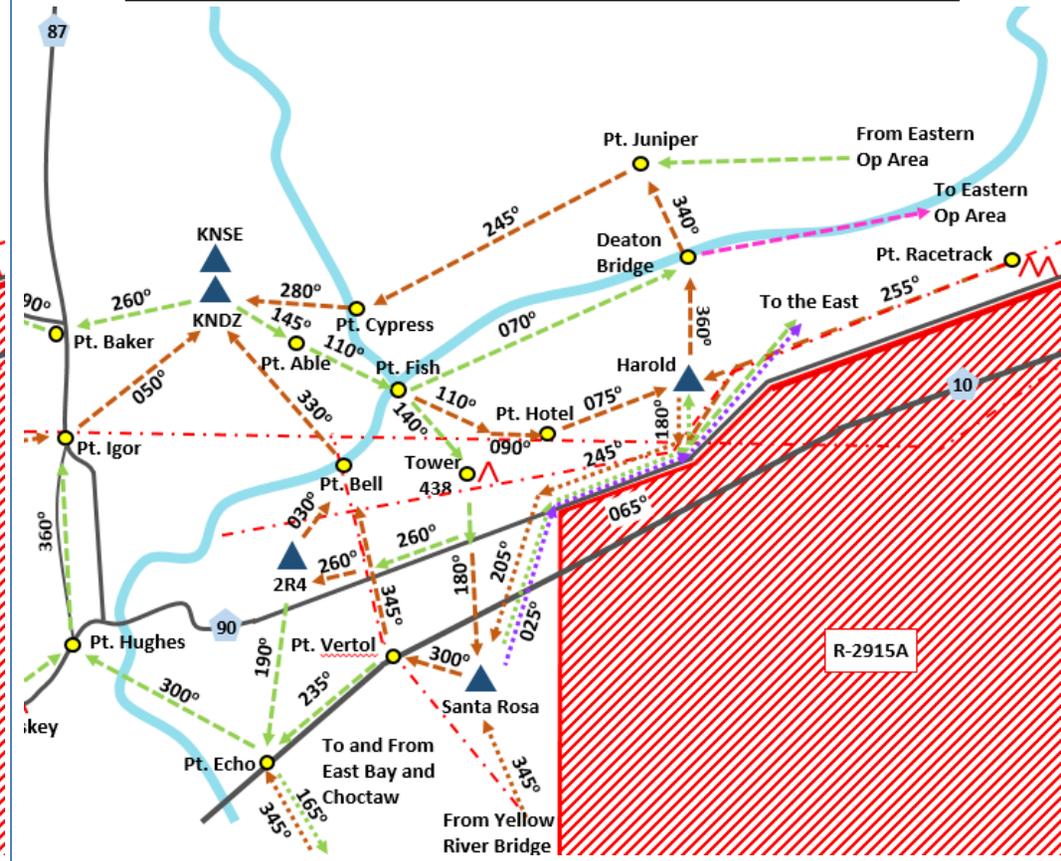
	Road
	Tower
	Power lines
	OLF Transition 700ft MSL
	OLF Transition 900ft MSL
	OLF Transition 1100ft MSL
	500ft AGL
	700ft MSL
	900ft MSL
	1100ft MSL
	1300ft MSL (night)

Not to scale and headings are approximate

EASTERN AREA COURSE RULES



EASTERN AREA COURSE RULES



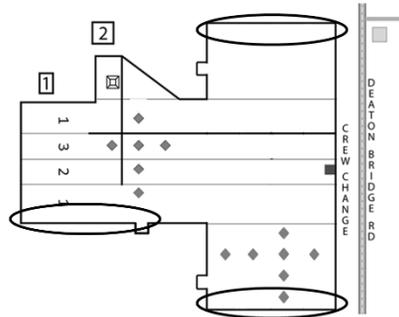
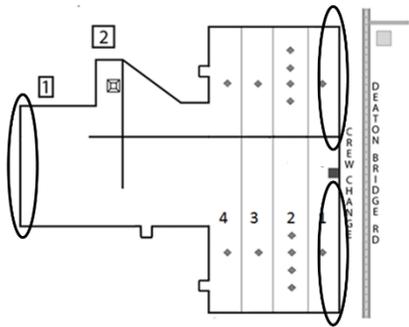
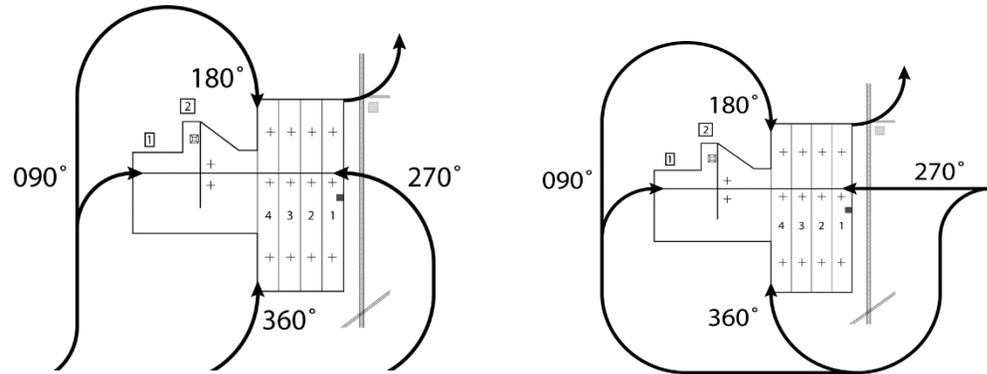
	Road
	Tower
	Power lines
	OLF Transition 700ft MSL
	OLF Transition 900ft MSL
	OLF Transition 1100ft MSL
	500ft AGL
	700ft MSL
	900ft MSL
	1100ft MSL
	1300ft MSL (night)

Not to scale and headings are approximate

	Road
	Tower
	Power lines
	OLF Transition 700ft MSL
	OLF Transition 900ft MSL
	OLF Transition 1100ft MSL
	500ft AGL
	700ft MSL
	900ft MSL
	1100ft MSL
	1300ft MSL (night)

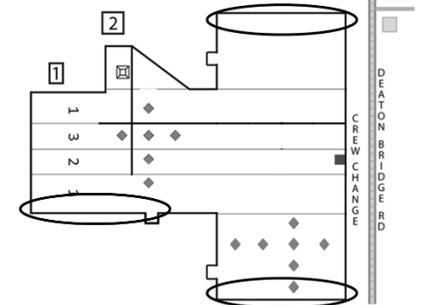
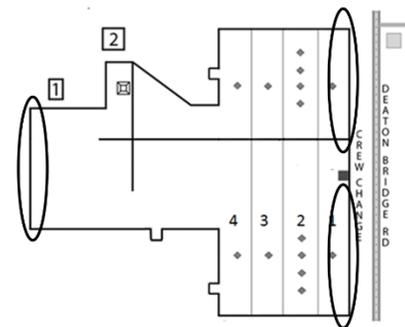
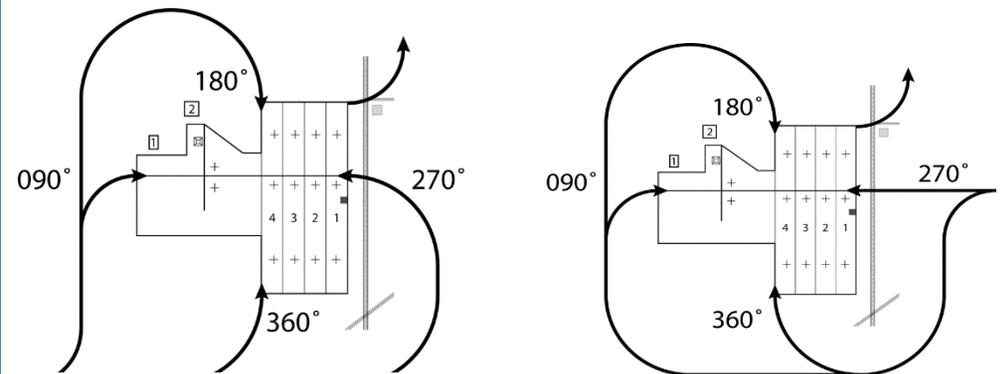
Not to scale and headings are approximate

HAROLD OLF



Channel 12 Field Elevation 159' MSL
 Max 11 aircraft, 4 per side, 3 sections max
 Max 2 aircraft on the Tactics side with T4002/3 active

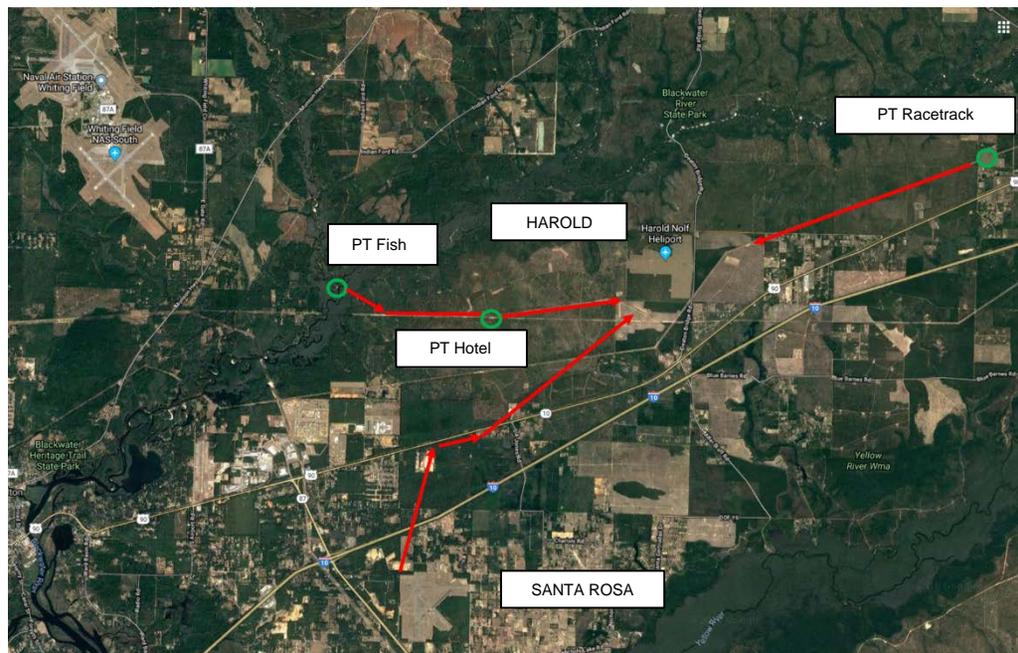
HAROLD OLF



Channel 12 Field Elevation 159' MSL
 Max 11 aircraft, 4 per side, 3 sections max
 Max 2 aircraft on the Tactics side with T4002/3 active

HAROLD OLF

ARRIVALS



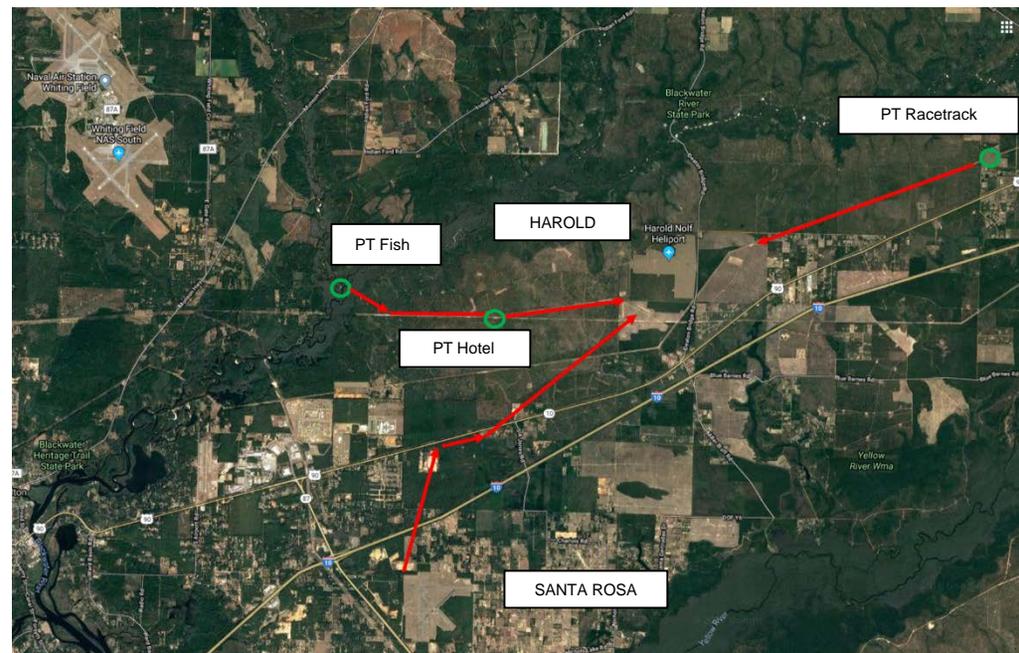
PT HOTEL: At PT FISH, switch to UHF channel 12, maintain heading and proceed to PT HOTEL (intersection of underground pipeline, power lines and unimproved road). Report “PT HOTEL inbound” and turn to intercept the appropriate course in use. Do not cross the Northeast departure corner.

PT RACETRACK: At PT RACETRACK, turn to intercept the power lines Westbound, switch UHF channel 12, report “PT RACETRACK inbound” and turn to intercept the appropriate course in use. Do not cross the Northeast departure corner.

SANTA ROSA: Depart the Northwest corner, report “Departing to Harold” and turn toward HWY 90 at 900’ MSL. Remain North of I-10 and South of HWY 90 and proceed East. Abeam PT HOTEL, switch UHF channel 12, report “Santa Rosa inbound” and turn to intercept the course in use.

HAROLD OLF

ARRIVALS



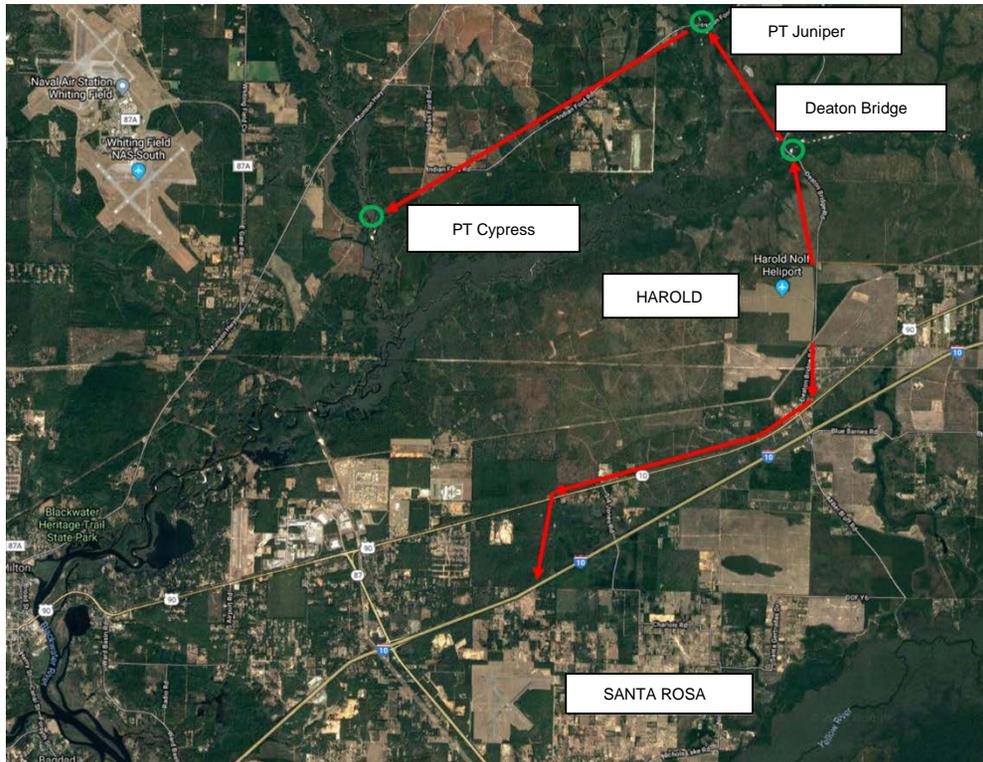
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HAROLD OLF

DEPARTURES



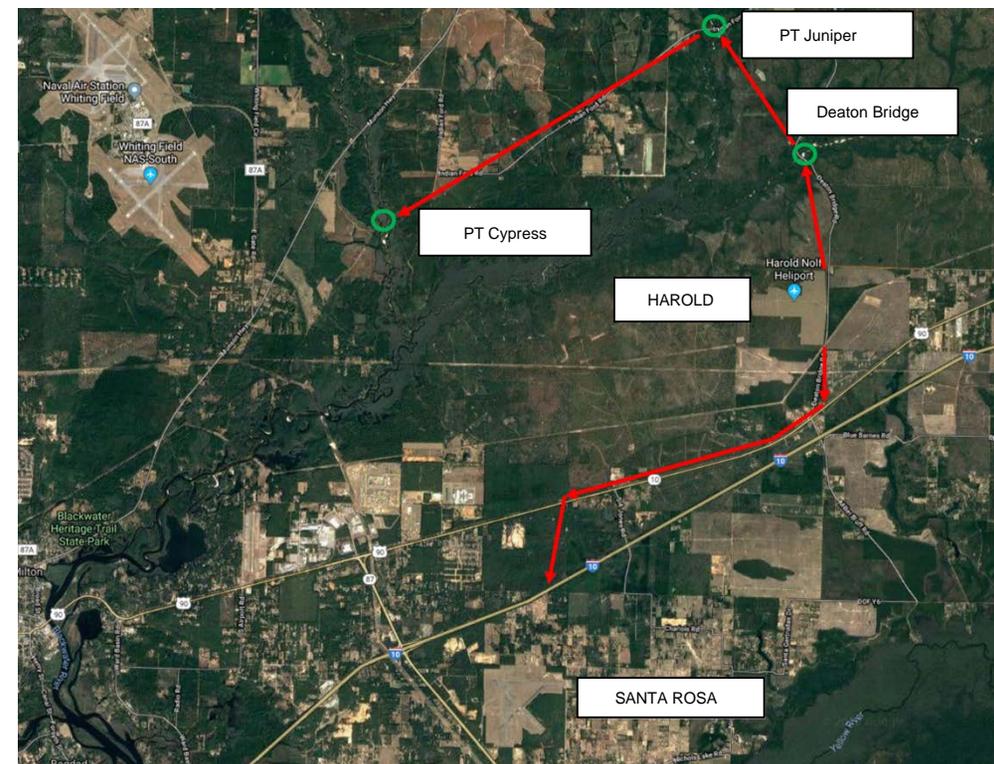
JUNIPER: Depart the Northeast corner, climb to 700' MSL, report "Departing" and proceed along Deaton Bridge Road to Deaton Bridge. At Deaton Bridge turn to approximately 340 to PT JUNIPER (The bridge oriented east/west over the Big Juniper Creek).

Eastern OA: Depart the Northeast corner, climb to 900' MSL, report "Departing" and proceed to Deaton Bridge. At Deaton Bridge turn to intercept the Eastern Operating Area. **CAUTION:** Formation traffic enters the Form Area at Deaton Bridge at 900' MSL.

SANTA ROSA: Depart the Southeast corner and report "Departing to the South" at 900' MSL. Proceed to HWY 90 and turn Westbound along the Northern edge of HWY 90. Abeam PT HOTEL, switch UHF channel 11, report "Harold inbound" and turn to intercept the appropriate course in use.

HAROLD OLF

DEPARTURES



JUNIPER: Depart the Northeast corner, climb to 700' MSL, report "Departing" and proceed along Deaton Bridge Road to Deaton Bridge. At Deaton Bridge turn to approximately 340 to PT JUNIPER (The bridge oriented east/west over the Big Juniper Creek).

Eastern OA: Depart the Northeast corner, climb to 900' MSL, report "Departing" and proceed to Deaton Bridge. At Deaton Bridge turn to intercept the Eastern Operating Area. **CAUTION:** Formation traffic enters the Form Area at Deaton Bridge at 900' MSL.

SANTA ROSA: Depart the Southeast corner and report "Departing to the South" at 900' MSL. Proceed to HWY 90 and turn Westbound along the Northern edge of HWY 90. Abeam PT HOTEL, switch UHF channel 11, report "Harold inbound" and turn to intercept the appropriate course in use.

PACE OLF

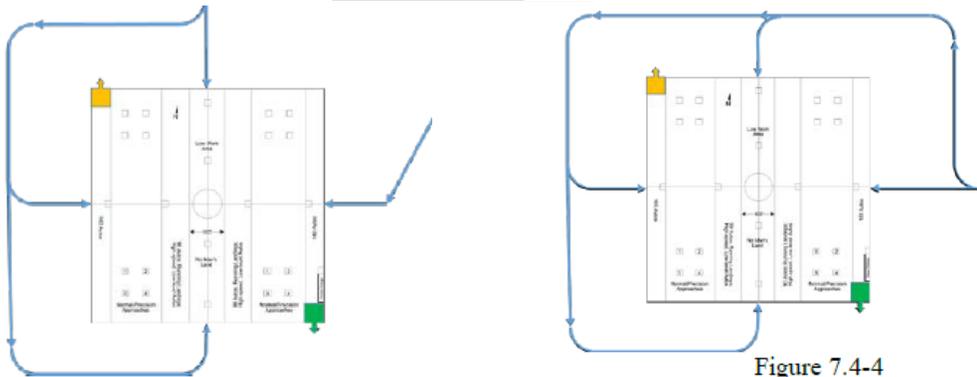


Figure 7.4-3
Point Bend Entry

Figure 7.4-4
Pond Creek Bridge Entry

PACE OLF

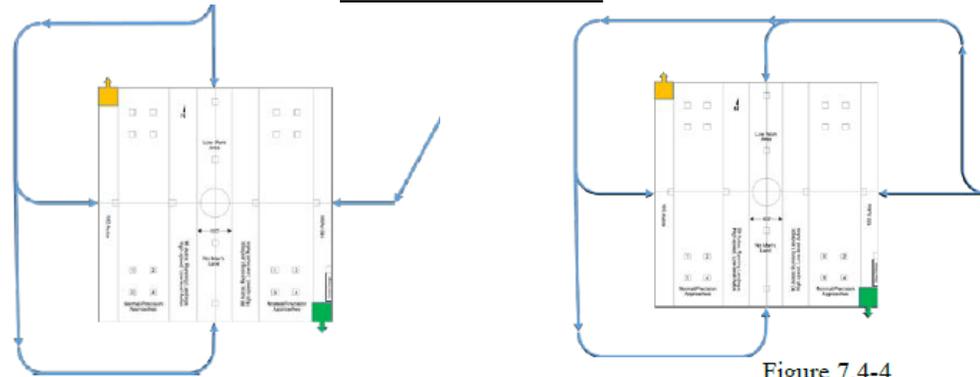


Figure 7.4-3
Point Bend Entry

Figure 7.4-4
Pond Creek Bridge Entry

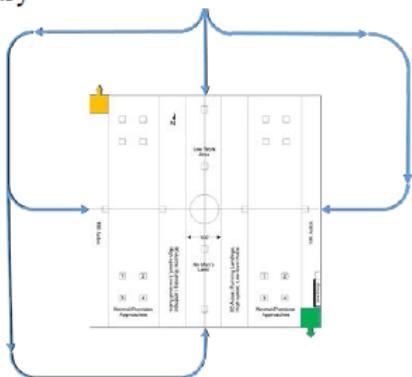


Figure 7.4-5
Tree Field Entry

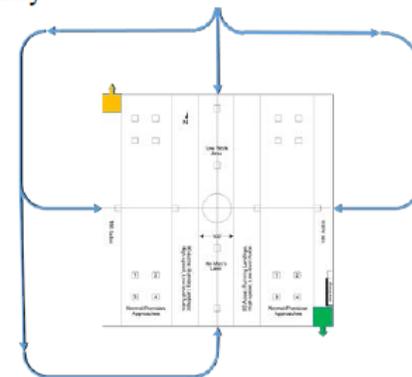
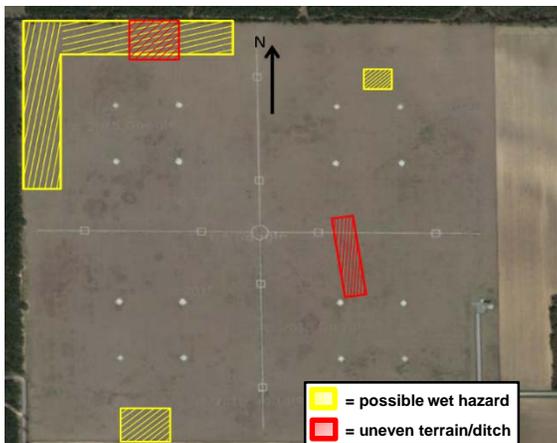


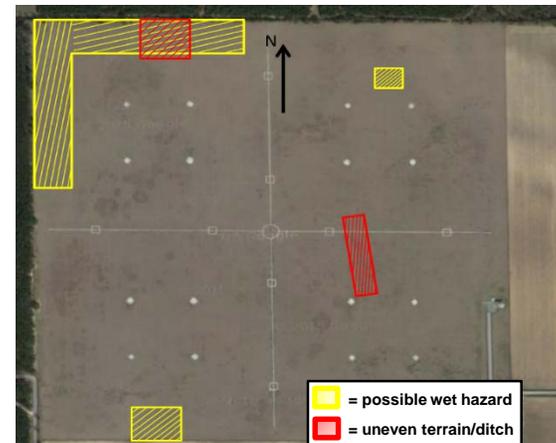
Figure 7.4-5
Tree Field Entry

SURFACE HAZARDS



Channel 9, Field Elevation 204' MSL
Max of 8 aircraft, 4 per side.

