TH-57 B/C “Sea Ranger”

March 2019
COMTRAewing FIVE INSTRUCTION 3710.8U

Subj: TRAINING AIR WING FIVE ROTARY-WING OPERATING PROCEDURES MANUAL (RWOP) POLICIES FOR THE CONDUCT OF SOUTH WHITING FIELD FLIGHT OPERATIONS

Ref: (a) CNAF-M 3710.7 (Series)
(b) COMTRAewingFIVEINST 3710.14
(c) COMTRAewingFIVE 1601.3 (Series)
(d) 14 CFR Part 91.167
(e) AIM, Section 4-1-9; Traffic Advisory Practices at Airports without Operating Control Towers
(f) NAVAIR 00-80T-114
(g) CNATRAINST 3710.2 (Series)
(h) CNATRAINST 1542.91 (Series)
(i) COMTRAewingFIVEINST 3710
(j) CNATRAINST 3710.38 (Series)
(k) COMTRAewingFIVEINST 1531.2 (Series)

1. **Purpose.** To provide Training Air Wing FIVE (TW-5) helicopter pilots with policy and procedures to be followed during flight operations utilizing TW-5 rotary-wing aircraft. The rules, regulations, and instructions are set forth herein to ensure uniform procedures and are applicable to all flights conducted in TW-5 rotary-wing aircraft. Any reference to fixed-wing aircraft or North Whiting Field Operations is for informational purposes only. Where subject matter discussed herein is discussed in other current TW-5 instructions, this instruction shall be the binding and guiding instruction for helicopter operations. Instructions herein are not to be construed as restricting and impeding deviation from standard procedures in order to maintain safety of flight. However, such deviations shall be reported to TW-5 Operations via the appropriate senior officer as soon thereafter as practicable.

2. **Cancellation.** COMTRAewingFIVEINST 3710.8T. This instruction is a major revision. It contains numerous changes, and shall be read in its entirety.

3. **Action.** All pilots flying TW-5 rotary-wing aircraft shall comply with this directive. Read this instruction from cover to cover. It is your responsibility to have a complete knowledge of its contents. Recommended changes shall be submitted to Commander, Training Air Wing FIVE (CTW-5) using the electronic RWOP Improvement Process form located in the respective squadron University webpage. Email change proposals to the Training Air Wing FIVE Standardization Officer via the respective Squadron Standardization Officer.
4. **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.

5. **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. C. MORRIS

Distribution:
COMTRAINFOINST 5216.1V
List I(b), II (a-p), III(a, f, j)
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<td>Pilot-to-Metro Service</td>
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<td></td>
<td>PNAC</td>
<td></td>
<td>Pilot Not At Controls</td>
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<td></td>
<td>PQM</td>
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<td>Pilot Qualified in Model</td>
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<td></td>
<td>QIP</td>
<td></td>
<td>Quarterly IP Flight</td>
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<td></td>
<td>RI</td>
<td></td>
<td>Radio Instrument Flight</td>
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<td></td>
<td>RON</td>
<td></td>
<td>Remain Overnight</td>
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<td></td>
<td>RWOP</td>
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<td>Rotary Wing Operating Procedures</td>
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<td></td>
<td>SAR</td>
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<td>Search And Rescue</td>
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<td></td>
<td>SDO</td>
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<td>Squadron Duty Officer</td>
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<td></td>
<td>SIGMET</td>
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<td>Significant Meteorological Information</td>
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<td></td>
<td>SLAP</td>
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<td>Solar/Lunar Almanac Planning</td>
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<td></td>
<td>SNA</td>
<td></td>
<td>Student Naval Aviator</td>
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<td>SOP</td>
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<td>Standard Operating Procedures</td>
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<td></td>
<td>SVFR</td>
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<td>Special Visual Flight Rules</td>
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<tr>
<td></td>
<td>TACAN</td>
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<td>Tactical Air Navigation System</td>
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<td></td>
<td>TRACON</td>
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<td>Terminal Radar Approach Control</td>
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<td>TSA</td>
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<td>Tower Surface Area</td>
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<td>TW-5</td>
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<td>Training Air Wing FIVE</td>
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<td>V</td>
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<td>Visual Flight Rules</td>
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<td></td>
<td>VMC</td>
<td></td>
<td>Visual Meteorological Conditions</td>
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<td></td>
<td>VNAV</td>
<td></td>
<td>Visual Navigation Flight</td>
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<td></td>
<td>VOR</td>
<td></td>
<td>VHF Omnidirectional Range</td>
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<td></td>
<td>VORTAC</td>
<td></td>
<td>VOR and TACAN pairing</td>
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<td></td>
<td>W</td>
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<td>WST</td>
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<td>Convective SIGMET</td>
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<td></td>
<td>WW</td>
<td></td>
<td>Severe Weather Watch Bulletin</td>
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<td></td>
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</tbody>
</table>
CHAPTER 1 - GENERAL INFORMATION

1.1 DUTY OFFICER DEFINITIONS

1. Flight Duty Officers (FDOs) are the squadron command representatives who are responsible for the execution of the daily flight schedule until the last aircraft is safely on deck. This includes informing their Chain of Command and maintenance of any changes to the schedule, Precautionary Emergency Landings (PELs), or mishaps.

2. Command Duty Officers (CDOs) are the command representatives who retain 24-hour phone duty status on or off-base when there is no flight schedule.

3. Squadron Duty Officers (SDOs) are the command representatives who assist the FDOs during flight operations and assist the CDOs after flight operations conclude. They retain a 24-hour phone duty regardless of flight operations.

4. Squadrons may also have Operations Duty Officers (ODOs), who are the representatives for the Operations Departments during flight operations.

5. Airfield Duty Officers (ADO) are command representatives who are responsible for the safe conduct of operations at an OLF and relaying pertinent information as required. ADOs shall be on station prior to all TW-5 flight operations at the OLF.

1.2 AUTHORITY FOR FLIGHT

1. Commanding Officers (CO) may authorize aircraft flights within the continental United States subject to the limitations specified in reference (a). Within Training Air Wing FIVE (TW-5), this authority includes the following categories of flights:

   a. Student Naval Aviator (SNA), Instructor Under Training (IUT), and Aerospace Medicine Specialist (AMS) training flights contained in Chief of Naval Air Training (CNATRA) approved curricula.

   b. Periodic Instructor Standardization, Currency and Proficiency Flights, as well as flights required to meet annual flight minimums.

   c. Official Business and logistic flights in direct support of TW-5, including non-curriculum Cross-Country or Curriculum Review Training (CRT) Flights and Standardization Check Flights for designated CNATRA aviators.

   d. Routine Post Maintenance Check Flights.

2. Flights that require authorization by Commander, Training Air Wing FIVE (CTW-5) are:

   a. Flights for the purpose of static displays.
b. Emergency flights (i.e., Search And Rescue (SAR), Medical Evacuation (MEDEVAC)). Per reference (a), Pilots In Command (PICs) are authorized to engage in necessary emergency operations after a reasonable attempt is made to obtain permission from competent authority.

c. Special airlifts not in support of the squadron mission.

3. Authorization of other categories of flights shall be by CTW-5 or CNATRA, as appropriate.

1.3 LOCAL flying area

1. The local flying area is defined as the area within 150 NM of Naval Air Station Whiting Field (NASWF) or those airports included on the NASWF Canned Route Flight Weather Briefing (NASWF ON-TOP WX BRIEF).

2. Local syllabus training flights shall be conducted per the parameters set forth in approved CNATRA curricula and this instruction.

3. All flights outside the local area shall be conducted per references (a) and (g), and applicable Squadron Operating Procedures (SOPs).

1.4 DAILY FLIGHT SCHEDULE

1. Squadron COs and the Helicopter Instructor Training Unit (HITU) Officer in Charge (OIC) may authorize the use of daily flight schedule as the flight plan for local flights only. The squadron shall ensure:

   a. Pilots have been properly briefed on Notices to Airmen (NOTAMs), current, and forecast weather conditions.

   b. A flight shall not plan to operate or enter IMC unless on an approved Instrument Flight Rules (IFR) flight plan and/or IFR clearance has been obtained from Air Traffic Control (ATC).

   c. PIC assumes the responsibility to ensure Base Operations and/or the appropriate Flight Service Station (FSS) and the squadron duty organization are notified when the flight is safe on deck.

   d. Unless otherwise annotated in Remarks, first pilot listed on the Flight Schedule is the PIC. Formation Lead shall be annotated in Remarks.

   e. Unless otherwise specified in Remarks or a filed DD-175 Flight Plan, the Point of Departure and Point of Destination for all flights listed on the Flight Schedule is NAS South Whiting Field (KNDZ).

   f. Cross Country (CCX) events, including same-day round-robin events with more than one stopover point returning to KNDZ, shall be annotated in Remarks section, with the final planned stop location identifier indicated (e.g., CCX KNQX; or CCX KNDZ).

