



DEPARTMENT OF THE NAVY

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

IN REPLY REFER TO

COMTRAWINGFIVEINST 3710.25 CH-1
N7

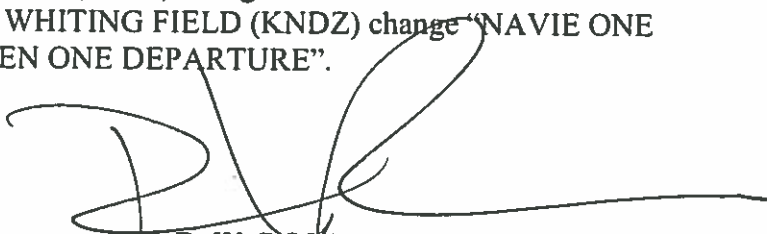
31 May 19

COMTRAWINGFIVE INSTRUCTION 3710.25 CHANGE TRANSMITTAL 1

Subj: STUDENT RADIO INSTRUMENT APPROACH AND DEPARTURE PLATES

Encl: Page 10 VOR/DME-A
Page 16 WABEN-ONE Departure

1. Purpose. To provide changes to the basic instruction.
2. Action. Make the following pen and ink change to the basic instruction:
 - a. Replace applicable pages of the basic instruction with the attached updated pages.
 - b. Page III, under JUNIPER NOLF (KNJP) change "VOR/DME-240" to read as "VOR/DME-A". Under SOUTH WHITING FIELD (KNDZ) change "NAVIE ONE DEPARTURE" to read as "WABEN ONE DEPARTURE".


D. W. ROSA

Distribution:
COMTRAWINGFIVEINST 5215.1V
List II (m-p)



DEPARTMENT OF THE NAVY

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7480 USS ENTERPRISE STREET SUITE 205
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Ch-1 incorp 31 May 19 - cmw

IN REPLY REFER TO:

COMTRAWINGFIVEINST 3710.25

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19 Mar 19

COMTRAWINGFIVE INSTRUCTION 3710.25

Subj: STUDENT RADIO INSTRUMENT APPROACH AND DEPARTURE PLATES

Encl: (1) Student Radio Instrument Approach and Departure Plates

1. Purpose. Enclosure (1) is issued to standardize Visual Flight Rules (VFR) instrument training procedures.
2. Action. Promulgate and utilize until further notice.
3. 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 January 2012.
4. 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.

D. W. ROSA

Distribution:
COMTRAWINGFIVEINST 5215.1V
List II (m-p)

VORTIAC CEW <u>115.9</u>	APP CRS 240°	Rwy lgs THRE Apt Elev	N/A N/A 200
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VOR / DME-A
JUNIPER NOLF (KNJP)

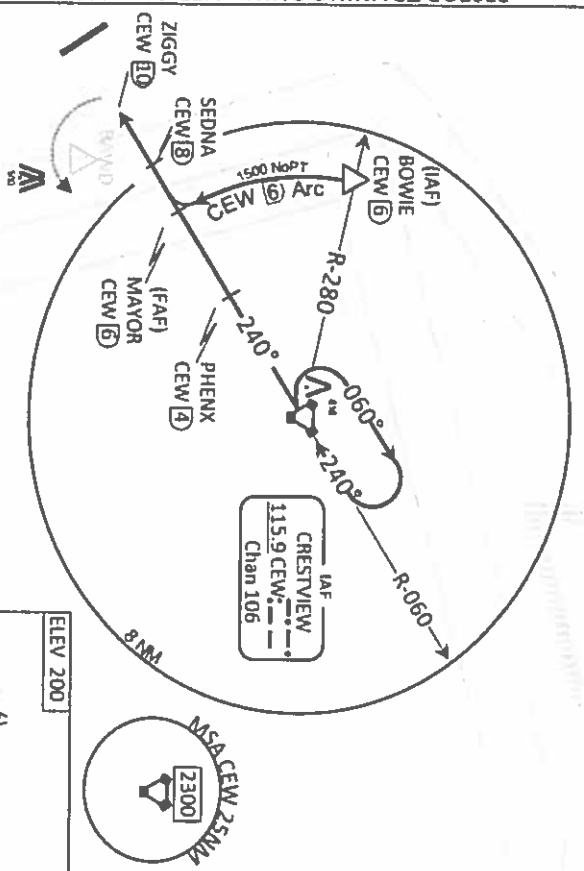
T Aircraft must be below 1400 MSL by 9 DME on the CEW R-240 to avoid Class C airspace. Monitor 121.95 by Point Juniper.

Caution: Unit C-130 and CV-22 aircraft conduct terrain following operations from 200-1000 AGL along IR-57 and IR-55. Participating aircraft make traffic calls on Instructor Common, 121.95 and Egin Approach.

Caution: There is a high volume of TH-57 aircraft at BAW at 1500 MSL. BAWD is 1.8 NM on the 135 bearing from the MAP.

MISSSED APPROACH: Climbing left turn to 1100 direct CEW R-240 at 6 DME then climb to 2000 direct CEW and hold.

KNDZ ATIS*	EGLIN APP CON	EASTERN COMMON	LAKE MONITOR	INST COMMON
273.575	124.05 284.65	389.1 / CH20 (CTAF)	135.15	121.95



FOR TRAINING ONLY - VFR ONLY

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MILTON, FLORIDA

CONTRAWINGFIVEINST 3710.25CH-1 10

JUNIPER NOLF (KNJP)
VOR / DME-A

FOR TRAINING ONLY -- VFR ONLY

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TRAINING AIR WING FIVE

STUDENT RADIO INSTRUMENT APPROACH & DEPARTURE PLATES



FLIGHT SUPPORT

ADVANCED HELICOPTER

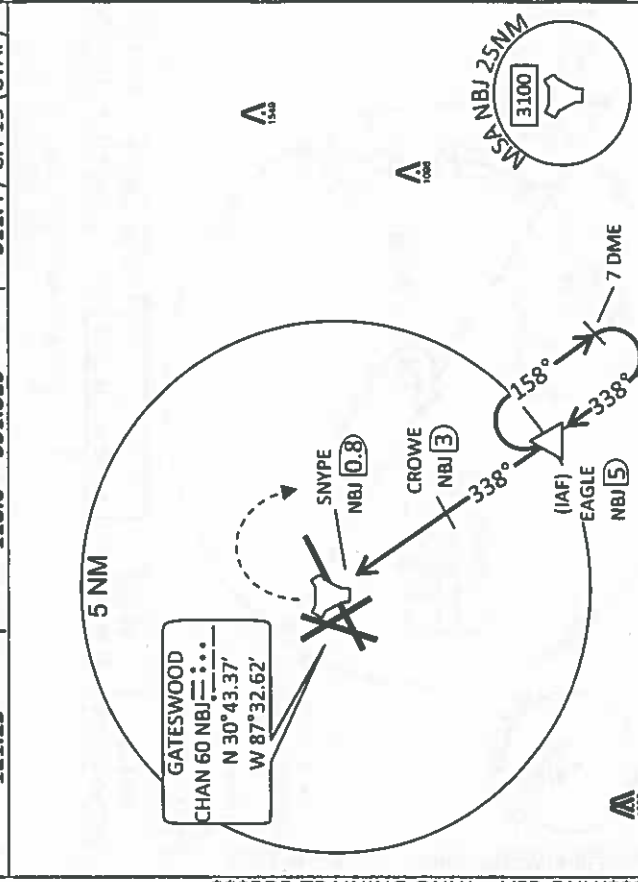
2019

GATESWOOD, ALABAMA

VORTAC NBJ APP CRS	Rwy Idg	5003
Chan 60	338°	THRE 146
		Apt Elev 150

Aircraft are granted an exemption from AIM 1-1-19, f(1)b for this approach only and may simulate NBJ by manually entering N 30°43.37' W 87°32.62'. If flown with GPS, then RNP is 1.0NM, 0.3NM on final.

KPNS ATIS	PENSACOLA APP CON	WESTERN COMMON
121.25	118.6 351.825	311.4 / CH 19 (CTAF)



CATEGORY	A	B	C	D
S-33	750-1	600	(600-1)	
CIRCLING	850-1	700	(700-1)	

GATESWOOD, ALABAMA
GATESWOOD MCAS (KNGW)
TACAN RWY 33
CONTRACTING FIVE INST 3710.25
9

FOR TRAINING ONLY -- VFR ONLY

CANTONMENT, FLORIDA

TACAN NBJ	APP CRS	Rwy Idg	N/A
Chan 60	123°	THRE	N/A
		Apt Elev	150

Chan 60	123°	THRE	N/A
		Apr Elev	150

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[illegible]

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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The following Interim Changes have been incorporated in this Change/Revision:

Affected Procedure	Remarks/Purpose

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[illegible][illegible]

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The following Interim Changes are outstanding and shall be maintained by the custodian of this manual:

Interim Change Number	Remarks/Purpose	Page(s) Affected	Remarks/Purpose
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[illegible]

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CONTRAWINGFIVEINST 3710.25

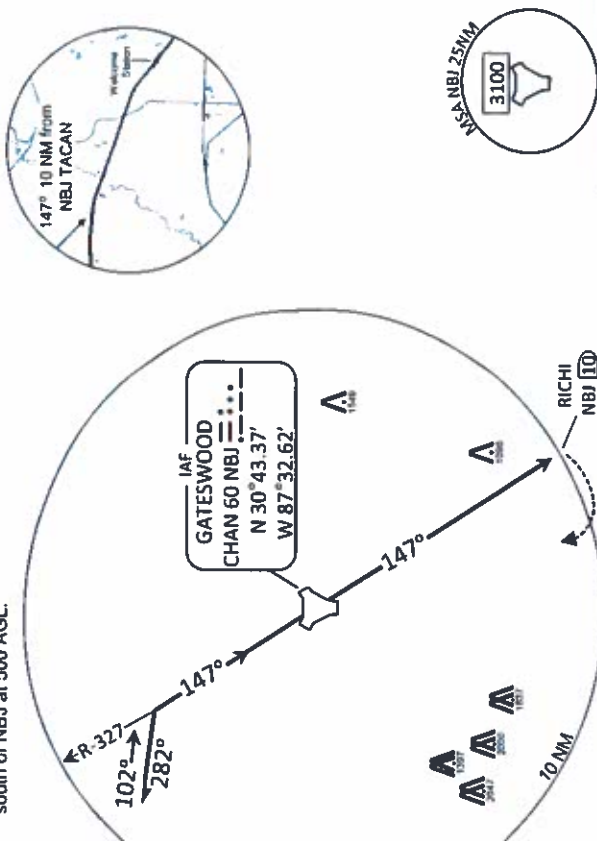
COPTER TACAN 147°
SITE 8 NOLF (CLOSED) (KNS8)

TACAN NBJ	APP CRS	Rwy Idg	N/A
Chan 60	147°	THRE	N/A
		Act Elev	159

T Aircraft are granted an exemption from AIM 1-1-19, §1(b) for this approach only and may simulate NDB by manually entering N 30°43.37' W 87°32.62'. If flown with GPS, then RNP is 1.0NM, 0.3NM on final.

