

TH-57 Course Rules

HT-28

Introduction

Line & South Whiting Operations

South Whiting Course Rules

General OLF Operations

Santa Rosa Course Rules

Pace Course Rules

Site X Course Rules

Spencer Course Rules

SVFR/Lost Comms

Objective

TERMINAL OBJECTIVES

Upon completion of this course of instruction, the student will demonstrate a working knowledge of a contact flight course rules and be able to pass the Course Rules exam

ENABLING OBJECTIVES

1. Discuss Course Rules Overview
2. Discuss South Whiting Course Rules
3. Discuss General OLF Operations
4. Discuss Santa Rosa Course Rules
5. Discuss Pace Course Rules
6. Discuss Site X Course Rules
7. Discuss Spencer Course Rules
8. Discuss SVFR/Lost Comm Procedures

Reference

- Primary Reference: COMTRAWINGFIVEINST 3710.8 (Series)
- Rotary Wing Operating Procedures (RWOP)
- Important Chapters (Up to Contact Solo):
 - Chapter 1 (General Information)
 - Chapter 2 (Weather Requirements)
 - Chapter 3.1-3.5, 3.11, 3.12 (General Flight Procedures)
 - Chapter 4 (Solo Restrictions)
 - Chapter 5 (South Whiting Operations)
 - Chapter 6 (Course Rules)
 - Chapter 7.1 , 7.4, 7.5, 7.7 (OLFs)
 - Chapter 10 (Emergency Procedures)
 - Appendix A (Frequencies, Checklists, TH-57 NATOPS Briefing Guide)
 - Appendix B (Comms)

Need To Know

- Pace/Spencer/Santa Rosa/Site X
- Checkpoints to OLF from NDZ and from OLF to NDZ
- Know headings and CP ID (Road/powerline)
- Radio Calls to OLF vs Traffic and readbacks
- Altitude enroute & at OLF (MSL vs AGL)
- OLF Entry (Upwind over splitting landmark & ALT)
- Total A/c on side/low work/auto/normal lanes
- Special VFR (Holding points (ID), direction, altitude, distance)
- NDZ – Spots for T/O & Landing from Line & crew change
- CAI Altitudes are incorrect in spots. RWOP is correct.

OLFs

- Which fields will you go to?
 - Option 1: Pace and Santa Rosa/Site X
 - Option 2: Spencer
 - You and your on-wing will find out prior to your first flight
 - Your on-wing may take you to a different field for some of your first few flights (Santa Rosa, Site X and Pace, etc.).
Your on-wing will let you know this.
- After contact solo, you are required to know all the course rules to all OLFs!

Block Breakdown

- Contact Stage Breakdown
 - C40 Block (4 flights): Pace and Santa Rosa/Site X or Spencer
 - C41 Block (3 flights): Spencer/Pace
 - C42 Block (3 flights): Spencer/Pace
 - C4390 and C4401 (Check ride and Solo): Spencer/Pace
 - C45 Block and beyond: Be prepared for anywhere (Santa Rosa and Harold, etc.)

Course Rules Test

- This class needs to be completed prior to FAM4001
- HT-28 will schedule you for the test
- Test needs to be completed prior to FAM4004
 - Test Covers all the material covered today as well as the applicable sections of the RWOP.
 - Includes Santa Rosa, Pace, Site X, and Spencer!
 - Don't wait until the morning of the FAM4004 to take the test!

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Line and South Whiting Operations

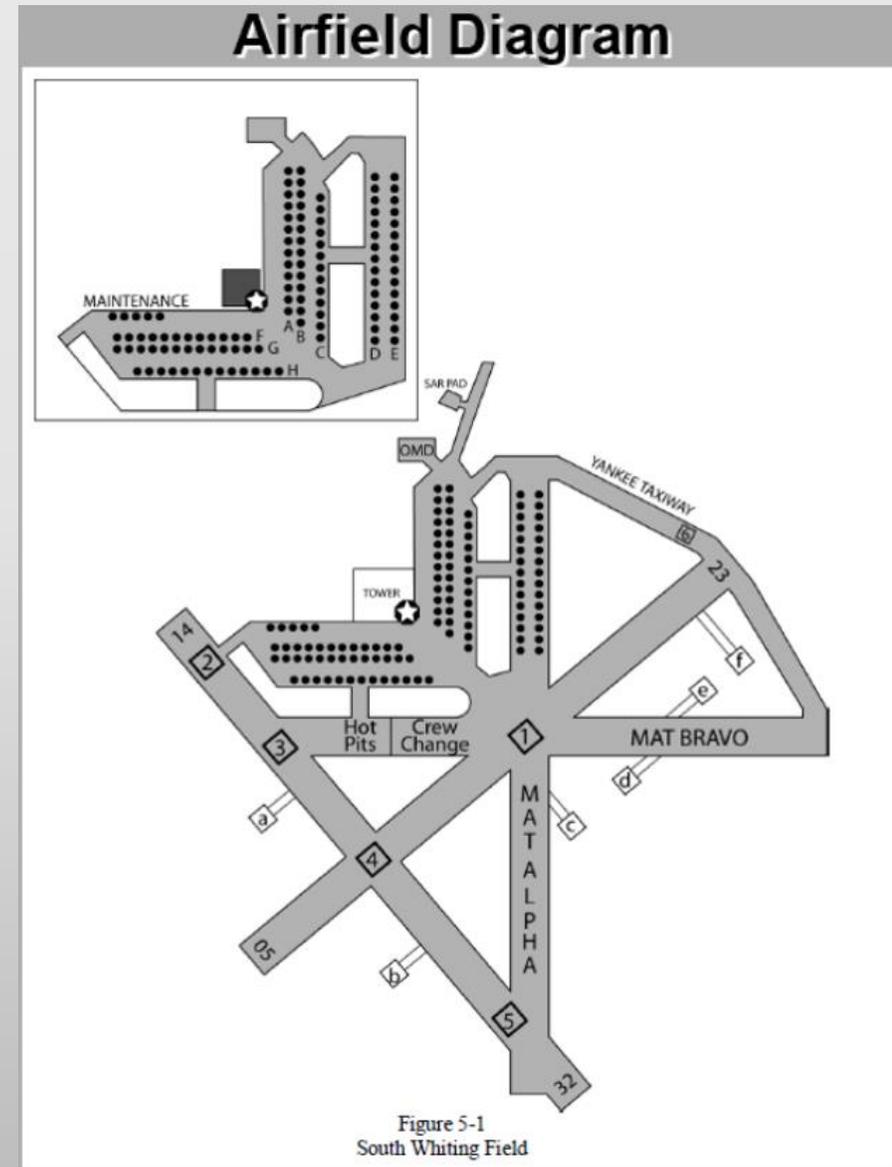
- *Preflight and pre-taxi checklists*
- Taxiing for takeoff
- Takeoff and NDZ Pattern
- Maintenance Pattern

South Whiting

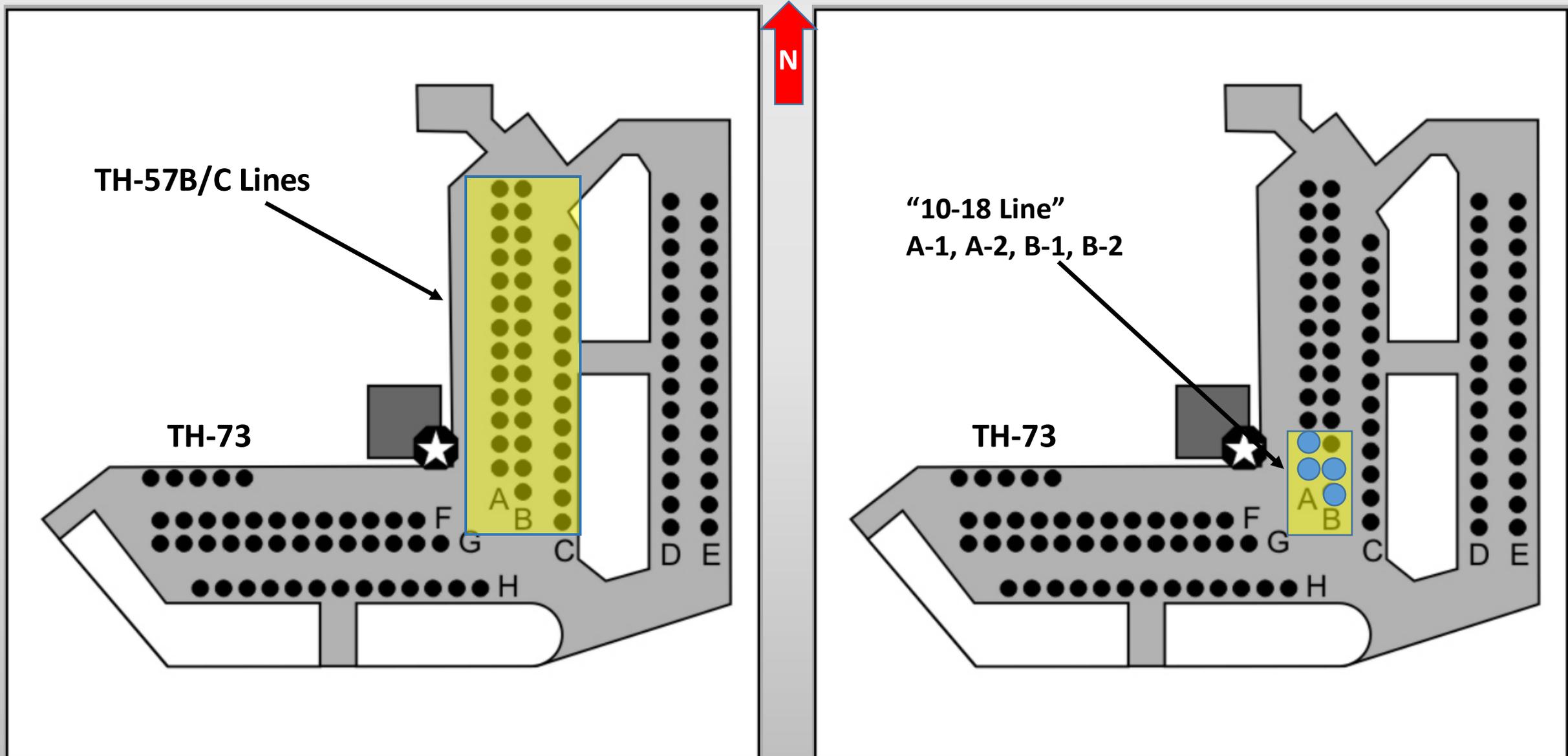


South Whiting

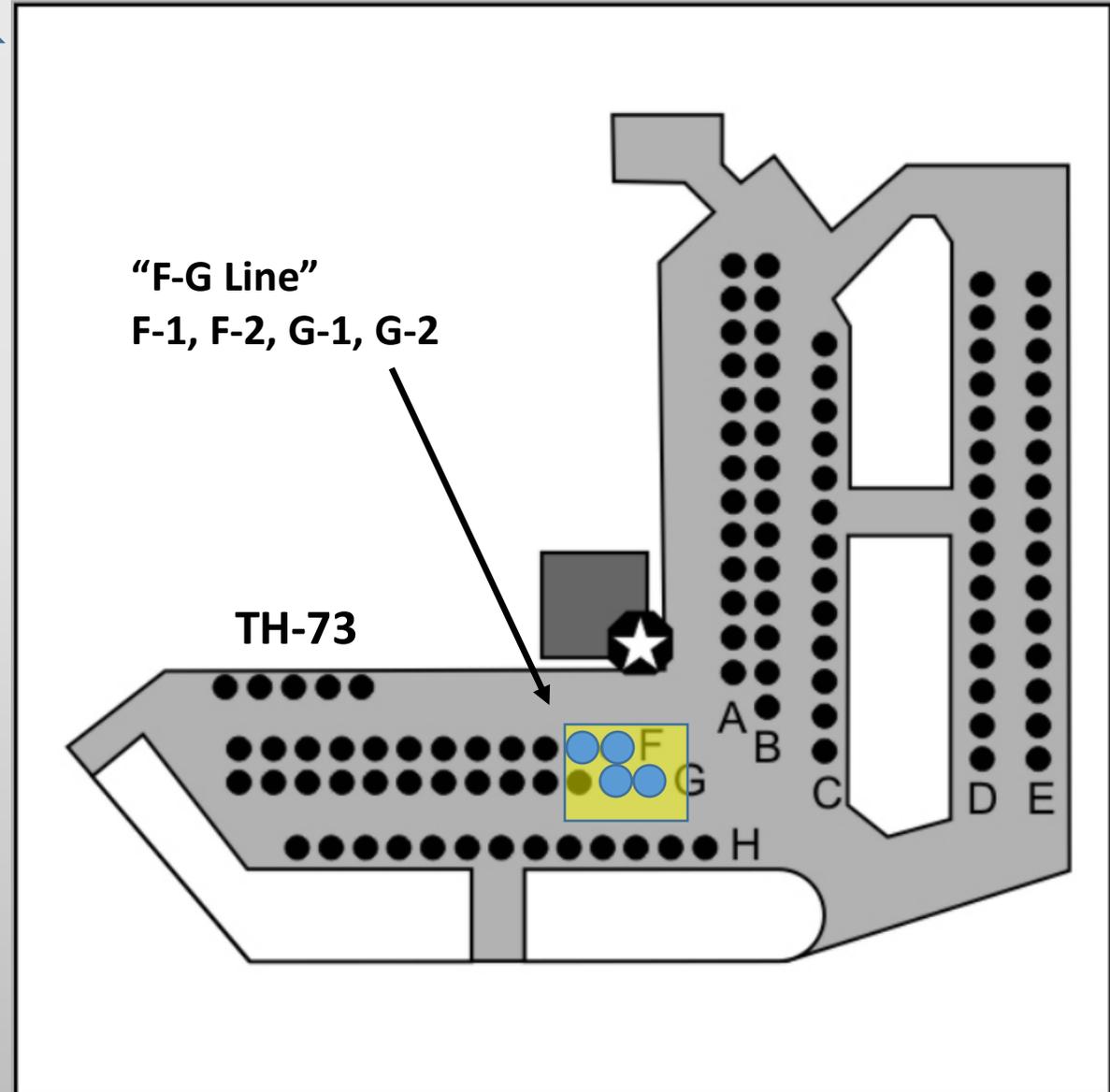
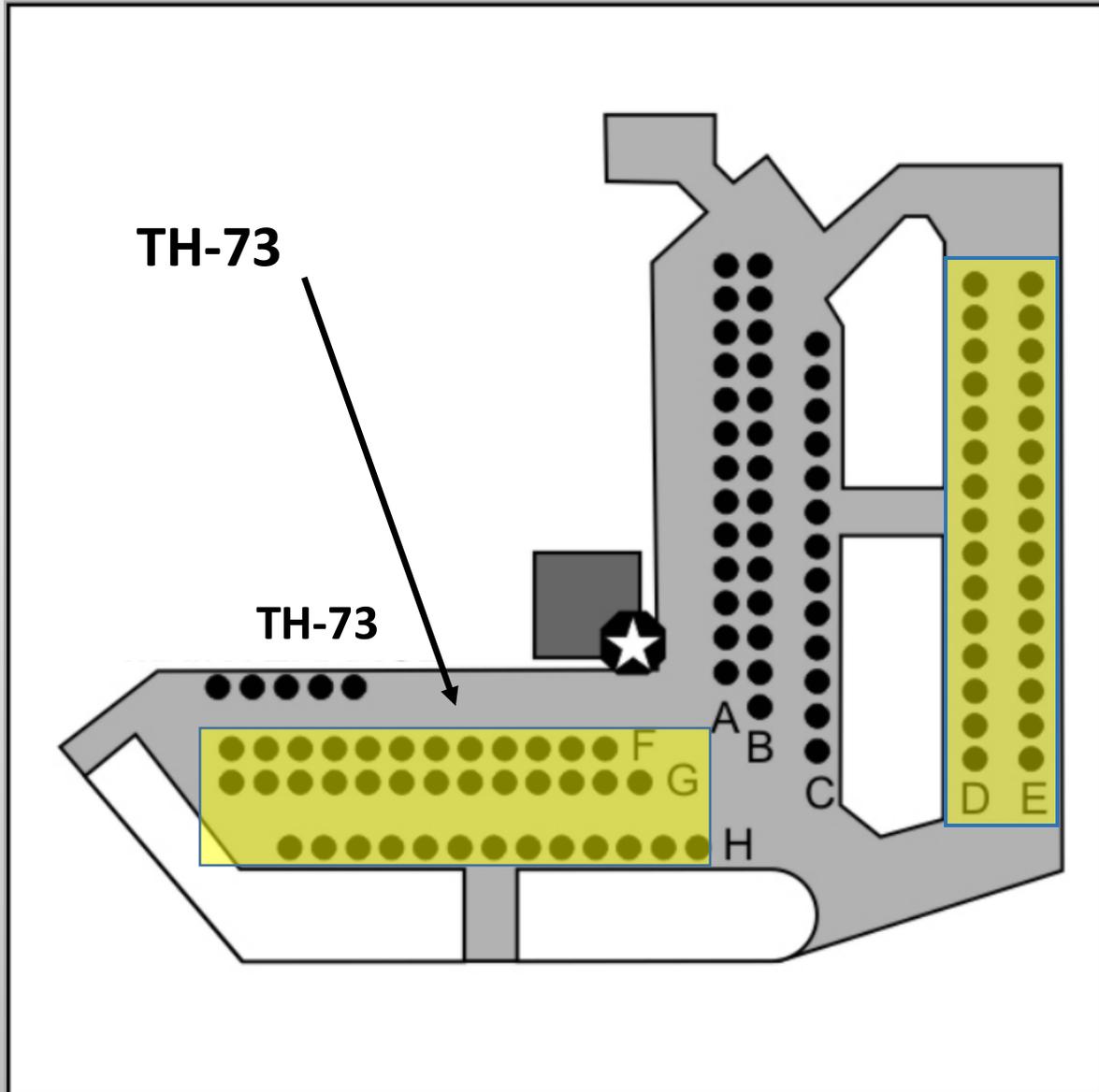
- RWOP Chapter 5 & 6
- Elevation: 177' MSL



Line Environment



Line Environment



Preparation for Takeoff

- Preflight
- Turn rotor to 90-270 position
 - Tell PC and GPU handler that you are ready to start
 - Visual indications to other aircraft that your rotor is not secured
- Fireguard (PC) is required for all engine starts
- Pre-start, Start, Pre-takeoff Checklists

Preparation for Takeoff

- Make checkout call to base
 - CH 7 for HT-28, CH 8 for HITU
 - “<Base>/<Skeds>, <Side> outbound to <Field> with <Students>”
 - *“Lucky Base, 156 outbound to Spencer with Smith and Johnson, 4+00”*
- CH 1 for ATIS
 - Copy down
 - Dial Altimeter into BARALT, Wind direction in heading bug, runway in HSI course needles
- Switch CH3 (NO CALL YET)
- Takeoff Checklist
- Ground call
 - “South Ground,<Call Sign> Taxi, VFR to <Field>, <Time>, <# Souls>, From <Spot> with information <ATIS>”
 - *“South Ground, Lucky 156 Taxi, VFR to Pace, 4+00, 3 Souls, from Charlie 3 with information Alpha”*

Line and South Whiting Operations

- Preflight and Pre-taxi Checklists
- ***Taxiing for takeoff***
- Takeoff and NDZ Pattern
- Maintenance Pattern

Initial Takeoff

- PC required for initial takeoff (from spot) and taxi
- Taxi to assigned takeoff spot
- Switch up CH 4 when approaching the hold short line
- When #1 Holding short for takeoff and aircraft on spot starts transition, make takeoff call:
 - “South Tower, <Call Sign> holding short Spot <Spot #>, <Type Departure> Departure”
 - *“South Tower, Lucky 156 holding short Spot 4, Baker Departure”*

South Whiting Operations

- Aircraft shall not taxi past a helicopter with its main rotor unsecured or starting up or shutting down (below flight idle)
- Minimum clearance from other aircraft is 100' while taxiing unless under guidance of a taxi director
- Can only slide during the day (in or out of the spot) and only when under the positive control of a PC.
- 6 Helicopter landing spots (Numbered 1-6)
- For contact flights only spots 1, 3,& 4 are normally used
- Every runway has four spots that need to be memorized
 - Normal Takeoff spot
 - Normal Landing Spot
 - Crew change area Takeoff spot
 - Crew change area Landing spot

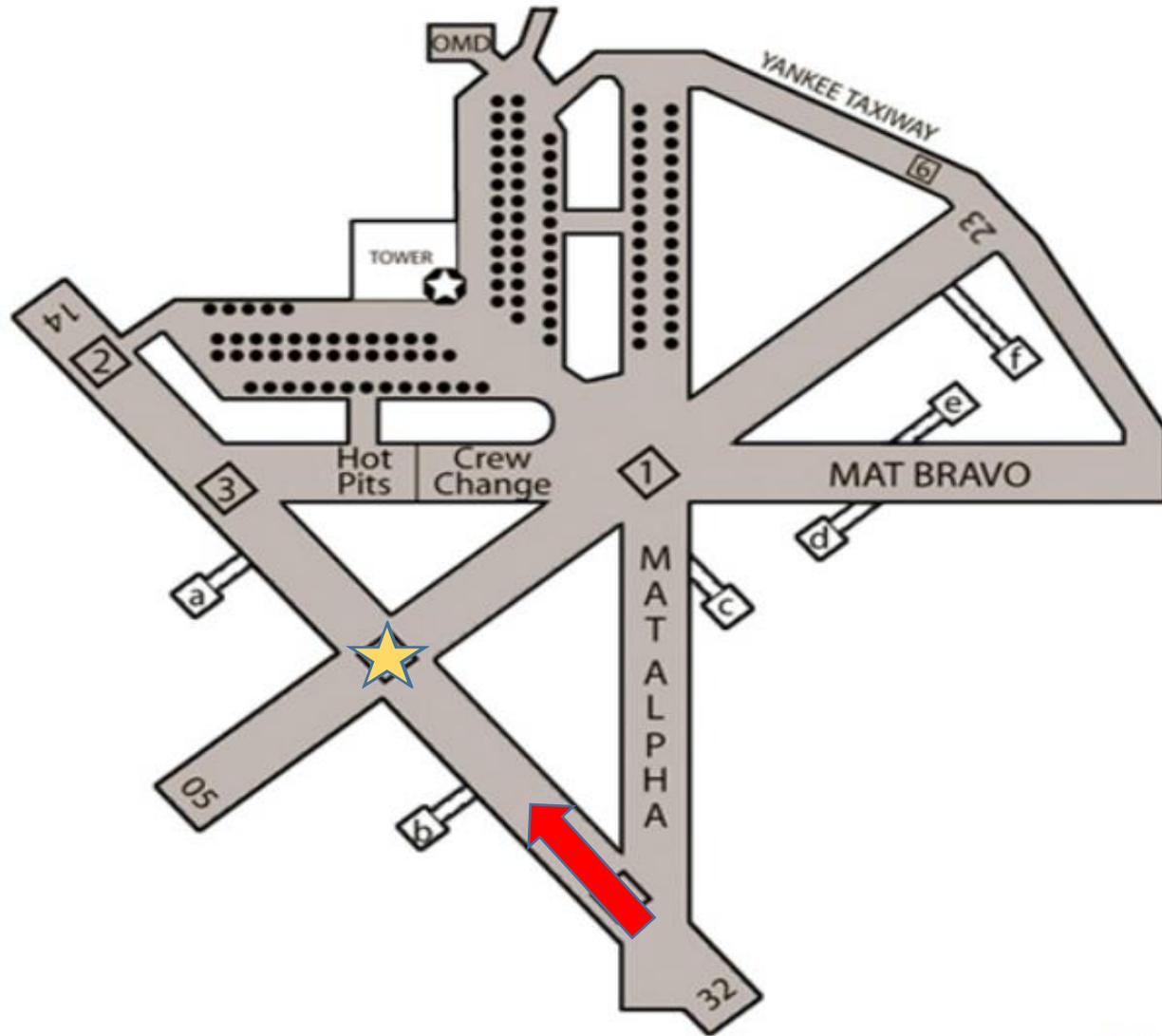
Line and South Whiting Operations

- Preflight and Pre-taxi Checklists
- Taxiing for takeoff
- ***Takeoff and NDZ Pattern***
- Maintenance Pattern

South Whiting Pattern

- Do not overfly buildings
- Do not overfly fuel pits
- Remain SOUTH of Langley road at all times
- All turns across the approach end of Runway 32 shall be over perimeter road. Do not fly through the maintenance pattern unless cleared for short approach.

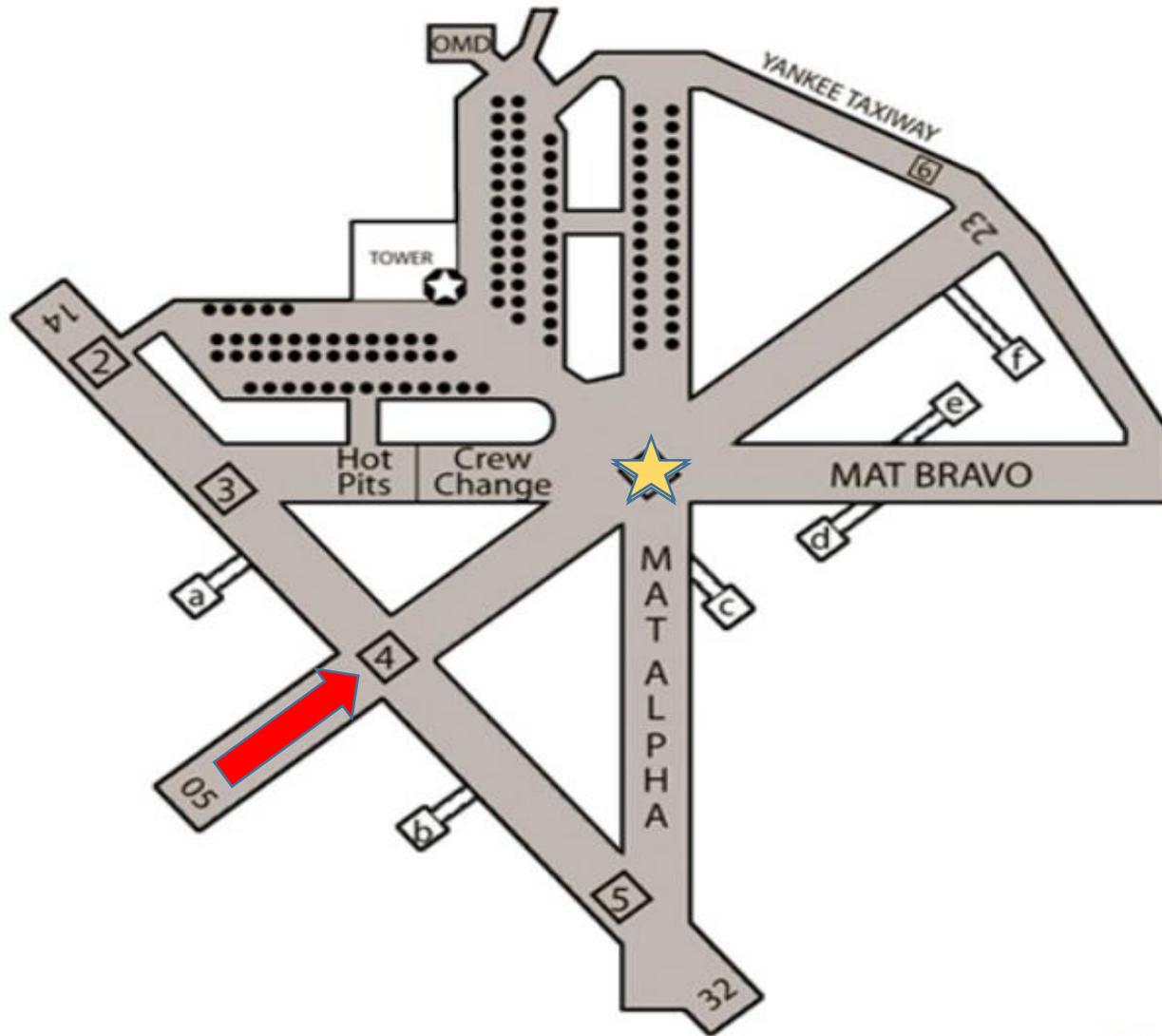
Runway 32 in Use



Normal Takeoff Spot?

Takeoff from Pits/Crew Change?

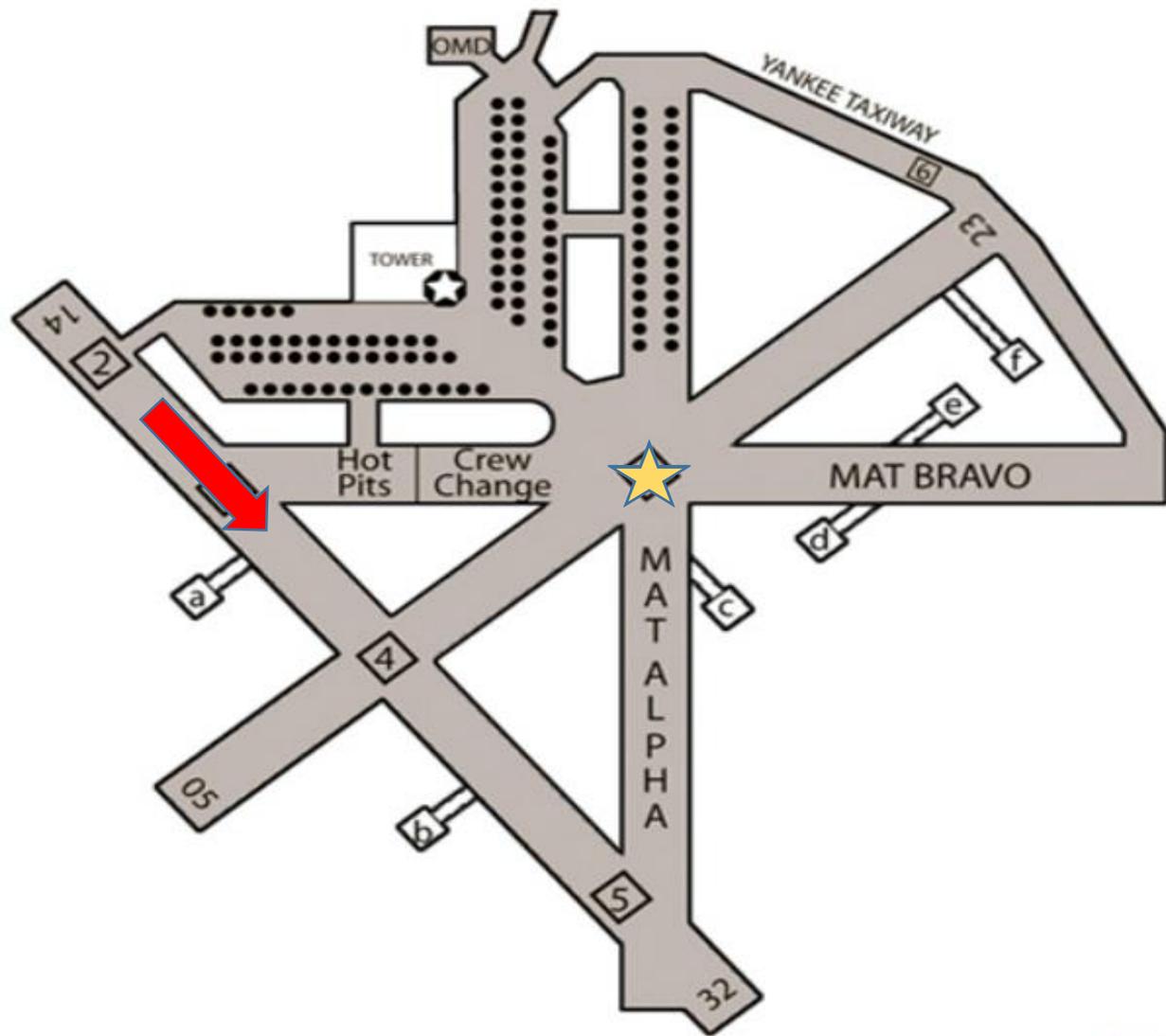
Runway 5 in Use



Normal Takeoff Spot?

Takeoff from Pits/Crew Change?

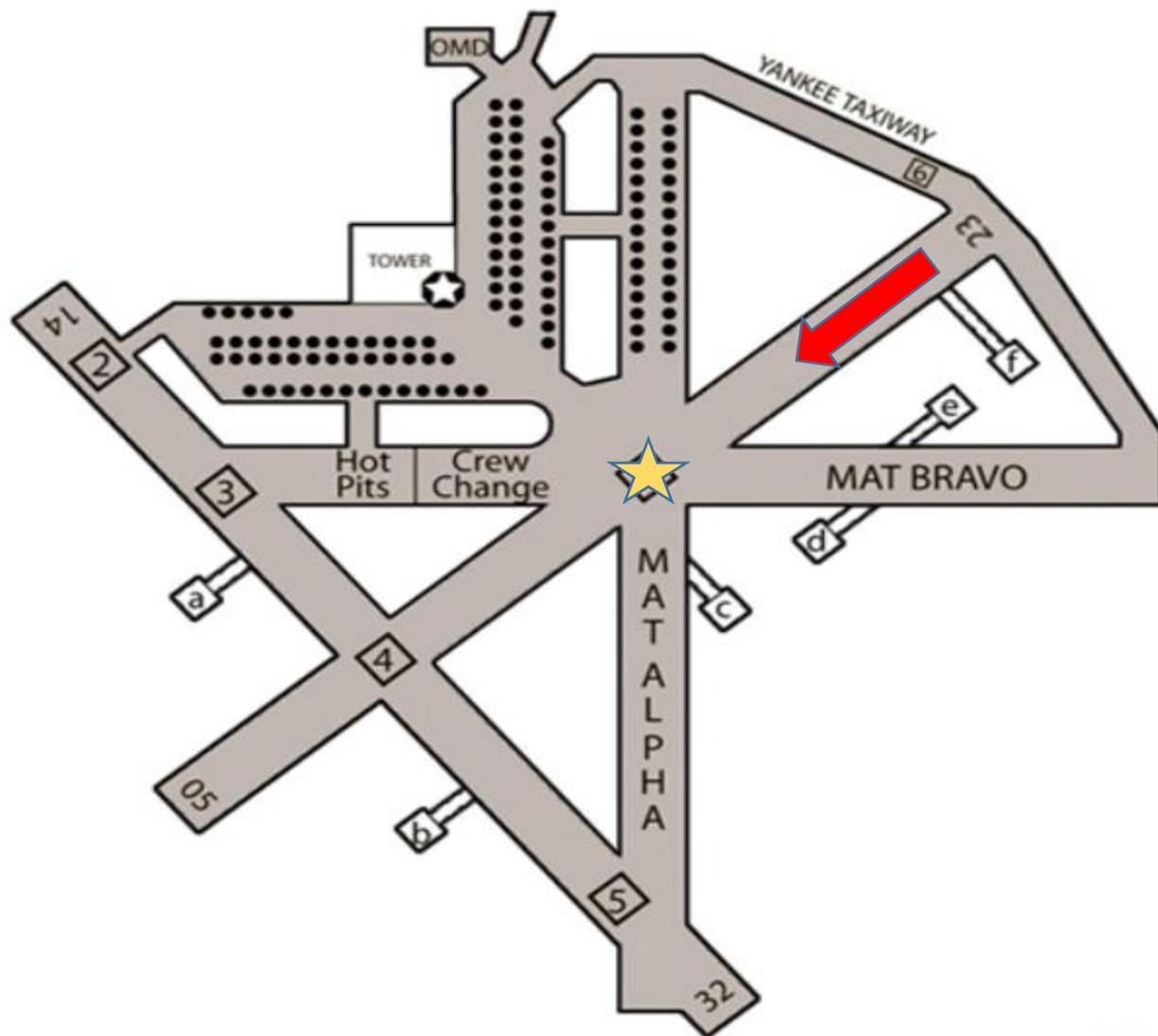
Runway 14 in Use



Normal Takeoff Spot?

Takeoff from Pits/Crew Change?

Runway 23 in Use



Normal Takeoff Spot?

Takeoff from Pits/Crew Change?