2. All other flights require the filing of a DD-175 flight plan in per reference (a).
1.5 SQUADRON CALL SIGNS

1. Squadron aircraft shall use the following call signs:

<table>
<thead>
<tr>
<th>Local VFR</th>
<th>Stereotype Flight Plans</th>
<th>Spoken Call Sign</th>
</tr>
</thead>
<tbody>
<tr>
<td>HT-8</td>
<td>Eightball (XXX)</td>
<td>Navy Eight Echo (XXX)</td>
</tr>
<tr>
<td>HT-18</td>
<td>Factoryhand (XXX)</td>
<td>Navy One Echo (XXX)</td>
</tr>
<tr>
<td>HT-28</td>
<td>Lucky (XXX)</td>
<td>Navy Seven Echo (XXX)</td>
</tr>
<tr>
<td>HITU</td>
<td>Bladerunner (XXX)</td>
<td>Navy Four Echo (XXX)</td>
</tr>
</tbody>
</table>

**NOTE:** (XXX) is the aircraft MODEX (side number).

Figure 1-1
Squadron Call Signs

1.6 STANDARD TRANSPONDER CODES

1. All Visual Flight Rules (VFR) TH-57 aircraft shall use the transponder codes listed in Figure 1-2, unless another code is assigned by ATC.

| Local Course Rules Outbound | 0100 |
| Local Course Rules Inbound  | 0400 |
| Western Area Traffic (west of the Escambia River) | 4777 |
| Eastern Area Traffic (east of NOLF Harold) | 4677 |
| Operations at NOLFs         | 1200 |

**NOTE:** Only aircraft maneuvering or conducting training in the Eastern/Western Area squawk 4677/4777. All other VFR aircraft transiting the area shall squawk 1200 or as assigned by ATC.

Figure 1-2
Standard Transponder Codes

1.7 FLIGHT TIME LIMITATIONS

1. Cumulative Flight Time. The TH-57 is considered single-piloted when conducting syllabus flight training. Per reference (a), the following maximum flight time restrictions apply:

   a. No waiver required:

   ![Maximum Flight Time](Figure 1-3)

   b. When the tempo of operations requires individual flight time in excess of Figure 1-3, flight personnel shall be closely monitored and specifically cleared by the CO on the advice of the Flight Surgeon. At no time shall individual flight time exceed:

   ![Maximum Waiver Flight Time](Figure 1-4)
c. Flight time shall not exceed the limits in Figure 1-4, unless specifically approved by CTW-5.

d. Squadron COs are directed to establish written procedures for a program to identify and monitor pilots approaching flight time limits. The system must be independent of an individual’s personal monitoring and should enable the squadron to identify the individual cumulative flight hours for all IPs for any 7, 30, 90, or 365 day period.

2. Daily flight time.

   a. For local flights originating and terminating in the local area, instructors are limited to eight (8) hours per day, of which no more than 6.5 hours may be syllabus or syllabus-related flight time.

   b. For approved cross-country evolutions, including same-day round robin cross-country events that originate and terminate in the local area, instructors are limited to eight (8) hours per day, provided 12-hour crew day is not exceeded.

   c. SNAs shall follow the guidelines outlined in the Multi-Service Pilot Training System (MPTS) curriculum.

   d. SNA autorotation training or twist grip manipulation is limited to the first 4.5 hours of individual Instructor Pilot (IP) daily flight time.

1.8 Crew Day and Crew Rest

1. SNAs and IUTs shall be familiar with and adhere to crew rest and crew day guidance contained in CNATRAINST 1542(series).

2. Crew rest for Instructors and Aircrew shall adhere to CNAF M-3710.7.

   a. Crew day for Instructors and Aircrew applies only to flight duties and shall not exceed 12 hours. Do not report for official duties any earlier than 12 hours prior to land time; otherwise, crew day is limited only by crew rest requirements prescribed in CNAF M-3710.7.

3. SNAs should not arrive more than two (2) hours prior to their first scheduled event.

4. Maximum crew day for SNA solos is 10 hours, but may be extended with Squadron CO approval not to exceed 12 hours.

1.9 FLIGHT After Simulator

1. All aircrew are prohibited from flying an aircraft within 12 hours after flying in, or observing a (motion) simulator. Individuals who have experienced simulator sickness in the past should not be scheduled to fly for 24 hours following (motion) simulator exposure.
1.10 NEWLY DESIGNATED IP RESTRICTIONS

1. Newly designated IPs shall be limited to two (2) syllabus flights per day until the completion of 20 syllabus events.

2. Newly designated IPs shall not be scheduled for night flights and shall not conduct in-flight instruction at night until the completion of 16 syllabus flights. Flight after sunset is permitted so long as instruction is complete prior to sunset. New IPs should limit flights after sunset to the maximum extent practicable. Returning IPs may be scheduled for night flights prior to the completion of 16 syllabus flights at the discretion of their squadron CO.

1.11 Flotation requirements

1. SNAs shall wear wet vests for all events; issued or checked out.

2. Instructors (including IUTs) shall wear flotation gear for the following flight profiles:
   a. Night Operations
   b. IFR Operations
   c. VFR flights that are planned or may operate outside of autorotational distance from land (Hospital Route, VNAV to KMOB, etc).
   d. SAR flight
   e. Cross Country Flights

3. All Instructors and aircrewmen are authorized to wear dry vests for events not included in the above list. It is the responsibility of the Pilot in Command to account for the potential of overwater flights not listed above, changes in the weather, or maintenance delays that could impact dry vest restrictions.

1.12 RECORDING OF NVD FLIGHT TIME

1. Night Vision Device (NVD) flight time shall be recorded in the Aviator Log Book in the special crew time section. This time shall be annotated as two numbers separated by a slash (ie ##/##), the first being total NVD flight time and the second being the NVD flight time under low light conditions (LUX<.0022).
2.1 CEILING AND VISIBILITY MINIMUMS FOR VISUAL FLIGHT RULES

1. TW-5 TH-57 aircraft shall not be operated in forward flight under VFR in conditions with a ceiling of less than 500 feet AGL or less than one (1) mile of visibility. TH-57 aircraft may be operated VFR or Special VFR (SVFR) in conditions down to a ceiling of 500 feet AGL and one (1) mile visibility, except as delineated in Figure 2-1 for day operations and Figure 2-2 for night operations.

<table>
<thead>
<tr>
<th>Day Operations</th>
<th>Ceiling-Vis.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low work only at KNDZ (NOTE 1)</td>
<td>300-1</td>
</tr>
<tr>
<td>Day SVFR Takeoff and Operating Minimum</td>
<td>500-1 (NOTE 2)</td>
</tr>
<tr>
<td>East Bay Operations</td>
<td></td>
</tr>
<tr>
<td>NOLF Operations (NOTE 3)</td>
<td>600-1 (NOTE 2)</td>
</tr>
<tr>
<td>Low Level Navigation Flights (NOTE 4)</td>
<td></td>
</tr>
<tr>
<td>Formation Flights (Takeoff and at NOLF)</td>
<td></td>
</tr>
<tr>
<td>Syllabus Instrument Training Flights (NOTE 5)</td>
<td></td>
</tr>
<tr>
<td>Formation Flights (in Formation Operating Areas)</td>
<td></td>
</tr>
<tr>
<td>Navigation Flights</td>
<td>1000-3</td>
</tr>
</tbody>
</table>

**NOTE 1:** Transition to forward flight is prohibited.
**NOTE 2:** SVFR 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.

![Figure 2-1](Image)
**Figure 2-1**
Day VFR Flight Minimums

<table>
<thead>
<tr>
<th>Night Operations</th>
<th>Ceiling-Vis.</th>
</tr>
</thead>
<tbody>
<tr>
<td>KNDZ traffic pattern only (NOTE 1)</td>
<td>600-1</td>
</tr>
<tr>
<td>Unaided Night Operations</td>
<td>1000-3</td>
</tr>
<tr>
<td>Night BIs (NOTE 2)</td>
<td>2000-3</td>
</tr>
<tr>
<td>NVD Operations (NOTE 3)</td>
<td>1000-3</td>
</tr>
</tbody>
</table>

**NOTE 1:** Departure from the local pattern is not authorized.
**NOTE 2:** Ceiling/visibility refers to conditions in the instrument training areas. Per paragraph 3.10.4, Night BI minimum altitude is 1500 ft MSL. In order to conduct all BI syllabus maneuvers while maintaining cloud clearance, a minimum 3000 ft cloud base is necessary.
**NOTE 3:** NVD to/from Santa Rosa 800-3.
### 2.2 CEILING AND VISIBILITY MINIMUMS FOR INSTRUMENT FLIGHT RULES

1. The PIC shall strictly adhere to the weather minimums as published in reference (a) when filing and operating under IFR.

2. The NASWF ON-TOP WX BRIEF may be used to file a DD-175 or KNDZ Stereotype Flight Plan. However, the destination, and alternate if one is required, must be listed on the NASWF ON-TOP WX BRIEF and must meet the weather requirements specified in reference (a).