	WPNS ATIS	PENSACOLA APP CON	WESTERN COMMON
	121.25	118.6 351.825	311.4 / CH 19

CAUTION: Green route traffic approx 4 nm south of NBJ at 500 AGL.



SITE 8 NOLF is closed, operations at the field are prohibited.

	TACAN ← 327° ← 1500 → 1500	NBU 1500
	RICHI NBU 10 147° 1500	Proceed VFR 10 NM
CATEGORY	HELICOPTER	
H-147°	1000-1	(600-1)
	550	

WELCOME STATION, FLORIDA	SITE 8 NOLF (CLOSED) (KNS8)
	COPTER TACAN 147°

COMTRA WINGFIVEINST 3710 25

CONTRAWINGFIVEINST 3710 25

III

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VOR/DME-A

ch-1

ch-1

AIRSPACE HAZARD SPOTS

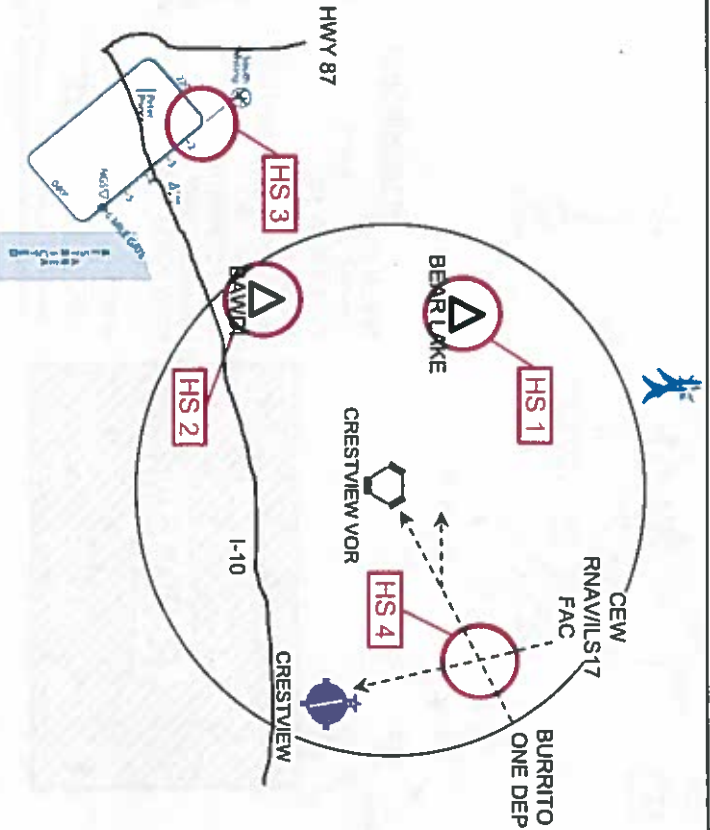
A "hazard spot" is an area of airspace with a history of or potential risk of collision where heightened attention by pilots is necessary. Hazard spots are depicted as circles or polygons designated as "HS 1", "HS 2", etc., and tabulated in the list below with a brief description of each hazard spot. Hazard spots will remain charted until such time that the increased risk has been reduced or eliminated.

Hazard Spot 1 – Bear Lake. There is a high volume of TH-57 aircraft in the vicinity of Bear Lake performing basic instrument maneuvers. Unit C-130 and CV-22 aircraft conduct terrain following operations from 200-1000 AGL southbound along IR-57 and IR-59, both of which intersect at Bear Lake. Participating aircraft make calls on Instructor Common and Eglin Approach.

Hazard Spot 2 – Point BAWDI. There is a high volume of TH-57 aircraft converging in the vicinity of Point BAWDI on the BAWDI Departure and the Juniper VOR/DME-A approach. Unit C-130 and CV-22 aircraft conduct terrain following operations from 200-1000 AGL southbound along IR-57 and IR-59. Participating aircraft make calls on Instructor Common and Eglin Approach.

Hazard Spot 3 – KNDZ PAR final. The Point Able VFR departure and BAWDI Student Instrument Departure cross the PAR final from approximately 1 to 3 DME off I-NDZ.

Hazard Spot 4 – Intersection of Burrito One Departure and the CEW and Bear Lake Transitions. The KCEW ILS17 and RNAV17 final approach courses cross the CEW R-054 at 8.7 DME. IFR traffic on the ILS17 and RNAV17 is typically monitoring the KCEW CTAF on 122.95. VFR traffic should contact EGlin Approach on 124.05 for traffic advisories.



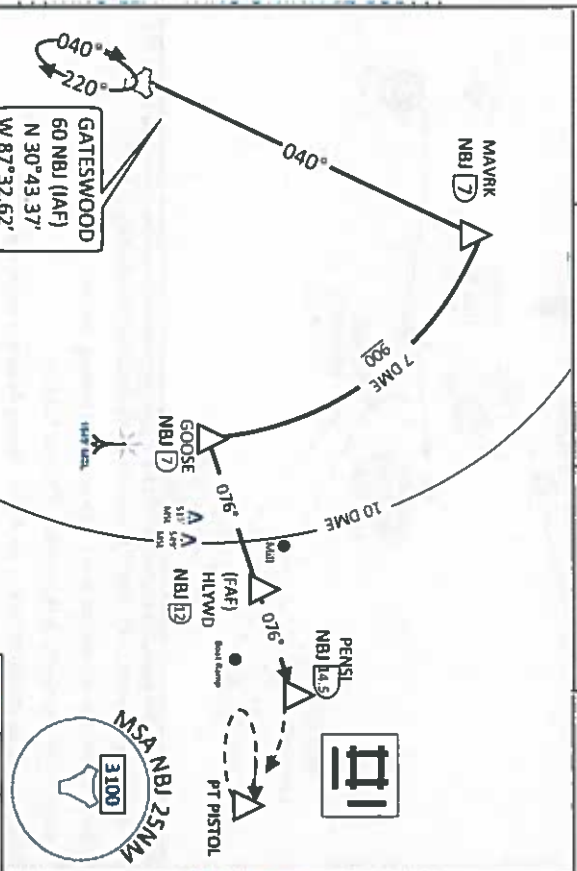
GATESWOOD, ALABAMA

VORTAC	APP CRS	Rwy ldg
NBJ	076°	THRE
Chen 60	211	211

TACAN-A
SITE X (KNSX)

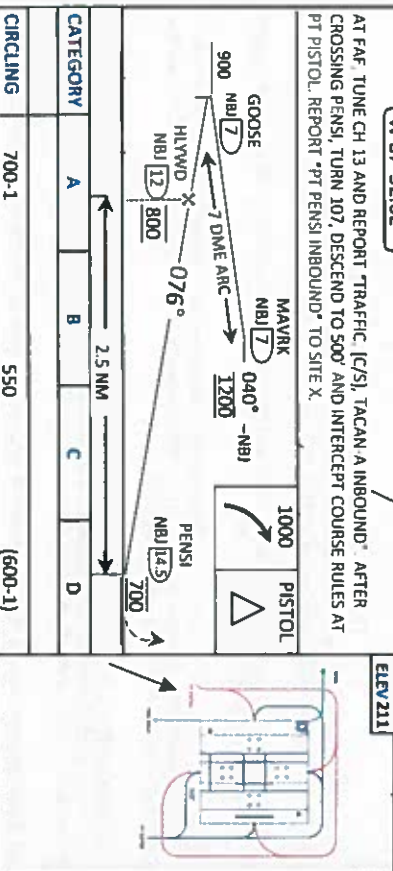
Caution: All traffic operating at SAWMILL at 1000' and above. Aircraft transiting TRIGR to SAWMILL over MAVRK at 2000'. Traffic on the TACAN Rwy 24 approach to NBJ are 2000' crossing TACAN X traffic 040/5 to MAVRK.
NOTE: PENSI: NSE 289/14

KPNS ATIS	PENSACOLA APP CON	WESTERN COMMON	SITE X
121.25	118.6 / 351.825	311.4 / CH 19 (CTAF)	327.4 / CH 13



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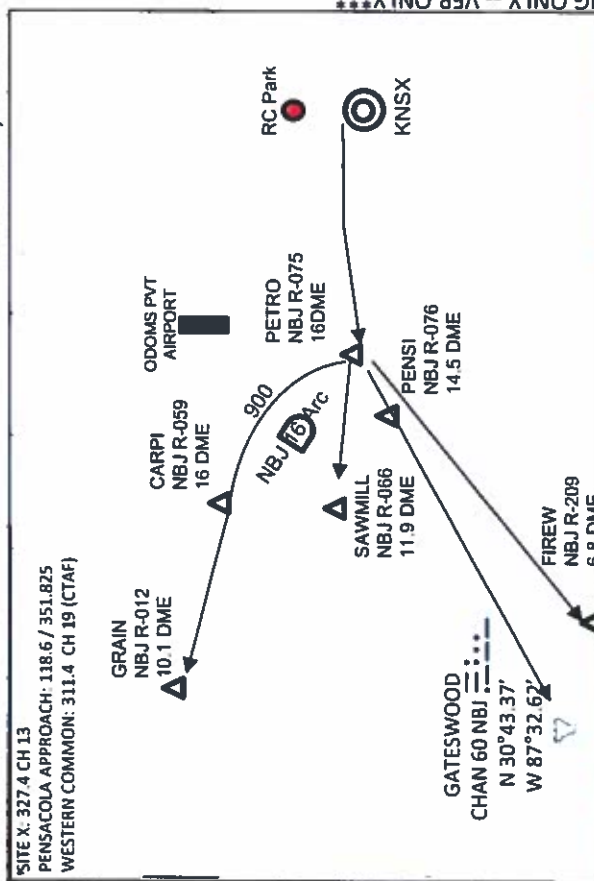
FOR TRAINING ONLY -- VFR ONLY



GATESWOOD, ALABAMA

SITE X (KNSX)
TACAN-A

SITE X DEPARTURE



Caution: CAL traffic operating on the NW of SITE X. Aircraft transiting from the Green Route CP 1 will be at 700' MSL inbound to PT Pistol. Use caution while departing and climbing to PETRO.