Line and South Whiting Operations

- Preflight and Pre-taxi Checklists
- Taxiing for takeoff
- Takeoff and NDZ Pattern
- ***Maintenance Pattern***

Maintenance Pattern

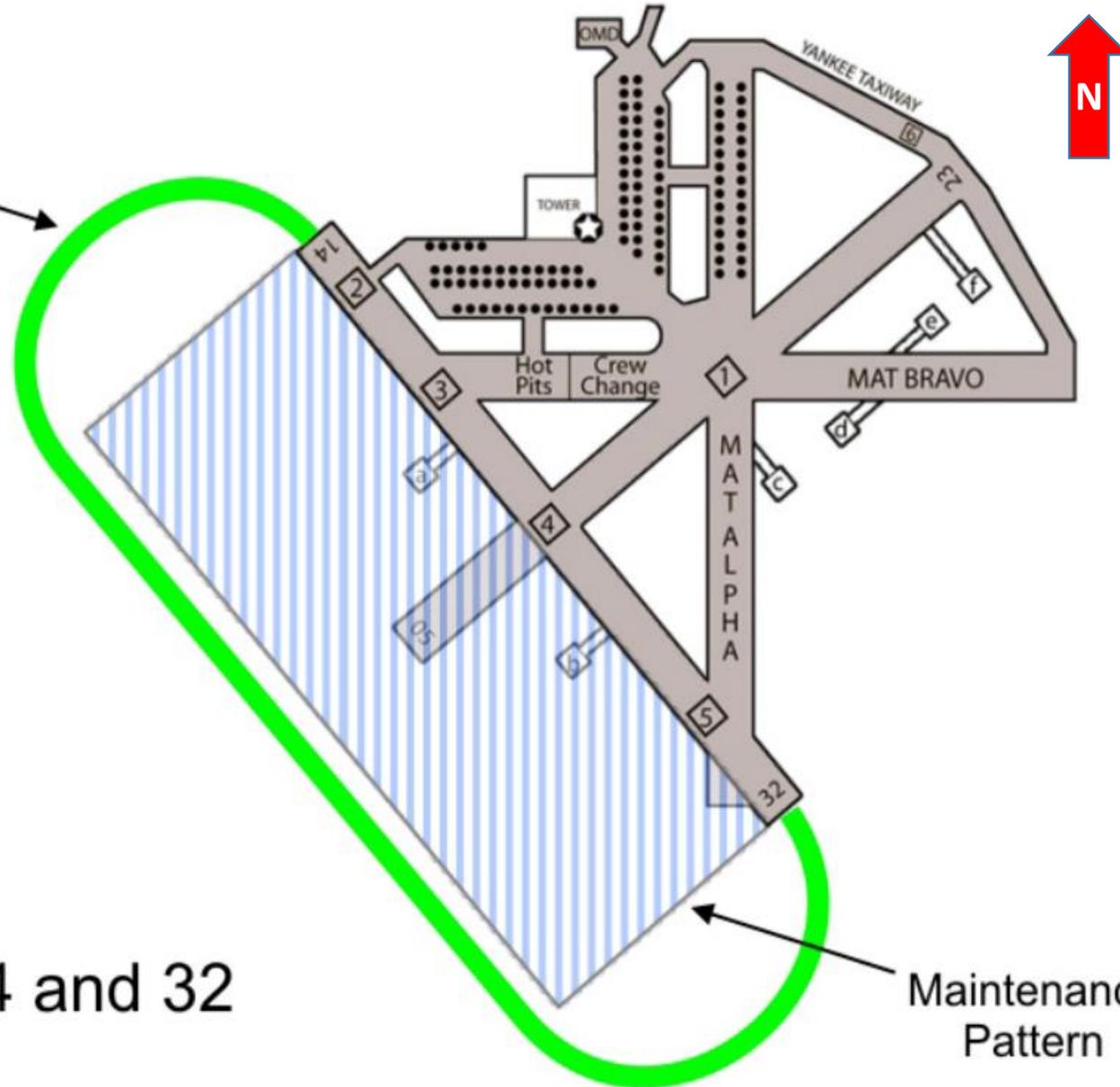
- Contains maintenance aircraft conducting post maintenance functional check flights (FCFs)
- Extends to the ends of the duty runway
- 5/23 Maintenance pattern extends to the approach end of Runway 32
- 14/32 Maintenance Pattern extends the length of the grass cutout in front of the approach end of Runway 5
- Turns are made outside of the duty runway
- “Cleared Short Approach” is the only clearance that lets you fly through the maintenance pattern

South Whiting Maintenance Pattern

Normal
Pattern

Runways 14 and 32

Maintenance
Pattern

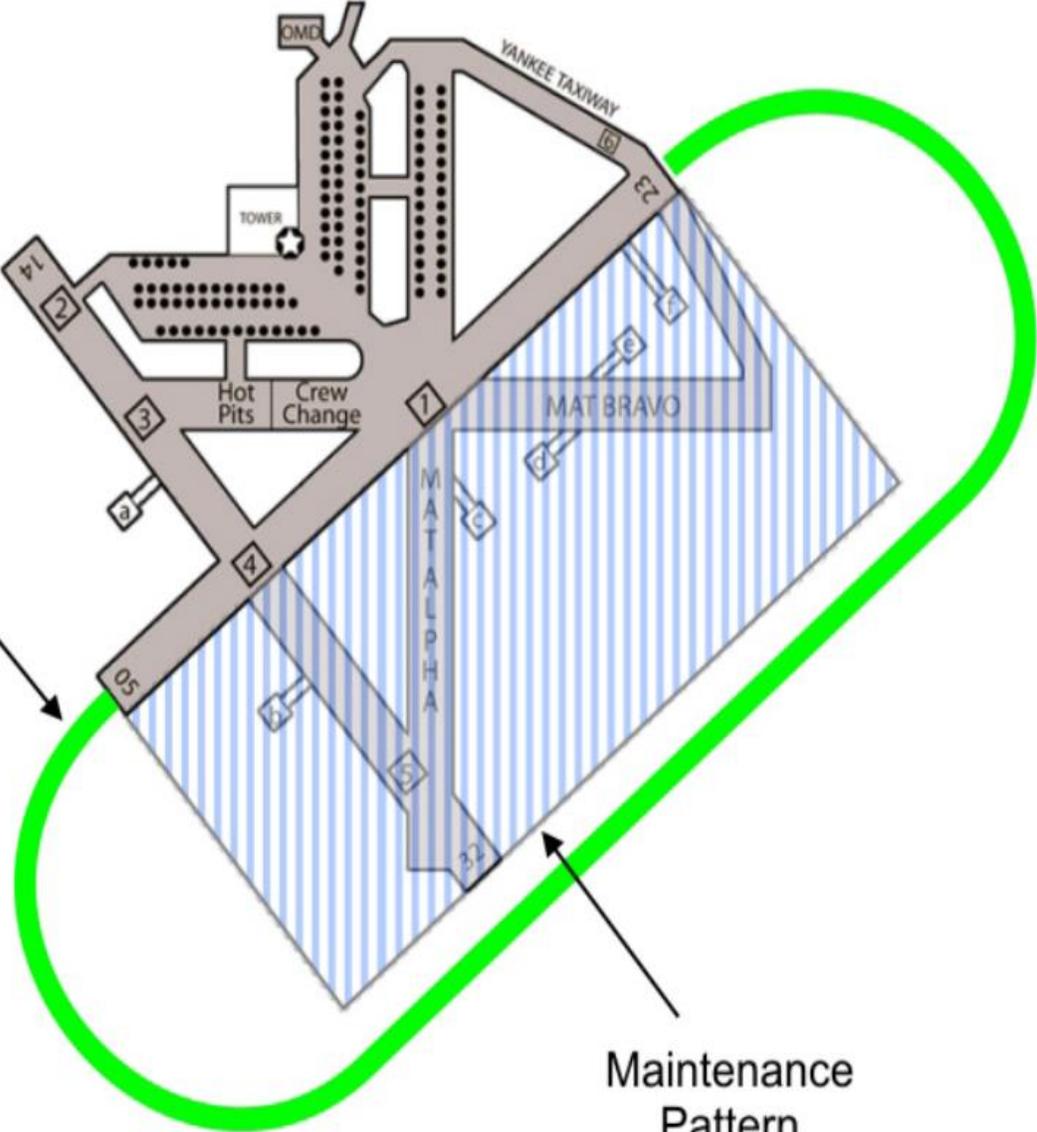


South Whiting Maintenance Pattern



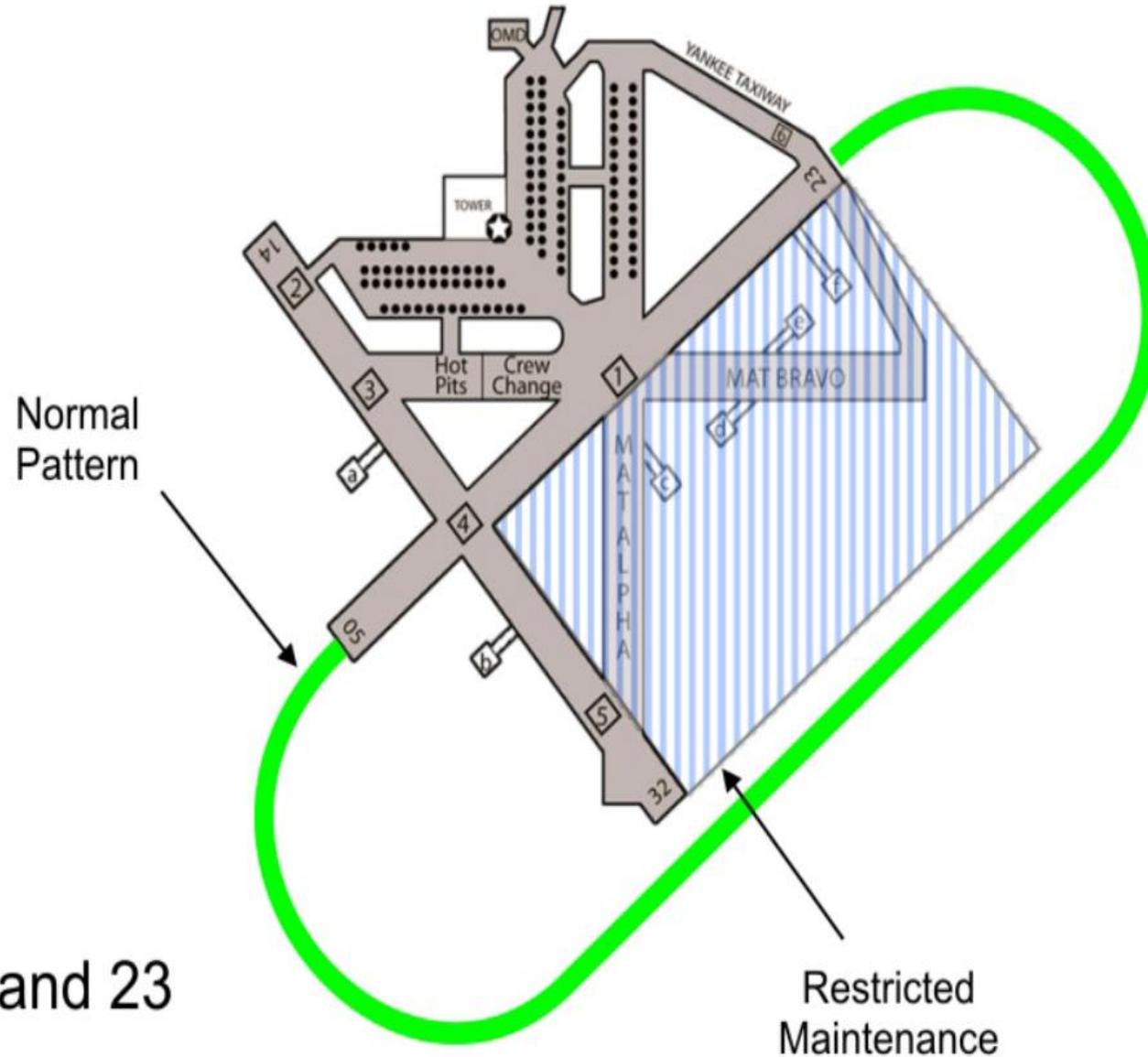
Normal
Pattern

Runways 5 and 23

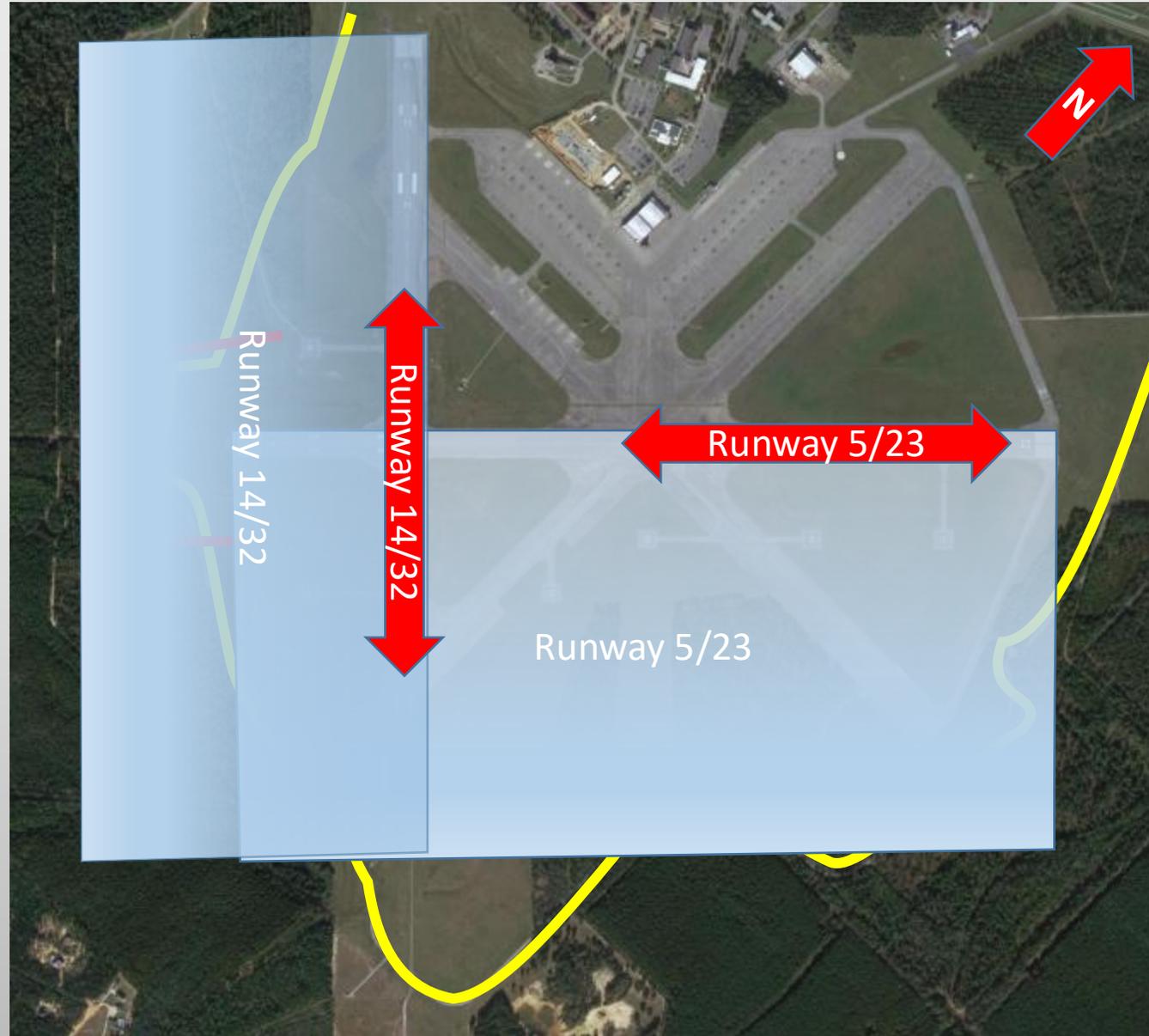


Maintenance
Pattern

South Whiting Maintenance Pattern



South Whiting Maintenance Pattern



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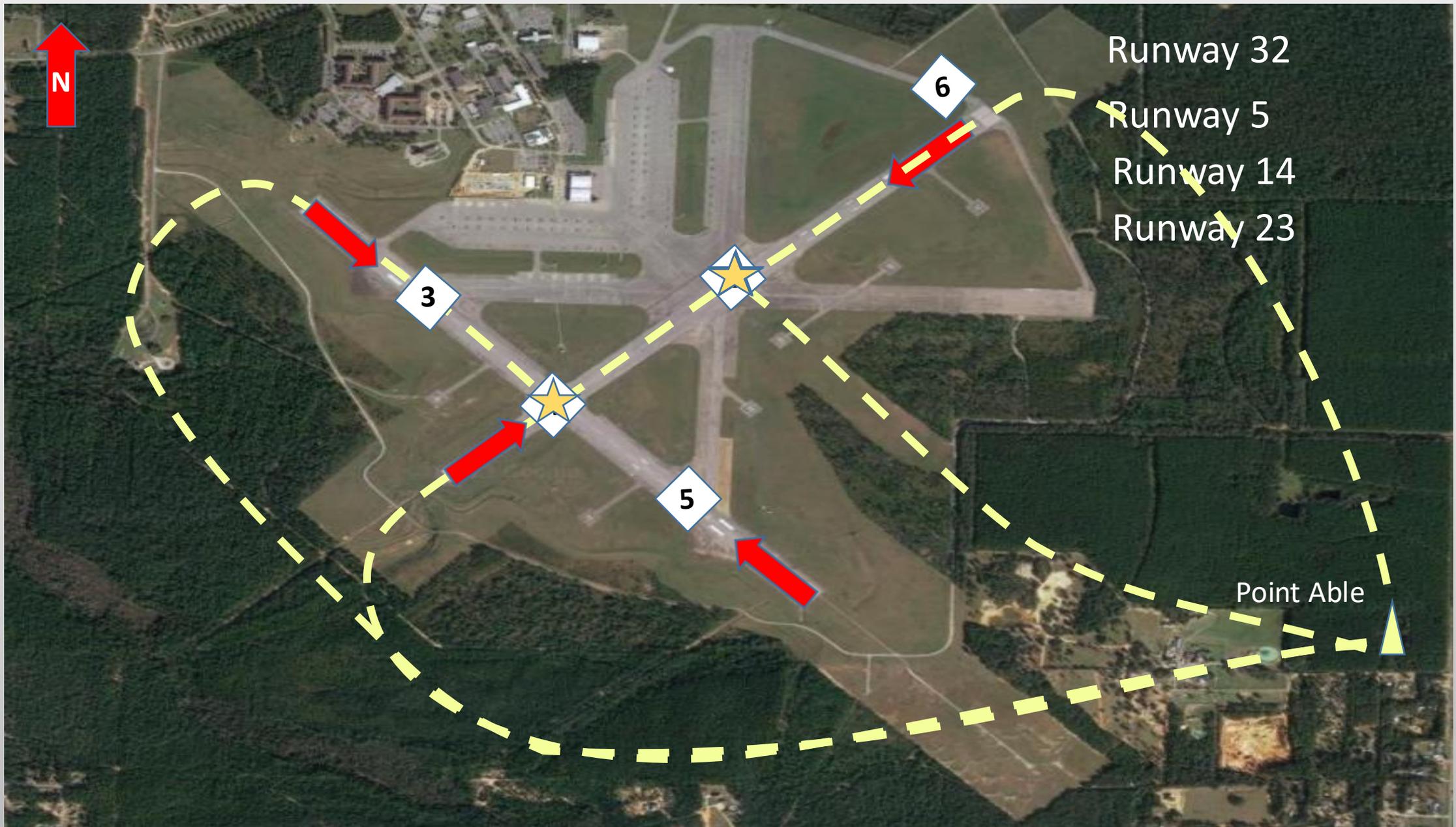
South Whiting Departures & Arrivals

- ***VFR Departure***
 - Pt. ABLE
 - Pt. BAKER
- VFR Arrival
- NDZ Pattern entry and landing
- NDZ Waveoffs
- Post-landing taxi
- Fuel Pits/Crew Change

South Whiting VFR Departures

- **Pt. ABLE** – Water tower located approximately 1nm SE of South Whiting Field.
Pt. ABLE Departure:
 - Santa Rosa, Harold, Eastern Areas
 - 900' MSL, 100 KIAS
 - Starts at Pt. ABLE
- **Pt BAKER** – The Gray water tower just west of the HWY 87 and HWY 89 intersection
Pt. BAKER Departure:
 - Spencer, Pace, Site X, Western Areas
 - 900' MSL, 100 KIAS
 - Starts at Pt. BAKER
- VFR departures squawk 0100

Pt. ABLE Departure



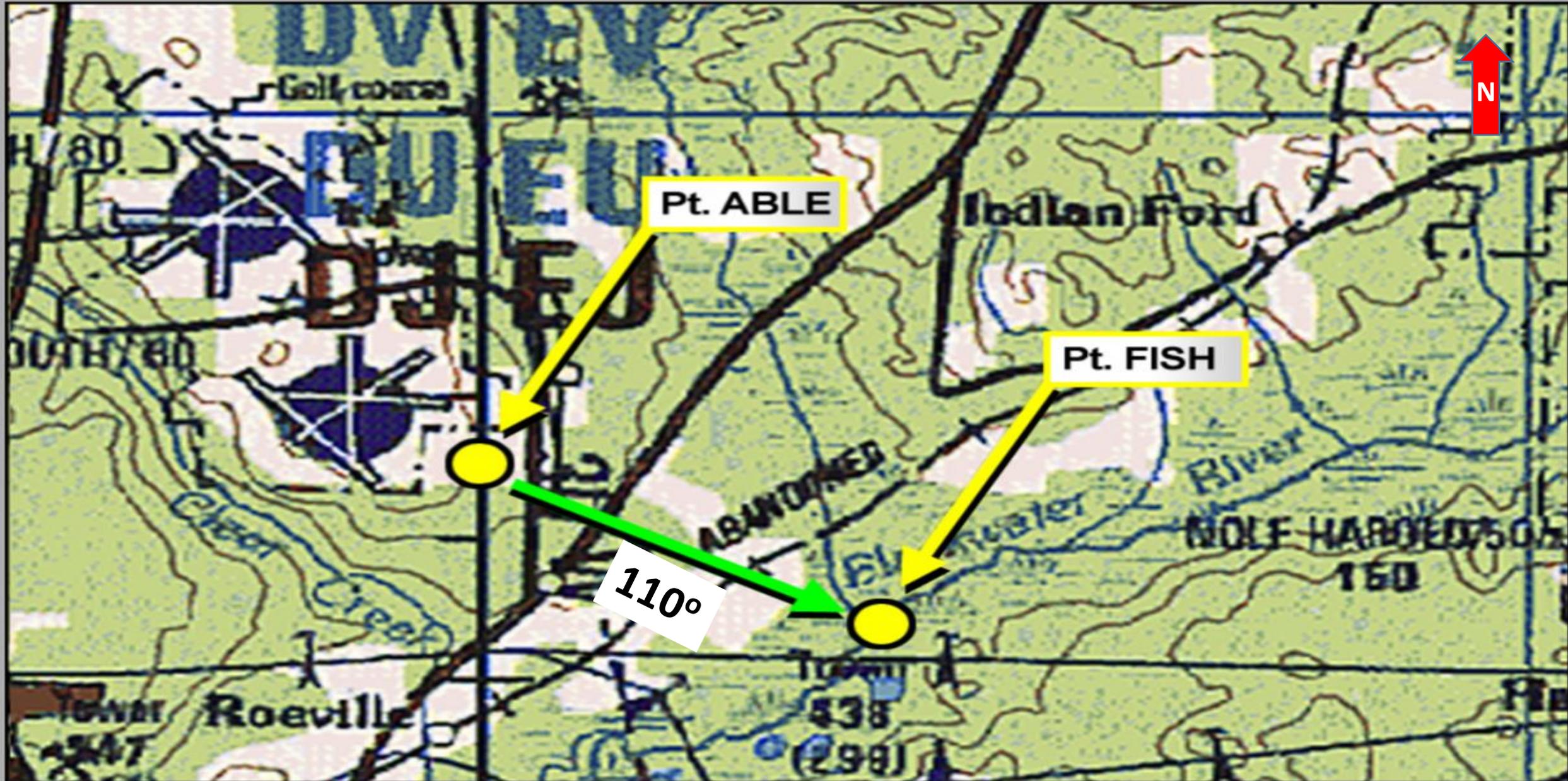
Pt. ABLE Water Tower



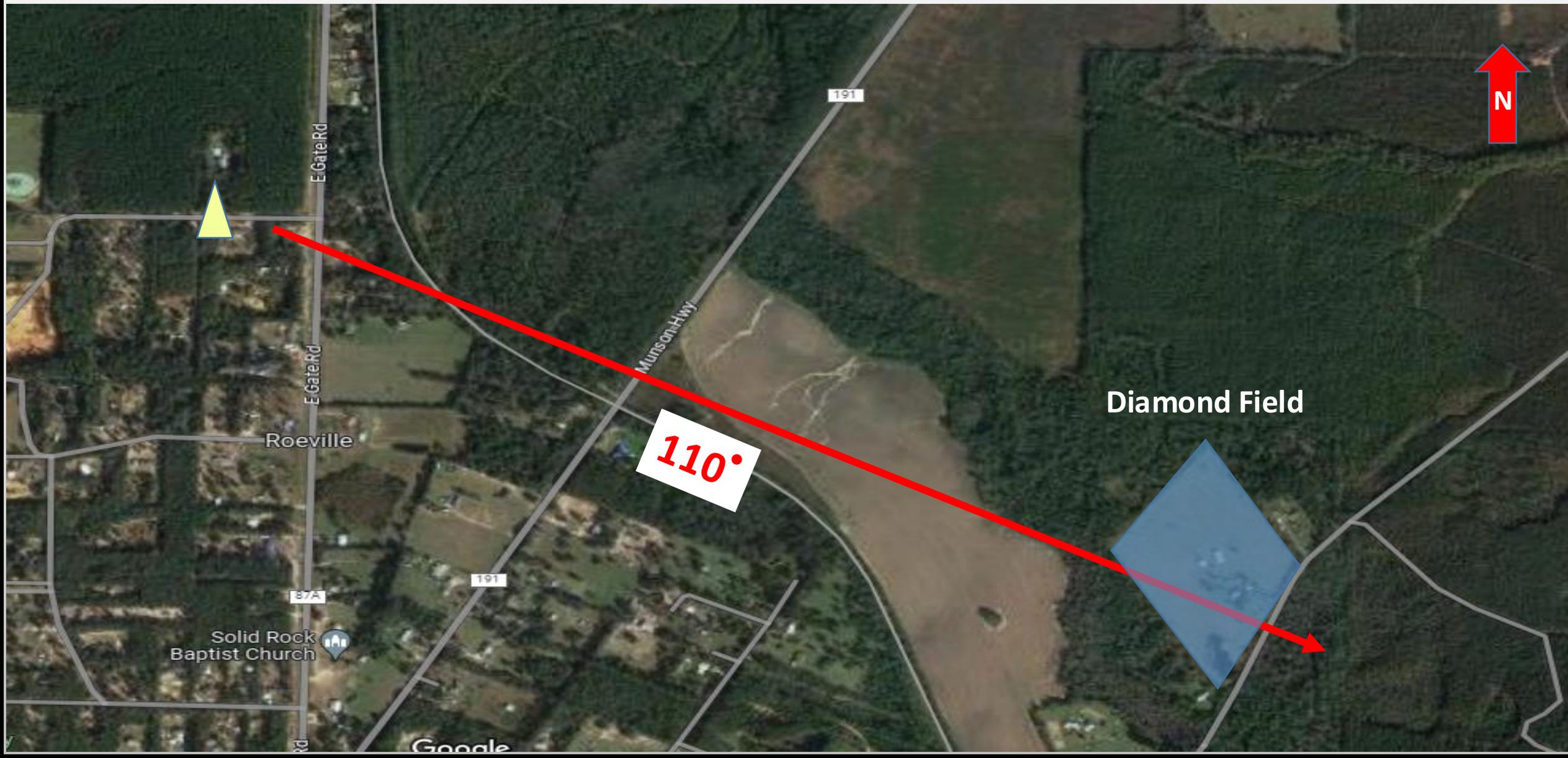
Pt. ABLE Departure

- After Pt. ABLE proceed approximately 110° direct to Pt. FISH
- Intermediate checkpoints to Pt. FISH
 - Richards Pond: Fly slightly N of pond
 - Diamonds Field: Line up on the N side
- Pt. FISH: Intersection of the Coldwater Creek and Blackwater River

Pt. ABLE Departure



Pt. ABLE Departure to Richard's Pond



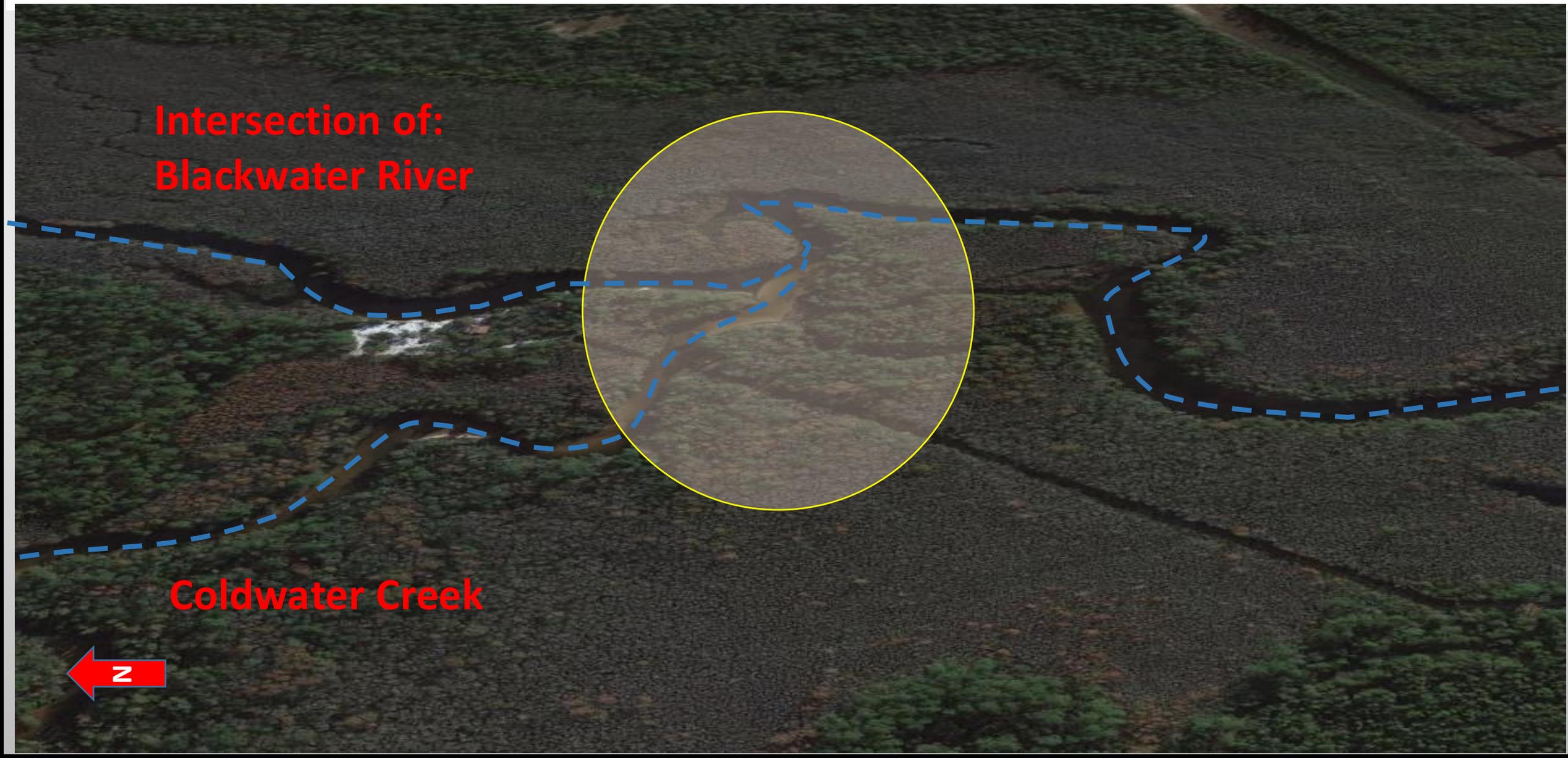
Pt. ABLE Departure - Richard's Pond



Pt. ABLE Departure – Pt. FISH

Intersection of:
Blackwater River

Coldwater Creek



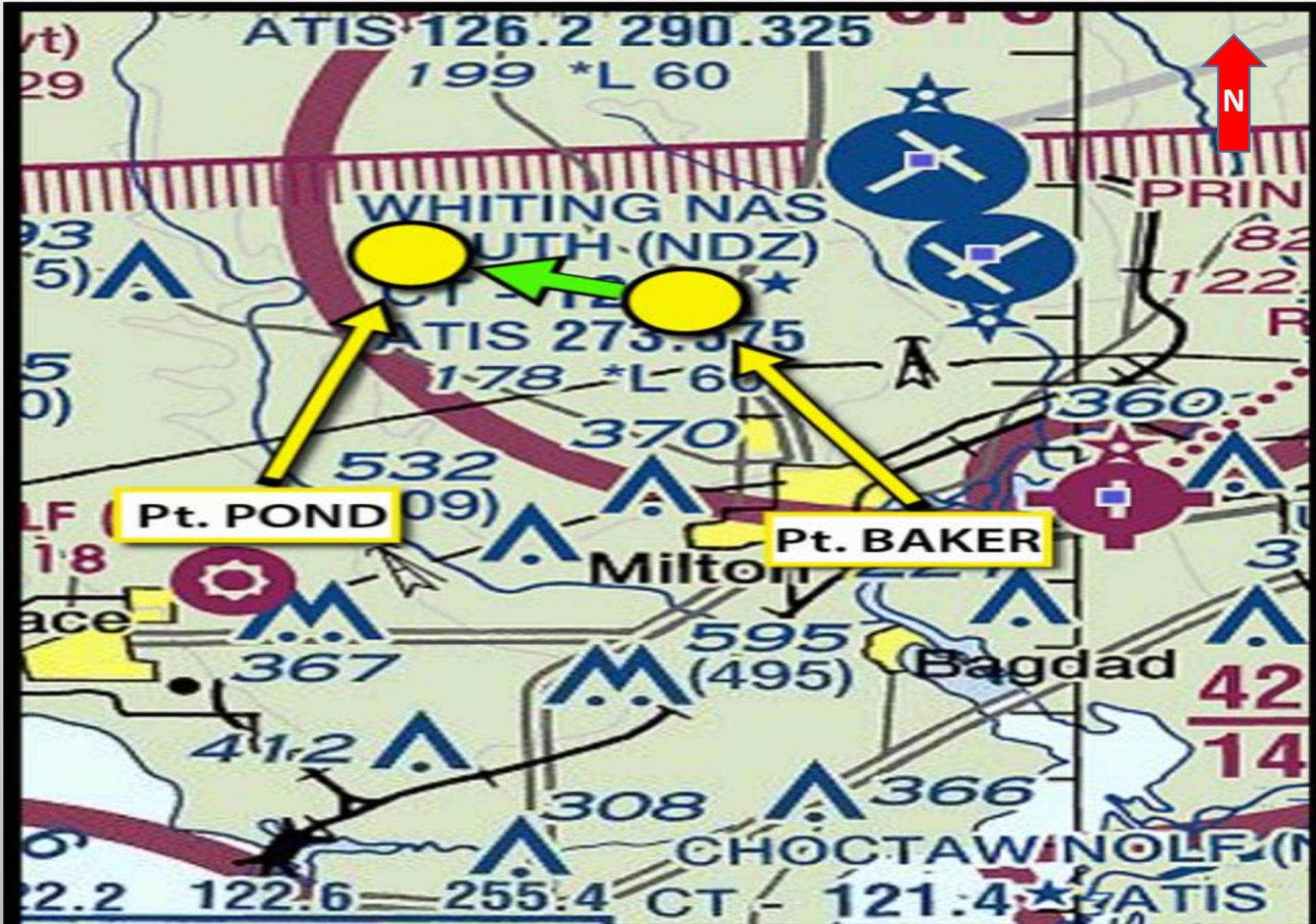
Pt. ABLE Departure – Pt. FISH

- At Pt. FISH conduct automatic switch
 - Squawk 1200 (or appropriate code)
 - Switch to appropriate channel

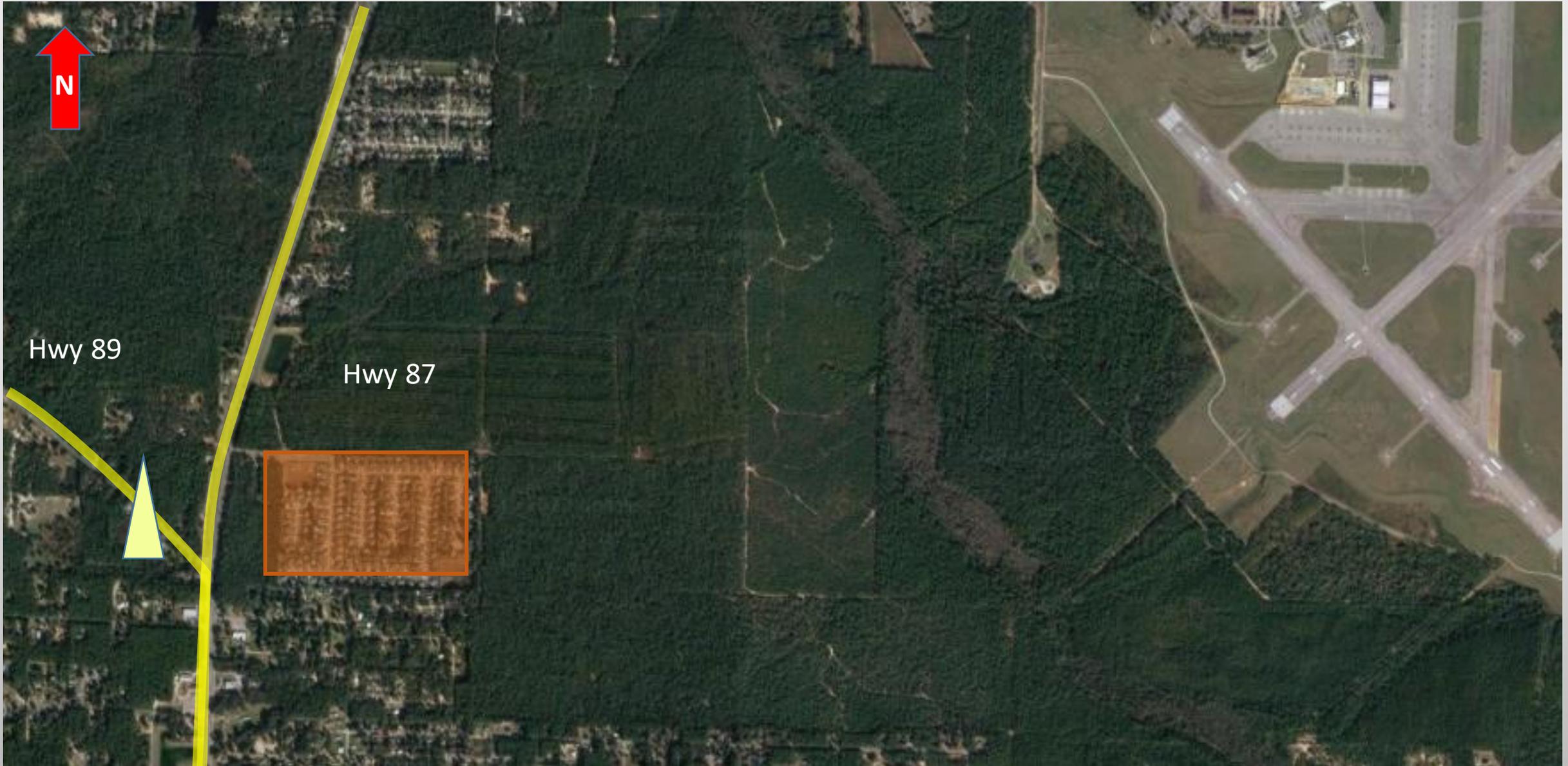
South Whiting Departures & Arrivals

- ***VFR Departure***
 - Pt. ABLE
 - ***Pt. BAKER***
- VFR Arrival
- NDZ Pattern entry and landing
- NDZ Waveoffs
- Post-landing taxi
- Fuel Pits/Crew Change