3. Special instrument rating weather minimums shall not be used in TW-5 aircraft.

### 2.3 WIND LIMITATIONS

1. The wind limitations contained in Figure 2-3 are intended to address TH-57 operations in close proximity to the ground, including, but not limited to: takeoff, landing, autorotation, taxi, and hover. Aircraft that are already airborne are not required to return to base solely because of high winds, with the exception of Contact Solos. Aircraft operating in areas not experiencing excessive winds should not fly into areas in which the winds exceed the limits in Figure 2-3.

**CAUTION:** Do not exceed TH-57 Naval Air Training & Operating Procedures (NATOPS) sideward/rearward flight limitations, when considering surface wind component.

<table>
<thead>
<tr>
<th>Flight Regime</th>
<th>Winds or Gusts (KTS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Contact Solo Flights</td>
<td>Winds – 15 KTS (NOTE 1)</td>
</tr>
<tr>
<td></td>
<td>Gusts – 20 KTS</td>
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<tr>
<td></td>
<td>Tailwind – 0 KTS (NOTE 2)</td>
</tr>
<tr>
<td>- Navigation Solo</td>
<td>Winds – 20 KTS</td>
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<td></td>
<td>Gusts – 25 KTS</td>
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<td></td>
<td>Tailwind – 5 KTS</td>
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<tr>
<td>- Contact/NVD Flights</td>
<td>Winds – 20 KTS</td>
</tr>
<tr>
<td></td>
<td>Gusts – 25 KTS</td>
</tr>
<tr>
<td>- All Other Flight Operations</td>
<td>Winds – 35 KTS</td>
</tr>
<tr>
<td></td>
<td>Gusts – 35 KTS</td>
</tr>
</tbody>
</table>

**NOTE 1:** When gusts exceed 15 KTS the FDO shall request a Pilot Report (PIREP) from any NOLF where solos will be or are currently operating.

**NOTE 2:** 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.

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### 2.4 REDUCTIONS IN VISIBILITY

#### 2.4.1 Recall Criteria

1. If fog is forming, and weather is forecast to fall below minimums within one (1) hour, recall local area operations.
2.4.2 Maneuver Restrictions

1. Practice autorotations, sliding landings, no-hover landings, power-off touchdown maneuvers, simulated tail rotor malfunctions to the deck, and hydraulic boost-off to touchdown maneuvers are prohibited when moisture on the windscreen restricts visibility.

2.5 COLD WEATHER OPERATIONS

1. Engine anti-ice and pitot heat shall be turned on when the outside air temperature (OAT) is below 10 degrees Celsius and flight into visible moisture is likely.

2. During preflight in cold weather, failure of the blades to rotate clockwise may indicate a frozen turbine; maintenance action is required. On preflight, ensure no ice has formed on the aircraft.

3. Low Level Basic Instrument (LLBI) flights are prohibited over open water when water temperature is less than 60 degrees Fahrenheit. LLBIs are authorized over inland waters.

2.6 ANTI-EXPOSURE SUIT REQUIREMENTS

1. S4201 flights expected over water with water temperatures below 50 degrees Fahrenheit and/or when outside air temperature (OAT) wind chill adjusted is less than 32 degrees Fahrenheit shall be cancelled.

2. During cold weather operations, water temperature, air temperature, and proximity of rescue assets shall be considered in preflight planning and route selection.

3. When a flight is expected to be flown over water with water temperatures between 50 and 60 degrees Fahrenheit, anti-exposure suits are not required.

4. When OAT corrected for wind chill is at or below 50 degrees Fahrenheit and anti-exposure suits are not mandated, the wearing of fire-resistant (Aramid) undergarments is recommended.

2.7 WEATHER ALERT PROCEDURES

1. The NASWF Duty OPS will advise all squadrons and the HITU via the SDO that a convective significant meteorological information (WST) or severe weather watch bulletin (WW) has been issued.

2. A transmission will be made on 243.0 advising all TW-5 aircraft that a weather alert is in effect. In the event a squadron has aircraft operating outside the likely range of the guard transmission, squadron FDOs may request applicable ATC facilities repeat the guard transmission in their areas via the NASWF Duty OPS.
2.8 CONVECTIVE SIGMET GUIDANCE

1. Significant meteorological information (SIGMETs) are routinely issued during the summer months in the local flying area. While not as severe or expansive in scope as a WW, these warnings do alert the operator to the possibility (present or forecast) of severe weather conditions associated with convective and non-convective activity including: hail, high winds, wind shear, and lightning. This guidance is intended only to provide a boundary and should not be interpreted to limit more conservative judgments by individual authorities.

2. TH-57 aircraft may launch, continue to operate, and enter WST boundaries within areas that a qualified forecaster has designated as “not progressing as forecast” (i.e. NASWF weather office or Naval Flight Weather Briefer (NFWB) depiction of current WST and annotated with “hatched out areas are not progressing as forecast”) but shall remain VMC. TH-57 aircraft may also operate within any areas of a WST with approval from the squadron CO, Executive Officer (XO), or Operations Officer (OPSO), but shall remain VMC. For HITU aircraft, approval may be granted by the HITU OIC or designated representative.

3. TH-57 aircraft shall not be operated in Instrument Meteorological (IMC) within WST boundaries.

4. TH-57 aircraft shall not be operated at night within WST boundaries except within areas designated as “not progressing as forecast.” Aircraft shall remain VMC. If the WST updates, aircrews shall ensure an updated hatched out region is obtained from an appropriate weather source.

5. In the event a WST forms around TH-57 aircraft that were already operating prior to the WST, crews shall make a reasonable attempt to satisfy the conditions outlined in paragraphs 2.8.2 and 2.8.4 above. Without positive confirmation that those conditions are satisfied, crews are expected to cease training and exercise sound, conservative judgment in their decision to divert to a Navy Outlying Field (NOLF), divert to another suitable airport, or return to KNDZ.

2.9 FLIGHT LINE SECURED FOR LIGHTNING

1. Refer to COMTRAWINGFIVEINST 3140.2J. Walking to the aircraft while the line is secured is prohibited. The FDO shall utilize appropriate real time lightning sources, such as the Fleet Weather Center Website (https://weather.navy.mil/AviationWeb//QuickView?center=FWCN) or Spark Lightning tracking program to monitor lightning in the area and provide situational awareness to pilots and aircrew.

2. Aircrew are permitted to walk from the aircraft to depart the flight line.

3. Aircrew already in the crew change area are permitted to continue normal operations.

2.10 GENERAL WEATHER RECALL

**NOTE:** These procedures are applicable to TW-5 aircraft only and will be activated due to forecast or existing extreme weather conditions. They are not, however, a substitute for good
judgment. If severe weather prevents a return to NASWF, and conditions are favorable to proceed to an alternate, report “Safe On Deck” at the alternate and notify the squadron FDO immediately after landing. Make every attempt to close flight plan. The FDO will then relay to NASWF Base Operations.

1. Prior to issuance of a recall, TW-5 Operations will advise the NASWF Duty OPS, who will then advise Pensacola Terminal Radar Approach Control (TRACON) and the ATC Facility Watch Supervisor of the impending recall. Once a general weather recall has been instituted with Pensacola TRACON, ATC may reduce separation requirements for fixed- and rotary-wing arrivals at NASWF.

2. Should weather conditions deteriorate below 500 feet AGL ceiling/1 statute mile reported tower sector visibility, the NASWF ATC Facility Watch Supervisor will advise Pensacola TRACON Supervisor concerning disposition of TW-5 aircraft.

3. Should ceiling and/or visibility deteriorate below published minimums for approaches to KNDZ, rotary-wing aircraft may contact ATC and request an approach to NAS North Whiting Field (KNSE), provided the weather is at or above minimums for the approach. TH-57 aircraft are approved to taxi on taxiway Zulu with ATC approval to transition from NSE to South Whiting.
2.11 HIGH WIND RECOVERY PROCEDURES

1. High wind recovery procedures 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, or CYPRESS.

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

3. When landing runway 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 aircraft for tow tractor & 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 time operations to preclude potential loss of tail rotor effectiveness. If excessive wind precludes safe operations, land and shutdown.

Figure 2-4
High Wind Recovery Procedures
CHAPTER 3 - GENERAL FLIGHT MANEUVER PROCEDURES AND RESTRICTIONS

3.1 GENERAL

1. Qualified non-pilot crewmembers required to properly accomplish the assigned mission shall be used subject to the following guidance. Qualified observers and Aircrewmen shall be included as members of the flightcrew, and are not considered passengers.

   a. Qualified rear cabin observers shall be used on all events where aircrew visibility is artificially restricted to simulate IMC conditions for training.

   b. A qualified rear cabin observer may be embarked during syllabus NVD events using navigation routes.