Caution: Entire area is inside of A-292, high volume of training aircraft.

Caution: Traffic inbound to SITE X crossing PENSI at 700' MSL

Note: Do not overfly the RC Park or the Odoms Private Airport in the vicinity of SITE X.

Depart NW corner of SITE X and turn 270. Climb to 900' MSL. At 18 DME, turn and intercept NBJ 075/16. Prior to PETRO, switch to CH 19, report "on Site X DEPARTURE" and state intended location, then

SAWMILL: Upon reaching PETRO, turn direct to SAWMILL (NB1066/11.9) and climb to working altitude. Monitor Western Common (CH19) and deconflict with traffic.

GRAIN ELEVATORS. Upon reaching PETRO, maintain 900' MSL and continue north on NBJ 16DME arc to CARPI (NBJ 059/16). At CARPI, turn direct to GRAIN ELEVATORS (NBJ 012/10.1) and climb to working altitude. Monitor Western Common (CH 19) to deconflict with traffic.

FIREWORKS STAND: Upon reaching PETRO, maintain 900' MSL and turn direct to FIREW(NB) 209/6.8). When established at FIREW, climb to working altitude. Monitor Western Common (CH19) and deconflict with traffic. Be cautious of traffic on the Site X TACAN-A.

GATESWOOD: Upon reaching PETRO, maintain 900' MSL and turn direct to NBJ. Monitor Western Common CH19 and deconflict with traffic. Be cautious of traffic on the Site X TACAN-A.

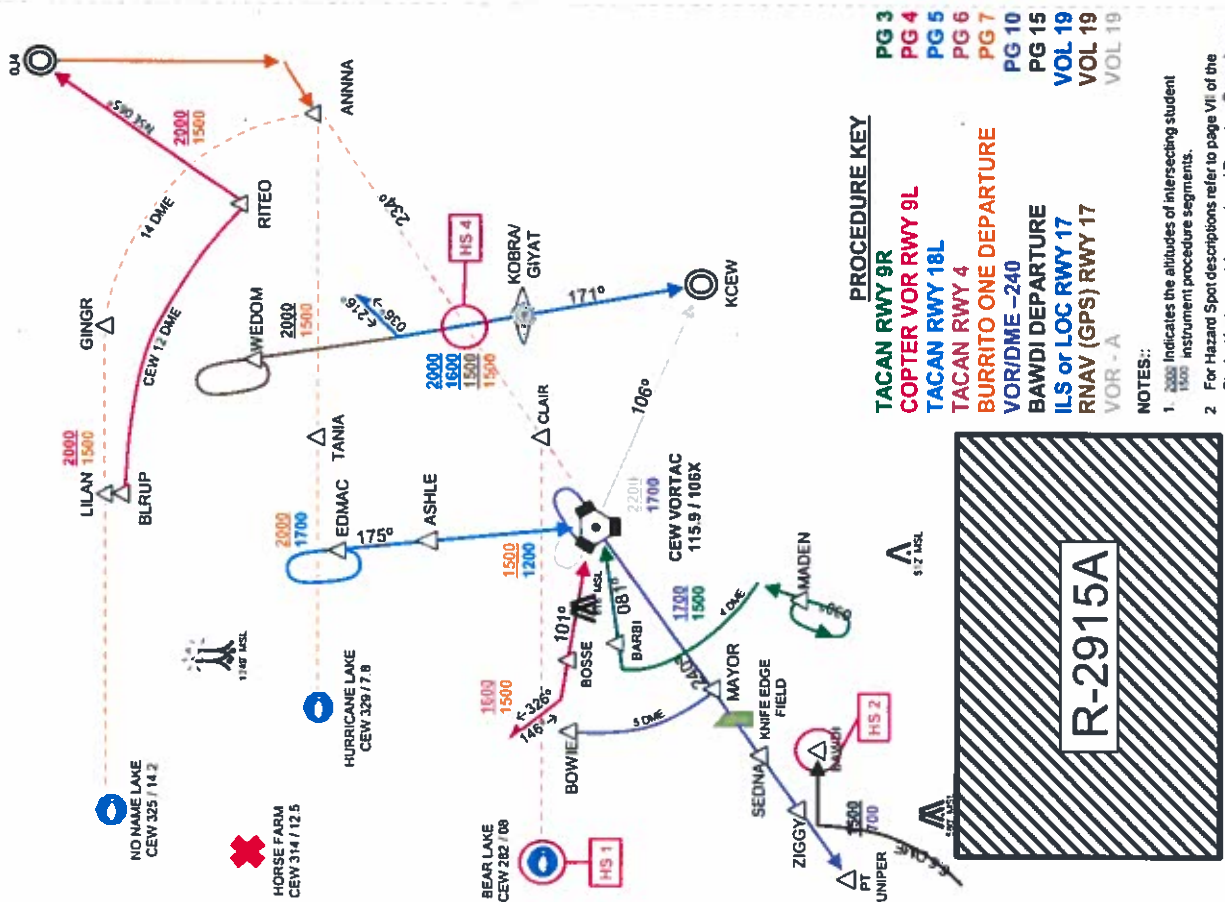
SITE X DEPARTURE

**GATESWOOD, ALABAMA
SITE X (KNSX)**

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COMTRAWINGFIVEINST 3710,25

*****FOR TRAINING ONLY -- VFR ONLY*****



NOTES:

Indicates the attitudes of intersecting student instrument procedure segments.

2 For Hazard Spot descriptions refer to page VII of the
Student Instrument Approach and Departure Procedure

PROCEDURE KEY

TACAN RWY 9R

COPTER VOR RWY 9L

TACAN RWY 18
TACAN RWY 4

BURRITO ONE DEPARTURE

WOR/DME-240

BAWDI DEPARTMENT
 JUL 6 2010 OC 011417

RNAV (GPS) RWY 17

VOR - A

NOTES:

Indicator	2000	2001	2002
1. <i>Indicators</i>	100	100	100

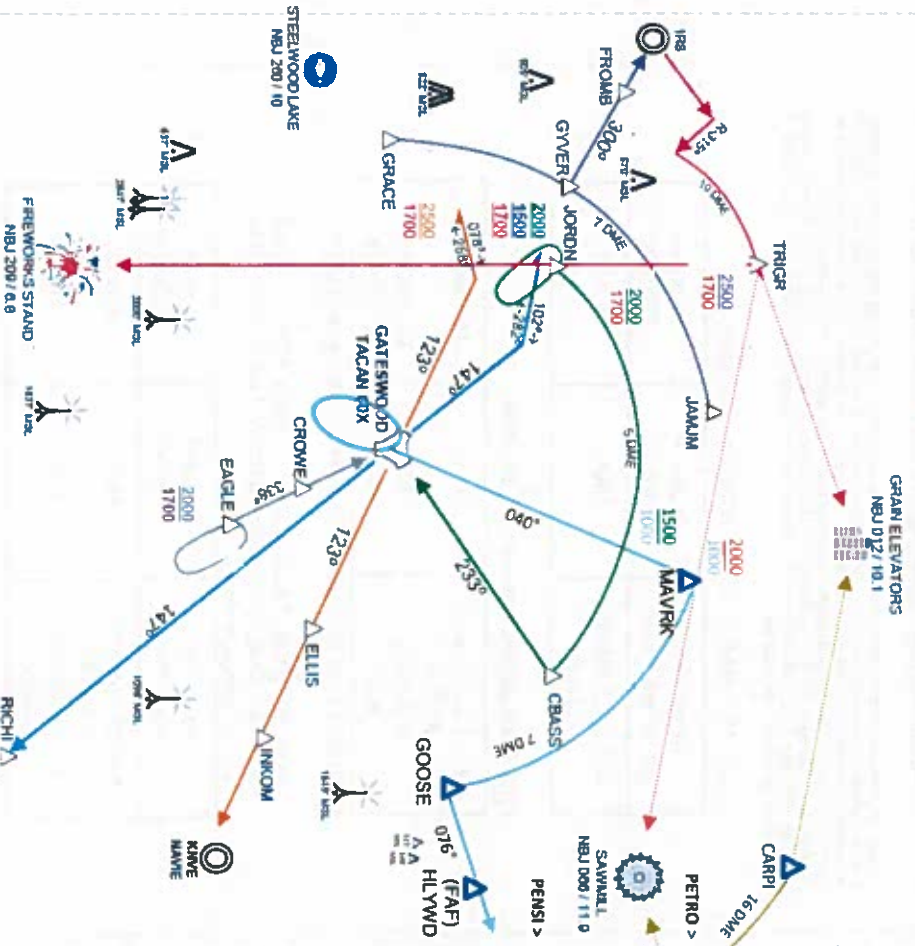
2 For Hazards

Student In

✓

COMTRAWINGFIVEINST 3710.25

WESTERN TRAINING AREA OVERLAY



PROCEDURE KEY

TACAN - A
BAY MINETTE ONE DEPARTURE
 TACAN RWY 24
 TACAN RWY 33
 TACAN - A
 TACAN RWY 14
 TACAN - A
 SITE X DEPARTURE

NOTES: 2000 Indicates the altitudes of intersecting student
 1500
 Instrument procedures segments.