Pt. BAKER Departure



Pt. BAKER Departure



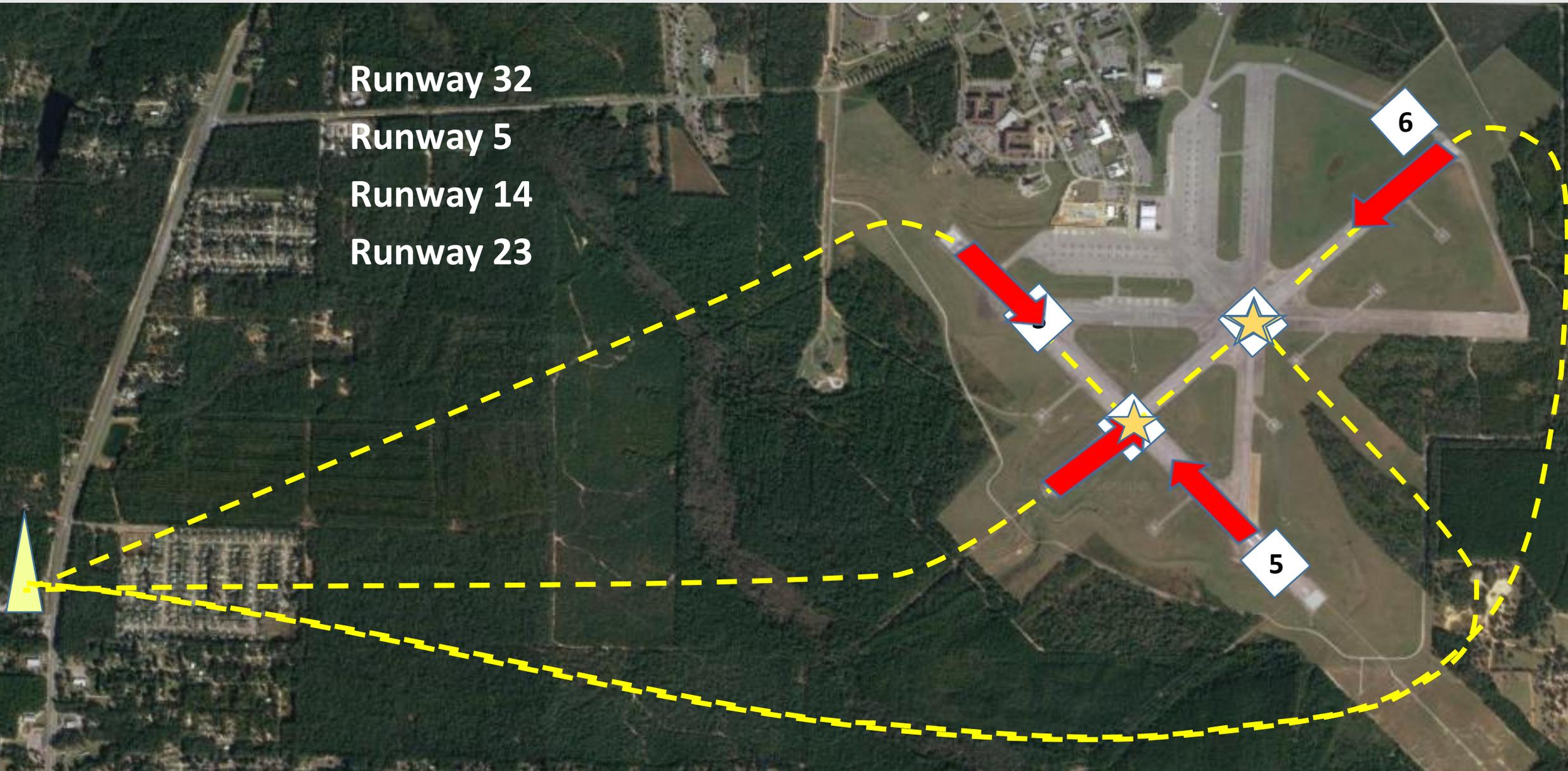
Pt. BAKER Departure

Runway 32

Runway 5

Runway 14

Runway 23



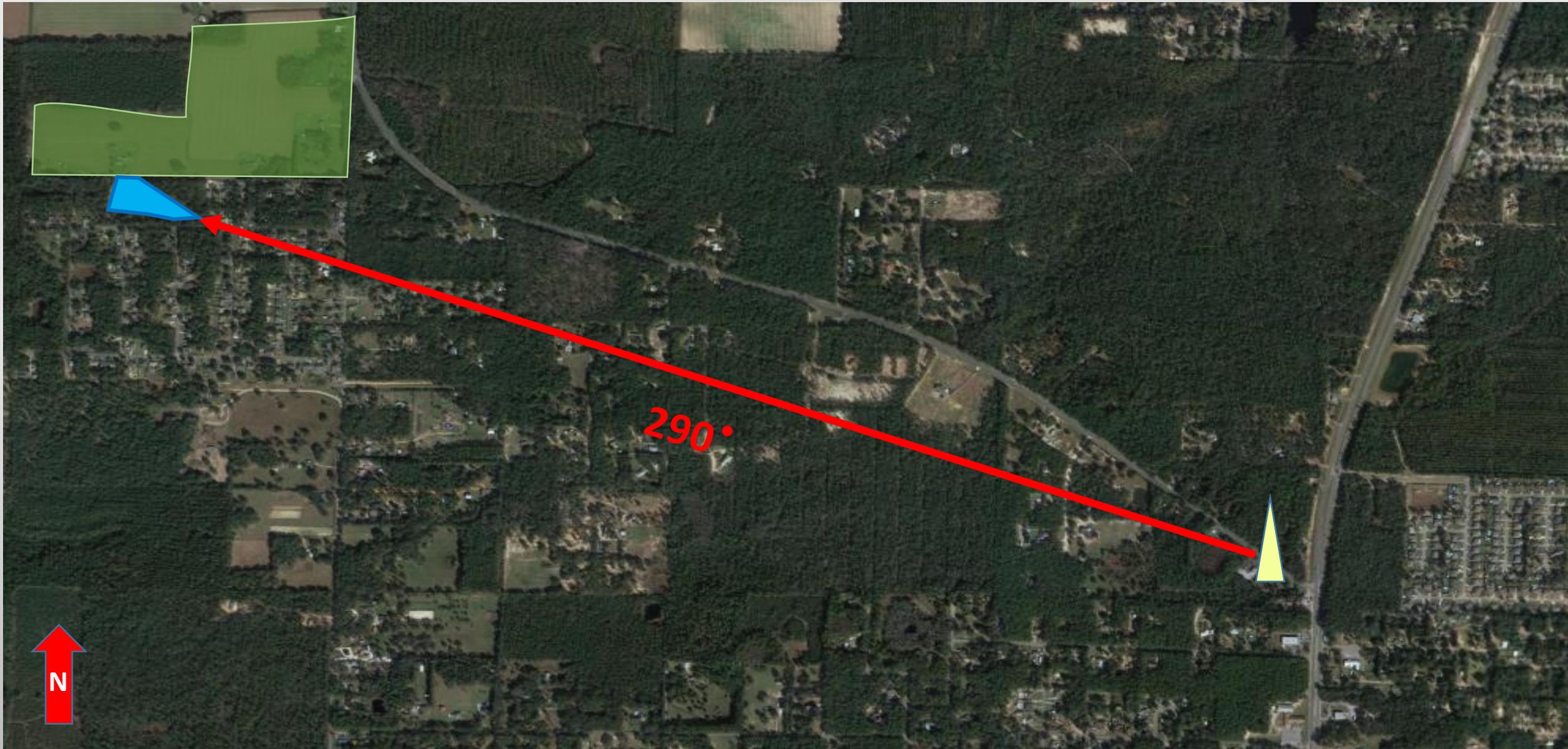
Pt. BAKER Departure



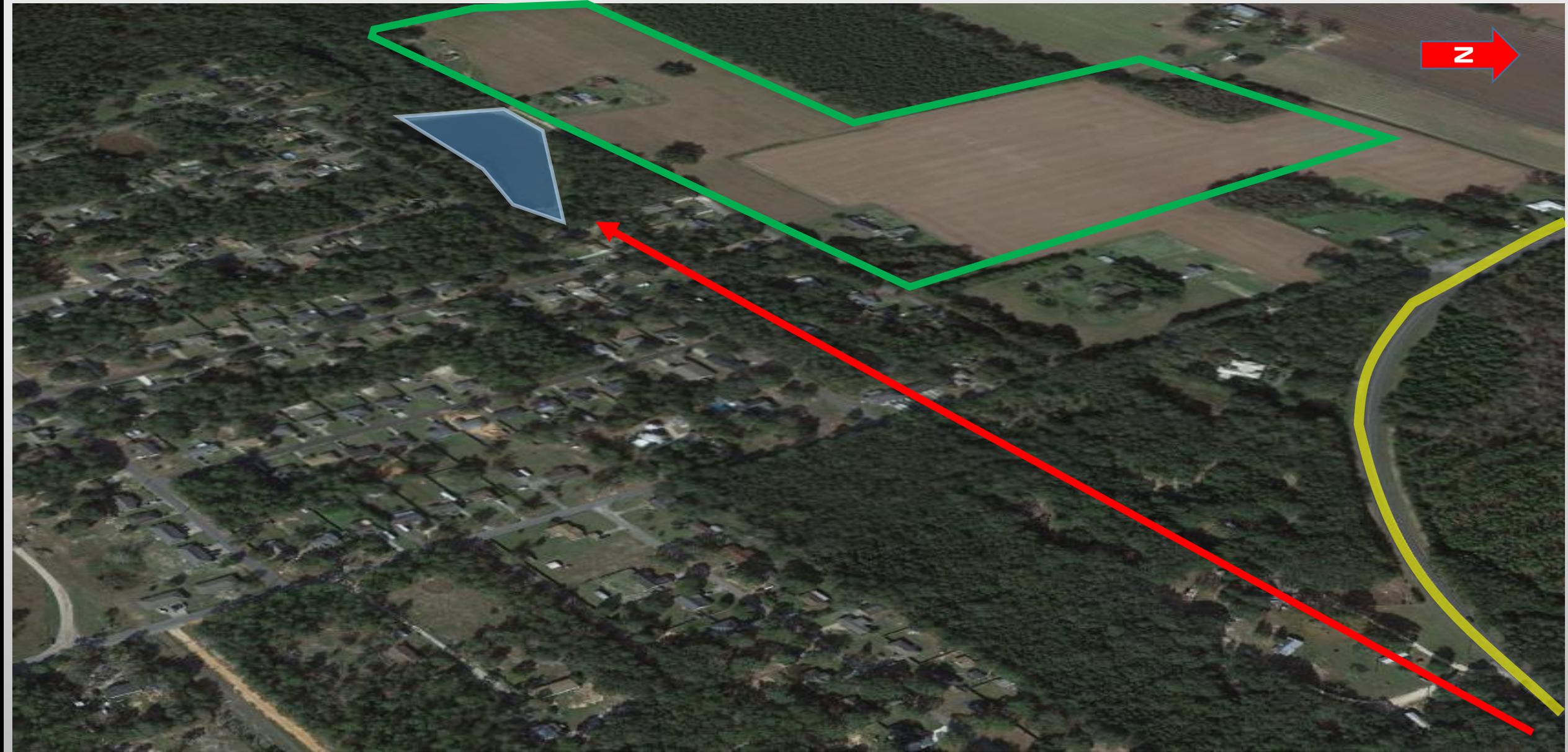
Pt. BAKER Departure

- After Pt. BAKER, fly approximately 290 (parallel HWY 89)
Direct to Pt. POND
- Pt POND: The pond SW of the first bend in HWY 89
- At Pt. POND, conduct automatic switch
 - Squawk 1200 (or appropriate code)
 - Switch to appropriate frequency

Pt. BAKER Departure – Pt. POND



Pt. BAKER Departure – Pt. POND



South Whiting Departures & Arrivals

- VFR Departure
 - Pt. ABLE
 - Pt. BAKER
- ***VFR Arrival***
- NDZ Pattern entry and landing
- NDZ Waveoffs
- Post-landing taxi
- Fuel Pits/Crew Change

South Whiting VFR Arrivals

- Radio Calls

- At arrival point (ECHO, SNAKE, WHISKEY, FOG, JUNIPER)
 - “South Tower, <Call sign>, <Arrival Point> with information <ATIS>”
 - *“South Tower, Lucky 165, Pt. ECHO with information Tango”*
- At arrival point VERTOL
 - “South Tower, <Call Sign>, <Arrival Point> with information <ATIS>”
 - *“South Tower, Lucky 165, Pt. VERTOL negative information”*

South Whiting VFR Entry

- 3 VFR entry points – 700MSL and 100 KIAS
 - Point IGOR
 - Arrivals from Pace, Spencer, Santa Rosa, Site X, East Bay, and Western Op Area
 - Point BELL
 - Arrivals from Santa Rosa and East Bay (Vertol Arrival)
 - Point CYPRESS
 - Arrivals from Harold and Eastern Op Area
 - Study this for later events
- Radio Call at entry point (IGOR, BELL, CYPRESS)
 - “South Tower, <Call sign>, <Entry Point> for Spot <Number>”
 - *“South Tower, Lucky 140, Pt. IGOR for Spot 1”*

South Whiting Departures & Arrivals

- VFR Departure
 - Pt. ABLE
 - Pt. BAKER
- VFR Arrival
- ***NDZ Pattern entry and landing***
- NDZ Waveoffs
- Post-landing taxi
- Fuel Pits/Crew Change

Pt. IGOR



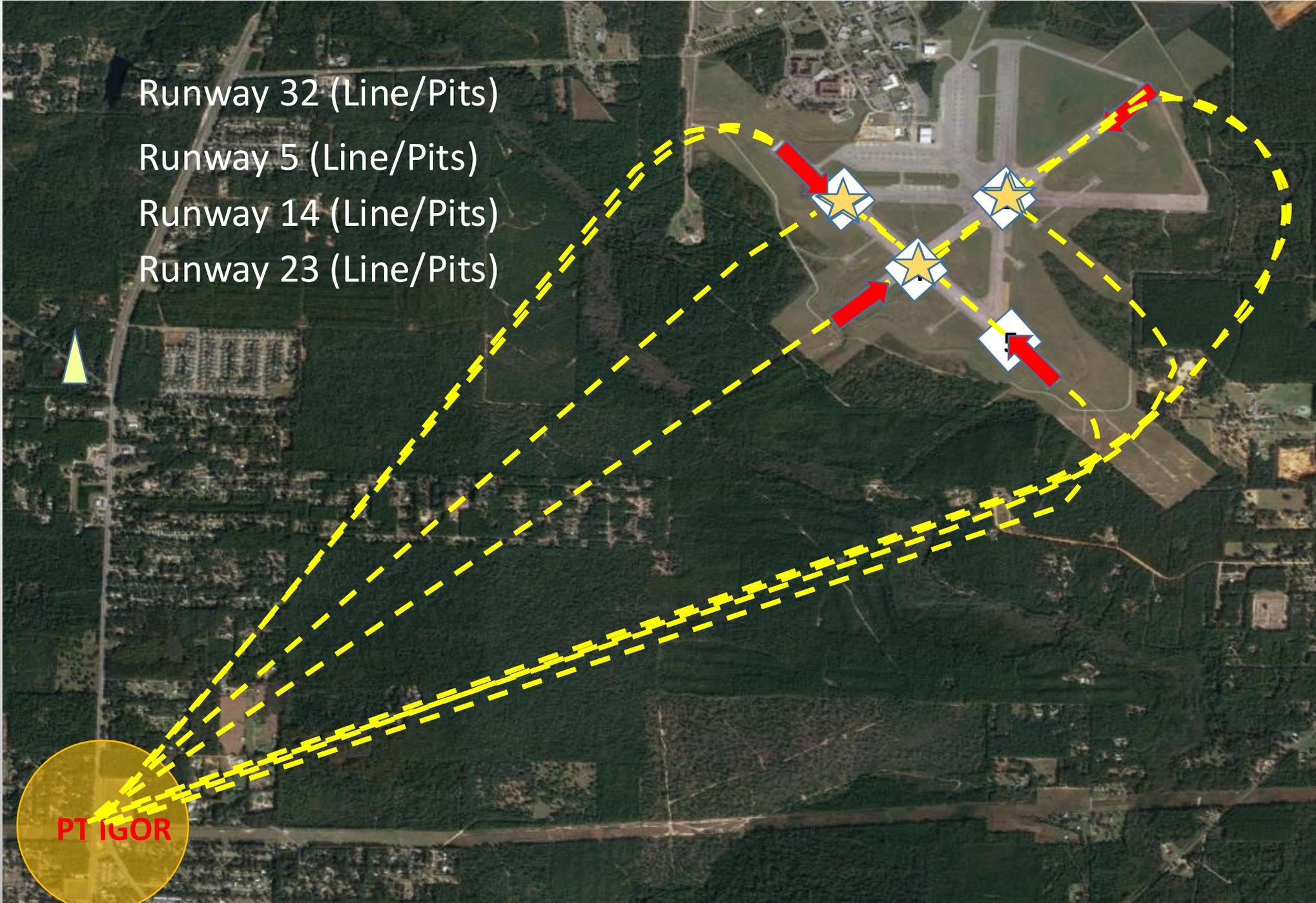
- Intersection of HWY-87 / HWY-89 and the power lines
- Report to South Tower
“South Tower, Lucky 140, Pt. IGOR for Spot 1/3/4”
- After crossing Pt. IGOR turn to enter the pattern, and complete landing checklist





Pt. IGOR

- Runway 32 (Line/Pits)
- Runway 5 (Line/Pits)
- Runway 14 (Line/Pits)
- Runway 23 (Line/Pits)

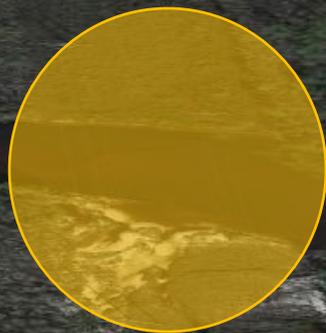


Pt. IGOR

Pt. BELL



Pt. BELL



- Intersection of the power lines and the Blackwater River just North of the prison complex
- Call same format as Pt. IGOR
- After crossing Pt. BELL, turn to enter the pattern and complete the landing checklist

South Whiting Departures & Arrivals

- VFR Departure
 - Pt. ABLE
 - Pt. BAKER
- VFR Arrival
- NDZ Pattern entry and landing
- ***NDZ Waveoffs***
- Post-landing taxi
- Fuel Pits/Crew Change

South Whiting Waveoffs

- Waveoffs are made away from the tower and away from the fuel pits
- When on the runway, begin a climb, contact South Tower and when cleared, turn downwind
- When not on the runway, climb and turn away from the duty runway

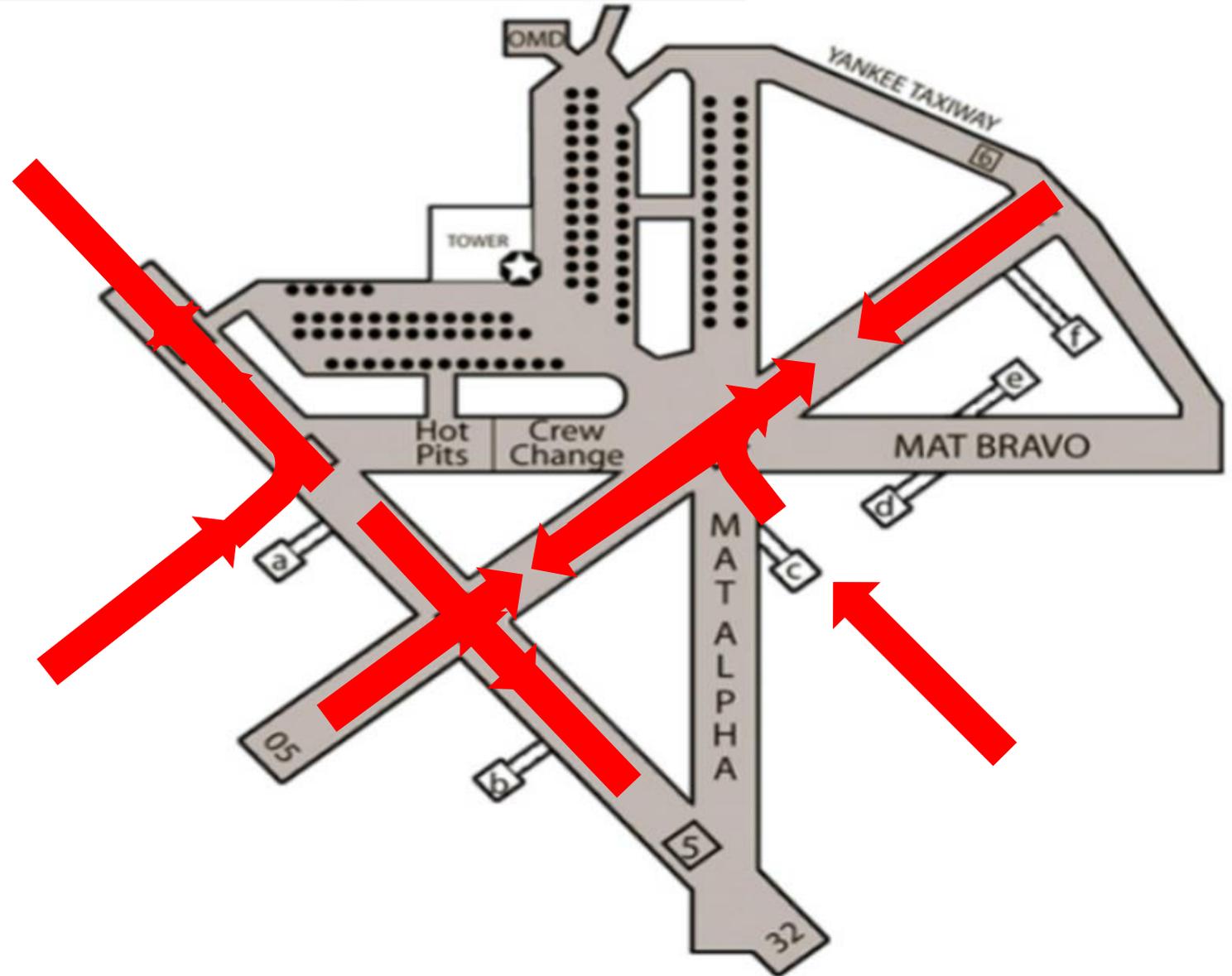
South Whiting Waveoffs

Runway 32

Runway 05

Runway 14

Runway 23



South Whiting Departures & Arrivals

- VFR Departure
 - Pt. ABLE
 - Pt. BAKER
- VFR Arrival
- NDZ Pattern entry and landing
- NDZ Waveoffs
- ***Post-landing taxi***
- Fuel Pits/Crew Change

After Crossing the Holdshort

- Switch to Ch. 3 and switch transponder to STBY
- Ground Call
 - “South Ground, <Call Sign>, clear of <Spot>, Taxi to <Location>”
 - *“South Ground, Lucky 156, clear of spot 1, taxi to my line”*
 - *“South Ground, Lucky 140, clear of spot 3, taxi to the pits”*
- Wait for PC before taxiing into the flight line

South Whiting Departures & Arrivals

- VFR Departure
 - Pt. ABLE
 - Pt. BAKER
- VFR Arrival
- NDZ Pattern entry and landing
- NDZ Waveoffs
- Post-landing taxi
- ***Fuel Pits/Crew Change***

Refueling

- Always taxi W to E in the hot pits (From spot 3 towards the crew change area)
- For hot refueling, taxi into the pits, complete the hot refuel checklist and monitor ground
- To skip refueling and head to crew change area, turn searchlight on
- Students shall not taxi into or out of the refueling spots until Familiarization Solo complete
- Once complete in the fuel pits, Complete the Post-Refuel/Hot Seat Checklist

Fuel Pits



Crew Change Area

- Clearance from South Ground is not required to taxi from the pits to the crew change area
- 3 spots on the North, 6 spots on the South
- Can utilize 10-18 line for overflow

North Crew Change Spots (3)



South Crew Change Spots (6)



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General OLF Operations

- The NOLF crash crew and ADO shall be on station and ready for duty prior to commencing flight operations.
- Formation flights count as 1 aircraft on a side but count as 2 total number at the field
- Pattern at all NOLFs: 500' AGL, 70 KIAS for TH-57s (80 KIAS for TH-73)
- Passing in the pattern or channel is prohibited
- Clearing turn is required prior to transitioning to forward flight after landing or hovering, and when exiting crew change areas
- Taxi shall be along cardinal headings unless following gravel or paved surfaces
- Taxiing aircraft shall yield to takeoff and landing traffic
- If a maneuver requires a radio call, make it in the crosswind turn. Boost off approach shall be made no later than mid-field downwind.

General OLF Operation

- Aircraft inbound to OLF:
 - “<Field>,<Callsign>,<Inbound Landmark> inbound”
 - *“Pace, Lucky 141, Point Bend inbound”*
- ADO responds with:
 - “<Callsign>,<Field>,<Course in use><Current winds><Number of aircraft at the field><DA>”
 - *“Lucky 141, Pace, Currently landing 360, winds are 350 at 10, there are currently 4 aircraft at the field, DA 2000”*
- Aircraft inbound rogers up:
 - “<Field>,<Callsign>, <Course in use><Number of aircraft at the field>”
 - *“Pace, Lucky 141, landing 360, 4 aircraft”*

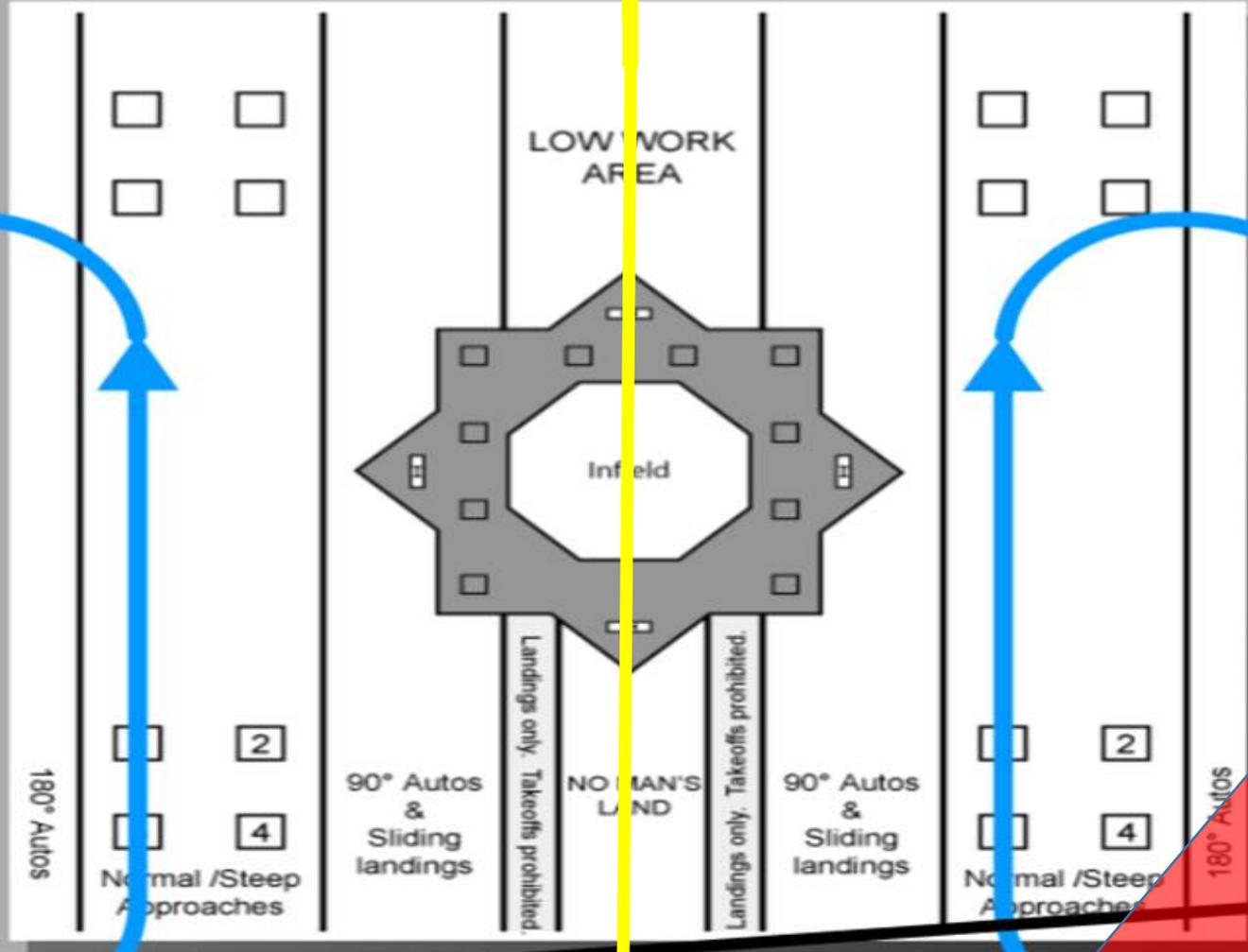
General OLF Operation

- **Splitting (Pattern Entry)**
 - “Appropriate course rules altitude”, 900 MSL/100 KIAS
 - A/C shall remain clear of the traffic pattern and shall not cross departure corner of the field when circling to split.
 - A/C shall split the field by flying upwind (in the direction of the course in use) directly over the splitting landmark.
 - Crossing the downwind field boundary, report "splitting," intentions, and event number to the ADO.
 - Splitting radio call: “<Field><Callsign>, splitting to the <Side><Event>”
 - *“Spencer, Lucky 156, splitting to the Right, FAM 4001”*
 - Administrative entry to the field (ADO records your side number and event in the OLF Log Book.
 - After crossing the downwind field boundary, aircraft shall commence a level speed to 70 KIAS.
 - After crossing the upwind field boundary, and when clear of established pattern traffic, aircraft shall turn to crosswind and descend to the NOLF pattern altitude (500 AGL)

General OLF Operation

- Re-splitting the field: 700' MSL, 70 KIAS
 - Re-splitting radio call: “<Traffic><Callsign>, re-splitting to the <Side>”
 - *“Traffic, Lucky 141, re-splitting to the right side”*
- Taxi re-split: taxi across the extended courseline which passes through the splitting landmark
 - Taxi Re-split radio call: “<Traffic><Callsign>, Taxi re-split <Current Location> to <New Location>”
 - *“Traffic, Lucky 141, taxi re-split from the left 180 lane to the right side”*
- Splitting aircraft have the right of way over re-splitting aircraft.

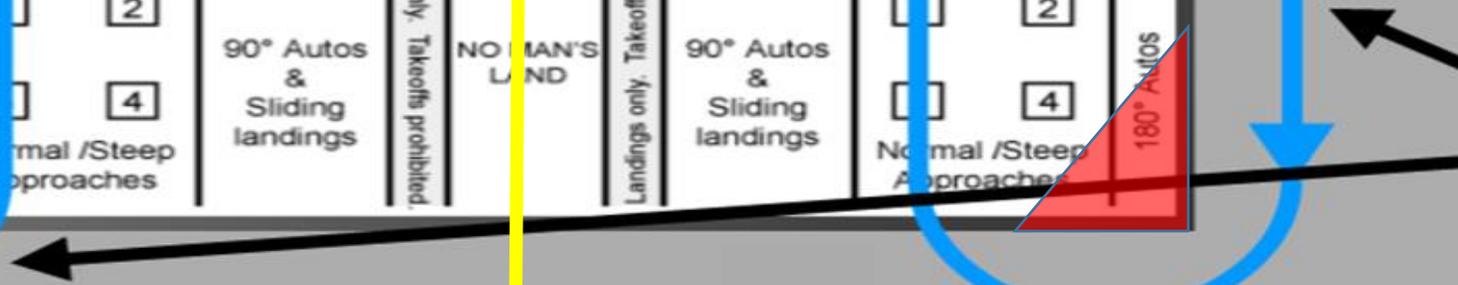
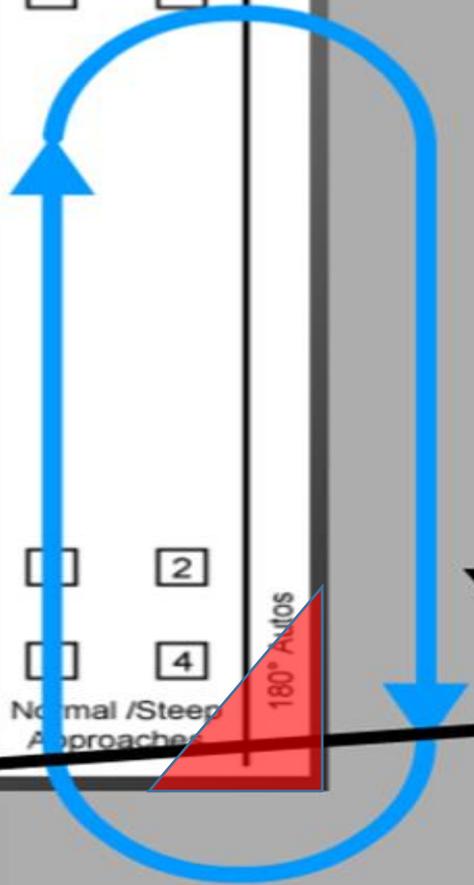
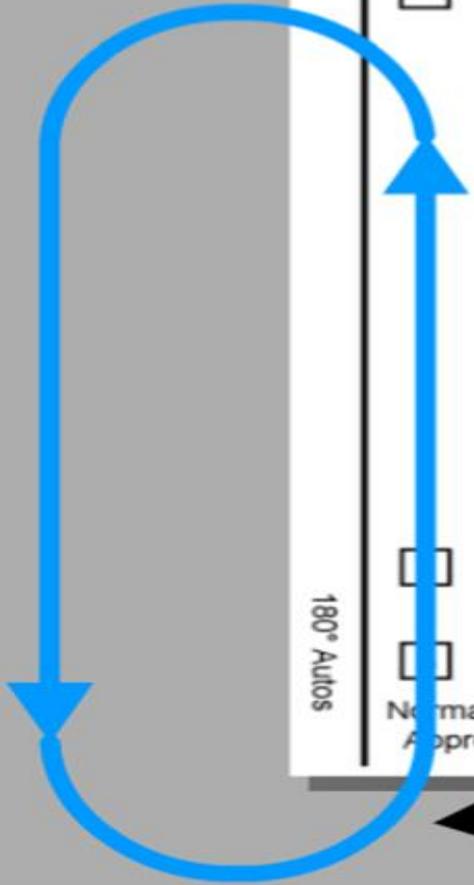
Splitting Example



Make Splitting Call
Level Speed change to 70 KIAS

Departure Corner?

Existing Traffic at field -
Course 360°



General OLF Operation

- Turns to downwind should be commenced no earlier than 200' AGL
- Waveoffs
 - Complete waveoff procedures
 - Waveoff call
 - “Traffic, <Callsign>, waving off <Location>, <Field Side>”
 - *“Traffic, 165, waving off 90 Lane, right side*

General OLF Operation

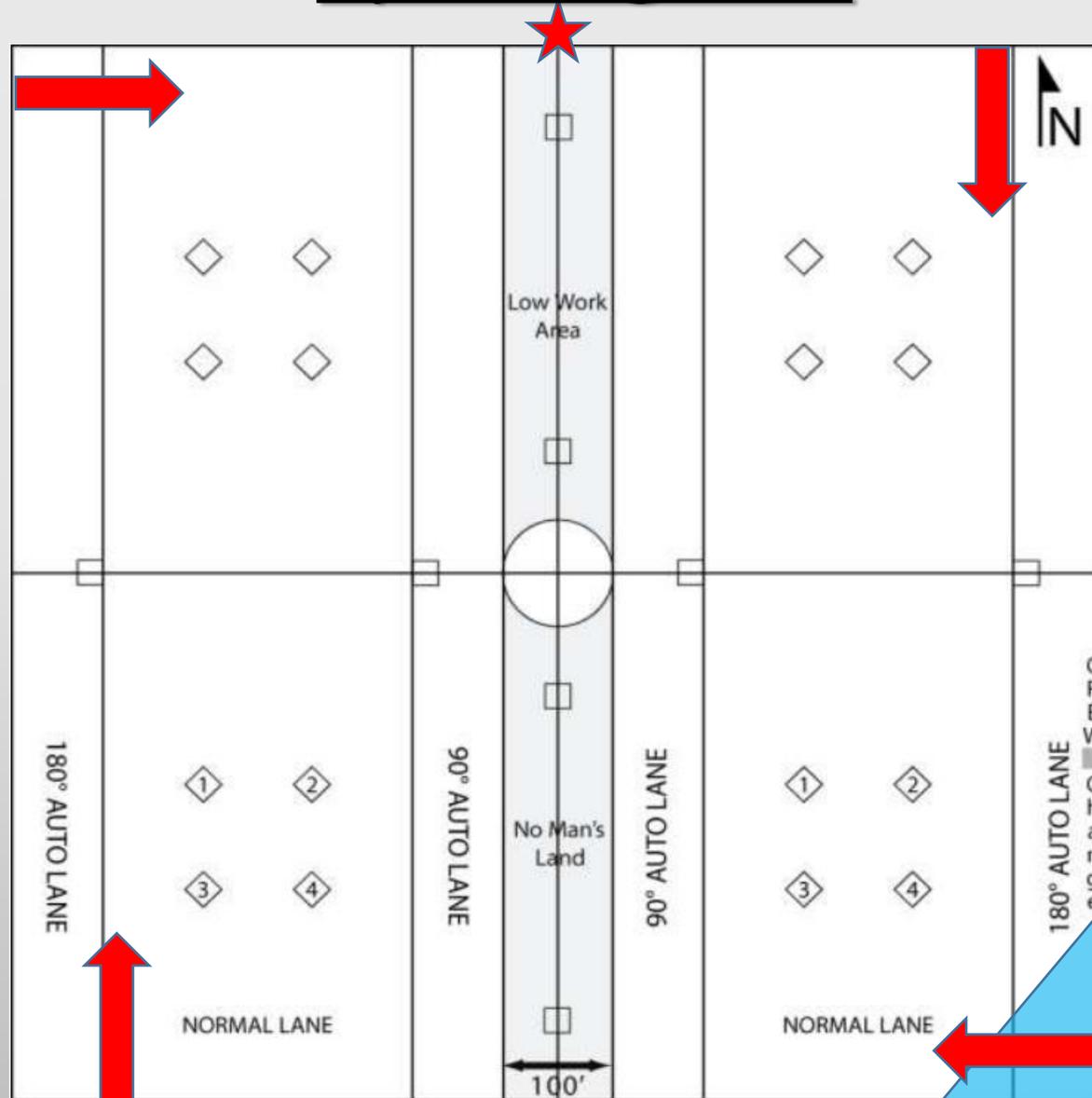
- **Communication**
 - Calls to ADO – Call sign is field name, “Santa Rosa”
 - Calls to other traffic – Field name, traffic, “Traffic”

ADO Calls	Traffic Calls
Inbound	Re-splitting
Splitting	Waveoff
Departure	Maneuvers (Boost off)
Interrogatives	

General OLF Operation

- Pattern Departure
 - Every field has a designated departure corner
 - Aircraft must be in the pattern that contains the departure corner to depart
 - If on the other side, must re-split at altitude or taxi to re-split to the departing corner side
 - Departure call:
 - “<Field> <Call Sign> Departing”
 - *“Santa Rosa, Lucky 156, Departing”*

Splitting OLF



- Course 360
- Course 090
- Course 180
- Course 270

Departure Corner?