2. Qualified observers (i.e. TW-5 IPs, IUTs, SNAs, Aircrewmen, AMSs, and anyone on the TW-5 Authorized To Fly list) may be carried during syllabus events provided:

   a. The aircraft remains within NATOPS limitations (seating, gross weight, center of gravity, etc.).

   b. Qualified observers shall disembark prior to conducting all pattern work.

   c. A NATOPS Observer Brief is conducted prior to departure, unless all embarked personnel have previously briefed the current flight together.

   d. The following Stage restrictions are adhered to:

      (1) Contact events – qualified observers may only be carried when transiting to/from a NOLF.

      (2) Formation events – qualified observers may only be carried with CTW-5 approval.

      (3) Navigation events:

         (a) Low level navigation routes flown below 500 feet AGL shall not carry qualified observers.

         (b) Low level navigation routes flown at 500 feet AGL may carry one qualified observer.

         (c) Other visual/instrument navigation events – normally only one qualified observer should be carried during Instrument Navigation (INAV) or Visual Navigation (VNAV) events. A second qualified observer may be carried with CO approval.

      (4) Tactics: Tactics “B” events – qualified observers shall only be carried when transiting to/from a NOLF.
e. Crews of grounded/PEL aircraft at NOLFs may be transported to KNDZ regardless of the syllabus event being conducted by the transporting aircraft. All personnel shall be manifested by the ADO at the NOLF. With CO approval, crews of grounded/PEL aircraft away from the NOLFs may also be transported to KNDZ regardless of syllabus event being conducted by the transporting aircraft. However, all scheduled training, with the exception of course rules, shall be suspended.

3. Passengers (e.g., civilians, non-TW-5 aviators) shall only be carried during non-syllabus events and only with CNATRA approval. Active duty and reserve personnel attached to TW-5 in a flight status, with current water survival and physiology qualifications, or personnel listed in reference (i) are authorized to fly as qualified observers.

4. Pressure refueling should be utilized to the maximum extent possible.

5. All TW-5 TH-57B/C helicopters shall plan to land with a minimum of 10 gallons of fuel. All aircrew are required to comply with references (a) and (d) regarding fuel reserve. It is not necessary to add reserve fuel to the 10 gallon on-deck fuel requirement.

6. Helmets shall be worn with visors down within 100 feet of an operating aircraft (parking spots are 100 feet apart). Helmets shall be worn, with chin straps fastened, when preflighting above ground level.

7. PICs shall ensure a weight and balance form for the assigned aircraft is complete and filed with the FDO prior to launch for each flight to be flown. In the event an aircraft is not assigned before the brief, the weight and balance shall be computed with the “most forward CG” aircraft and the crew shall confirm that they will not exceed max gross weight using the “heaviest aircraft.” Forecast maximum PA, DA, and temperature shall be used when computing HIGE/HOGE.

8. All personnel participating in flight operations who are not serving as the PIC shall ensure their name is written on the back of the Aircraft Inspection and Acceptance Record (“A” sheet) immediately prior to walking to the aircraft and cross their name out at the completion of the flight.

9. TH-57 aircraft are prohibited from conducting operations at OLFs Brewton and Evergreen, except in an emergency situation. TH-57 aircraft shall avoid the traffic pattern during all operations.

3.1.1 Publications Required for Briefs/Flights

1. The following publications shall be brought to flight briefs by students, and shall be prepared as required:

   a. For all flight briefs:
      
      (1) Weight and Balance form
   
      (2) Grade card for the flight
(3) Student maintained Aviation Training Jacket (Unofficial ATJ)

(4) TH-57 NATOPS Pocket Checklist

b. For all flights:

(1) NATOPS Pocket Checklist

(2) Appropriate Approach Plates

(3) Appropriate IFR Low Chart

(4) Appropriate VFR Sectional

(5) TW-5 In-Flight Guide

c. Additional requirements for BI/RI flights:

(1) DD-175-1

(2) DD-175 (if applicable for RIs)

(3) Applicable flight publications for route of flight (sectional, low level IFR charts, approach plates, etc)

(4) Instrument hood

(5) Partial panel card

(6) CR-2

3.1.2 PAC/PNAC Voice Procedures

1. The PAC shall verbalize the intended movement of the aircraft prior to initiating that movement (e.g., "sliding left, pedal turn right," etc.). The pilot not at controls (PNAC) shall verbally challenge aircraft movement different from verbal intentions.

2. Because it may become necessary for the IP to assume the controls at any time, the IP must be assertive with verbal challenges and maintain effective defensive posturing. IPs should understand that an SNA may not be able to talk and fly simultaneously in the early stages of Contact training.

3.1.3 Lighting Configurations

1. Per reference (a), the following lighting configurations shall be adhered to while conducting operations at NASWF and associated NOLFs.
<table>
<thead>
<tr>
<th>CONDITION</th>
<th>DAY</th>
<th>NIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GENERAL OPERATIONS other than specified below (NOTE 1)</strong></td>
<td>POSITION – Not Required ANTI-COLLISION – ON From Engine Start to Shut-Down</td>
<td>POSITION – ON 30 min before sunset until 30 min after sunrise or at any time when cockpit prevailing visibility is &lt; 3 statute miles. ANTI-COLLISION – ON From Engine Start to Shut-Down SEARCHLIGHT/LANDING LIGHT – AS REQD</td>
</tr>
<tr>
<td>SOLO</td>
<td>POSITION – STEADY/BRT ANTI-COLLISION – ON</td>
<td>N/A</td>
</tr>
<tr>
<td>NVD KNDZ (NOTES 1, 2)</td>
<td>N/A</td>
<td>Engine Start/Shutdown: POSITION – FLASH/BRT (STDY/BRT- AT OR ABOVE FLT IDLE) ANTI-COLLISION – OFF Taxiing in the Line Environment: SEARCHLIGHT/LANDING LIGHT-ON Crossing Hold Short for departure: ANTI-COLLISION – ON</td>
</tr>
<tr>
<td>NVD NOLFs (NOTES 1, 2)</td>
<td>N/A</td>
<td>Above 200 ft AGL POSITION – STEADY/BRT OR DIM ANTI-COLLISION – ON Below 200 ft AGL ANTI-COLLISION – AS REQD POSITION – STEADY/BRT OR DIM SEARCHLIGHT/LANDING LIGHT – AS REQD</td>
</tr>
<tr>
<td>NVD OTHER (NOTES 1, 2)</td>
<td>N/A</td>
<td>ANTI-COLLISION – ON POSITION – STEADY/BRT SEARCHLIGHT OR LANDING LIGHT – ON below 200 FT</td>
</tr>
<tr>
<td>Scenario</td>
<td>Anti-Collision Lights</td>
<td>Position Lights</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-----------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Taxi through the pits w/o refueling</td>
<td>SEARCHLIGHT – ON</td>
<td>SEARCHLIGHT – ON</td>
</tr>
<tr>
<td>SVFR</td>
<td>POSITION – STEADY/BRT</td>
<td>SEARCHLIGHT – ON</td>
</tr>
<tr>
<td>VFR Lost Comms</td>
<td>POSITION – FLASH/BRT</td>
<td>SEARCHLIGHT – ON</td>
</tr>
<tr>
<td>Formation Lost Comms</td>
<td>POSITION – FLASH/BRT</td>
<td>ANTI-COLLISION-OFF</td>
</tr>
<tr>
<td>Cleared Under Rotor Arc</td>
<td>N/A</td>
<td>SEARCHLIGHT – ON</td>
</tr>
</tbody>
</table>

**NOTE 1:** Per reference (a), anti-collision lights may be secured any time their use adversely affects ground operations, or anytime the aircraft is in the clouds. During NVD operations, the anti-collision lights, landing light and search light may be secured anytime the pilot in command determines that it would be in the interest of safety to turn the lights off.

**NOTE 2:** Low work/hovering with any combination of anti-collision lights, position lights, landing light or searchlight off shall only be performed in the low work area of SITE X, NOLF Santa Rosa or at Mat Alpha, Mat Bravo (with Tower approval), or Pads A-F at KNDZ.

**3.2 MINIMUM CLEARANCE BETWEEN AIRCRAFT OPERATING AT A FIELD OR ON COURSE RULES**

1. Overflight of a helicopter that is on the ground, in a hover, or in a hover taxi shall be conducted at or above 200 feet AGL. Overflight of a helicopter that is in forward flight at an NOLF is prohibited. Overflight of a helicopter that is on course rules should generally be avoided. In any case aircraft shall maintain a minimum of 200 feet of vertical separation.

2. A minimum of 200 feet of horizontal separation shall be maintained between helicopters while in forward flight, unless they are engaged in formation flight.

3. A minimum of 100 feet of horizontal separation should be maintained between an operating aircraft and another aircraft (excluding formation flights), structure, vehicle, or person unless the vehicle or person is engaged in an authorized operation with the aircraft.

**NOTE:** The distance between the centers of the helicopter parking spaces is approximately 100 feet.

**3.3 IN-FLIGHT PHOTOGRAPHY**

1. All in-flight photography requests, approval, and execution are governed by references (a) and (j). All requests shall be routed through CTW-5 (N3) for approval.
3.4 OPERATIONS WITH AIRCRAFT DOORS REMOVED

1. Passengers shall not be carried with aft door(s) removed. Only a qualified IP, Aircrewman, Base Photographer, IUT, Aeromedical Specialist, or SNA is authorized to occupy a rear seat with the aft doors removed.