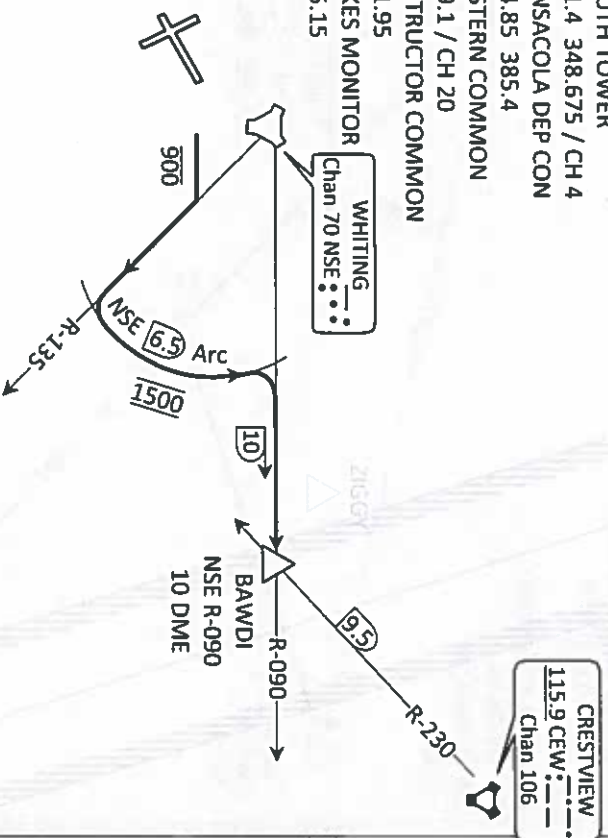
COMTRAINGFVEINST 3710.25

VI

NDZ 106
 BAWDI ONE DEPARTURE

WHITING FLD NAS - SOUTH (KNDZ)
 MILTON, FLORIDA

ATIS 273.575 / CH 1
 CLNC DEL 355.6 / CH 2
 GND CON 317.65 / CH 3
 SOUTH TOWER
 121.4 348.675 / CH 4
 PENSACOLA DEP CON
 124.85 385.4
 EASTERN COMMON
 389.1 / CH 20
 INSTRUCTOR COMMON
 121.95
 LAKES MONITOR
 135.15



FOR TRAINING ONLY -- VFR ONLY

Caution: Unit C-130 and CV-22 aircraft conduct terrain following operations from 200ft-1000ft AGL along IR-57 and IR-59. Participating aircraft make traffic calls on Instructor Common, 121.95 and Egin Approach, 124.05/393.0.

Caution: There is a high volume of TH-57 aircraft at ZIGGY from 900' - 1300' MSL. ZIGGY is 1.8 NM on the 314 bearing from BAWDI.

DEPARTURE ROUTE DESCRIPTION

After takeoff, turn to 090°, climb and maintain 900, 100 KIAS to intercept the NSE R-135 and track outbound. Intercept the 6.5 DME arc climbing to 1500. Follow the 6.5 DME arc to intercept the NSE R-090 outbound. Maintain 1500 until BAWDI.

NOTE: *RWY 32 dep turn 140° (downwind) until abeam approach end of RWY 32 then turn to 090° HDG. Remain clear of the maintenance pattern.

BAWDI ONE DEPARTURE(NDZ1.NDZ)

MILTON, FLORIDA
 WHITING FLD NAS - SOUTH (KNDZ)

COMTRAINGFVEINST 3710.25

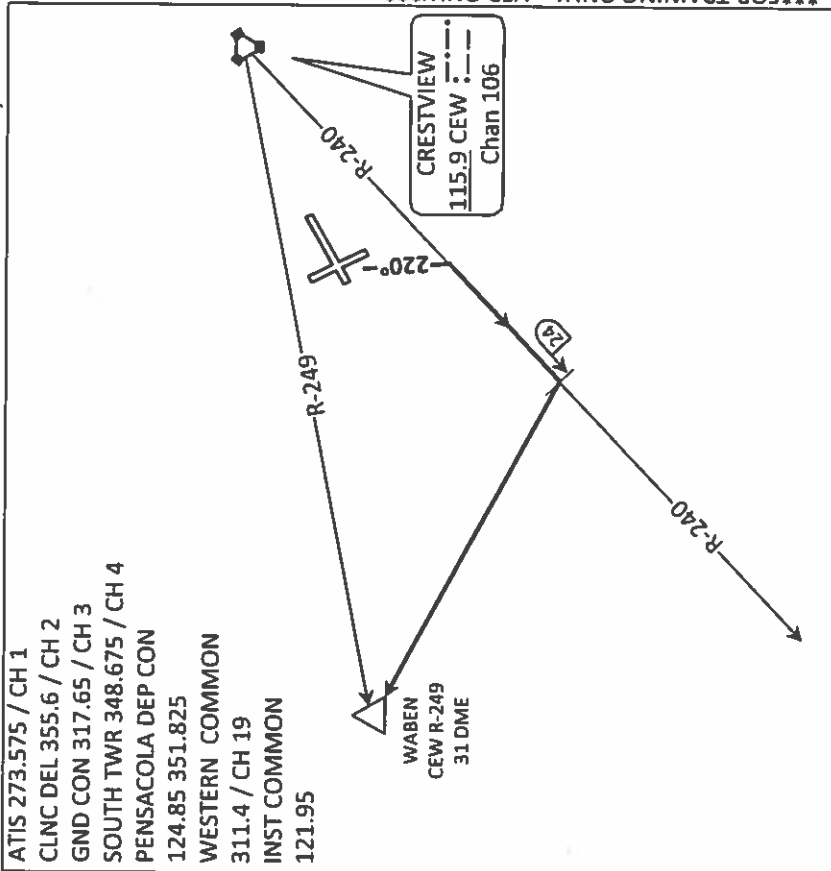
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FOR TRAINING ONLY -- VFR ONLY

NDZ 103

WABEN-ONE DEPARTURE

WHITING FLD NAS - (KNDZ)
MILTON, FLORIDA



DEPARTURE ROUTE DESCRIPTION

After takeoff, heading 220°, intercept and track outbound on CEW R-240. Climb and maintain 1700. At 24 DME, turn direct WABEN and expect a climb to 2,200 from Pensacola TRACON.

At WABEN report clear to the West with Pensacola Departure.

NOTE: Remain clear of the maintenance pattern.

WABEN-ONE DEPARTURE (NDZ2.NDZ) MILTON, FLORIDA
WHITING FLD NAS - SOUTH (KNDZ)

INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

(1) ILS, MLS, PAR and RNAV (LPV line of minima)

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile

(2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

1,800 RVR authorized with the use of FD or AP or HUD to DA.

(3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR and RNAV (LNAV/VNAV, LNAV and LP lines of minima)

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS, MALS, & ODALS	ABC	½ mile

(4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	½ mile
	ABC	½ mile

INOP COMPONENTS

RADAR INSTRUMENT APPROACH MINIMUMS

BAY MINETTE MUNI (1R8), Al (Bay Minette, AL)
INSTRUCTOR APP CON 121.95

ELSEVIER

	<u>RYW</u>	<u>GS/TH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/HATH</u>	<u>CELL-VIS</u>
PAR	8	3.0°/54/965	ABCDE	406-½	200	200-½
	26	3.0°/39/665	ABCDE	348-½	100	100-½
ASR	8		ABCDE	556-1	350	400-1
	26		ABCDE	598-1	350	400-1
CIR	8		ABCDE	706-1½	500	500-1½
	26		ABCDE	748-1½	500	500-1½

**FLORALA MUNI (0J4). AI (Florala, AL)
INSTRUCTOR APP CON 121.95**

ELEV 314

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/HATH</u> <u>HAA</u>	<u>CELL-VIS</u>
PAR ①	4	3.0°/54/965	ABCDE	388-½	100	200-½
	22	3.0°/39/665	ABCDE	514-½	200	200-½
ASR ①	4		ABCDE	628-1	350	400-1
	22		ABCDE	664-1	350	400-1
CIR ②	4		ABCDE	788-1½	500	500-1½
	22		ABCDE	814-1½	500	500-1½

- ① Contact Sunshine Aero for hot fuel 10 minutes prior to arrival on 123.0
- ② Circling NA at night.

GULF SHORES (KJKA), AI (Gulf Shores, AL)
INSTRUCTOR APP CON 121.95

ELLEV 17

	<u>RWY</u>	<u>GS/TCR/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/HATH</u>	<u>CEIL-VIS</u>
PAR ①	9	3 0°/54/965	ABCDE	216 - ½	200	200 - ½
	27	3 0°/39/665	ABCDE	116 - ½	100	100 - ½
ASR ①	9		ABCDE	366-1	350	400-1
	27		ABCDE	366-1	350	400-1
CIR ②	17		ABCDE	516 - 1 ½	500	500 - 1 ½
	35		ABCDE	516 - 1 ½	500	500 - 1 ½

① When local altimeter not received use Pensacola Regional altimeter setting and increase all DA/MDAs by 80 feet..
 ② Circling to runways 17/35 NA at night.