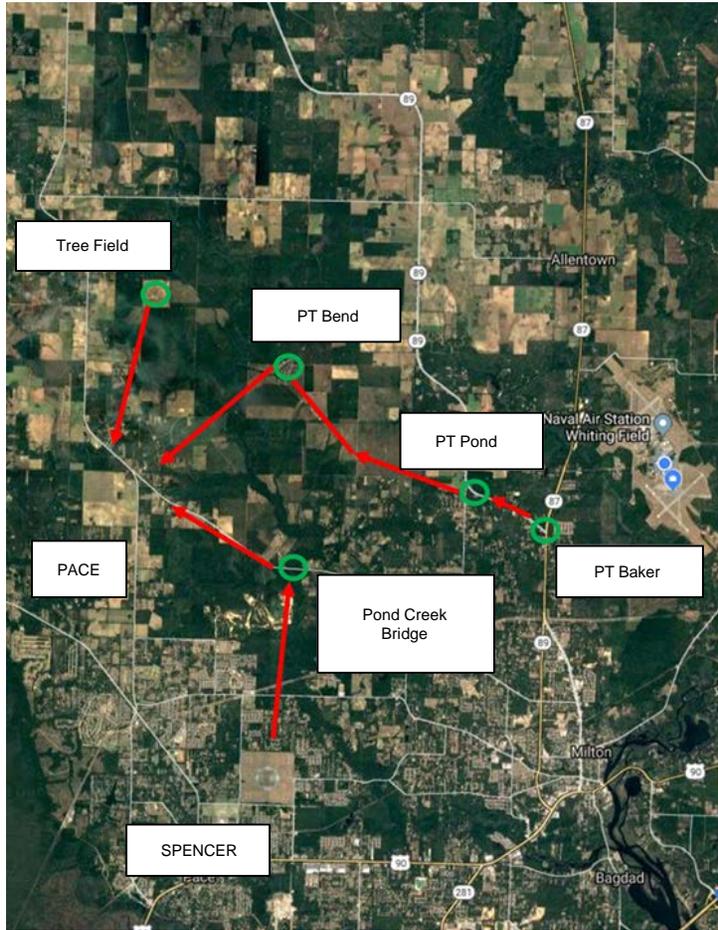
SURFACE HAZARDS



Channel 9, Field Elevation 204' MSL
Max of 8 aircraft, 4 per side.

PACE OLF

ARRIVALS



PT BEND: At PT POND turn to a heading of 290° to intercept the unimproved road that heads approximately 315° . Follow that road to PT BEND (second bend in road). Report PT BEND inbound and turn left direct to NOLF Pace.

Tree Field: Turn directly to NOLF Pace and descend to 700' MSL.

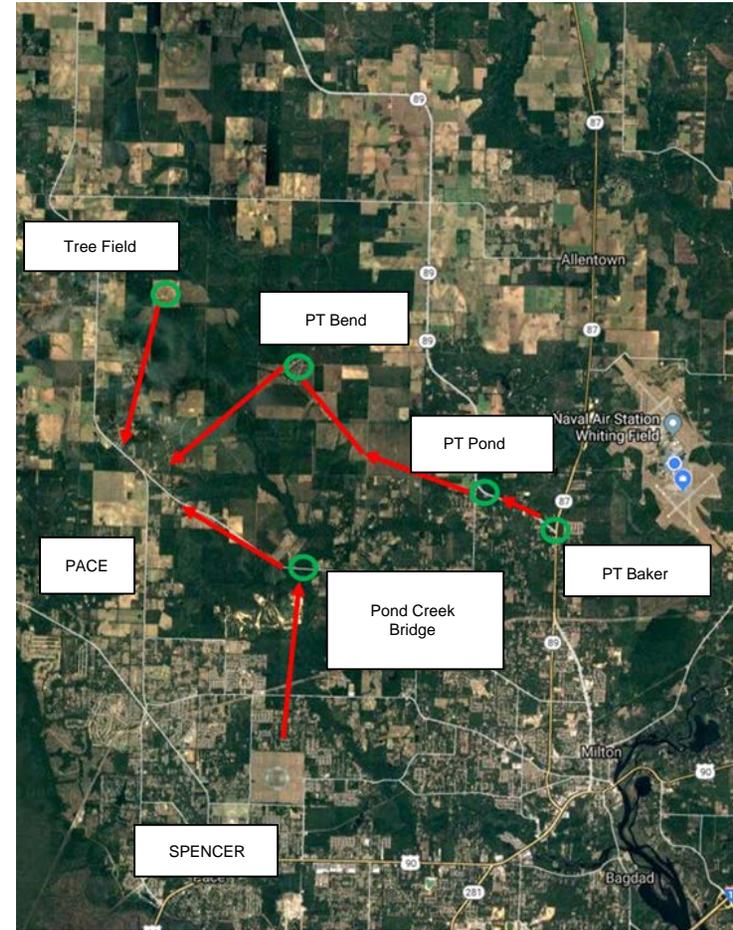
Spencer: Climb to 1100' MSL and proceed to the Pond Creek Bridge. At the Pond Creek Bridge, turn left to follow Highway 191 to the northwest and descend to 900' MSL. Abeam the radio tower, descend to 700' MSL.

CAUTION: Arriving and crossing traffic from Tree Field and Pond Creek Bridge.

NOTE: Pond Creek Bridge arrivals give way to PT BEND arrivals, PT BEND arrivals give way to Tree Field arrivals.

PACE OLF

ARRIVALS



PT BEND: At PT POND turn to a heading of 290° to intercept the unimproved road that heads approximately 315° . Follow that road to PT BEND (second bend in road). Turn approximately 225° and report PT BEND inbound.

Tree Field: Turn directly to NOLF Pace and descend to 700' MSL.

Spencer: 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 and descend to 900' MSL. Abeam the radio tower, descend to 700' MSL.

CAUTION: Arriving and crossing traffic from Tree Field and Pond Creek Bridge.

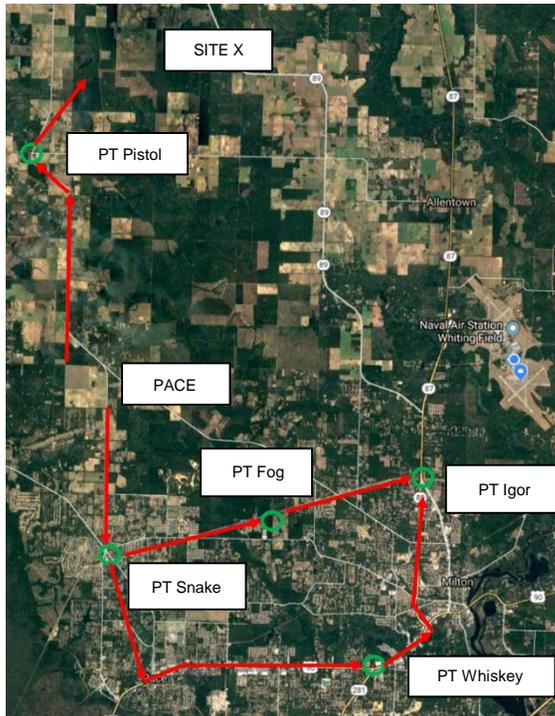
NOTE: Pond Creek Bridge arrivals give way to PT BEND arrivals, PT BEND arrivals give way to Tree Field arrivals.

PACE OLF

PACE EP CHANNEL

The PACE EP Channel exists between PT POND and PT BEND, beginning at the East-West running road just North of the SPENCER EP Channel. Aircraft shall remain North of the East-West running road and within one mile of course between PT POND and PT BEND.

DEPARTURES



PT SNAKE: The primary departure corner is the Southeast. Turn Southeast to intercept HWY 197, climb to 900 feet MSL. Follow HWY 197 south to HWY 197A and then to Point SNAKE.

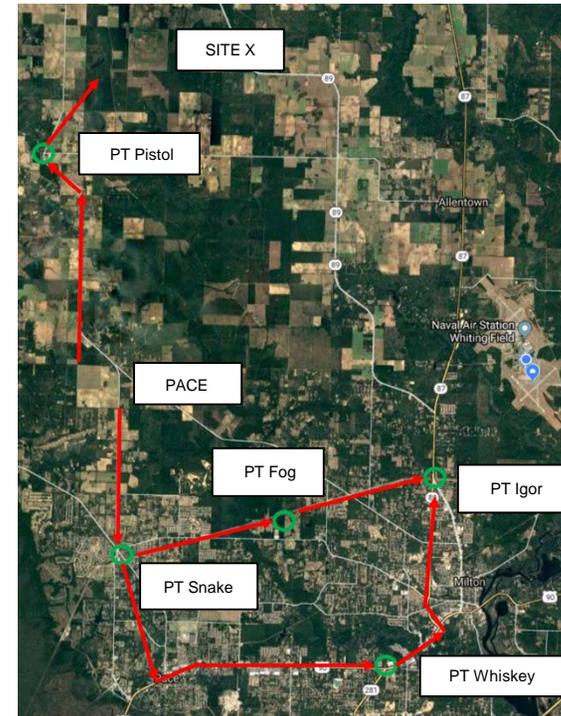
SITE X: Depart NOLF Pace from the Northwest corner and report, “Departing to the North for SITE X” to the Pace ADO. Fly heading 360 and intercept HWY 197 Northbound. Remain at 700 feet MSL and remain clear of J-22 private airstrip. Abeam Tree Field, switch UHF radio to channel 13 and continue to follow HWY 197. At Point PISTOL (Intersection of HWY 197 & 182) report, “Point PISTOL inbound”

PACE OLF

PACE EP CHANNEL

The PACE EP Channel exists between PT POND and PT BEND, beginning at the East-West running road just North of the SPENCER EP Channel. Aircraft shall remain North of the East-West running road and within one mile of course between PT POND and PT BEND.

DEPARTURES

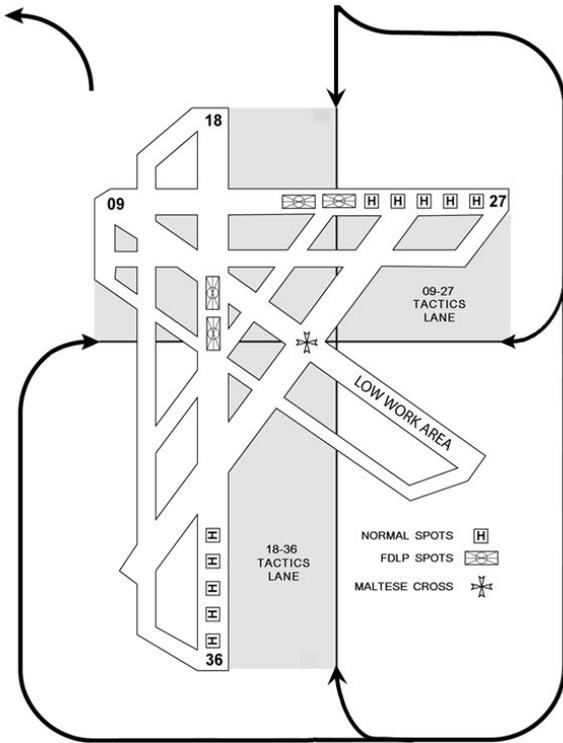


PT SNAKE: The primary departure corner is the Southeast. Turn Southeast to intercept HWY 197, climb to 900 feet MSL. Follow HWY 197 south to HWY 197A and then to Point SNAKE.

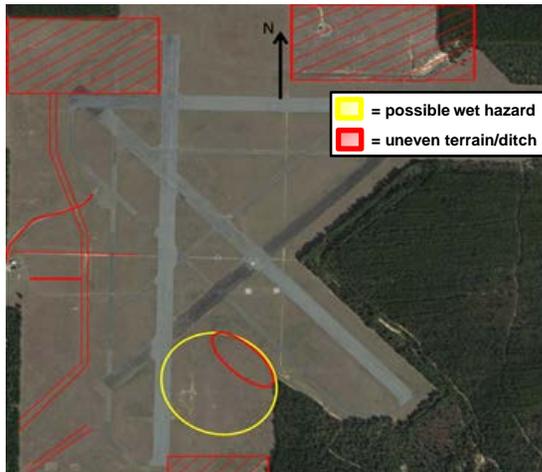
SITE X: Depart NOLF Pace from the Northwest corner and report, “Departing to the North for SITE X” to the Pace ADO. Fly heading 360 and intercept HWY 197 Northbound. Remain at 700 feet MSL and remain clear of J-22 private airstrip. Abeam Tree Field, switch UHF radio to channel 13 and continue to follow HWY 197. At Point PISTOL (Intersection of HWY 197 & 182) report, “Point PISTOL inbound”

SANTA ROSA OLF

DAY OPS



SURFACE HAZARDS

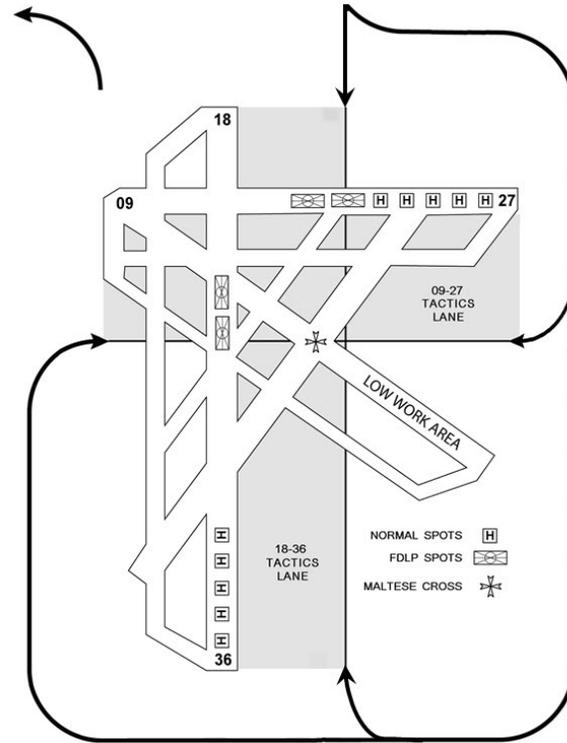


Channel 11 Field Elevation 150' MSL

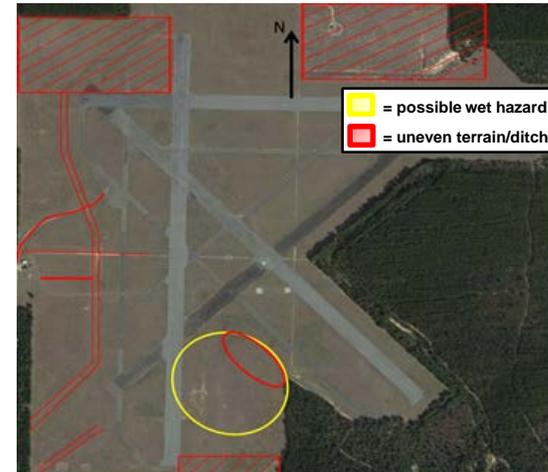
Day Max 12 aircraft, 8 normal side (maximum of 3 aircraft in low work and 5 aircraft on the landing spots), 4 aircraft in the autorotation side.

SANTA ROSA OLF

DAY OPS



SURFACE HAZARDS

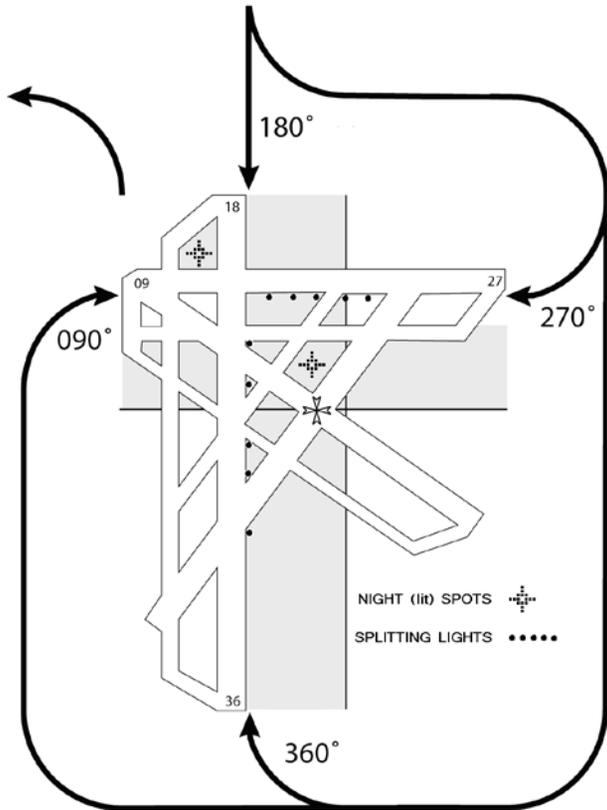


Channel 11 Field Elevation 150' MSL

Day Max 12 aircraft, 8 normal side (maximum of 3 aircraft in low work and 5 aircraft on the landing spots), 4 aircraft in the autorotation side.

SANTA ROSA OLF

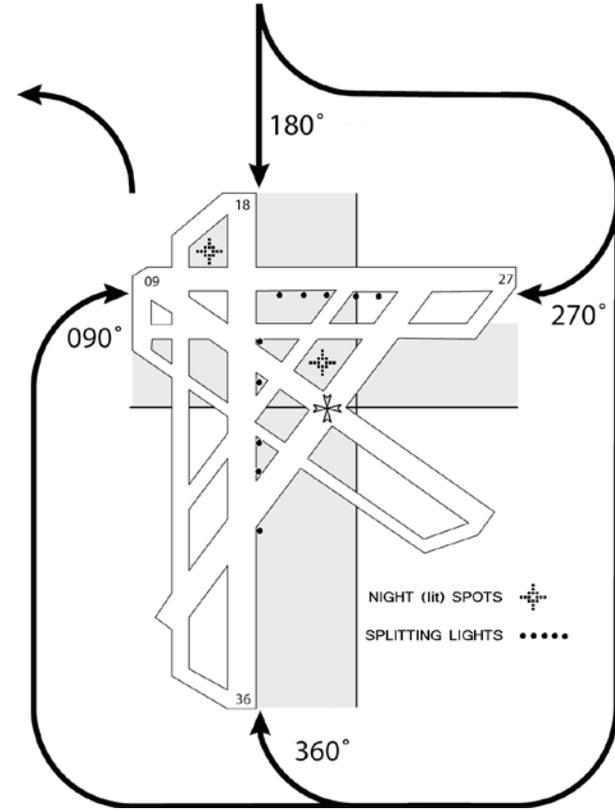
NIGHT OPS



Channel 11, Field Elevation 150' MSL
Night Max 6 aircraft, 3 aircraft per side.
Primary unaided field for normal operations.

SANTA ROSA OLF

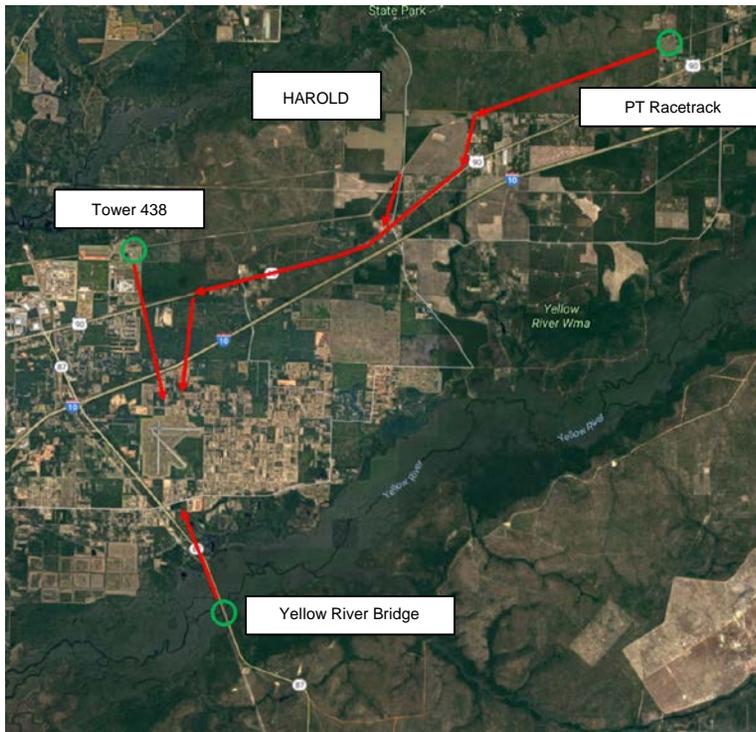
NIGHT OPS



Channel 11, Field Elevation 150' MSL
Night Max 6 aircraft, 3 aircraft per side.
Primary unaided field for normal operations.

SANTA ROSA OLF

ARRIVALS



PT FISH Arrivals: Turn to intercept the Northeast corner of Tower 438 and report “Tower 438 inbound.” After crossing HWY 90 descend to 700’ MSL and split as appropriate.