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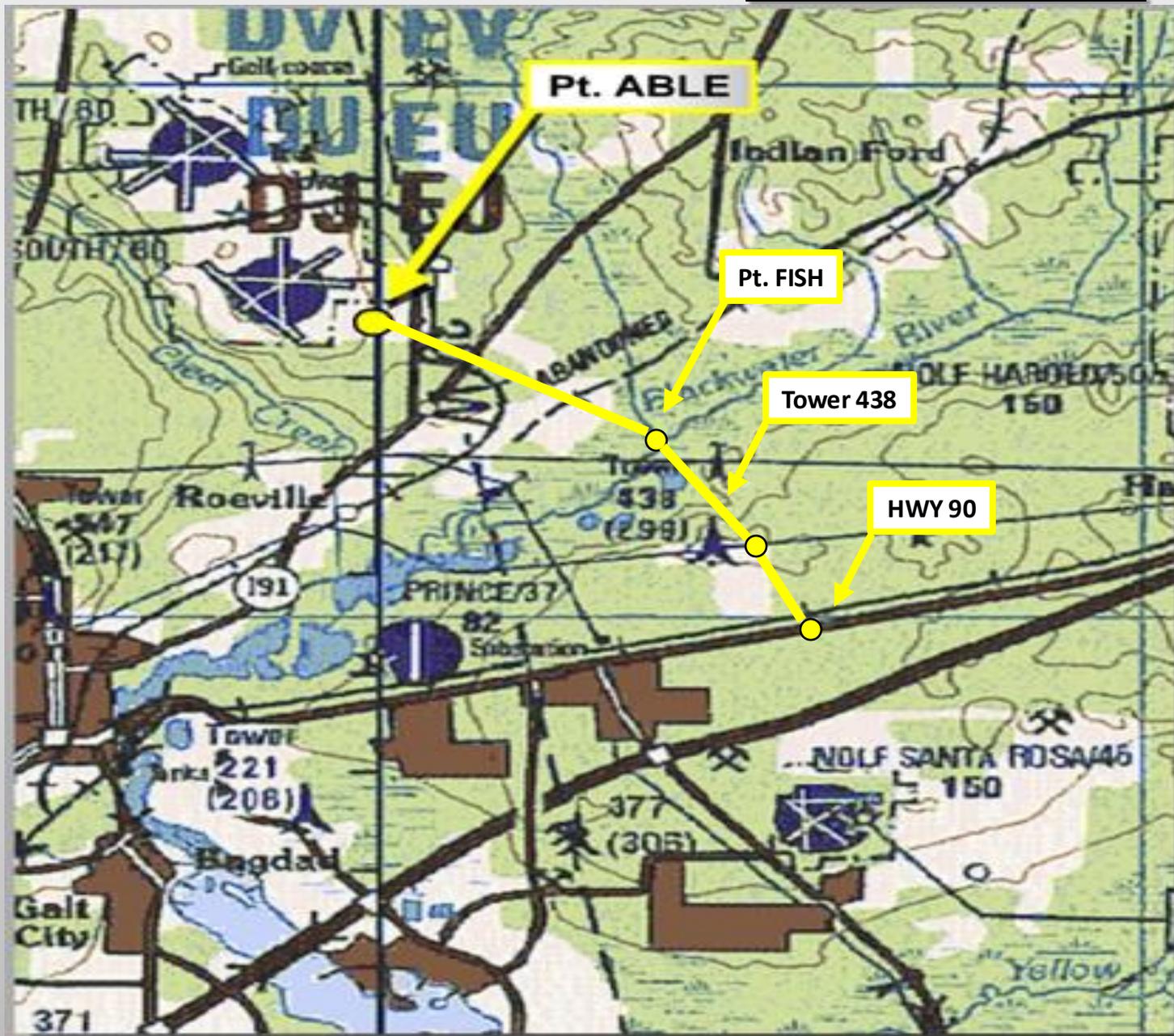
Santa Rosa OLF



Santa Rosa Info

Maximum Aircraft	12 total
Max per side	4 Auto side, 8 Normal Side (5 spots, 3 working area)
Departure corner	NW corner
Elevation	150' MSL
Down Wind Turn	200' AGL
Reference	Chapter 7.5

Santa Rosa

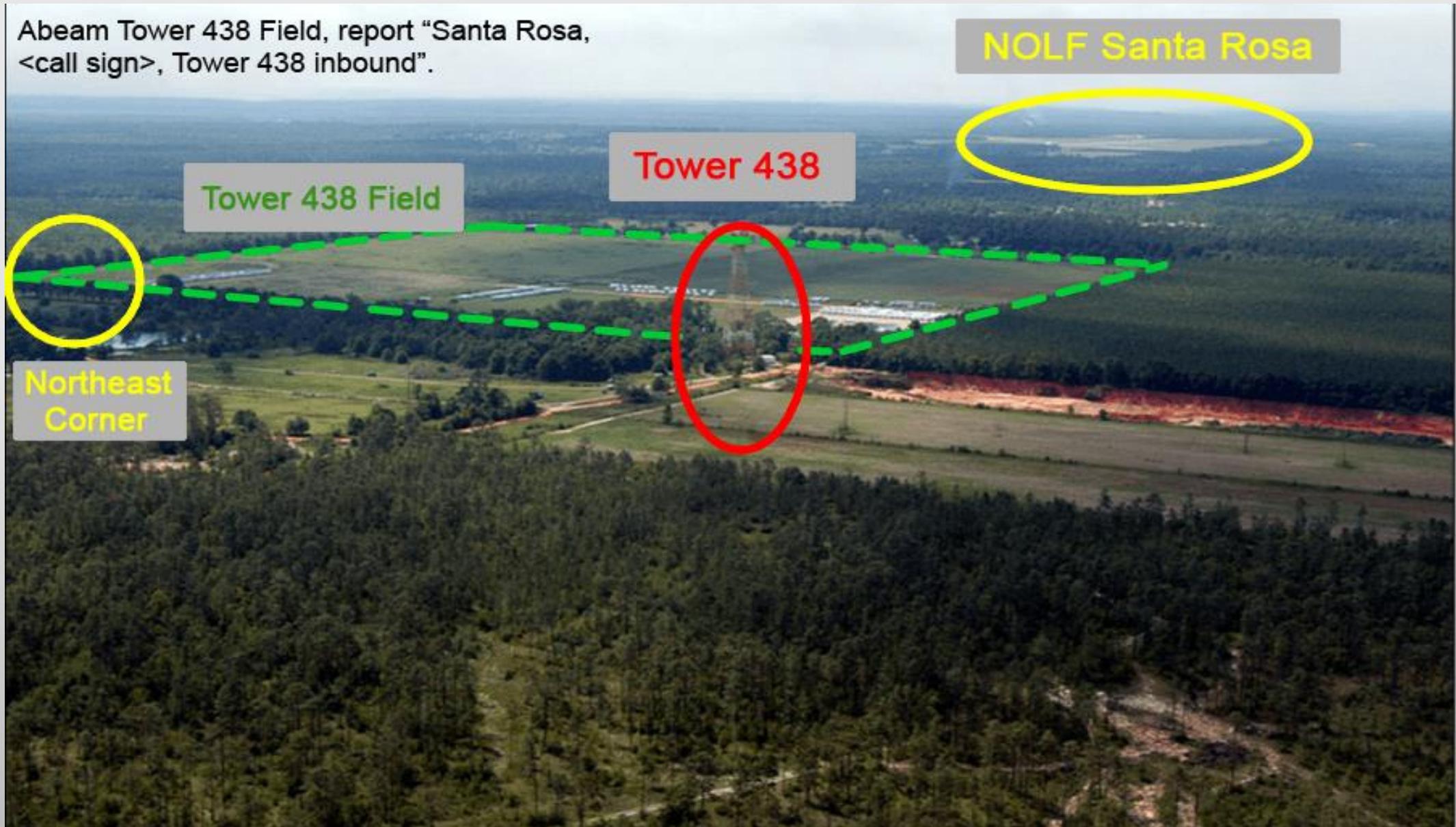


Pt. ABLE Departure

- Abeam Tower 438
 - Call *"To Santa Rosa Lucky 156 Tower 438 inbound"*
- Landing checks

Tower 438 and Field

Abeam Tower 438 Field, report "Santa Rosa, <call sign>, Tower 438 inbound".

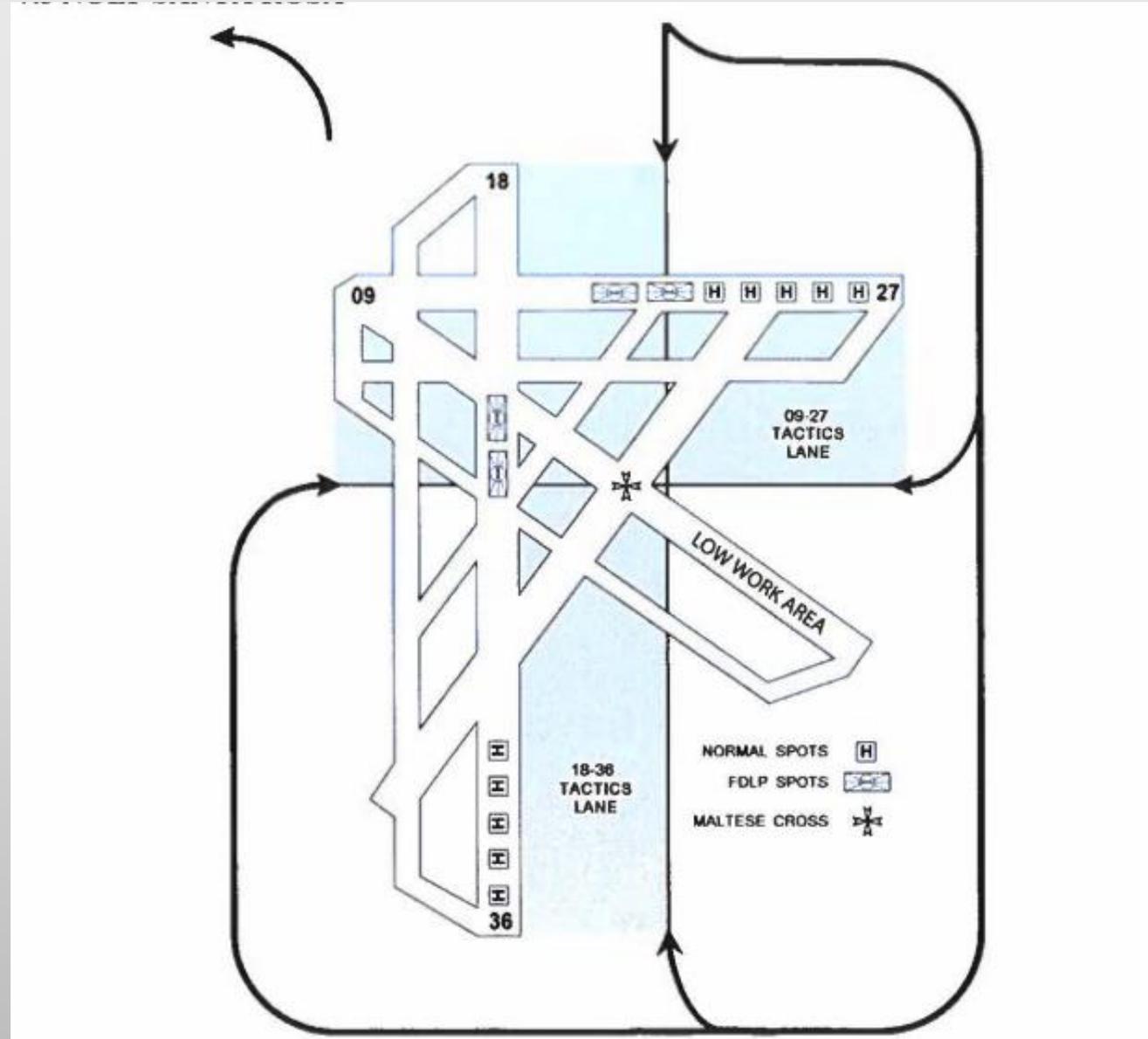


Course Rules to Santa Rosa

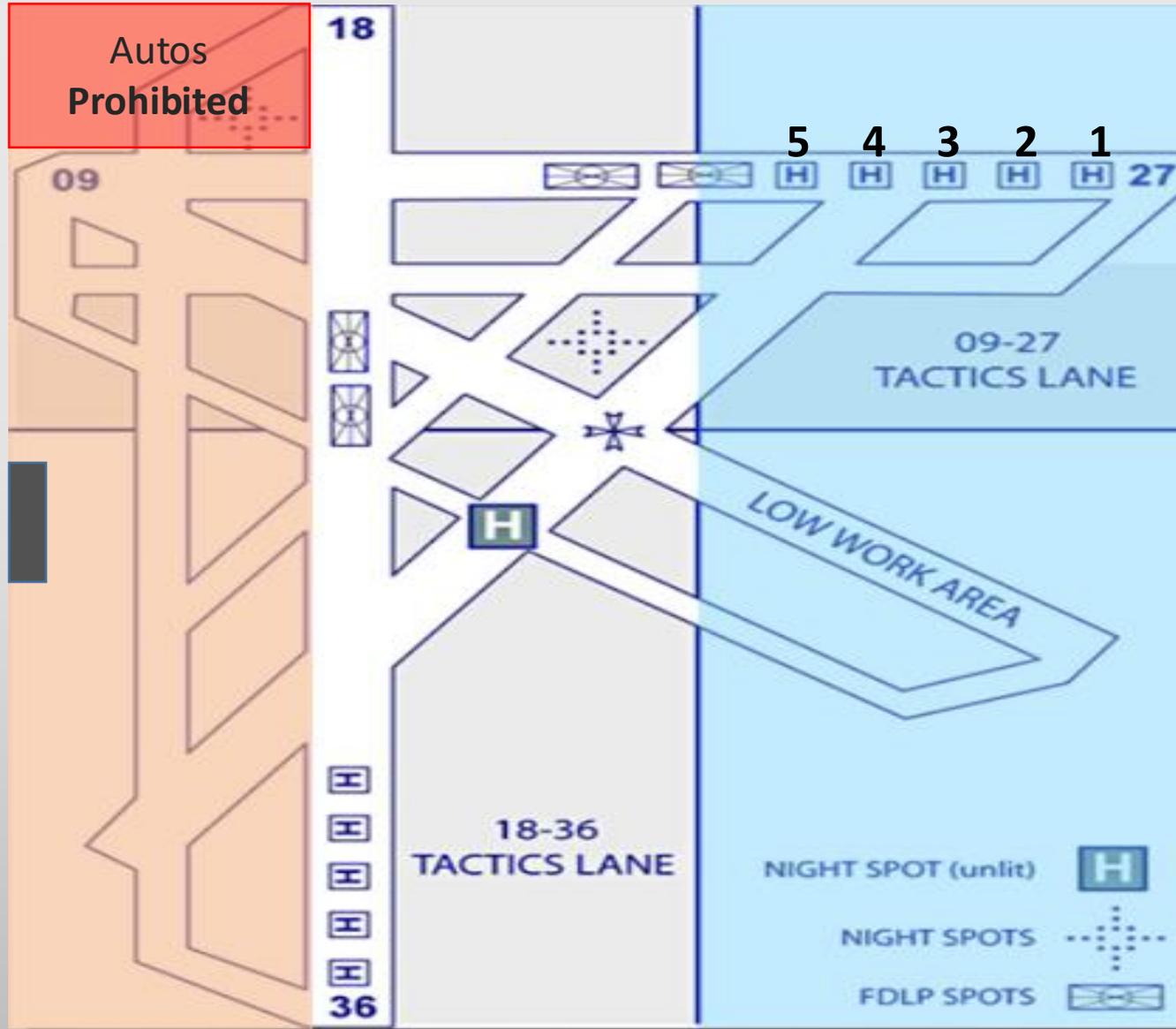


- Abeam Tower 438 field, report “Santa Rosa <Call sign>, Tower 438 inbound” and complete landing checks
 - Example: *“Santa Rosa, Lucky 156, Tower 438 inbound”*
- Beware of civilian and TH-57 traffic flying along US-90 or I-10
- Peter Prince Airport (Milton T) is ~1mi to the West of Course Rules to Santa Rosa
- Remain clear of R-2915A 1mi East of Santa Rosa

Santa Rosa



Santa Rosa



Spots are numbered
Outboard to Inboard

Landing 360/180

Normal
Side

Crash
Shack

Auto
Lane

Autos
Prohibited

18

09

5 4 3 2 1

27

09-27
TACTICS LANE

LOW WORK AREA

18-36
TACTICS LANE

NIGHT SPOT (unlit)

NIGHT SPOTS

FDLP SPOTS

H

H

H

H

H

H

H

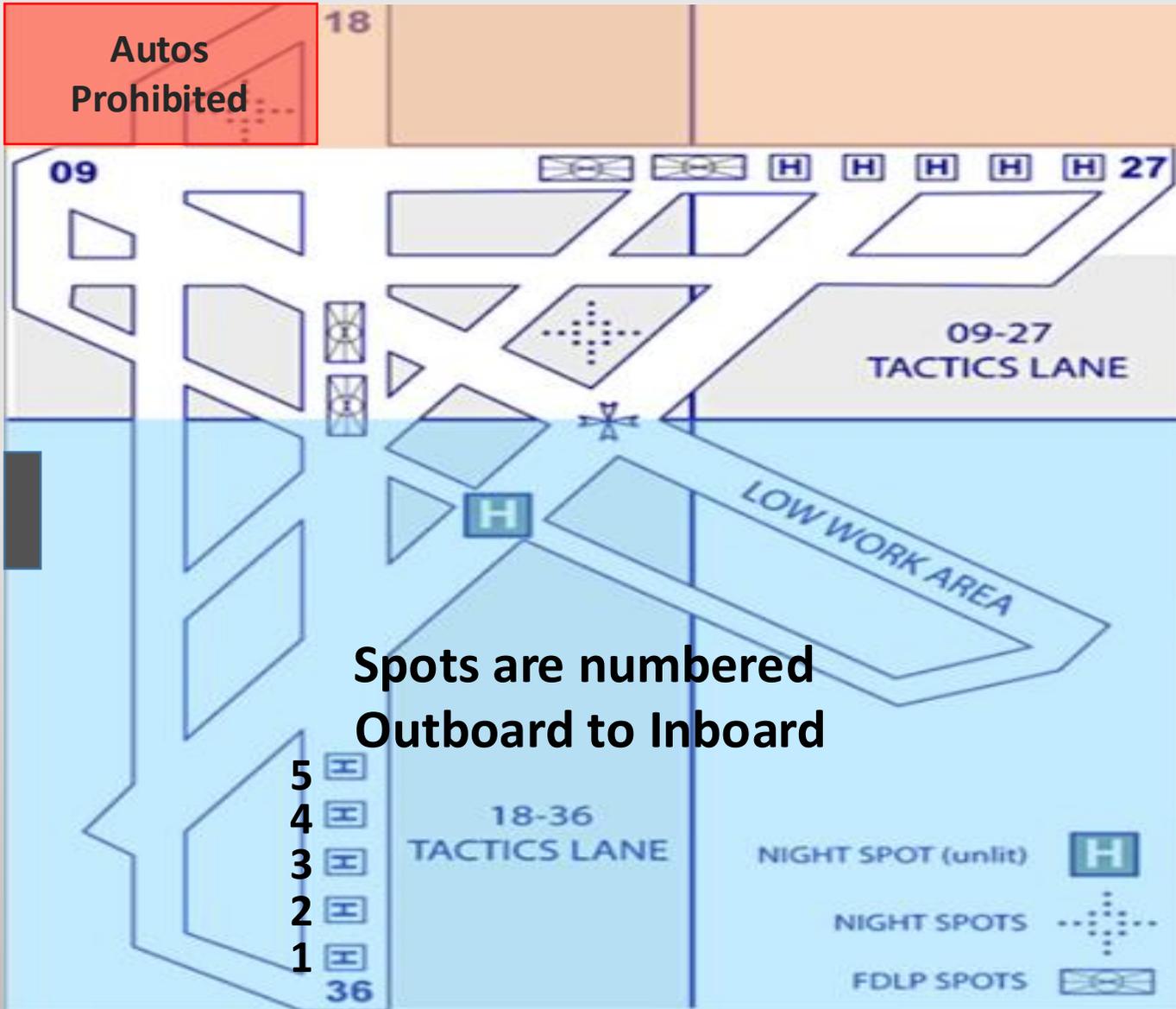
36

H

•••••

⊗

Santa Rosa



Auto Lane

Landing 090/270

Crash Shack

Normal Side

Spots are numbered Outboard to Inboard

Autos Prohibited

18

09

27

09-27 TACTICS LANE

LOW WORK AREA

18-36 TACTICS LANE

5
4
3
2
1
36

NIGHT SPOT (unlit)

NIGHT SPOTS

FDLP SPOTS



Santa Rosa Waveoffs

- Example waveoff call
 - *“Traffic, 140 waving off. Spot 4”* (Spot is assumed on the normal side)
 - *“Traffic, 156 waving off, from the duty”* (If on auto side)

Course Rules to South Whiting



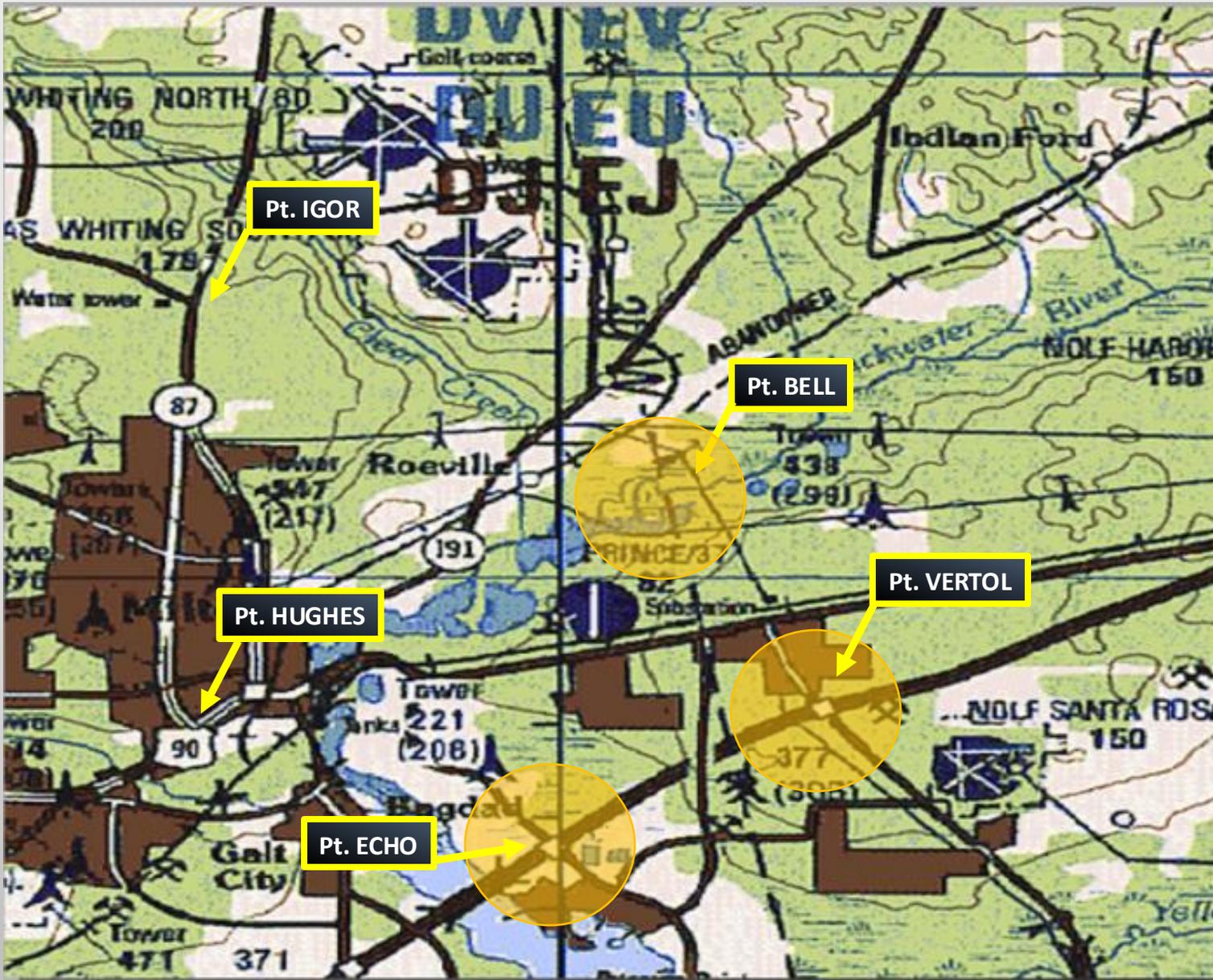
- **2 arrivals to South Whiting**

- VERTOL arrival
 - Starts at Pt. VERTOL
 - Ends at Pt. BELL
 - 700' MSL, 100 KIAS
 - Can be denied by South Tower
- ECHO arrival
 - Starts at Pt. ECHO
 - Ends at Pt. IGOR
 - 700' MSL, 100KIAS

Pt. Vertol Arrival

Pt. VERTOL

- Intersection of Hwy 87 & I10
- Pt. VERTOL radio call non-standard
 - *“South Tower, Lucky 123, Point VERTOL, negative information.”*
- Two Possibilities
 - Approved – **“Report BELL”**
 - Expect runway/winds/baralt setting from tower
 - Proceed with Pt. BELL entry
 - Denied - **“Report ECHO”**
 - Proceed to Pt. ECHO





Pt. VERTOL

Hwy 87

I 10

OLF SANTA ROSA

N

Pt. VERTOL

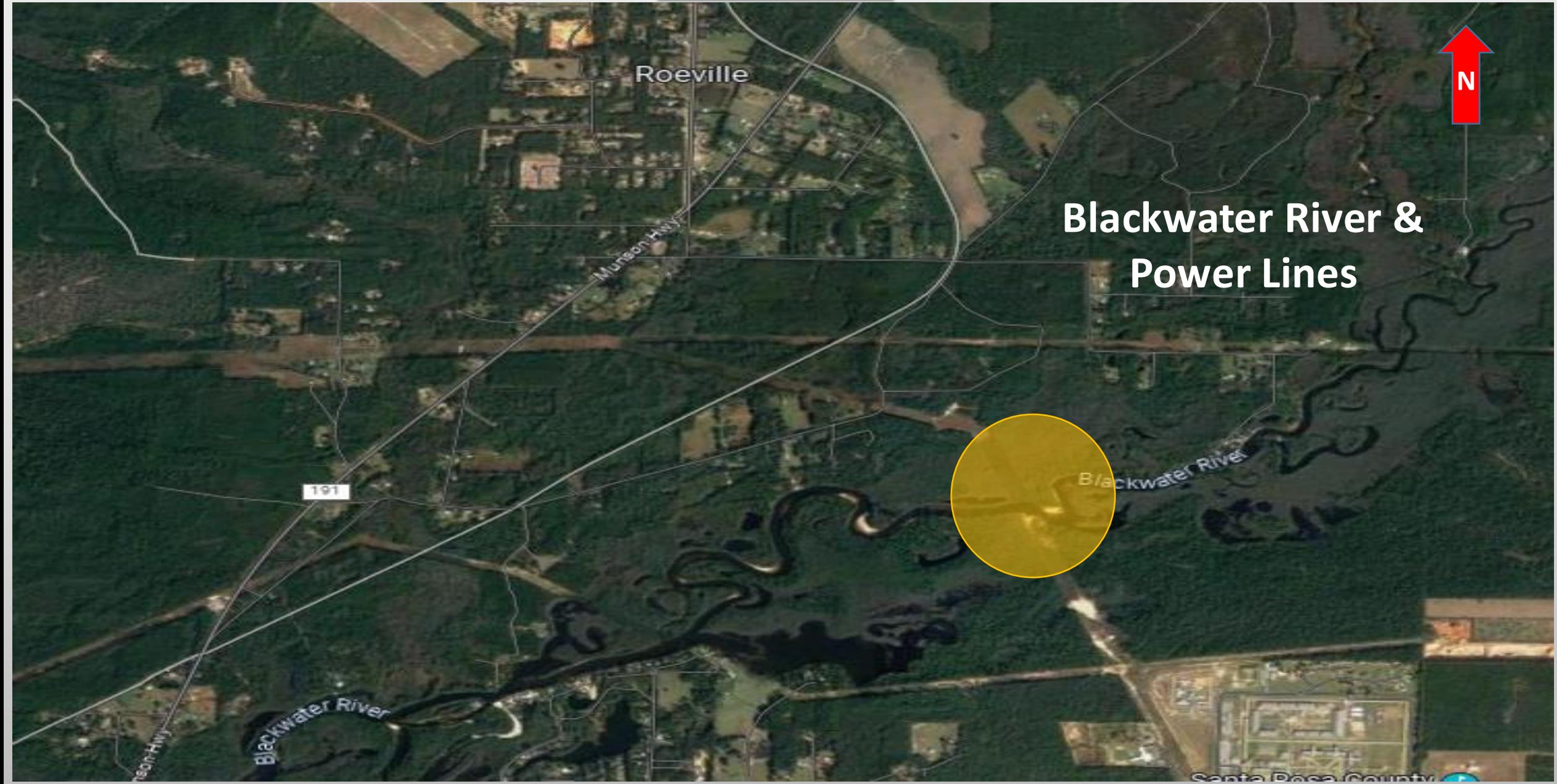
- Climb to 700 MSL, 100 KIAS
- Proceed to intersection of Hwy 87 & I10



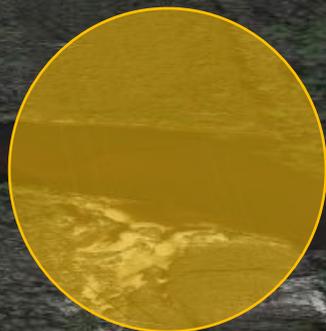
Pt. VERTOL to Pt. BELL

- Turn right to follow HWY 87 to the power lines
- Pickup power lines to Pt. Bell

Pt. BELL

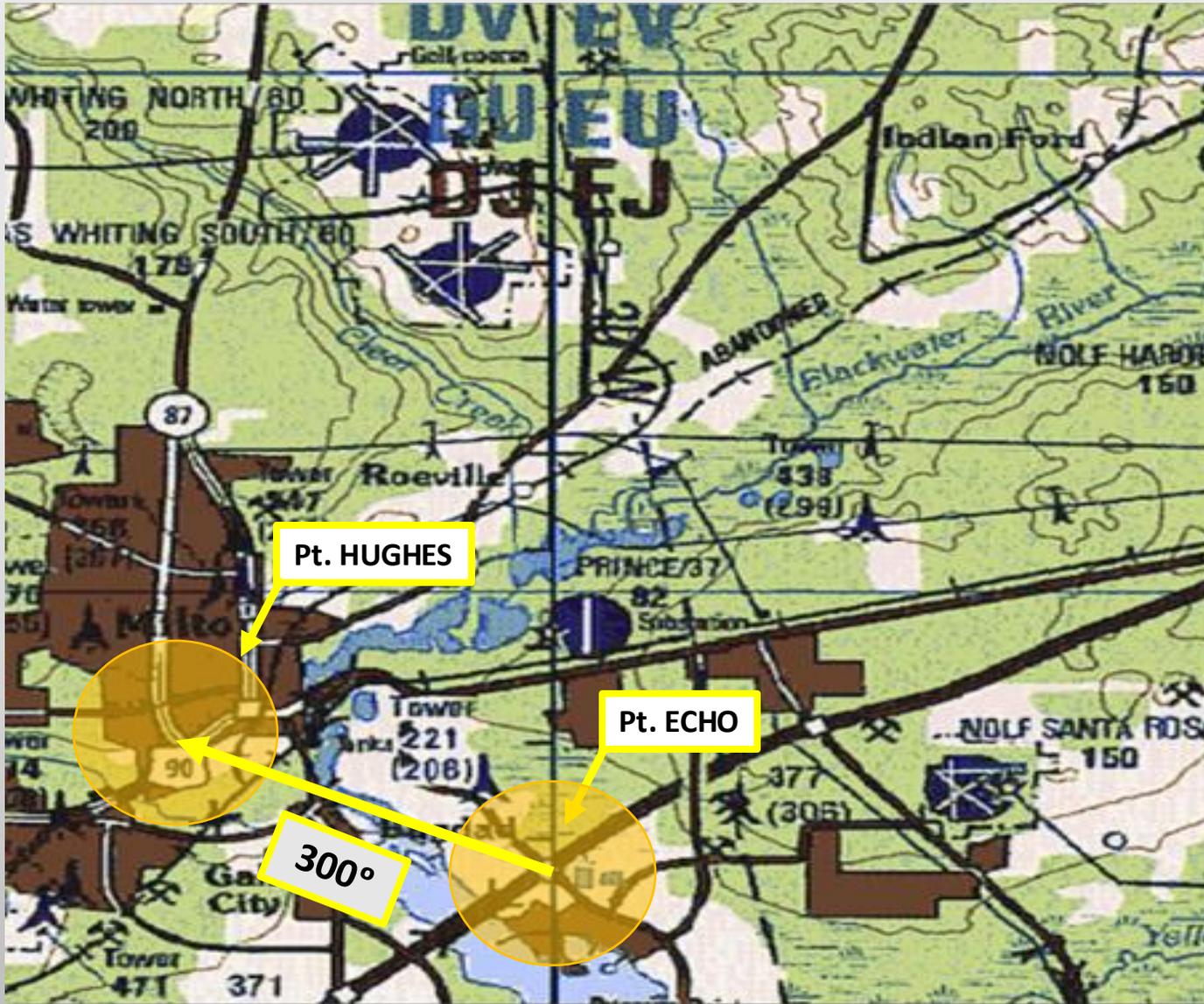


Pt. BELL



- Intersection of the power lines and the Blackwater River just North of the prison complex
- Call same format as Pt. IGOR
- After crossing Pt. BELL, turn to enter the pattern and complete the landing checklist

Santa Rosa to South Whiting via Pt. ECHO



Pt. ECHO

- Intersection of I-10 and Hwy-89, the first overpass East of Blackwater River
- Approximate heading of 300* to Pt. Hughes

Pt. ECHO



Pt. HUGHES

- The intersection of US-90 and HWY-89
- Look for the traffic coming to Pt. HUGHES from Pt. WHISKEY.
- WHISKEY traffic has the right of way over Pt. ECHO traffic at Pt. HUGHES

Pt. HUGHES from Pt. ECHO

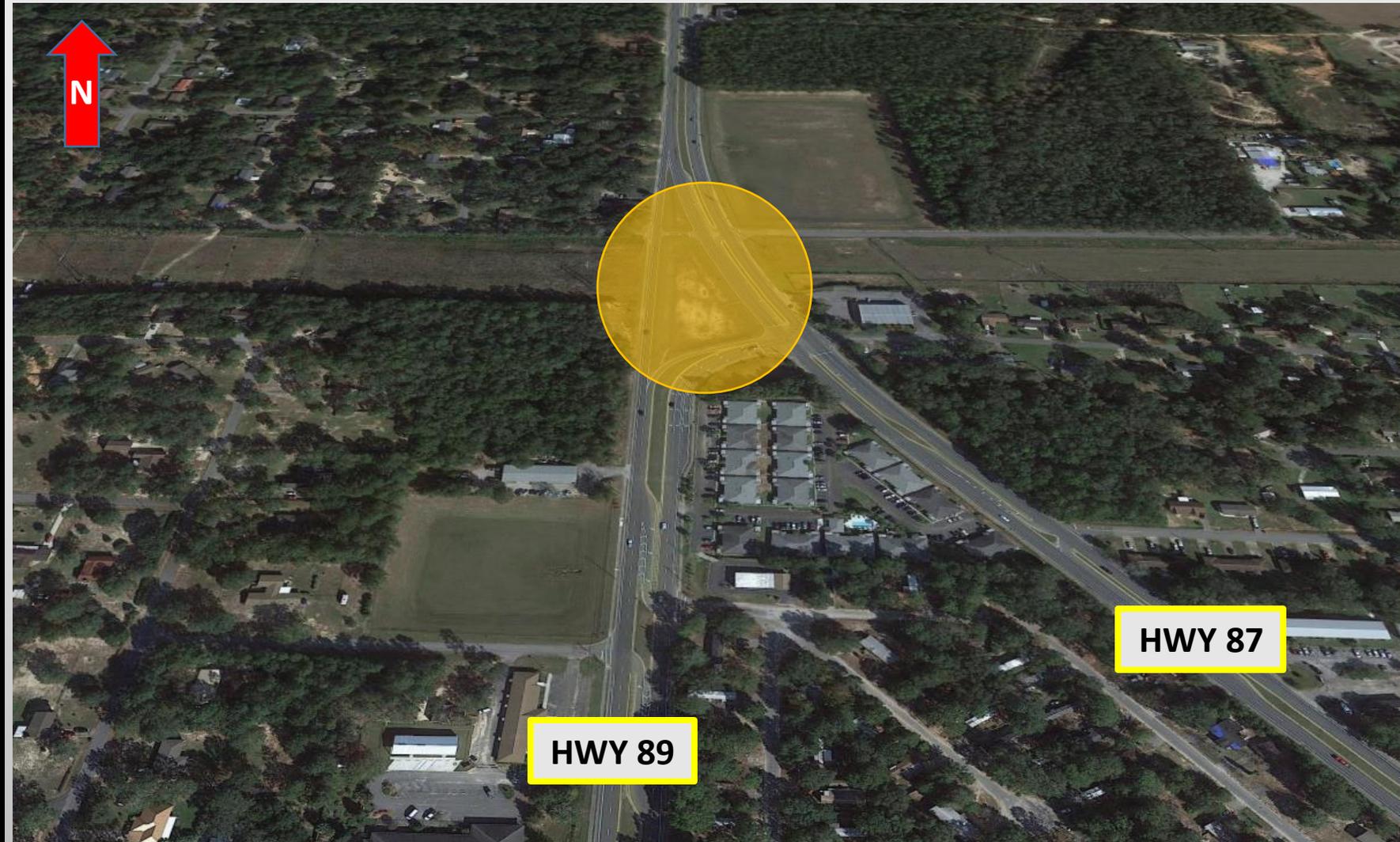


HWY 90

HWY 89



Inbound to Pt. IGOR



- Look for traffic coming to Pt. IGOR along the power lines from Pt. FOG
- HUGHES traffic has priority at Pt. IGOR over power lines traffic
- Proceed with Pt. IGOR entry