RADAR INSTRUMENT APPROACH MINIMUMS

CV-3 TACAN (Helicopter) Shipboard Approach

NAVJAG 00-80T-105

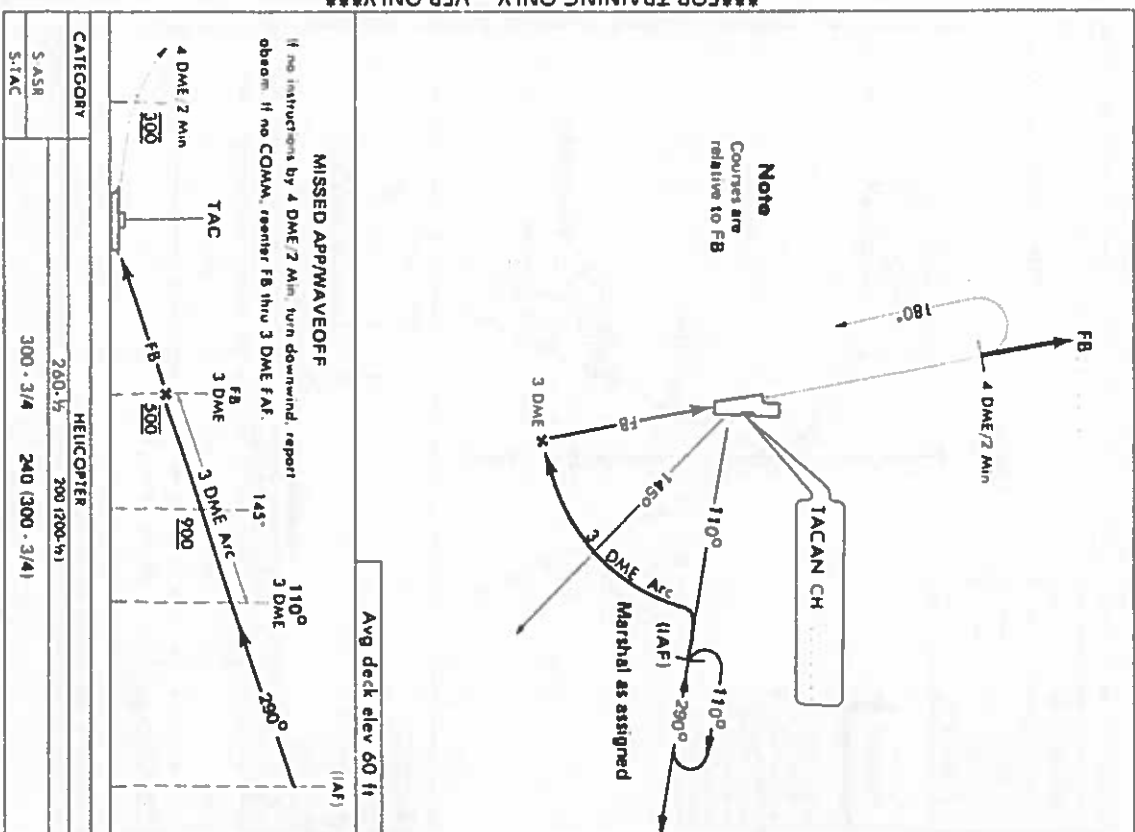


Figure 5-4. Approach Chart CV-3 Tucson (Helicopter)

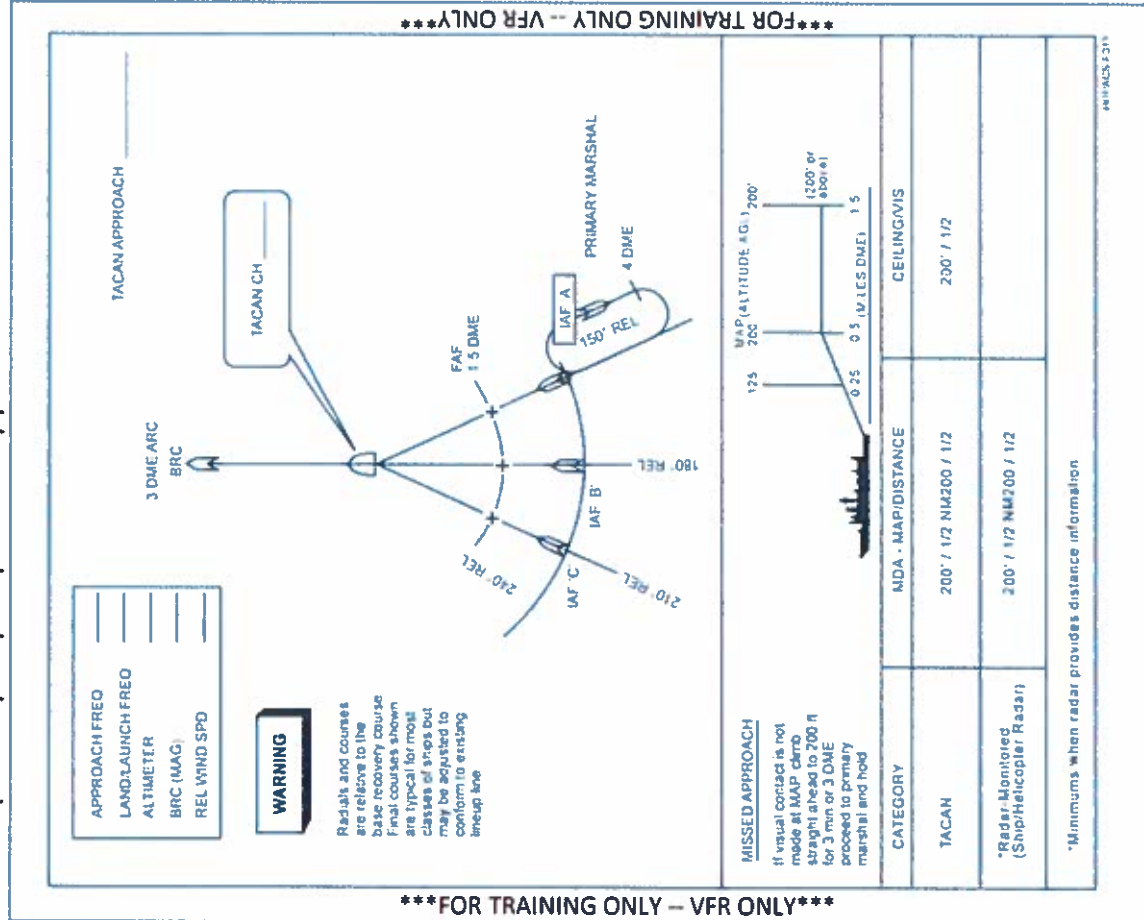


Figure 6-2. Approach Chart Air-Capable Ships TACAN (Helicopter)

Example Radar Instrument Approach Communications

Reference: FAA Order 7110.65U, Chapter 5, Sections 10, 11, and 12

Initial Contact

1. (Aircraft call sign), (name of facility) final controller, how do you hear me?
2. (Number) miles (direction) of (airport name) airport, perform landing checks.
3. This will be a (no-gyro) (surveillance/PAR) approach.

Lost Communications

4. If no transmissions are received for (time interval) in the pattern or (five/fifteen) seconds on the final approach, attempt contact on (frequency) and proceed VFR. If unable proceed with the (nonradar approach) maintain (altitude) until established (on/over) the (fix/NAVAID/approach procedure).

Approach to an Uncontrolled Field

5. No traffic or landing runway information available for the airport.

No-Gyro PAR Approach

6. Make half-standard rate turns.

Approach Guidance

7. (Aircraft call sign) do not acknowledge further transmissions.
8. From (above/on/below) glideslope begin descent.
9. On or (slightly/well) (above/below) glideslope. (On/slightly/well) (left/right) of course.
10. (Aircraft call sign) cleared to land (runway number)
11. (Reason). If runway, approach lights or runway lights not in sight execute (missed approach/alternative instructions).

Note:

Typical reasons for missed approach instructions:

- *Radar contact lost.
- *Too high/low for safe approach.
- *Too far right/left for safe approach.

GCA Glideslope Estimation

Note: VASI or PAPI may be used as a reference for glideslope instructions.

Distance from airfield (NM)	0	1	2	3	4	5	6	7	8	9	10
Recommended AGL Altitude (ft)	0	319	637	956	1275	1593	1912	2231	2549	2868	3187