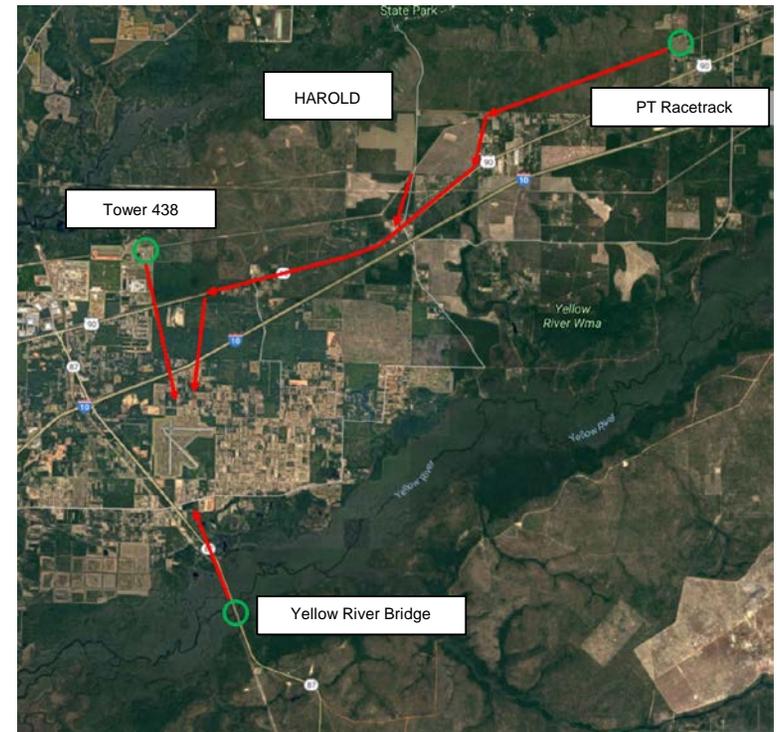
Eastern Op: At PT RACETRACK, report “PT RACETRACK inbound for Santa Rosa” to the HAROLD ADO and follow the power lines. Approaching HAROLD turn Southwest to remain clear and intercept HWY 90. Report clear to the West. Switch UHF to channel 11 and report “Harold inbound.” Follow HWY 90 until abeam PT HOTEL then turn to intercept the appropriate course in use.

Harold Arrivals: Depart from the Southeast corner of the field and report “Departing to the South” and climb to 900’ MSL. Switch UHF channel 11 and report “HAROLD inbound.” Proceed to HWY 90 and follow until abeam PT HOTEL. Once abeam PT HOTEL, turn to intercept the appropriate course in use.

East Bay/Choctaw: At the Yellow River Bridge, switch UHF channel 11 and report, “Yellow River Bridge inbound.” Turn to intercept the appropriate course in use.

SANTA ROSA OLF

ARRIVALS



PT FISH Arrivals: Turn to intercept the Northeast corner of Tower 438 and report “Tower 438 inbound.” After crossing HWY 90 descend to 700’ MSL and split as appropriate.

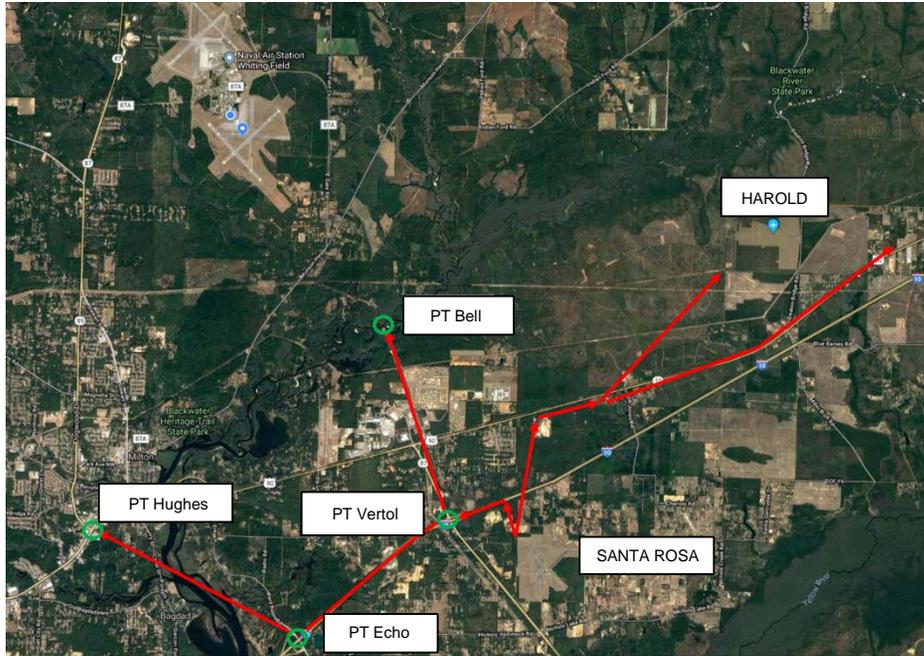
Eastern Op: At PT RACETRACK, report “PT RACETRACK inbound for Santa Rosa” to the HAROLD ADO and follow the power lines. Approaching HAROLD turn Southwest to remain clear and intercept HWY 90. Report clear to the West. Switch UHF to channel 11 and report “Harold inbound.” Follow HWY 90 until abeam PT HOTEL then turn to intercept the appropriate course in use.

Harold Arrivals: Depart from the Southeast corner of the field and report “Departing to the South” and climb to 900’ MSL. Switch UHF channel 11 and report “HAROLD inbound.” Proceed to HWY 90 and follow until abeam PT HOTEL. Once abeam PT HOTEL, turn to intercept the appropriate course in use.

East Bay/Choctaw: At the Yellow River Bridge, switch UHF channel 11 and report, “Yellow River Bridge inbound.” Turn to intercept the appropriate course in use.

SANTA ROSA OLF

DEPARTURES



Vertol: Depart the Northwest corner and intercept I-10 westbound at 700' MSL. Contact South Tower at VERTOL (intersection of I-10 and HWY 87) and turn Northbound to PT BELL.

Echo: Depart the Northwest corner and intercept I-10 westbound at 900' MSL. At ECHO (intersection of I-10 and HWY 89), contact tower and turn to approximately 300 direct to PT HUGHES.

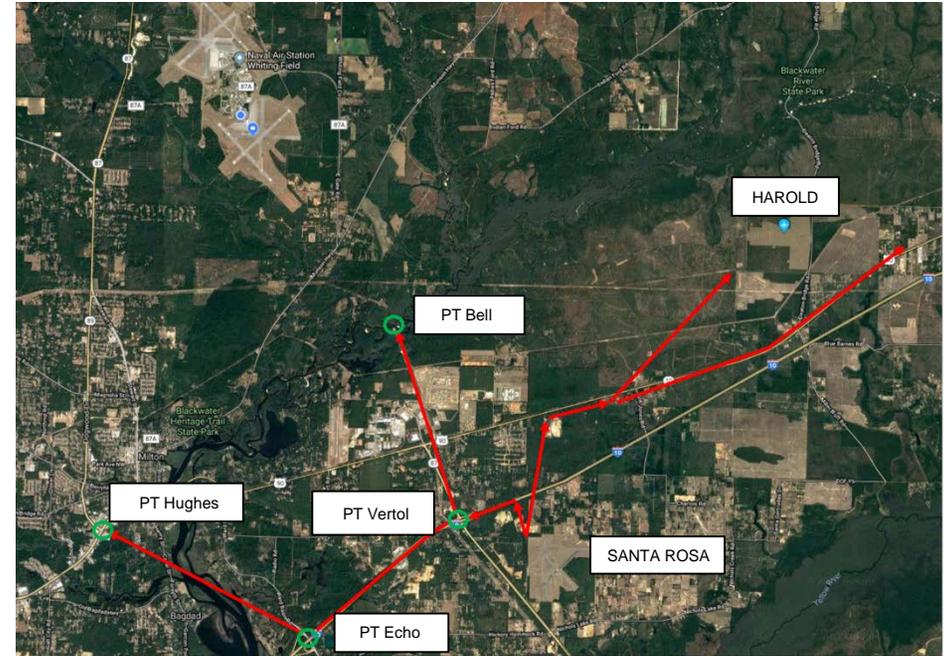
Harold/EOA: Depart the Northwest corner and turn Northeast toward HWY 90 and remain South of HWY 90 but North of I-10. Abeam PT HOTEL report "Clear to the East." Switch UHF channel 12 and report "Santa Rosa inbound" or "Santa Rosa transiting to the East."

East Bay: Depart the Northwest corner and proceed to PT ECHO. At PT ECHO, switch UHF radio to 259.25 or channel 18, make the appropriate radio call and descend to 500' AGL.

Choctaw: Depart the Northwest corner and proceed to PT ECHO. At PT ECHO, switch UHF radio to 259.25 and report "Choctaw tower, (callsign), 5 miles to the North, inbound." Remain at 900' MSL and turn for the appropriate course in use. Descend to 700' MSL once South of the Yellow River.

SANTA ROSA OLF

DEPARTURES



Vertol: Depart the Northwest corner and intercept I-10 westbound at 700' MSL. Contact South Tower at VERTOL (intersection of I-10 and HWY 87) and turn Northbound to PT BELL.

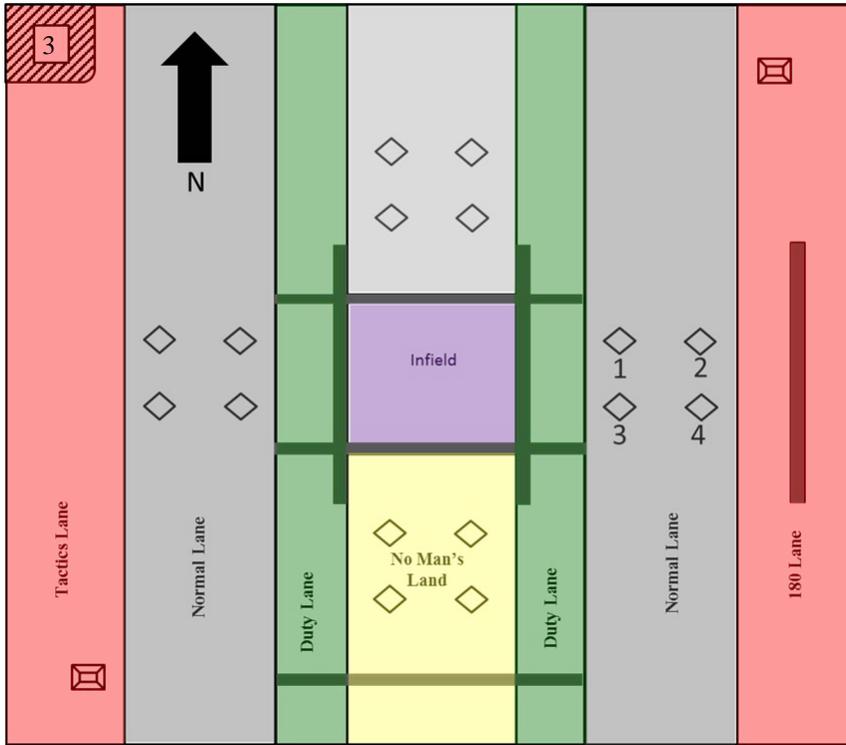
Echo: Depart the Northwest corner and intercept I-10 westbound at 900' MSL. At ECHO (intersection of I-10 and HWY 89), contact tower and turn to approximately 300 direct to PT HUGHES.

Harold/EOA: Depart the Northwest corner and turn Northeast toward HWY 90 and remain South of HWY 90 but North of I-10. Abeam PT HOTEL report "Clear to the East." Switch UHF channel 12 and report "Santa Rosa inbound" or "Santa Rosa transiting to the East."

East Bay: Depart the Northwest corner and proceed to PT ECHO. At PT ECHO, switch UHF radio to 259.25 or channel 18, make the appropriate radio call and descend to 500' AGL.

Choctaw: Depart the Northwest corner and proceed to PT ECHO. At PT ECHO, switch UHF radio to 259.25 and report "Choctaw tower, (callsign), 5 miles to the North, inbound." Remain at 900' MSL and turn for the appropriate course in use. Descend to 700' MSL once South of the Yellow River.

SITE X OLF



Channel 13, Field Elevation 211' MSL

Day Max 14 aircraft, 5 per side 4 in the low work

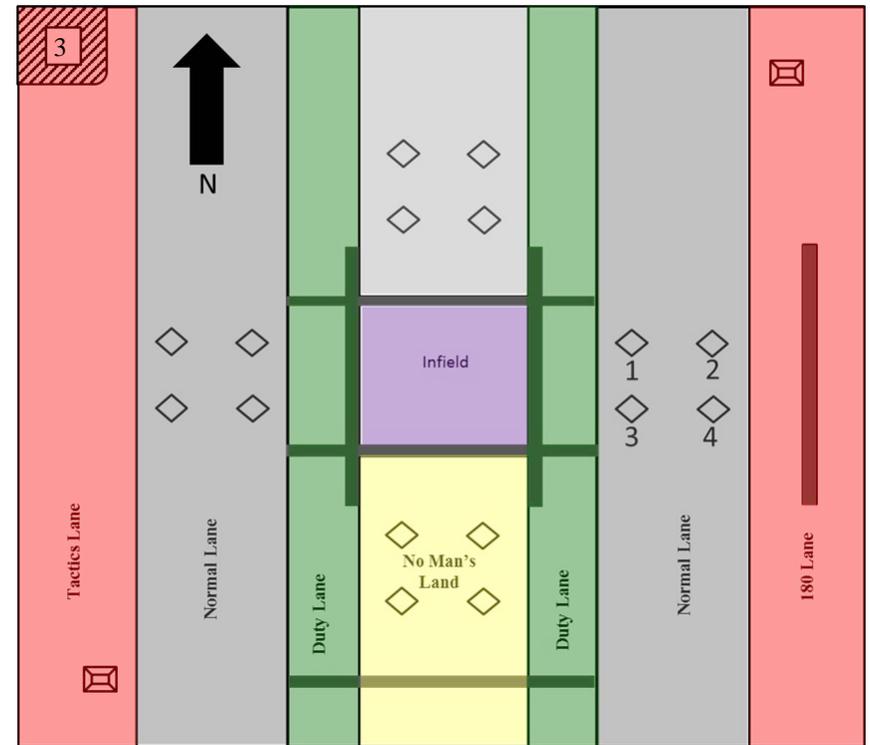
Unaided max 4 aircraft (lit spots only)

Aided max 9 aircraft, 3 Tactics side, 4 normal side, 2 low work

Primary Aided Field: Aided aircraft have priority over unaided

WARNING: GRAVEL AND PAVED OPS ONLY

SITE X OLF



Channel, 13 Field Elevation 211' MSL

Day Max 14 aircraft, 5 per side 4 in the low work

Unaided max 4 aircraft (lit spots only)

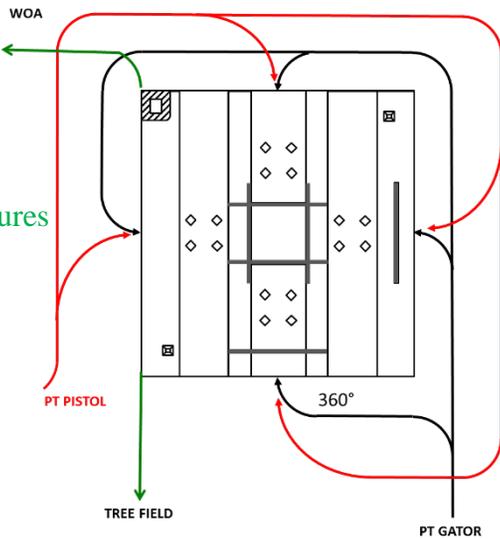
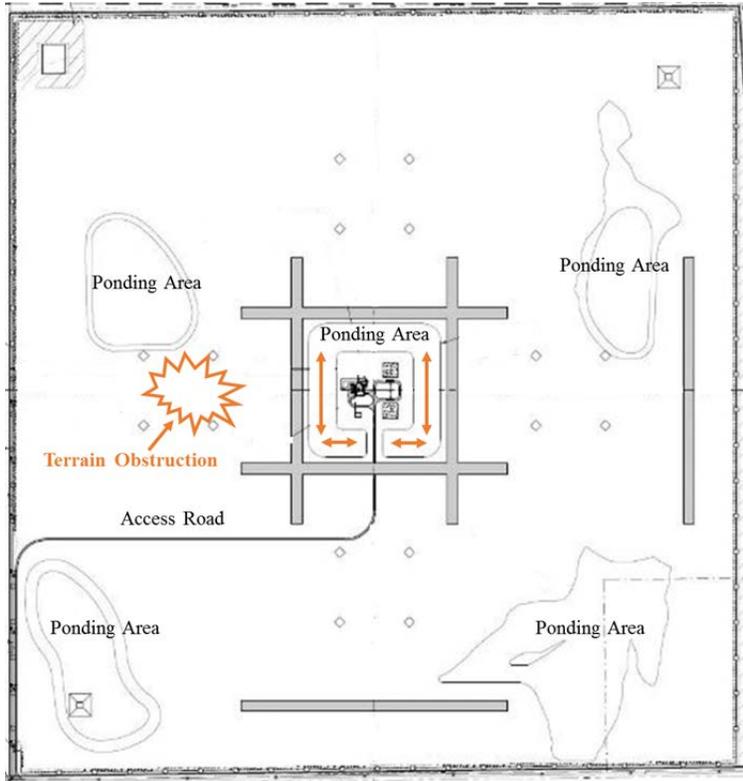
Aided max 9 aircraft, 3 Tactics side, 4 normal side, 2 low work

Primary Aided Field: Aided aircraft have priority over unaided

WARNING: GRAVEL AND PAVED OPS ONLY

SITE X OLF

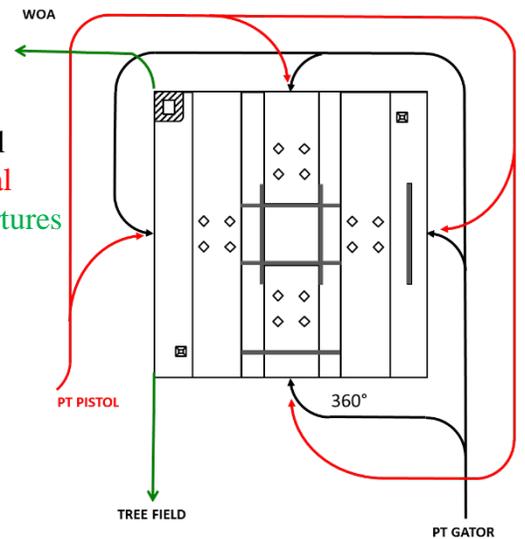
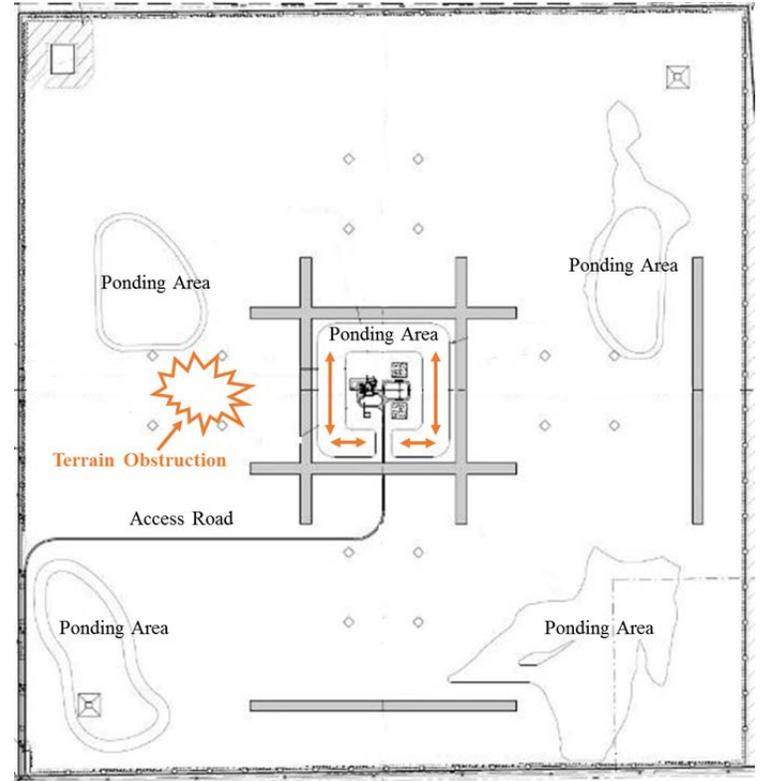
SURFACE HAZARDS



PT GATOR – Normal Arrival
PT PISTOL – Western Arrival
WOA/TREE FIELD – Departures

SITE X OLF

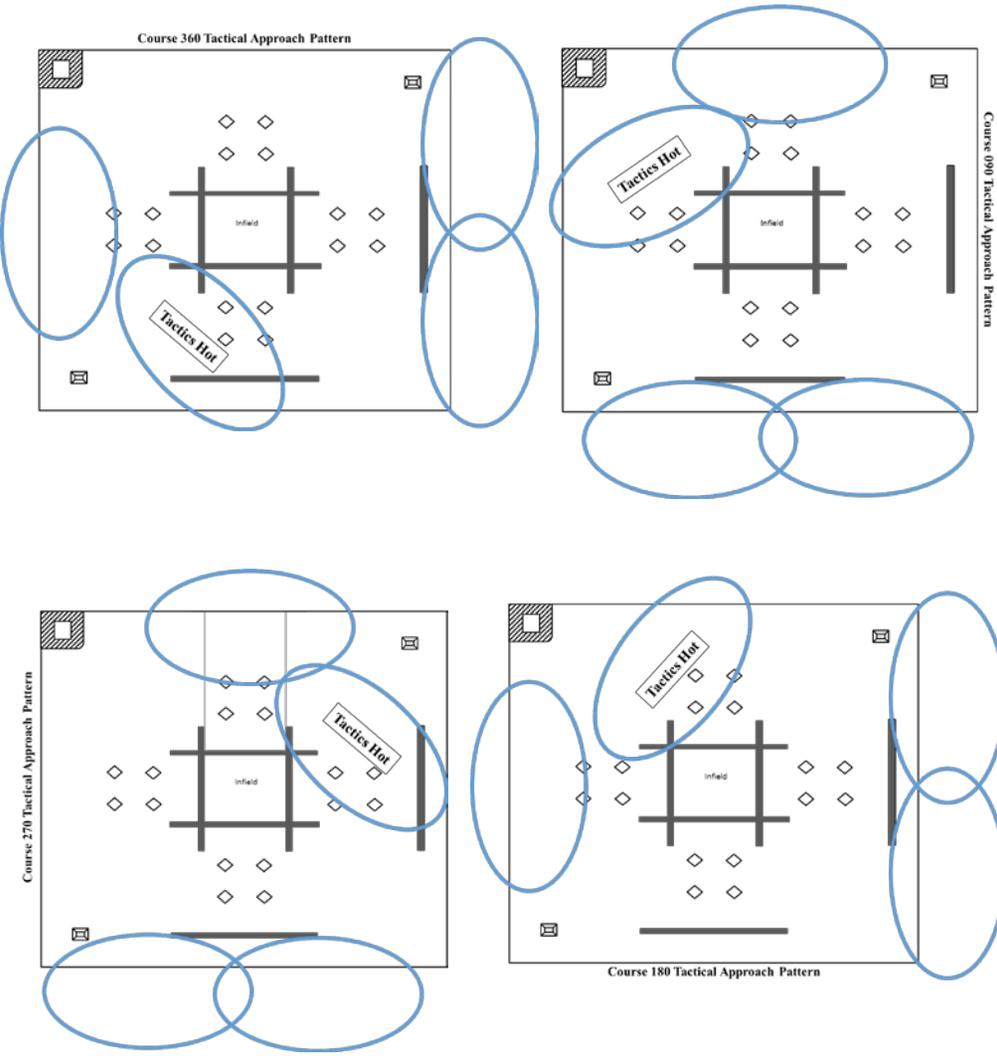
SURFACE HAZARDS



PT GATOR – Normal Arrival
PT PISTOL – Western Arrival
WOA/TREE FIELD – Departures