2. Personnel sitting in an aft seat with the doors removed shall be seated with their lap belt secured and feet inside the aircraft. The ICS cord shall be secured so as not to interfere with the lap belt. Inadvertent lap belt release shall be briefed prior to any flight with the aft doors removed.

3. No doors shall be removed for any syllabus flights except those requiring their removal. The only exception is at the PIC’s discretion when T-4001 is scheduled with T4002/4003.

4. The following risk mitigation steps and procedures for the inadvertent release of rear seat belts during tactics flights with the rear doors removed will be implemented for all tactics flights in which an Aircrewman is embarked:

   a. Turns should not exceed 30° angle of bank while maintaining balanced flight. If necessary to exceed 30° angle of bank, the pilot at controls (PAC) shall notify the Aircrewman.

   b. “Inadvertent seatbelt release” shall be included in the ORM brief for Tactics ‘B’ flights. Additionally, this is an item that all Aircrewmen shall brief to the students when they conduct their CAL/Pinnacle/External discussions with the SNAs.

   c. Passengers will not be flown in the rear of the aircraft during the execution of tactical training flights with the doors removed. Passengers may be transported to and from the site where Tactics events will take place.

   d. All Aircrewmen shall maintain two positive points of contact inside the aircraft when leaning out of the rear doors, i.e. have their left foot anchored around the vertical control column with their left hand holding on to the vertical bar in which the front pilot headrest is mounted to.

   e. All Aircrewmen shall inform the IP any time there is an inadvertent release of their seatbelt. The IP shall then ensure that this is documented in that flight’s Aviation Safety Awareness Program (ASAP) report and notify Squadron Safety for possible Hazard Report (HAZREP) generation.

3.5 HOT START PREVENTION

1. Hot Starts can be mitigated through crew coordination, instructor vigilance, effective defensive posturing and utilizing conservative abort criteria. Refer to the TH-57 In-Flight Guide. Crews shall review prior to executing each battery start.
3.6 SIMULATED EMERGENCY PROCEDURES

1. All simulated emergencies will be announced as “simulated” once the conditions are recognized.

2. With the exception of simulated engine failures, emergencies shall not be simulated with twist grip manipulation (examples include but are not limited to: sprag clutch slippage, main driveshaft failure, and fuel control malfunctions/underspeed).

3. During simulated emergency procedures away from suitable outlying fields or airports, students are to level off no lower than 300 feet AGL, no slower than 50 KIAS and continue to fly the approach into an appropriate final approach course. IP shall ensure 500 foot slant range from all dwellings and will call for waveoff when requirements for the maneuver have been met.

4. IPs shall not secure hydraulic boost, nor conduct maneuvers involving twist grip manipulation with anyone occupying a rear seat.

3.6.1 Simulated Emergencies on Course Rules

1. Emergencies that cause deviation from course rules heading, altitude or airspeed are prohibited inside Point POND or Point FISH when outbound or inside Point WHISKEY, Point SNAKE, Point VERTOL or Point JUNIPER inbound.

2. Emergencies that cause deviation from course rules heading, altitude or airspeed are prohibited between Pond Creek Bridge and Spencer NOLF and between Santa Rosa NOLF and Point VERTOL or Point ECHO.

3. “Channel work” from Point POND to Point BEND shall remain clear of “channel work” being conducted from Point POND to Pond Creek Bridge, remaining North of the East-West running road that intersects the unimproved road leading to Point BEND.

4. If a simulated emergency requires a deviation from course rules altitude or airspeed:
   a. Wave off away from and perpendicular to course rules.
   b. Gain safe lateral separation and turn parallel to and opposite direction of course rules traffic.
   c. Climb to course rules altitude and accelerate to course rules airspeed.
   d. Rejoin course rules on a perpendicular heading, on course rules altitude and airspeed.
   e. Waveoff traffic shall give way to traffic established on course rules.
3.6.2 Power Off Maneuvers

1. All maneuvers shall be conducted per appendix (A) of reference (b).

2. Simulated engine failures at altitude shall not be conducted at gross weights above 2900 lbs when the DA exceeds 1800 ft.

3. Simulated engine failures at altitude shall only be initiated at NOLF's, at or above 500 feet AGL and 60 KIAS. IP/IP flights are authorized to conduct simulated engine failures away from the NOLF's as long as it is within autorotational distance to a suitable landing area.

4. Simulated engine failures (at altitude, in a hover or hover taxi) shall only be initiated by qualified IPs or IUTs.

5. Simulated engine failures in a hover and hover taxi shall only be performed when the aircraft heading is within 45 degrees of the wind line.

6. Simulated engine failures in a hover and hover taxi and power recovery autorotations shall not be conducted when gross weight exceeds 2900 lbs.

7. Simulated engine failures while splitting are only allowed at NOLF Santa Rosa.

8. Simulated engine failures at altitude are prohibited at night.

3.6.3 Practice Autorotations

1. Per reference (b) the IP shall perform the first power recovery and the first full autorotation of every SNA syllabus event.

2. Practice autorotations shall not be conducted when winds are less than 5 knots and the density altitude exceeds 2500.

3. Practice autorotations shall not be conducted without a DOD crash crew on duty.

3.6.3.1 TH-57B Practice Full Autorotations

1. Fuel load is 45 gallons or less.

3.6.3.2 TH-57C Practice Full Autorotations

1. Crew shall consist of two TW-5 Instructor Pilots (one may be an IUT), one of whom is either a qualified and current TH-57B instructor or HITU SI.

2. Fuel load is 40 gallons or less.

3. Density altitude is 2000 feet or less.
4. A minimum of 5 KTS headwind exists.

5. Build-up maneuvers shall include at a minimum:
   a. Sliding landings.
   b. Simulated engine failures in hover and hover taxi.
   c. Power recovery autorotations
   d. Power recovery autorotations followed by simulated engine failure in hover taxi.

3.7 TACTICAL OPERATIONS

1. “Tactical operations” are defined as external load, confined area landings, pinnacle operations, high speed approaches, quickstop, 360° overhead, 180° offset, 90° offset approaches, and NVD flight.

2. Tactical 360° overhead, 180° offset, and 90° offset approaches shall not over-fly buildings.

3. Aircraft with an external load attached shall remain within the field boundary, and shall not fly over other aircraft, buildings, vehicles, or people.

4. A Naval Aircrewman shall be embarked for external load, confined area, and pinnacle operations.

5. A power check shall be completed prior to commencing external load, confined area, or pinnacle operations.

3.8 FORMATION SYLLABUS FLIGHT PROCEDURES

1. Formation flights involving more than two (2) aircraft shall not be conducted without CTW-5 approval.

2. Formation flights shall utilize the Eastern Formation Area or the Western Operating Area. Altitudes and airspeeds for formation flights are as required for the syllabus event.

3. Formation Lost Comms lighting configuration comply with Figure 3-1.

4. Formation flights should terminate to the runway in use. Formation flights may take off from Spot 1 when 14 is the runway in use.

5. Break Procedures:
   a. Formation flights shall request the break no later than the pattern entry point (IGOR, BELL, CYPRESS).
b. Position flight in appropriate echelon to facilitate a break away from tower prior to the pattern entry point.

c. Proceed down duty runway no lower than 300 feet AGL and 100 KIAS.

d. Break as directed by South Tower.

3.9 RADAR ALTIMETER INDEXER SETTINGS

1. The radar altimeter indexer shall be set no lower than:

   a. 300 feet AGL during enroute portions of all VFR night flights.

   b. 150 feet AGL during day low-level navigation routes.

3.10 NIGHT OPERATIONS

1. Night Practice Autorotations:

   a. Full autorotations are prohibited.

   b. Night practice autorotations shall only be performed by IPs or IUTs.

   c. Night practice autorotations are limited to 90° and straight-in power recovery autorotations.

   d. Unaided practice autorotations shall be conducted to a lighted runway with a DOD crash crew on duty.

   e. Aided practice autorotations may be conducted to a lighted or unlit runway with a DOD crash crew on duty.

2. The searchlight shall be on below 200 feet AGL during unaided flight.

3. Pensacola International Airport (KPNS) shall not be used after 2100L for pattern work due to noise abatement. Refer to Chapter 7 for further restrictions regarding the use of authorized night NOLFs. No other restrictions exist regarding night pattern work at other local airfields.

4. The minimum altitude while performing any night BI maneuver is 1500 MSL, excluding transitions to and from the working areas and approaches.