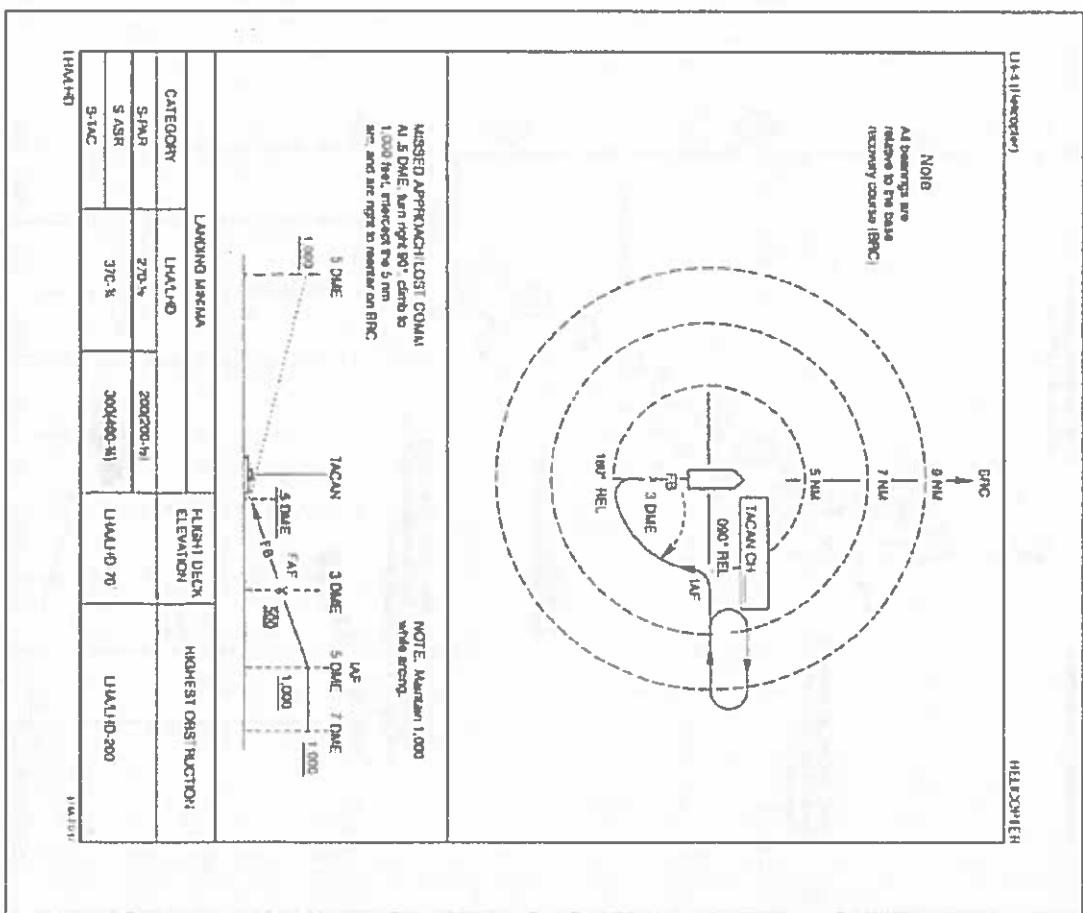
NAVAIR 00-80T-106

T Use KMOB altimeter setting; if not received use KRFM altimeter setting and increase all MDA's 20ft. Aircraft are granted an exemption from AIM 1-1.19, (1)(b) for this approach only and may simulate NDI by manually entering N 30°43.37' W 87°32.62'. If flown with GRS, then RNP is 0.3NM.

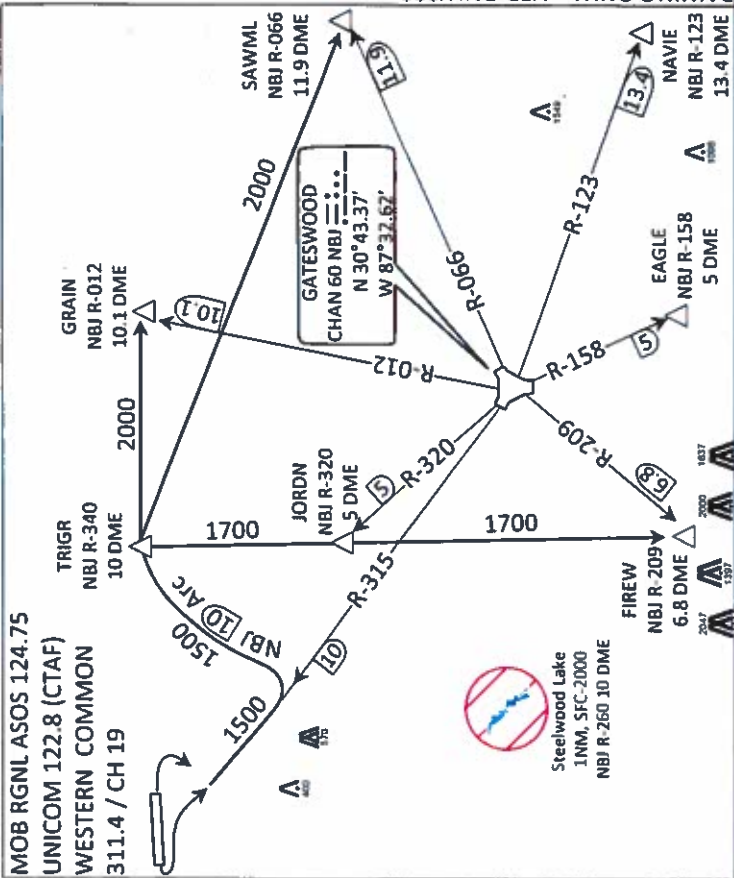
FOR TRAINING ONLY -- VFR ONLY

BAY MINETTE, ALABAMA	1	BAY MINETTE MUNI (1R8
CONTRACTINGVEINST 3710.25		TACAN-A

NAVAIR 00-80T-106



1R8 101R
BAY MINETTE ONE DEPARTURE
BAY MINETTE MUNI (1R8)
BAY MINETTE, ALABAMA



DEPARTURE ROUTE DESCRIPTION

T/O RWY 26: Climbing left turn to 1000 via heading 080°, thence...
T/O RWY 08: climb heading 080° to 1000, thence...

Intercept and track inbound on the NB I R-315. Once established on the R-315 climb to 1500. Track the 10 DME arc to TRIGR, thence...

From TRIGR,

FIREW TRANSITION: Proceed direct FIREW at 1700.

GRAIN TRANSITION: Climb to 2000 and proceed **direct** GRAIN.

JORDN TRANSITION: Proceed direct JORDN at 1700.

SAWML TRANSITION: Climb to 2000 and proceed direct SAWML.

BAY MINETTE ONE DEPARTURE(1R8.1R8) BAY MINETTE, ALABAMA
BAY MINETTE MUNI (1R8)

CRESTVIEW, FLORIDA

VORTAC	APP CRS	Rwy Idg	8003
CEW	081°	TDZE	214
Chan 106		Apt Elev	215

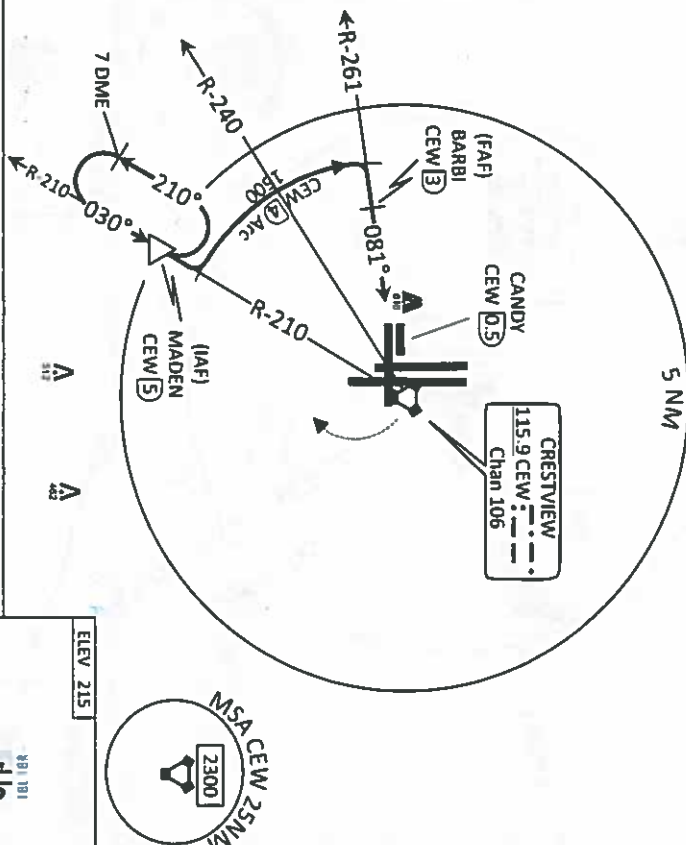
TACAN RWY 9R CRESTVIEW NAS (KNC)

⚠ R-2915A located south of Highway 90. Do not exceed 8 DME while holding at MADEN without **⚠** clearance into R-2915A.



MISSED APPROACH: Climbing right turn to 2000 heading 210°, proceed to MADEN and hold.

KCEW ATIS*	EGLIN APP CON	EASTERN COMMON	LAKE MONITOR	INST COMMON
119.275	124.05	284.65	389.1 / CH20 (CTAF)	135.15
				121.95



FOR TRAINING ONLY - VFR ONLY

FOR TRAINING ONLY - VFR ONLY

CATEGORY	A	B	C	D
5-9R	815-1	600	(600-1)	
CINCLING	900-1	685	(700-1)	

CRESTVIEW, FLORIDA
COMTRAWINGVEINST 3710.25
3
TACAN RWY 9R

(ELVA) Pattern Radio Calls

EMERGENCY LOW VISIBILITY APPROACH (ELVA) PATTERN - RADIO CALLS

1. (Initial Check-in) This will be a radar-assisted approach. Hold your radar contact on the radial, _____ miles from the ship. Altitude setting is _____ feet. Weather is ceiling _____ visibility _____ feet. Final approach heading will be _____ degrees. Winds are _____ degrees port/starboard at _____ knots. Maximum pitch and roll are _____ degrees. Read back altimeter setting.
2. Descend climb and/or maintain 400 ft. Assigned heading is _____.
3. Lost communications procedures follow: If no transmissions are received for 1 minute in the pattern or 15 seconds in final climb to and maintain 400 ft. Attempt contact on (Secondary) If unable to make contact, squawk Mode III Code 7600. Alternate approach will be TACAN channel _____ commencing at 3 miles and 400 ft on the _____ radial. Acknowledge channel.
4. Missed approach procedures follow: If ship or wake not in sight at missed approach point, immediately turn left 30 degrees (right for port approach), climb to 400 ft and increase airspeed to 90 knots. Report level and on speed and stand by for further instructions.
5. Perform landing checks. Report gear down and locked.
6. Turn right/left to the final bearing _____ maintain 400 ft and slow to 70 knots.
7. Do not acknowledge further transmissions. On final, 4 miles. Commence gradual rate of descent to arrive at 1/2 mile at 50 ft. Maintain 70 knots. Assigned heading is _____ Report ship in sight.
8. (Call sign) 3: miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____ Altitude should be 350 ft.
9. (Call sign) 3 miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____ Altitude should be 300 ft.
10. (Call sign) 2: miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____ Altitude should be 250 ft.
11. (Call sign) 2 miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____ Altitude should be 200 ft.
12. (Call sign) 1: miles, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____ Altitude should be 150 ft.
13. (Call sign) 1 mile, left/right/on approaching centerline. Turn left/right (Corrective heading) or assigned heading is _____ Altitude should be 100 ft. Slow to 40 knots.
14. (Call sign) 1/2 mile. Assigned heading is _____ Maintain 50 ft and 40 knots.
15. (Call sign) 800/600/400/200 yards. Left/right/on approaching centerline.
16. (Call sign) at missed approach point if ship or wake not in sight, execute missed approach.