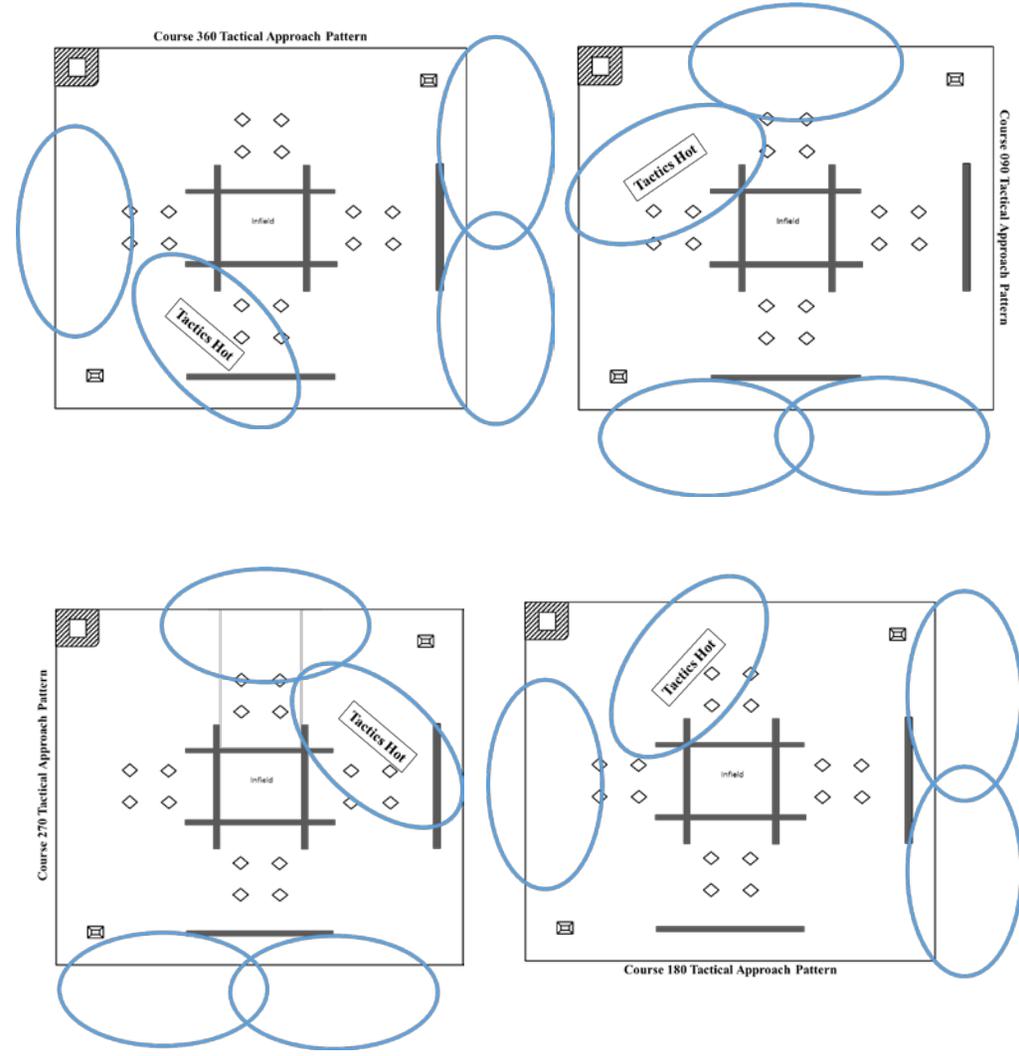
SITE X OLF

TLA PATTERNS



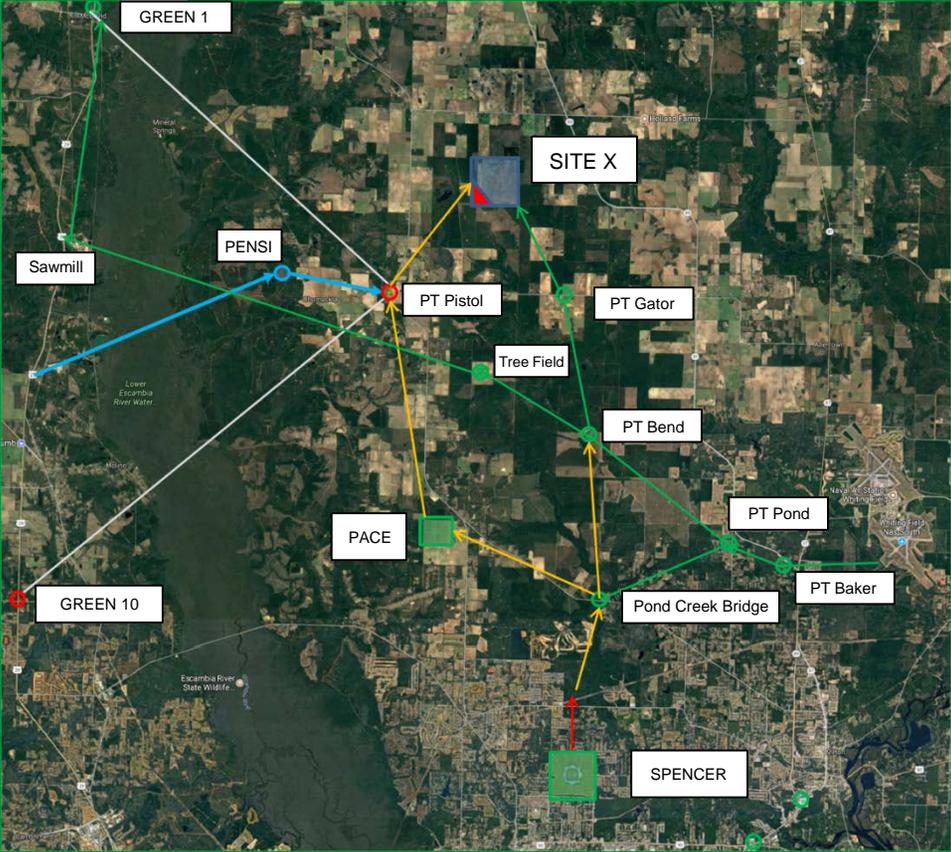
SITE X OLF

TLA PATTERNS



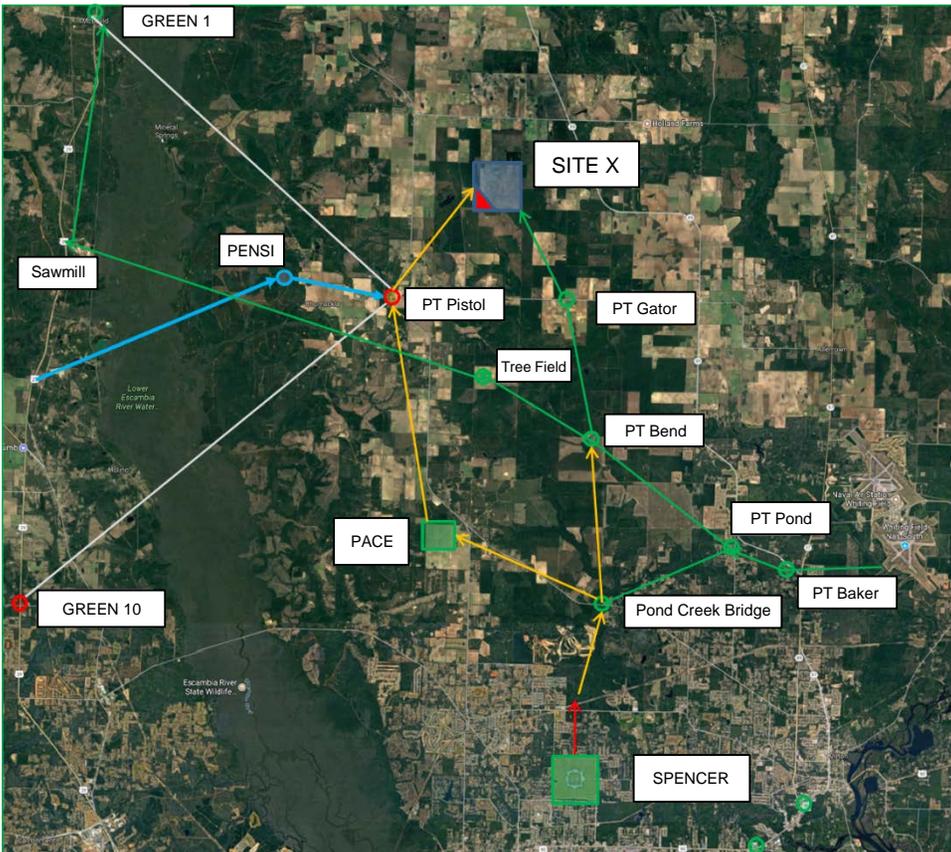
SITE X OLF

ARRIVALS



SITE X OLF

ARRIVALS



SITE X OLF

ARRIVALS

PT POND: At PT POND, switch UHF channel 9 and report “PT POND for SITE X.” Turn approximately 290 to intercept the unimproved road that heads approximately 315. At PT BEND report “Clear to the North,” switch UHF channel 13, report “PT BEND Inbound, descend to 700’MSL and complete landing checks. Turn to approximately 350 to PT GATOR (UF Agricultural Complex) and intercept the appropriate course in use.

SPENCER: Depart to the North, climb to 1100’ MSL direct to Pond Creek Bridge. Turn direct to PT BEND, report “Clear to the North” just prior to crossing the North of the East-West road dividing Spencer channel and Pace Channel. Switch UHF channel 9 and report “Spencer for SITE X.” At PT BEND proceed on course rules.

PACE: Depart from the Northwest corner and report “Departing to the North for SITE X.” Fly heading 360 and intercept HWY 197 at 700’ MSL. Remain clear of J-22 private airstrip at all times. Abeam Tree Field, report “Clear to the North,” and switch UHF channel 13. At PT PISTOL (intersection of HWY 197 &182) report PT PISTOL inbound” and turn to intercept the appropriate course in use. Do Not Cross or Overfly the Southwest departure corner.

GREEN ROUTE: From checkpoint one or ten, proceed direct to PT PISTOL at 700’ MSL. Switch UHF channel 13 and report “Traffic, (callsign), Checkpoint (one or ten) inbound to PT PISTOL.” Remain clear of J-22 private airstrip at all times. At PT PISTOL report “PT PISTOL inbound” and turn to intercept the appropriate course in use. Do Not Cross or Overfly the Southwest departure corner.

BI APPROACH: Switch UHF channel 13 at the FAF and report “Traffic (callsign), TACAN X inbound.” At PT PISTOL report “PT PISTOL inbound” and turn to intercept the appropriate course in use. Do Not Cross or Overfly the Southwest departure corner.

SITE X OLF

ARRIVALS

PT POND: At PT POND, switch UHF channel 9 and report “PT POND for SITE X.” Turn approximately 290 to intercept the unimproved road that heads approximately 315. At PT BEND report “Clear to the North,” switch UHF channel 13, report “PT BEND Inbound, descend to 700’MSL and complete landing checks. Turn to approximately 350 to PT GATOR (UF Agricultural Complex) and intercept the appropriate course in use.

SPENCER: Depart to the North, climb to 1100’ MSL direct to Pond Creek Bridge. Turn direct to PT BEND, report “Clear to the North” just prior to crossing the North of the East-West road dividing Spencer channel and Pace Channel. Switch UHF channel 9 and report “Spencer for SITE X.” At PT BEND proceed on course rules.

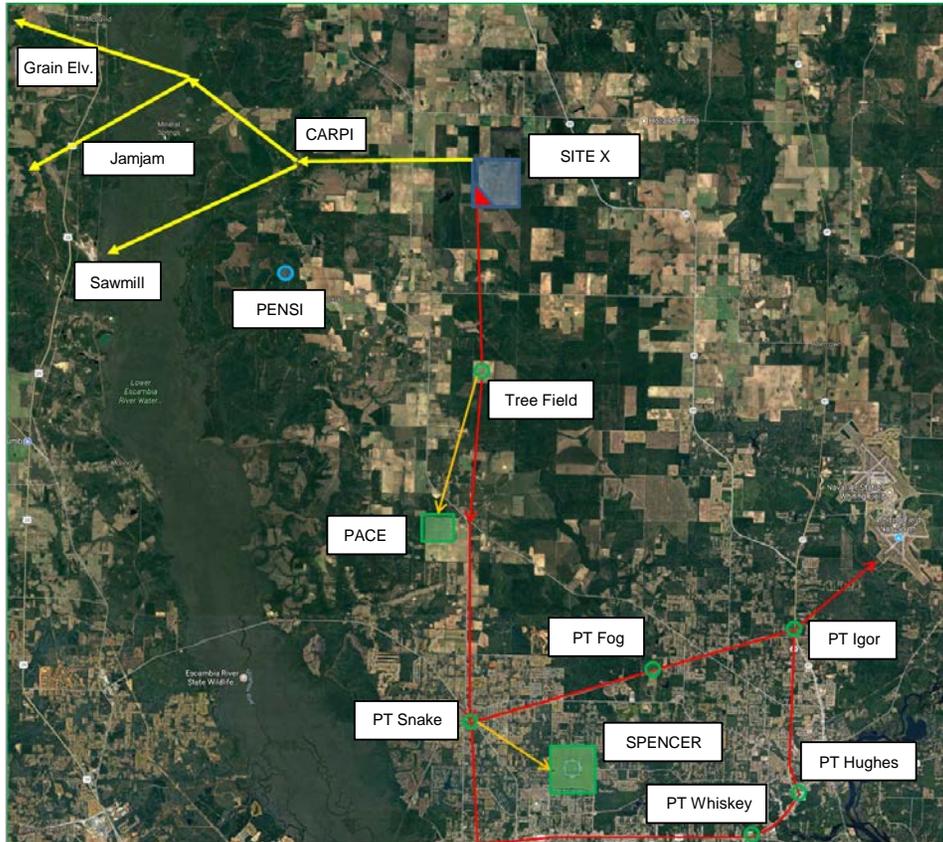
PACE: Depart from the Northwest corner and report “Departing to the North for SITE X.” Fly heading 360 and intercept HWY 197 at 700’ MSL. Remain clear of J-22 private airstrip at all times. Abeam Tree Field, report “Clear to the North,” and switch UHF channel 13. At PT PISTOL (intersection of HWY 197 &182) report PT PISTOL inbound” and turn to intercept the appropriate course in use. Do Not Cross or Overfly the Southwest departure corner.

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BI APPROACH: Switch UHF channel 13 at the FAF and report “Traffic (callsign), TACAN X inbound.” At PT PISTOL report “PT PISTOL inbound” and turn to intercept the appropriate course in use. Do Not Cross or Overfly the Southwest departure corner.

SITE X OLF

DEPARTURES



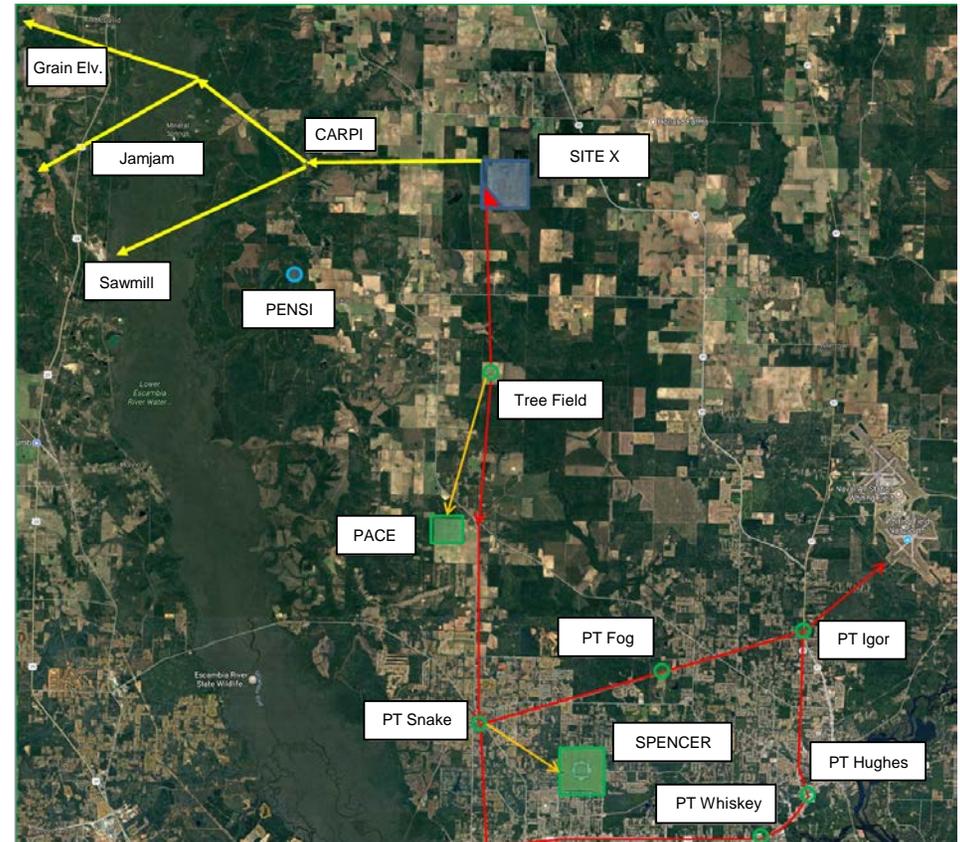
Tree Field: Depart the Southwest corner, climb to 700' MSL and report "Departing." Proceed direct to Tree Field. At Tree Field, climb to 900' MSL, switch UHF channel 9 and report "Tree Field for PT SNAKE" or "Tree Field inbound." Inbound to PACE, turn to intercept the appropriate course in use following PACE course rules; otherwise, follow HWY 197 to PT SNAKE.

Green Route: Depart the Northwest corner and report "Departing to the West" and proceed 270 at 900' MSL. At Escambia River, switch UHF to channel 19 or 14 as appropriate and proceed on course.

Western Operating Area: Follow prescribed procedures for the SITE X departure. Utilize the duty runway on the appropriate side and report "Traffic, (tail number), (left/right) duty, SITE X departure." Depart from the Northwest corner, report "Departing to the West" and proceed on course.

SITE X OLF

DEPARTURES

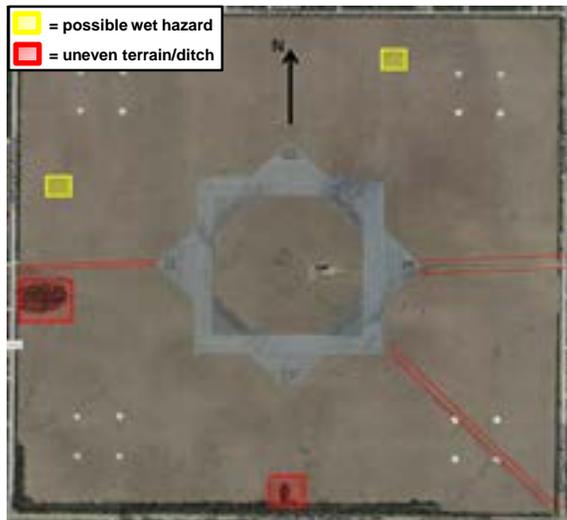
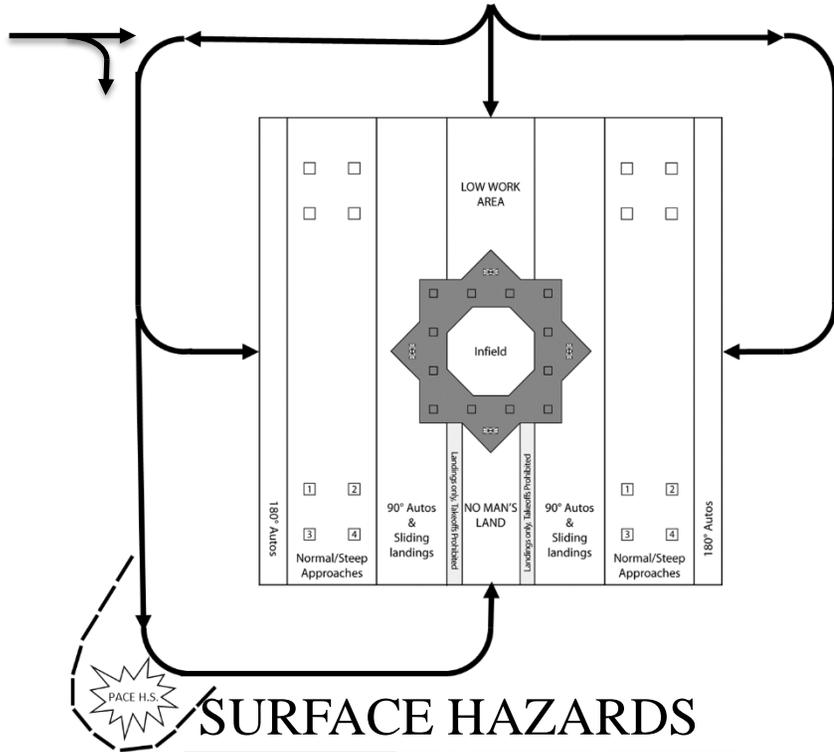


Tree Field: Depart the Southwest corner, climb to 700' MSL and report "Departing." Proceed direct to Tree Field. At Tree Field, climb to 900' MSL, switch UHF channel 9 and report "Tree Field for PT SNAKE" or "Tree Field inbound." Inbound to PACE, turn to intercept the appropriate course in use following PACE course rules; otherwise, follow HWY 197 to PT SNAKE.

Green Route: Depart the Northwest corner and report "Departing to the West" and proceed 270 at 900' MSL. At Escambia River, switch UHF to channel 19 or 14 as appropriate and proceed on course.

Western Operating Area: Follow prescribed procedures for the SITE X departure. Utilize the duty runway on the appropriate side and report "Traffic, (tail number), (left/right) duty, SITE X departure." Depart from the Northwest corner, report "Departing to the West" and proceed on course.

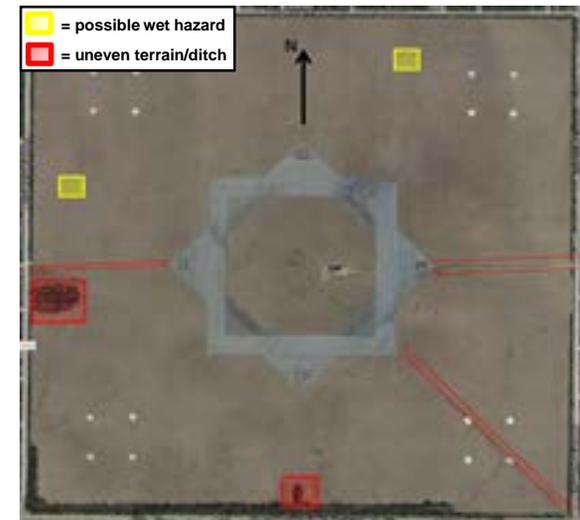
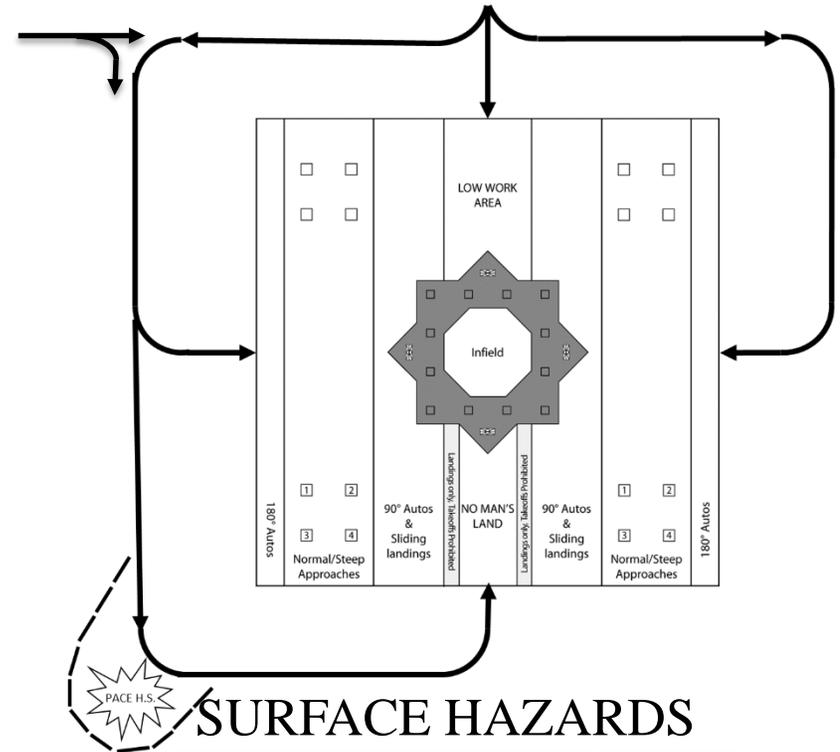
SPENCER OLF



Channel 10 Field Elevation 151' MSL

Max 14 aircraft, 5 aircraft in the left/right patterns, 4 aircraft may operate in the low work area of either pattern. Does not include aircraft refueling/entering to depart.