5. Intentional aircraft or instrument degradations during IMC are prohibited. Degradations at night are allowed, but are based on the sound judgment of the IP.
3.11 NVD USE ON NON-NVD SYLLABUS FLIGHTS

1. Carrying NVDs in the TH-57 during non-NVD syllabus flights is authorized for IPs/IUTs who have completed the following prerequisites:

   a. NITE LAB. All IPs/IUTs who are not designated NVD instructors (completed NVD upgrade per reference (h) shall attend either the NITE LAB refresher course or the NITE LAB indoctrination class. NITE LAB currency is 36 months.

   b. NVD Proficiency Flight. Initial and subsequent annual refresher flights shall be flown with a designated NVD instructor and should be flown in a non-compatible NVD aircraft. The flight shall consist of: a minimum 1.0 hour aided night flight to the Eastern or Western operating area (Student Naval Aviator (SNA) Basic Instrument profile) including a simulated “Land As Soon as Possible” EP, donning/goggling in-flight, PEL setup using landing light and search light (no landing intended), and follow-on autorotation and landing to a runway.

   c. Flight Briefs. When NVDs are carried, flight briefs shall include NVD and NVD CRM considerations. IPs shall cover additional topics listed on the NVD briefing guide.

   d. Completing the NVD proficiency flight does not update unaided currency.

3.12 NVD OPERATIONS

1. SNAs shall not be double scheduled on events V4001 or V4002. The V4001 shall not brief in aircraft.

2. NVD events should be planned to launch no earlier than End of Evening Nautical Twilight (EENT).

3. NVD instructors may be scheduled for day into night events. Barring crew day issues, an NVD SNA may be used as an observer for a day or night flight.

4. NVD aircraft operating in the Eastern Operating Area shall comply with the requirements in section 8.4.1 regarding C-130 Operations.

3.12.1 Conduct Criteria

1. Students shall bring and be prepared to brief a Lunar Elevations/Azimuth Angles (LEAA) chart from the Solar/Lunar Almanac Planning (SLAP) Program as part of the NVD considerations portion of the NATOPS brief. The NVD IP shall demonstrate the proper briefing of the NVD planning considerations portion of the NATOPS brief on the V4001.

2. Students shall bring a set of NVDs, their helmets, and their NATOPS Jackets to the NITE LAB. Students shall bring a set of NVDs and their helmets to the V3001 and all flight briefs. The NVD IP shall ensure proper mounting and adjustment of goggles is reviewed with the SNA prior to the V4001 flight.
3. The NVD IP shall determine when and where goggling or de-goggling will occur for the entire crew, based on ambient illumination considerations.

4. Students shall contact (not to interfere with crew rest) the NVD IP the night prior to receive route planning guidance for all events after the V4002.

   a. All NVD navigation routes shall remain within the local flying area at or above 500 feet AGL.

   b. If the GREEN LLNAV route is utilized, checkpoints shall be flown in (forward) order.

   c. Students shall prepare their route using the JOGAIR or Sectional Aeronautical Chart for the specific area in which the route is to be flown. The Pensacola Area Training Chart may be used for orientation purposes only. The LLNAV briefing format shall be utilized when briefing NVD navigation routes incorporating applicable NVD considerations from the NATOPS NVD briefing guide.

   d. Aircraft operating in the local area shall monitor and make appropriate calls on the area UHF common frequency. Aircraft on any portion of the GREEN LLNAV route shall monitor, and make appropriate route calls on, Western Common.

3.12.2 SAFETY OF FLIGHT/NVD EMERGENCIES

1. Avoid pointing the searchlight directly at other aircraft or ground personnel.

2. During aircraft emergencies and/or systems failures, both PAC and PNAC should remain goggled.

**WARNING:** Ensure there is a positive transfer of controls before troubleshooting NVD malfunctions. Troubleshooting while in the pattern should be limited to switching to the alternate battery compartment.

3.12.3 CREW COORDINATION

1. The PNAC, during the terminal phase (in the pattern), should call airspeeds, altitude, and abeam.

3.12.4 MISCELLANEOUS

1. When transporting NVDs, all parts shall either be properly connected to a helmet while it is worn (with the NVD restraint lanyard around the neck) or properly stowed in the carrying case.

2. Aircraft shall not be pre-flighted or post-flighted with NVDs on the helmet.

3.13 HOT SEATING PROCEDURES

1. The twist grip shall be in the flight idle position for all hot seat evolutions. The on-coming pilot shall inspect the aircraft, and shall receive a face-to-face brief from the off-going PIC.

2. A designated helicopter pilot or C4001 complete SNA shall hold the flight controls whenever the rotor blades are turning. Only IPs or IUTs are authorized to assist contact solos changing seats.
3. Personnel shall not enter or exit the rotor arc when either front seat pilot is entering or exiting the cockpit.

3.14 SQUADRON FDO CHECK-OUT PROCEDURES

1. All pilots shall check out with the FDO prior to accepting an aircraft from Aircraft Issue. The PIC shall verify the aircraft side number, its readiness for flight, location, recheck the weather, and any current local NOTAMs on the squadron status board.

2. Prior to taxi, all aircraft shall check-out with the squadron FDO via radio with side number, SNA name, and destination.

3. Formation flight leaders shall report side numbers for each aircraft in the flight.

4. All Navigation, Night Contact, and NVD Navigation flights shall ensure the FDO has a copy of the route, estimated time en route, and operating area.

3.15 FLIGHT FOLLOWING FOR MAINTENANCE CHASE FLIGHTS

1. Squadron/HITU Duty Offices are responsible for flight following for their respective maintenance chase flights. The chase flight shall make the appropriate outbound radio call with the respective duty office providing call sign, PIC's name, number of souls on board, destination and time-in-route.

2. The maintenance PIC is responsible for updating the respective duty office of any changes to the time en route or destination as soon as practical. If the flight requires multiple legs, the maintenance PIC shall make "safe on deck" calls at each stop and provide an estimated takeoff time for next the leg, updating as necessary.

3. In the event the maintenance aircraft is overdue or is involved in a mishap, the designated duty office shall contact the TW-5 CDO and initiate the appropriate procedures until relieved by the TW-5 CDO. The TW-5 CDO has ultimate responsibility for carrying out these procedures for maintenance flights.

4. In the event that the respective duty office is unmanned (e.g., a cross-country recovery during the weekend), the maintenance pilot shall coordinate with the respective squadron FDO to ensure the squadron is flight following each leg.

3.16 REFUELING OPERATIONS

1. Hot refueling is authorized only at military airfields, authorized OLFs, Florala, Troy Municipal or Andalusia, and shall be conducted per the NATOPS manual.
CHAPTER 4 - SOLO RESTRICTIONS

4.1 GENERAL

1. Maximum crew day for solos is 10 hours. SNA solo crew day commences when the SNA arrives for his/her first event (i.e., flight, class, brief, etc.), including briefing and flight planning. SNAs shall have a minimum of 1 hour between the conclusion and debrief of the C4390 and the brief for the solo sortie (C4401). SNA solos may exceed the 10 hour crew day with Squadron CO approval.

2. Solo flights shall not operate before sunrise or after sunset.

3. Solos shall not accept an aircraft that has any current engine or transmission chips.

4. Solo aircraft shall append the word “SOLO” after their call sign on every radio transmission. Additionally, on the flight plan the callsign shall have “SOLO” included.

5. Solo lighting configuration shall be in accordance with Figure 3-1.

6. Navigation solos shall utilize military/civilian airfields (with sufficient security) that they or their observer have previously traveled to in a TH-57 for their final destination. Any intermediate stop must be to a military or a civilian field with a control tower.

7. Any deviation from a planned route shall be relayed to the FSS and Squadron FDO.

8. Hot seats to or from contact solos shall be accomplished in the line area only (the Fox-Golf line is typically used for hot seating to or from contact solos). Solos are prohibited from hot seating to other solos.

9. Solos shall not have mixed NOLF crews. Both the observer SNA and the solo SNA shall have completed their solo checkride at the same NOLF.

10. Solos at Spencer NOLF shall not split for the apex.

11. Solos at Spencer NOLF should depart from the southeast corner.

12. Contact solos shall not taxi into or out of the hot refuel or crew change areas at KNDZ.

13. Only IPs or IUTs may assist contact solo SNAs in hot seating.

14. Solo aircraft shall not be tasked with ADO responsibilities if ADO needs to leave the tower.

15. Wingers observing a solo flight shall have flown as pilot-at-the-controls in the model aircraft in which the solo is to be flown within the previous 13 days and/or as directed by squadron SOP.

16. Solo aircraft may not request a short approach. South Tower may, however, clear solo aircraft for a short approach if required for traffic spacing.

17. Solos shall only taxi into a spot in the line area under the positive control of a Taxi Director. If the line area is secured upon returning to KNDZ, solos shall taxi in the line area, until abeam the furthest unoccupied spot, turn into the wind, land on the taxiway, and shut down. They may leave the main rotors unsecured if weather precludes safe post-flight.
18. Following a successful I4690 Instrument Check, and in order to maintain training continuity while instrument rating paperwork is pending, an SNA will be considered as possessing a valid standard instrument rating for the purposes of the Instrument Airways Solo only.