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Site X Course Rules

Spencer Course Rules

SVFR/Lost Comms



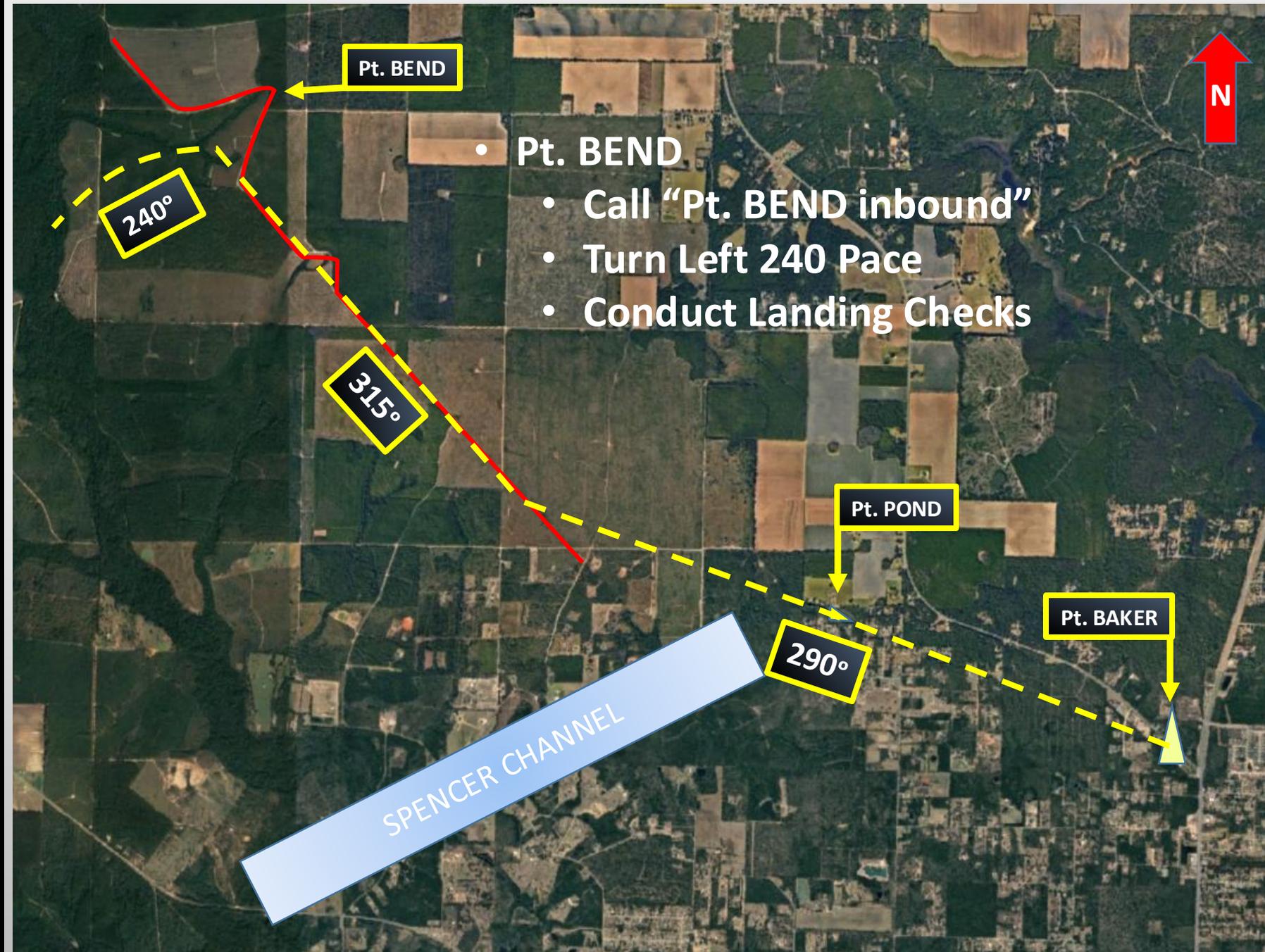
Pace OLF

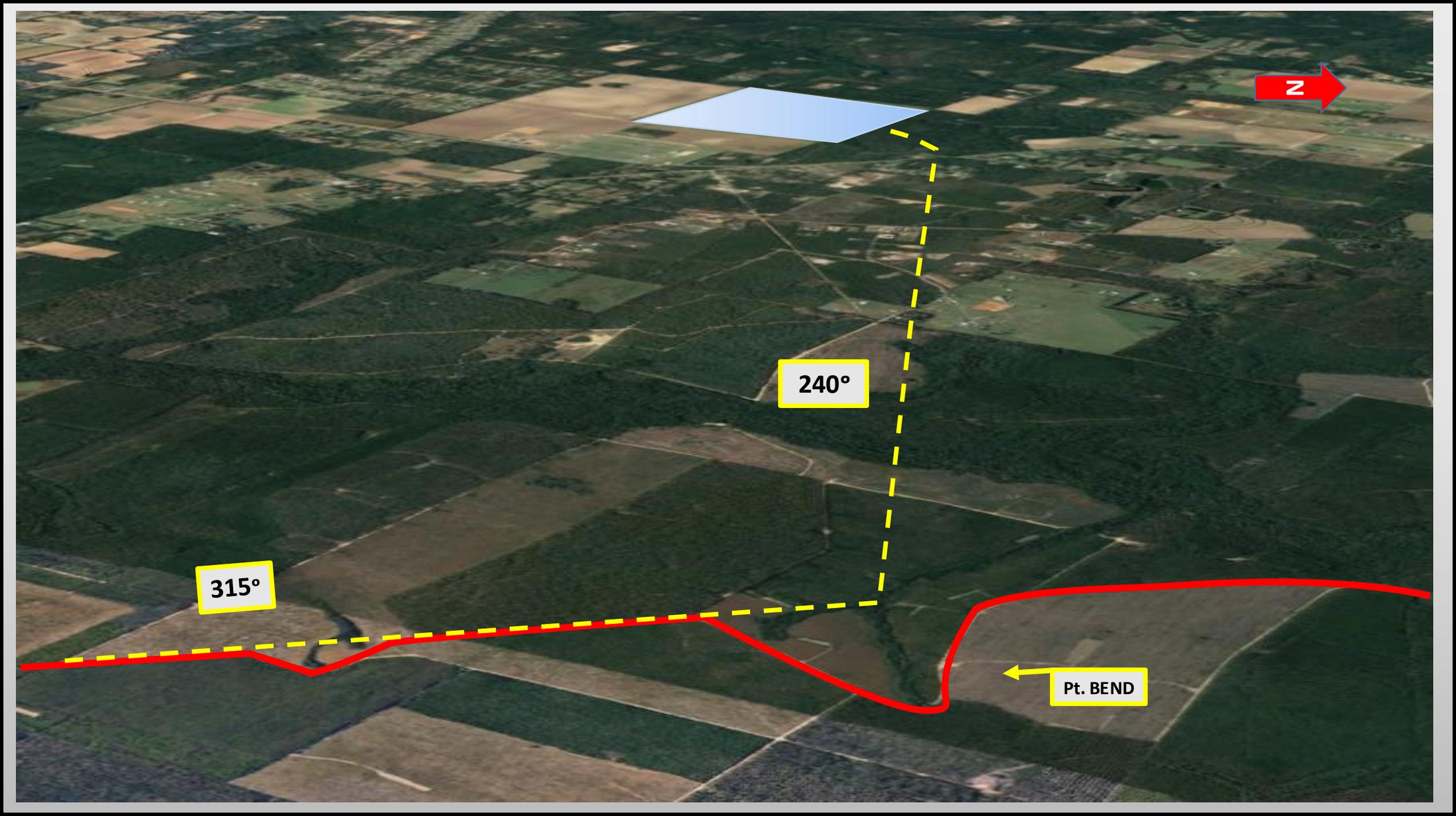
Pace Info

Maximum Aircraft	8
Max per side	4
Departure corner	SE corner
Elevation	204' MSL
UHF Preset	9
Down Wind Turn	200' and Abeam field boundary
Reference	Chapter 7.4

South Whiting to Pace

- Baker departure – 900 MSL/100 KIAS
- At Pt. POND automatic switch to button 9 and squawk 1200
- Continue 290 to intercept unimproved road that heads ~315
- Follow unimproved road to Pt. BEND





240°

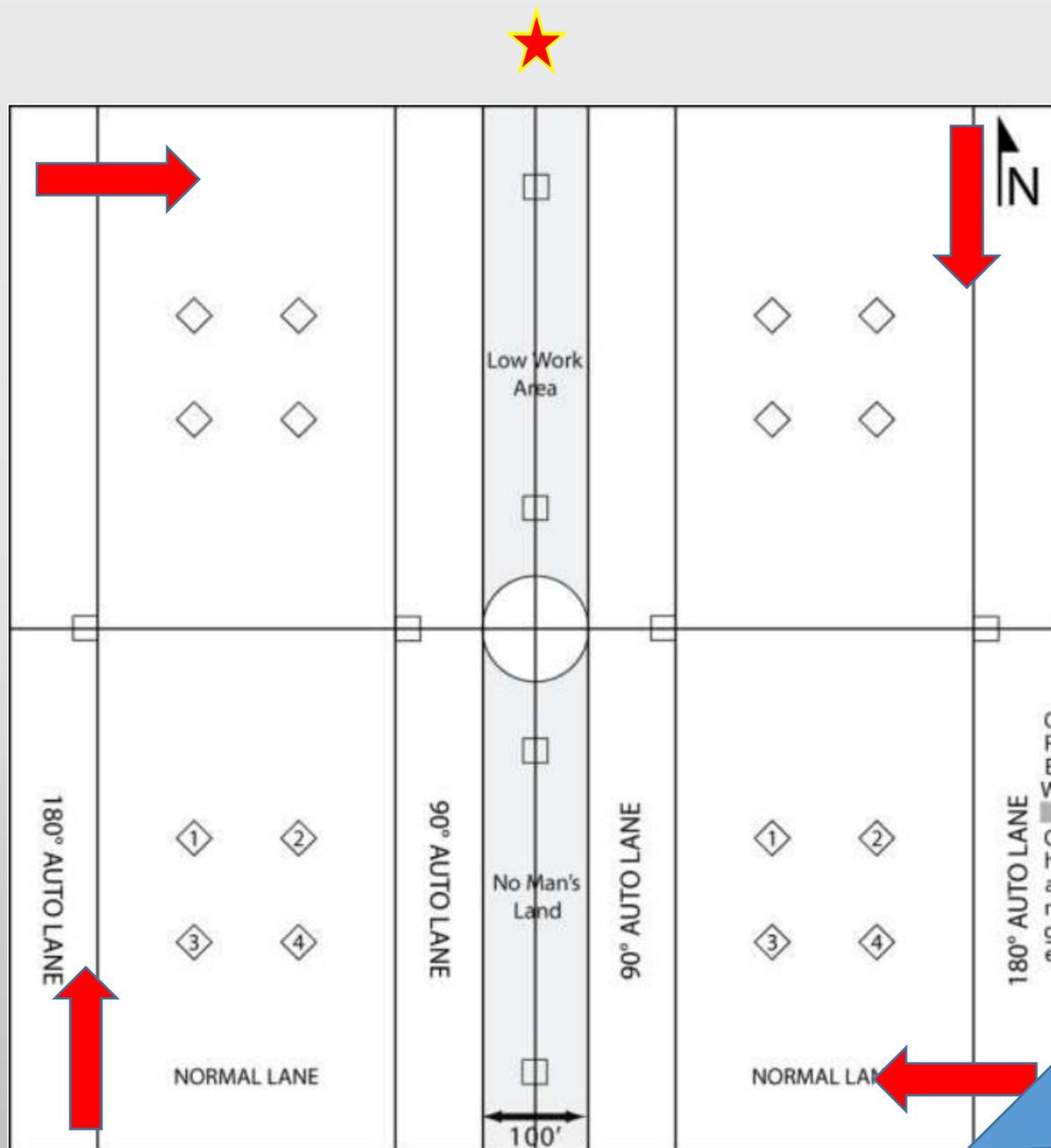
315°

Pt. BEND

Course Rules to Pace

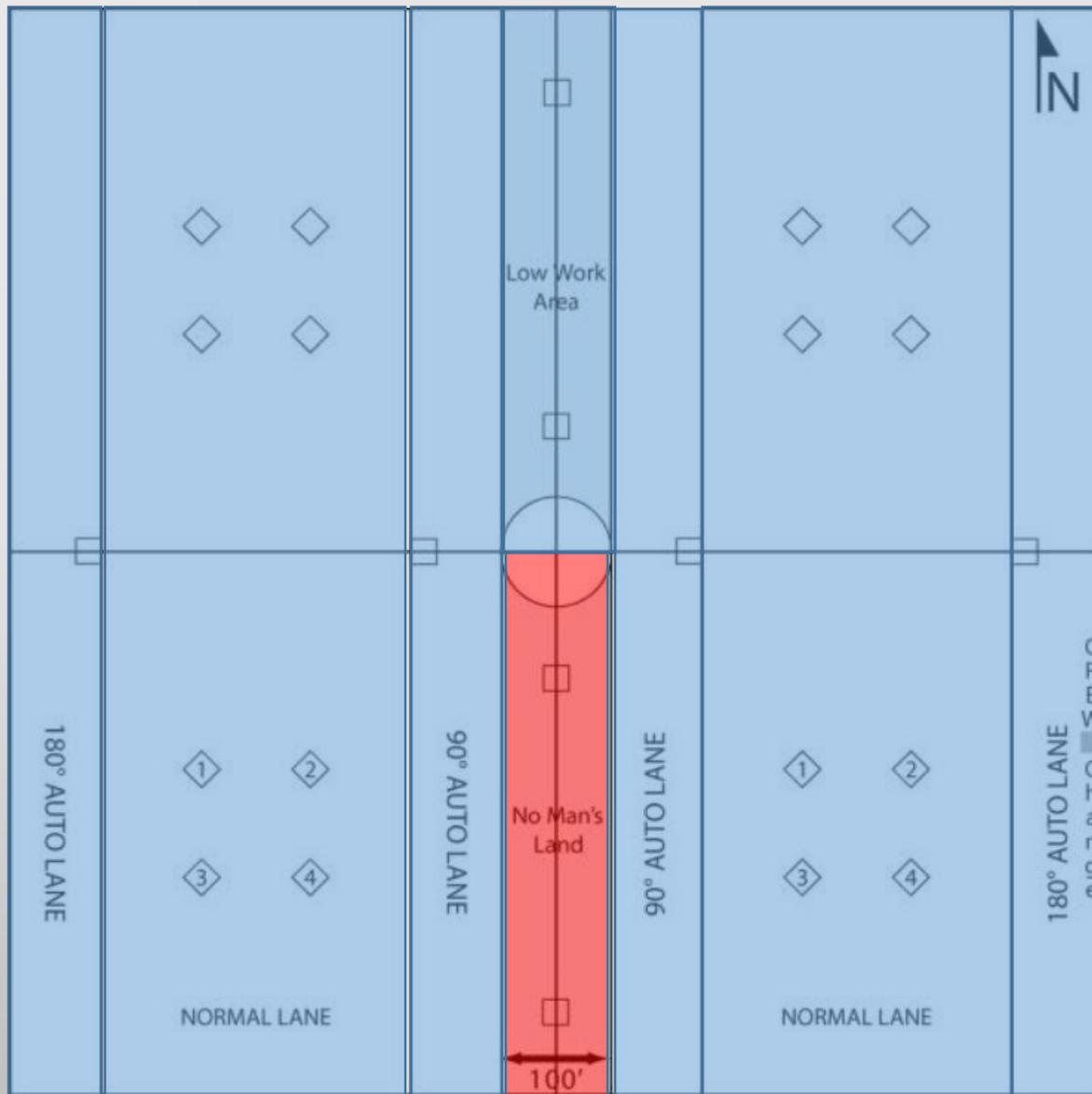
- Cannot work channel to OLF Pace
- At Pt. Bend, report “Pace, <Call Sign>, Pt. Bend inbound.”
 - *“Pace, Lucky 156, Pt. Bend inbound”*
- Fly heading 240° at 900 MSL, Landing Checklist
- Beware of traffic coming from J-22

Pace



- Course 360
- Course 090
- Course 180
- Course 270

Pace Lanes - Course 360



180 Auto Lanes
Normal Lane
90 Auto Lane
No Man's Land
Low Work Area

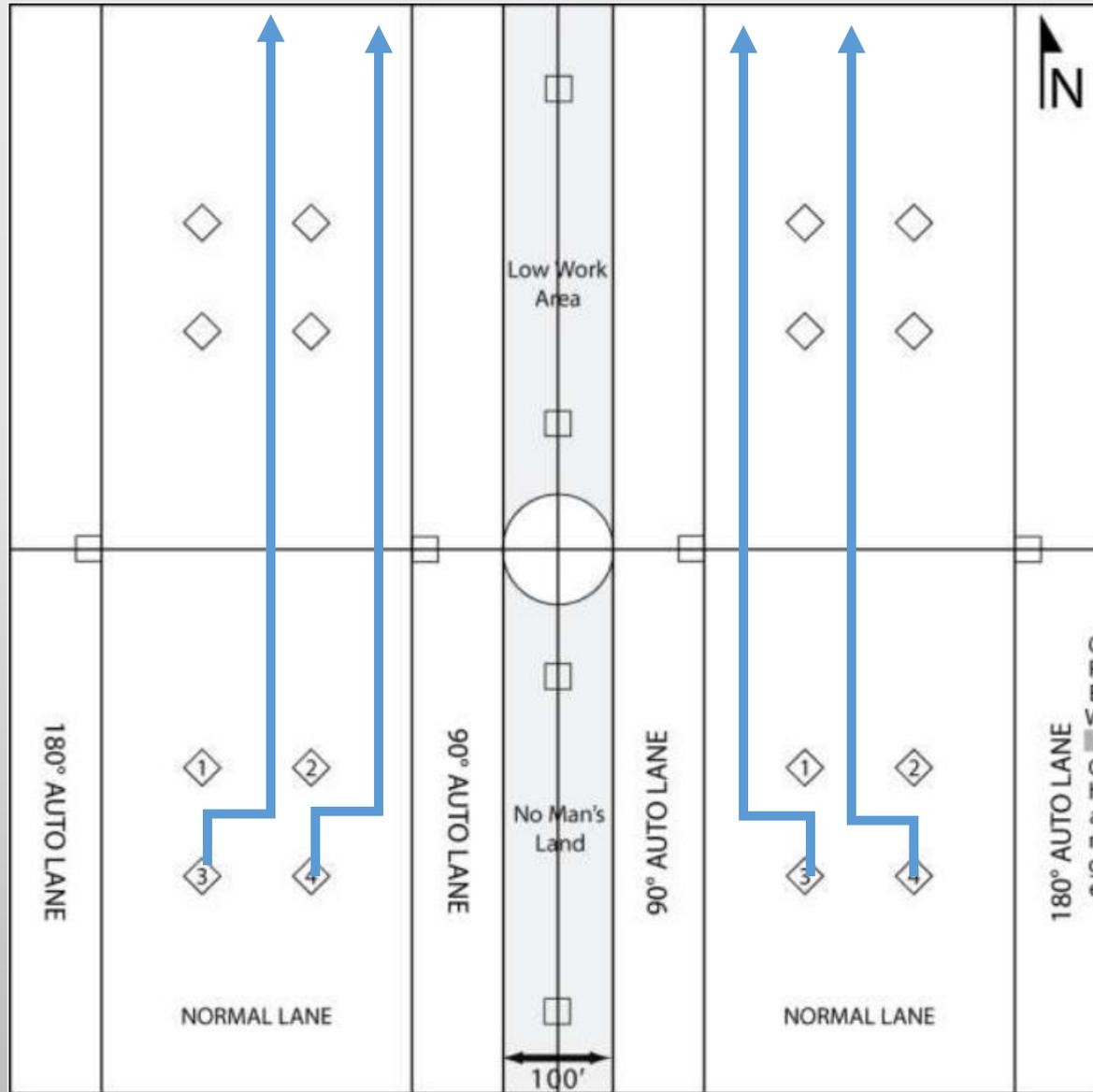
Pace OLF

- Aircraft must choose the lowest numbered spot available at OLFs when they are in the normal pattern
- Transition to forward flight is authorized from any part of the lane provided aircraft has sufficient clearance over obstacles.
 - Aircraft needing additional space to safely take off may back taxi to the downwind half of the field
- Turn to downwind no earlier than 200' AGL and abeam the upwind field boundary.

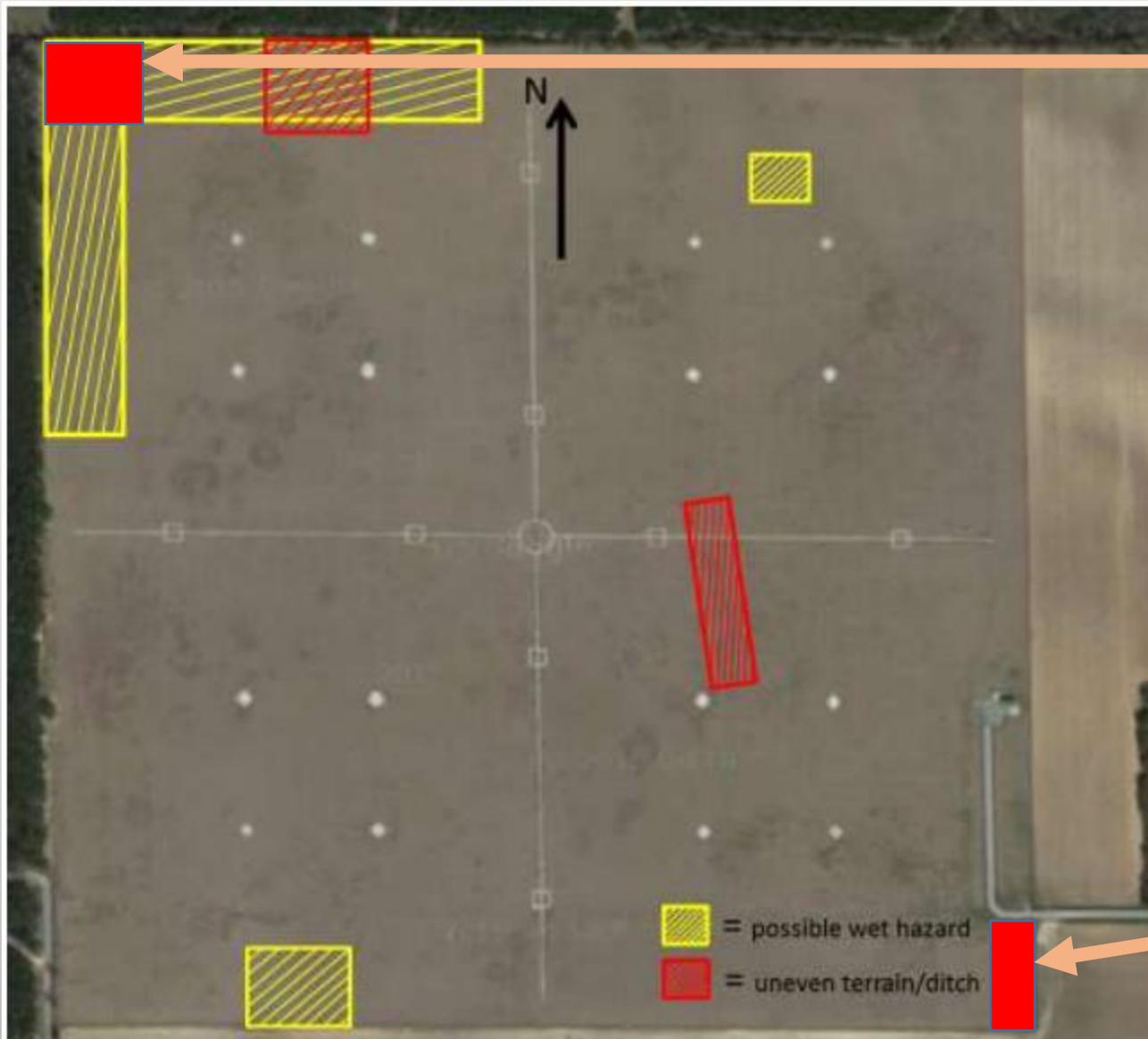
Pace Waveoffs

- Waveoff Instructions
 - When Spots 1 and 2 are occupied, aircraft working Spots 3 and 4 waving off below 200 feet AGL should make an initial turn to the inside of the field to avoid overflight of traffic.
 - Must have 200' lateral and vertical separation from aircraft.

Pace Waveoffs



Pace Hazards



Operations are prohibited south of the access road located along the eastern field boundary (bordered by the access road to the north, the field boundary to the east and south, and a line extending from the western edge of the north/south portion of the access road), and in the northwest corner of the field.

Pace Departures

- **If Departing to South Whiting**
 - *“Lucky 156, Departing”*
 - Depart SE Corner.
 - Climb to 700 MSL, 100 KIAS.
 - Conduct BAST.
 - Proceed to Pt. SNAKE.
- **If working the South Channel for simulated emergencies.**
 - *“Lucky 156, Departing for the South Channel”*
 - Depart SE Corner
 - Climb to 700 MSL, 100 KIAS
 - Notify Pace *“Lucky 156, Working the South Channel for 15 Mikes.”*
 - Continue to squawk 1200.”
 - Notify Pace *“Lucky 156, Departing the South Channel”*
 - When Complete Conduct BAST and proceed to Pt. SNAKE

Pace Departures



Pace South Channel



HWY 197

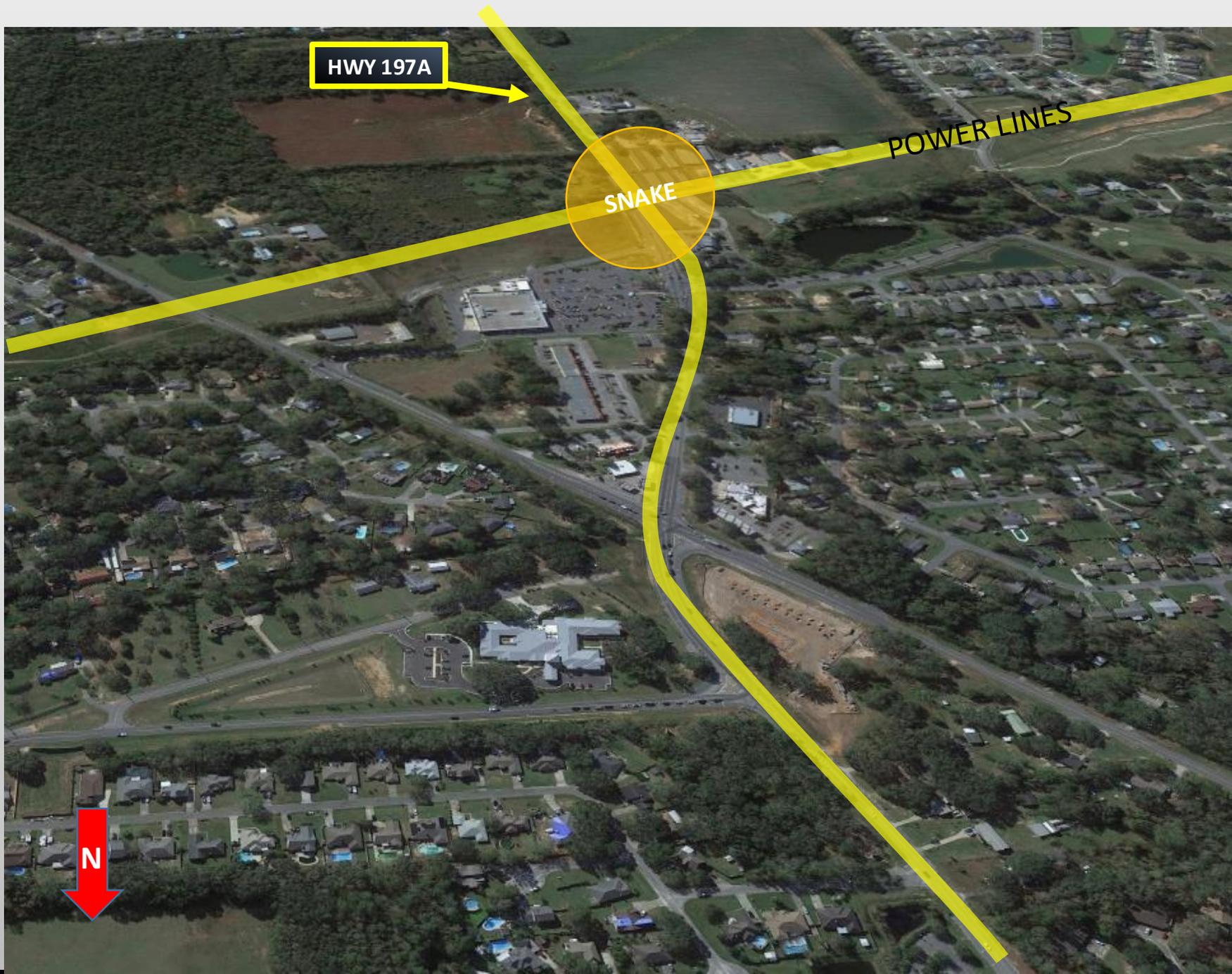
Course Rules to South Whiting

- 2 arrivals into South Whiting
 - **SNAKE** arrival
 - Starts at Pt. SNAKE
 - Ends at Pt. IGOR
 - 700' MSL, 100 KIAS
 - **WHISKEY** arrival
 - Starts at Pt. WHISKEY
 - Ends at Pt. IGOR
 - 700' MSL, 100 KIAS

Pt. SNAKE Arrival



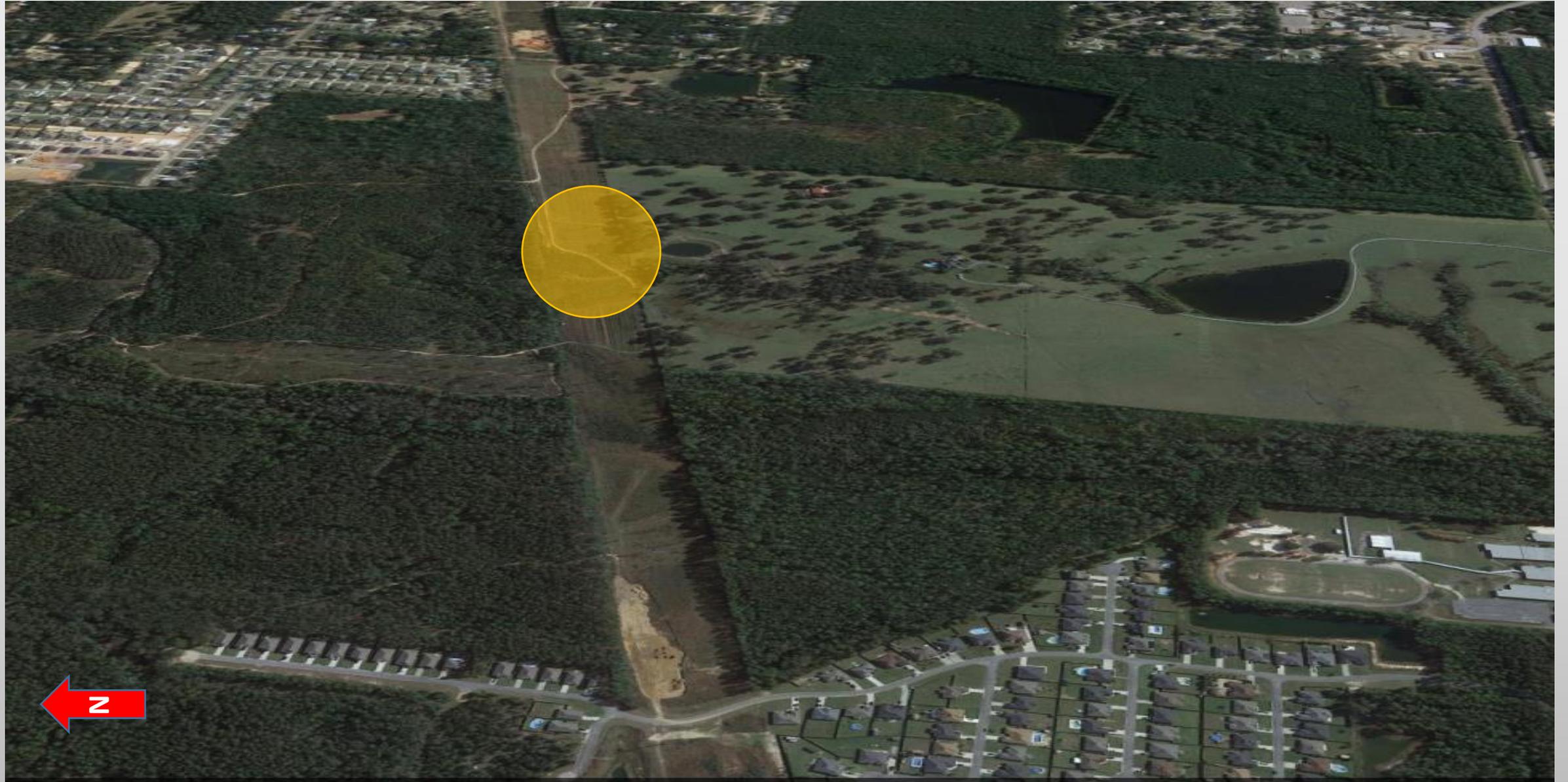
- Follow HWY-197 to Pt. SNAKE
- BAST - Call base, copy ATIS, change squawk to 0400, Switch channel 4
- Continue S following HWY-197
- Call tower at Pt. SNAKE
- Follow Power lines East to Pt. FOG and then to Pt. IGOR



Pt. SNAKE

- Intersection of HWY-197A and Power lines
- South of Five Points
- Left turn at the power lines
- Follow power lines to Pt. IGOR

Pt. FOG

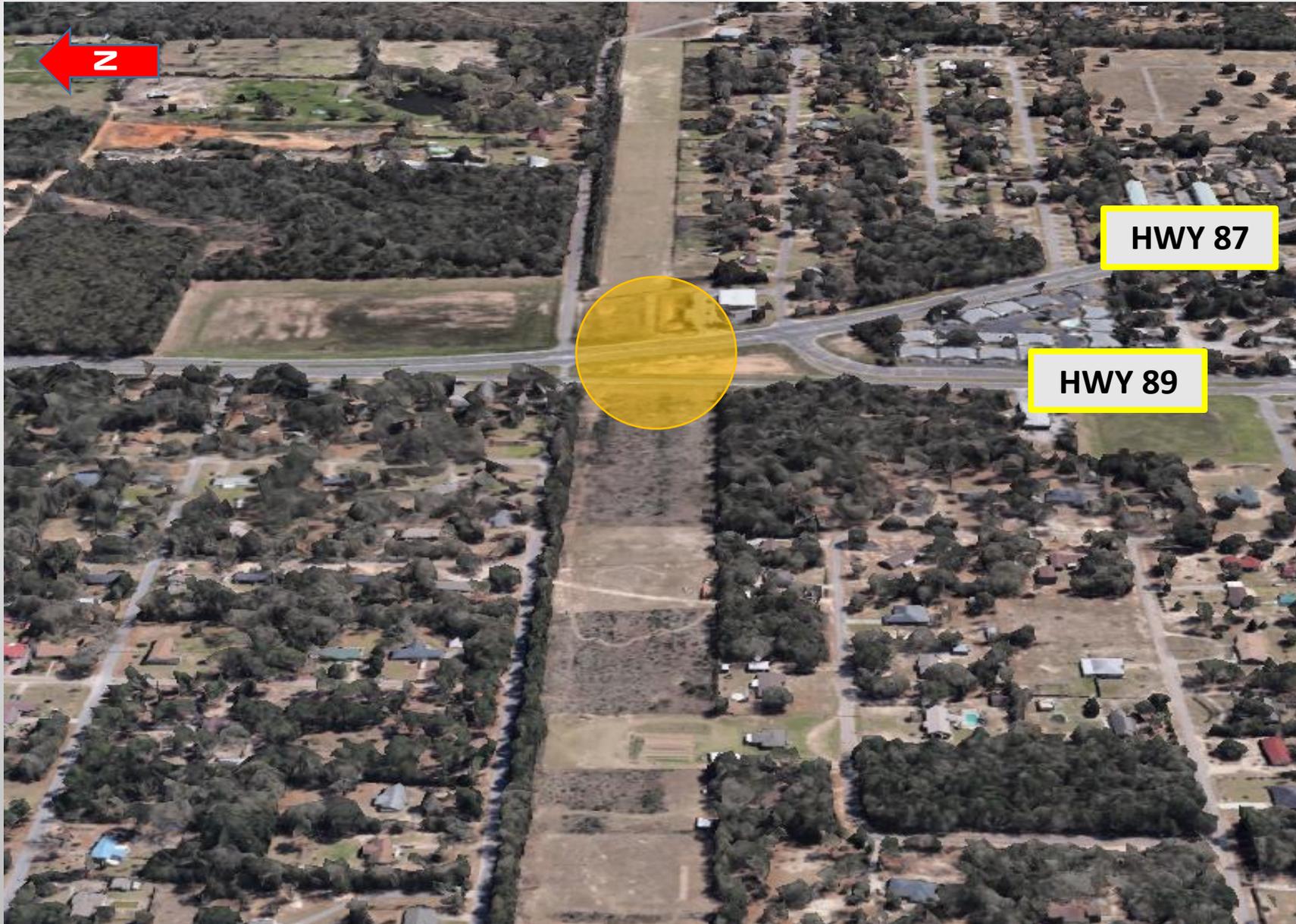




Pt. FOG

Large estate
with Lake
abeam Pt. FOG

Pt. IGOR from the West

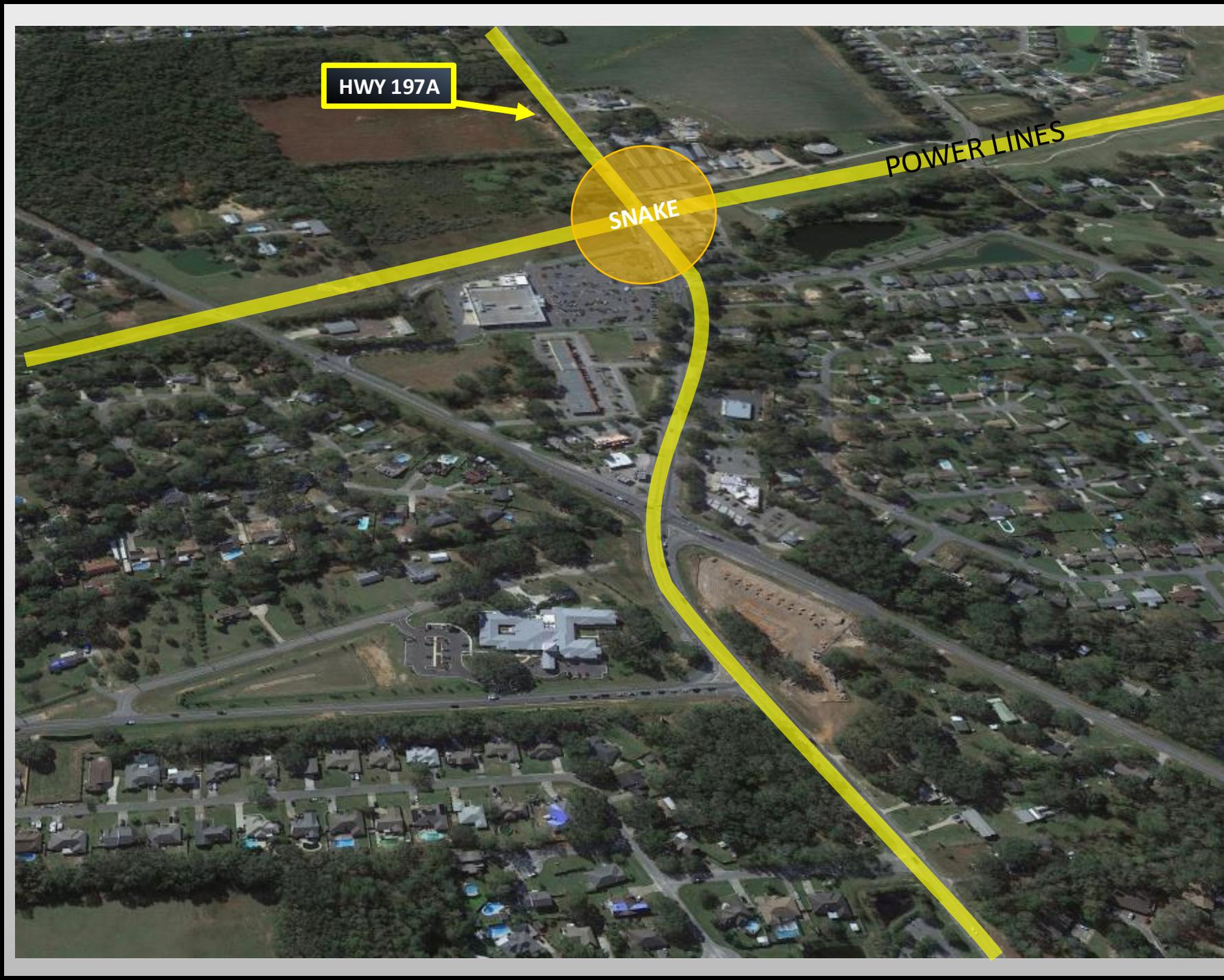


- HUGHES traffic on HWY 89 has right of way over power lines traffic at Pt. IGOR
- Proceed with Pt. IGOR entry