SPENCER OLF

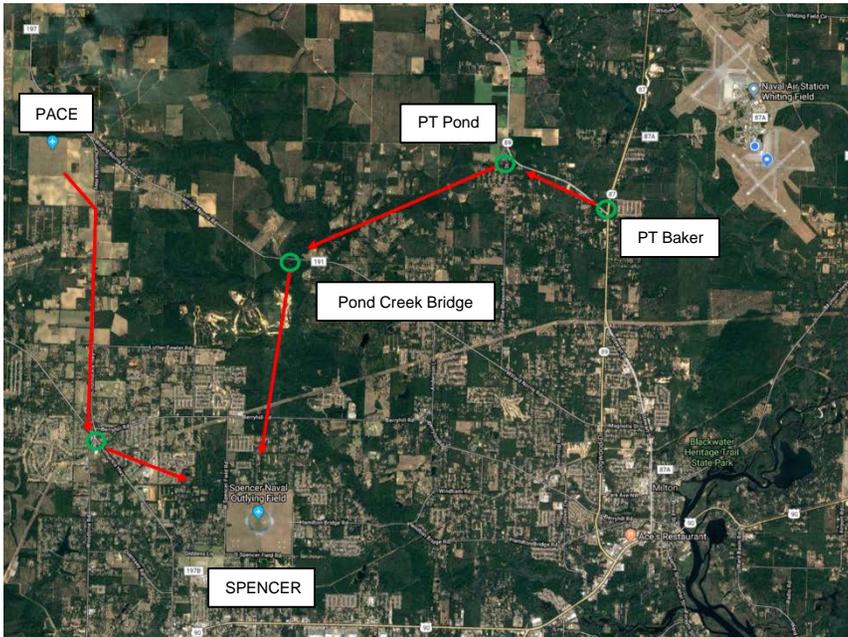


Channel 10 Field Elevation 151' MSL

Max 14 aircraft, 5 aircraft in the left/right patterns, 4 aircraft may operate in the low work area of either pattern. Does not include aircraft refueling/entering to depart.

SPENCER OLF

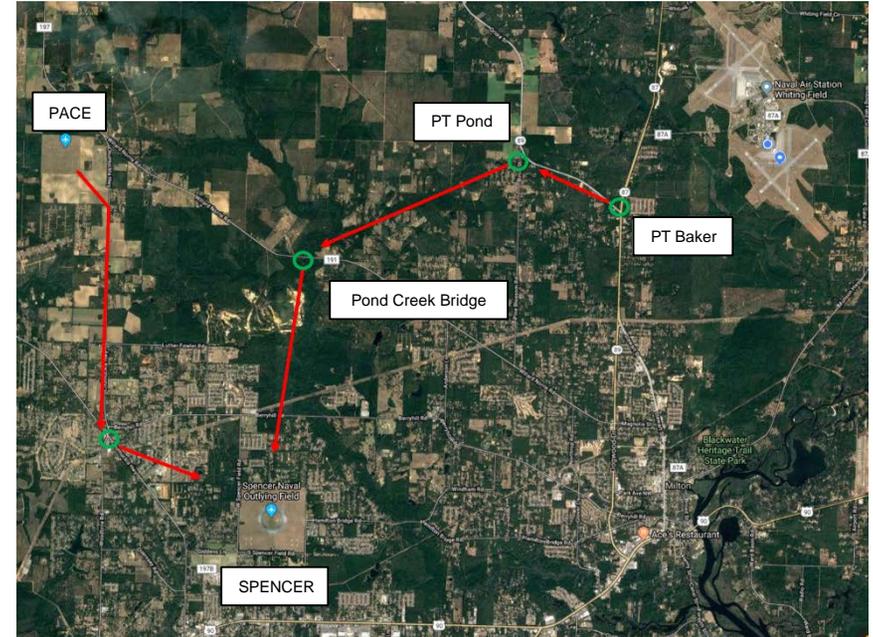
ARRIVALS



PT POND: At PT POND, turn to the approximate heading of 250 direct to Pond Creek Bridge. At Pond Creek Bridge turn Southbound direct to the OLF and report, “Pond Creek Bridge inbound.” Do not overfly Pace High School just Southwest of the OLF.

SPENCER OLF

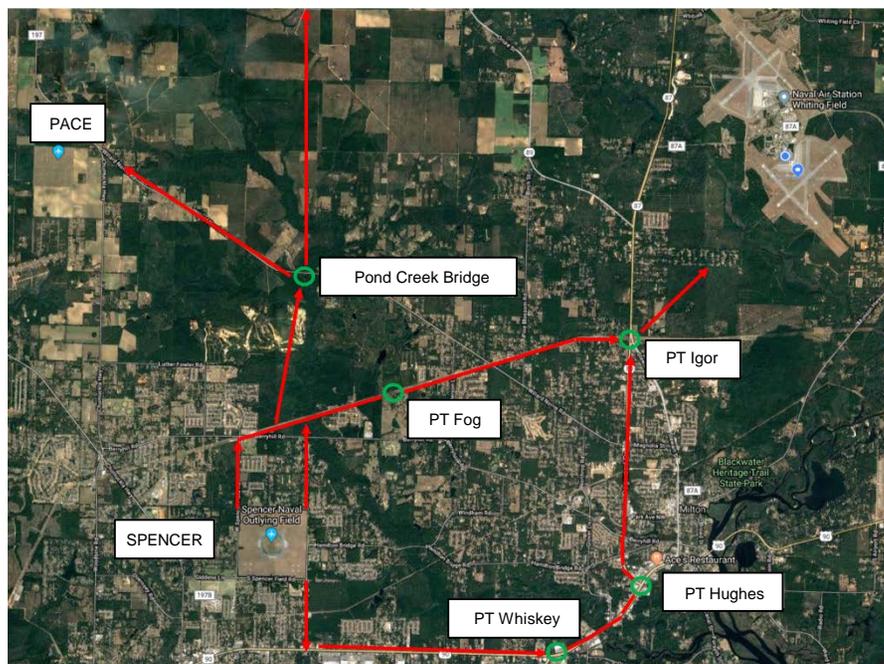
ARRIVALS



PT POND: At PT POND, turn to the approximate heading of 250 direct to Pond Creek Bridge. At Pond Creek Bridge turn Southbound direct to the OLF and report, “Pond Creek Bridge inbound.” Do not overfly Pace High School just Southwest of the OLF.

SPENCER OLF

DEPARTURES



Whiskey: Aircraft normally depart from the Southwest corner. Proceed Southbound to intercept HWY 90 at 900' MSL. Aircraft established on HWY 90 have right of way. Turn East direct to PT Whiskey and report inbound to South Tower on channel 4.

Fog: Depart the Northeast corner for courses 360/180/090. Depart the Northwest corner for course 270. Report "departing to the North." Proceed Northbound, climb to 700' MSL, intercept the power lines and turn East to PT FOG.

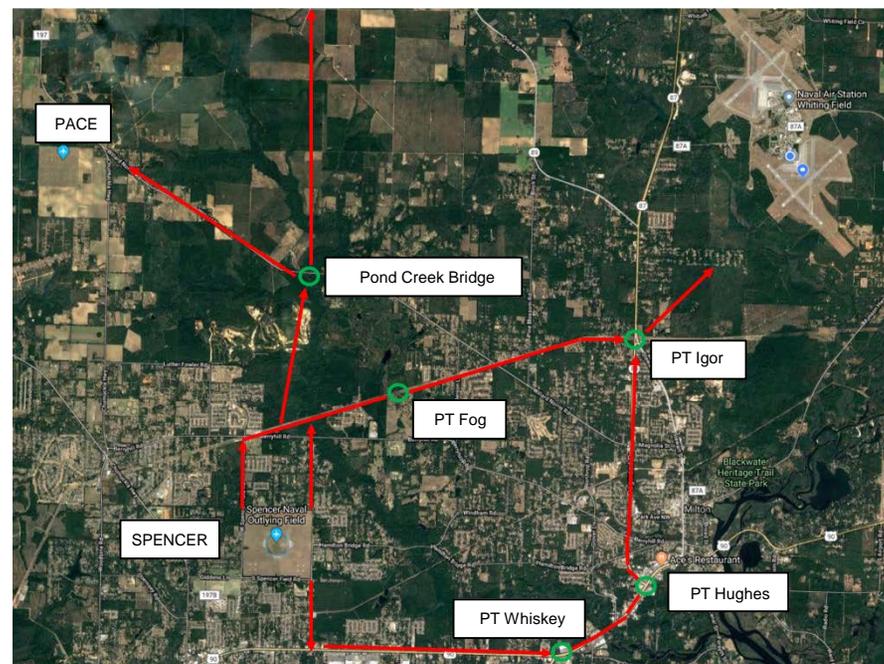
PACE/SITE X: Depart the appropriate Northern corner and report, "Departing to the North for (OLF)." Climb to 1100' MSL direct to Pond Creek Bridge.

-PACE: Turn left and follow HWY 191 to the Northwest, descend to 900' MSL, switch UHF to channel 9 and report "Pond Creek Bridge inbound." Abeam the radio tower, descend to 700' MSL and proceed inbound.

-SITE X: Turn direct to PT BEND. Just prior to crossing the North of the East-West road separating the two OLF channels report "Clear to the North," switch to UHF channel 9 and report "Spencer for PT BEND." At PT BEND, descend to 700' MSL and proceed to SITE X.

SPENCER OLF

DEPARTURES



Whiskey: Aircraft normally depart from the Southwest corner. Proceed Southbound to intercept HWY 90 at 900' MSL. Aircraft established on HWY 90 have right of way. Turn East direct to PT Whiskey and report inbound to South Tower on channel 4.

Fog: Depart the Northeast corner for courses 360/180/090. Depart the Northwest corner for course 270. Report "departing to the North." Proceed Northbound, climb to 700' MSL, intercept the power lines and turn East to PT FOG.

PACE/SITE X: Depart the appropriate Northern corner and report, "Departing to the North for (OLF)." Climb to 1100' MSL direct to Pond Creek Bridge.

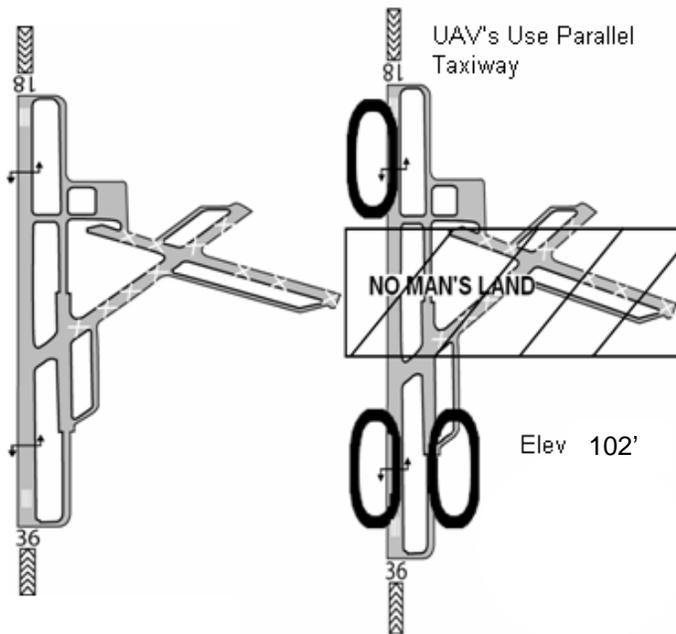
-PACE: Turn left and follow HWY 191 to the Northwest, descend to 900' MSL, switch UHF to channel 9 and report "Pond Creek Bridge inbound." Abeam the radio tower, descend to 700' MSL and proceed inbound.

-SITE X: Turn direct to PT BEND. Just prior to crossing the North of the East-West road separating the two OLF channels report "Clear to the North," switch to UHF channel 9 and report "Spencer for PT BEND." At PT BEND, descend to 700' MSL and proceed to SITE X.

CHOCTAW AIRFIELD

Day 6 A/C Max

Night 3 A/C Max

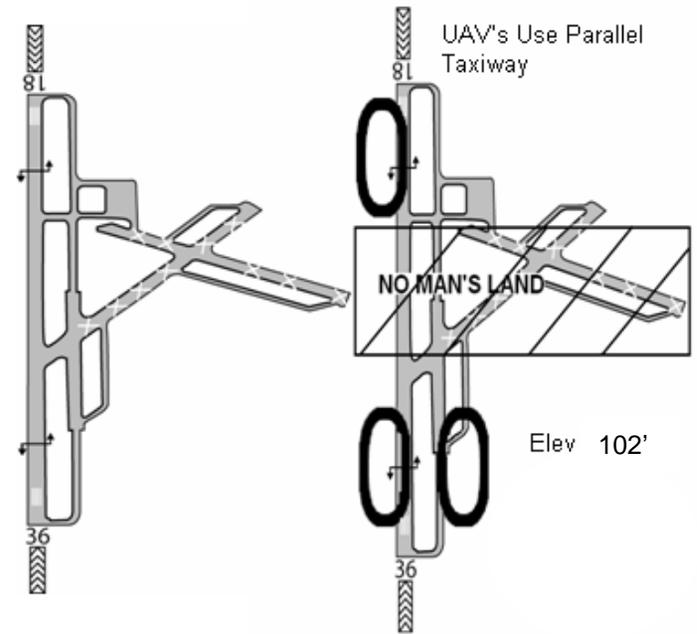


NOLF CHOCTAW	
Tower	259.25, 123.025, 121.40
ATIS	290.55

CHOCTAW AIRFIELD

Day 6 A/C Max

Night 3 A/C Max



NOLF CHOCTAW	
Tower	259.25, 123.025, 121.4
ATIS	290.55

CHOCTAW AIRFIELD

ARRIVALS



PT ECHO: 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 ADO. From Tower 438 follow I-10 to Point ECHO. Call clear with Santa Rosa. Switch to Choctaw Tower on 259.25 and report, “5 miles north inbound.” Remain at 900’ MSL and complete the landing checklist.

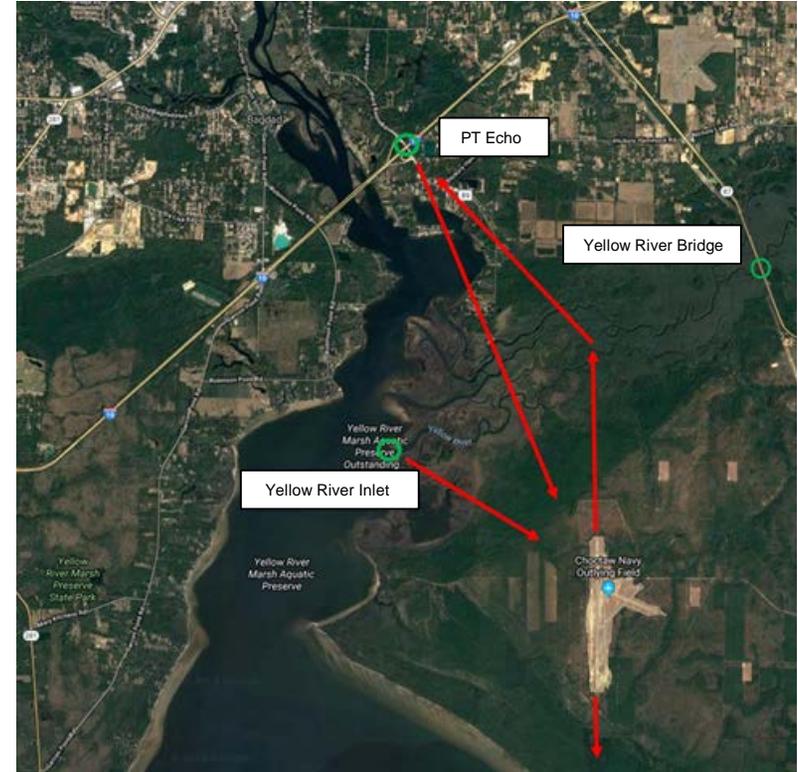
East Bay: Proceed to the Yellow River Inlet at 500’ MSL and report “Yellow River inbound.” Proceed East along the Yellow River and turn to intercept the runway pattern in use at 700’ MSL.

DEPARTURES

KNDZ: 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’ MSL to Point ECHO. Point VERTOL arrivals are not authorized from Choctaw or the East Bay. Departures to the South are only authorized during the day.

CHOCTAW AIRFIELD

ARRIVALS



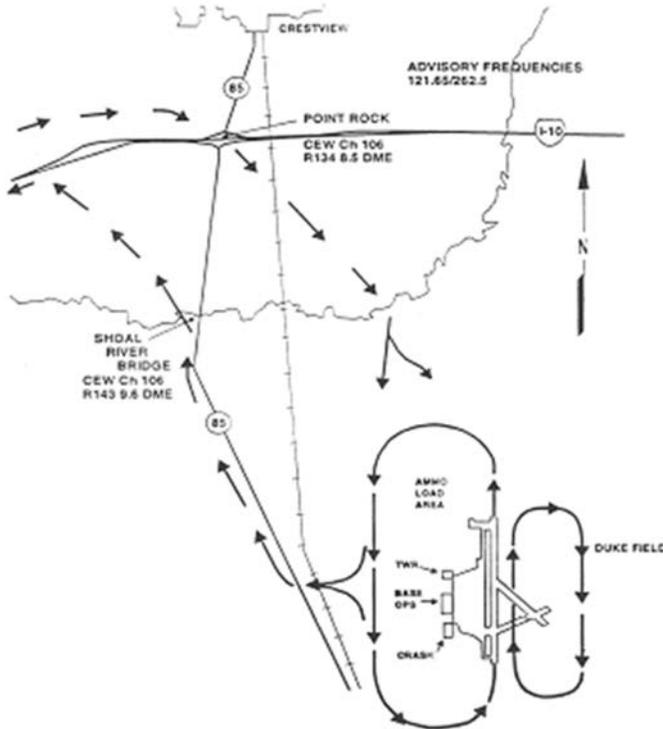
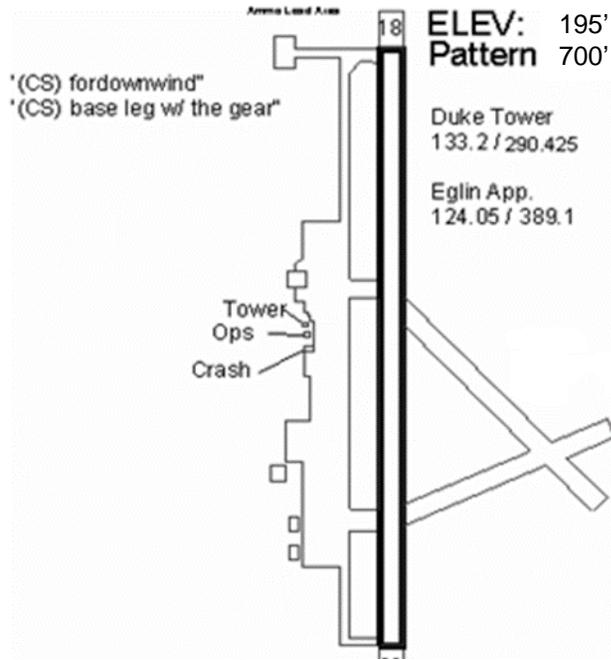
PT ECHO: From Point FISH turn to intercept the Northeast corner of Tower 438 Field. Switch UHF to channel 11 and report, “Tower 438 for East Bay,” to the Santa Rosa ADO. From Tower 438 follow I-10 to Point ECHO. Call clear with Santa Rosa. Switch to Choctaw Tower on 259.25 and report, “5 miles north inbound.” Remain at 900’ MSL and complete the landing checklist.

East Bay: Proceed to the Yellow River Inlet at 500’ MSL and report “Yellow River inbound.” Proceed East along the Yellow River and turn to intercept the runway pattern in use at 700’ MSL.

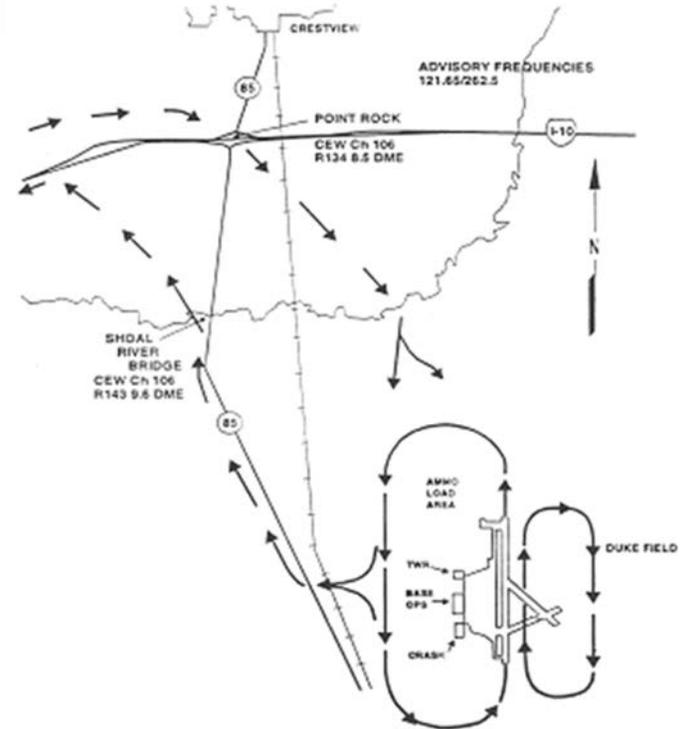
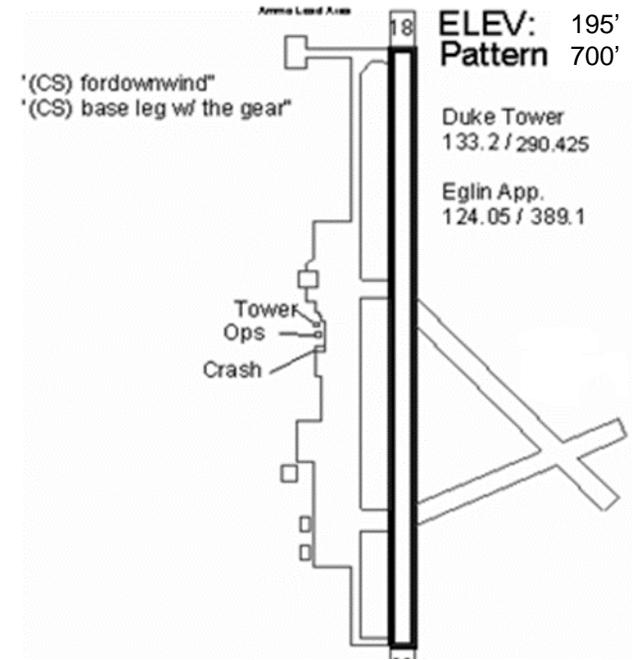
DEPARTURES

KNDZ: 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’ MSL to Point ECHO. Point VERTOL arrivals are not authorized from Choctaw or the East Bay. Departures to the South are only authorized during the day.