4.2 SOLO WEATHER MINIMUMS

1. Solo aircraft intending to operate under IFR shall ensure the actual weather at the point of departure, as well as the destination and alternate forecast weather for a period of one hour before the planned arrival time until one hour after the planned arrival time, meets the minimum ceiling of 1500 feet AGL and visibility of three (3) statute miles.

2. Ceiling and visibility minimums for solo VFR flights are contained in Figure 4-1. Solo wind limitations are contained in Figure 4-2.

<table>
<thead>
<tr>
<th>Solo Operations</th>
<th>Ceiling-Vis.</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Contact Solos</td>
<td>1000-3</td>
</tr>
<tr>
<td>- Navigation Solo Flights (NOTE 1)</td>
<td>1500-3</td>
</tr>
</tbody>
</table>

**NOTE 1:** 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 planned arrival time.

Figure 4-1
Solo Flight Minimums

<table>
<thead>
<tr>
<th>Flight Regime</th>
<th>Winds or Gusts (above)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Contact Solo Flights</td>
<td>Winds – 15 KTS (NOTE 1)</td>
</tr>
<tr>
<td></td>
<td>Gusts – 20 KTS</td>
</tr>
<tr>
<td></td>
<td>Tailwind – 0 KTS (NOTE 2)</td>
</tr>
<tr>
<td>- Navigation Solo</td>
<td>Winds – 20 KTS</td>
</tr>
<tr>
<td></td>
<td>Gusts – 25 KTS</td>
</tr>
<tr>
<td></td>
<td>Tailwind – 5 KTS</td>
</tr>
</tbody>
</table>

**NOTE 1:** When gusts exceed 15 KTS the FDO shall request a PIREP from any NOLF where solos will be or are currently operating.

**NOTE 2:** 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.

Figure 4-2
Solo Wind Limitations

4.3 RETURNING TO NOLF AFTER DEPARTURE PROCEDURES

1. After departing an NOLF, solo aircraft may have to return to the NOLF for various reasons (for example, weather or maintenance issues). If solo aircraft are required to return to the NOLF after departure, they should contact Site Watch on NOLF frequency for guidance.
4.4 SOLO SITE WATCH RESPONSIBILITIES

1. The Site Watch is responsible for monitoring the safe and orderly conduct of Contact Solos. The last dual Contact flight to arrive at the NOLF shall assume the responsibility of Site Watch for incoming Solos regardless of squadron affiliation. There is no requirement for a Site Watch if no solos are operating or inbound.

2. After a solo checks in with the ADO, the Site Watch shall request the solo’s fuel state and whether they are a single or dual solo event. The Site Watch shall note the fuel state and arrival time and pass instructions as necessary. If the pattern is full, Site Watch shall coordinate to ensure one dual flight departs. Solos have priority.

3. Solos requiring a crew change shall notify the Site Watch five (5) minutes prior to the desired crew change time. The Site Watch will tell the solos where to land and how the crew change will be conducted. Solo pilots shall remain secured in the helicopter until an instructor has entered the rotor arc. The twist grip shall be at flight idle for the hot seat evolution.
CHAPTER 5 - SOUTH WHITING FIELD OPERATIONS

Figure 5-1
South Whiting Field
5.1 GENERAL

1. The elevation at KNDZ is 178 feet MSL.

2. KNDZ’s hours of operation are published in the IFR Supplement. Operations outside of those hours, unless approved by the Commanding Officer, NASWF and CTW-5, are not authorized.

3. South Tower is manned and operating at all times when the field is open. Clearance is required from South Ground for taxi and from South Tower for takeoff and landing operations. South Tower has three control stations: South Clearance Delivery, South Ground, and South Tower. In addition to the primary UHF frequency (348.675), Tower also monitors the VHF frequency 121.4, as well as VHF and UHF guard frequencies. It is equipped with an ALDIS lamp for communicating with aircraft experiencing radio failure.

4. KNDZ and KNSE are the primary airports for the northern Class C airspace of the Pensacola Terminal Radar Control Area. The airspace extends upward from the surface to and including 4,200 feet MSL within a 5-mile radius of the center of the Navy Whiting Complex, excluding that airspace within a 1-mile radius of the Peter Prince Airport; and that airspace extending upward from 1,400 feet MSL to and including 4,200 feet MSL within a 10-mile radius of the Navy Whiting Complex, excluding that airspace within Restricted Area R2915 and that airspace within the Pensacola International Airport Class C airspace.

5.2 WEATHER SERVICES

1. Weather briefs can be obtained from Fleet Weather Center (FLEWEACEN) Aviation Component Whiting Field by utilizing the NFWB at https://fwb.metoc.navy.mil/. Forecasters are on duty during field hours, and can be contacted by calling 1-800-295-7824. DD-175-1 briefings outside of open field hours should still be requested via NFWB online, but they will be provided from FLEWEACEN Norfolk, VA.

2. The Automated Surface Observation (ASOS) may be accessed by telephone at (850) 623-7210 for KNDZ and (850) 623-7241 for KNSE. Pilot-to-Metro Service (PMSV) is available on UHF frequency 316.95.

3. NFWB services are also available from Norfolk, commercial (757) 444-2594 or 1-888-PILOTWX. If NFWB services are not available, any weather briefing approved in reference (a) may be substituted.

4. The NASWF ON-TOP WX BRIEF may be used for filing both stereotype and DD-175 IFR flight plans to the airports listed on the brief. This brief is prepared by FLEWEACEN Norfolk and the Whiting Field Forecast Duty Officer. The first brief of the day should be ready a minimum of two and a half hours prior to field opening. NASWF ON-TOP WX BRIEFS cannot be updated or extended via the PMSV or telephone due to the extent of the brief. PICs retain the prerogative to request a full weather briefing when filing using a DD-175.
5.3 NASWF DUTY OPS

1. The NASWF Duty OPS office is located on the second deck of the KNSE Hangar, Building 1424. The NASWF Duty OPS is available on the UHF frequency 233.7, callsign “Base OPS.”

2. The NASWF Duty OPS is responsible for:

   a. The provision of airfield facilities and services in support of air operations as detailed in NASWFINST 1601.21(series) and this manual.

   b. Keeping the NASWF CO and OPSO advised of potential interruptions to air operations and reductions in operational capabilities.

5.4 SURFACE OPERATIONS

5.4.1 Airfield Description

1. The definitions of several commonly used terms to describe locations on KNDZ are listed in this section.

   a. Hub – The area in the approximate center of the airfield, located between the tower, Spot 1, Crew Change Area, the A, B, C, D, E, and the F, G, H lines.

   b. Crew Change Area – The area between the fuel pits and Spot 1 used for hot seating aircraft.

   c. Crew Shack – The small building next to the crew change area with facilities for pilots and crew.

   d. Fuel Pits – There are four painted spots used for hot refueling aircraft as depicted in Figure 5-1.

   e. Fox-Golf Line – Fox 1, 2 and Golf 1, 2 (closest to the tower) used by TH-57B aircraft needing maintenance assistance while still turning. The Fox-Golf Line may also be used for crew changes.

   f. 10-18 Line – A 1, 2 and B 1, 2 (closest to the tower) used by TH-57C aircraft needing maintenance assistance while still turning. The 10-18 Line may also be used for crew changes.

   g. Flight Line – General term referring to the ramp or tarmac where the aircraft are parked on painted and numbered spots. It is frequently referred to as “the line” or “line area.” The lines are labeled Alpha through Hotel, and the spots are numbered out from the Hub. TH-57C aircraft are normally parked on Alpha through Echo and TH-57B aircraft are normally parked on Foxtrot through Hotel. There is also a maintenance line next to the Foxtrot line.
h. Mat Alpha – is the paved area between Spot 1 and Spot 5. It can be used for practice low work.

i. Mat Bravo – is the paved area to the east of Spot 1. It can be used for practice low work. NVD aircraft may use Mat Bravo with tower approval.

j. Pad – There are six lighted pads (Alpha through Foxtrot). The lighted pads are used for night approaches to a spot and low work. Pads may be utilized for practice multiple ITOs per section 5.11.3.6.

k. Spot – Can refer either to the parking location on the flight line, designated by the letter of the line and a number (i.e., Hotel Nine) or to one of the six spots painted onto runways or taxiways used for daytime takeoff and landing.

5.4.2 General Surface Operating Procedures

1. Aircraft shall not taxi past a helicopter with its main rotor unsecured and its engine below flight idle.

2. Aircraft shall not taxi past a fuel truck conducting fueling operations with an aircraft that is parked in a spot served by the taxi line being used. Taxiing aircraft shall maintain 50 feet from any fuel truck, except when entering and exiting the fuel pits, and from any other ground vehicles or personnel in the line area.

   NOTE: This clearance distance is an exception to section 3.2.3.

3. Taxiing in the flight line, crew change, and fuel pits shall be at a speed no faster than a man can walk. In all other areas, taxiing shall be no faster than a man can jog.

4. Minimum clearance between taxiing aircraft is per section 3.2.3.

5. Taxiing aircraft have right of way over pedestrians and vehicles; however, the PIC shall never allow a conflict to jeopardize safety.