Pt. WHISKEY Arrival

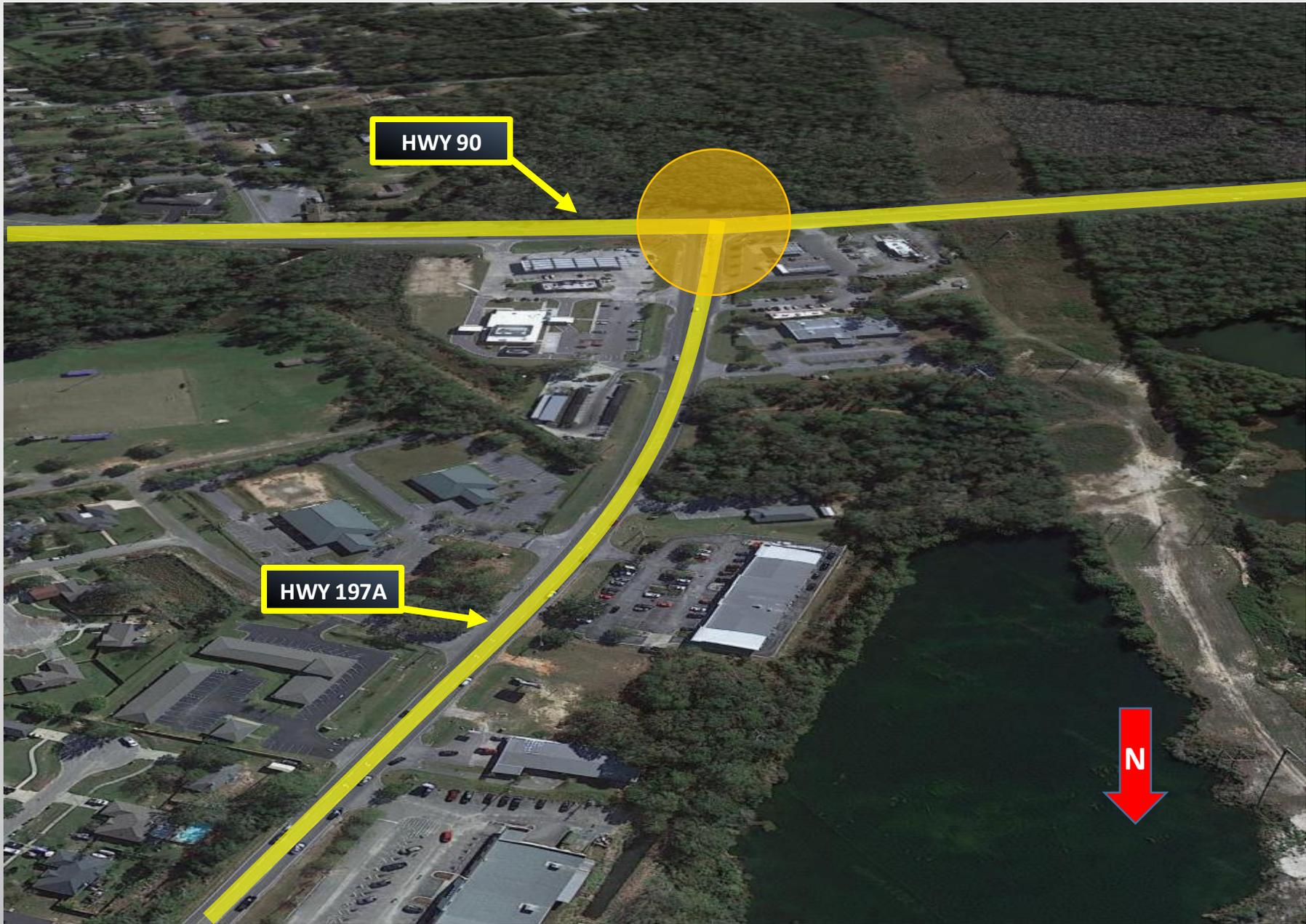


- Follow HWY-197A to Pt. SNAKE
- BAST - Call base, copy ATIS, change squawk to 0400, Switch channel 4
- Continue S following HWY-197A
- Turn East and follow US-90
- Call tower at Pt. WHISKEY
- Follow US-90 NE to Pt. HUGHES
- Follow HWY-89 to Pt. IGOR



Pt. SNAKE

No need to call
Pt. SNAKE when
using Pt. WHISKEY
arrival

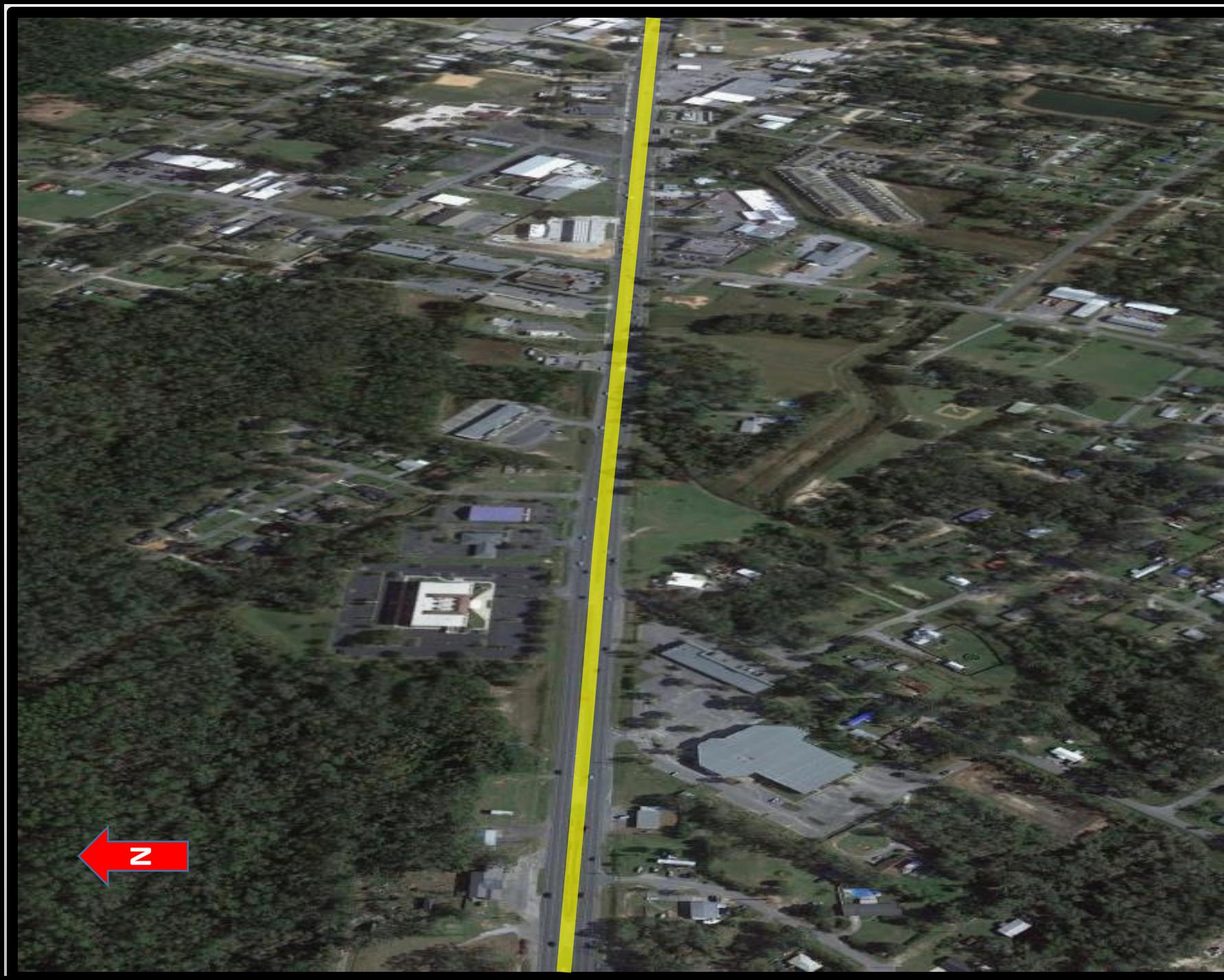


HWY 90

HWY 197A



Hwy 197A
&
Hwy 90



Hwy 90



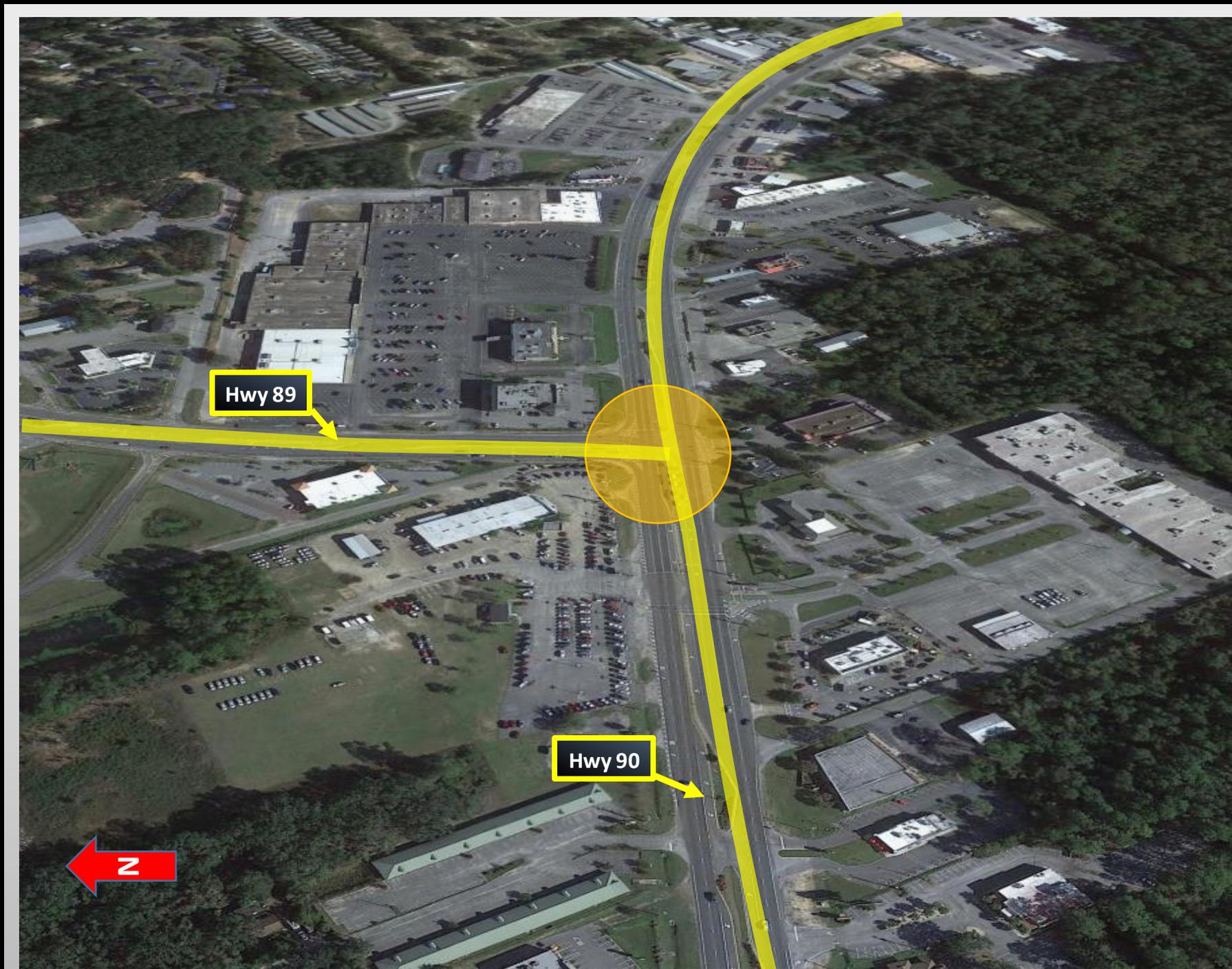
Pt. WHISKEY

Contact South Tower

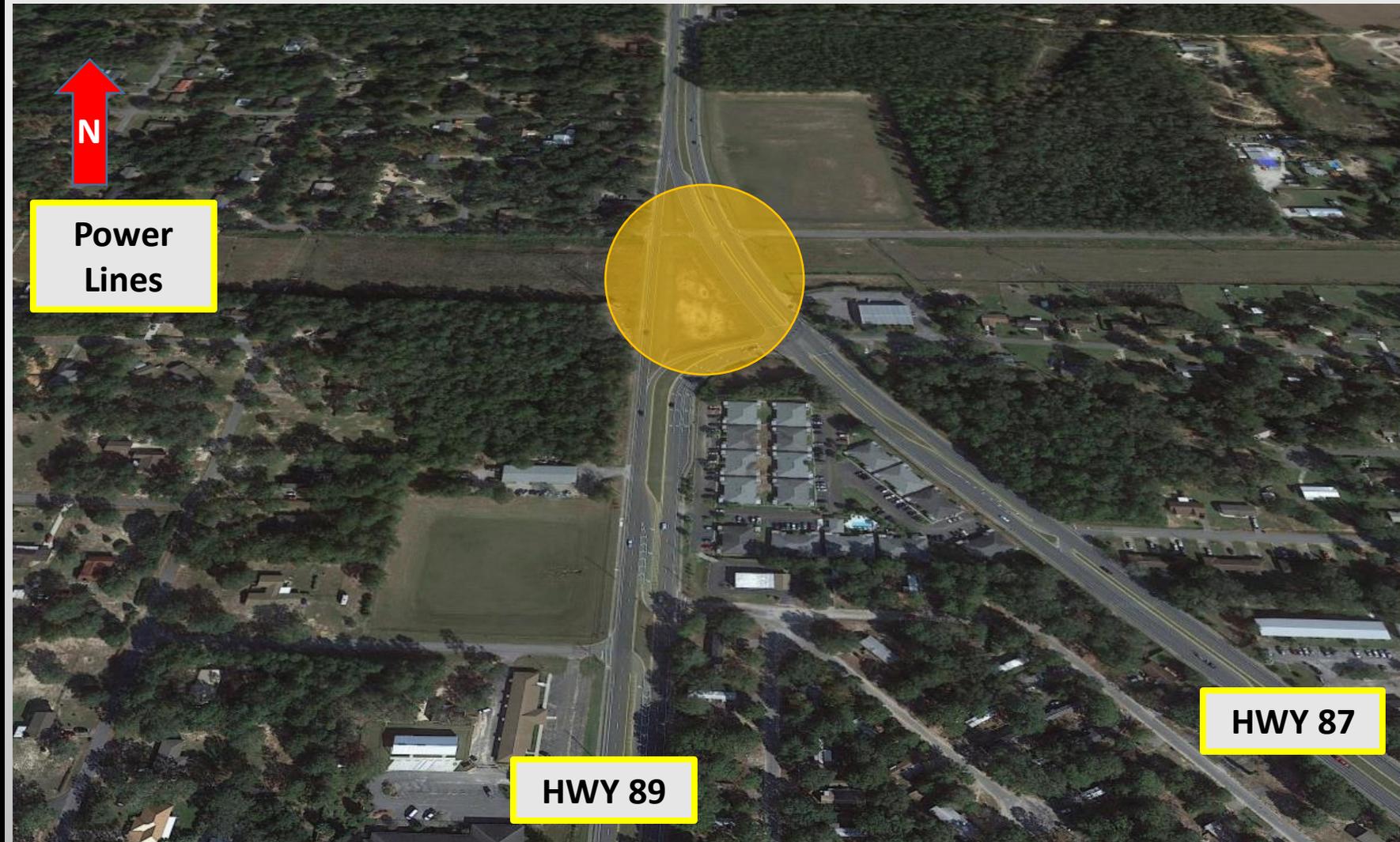
- Location and ATIS
- *“Lucky 150 Pt. WHISKEY with Charlie”*

Pt. HUGHES

- Beware of traffic approaching Pt. HUGHES from Pt. ECHO
- Pt. WHISKEY traffic has right of way over Pt. ECHO traffic at Pt. HUGHES
- After Pt. HUGHES continue with Pt. IGOR entry



Inbound to Pt. IGOR



- Look for traffic coming to Pt. IGOR along the power lines from Pt. FOG
- Pt. HUGHES traffic has priority at Pt. IGOR over power lines traffic
- Proceed with Pt. IGOR entry

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Site X Info

Maximum Aircraft	14
Max per side	5 Left, 5 Right, 4 Low Work
Departure corner	SW corner
Elevation	211' MSL
UHF Preset	13
Down Wind Turn	200' and beyond upwind end of RWY with interval
Landings	Only Paved/Gravel Surfaces
Reference	Chapter 7.6



Site-X
OLF



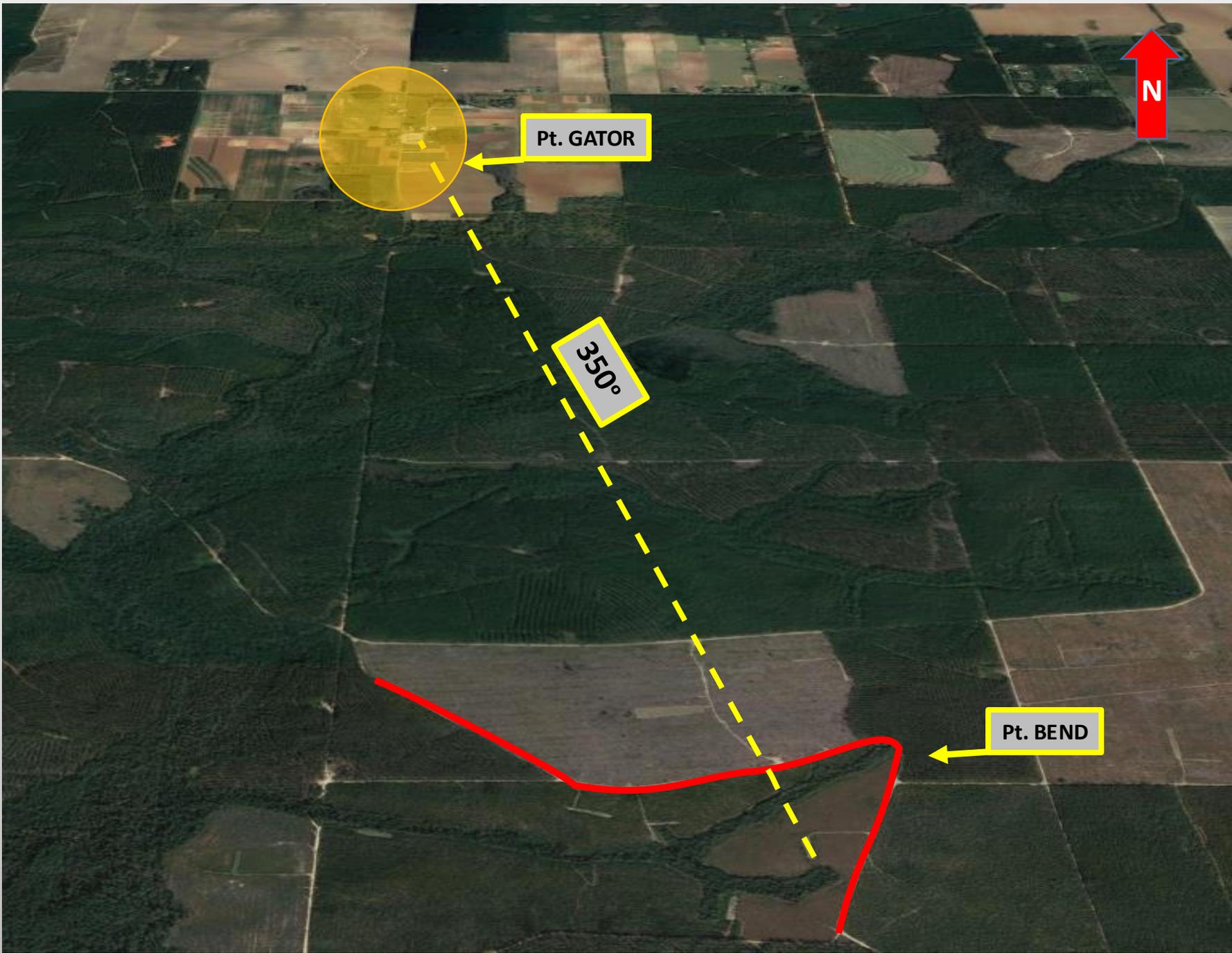
Whiting to Site X

Baker Departure

Pt. Pond:

- Switch to UHF Ch. 13 and monitor

Proceed to Pt. BEND



Pt. BEND to Pt. GATOR

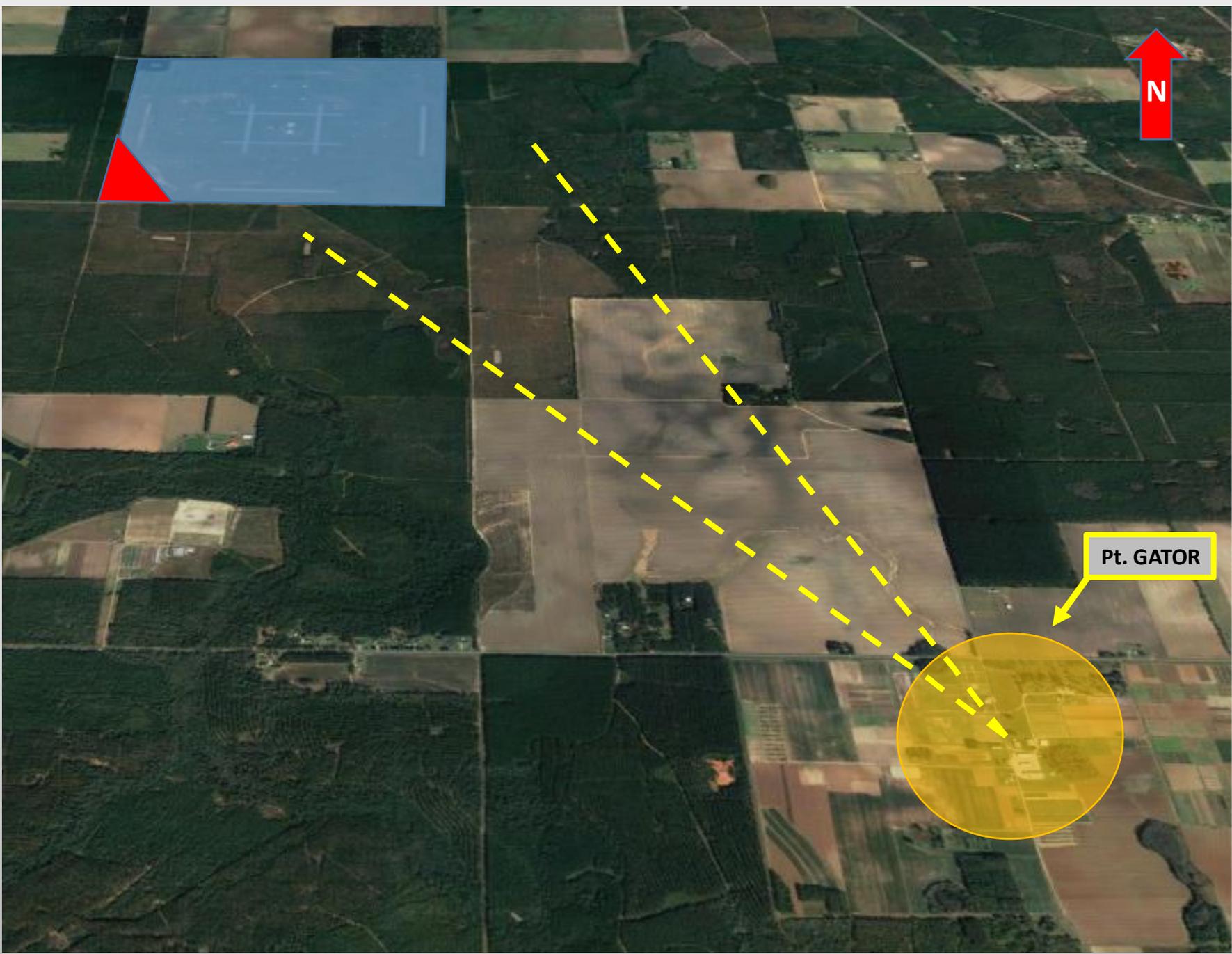
- Pt. BEND report
- “Site X Lucky 152, Pt. BEND inbound”
 - Complete landing checklist
 - Fly 350 to Pt. GATOR (UF Agricultural Complex)



Pt. GATOR

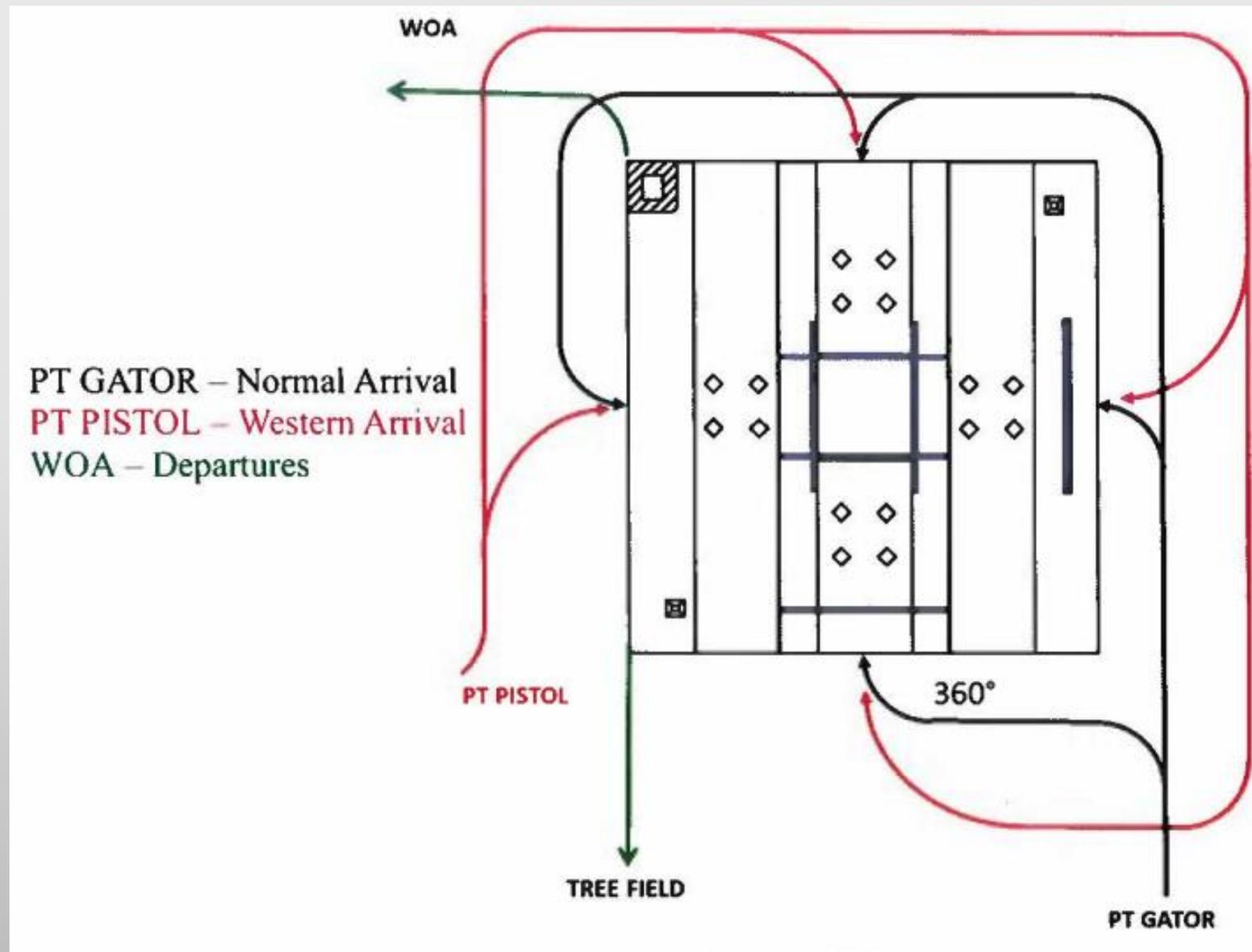
Pt. GATOR

- University of Florida Agricultural Complex



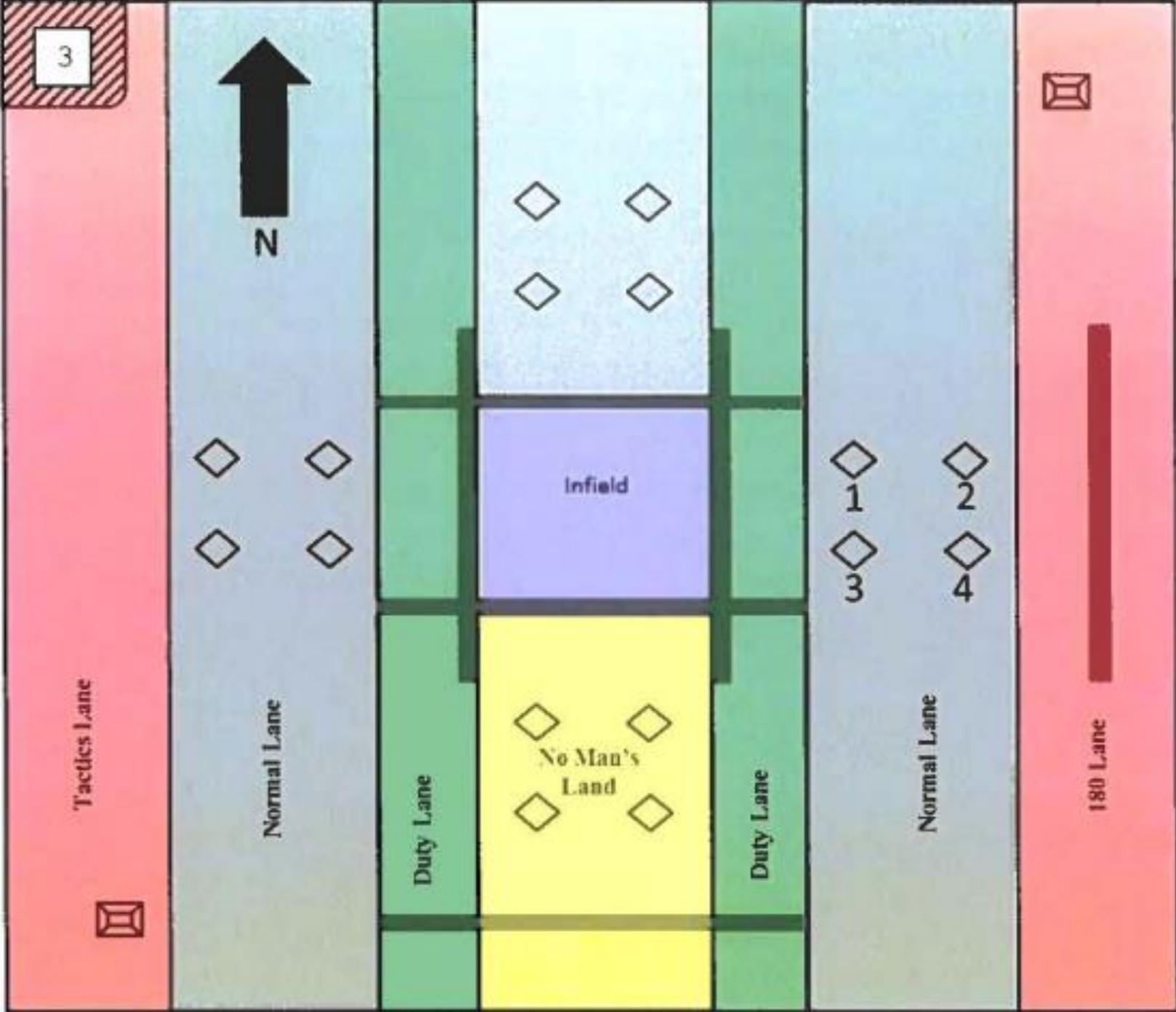
Pt. GATOR to
Site X

Splitting Site X



Additional Type of Entry

- Splitting to No Mans Land
 - Radio Call
 - *“Site X, Lucky 156, Splitting to No Mans Land, FAM4003”*
 - Usually used to proceed to infield to drop off students or to refuel



Site X Lanes

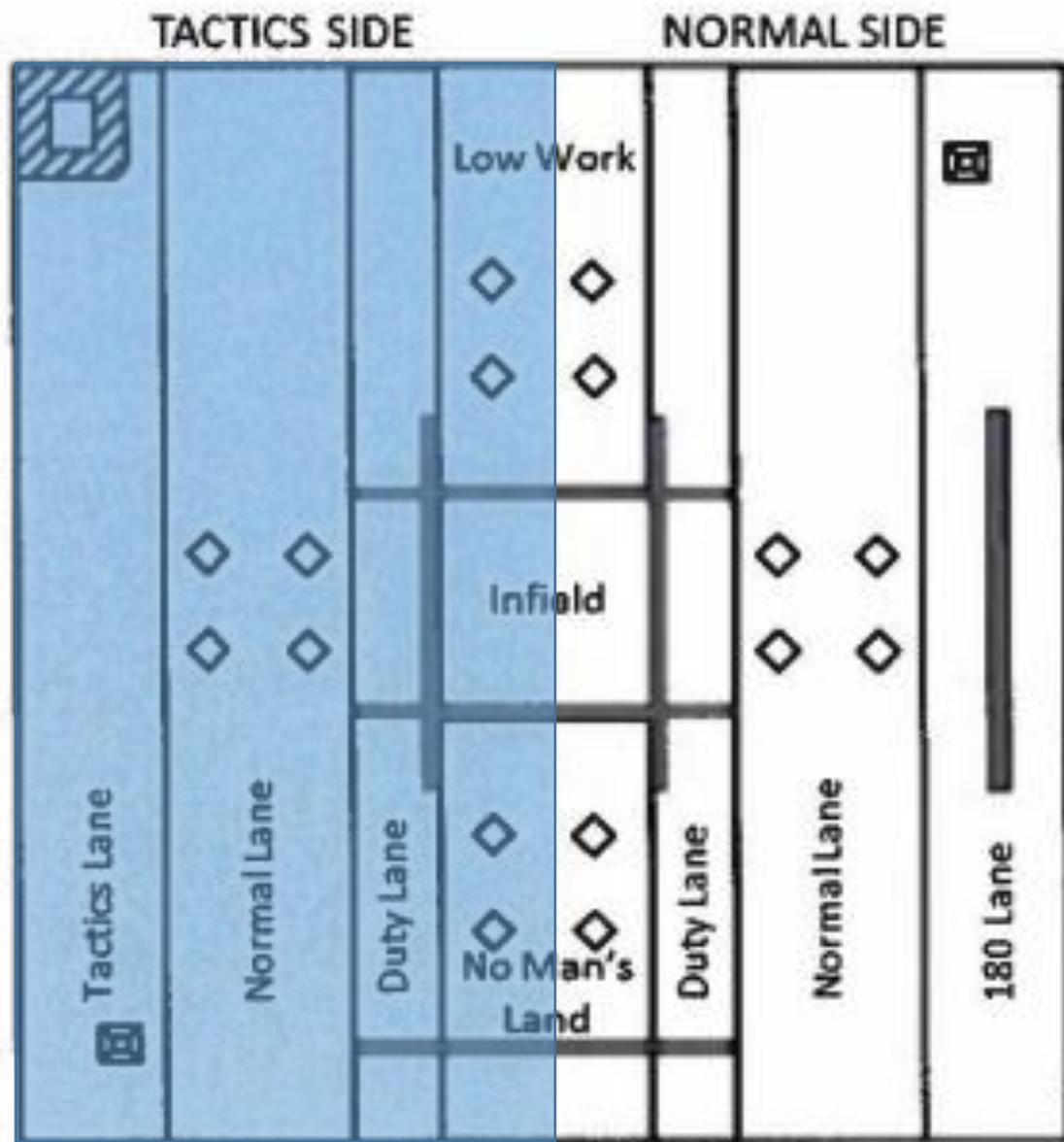


Figure 7.6-4
NOLF SITE X Tactics West

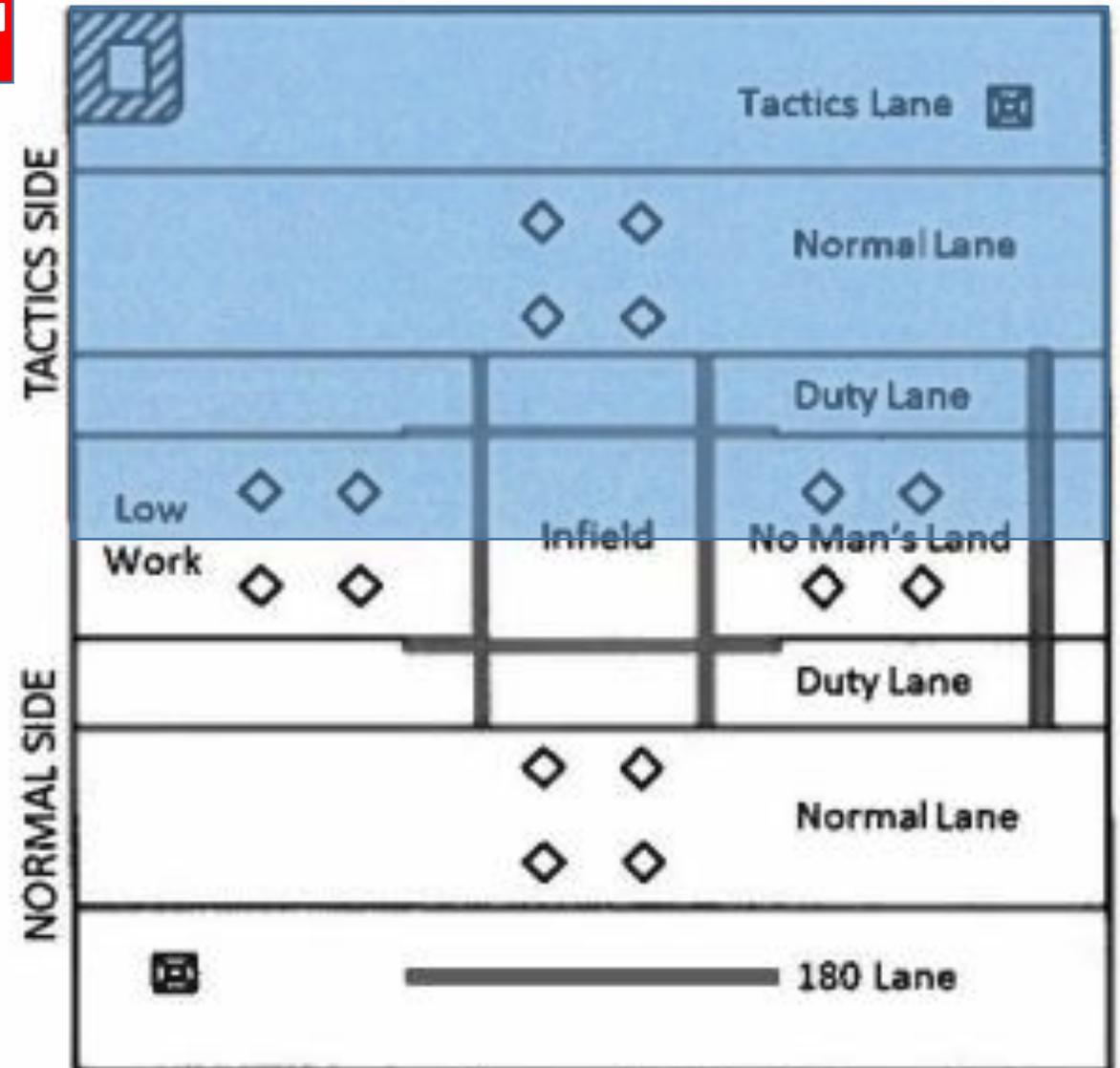


Figure 7.6-5
NOLF SITE X Tactics North

Site X General Ops

- Cross wind shall be flown perpendicular to course line until crossing field boundary to maximize visibility and collision avoidance
- Inboard runway should be used for boost off approaches and shall be used for simulated stuck pedal approaches