Figure 4-9 ELVA Radio Calls

COPTER VOR RWY 9L
CRESTVIEW NAS (KNCE)

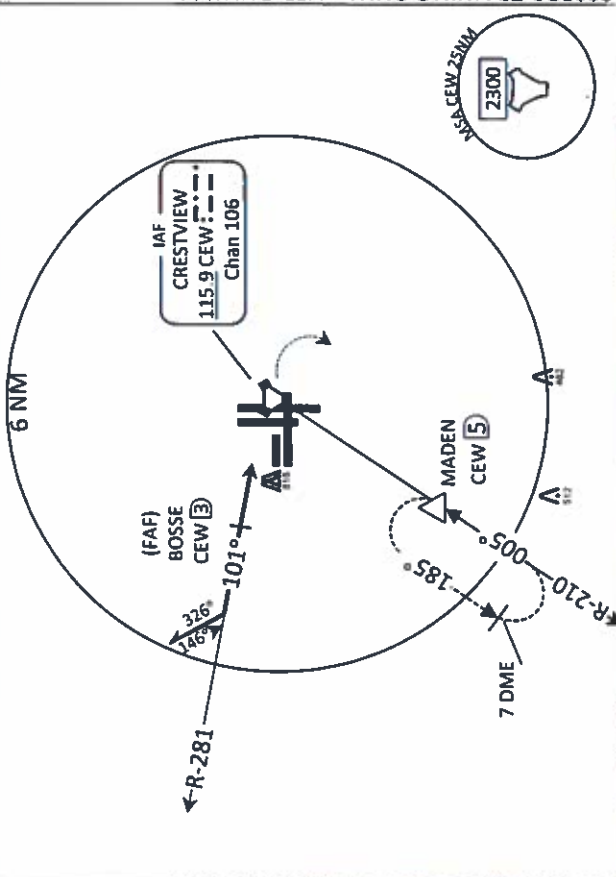
VORTAC	APP CRS	Rwy Idg THRE	4439 214
CEW	101°	Apr Elev	215
115.9	T R-2915A located south of Highway 90 Do not exceed 8 DME while holding at A NA MADEN without clearance into R-2911		
KNDZ ATIS★	EGLIN APP CON	EASTER	
273.575	124.05	284.65	389.1 /

T R-2915A located south of Highway 90.
Do not exceed 8 DME while holding at
A NA MADEN without clearance into R-2915A.

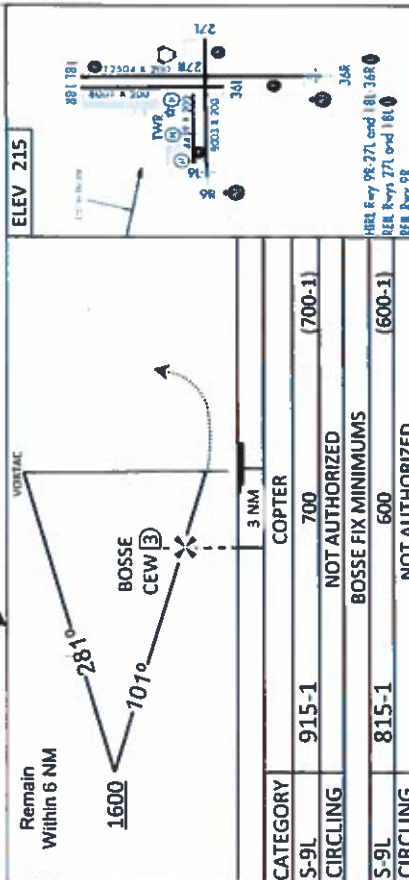
MISSED APPROACH: Climbing right turn to 2000 heading 210°, proceed to MADEN and hold.

KNDZ ATIS★	EGLIN APP CON	EASTERN COMMON	LAKE MONITOR	INST COMMON
273.575	124.05 284.65	389.1 / CH20 (CTAF)	135.15	121.95

FOR TRAINING ONLY -- VFR ONLY



FOR TRAINING ONLY -- VFR ONLY

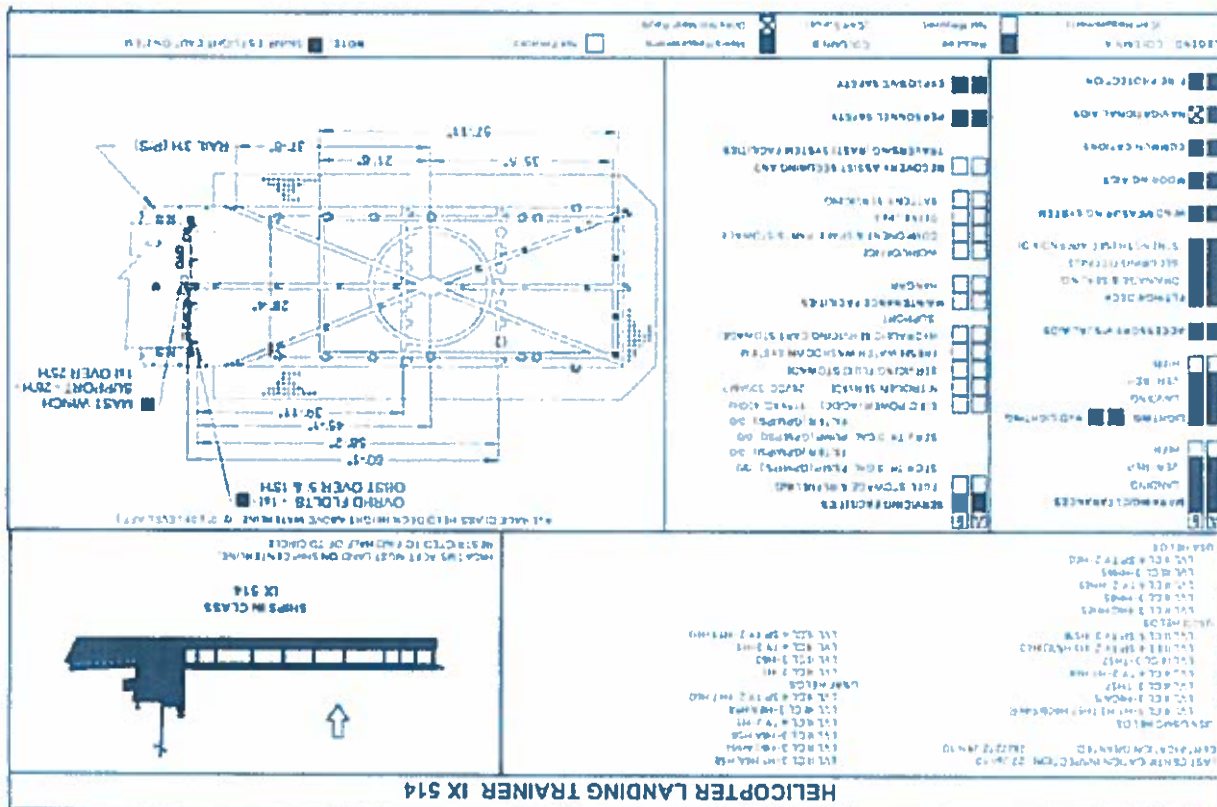


CRESTVIEW NAS (KNCE)
COPTER VOR RWY 9

COMDRAWINGFIVEINST 3710.25

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COMTRAWINGFIVEINST 3710.25



NAEC-ENG-7576

TACAN RWY 18L

VORTAC	APP CRS	Rwy Idg	12504
CEW	175°	THRE	214
Chan 106		Apt Elev	215

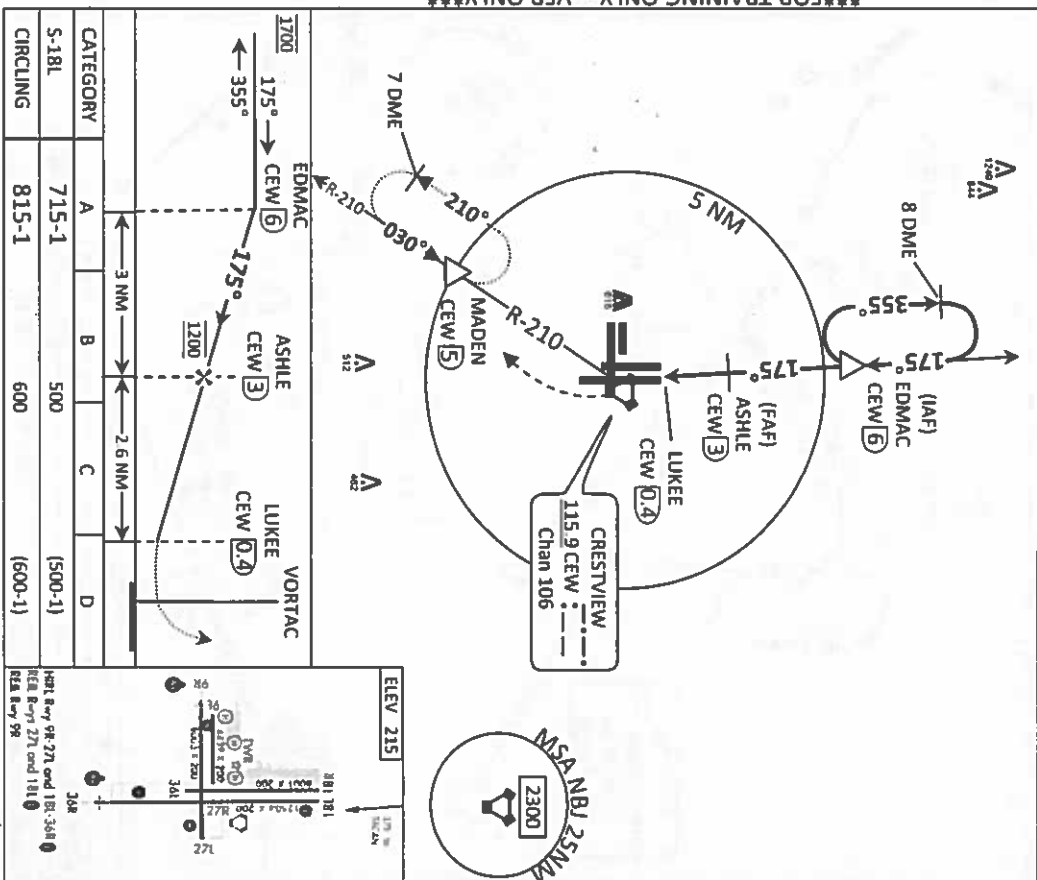
TACAN RWY 18L
CRESTVIEW NAS (KNCE)

T R-2915A located south of Highway 90. Do not exceed 8 DME while holding at 210°, proceed to MADEN and hold.