DUKE AIRFIELD



DUKE AIRFIELD



DUKE AIRFIELD

ARRIVALS

DAY: From PT FISH proceed to Deaton Bridge. Report “Harold, inbound to Duke” to Eglin Approach. Proceed East until crossing the CEW R-180. Turn direct to PT ROCK. When directed to switch Duke tower, switch and report PT ROCK inbound.”

NIGHT: From PT FISH turn East and climb to 1300’ MSL. Switch UHF to channel 12. Remain north of Highway 90. Report, “Point FISH for Duke” to the Harold ADO if Harold is open. Report “Harold, inbound to Duke” to Eglin Approach. Crossing the CEW R-180 (lumber mill) proceed to Point ROCK. At Point ROCK contact tower on 290.425 or 133.2. Complete the landing checklist.

DEPARTURE

Proceed Northwest along HWY 85 to the Shoal River Bridge. Turn to 320 and report, “Shoal River Bridge Clear.” Climb to 1100’ MSL, proceed Northwest of I-10 to HWY 90. Turn West to PT RACETRACK and return via course rules. All other departures contact Eglin Approach once reporting “Shoal River Bridge clear” and state intentions.

DUKE AIRFIELD

ARRIVALS

DAY: From PT FISH proceed to Deaton Bridge. Report “Harold, inbound to Duke” to Eglin Approach. Proceed East until crossing the CEW R-180. Turn direct to PT ROCK. When directed to switch Duke tower, switch and report PT ROCK inbound.”

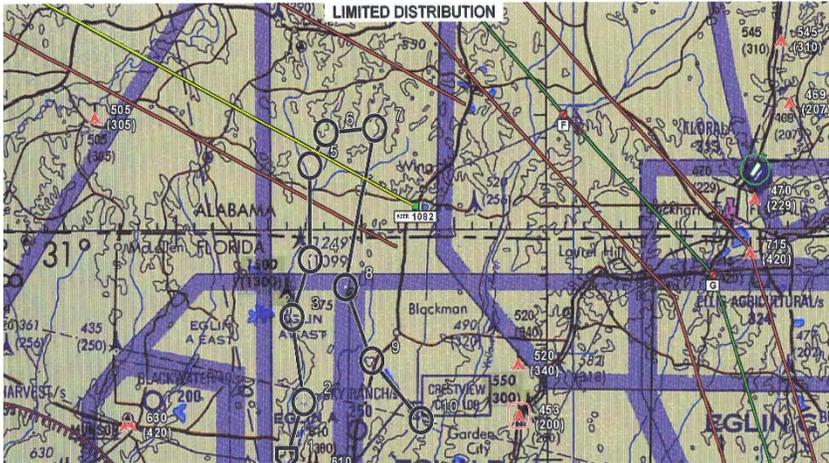
NIGHT: From PT FISH turn East and climb to 1300’ MSL. Switch UHF to channel 12. Remain north of Highway 90. Report, “Point FISH for Duke” to the Harold ADO if Harold is open. Report “Harold, inbound to Duke” to Eglin Approach. Crossing the CEW R-180 (lumber mill) proceed to Point ROCK. At Point ROCK contact tower on 290.425 or 133.2. Complete the landing checklist.

DEPARTURE

Proceed Northwest along HWY 85 to the Shoal River Bridge. Turn to 320 and report, “Shoal River Bridge Clear.” Climb to 1100’ MSL, proceed Northwest of I-10 to HWY 90. Turn West to PT RACETRACK and return via course rules. All other departures contact Eglin Approach once reporting “Shoal River Bridge clear” and state intentions.

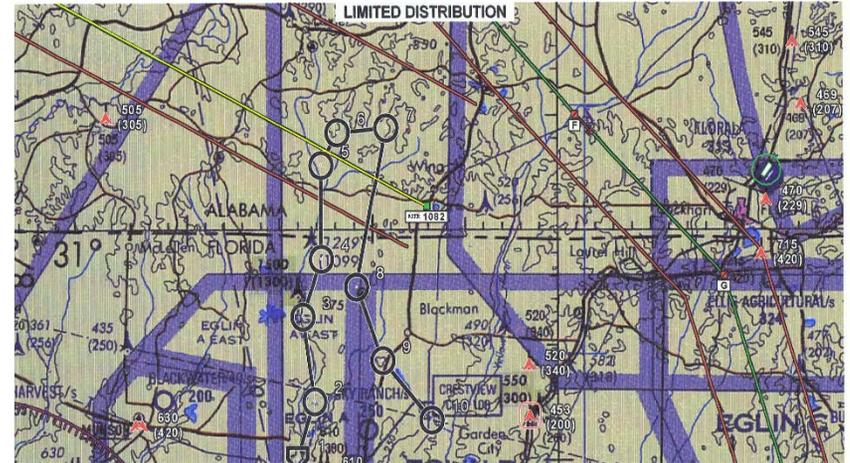
MTRS IN THE EAST:

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.

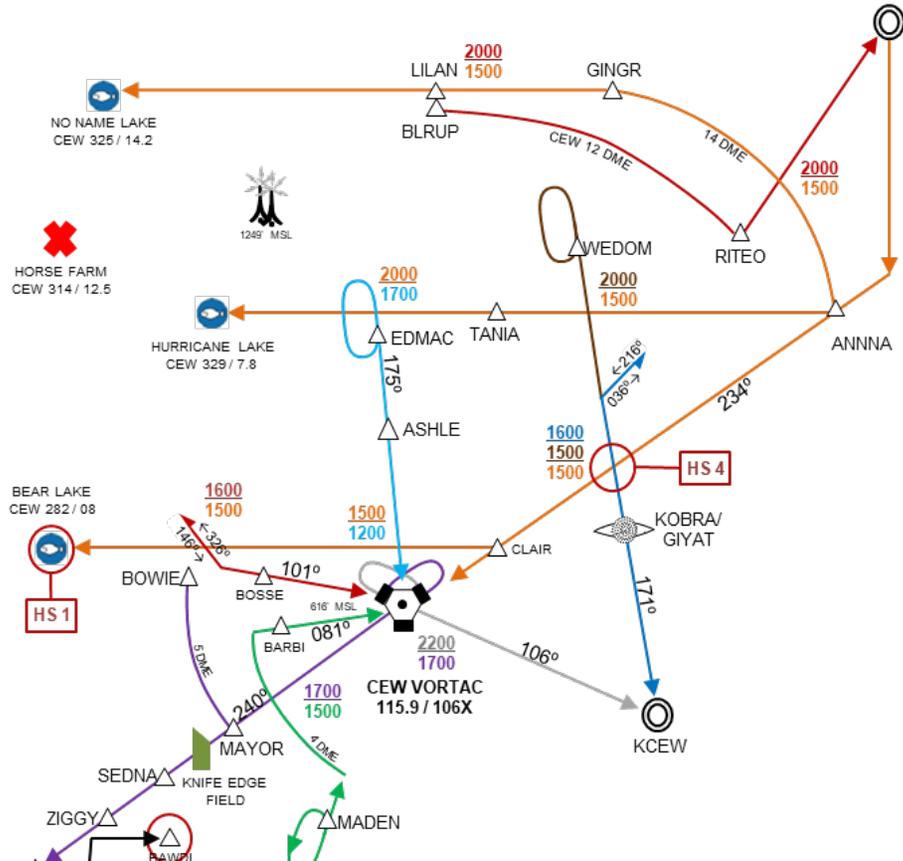


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3. Aircrew are advised to continue to maintain VFR see and avoid procedures in the area.



EASTERN TRAINING AREA OVERLAY



PROCEDURE KEY

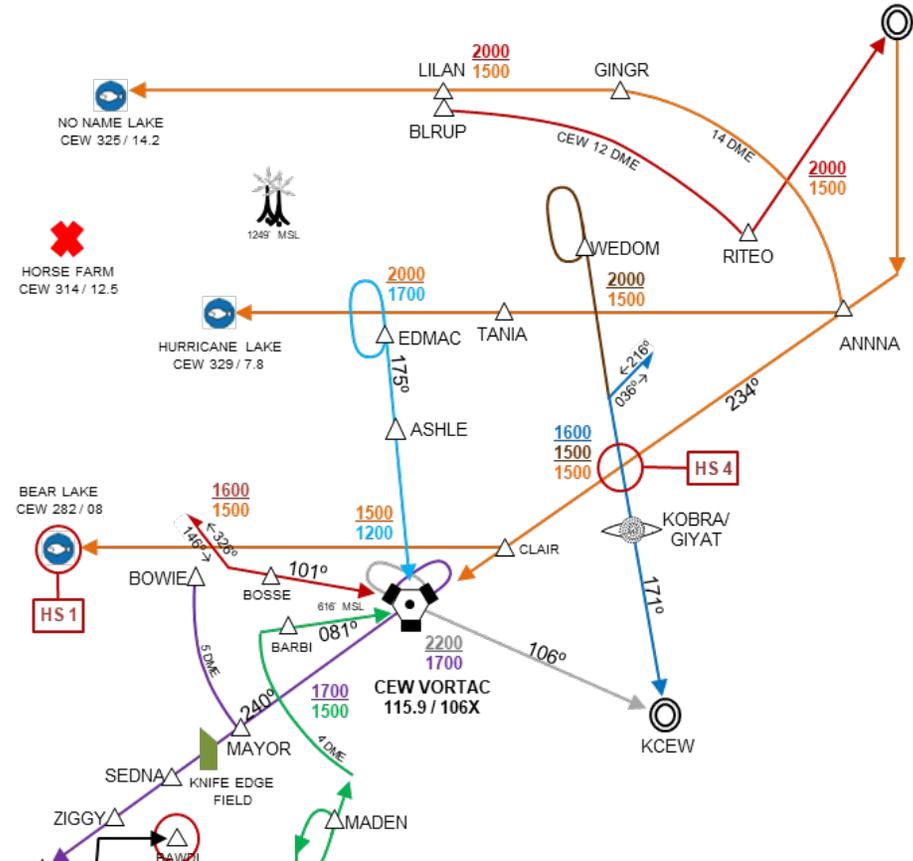
TACAN RWY 9R	PG 3
COPTER VOR RWY 9L	PG 4
TACAN RWY 18L	PG 5
TACAN RWY 4	PG 6
BURRITO ONE DEPARTURE	PG 7
VOR/DME - A/240	PG 10/14
BAWDI DEPARTURE	PG 15
ILS or LOC RWY 17	VOL 19
RNAV (GPS) RWY 17	VOL 19
VOR - A	VOL 19

NOTES::

1. 2000 Indicates the altitudes of intersecting student
1500 instrument procedure segments.
2. For Hazard Spot descriptions refer to page VII of the Student Instrument Approach and Departure Procedures.

R-2915A

EASTERN TRAINING AREA OVERLAY



PROCEDURE KEY

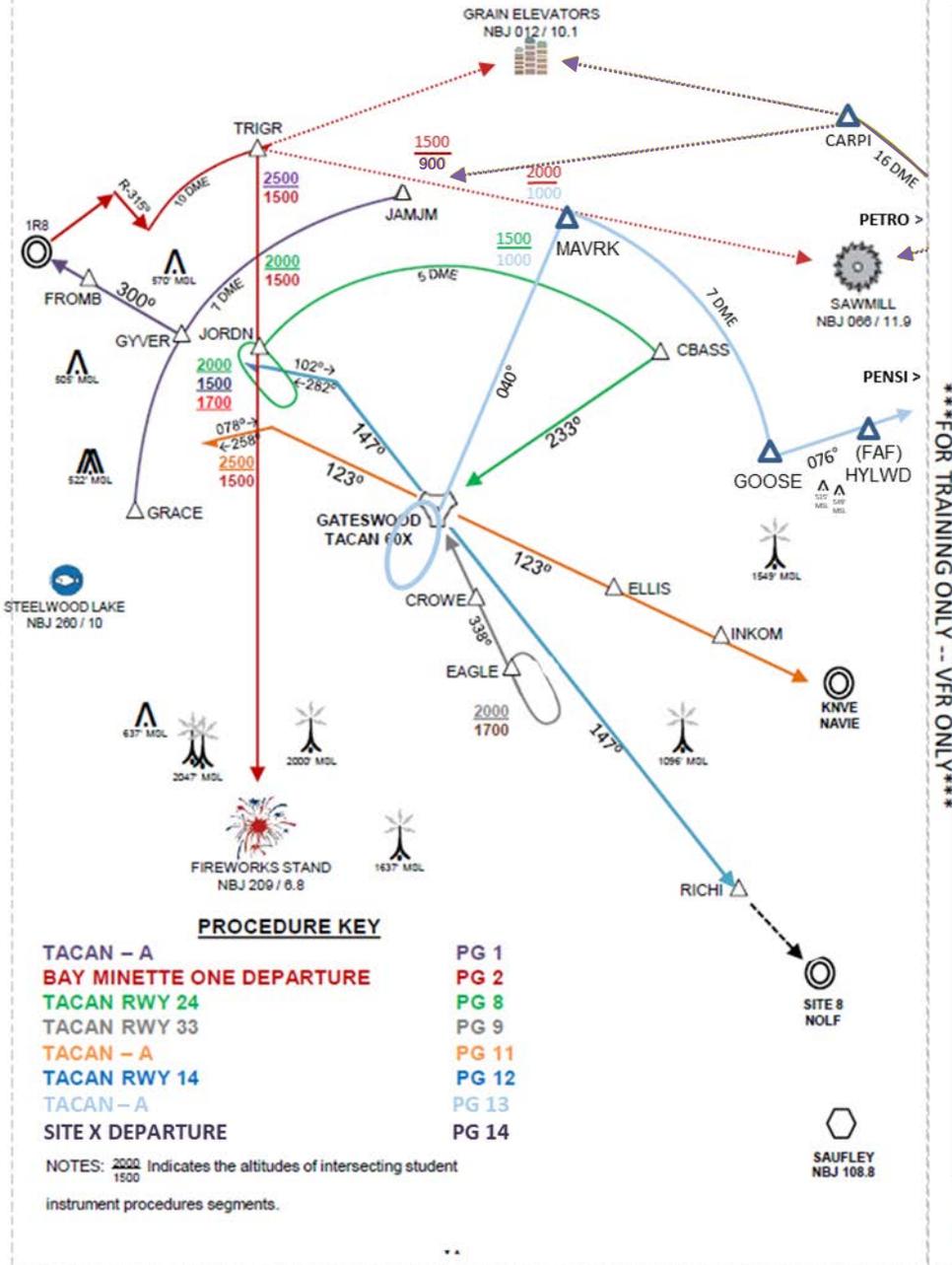
TACAN RWY 9R	PG 3
COPTER VOR RWY 9L	PG 4
TACAN RWY 18L	PG 5
TACAN RWY 4	PG 6
BURRITO ONE DEPARTURE	PG 7
VOR/DME - A/240	PG 10/14
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ILS or LOC RWY 17	VOL 19
RNAV (GPS) RWY 17	VOL 19
VOR - A	VOL 19

NOTES::

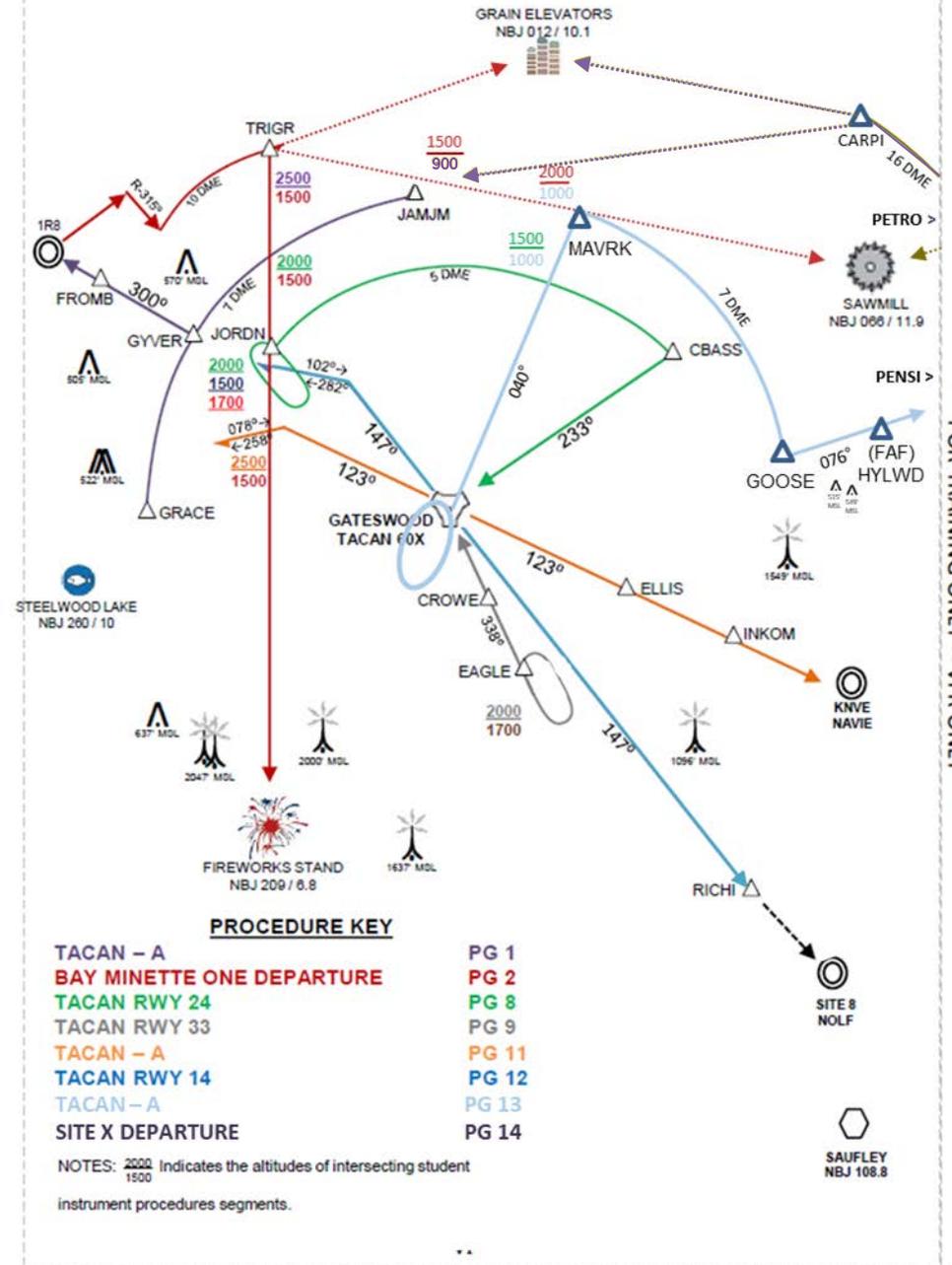
1. 2000 Indicates the altitudes of intersecting student
1500 instrument procedure segments.
2. For Hazard Spot descriptions refer to page VII of the Student Instrument Approach and Departure Procedures.

R-2915A

WESTERN TRAINING AREA OVERLAY



WESTERN TRAINING AREA OVERLAY

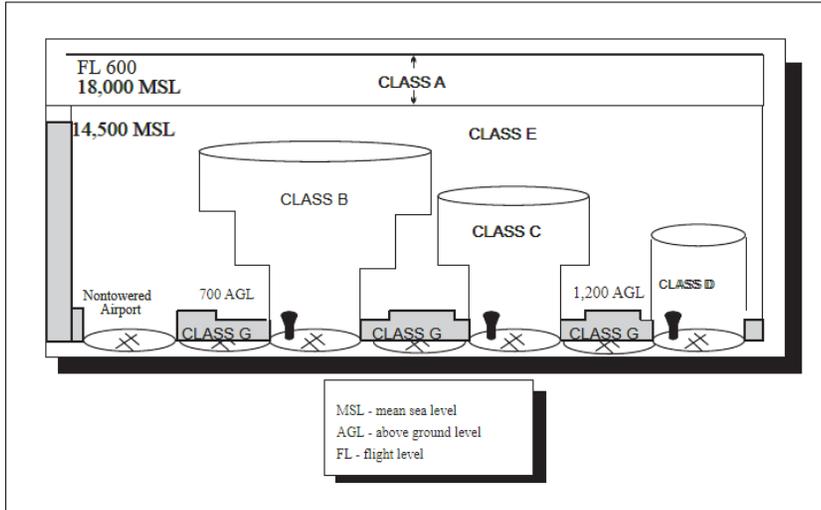


NOTE: SITE 8 is closed, operations are prohibited. SITE 8 approaches to the Welcome Station with no intent to operate at SITE 8 are authorized.

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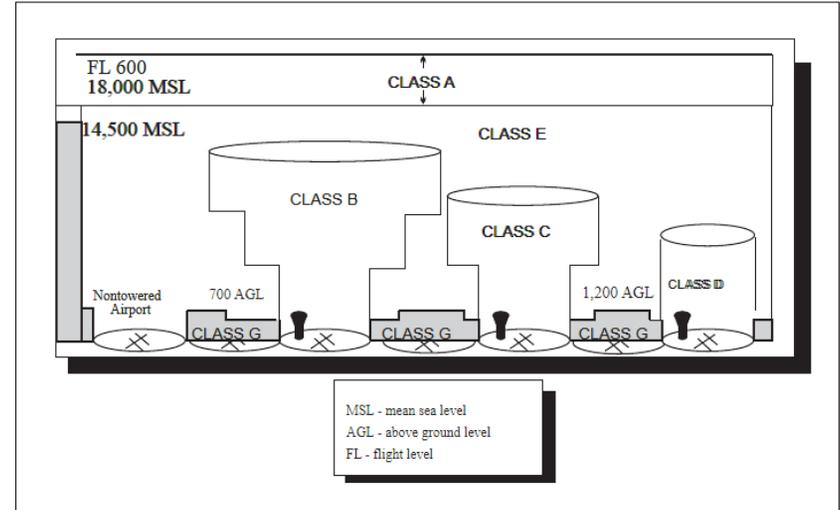
AIRSPACE RESTRICTIONS

Airspace Classes



AIRSPACE RESTRICTIONS

Airspace Classes



VFR Weather Minimums

Class A	Not Applicable	Not Applicable.
Class B	3 statute miles	Clear of Clouds.
Class C	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
Class D	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
Class E: Less than 10,000 feet MSL.	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
At or above 10,000 feet MSL.	5 statute miles	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.
Class G: 1,200 feet or less above the surface (regardless of MSL altitude).		
Day, except as provided in Sec. 91.155(b).	1 statute mile	Clear of clouds.
Night, except as provided in Sec. 91.155(b).	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
More than 1,200 feet above the surface but less than 10,000 feet MSL.		
Day	1 statute mile	500 feet below. 1,000 feet above. 2,000 feet horizontal.
Night	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
More than 1,200 feet above the surface and at or above 10,000 feet MSL.	5 statute miles	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.

VFR Weather Minimums

Class A	Not Applicable	Not Applicable.
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More than 1,200 feet above the surface but less than 10,000 feet MSL.		
Day	1 statute mile	500 feet below. 1,000 feet above. 2,000 feet horizontal.
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More than 1,200 feet above the surface and at or above 10,000 feet MSL.	5 statute miles	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.