Site X Infield

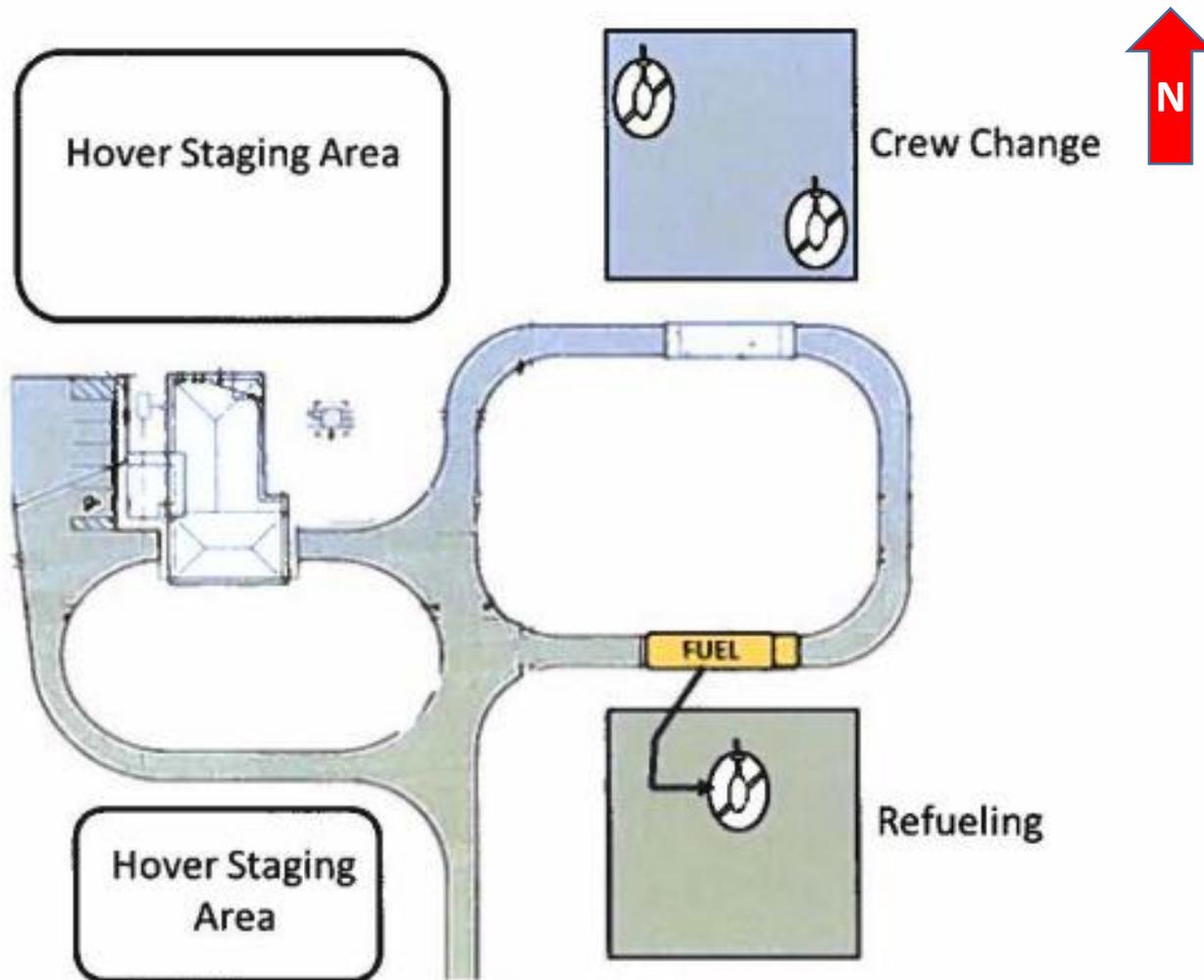
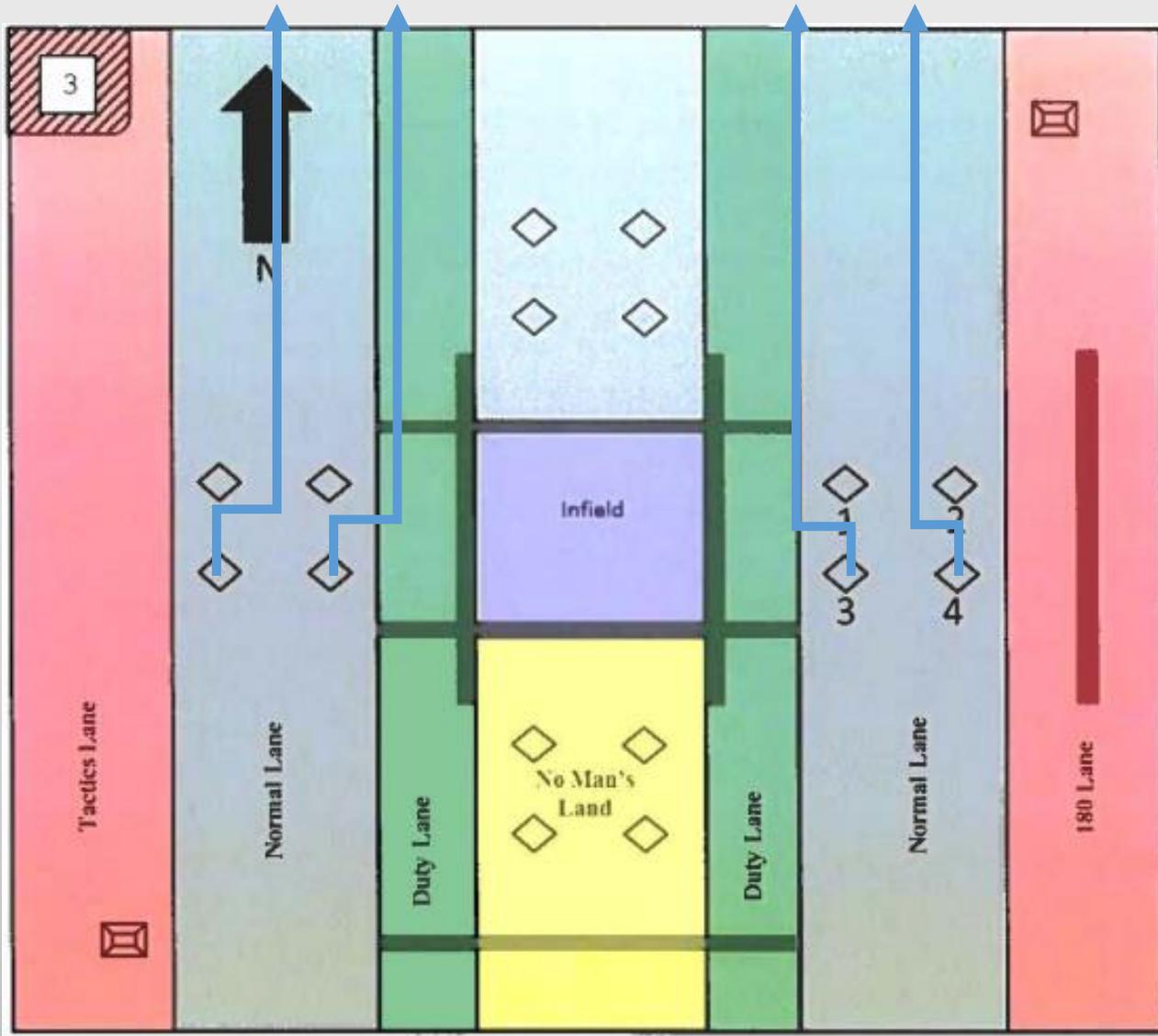


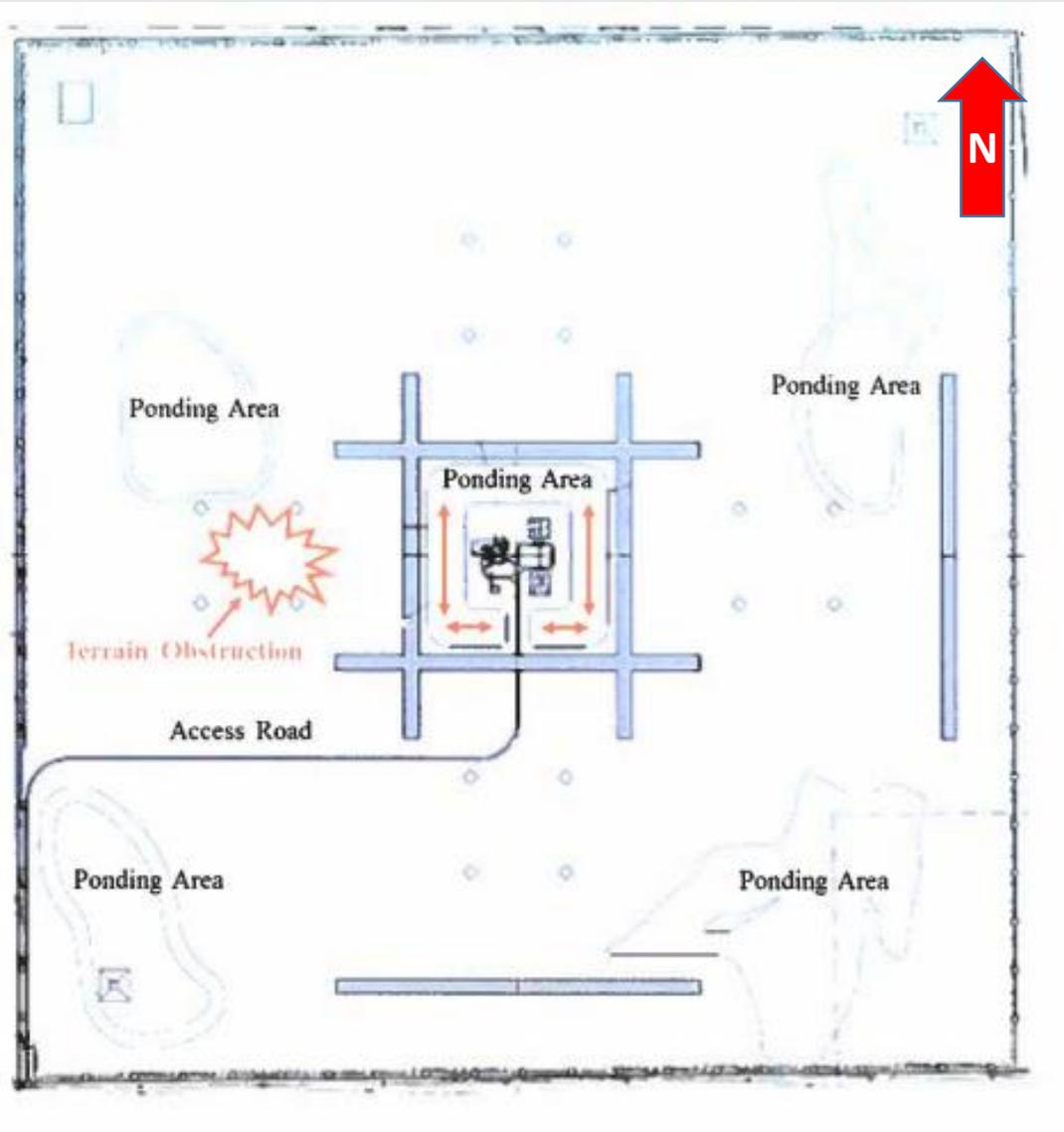
Figure 7.6-7
NOLF SITE X Infield

- There are two pads at NOLF SITE X. The southern pad is the primary refueling pad.
- Aircraft must be under the direction of a plane captain in order to taxi into the active refueling spot.
- A maximum of two aircraft are allowed on the crew change pad, positioned in opposite corners.
- Low work operations are not allowed in this area due to obstacles and numerous taxiing aircraft.
- Instructors shall be at the controls for all infield operations.
- Aircraft can taxi in any direction while in the infield.

Site X Waveoffs



Site X



- RC Park located ~2mi N of Site X
- ODOMS airfield, 50FL, located ~5mi NW of Site X
- High volume of T-6B traffic IVO Site X at 1700' MSL
- Ponding areas, sloping terrain and micro terrain hazards exist throughout the grass areas of the OLF
- A significant lip exists along all runway/grass edges.

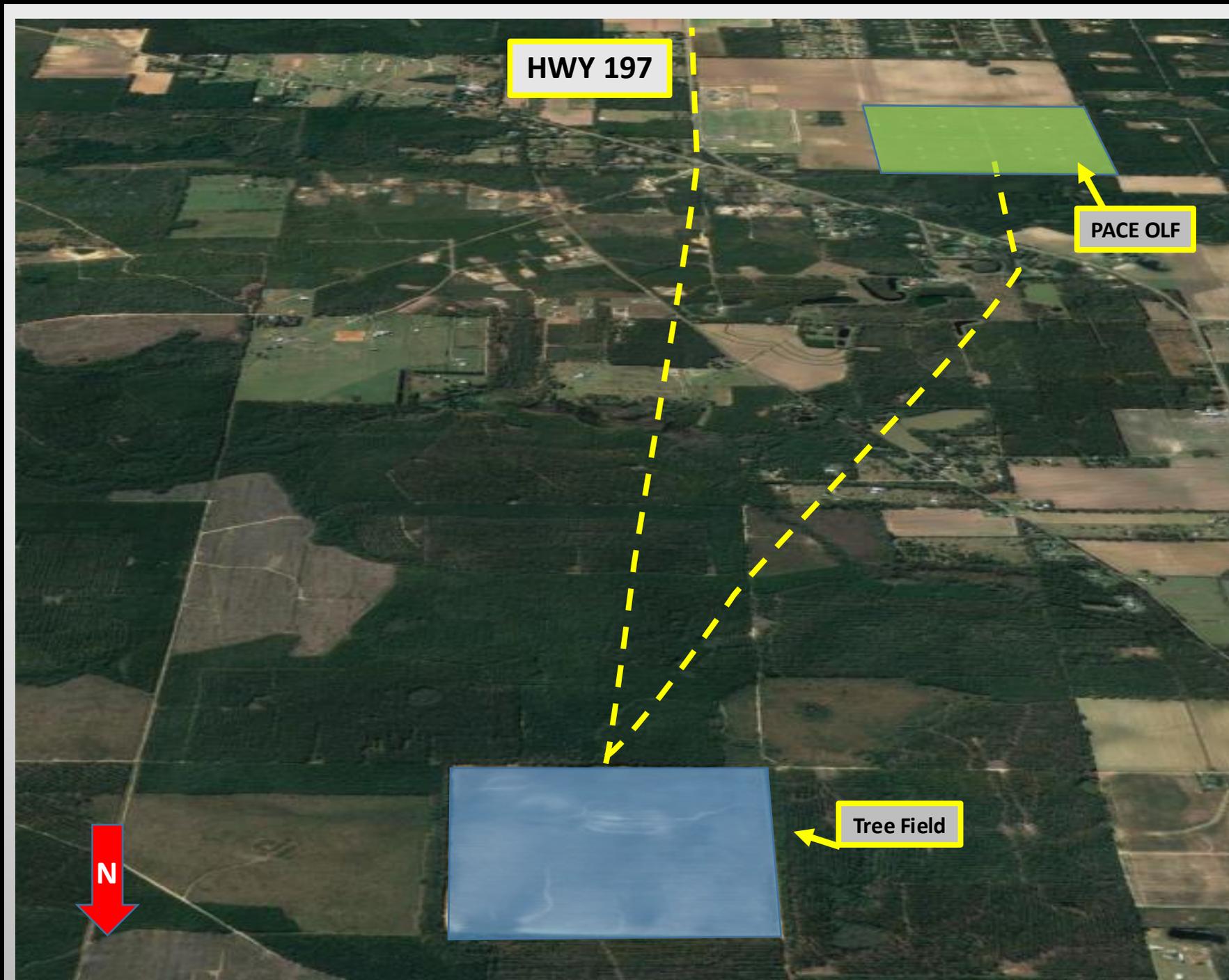
Site X Departure

- Normal departure from SW corner
- Turn S (~175) climb 700' MSL and proceed direct Tree Field
 - Square farming field NE of Pace



Site X Departure

- At Tree Field, switch UHF Ch. 9
- Report
 - *“Pace, Lucky 161, Tree Field inbound/ Tree Field for Pt. SNAKE” to Pace ADO*
- A/c transitioning to the South shall follow Hwy-197 to Pt. SNAKE



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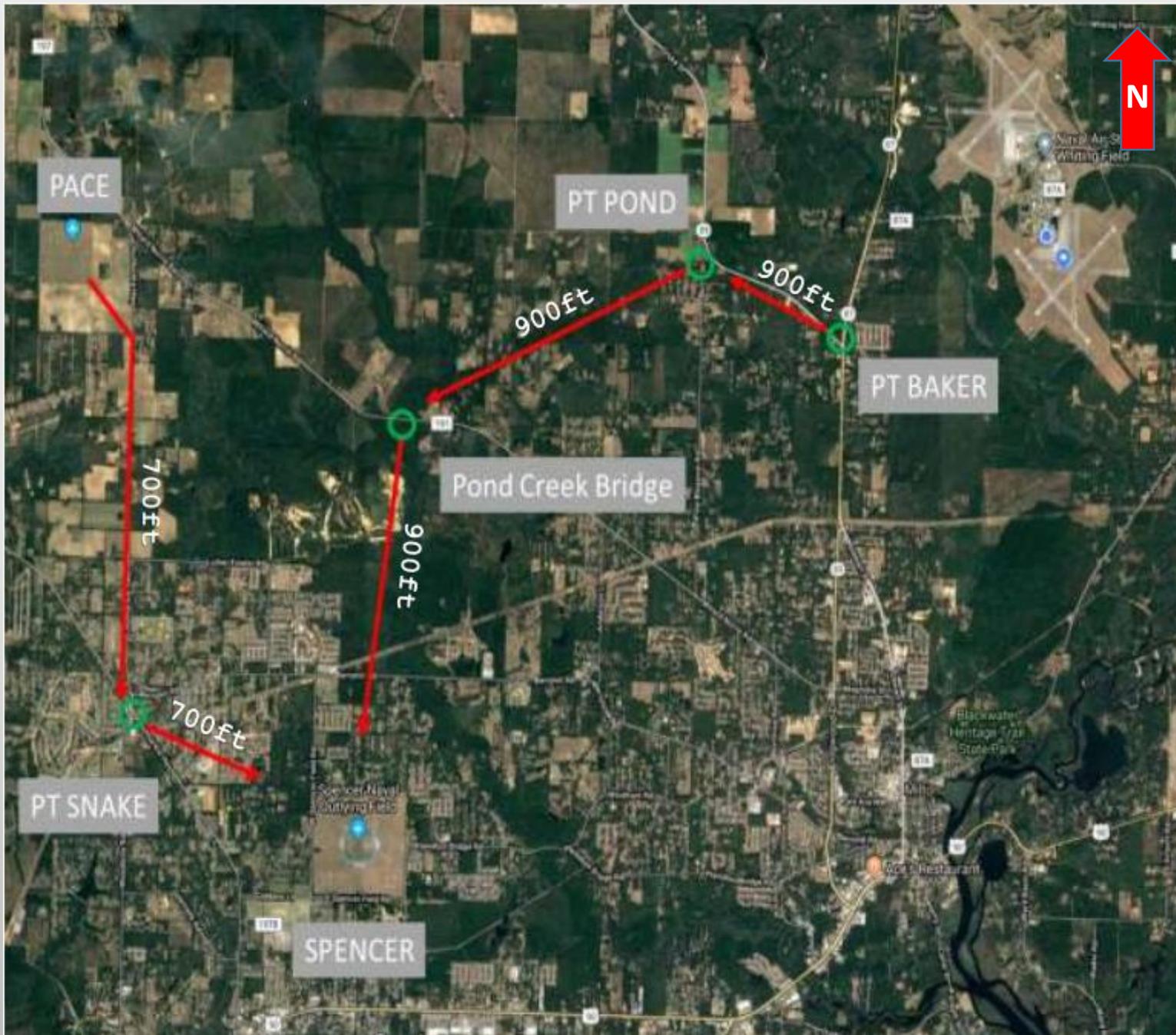
Spencer OLF

Spencer Info

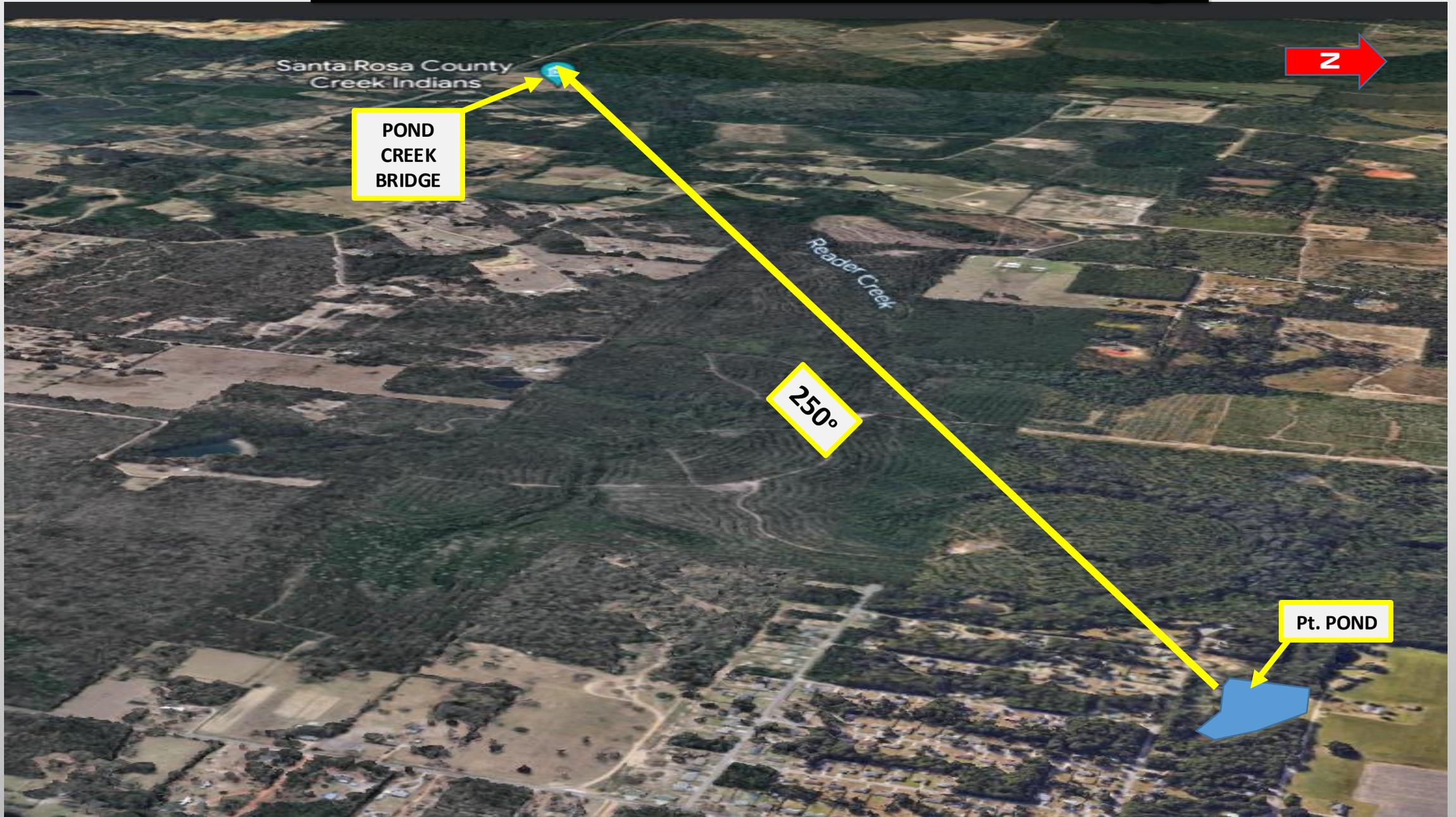
Maximum Aircraft	14
Max per side	5 Left, 5 Right, 4 Low work
Departure corner	SE corner
Elevation	151' MSL
UHF Preset	10
Down Wind Turn	200' and Beyond upwind end of RWY
Reference	Chapter 7.7

South Whiting to Spencer

- Pt. BAKER Departure
- At Pt. POND automatic switch to button 10 and squawk 1200
- *“Spencer, Lucky 152 Transiting/Working the Channel”*
- Turn ~250 to Pond Creek Bridge
- At Pond Creek Bridge Call inbound to Spencer
- Fly south towards Spencer
- After crossing power lines complete the landing checklist
- Set up for entry into Spencer