A NA MADEN without clearance into R-2915A.

MISSED APPROACH: Climb to 2000 heading 210°, proceed to MADEN and hold.

KNDZ ATIS★ 273.575	EGLIN APP CON 124.05284.65	EASTERN COMMON 389.1 / CH20 (CTAF)	LAKE MONITOR 135.15	INST COMMON 121.95
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CRESTVIEW, FLORIDA
COMTRA WING FIVE INST 3710 25
5
CRESTVIEW NAS (KNCE)
TACAN RWY 18L

KLN-900 Manual Waypoint Creation Guide

5.4.4 Creating Intersection Or Supplemental User Waypoints

A user defined intersection or supplemental waypoint must contain an identifier, latitude, and longitude. The identifier (or either can be one to five characters in length. There are two procedures which may be used to define these waypoints. Both procedures begin by selecting the IHT or SLIP type waypoints, as appropriate.

The first method is similar to that described for creating an airport, VOR, or NDB user waypoint. Only a latitude and longitude need be entered to complete creating the waypoint.

The second method is to define the waypoint's position in terms of a radial and distance from any other published or previously defined user waypoint. To create a user waypoint in this manner:

1. Use the right outer knob to select INT or SUP type waypoints, as appropriate (figure 5-67).

2. Use the right **CRSR** and the right inner and outer knobs in the manner previously described in section 5.4.1, "Creating An Airport User Waypoint" to select the waypoint identifier (figure 5-68).

3. Rotate the right outer knob to position the cursor over **USER POS7** and press **EXIT**. A user waypoint page will appear with the identifier at the top with the cursor over a dashed latitude field (figure 5-69).

4. Turn the right outer knob counterclockwise to position the cursor over the dashes to the right of REF (figure 5-70).

5. Rotate the right inner knob to select the first character of an identifier for a "reference waypoint". This waypoint may be any existing waypoint.

6. Use the right outer knob to position the cursor, and the right inner knob to select the characters so that the entire identifier for the reference waypoint is displayed (figure 5-71).

7. Press **END** to see the waypoint page for the reference waypoint just entered.

8. Press **Enter** again to approve this waypoint page. The waypoint page being created will return with the cursor over the dashes to the right of RAD (figure 5-72).

9. Use the right inner and outer knobs to select the radial (from the reference waypoint). The radial may be selected to the nearest tenth of a degree (figure 5-73).

10. Press **ENT**. The cursor will move to the dashes to the right of DIS.

11. Use the right inner and outer knob to select the distance. The distance may be selected to the nearest tenth of a nautical mile or kilometer (figure 5-74).

12. Press **ENT**. The latitude and longitude is calculated and displayed. The user waypoint is now defined (figure 5-75).

NOTE: *Editing the reference waypoint, radial, and distance is done only to define the user waypoint's latitude and longitude position. The reference waypoint, radial, and distance are not stored as part of the user waypoint. As soon as another page is viewed on the right side, these parameters are lost. If the waypoint page for a user-defined intersection or Supplemental waypoint is viewed later on, it will display the radial and distance from the VOR/DME reference the user-defined waypoint (figure 5-76). The original reference waypoint may be recreated at any time.*



Figure 5-67



Figure 5-68



Figure 5-69



Figure 5-70

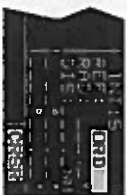


Figure 5-71



Figure 5-72



Figure 5-73



Figure 5-74



Figure 5.75



Figure 5-76

FLORALA MUNI (014)
FLORALA, ALABAMA

T/O RWY 04: Climbing left turn to 1500 via heading 220°, thence...

T/O RWY 22: Climb heading 220° to 1500, thence...

Intercept the CEW R-054 and track inbound to ANNINA, thence...

From ANNINA,
BEAR LAKE TRANSITION: Track the R-054 inbound to CLAIR. At CLAIR proceed direct to BEAR LAKE.
CEW TRANSITION: Track inbound on the CEW R-054 to CEW.
HURRICANE TRANSITION: Proceed direct to HURRI. At TANIA, climb to 2000.
NO NAME LAKE TRANSITION: Track the 14 DME arc to GINGR, then proceed direct to NONAM. At LULAN, climb to 2000.

FLORALA, ALABAMA
FLORALA MUNI (014)

CONTRAWINGFIVEINST 3710 25

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INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the locator only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and attitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB ANGLE (deg/sec and height)	D/M	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL CLIMB ANGLE (deg/sec)	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
HORIZONTAL CLIMB ANGLE (deg/sec)	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
	3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230
	4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

CLIMB/DISCENT TABLE

COMTRA WINGFIVEINST 3710.25

25

GATESWOOD, ALABAMA

VORTAC	APP CRS	Runy Idg	9001
NBJ	233°	THRE	150
Chan 60		Apt Elev	150

TACAN RWY 24 GATESWOOD MCAS (KNGW)

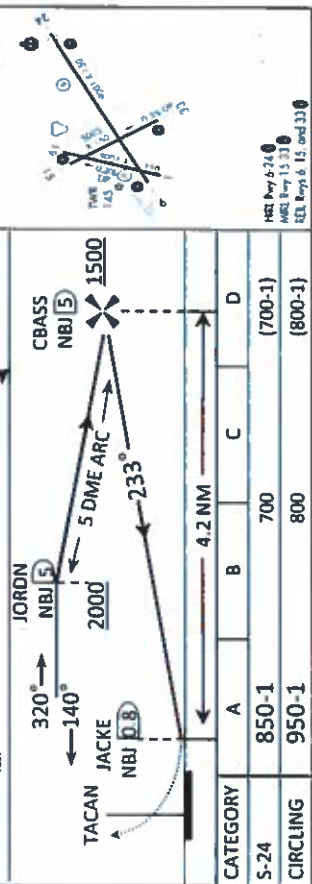
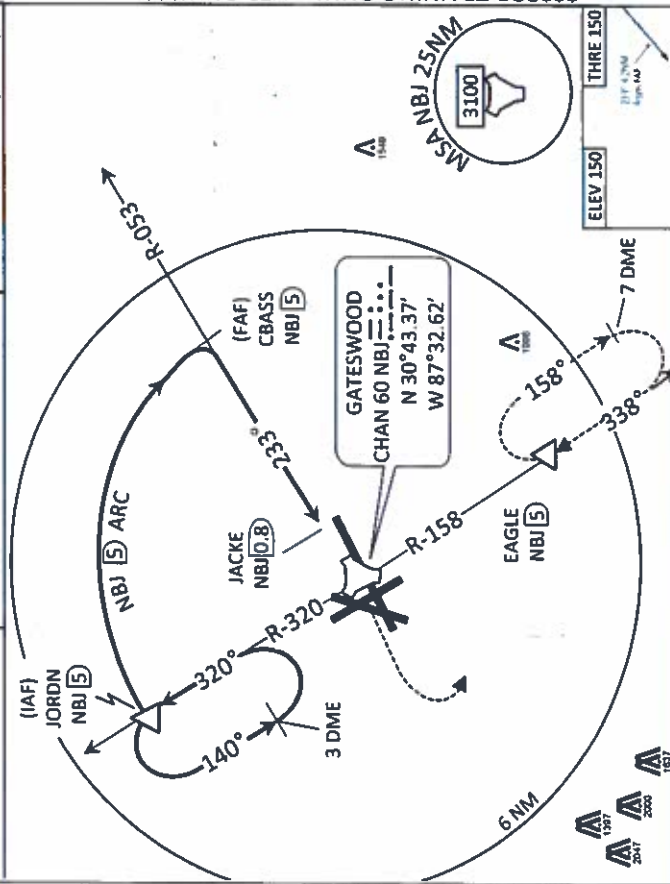
Caution: Aircraft on the Bay Minette Departure pass southbound through JORDN at 1700. Aircraft are granted an exemption from AIM 1-1.15, f(1)b for this approach only and may simulate NBJ by manually entering N 30°43.37' W 87°32.62'. If flown with GPS, then RNP is 1.0NM, 0.3NM on final.

MALSR



MISSED APPROACH: Climb straight ahead for 1 minute, turn left and intercept NBJ R-158 to EAGLE. Climb to 2000 and hold.

KPNS ATIS	PENSACOLA APP CON	WESTERN COMMON
121.25	118.6 351.825	311.4 / CH 19 (CTAF)



CATEGORY	A	B	C	D
S-24	850-1	700	(700-1)	
CIRCLING	950-1	800	(800-1)	

GATESWOOD, ALABAMA

TACAN RWY 24 GATESWOOD MCAS (KNGW)