DD 1801

The image shows a screenshot of the DD 1801 form. A red diagonal line is drawn from the top right towards the bottom left, crossing through the 'ADDRESS(S)' field and the 'ORIGINATOR' field. The text '*Base OPS' is written in the top right area of the form. The form fields are as follows:

PRIORITY	ADDRESS(S)		
FILING TIME	ORIGINATOR		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR			
3. MESSAGE TYPE	7. AIRCRAFT IDENTIFICATION	8. FLIGHT RULES	TYPE OF FLIGHT
(IFPL)	V V 1 E 0 7 8	I	M
9. NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	10. EQUIPMENT
	B 0 6	L	BDFGLOTUV SU2
13. DEPARTURE AERODROME	TIME		
K N D Z	1 6 0 0		
15. CRUISING SPEED	LEVEL	ROUTE	
N 0 1 0 6	A 0 5 0	DCT CEW V115 MGM DCT MXF DCT SEEME DCT	

*Top portion is utilized by Base OPS

Item 7: Aircraft Identification VV_ E _ _ _

Item 8: Flight rules

“I” Entire flight will be operated under IFR

“Y” Flight will be operated IFR followed by one or more subsequent changes of flight rules

“V” Entire flight will be operated under VFR

“Z” Flight will be initially operated under VFR followed by one ore more subsequent changes of flight rules

Type of flight “M”

Item 9: Number leave blank if only 1 aircraft / Type “BO6” / Wake “L”

Item 10: Equipment

“B” LPV (APV with SBAS)

“D” DME

“F” ADF

“G” GNSS

“L” ILS

“O” VOR

“T” TACAN

“U” UHF RTF

“V” VHF RTF

Surveillance Equipment and Capabilities: SU2

Item 15:

Cruising speed - True airspeed in “N” Knots, expressed using 4 figures

Level – Altitude “A” in hundreds of feet, expressed using 3 figures

Route - Amplifying route guidance – see GP CH4

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(IFPL)	V V 1 E 0 7 8	I	M
9. NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	10. EQUIPMENT
	B 0 6	L	BDFGLOTUV SU2
13. DEPARTURE AERODROME	TIME		
K N D Z	1 6 0 0		
15. CRUISING SPEED	LEVEL	ROUTE	
N 0 1 0 6	A 0 5 0	DCT CEW V115 MGM DCT MXF DCT SEEME DCT	

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DD 1801

16. DESTINATION AERODROME — K M X F	TOTAL EET HR/MIN 0 1 2 1	ALTN AERODROME →	2ND ALTN AERODROME →
18. OTHER INFORMATION — NAV/SBAS SUR/282B DOF/YYMMDD			

Item 16: Destination / Total EET HR/MIN is total estimated time en route to the destination / Alternate if required

Item 18: Other Information change DOR/YYMMDD to year, month and date of flight

19. SUPPLEMENTARY INFORMATION			
ENDURANCE — FUEL/ 0230	PERSONS ON BOARD → POB/ 3 → RDO/	EMERGENCY AND SURVIVAL EQUIPMENT 121.5 → 243 → 500 → 8364	
TYPE OF EQUIPMENT POLAR → DESERT → MARITIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCIN →		LIFE JACKETS	RADIO FREQUENCY
DINGHIES	COLOR	NUMBER	TOTAL CAPACITY
DINGHIES → COVER			→ RMK/
REMARKS		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT 162042	
CREW LIST	<input type="checkbox"/> ATTACHED	<input checked="" type="checkbox"/> LOCATED AT: KNDZ	
PASSENGER MANIFEST	<input type="checkbox"/> ATTACHED	<input type="checkbox"/> LOCATED AT:	
NAME OF PILOT IN COMMAND Pilot - Standard	SIGNATURE OF APPROVING AUTHORITY	AIRCRAFT HOME STATION OR ORGANIZATION HT-18, KNDZ	

DD Form 1801, MAY 87

Previous edition is obsolete.

Reset

DOD INTERNATIONAL FLIGHT PLAN

Item 19:

Fuel – Total amount on board in 4 figures expressed in hours and minutes

POB – Total number of passengers and crew

Follow the remainder of the format depicted above

Crew list and passenger manifest – self explanatory

Last name of pilot in command – instrument rating (standard/special)

Signature

Aircraft home station – HT Squadron, ICAO

DD 1801

16. DESTINATION AERODROME — K M X F	TOTAL EET HR/MIN 0 1 2 1	ALTN AERODROME →	2ND ALTN AERODROME →
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DINGHIES	COLOR	NUMBER	TOTAL CAPACITY
DINGHIES → COVER			→ RMK/
REMARKS		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT 162042	
CREW LIST	<input type="checkbox"/> ATTACHED	<input checked="" type="checkbox"/> LOCATED AT: KNDZ	
PASSENGER MANIFEST	<input type="checkbox"/> ATTACHED	<input type="checkbox"/> LOCATED AT:	
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KNDZ STEREOTYPE FLIGHT PLANS

SOUTH WHITING FIELD (KNDZ)

NDZ 101	OTP	17	KNDZ	WABEN1 WABEN NBJ/D1+20 IVORY Remarks: OTP/FF IFR RTB	KNDZ	OTP TO KNDZ VIA GATESWOOD DELAY:WEST OP AREA	2+00
NDZ 102	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30 NSX NBJ/D1+30 NAVIE Remarks: 2 DELAYS IN WEST OP AREA	KNDZ	VFR TO KNDZ VIA GATESWOOD, SITE X, GATESWOOD	4+10
NDZ 103	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30 NAVIE Remarks: DELAY WEST OP AREA	KNDZ	VFR TO KNDZ VIA GATESWOOD	2+00
NDZ 104	IFR	40	KNDZ	PENSI V241 SJI KMOB ® KMOB D1+00 KNDZ	KNDZ	IFR TO NDZ VIA TERM AREA DELAY MOB	0+45
	IFR	30	KMOB	MOB LOXLY V241 PENSI IVORY			0+45
NDZ 105	IFR	17	KNDZ	IVORY/D2+00	KNDZ	IFR TO KNDZ	0+15
NDZ 106	VFR	15	KNDZ	BAWDII BAWDI/D1+30 BAKOS CEW240012 Remarks: DELAY EAST BI AREA/LAKES	KNDZ	VFR TO KNDZ VIA LAKES	2+00
NDZ 107	VFR	15	KNDZ	BAWDII BAWDI CEW/D1+30 CEW240012	KNDZ	VFR TO KNDZ DELAY: CEW VORTAC	2+00
NDZ 108	VFR	17	KNDZ	IVORY/2+00	KNDZ	VFR TO KNDZ	2+15

KNDZ STEREOTYPE FLIGHT PLANS

SOUTH WHITING FIELD (KNDZ)

NDZ 101	OTP	17	KNDZ	WABEN1 WABEN NBJ/D1+20 IVORY Remarks: OTP/FF IFR RTB	KNDZ	OTP TO KNDZ VIA GATESWOOD DELAY:WEST OP AREA	2+00
NDZ 102	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30 NSX NBJ/D1+30 NAVIE Remarks: 2 DELAYS IN WEST OP AREA	KNDZ	VFR TO KNDZ VIA GATESWOOD, SITE X, GATESWOOD	4+10
NDZ 103	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30 NAVIE Remarks: DELAY WEST OP AREA	KNDZ	VFR TO KNDZ VIA GATESWOOD	2+00
NDZ 104	IFR	40	KNDZ	PENSI V241 SJI KMOB ® KMOB D1+00 KNDZ	KNDZ	IFR TO NDZ VIA TERM AREA DELAY MOB	0+45
	IFR	30	KMOB	MOB LOXLY V241 PENSI IVORY			0+45
NDZ 105	IFR	17	KNDZ	IVORY/D2+00	KNDZ	IFR TO KNDZ	0+15
NDZ 106	VFR	15	KNDZ	BAWDII BAWDI/D1+30 BAKOS CEW240012 Remarks: DELAY EAST BI AREA/LAKES	KNDZ	VFR TO KNDZ VIA LAKES	2+00
NDZ 107	VFR	15	KNDZ	BAWDII BAWDI CEW/D1+30 CEW240012	KNDZ	VFR TO KNDZ DELAY: CEW VORTAC	2+00
NDZ 108	VFR	17	KNDZ	IVORY/2+00	KNDZ	VFR TO KNDZ	2+15

PENSACOLA INTERNATIONAL (KPNS)

PNS 101	VFR	22	KNDZ	PENSI KPNS @KPNS D1+30 KNDZ		VFR TO NDZ VIA TERM AREA DELAY KPNS THROUGH PENSI	0+15
	VFR	22	KPNS	IVORY	KNDZ		0+15
PNS 102	IFR	30	KNDZ	PENSI KPNS @KPNS D1+30 KNDZ		IFR TO KNDZ VIA TERM AREA DELAY KPNS THROUGH PENSI	0+15
	IFR	17	KPNS	IVORY	KNDZ		0+15
PNS 103	VFR	22	KNDZ	NUN KPNS @KPNS D1+30 KNDZ		VFR TO KNDZ VIA TERM AREA DELAY KPNS THROUGH NUN	0+15
	VFR	22	KPNS	IVORY	KNDZ		0+15
PNS 104	IFR	30	KNDZ	NUN KPNS @KPNS D1+30 KNDZ		IFR TO KNDZ VIA TERM AREA DELAY KPNS THROUGH NUN	0+15
	IFR	17	KPNS	IVORY	KNDZ		0+15

PREPO OPS

PNS 105	VFR	22	KNDZ	NSE180002	KPNS	VFR TO KPNS VIA ___ OP AREA (PREPO)	2+00
PNS 106	IFR	30	KNDZ	PENSI	KPNS	IFR TO KPNS VIA PENSI	0+25
PNS 107	IFR	30	KNDZ	NUN	KPNS	IFR TO KPNS VIA NUN	0+20

PENSACOLA INTERNATIONAL (KPNS)

PNS 101	VFR	22	KNDZ	PENSI KPNS @KPNS D1+30 KNDZ		VFR TO NDZ VIA TERM AREA DELAY KPNS THROUGH PENSI	0+15
	VFR	22	KPNS	IVORY	KNDZ		0+15
PNS 102	IFR	30	KNDZ	PENSI KPNS @KPNS D1+30 KNDZ		IFR TO KNDZ VIA TERM AREA DELAY KPNS THROUGH PENSI	0+15
	IFR	17	KPNS	IVORY	KNDZ		0+15
PNS 103	VFR	22	KNDZ	NUN KPNS @KPNS D1+30 KNDZ		VFR TO KNDZ VIA TERM AREA DELAY KPNS THROUGH NUN	0+15
	VFR	22	KPNS	IVORY	KNDZ		0+15
PNS 104	IFR	30	KNDZ	NUN KPNS @KPNS D1+30 KNDZ		IFR TO KNDZ VIA TERM AREA DELAY KPNS THROUGH NUN	0+15
	IFR	17	KPNS	IVORY	KNDZ		0+15

PREPO OPS

PNS 105	VFR	22	KNDZ	NSE180002	KPNS	VFR TO KPNS VIA ___ OP AREA (PREPO)	2+00
PNS 106	IFR	30	KNDZ	PENSI	KPNS	IFR TO KPNS VIA PENSI	0+25
PNS 107	IFR	30	KNDZ	NUN	KPNS	IFR TO KPNS VIA NUN	0+20

NAS PENSACOLA (KNPA)

VFR/IFR ROUND ROBIN

NPA 101	VFR	22	KNDZ	VPTHR KNPA @KNPA D1+30 KNDZ		VFR TO KNDZ VIA TERM AREA	0+15
	VFR	22	KNPA	IVORY	KNDZ	DELAY KNPA	0+15
NPA 102	IFR	30	KNDZ	NUN KNPA @KPNA D1+30 KNDZ		IFR TO KNDZ VIA TERM AREA	0+15
	IFR	17	KNPA	IVORY	KNDZ	DELAY KNPA	0+15

ANDALUSIA (79J)

79J 101	VFR	10	KNDZ	CEW	79J	VFR TO 79J	0+45
79J 101 R	VFR	10	79J	CEW	KNDZ	VFR TO KNDZ	0+45
79J 102	IFR	30	KNDZ	BAKOS V241 CEW/D0+30 GALON	79J	IFR TO 79J	0+45
79J 102 R	IFR	40	79J	GALON V241 CEW/D0+30 CEW240015 IVORY	KNDZ	IFR FROM 79J TO KNDZ	0+45

NAS PENSACOLA (KNPA)

VFR/IFR ROUND ROBIN

NPA 101	VFR	22	KNDZ	VPTHR KNPA @KNPA D1+30 KNDZ		VFR TO KNDZ VIA TERM AREA	0+15
	VFR	22	KNPA	IVORY	KNDZ	DELAY KNPA	0+15
NPA 102	IFR	30	KNDZ	NUN KNPA @KPNA D1+30 KNDZ		IFR TO KNDZ VIA TERM AREA	0+15
	IFR	17	KNPA	IVORY	KNDZ	DELAY KNPA	0+15

ANDALUSIA (79J)

79J 101	VFR	10	KNDZ	CEW	79J	VFR TO 79J	0+45
79J 101 R	VFR	10	79J	CEW	KNDZ	VFR TO KNDZ	0+45
79J 102	IFR	30	KNDZ	BAKOS V241 CEW/D0+30 GALON	79J	IFR TO 79J	0+45
79J 102 R	IFR	40	79J	GALON V241 CEW/D0+30 CEW240015 IVORY	KNDZ	IFR FROM 79J TO KNDZ	0+45

BAY MINETTE (1R8)

1R8 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30	1R8	VFR TO 1R8 VIA GATESWOOD DELAY: WEST OP AREA	2+00
1R8 101R	VFR	15	1R8	NBJ/D1+30 NAVIE	KNDZ	VFR FROM 1R8 TO KNDZ VIA GATESWOOD DELAY: WEST OP AREA	2+00
1R8 102	IFR	40	KNDZ	PENSI V241 LOXLY RERME	1R8	IFR TO 1R8	0+45
1R8 102R	IFR	30	1R8	BRATT V241 PENSI IVORY	KNDZ	IFR FROM 1R8 TO KNDZ	0+45

BOB SIKES (KCEW)

CEW 101	IFR	30	KNDZ	CEW KCEW @D1+30 KCEW NDZ		IFR TO KNDZ VIA TERM AREA DELAY KCEW	0+15
	IFR	40	KCEW	KCEW CEW240015 IVORY	KNDZ		0+15
CEW 102	VFR	10	KNDZ	BAKOS	KCEW	VFR TO KCEW	0+15
CEW 102R	VFR	10	KCEW	BAKOS	KNDZ	VFR TO KNDZ	0+15

EGLIN/DESTIN FORT WALTON (KVPS)

VPS 101	IFR	30	KNDZ	NGS VARRE TUFER KVPS @KVPS D1+00 KNDZ		IFR TO KNDZ VIA TERM AREA DELAY KVPS	0+30
	IFR	40	KVPS	DESTN VARRE IVORY	KNDZ		0+30

BAY MINETTE (1R8)

1R8 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30	1R8	VFR TO 1R8 VIA GATESWOOD DELAY: WEST OP AREA	2+00
1R8 101R	VFR	15	1R8	NBJ/D1+30 NAVIE	KNDZ	VFR FROM 1R8 TO KNDZ VIA GATESWOOD DELAY: WEST OP AREA	2+00
1R8 102	IFR	40	KNDZ	PENSI V241 LOXLY RERME	1R8	IFR TO 1R8	0+45
1R8 102R	IFR	30	1R8	BRATT V241 PENSI IVORY	KNDZ	IFR FROM 1R8 TO KNDZ	0+45

BOB SIKES (KCEW)

CEW 101	IFR	30	KNDZ	CEW KCEW @D1+30 KCEW NDZ		IFR TO KNDZ VIA TERM AREA DELAY KCEW	0+15
	IFR	40	KCEW	KCEW CEW240015 IVORY	KNDZ		0+15
CEW 102	VFR	10	KNDZ	BAKOS	KCEW	VFR TO KCEW	0+15
CEW 102R	VFR	10	KCEW	BAKOS	KNDZ	VFR TO KNDZ	0+15

EGLIN/DESTIN FORT WALTON (KVPS)

VPS 101	IFR	30	KNDZ	NGS VARRE TUFER KVPS @KVPS D1+00 KNDZ		IFR TO KNDZ VIA TERM AREA DELAY KVPS	0+30
	IFR	40	KVPS	DESTN VARRE IVORY	KNDZ		0+30

FLORALA (0J4)

0J4 101	VFR	15	KNDZ	BAWDII BAWDI BAKOS/D1+30 Remarks: DELAY EAST BI AREA/LAKES	0J4	VFR TO 0J4 VIA LAKES	2+00
0J4 101R	VFR	15	0J4	BAKOS/D1+30 Remarks: DELAY EAST BI AREA/LAKES	KNDZ	VFR FROM 0J4 TO KNDZ VIA LAKES	2+00
0J4 102	VFR	15	KNDZ	BAWDII BAWDI CEW/D1+30	0J4	VFR TO 0J4	2+00
0J4 102R	VFR	15	0J4	CEW/D1+30	KNDZ	VFR FROM 0J4 TO KNDZ	2+00
0J4 103	VFR	10	KNDZ	CEW	0J4	VFR TO 0J4	2+00
0J4 103R	VFR	10	0J4	CEW	KNDZ	VFR FROM 0J4 TO KNDZ	2+00
0J4 104	IFR	30	KNDZ	CEW/D1+30 OGITE	0J4	IFR TO 0J4 VIA TERM AREA DELAY CEW	1+45
0J4 104R	IFR	40	0J4	CEW/D1+30 IVORY	KNDZ	IFR FROM 0J4 TO KNDZ VIA TERM AREA DELAY CEW	1+45

FLORALA (0J4)

0J4 101	VFR	15	KNDZ	BAWDII BAWDI BAKOS/D1+30 Remarks: DELAY EAST BI AREA/LAKES	0J4	VFR TO 0J4 VIA LAKES	2+00
0J4 101R	VFR	15	0J4	BAKOS/D1+30 Remarks: DELAY EAST BI AREA/LAKES	KNDZ	VFR FROM 0J4 TO KNDZ VIA LAKES	2+00
0J4 102	VFR	15	KNDZ	BAWDII BAWDI CEW/D1+30	0J4	VFR TO 0J4	2+00
0J4 102R	VFR	15	0J4	CEW/D1+30	KNDZ	VFR FROM 0J4 TO KNDZ	2+00
0J4 103	VFR	10	KNDZ	CEW	0J4	VFR TO 0J4	2+00
0J4 103R	VFR	10	0J4	CEW	KNDZ	VFR FROM 0J4 TO KNDZ	2+00
0J4 104	IFR	30	KNDZ	CEW/D1+30 OGITE	0J4	IFR TO 0J4 VIA TERM AREA DELAY CEW	1+45
0J4 104R	IFR	40	0J4	CEW/D1+30 IVORY	KNDZ	IFR FROM 0J4 TO KNDZ VIA TERM AREA DELAY CEW	1+45

JACK EDWARDS (KJKA)

JKA 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30 Remarks: DELAY WEST OP AREA	KJKA	VFR TO KJKA VIA GATESWOOD	2+00
JKA 101R	VFR	15	KJKA	NBJ/D1+30 NAVIE Remarks: DELAY WEST OP AREA	KNDZ	VFR FROM KJKA TO KNDZ VIA GATESWOOD	2+00
JKA 102	IFR	40	KNDZ	PENSI KPNS @KPNS D1+00 KJKA		IFR TO KJKA VIA TERM AREA DELAY KPNS	0+15
	IFR	40	KPNS	NUN	KJKA		0+15
JKA 102R	IFR	30	KJKA	NUN KPNS @KPNS D1+00 KNDZ		IFR FROM KJKA TO KNDZ VIA TERM AREA DELAY KPNS	0+15
	IFR	30	KPNS	IVORY	KNDZ		0+15

MOBILE DOWNTOWN (KBFM)

BFM 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30	KBFM	VFR TO KBFM VIA GATESWOOD DELAY:WEST OP AREA	2+00
BFM 101R	VFR	15	KBFM	NBJ/D1+30 NAVIE	KNDZ	VFR FROM KBFM TO KNDZ VIA GATESWOOD DELAY:WEST OP AREA	2+00
BFM 102	IFR	40	KNDZ	PENSI V198 LOXLY KBFM	KBFM	IFR TO KBFM	0+45
BFM 102R	IFR	30	KBFM	LOXLY V198 PENSI IVORY	KNDZ	IFR FROM KBFM TO KNDZ	0+45

JACK EDWARDS (KJKA)

JKA 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30 Remarks: DELAY WEST OP AREA	KJKA	VFR TO KJKA VIA GATESWOOD	2+00
JKA 101R	VFR	15	KJKA	NBJ/D1+30 NAVIE Remarks: DELAY WEST OP AREA	KNDZ	VFR FROM KJKA TO KNDZ VIA GATESWOOD	2+00
JKA 102	IFR	40	KNDZ	PENSI KPNS @KPNS D1+00 KJKA		IFR TO KJKA VIA TERM AREA DELAY KPNS	0+15
	IFR	40	KPNS	NUN	KJKA		0+15
JKA 102R	IFR	30	KJKA	NUN KPNS @KPNS D1+00 KNDZ		IFR FROM KJKA TO KNDZ VIA TERM AREA DELAY KPNS	0+15
	IFR	30	KPNS	IVORY	KNDZ		0+15

MOBILE DOWNTOWN (KBFM)

BFM 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30	KBFM	VFR TO KBFM VIA GATESWOOD DELAY:WEST OP AREA	2+00
BFM 101R	VFR	15	KBFM	NBJ/D1+30 NAVIE	KNDZ	VFR FROM KBFM TO KNDZ VIA GATESWOOD DELAY:WEST OP AREA	2+00
BFM 102	IFR	40	KNDZ	PENSI V198 LOXLY KBFM	KBFM	IFR TO KBFM	0+45
BFM 102R	IFR	30	KBFM	LOXLY V198 PENSI IVORY	KNDZ	IFR FROM KBFM TO KNDZ	0+45

MOBILE REGIONAL (KMOB)

MOB 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30	KMOB	VFR TO KMOB VIA GATESWOO D DELAY:WES T OP AREA	2+00
MOB 101R	VFR	15	KMOB	NBJ/D1+30 NAVIE	KNDZ	VFR FROM KMOB TO KNDZ VIA GATESWOO D DELAY:WES T OP AREA	2+00
MOB 102	IFR	40	KNDZ	PENSI V241 SJI	KMOB	IFR TO KMOB	0+45
MOB 102R	IFR	30	KMOB	LOXLY V241 PENSI IVORY	KNDZ	IFR FROM KMOB TO KNDZ	0+45
MOB 103	IFR	40	KNDZ	PENSI KPNS ®KPNS D1+00 KMOB		IFR TO KMOB VIA TERM AREA DELAY KPNS	0+15
	IFR	40	KPNS	LOXLY V241 SJI	KMOB		0+30
MOB 103R	IFR	30	KMOB	LOXLY V241 PENSI KPNS ®KPNS D1+00 KNDZ		IFR FROM KMOB TO KNDZ VIA TERM AREA DELAY KPNS	0+30
	IFR	30	KPNS	IVORY	KNDZ		0+15

MOBILE REGIONAL (KMOB)