Pt. POND to Pond Creek Bridge



Santa Rosa County
Creek Indians



Reader Creek



Square In Square Field

Fields before
Pond Creek
Bridge



Square In Square Field

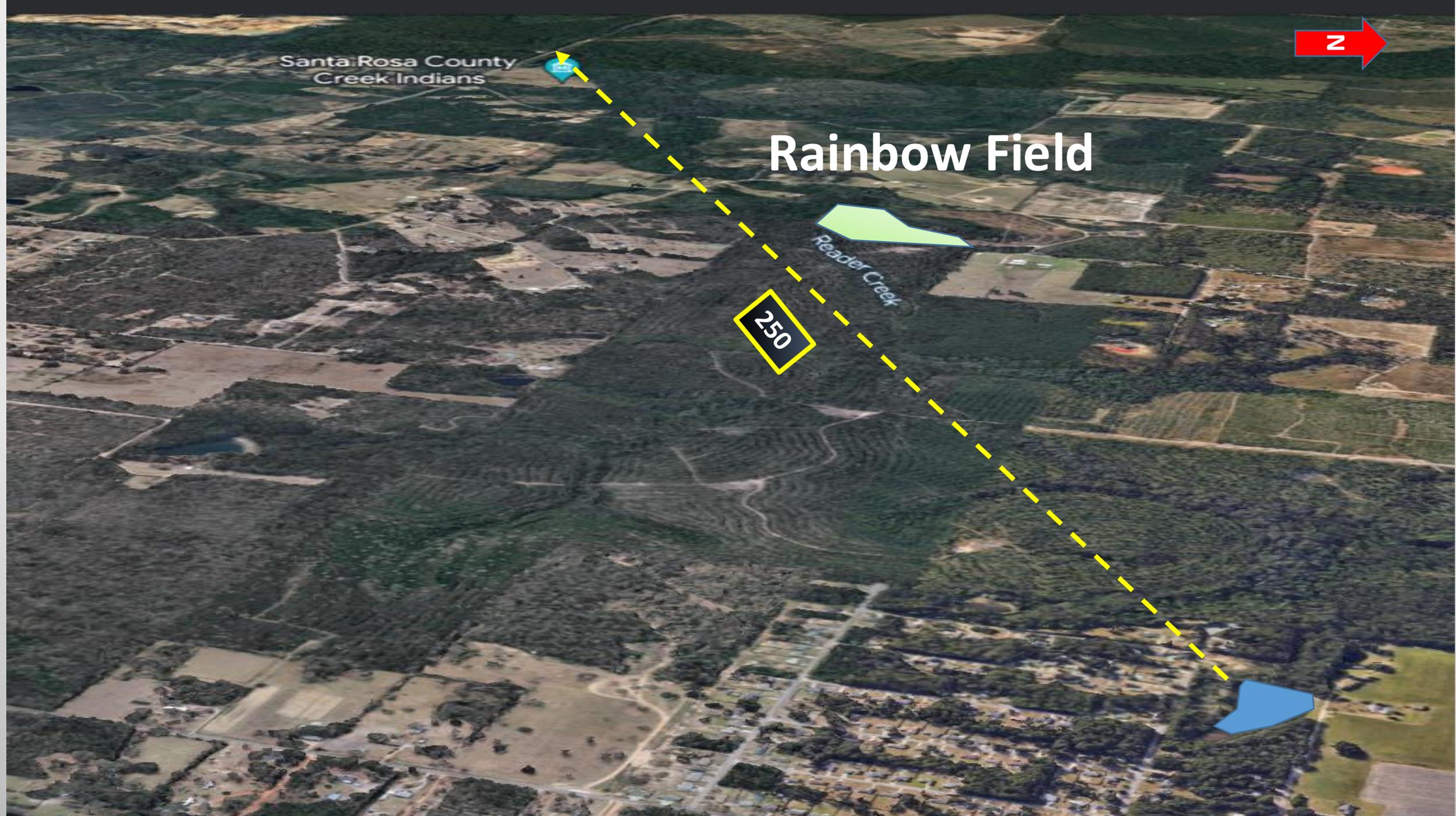
Santa Rosa County
Creek Indians



Rainbow Field

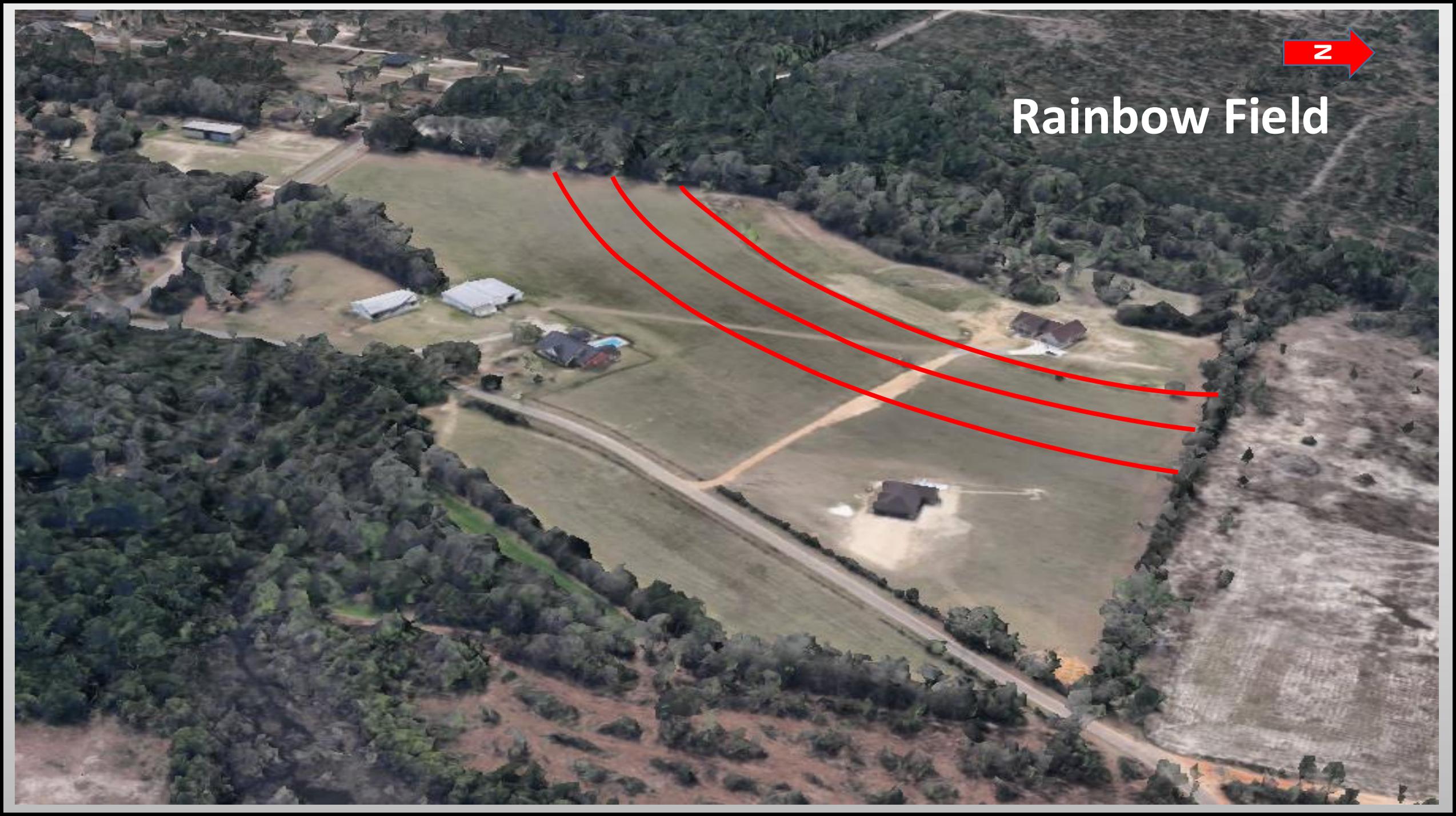
Reader Creek

250





Rainbow Field



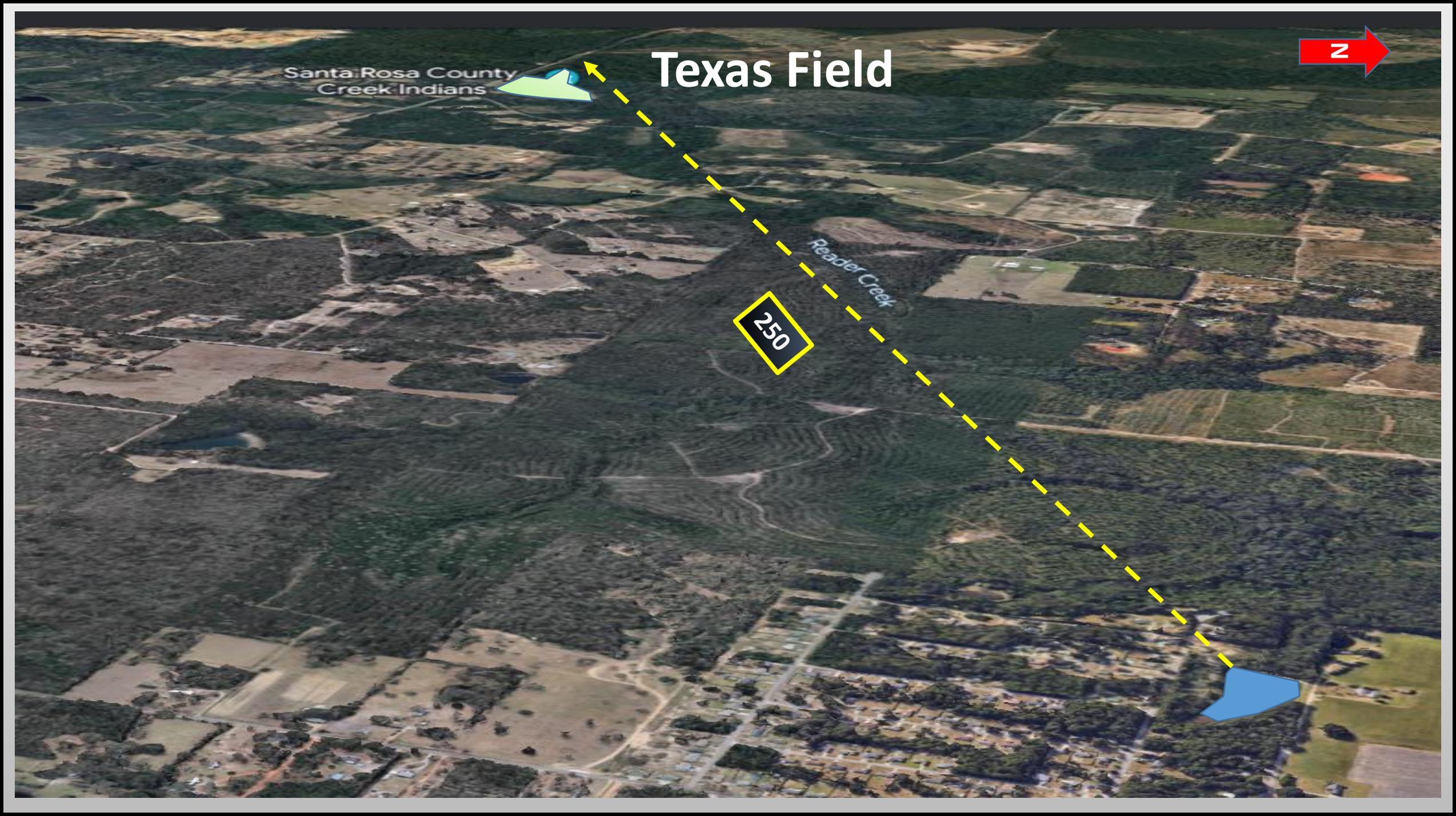
Santa Rosa County
Creek Indians

Texas Field

z

250

Reader Creek





POND
CREEK
BRIDGE



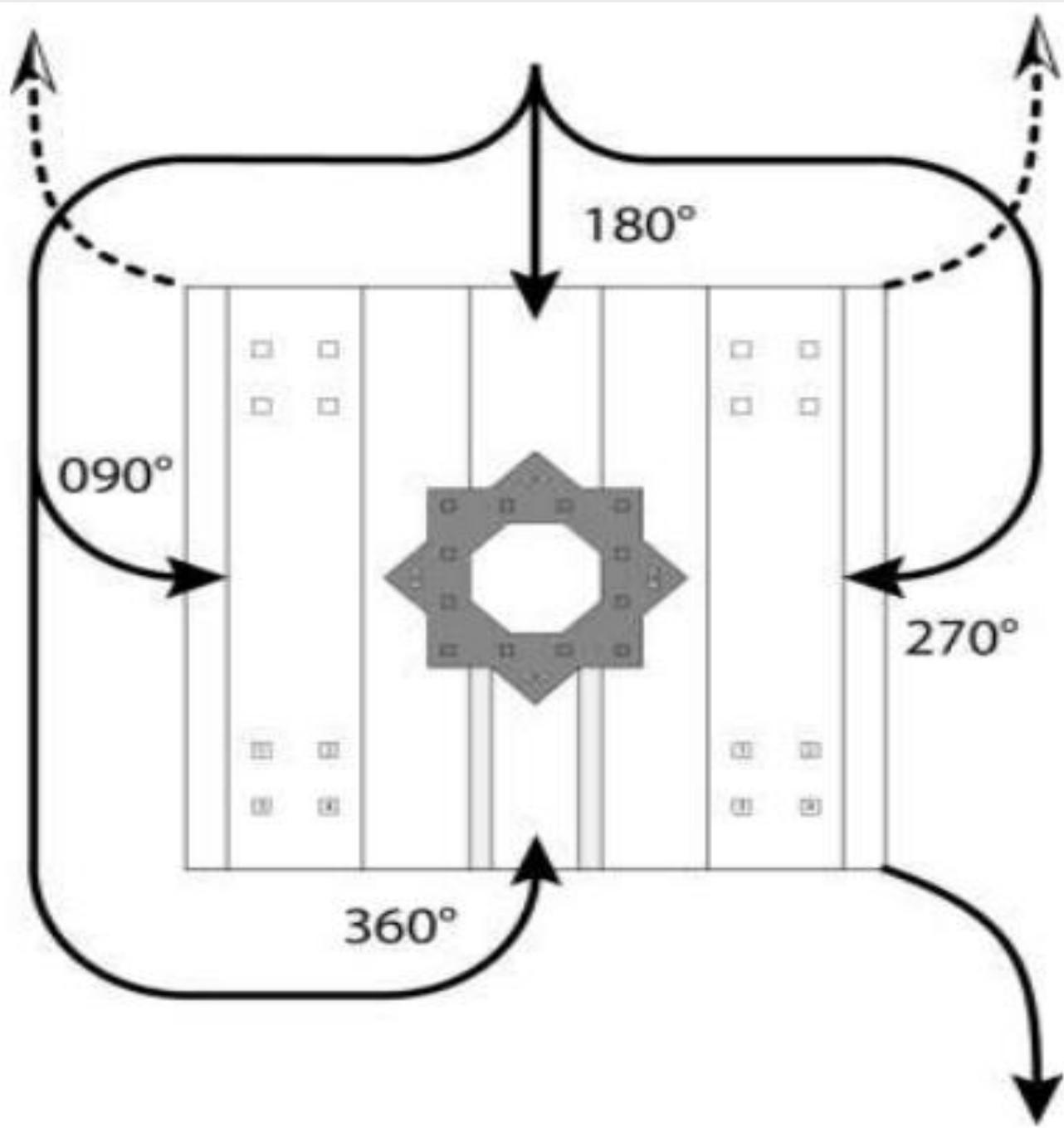
Texas Field

Santa Rosa County
Creek Indians



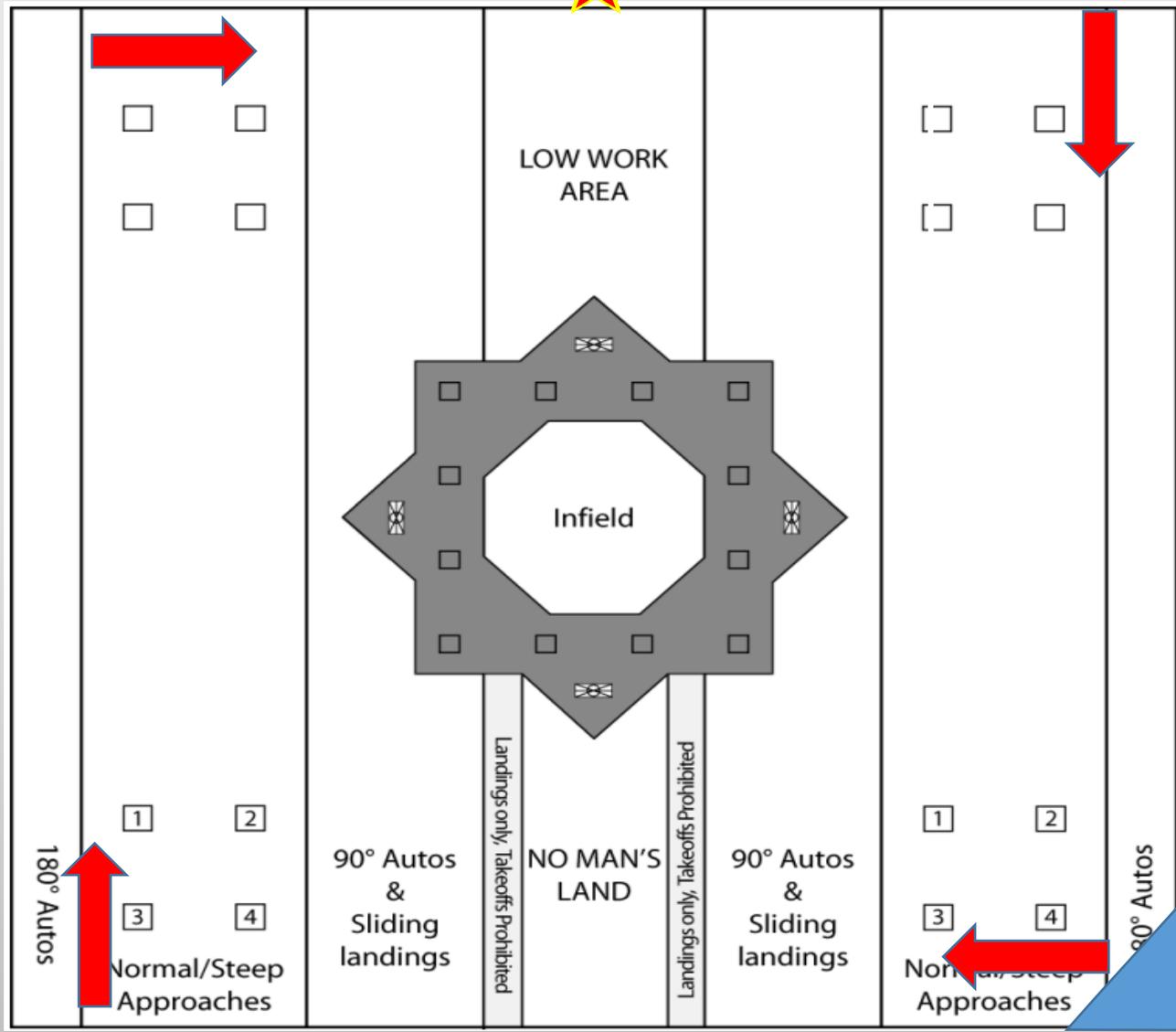
Pond Creek Bridge

- Expect simulated emergencies at fields enroute to Pond Creek Bridge
 - If working/transiting the channel, report “Spencer, <Call sign>, Working/transiting the Channel”
 - Example: *“Spencer Lucky 166, Working/transiting the channel”*
 - At Pond Creek Bridge, report “Spencer, <Call sign>, Pond Creek Bridge Inbound”
 - Example: *“Spencer Lucky 166, Pond Creek Bridge Inbound”*
- Look out for traffic on the power lines



Splitting at Spencer

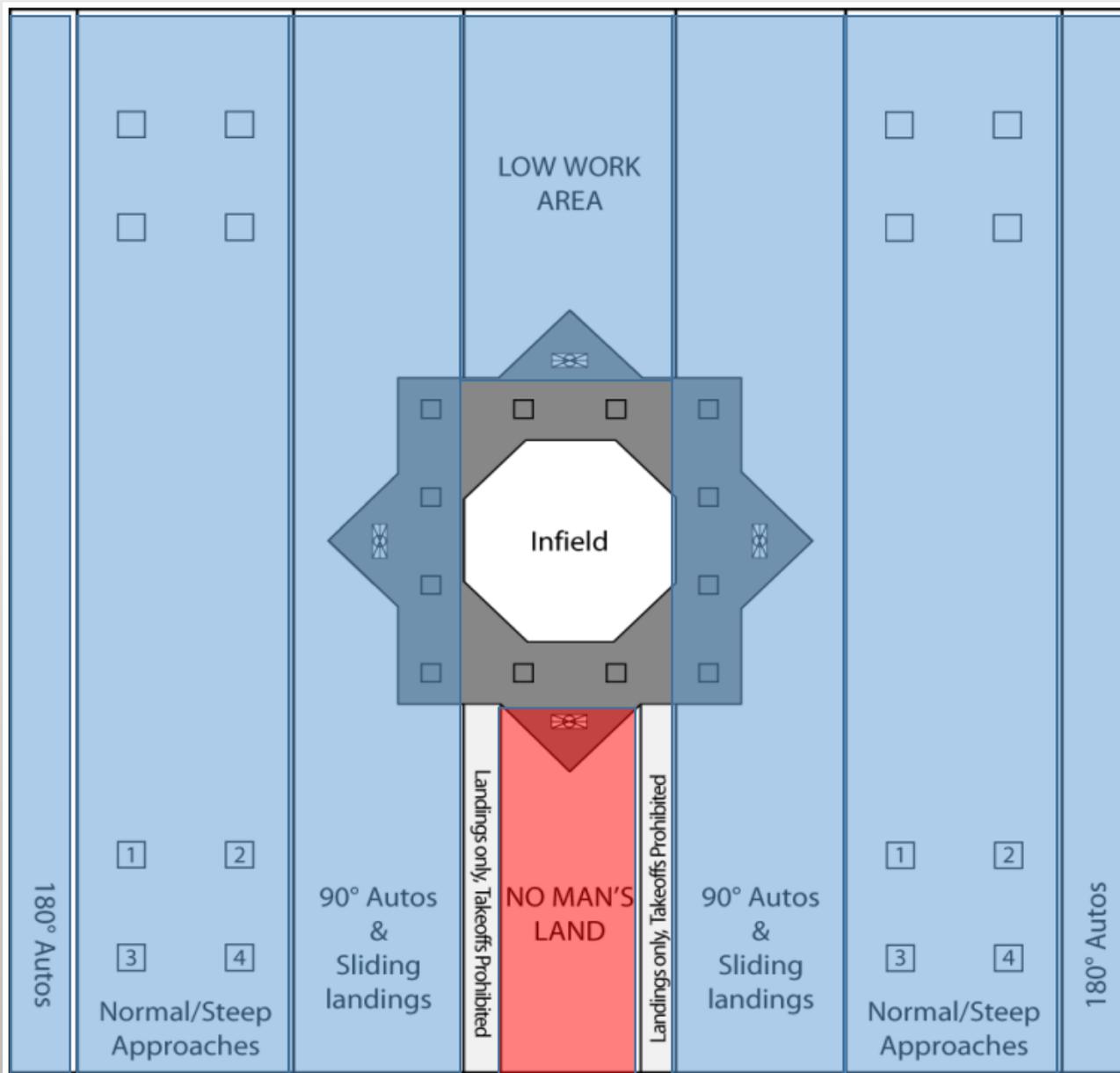
Spencer Entries



**Departure
Corner?**

- Course 360**
- Course 090**
- Course 180**
- Course 270**

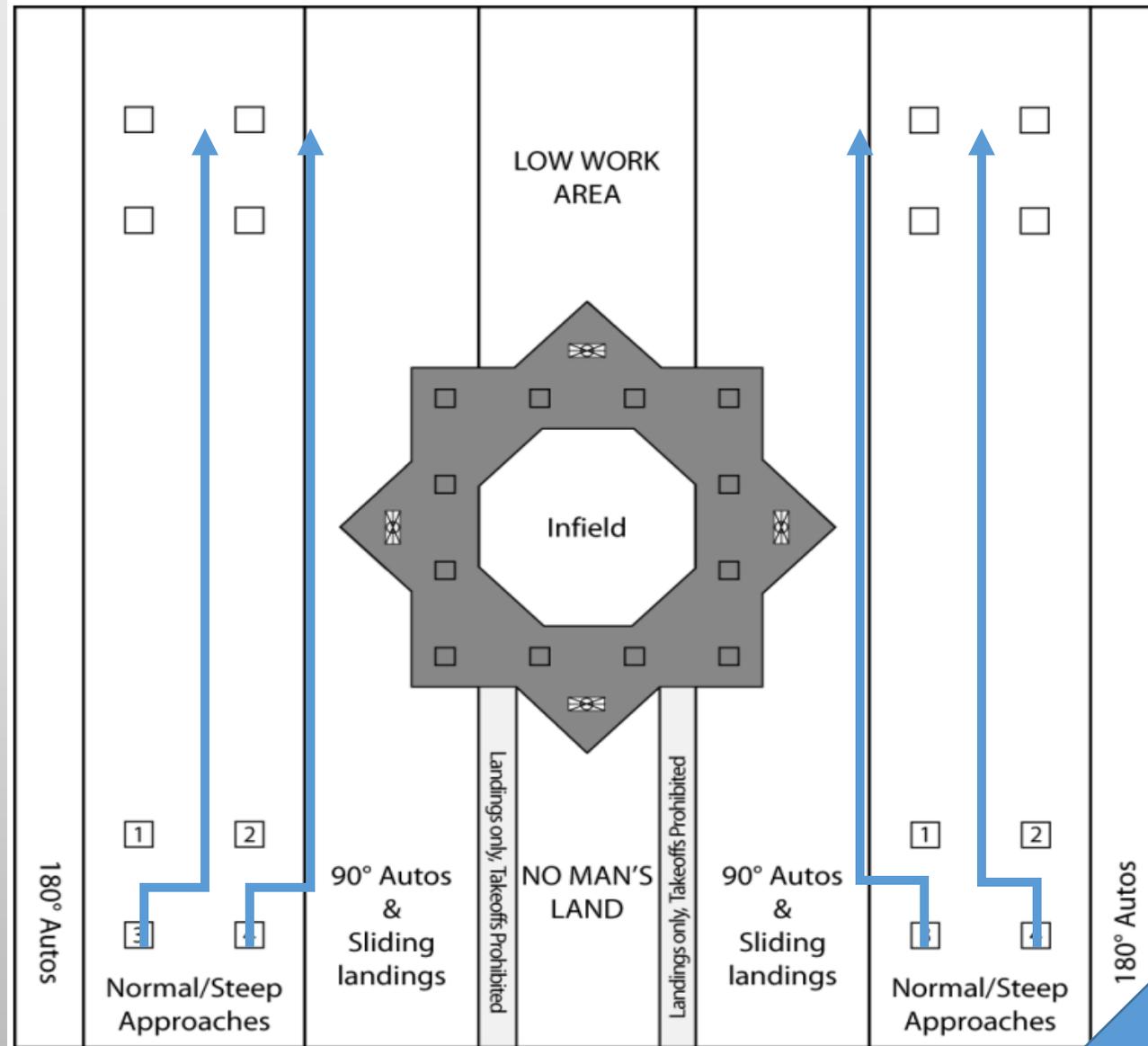
Spencer Lanes



Spencer Waveoffs

- Waveoff Instruction
 - When Spots 1 and 2 are occupied, aircraft working Spots 3 and 4 waving off below 200 feet AGL should make an initial turn to the inside of the field to avoid overflight of traffic.

Spencer Waveoffs



Primary Departure corner

Additional Type of Entry

- Splitting to No Mans Land
 - Radio Call
 - *“Spencer Lucky 156, Splitting to No Mans Land, FAM4003”*
 - Usually used to proceed to infield to drop off students or to get fuel

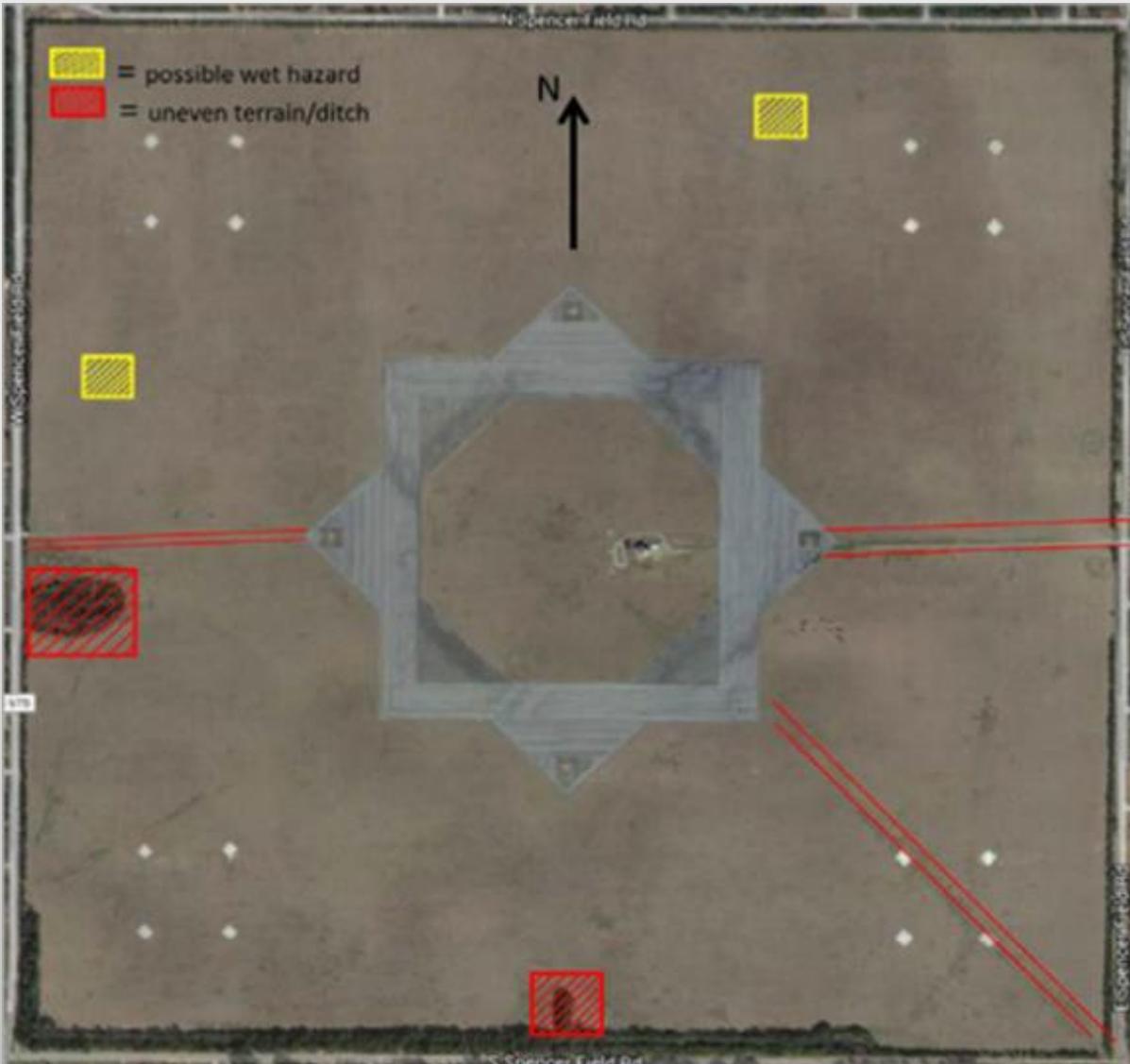
Spencer Infield



- Two fuel pads are available
- Aircraft must be under the direction of a plane captain in order to taxi into either spot.
- When using the south pad, aircraft in the crew change areas shall remain a minimum of 150 feet away from the refueling pad and the approach path to the refueling pad.
- Ensure adequate clearance from the paved road on the north side of the Alamo to allow for emergency use by fuel truck.
- Alert the crash crew via the radio of your intentions when taxiing into the infield for refueling or crew change.

Hazards - Spencer

1. Uneven terrain exists on the northern and southern side of the access road leading to the infield on the eastern side of the field. Landing on or near the access road shall be avoided.
2. Uncut trees and scrub extend into the south and southwest portions of the field, and a marshy area exists near the western field boundary, just south of midfield; avoid these areas when conducting maneuvers.
3. Avoid overflight of Pace High School.
4. Surface hazard diagrams highlight known hazardous areas to avoid. Refer to section 7.7.3.1 for specific restrictions to where maneuvers may terminate or where aircraft may touchdown.
5. There are two marshy and heavily wooded areas along the western and southern field boundaries (Figure 7.7-2).
6. There are deep ruts from the southeast and west gates to the Alamo

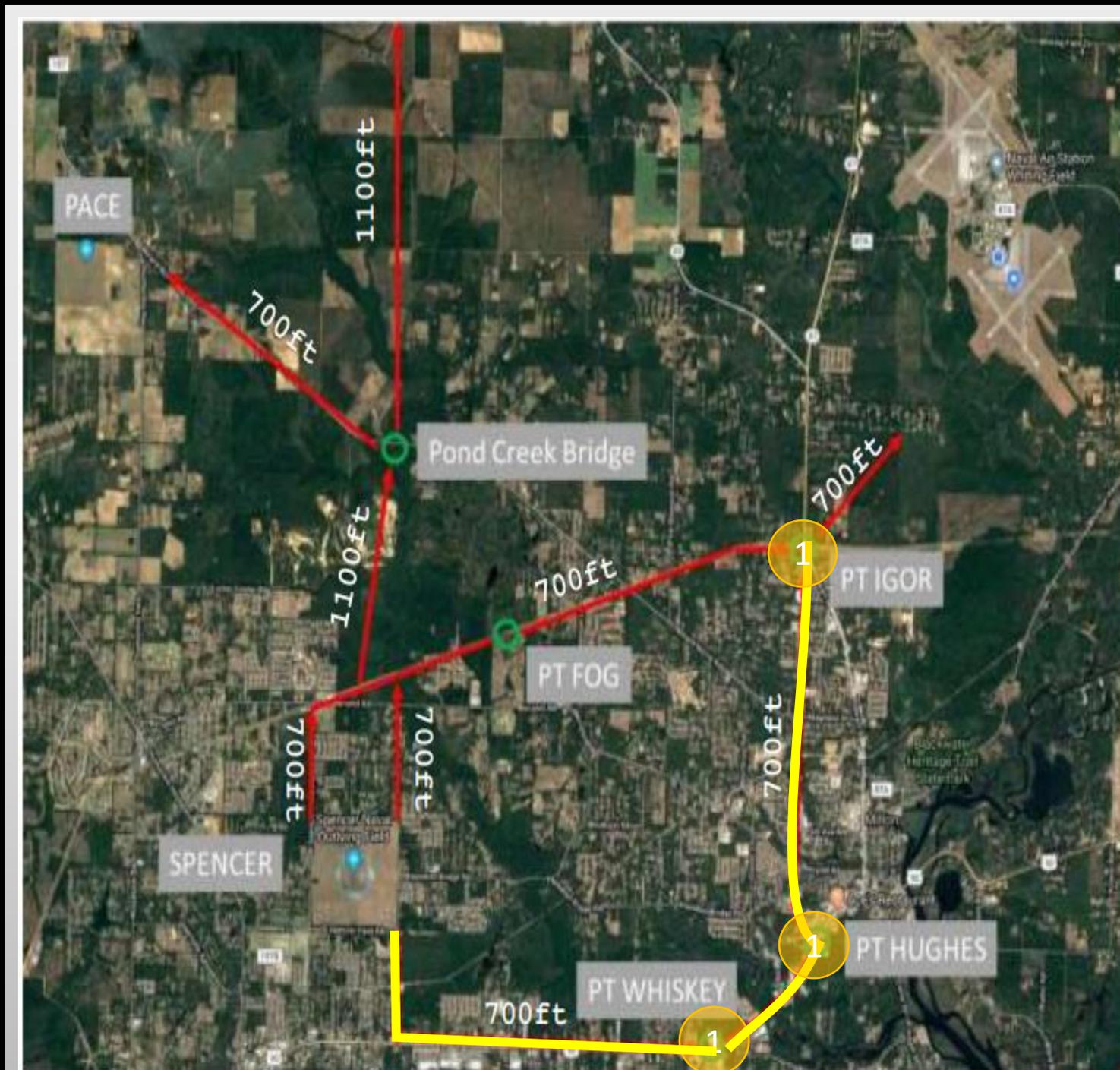


Course Rules to South Whiting

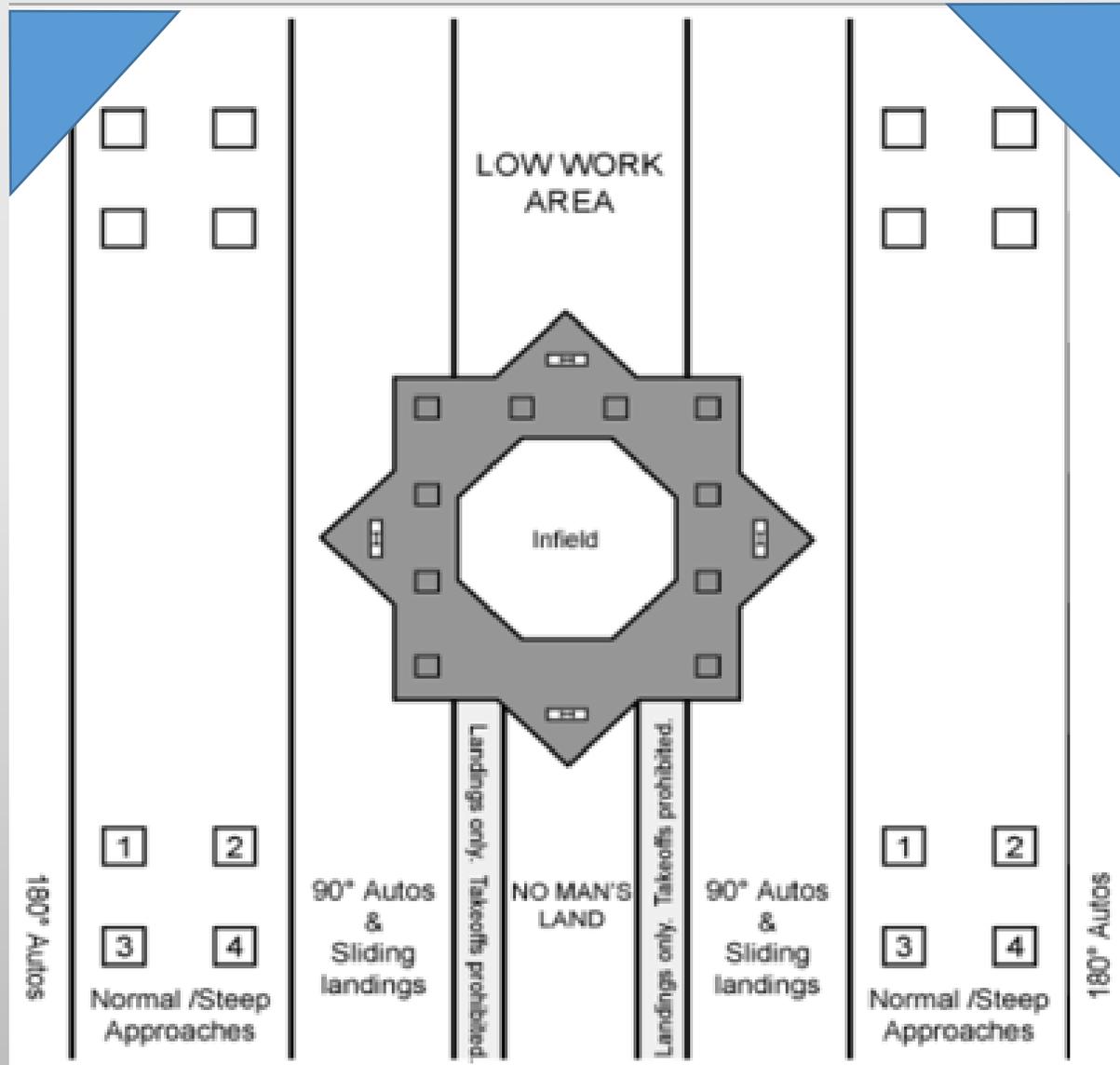
- 2 arrivals into South Whiting
 - **WHISKEY** arrival
 - Starts at Pt. WHISKEY
 - Ends at Pt. IGOR
 - 700' MSL, 100 KIAS
 - **FOG** arrival
 - Departure to the North
 - Starts at Pt. FOG
 - Ends at Pt. IGOR
 - 700' MSL, 100 KIAS

Pt. Whiskey Departure

- “Spencer, Lucky 148 Departing”
- Climb to 700 MSL/100 KIAS
- BAST – Call Base, Copy ATIS, Change Squawk to 0400, Switch Ch 4
- Fly south to US-90 (Traffic established on US-90 has right of way)
- Follow US-90 E to to Pt. WHISKEY
- Contact Tower at Pt. WHISKEY
- Follow US-90 NE to Pt. HUGHES
- Follow HWY 89 to Pt. IGOR



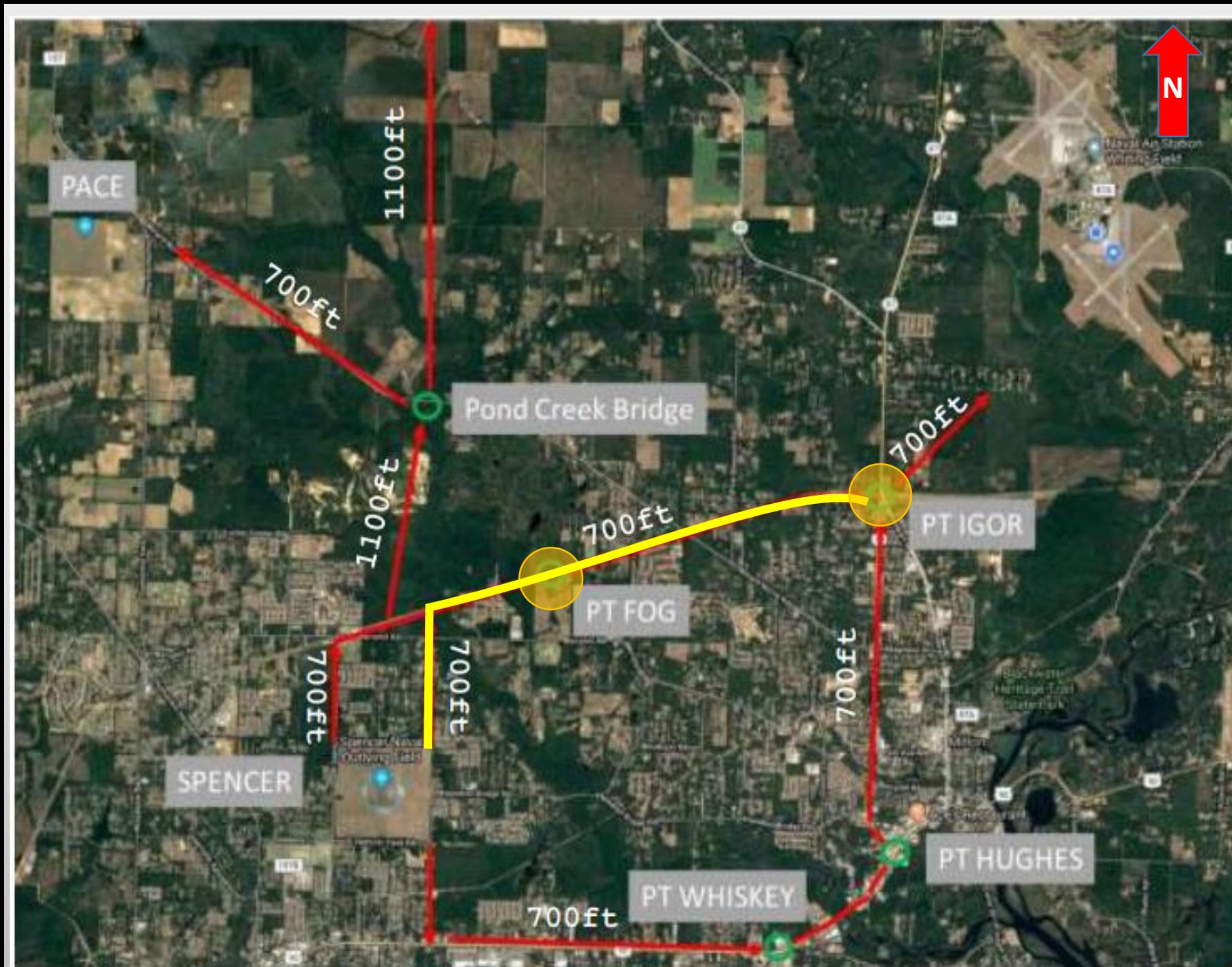
Northern Departures



Departure Corner: NE Corner
Courses 360, 090, 180

Departure Corner: NW Corner
Course 270

- Used for Pt. FOG arrival
- Different departure radio call:
 - *“Spencer, Lucky 156, Departing to the North”*



Pt. FOG Departure

- Fly N to intercept the power lines
- Climb 700 MSL/100 KIAS
- BAST – Prior to Pt. FOG, call base, Copy Atis, Change squawk to 0400, Switch Ch.4
- Look out for established power line traffic
- Contact Tower at Pt. FOG
- Follow power lines to Pt. IGOR



Pt. FOG

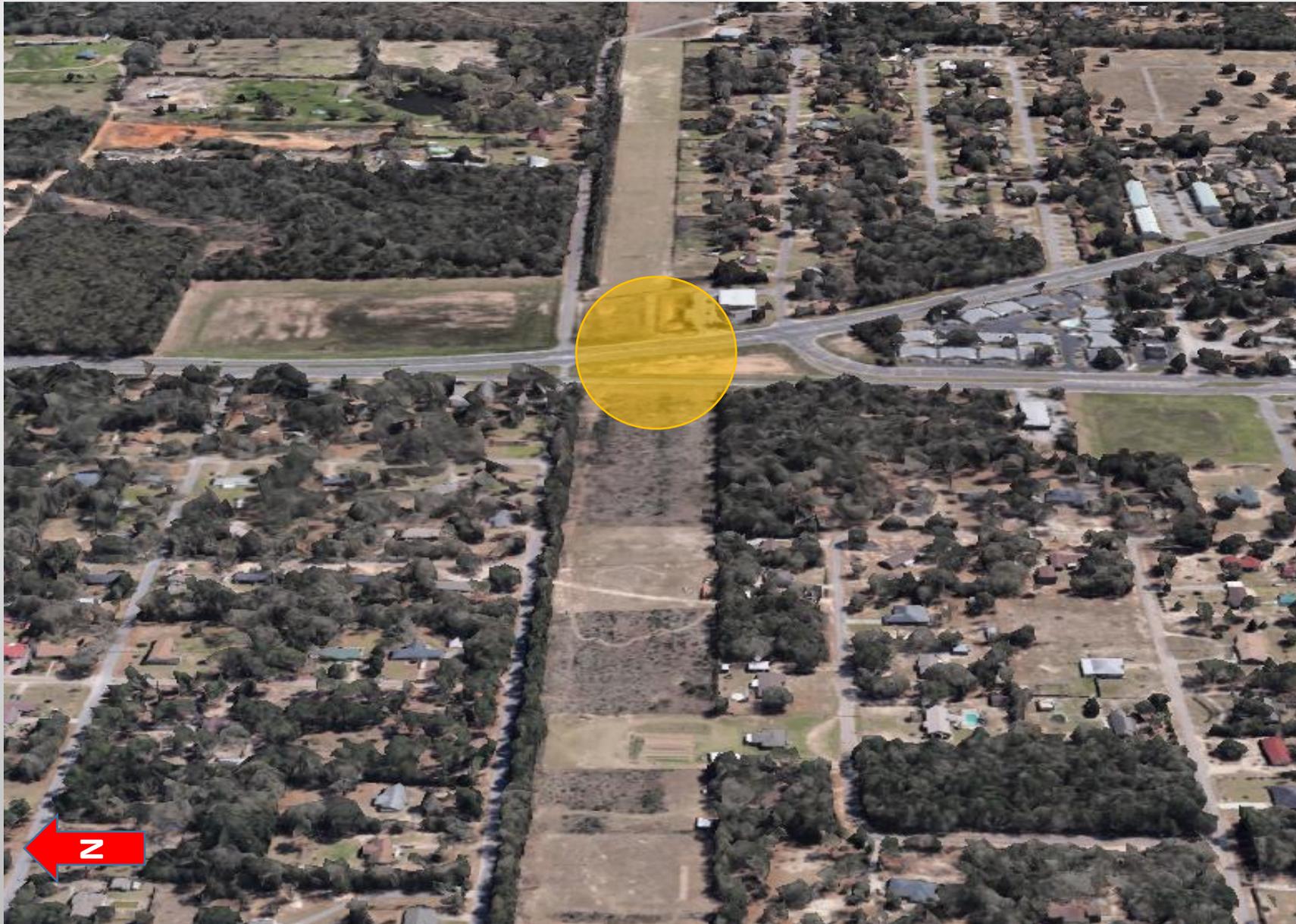
Large estate
with Lake
abeam Pt. FOG



Pt. FOG



Pt. IGOR from the West



- HUGHES traffic has right of way over power lines traffic at Pt. IGOR
- Proceed with Pt. IGOR entry

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Special VFR Departures

- Make all calls to Ground and Tower requesting “Special VFR”
 - *“South Ground, Lucky 156, Taxi, Special VFR to Santa Rosa, _____”*
 - *“South Tower, Lucky 140, holding short spot 4, request special VFR Baker departure”*
- Course rules routes are the same
- Remain at or below 500’ AGL and clear of clouds within Class C Airspace
- Simulated emergencies causing deviations from course rules are prohibited

Special VFR Arrivals

- Remain clear of Class C airspace until SVFR Clearance is received.
- SVFR Holding
 - Usually only one aircraft will be cleared into the class C at a time
 - Aircraft may be required to hold until clearance is received
 - Holding is non-standard, 80 KIAS, 1 mile Legs (Juniper is standard, Right turn pattern)
 - Tower clears the number one aircraft to depart holding (next aircraft at the holding fix)



Special VFR Holding

Know the landmark/road
over which you hold

Lost Comm Procedure

- Reference: Chapter 10.4
- Use this procedure if inside South Whiting Arrival points
- Make all calls in the blind, Squawk 7600, Searchlight on, Position Lights Flashing Bright
- Fly up the duty runway at 700' MSL and 70 KIAS
- Turn downwind when traffic permits and look for tower ALDIS lamp signals for landing clearance
- Landing can be made to the normal landing spots for runway in use

The End

- Course Rules mistakes on check rides lead to UNSATs
- Not everything you need to know in FAMs and beyond was covered today
- Continue to study the RWOP
- Questions?

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