MOB 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30	KMOB	VFR TO KMOB VIA GATESWOO D DELAY:WES T OP AREA	2+00
MOB 101R	VFR	15	KMOB	NBJ/D1+30 NAVIE	KNDZ	VFR FROM KMOB TO KNDZ VIA GATESWOO D DELAY:WES T OP AREA	2+00
MOB 102	IFR	40	KNDZ	PENSI V241 SJI	KMOB	IFR TO KMOB	0+45
MOB 102R	IFR	30	KMOB	LOXLY V241 PENSI IVORY	KNDZ	IFR FROM KMOB TO KNDZ	0+45
MOB 103	IFR	40	KNDZ	PENSI KPNS ®KPNS D1+00 KMOB		IFR TO KMOB VIA TERM AREA DELAY KPNS	0+15
	IFR	40	KPNS	LOXLY V241 SJI	KMOB		0+30
MOB 103R	IFR	30	KMOB	LOXLY V241 PENSI KPNS ®KPNS D1+00 KNDZ		IFR FROM KMOB TO KNDZ VIA TERM AREA DELAY KPNS	0+30
	IFR	30	KPNS	IVORY	KNDZ		0+15

MONROE COUNTY (KMVC)

MVC 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30	KMVC	VFR TO KMVC VIA GATESWOO D DELAY:WES T OP AREA	2+00
MVC 101R	VFR	22	KMVC	NBJ/D1+30 NAVIE	KNDZ	VFR FROM KMVC TO KNDZ VIA GATESWOO D DELAY:WES T OP AREA	2+00
PETER PRINCE (2R4)							
2R4 101	VFR	10	KNDZ	NSE180002	2R4	VFR TO 2R4 VIA __ OP AREA (PREPO)	2+00

MONROE COUNTY (KMVC)

MVC 101	VFR	22	KNDZ	WABEN1 WABEN NBJ/D1+30	KMVC	VFR TO KMVC VIA GATESWOO D DELAY:WES T OP AREA	2+00
MVC 101R	VFR	22	KMVC	NBJ/D1+30 NAVIE	KNDZ	VFR FROM KMVC TO KNDZ VIA GATESWOO D DELAY:WES T OP AREA	2+00
PETER PRINCE (2R4)							
2R4 101	VFR	10	KNDZ	NSE180002	2R4	VFR TO 2R4 VIA __ OP AREA (PREPO)	2+00

HURREVAC/CCX FLIGHT PLANS

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
ABY7	IFR	030	KNDZ CEW V241 RRS PZD KABY	IFR TO SW GEORGIA RGNL	1+35
ABY8	VFR	025	KNDZ KABY	VFR TO SW GEORGIA RGNL	1+30
BHM7	IFR	050	KNDZ CEW V115 VUZ KBHM	IFR TO BIRMINGHAM	2+10
BHM8	VFR	025	KNDZ KBHM	VFR TO BIRMINGHAM	2+05
DHN7	IFR	030	KNDZ CEW V241 RRS KDHN	IFR TO DOTHAN	1+10
DHN8	VFR	025	KNDZ KDHN	VFR TO DOTHAN	1+00
GTR7	IFR	040	KNDZ MVC EWA IGB KGTR	IFR TO GOLDEN TRIANGLE	2+00
GTR8	VFR	025	KNDZ KGTR	VFR TO GOLDEN TRIANGLE	2+00
GPT7	IFR	040	KNDZ SJI V20 GPT KGPT	IFR TO GULFPORT	1+25
GPT8	VFR	025	KNDZ KGPT	VFR TO GULFPORT	1+15
HDC7	IFR	040	KNDZ SJI V552 PCU KHDC	IFR TO HAMMOND	1+45
HDC8	VFR	025	KNDZ KHDC	VFR TO HAMMOND	1+45
HKS7	IFR	040	KNDZ GCV V11 MHZ KHKS	IFR TO HAWKINS	2+00
HKS8	VFR	025	KNDZ KHKS	VFR TO HAWKINS	2+00
HSA7	IFR	040	KNDZ SJI V552 STENN KHSA	IFR TO STENNIS	1+30
HSA8	VFR	025	KNDZ VPMOB KHSA	VFR TO STENNIS	1+30
JAN7	IFR	040	KNDZ GCV V11 MHZ KJAN	IFR TO JACKSON	2+00
JAN8	VFR	025	KNDZ KJAN	VFR TO JACKSON	2+00

HURREVAC/CCX FLIGHT PLANS

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
ABY7	IFR	030	KNDZ CEW V241 RRS PZD KABY	IFR TO SW GEORGIA RGNL	1+35
ABY8	VFR	025	KNDZ KABY	VFR TO SW GEORGIA RGNL	1+30
BHM7	IFR	050	KNDZ CEW V115 VUZ KBHM	IFR TO BIRMINGHAM	2+10
BHM8	VFR	025	KNDZ KBHM	VFR TO BIRMINGHAM	2+05
DHN7	IFR	030	KNDZ CEW V241 RRS KDHN	IFR TO DOTHAN	1+10
DHN8	VFR	025	KNDZ KDHN	VFR TO DOTHAN	1+00
GTR7	IFR	040	KNDZ MVC EWA IGB KGTR	IFR TO GOLDEN TRIANGLE	2+00
GTR8	VFR	025	KNDZ KGTR	VFR TO GOLDEN TRIANGLE	2+00
GPT7	IFR	040	KNDZ SJI V20 GPT KGPT	IFR TO GULFPORT	1+25
GPT8	VFR	025	KNDZ KGPT	VFR TO GULFPORT	1+15
HDC7	IFR	040	KNDZ SJI V552 PCU KHDC	IFR TO HAMMOND	1+45
HDC8	VFR	025	KNDZ KHDC	VFR TO HAMMOND	1+45
HKS7	IFR	040	KNDZ GCV V11 MHZ KHKS	IFR TO HAWKINS	2+00
HKS8	VFR	025	KNDZ KHKS	VFR TO HAWKINS	2+00
HSA7	IFR	040	KNDZ SJI V552 STENN KHSA	IFR TO STENNIS	1+30
HSA8	VFR	025	KNDZ VPMOB KHSA	VFR TO STENNIS	1+30
JAN7	IFR	040	KNDZ GCV V11 MHZ KJAN	IFR TO JACKSON	2+00
JAN8	VFR	025	KNDZ KJAN	VFR TO JACKSON	2+00

HURREVAC/CCX FLIGHT PLANS

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
MCN7	IFR	030	KNDZ CEW V241 EUF KMCN	IFR TO MID GEORGIA	2+20
MCN8	VFR	025	KNDZ KMCN	VFR TO MID GEORGIA	2+15
MGM7	IFR	050	KNDZ PIGON V115 MGM TEBOC KMGM	IFR TO MONTGOMERY	1+10
MGM8	VFR	025	KNDZ KMGM	VFR TO MONTGOMERY	1+00
TCL7	IFR	040	KNDZ MVC LDK KTCL	IFR TO TUSCALOOSA	1+35
TCL8	VFR	025	KNDZ KTCL	VFR TO TUSCALOOSA	1+35
TLH7	IFR	030	KNDZ CEW V198 SZW KTLH	IFR TO TALLAHASSEE	1+35
TLH8	VFR	025	KNDZ K54J KTLH	VFR TO TALLAHASSEE	1+30
TOI6*	IFR	050	KNDZ CEW V115 CHAFF BLOOD KTOI	IFR TO TROY MUNICIPAL ILS	1+10
TOI7	IFR	050	KNDZ CEW V115 CHAFF MAKEY KTOI	IFR TO TROY MUNICIPAL RNAV	1+10
TOI8	VFR	025	KNDZ KTOI	VFR TO TROY MUNICIPAL	1+00

HURREVAC/CCX FLIGHT PLANS

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
MCN7	IFR	030	KNDZ CEW V241 EUF KMCN	IFR TO MID GEORGIA	2+20
MCN8	VFR	025	KNDZ KMCN	VFR TO MID GEORGIA	2+15
MGM7	IFR	050	KNDZ PIGON V115 MGM TEBOC KMGM	IFR TO MONTGOMERY	1+10
MGM8	VFR	025	KNDZ KMGM	VFR TO MONTGOMERY	1+00
TCL7	IFR	040	KNDZ MVC LDK KTCL	IFR TO TUSCALOOSA	1+35
TCL8	VFR	025	KNDZ KTCL	VFR TO TUSCALOOSA	1+35
TLH7	IFR	030	KNDZ CEW V198 SZW KTLH	IFR TO TALLAHASSEE	1+35
TLH8	VFR	025	KNDZ K54J KTLH	VFR TO TALLAHASSEE	1+30
TOI6*	IFR	050	KNDZ CEW V115 CHAFF BLOOD KTOI	IFR TO TROY MUNICIPAL ILS	1+10
TOI7	IFR	050	KNDZ CEW V115 CHAFF MAKEY KTOI	IFR TO TROY MUNICIPAL RNAV	1+10
TOI8	VFR	025	KNDZ KTOI	VFR TO TROY MUNICIPAL	1+00

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)

Dyncorp Maintenance Control: 1-850-665-6339
Duty: 1-850-463-5632

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.

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AEROSHELL 560 – Engine (Orange)

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Duty: 1-850-463-5632

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

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.

Authorization to proceed with troubleshooter guidance/procedures?
May expand

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Homefield:

1. Call troubleshooter .

Away from Homefield:

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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.

Authorization to proceed with troubleshooter guidance/procedures?
May expand

HOT START PREVENTION

Conditions That Increase Potential for a Hot Start

1. Cold OAT
2. Weak battery (Low voltage or other conditions from the aircraft-buzzing ICS, dim lights, etc)
3. Tailwind
4. First start of the day

Typical Battery Start

Due to lower amperage, the dual peak start is more pronounced than with a GPU start. If the first peak is warmer than usual, the second peak will be exponentially warmer due to a lack of cooling air. A battery start may also be slower to accelerate than a GPU start: Consider starter limits.

Best Practices

1. Ensure fuel is introduced at 15%Ng for OAT at or above 7C.
2. If Ng does not reach 15%, the battery is not strong enough to continue with a battery start.

Do not wait for Ng to peak or for main rotor movement. Utilize conservative abort criteria.

3. Limit time in transient range to 7 seconds. If more than a TOTAL of 10 seconds per start Sequence are spent in the transient range, the Diamond J gauge will register a Hot Start.
4. TOT above 860C on first peak.
5. TOT accelerating through 860C on second peak.
6. Battery voltage stabilizes below 19 volts.

CAUTION:

Current FAA regulations require turbine overhaul if temperature limit (927C) is exceeded for even one second. This is an expensive maintenance action that can often be mitigated with appropriate defensive posturing and conservative abort criteria. When in doubt, abort and utilize a GPU.

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Best Practices

1. Ensure fuel is introduced at 15%Ng for OAT at or above 7C.
2. If Ng does not reach 15%, the battery is not strong enough to continue with a battery start.

Do not wait for Ng to peak or for main rotor movement. Utilize conservative abort criteria.

3. Limit time in transient range to 7 seconds. If more than a TOTAL of 10 seconds per start Sequence are spent in the transient range, the Diamond J gauge will register a Hot Start.
4. TOT above 860C on first peak.
5. TOT accelerating through 860C on second peak.
6. Battery voltage stabilizes below 19 volts.

CAUTION:

Current FAA regulations require turbine overhaul if temperature limit (927C) is exceeded for even one second. This is an expensive maintenance action that can often be mitigated with appropriate defensive posturing and conservative abort criteria. When in doubt, abort and utilize a GPU.

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

CNAF-M 3710.7

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
*With the failure of a single instrument gauge backlight, night flight is authorized provided the gauge can be illuminated by existing cockpit and/or personal lighting or if a redundant gauge is fully functional.
2. All exterior lights
3. Operable communications radio
4. Attitude gyro
5. Radar altimeter
* Flashlight (per page 5-7)

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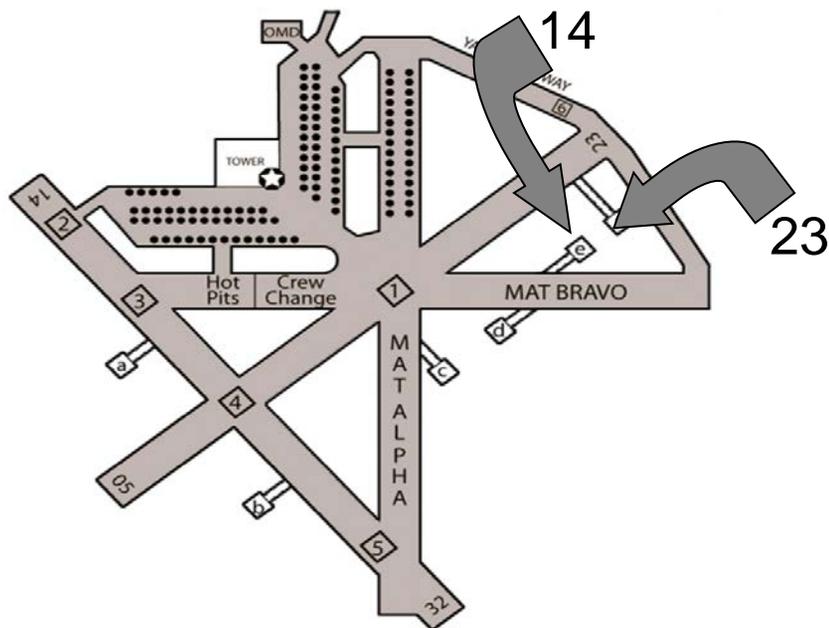
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SOUTH WHITING FIELD HIGH WIND RECOVERY PROCEDURES



1. High wind recoveries are available when winds exceed TH-57 NATOPS limits for sideward/rearward flight or at the PIC's request. Notify tower with intentions at Point IGOR, BELL, CYPRESS.

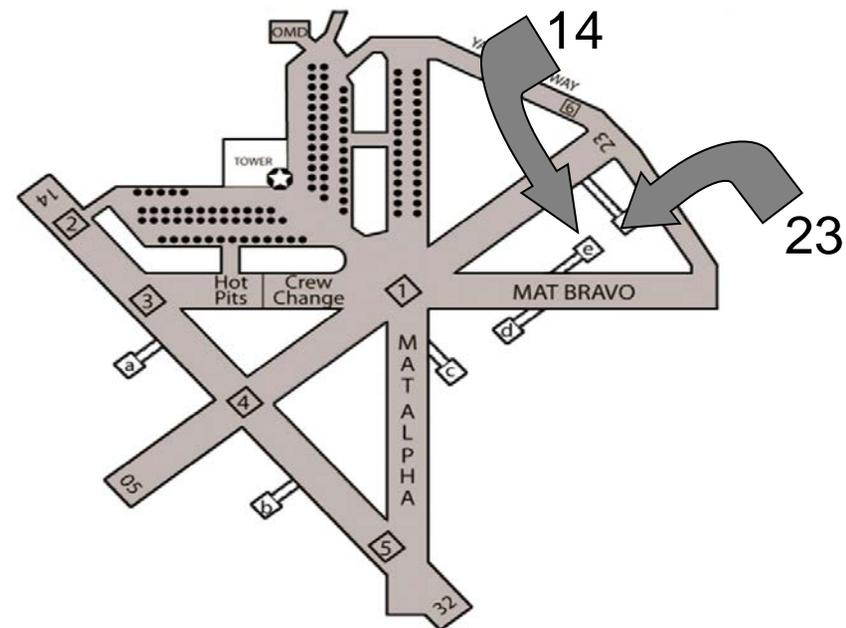
Example: "REQUEST HIGH WIND RECOVERY TO (PAD ECHO / SPOT 3)"

2. When landing 05/32, land on the duty runway or spot and taxi to any line A thru H to park. Maintain nose alignment into the wind.

3. When landing 14/23, land on Pad E and taxi to Mat Bravo if able. Maintain nose alignment into wind. If shutdown on Mat Bravo is required, wait near the aircraft for tow tractor and PC cart. When landing on Pad E, runway 23, tower will direct maintenance aircraft to land until recovery is complete. TH-57C may utilize spot 6 if runway 23 is active.

4. Sliding is authorized during day operations to preclude potential loss of tail rotor effectiveness. If excessive wind precludes safe operations, land and shutdown.

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MISSION PREBRIEF

I. HUMAN FACTORS

- a. Any personal / family / relationship issues?
- b. Any health issues / medications?
- c. Any work distractions?
- d. Rebrief ORM issues and NATOPS by exception if delayed.

II. CREW REST / CREW DAY

- a. When did all aircrew leave yesterday? 12 hours debrief to arrival for first official duty.
- b. When did all aircrew enter the squadron for official duties?
- c. How many consecutive scheduled days? Maximum of 6 consecutive scheduled days.
- d. How many graded events today? Maximum of two graded events.

III. REVIEW OF TRAINING JACKET

- a. Incomplete Flights - Determine necessary maneuvers to complete.
- b. Unsatisfactory Flights - Determine if SNA should progress to next event.
- c. End of Block Flights - Determine necessary maneuvers to perform.

IV. CURRENCY / CUMULATIVE FLIGHT TIME

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

V. IP REQUIREMENTS - On-wing, Standardization, IPC or FPC instructor?

VI. Operating Environment

- a. Current / forecast / Wx requirements for flight.
- b. Wind effect on aircraft performance.
- c. SIGMETS / WW / CWW.
- d. Hot environment (heat/humidity) - dehydration, fatigue, aircraft performance.
- e. Cold environment (icing) - freezing level, minimums, water temp levels.
- f. Sunset / SLAP Data.

SITUATION OVERVIEW

MISSION STATEMENT (SPECIFIC EMPHASIS ON?)

EXECUTION OF MISSION

I. CONCEPT OF OPERATIONS - MISSION OVERVIEW

II. SCHEME OF MANEUVER

- a. SEQUENCE OF EVENTS
- b. ROUTE / COURSE RULES
- c. MANEUVERS
- d. OLF OPERATIONS
- e. RTB

III. MISSION SPECIFIC ORM (OPPOSITE SIDE)

ADMINISTRATIVE

I. FLIGHT EQUIPMENT CURRENCY

II. READ & INITIAL CURRENT

III. SNA DOUBLE SCHEDULED

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

IV. FOD AWARENESS

V. HOT START AVOIDANCE

IV. Training Improvement Process (TIP)

- a. End of Stage Critiques are mandatory
- b. Anyone can recommend a syllabus change via the Stan Department
- V. Training Time Out - TTO Policy applies to all flights in the TH-57

VI. Discussion Items

NATOPS BRIEF

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VI. Discussion Items

NATOPS BRIEF

Contact 'B/C' (C40-47,49)
 Low work -5'
 Defensive posturing
 Dynamic Rollover
 Full autos: 45 gal max
 Prac autos: 2500' DA/5kts wind
 Autos: altitude, flare, full
 Sim eng failure at alt
 Waveoffs (Power on/off)
 Cut guns +/-45 deg

Tactical 'B' (T40)
 Prac autos: 2500' DA/5kts wind
 High speed approaches
 Waveoffs (Power on/off)
 DA/winds
 Doors off 02/03 only
 CAL zone ops
 Pinnacle ops
 Externals
 Inadvertant Rear Seatbelt Release

Solo flights (C44/N42/N47)
 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

Contact (IUT, DEMO & IP/IP)
 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
 Complacency
 Fights on, Fights off
 Co-Pilot Defensive Posturing
 AEMP 100ft gate

Basic Instruments (I40-42)
 ITOs
 Unusual attitudes
 Working area traffic
 Observer responsibilities

Radio Instruments (I43-45)
 ITOs
 Missed approach/climb out
 Comm discipline
 Working area traffic
 Observer responsibilities
 EKB Use

Low Level Nav (N43/N44/N45)
 Traffic calls
 Torque awareness
 Rad alt no lower than 150'
 Low-level lookout
 Bird/obstacle avoidance
 Low-level engine failure
 DA/winds
 360/180/90 (Pattern at OLF)

Navigation (N40-42)
 "Get There-its"
 Fatigue
 Complacency
 Weight vs. Torque
 FLIP Airfield diagram
 Required Pubs
 Hot Start Prevention
 EKB Use

SAR (S42)
 Bird/obstacle avoidance
 Low-level lookout
 Water survival (Flotation)
 Water temp:
 51*-60°F Aramids required
 <50°F-LLBI over land

Formation (F40-41)
 Closure rates
 Landing pattern
 Acute on inside of turn
 Torque considerations
 Low level lookout
 Working area traffic

Night contact/Nav (C48/N41)
 Low work
 Closure rates
 SA in pattern
 Night autos to runway
 Lookout/obstacle avoidance
 Working area traffic
 Night Lighting

NVD (V40)
 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'

Warm-up (Winger/IP)
 Checklist
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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 FLIGHT PREPARATION

IP ASSESSMENT OF BRIEFING

WERE LEARNING OBJECTIVES ACCOMPLISHED (AW 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**

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I. UNSATISFACTORY OVERALL SORTIE GRADE:

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

II. UNSATISFACTORY EVENT GUIDANCE:

- a. Refer to CNATRAINST 1500.4 (series).
- b. UNSAT events shall be printed on pink paper.

III. INCOMPLETE EVENTS:

- a. Annotate completed maneuvers for documentation on SNA's Aviation Training Jacket (ATJ) for completion on next flight.
- b. Inform SNA's flight leader for appropriate scheduling.
- c. Clone the event in TIMS by clicking on the sheep button.

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PRECAUTIONARY EMERGENCY

LANDING

A PEL SHALL TERMINATE A FLIGHT UNTIL APPROPRIATE MAINTENANCE AND COMMAND 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.

PEL CHECKLIST:

- Sqd / Side #
 - Pilot / Copilot
 - Time of incident (L) (sked as a night flight or day flight)
 - Event type
 - Specific maneuver
 - Malfunction
 - Landing criteria
 - Location
 - Shutdown location
 - Truck back
 - Damage
 - Injuries
 - Press interest
- Amplifying INFO
 - N4 liaison notified
 - Maint Contractor notified
 - When does the daily/turn around drop dead
 - FCP requirement to fly acft back
 - TW-5 Ops notified
 - Wing CDO / DASWO notified
 - NAS Whiting Field ODO
 - Secure location
 - Fenced
 - Roving patrols
 - Hangar options
 - FBO / Airfield manager POC
 - Tie down availability
 - GSE availability
 - Airfield entrance map/pictures
 - 72 hr weather forecast
 - Decision to leave crew or rental car/commercial fly back decision
 - Time/distance of crew's hotel to airport
 - Did landing criteria require landing at a alternate or non-planned field
 - POLs available
 - GSE / GPU available

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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, DESTINATION., 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.

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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. ENSURE MAINTENANCE AND COMMAND APPROVAL ARE GRANTED FOR ONE TIME FLY BACK TO SOUTH WHITING FIELD PRIOR TO STARTING AIRCRAFT.

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.

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UNAUTHORIZED LASER ILLUMINATION:

All aircrews are requested to report incidents of unauthorized laser illumination by radio to the appropriate ATC controlling facility as soon as possible.

Report The Following:

Controlled Airspace

1. Position (latitude/longitude)
2. Altitude
3. Color of laser beam(s)
4. Originating direction
5. Any additional information believed necessary for ATC, law enforcement and other governmental action

Uncontrolled Airspace

Aircrews flying in uncontrolled airspace are requested to broadcast a general laser illumination caution as soon as possible on an appropriate frequency such as UNICOM or VHF/UHF guard frequencies 121.5/243.0 and report the following:

1. Report “UNAUTHORIZED LASER ILLUMINATION EVENT”
2. Event time in UTC, general positional information (location, altitude)
3. General description of event (color, intensity and direction of beam)

After Landing

Crewmembers affected by a laser illumination event, engage squadron safety department, report details of event for information into WESS as a HAZREP and ASAP. Crewmembers are encouraged to report event via the FAA Laser Beam Exposure Questionnaire located on the FAA website at:

https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_70-2B.pdf

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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.

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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.

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