6. Outbound aircraft have the right of way over inbound aircraft.

7. In the flight line, hub, hot pits, and crew change areas, aircraft shall only slide during the day and when under the positive control of a lineman or plane captain, unless excessive winds prevent direct hover taxi.

8. When directed to slide out of the fuel pits, do not continue to slide to a crew change position. The aircraft shall be aligned with the direction of travel.
5.5 OUTBOUND PROCEDURES

1. A fireguard with appropriate firefighting equipment is required for all engine starts.

2. All takeoff and subsequent hover taxi from parking spots on the flight line shall be done under the direction of a plane captain until established on a taxiway. Prior to takeoff and with the engine running, the plane captain shall conduct a visual inspection of the engine and transmission compartments to check for leaks, foreign object damage (FOD), and other hazards/discrepancies, ensuring all panels and cowlings are secure before takeoff.

3. Prior to taxi, all aircraft must receive taxi clearance from South Ground.

5.6 INBOUND PROCEDURES

1. After landing, and once clear of the active runway or landing spot, aircraft shall switch their transponder to standby or off and contact South Ground with location on the airfield and intentions.

2. Upon reaching the flight line, aircraft shall wait to be signaled by a lineman or plane captain prior to taxiing into the flight line.

3. Aircraft returning to the flight line when the plane captains are secured for weather shall land on the last available spot on the flight line and shut down, and may leave the main rotors unsecured if weather precludes safe post-flight. If weather precludes safe taxi, aircraft may be shutdown on the taxiway or any other safe area.

4. After landing and prior to engine shutdown, the plane captain shall conduct a visual inspection of the engine and transmission compartments to check for leaks, FOD, and other hazards/discrepancies.

**NOTE:** Contract maintenance pilots with a qualified plane captain embarked on the aircraft are not required to wait for a lineman/plane captain upon reaching the flight line and may continue to spot without delay.

5.7 MINOR MAINTENANCE OR TROUBLESHOOTING

1. Aircraft requiring minor maintenance or troubleshooting by maintenance personnel shall contact South Ground and taxi to:
   a. Fox-Golf Line for the TH-57B.
   b. 10-18 line for the TH-57C.
5.8 HOT REFUELING AREA (FUEL PITS)

1. The hot refueling area is located between Spot Three and the Crew Change Area and features two refueling pads.

   a. Normal taxi direction in the fuel pits is from west to east (from Spot Three to the Crew Change Area).

   b. Back-taxi (from/through the crew change area to the fuel pits) may be authorized provided no aircraft are occupying the fuel pits, waiting for, taxiing to, or taxiing out of the fuel pits/crew change. Back-taxi is only authorized to the fuel pits (not to Spot Three).

   c. Aircraft desiring to taxi to the fuel pits from the flight lines or hub area must request clearance from South Ground. Taxi through the F/G line, report last fire bottle to South Ground, and proceed across the grass into the refueling area.

   d. Aircraft taxiing into or through the fuel pits shall wait for a taxi director’s signal to proceed past the hold point marking before the pits. There are 4 fuel pits located on the northern side of the taxiway as depicted in Figure 5-1, counted 1-4 from left to right. The landing spot immediately next to fuel pit 4 is unusable when spots 2 and 4 are active; otherwise, it is an authorized landing spot. Aircraft waiting to taxi into the fuel pits shall ensure they provide adequate spacing by staggering their aircraft on the north and south side of the taxi line. This spacing will prevent aircraft from holding unnecessarily on runway 14/32. When the number one aircraft resumes taxi for the fuel pits, the new number one aircraft shall reposition to the holding point. The remainder of the holding aircraft shall then move forward maintaining safe distance from other aircraft.

   e. Aircraft desiring to taxi through the fuel pits without refueling shall comply with Figure 3-1.

   f. After refueling, aircraft shall taxi to the east to (or through) the crew change area. Clearance is not required from South Ground to taxi from the hot pits to the crew change, but is required for taxi past the crew change.

   g. Students shall not taxi the TH-57B into or out of the refueling spots until C4401 Solo complete, or C4203 complete for Tilt-Rotor SNAs. This restriction does not preclude the aforementioned students from taxiing through the refueling area and taxiing directly to the crew change area.

   h. Only pressure refueling is authorized for turning aircraft.
i. The NATOPS Hot Refuel Checklist shall be completed prior to refueling.

Figure 5-1 KNDZ Refueling

5.9 CREW CHANGE AREA

1. All crew change parking spots can be utilized day or night except for immediately adjacent an active fuel pit. Aircraft shall not utilize the grass area for hot-seating.

2. 45° degree entries are prohibited. During the day, with sustained or gusting winds exceeding 15 KTS, sliding entries are authorized, to preclude the potential loss of tail rotor effectiveness. Sliding at night is prohibited (aided or unaided operations).

3. When conducting crew changes between sorties in the crew change area, PICs shall conduct a visual inspection of the engine and transmission compartments to check for leaks, FOD, and other hazards/discrepancies, ensuring all panels and cowings are secure before takeoff.

5.10 DAY OPERATIONS

1. Day takeoffs are normally made from the numbered spots on the runways. The spot to be used is determined by the starting location on the airport and the runway in use, as shown in Figure 5-2.

<table>
<thead>
<tr>
<th>Location</th>
<th>Duty Runway</th>
<th>Takeoff Spot</th>
</tr>
</thead>
<tbody>
<tr>
<td>TH-57C Line (A-E) and Crew Change Area</td>
<td>5, 14, 23</td>
<td>Spot 1</td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>Spot 4</td>
</tr>
<tr>
<td>TH-57B Line (F-H)</td>
<td>5, 14</td>
<td>Spot 1</td>
</tr>
<tr>
<td></td>
<td>23, 32</td>
<td>Spot 2</td>
</tr>
</tbody>
</table>
Day Takeoff Location

2. Day landing is normally made to the numbered spots on the runways. The spot to be used is determined by the destination on the airport and the runway in use, as shown in Figure 5-3

<table>
<thead>
<tr>
<th>Destination</th>
<th>Duty Runway</th>
<th>Landing Spot</th>
</tr>
</thead>
<tbody>
<tr>
<td>TH-57C Line (A-E)</td>
<td>5, 23, 32</td>
<td>Spot 1</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>Spot 4</td>
</tr>
<tr>
<td>TH-57B Line (F-H)</td>
<td>5, 14</td>
<td>Spot 2</td>
</tr>
<tr>
<td></td>
<td>23, 32</td>
<td>Spot 1</td>
</tr>
<tr>
<td>Hot Refuel and Crew Change Areas</td>
<td>5, 14, 32</td>
<td>Spot 3</td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>Spot 4</td>
</tr>
</tbody>
</table>

Figure 5-3
Day Landing Location

3. Takeoffs and landings made from a spot not on the duty runway should be made using the duty runway heading. If a heading other than the duty runway heading is desired, tower approval is required.

4. With South Tower approval, Spot 6 may be utilized for takeoff when RWY 5 or 14 are in use and for landing when RWY 23 or 32 are in use.

**NOTE:** Spot 6 should not be routinely used for BAKER departures when RWY 14 is in use.

5.11 TRAFFIC PATTERNS

5.11.1 General

1. The KNDZ traffic pattern is limited to six aircraft total; this does not include maintenance pattern aircraft under preventative control.

2. The KNDZ traffic pattern altitude is 500 feet AGL, and the pattern airspeed is 70 KIAS. Aircraft performing practice autorotations shall have tower approval and may use a pattern altitude of 600 feet AGL.

3. When RWY 5 or 14 is active, a right hand pattern is used. When RWY 23 or 32 is active, a left hand pattern is used.

4. All aircraft operating at KNDZ shall remain south of Langley Rd. at all times. All turns across the approach end of RWY 32 shall be made over the perimeter road.

5. Short Approach. A short approach is any approach that turns to final inside the normal traffic pattern or does not cross the runway threshold. South Tower must specifically approve a short approach. Short approaches are authorized only on a not-to-interfere-basis with maintenance traffic.

6. Wave-off. In the event an unsafe condition develops while making an approach to land at KNDZ, a wave-off shall be executed away from the tower and the fuel pits, per the following guidelines:
   a. Make a climbing left turn waving off Spot 2 or 3 when RWY 5 is active.
   b. Make a climbing right turn waving off Spot 1 when RWY 32 is active.
c. To wave-off from a runway, begin a climb and contact South Tower. When cleared, turn downwind away from the tower and avoid the Maintenance Pattern.

d. Any time a wave-off is executed, contact South Tower and state intentions. South Tower will normally clear wave-off traffic to downwind for landing.

5.11.2 Normal Day Traffic Pattern

1. Clearance is required to takeoff, to turn to downwind, and to land. Normal pattern traffic shall remain clear of the Maintenance Pattern, making all turns outside the ends of the duty runway (Figure 5-4), unless specifically cleared by Tower.

Figure 5-4
5.11.3 Maintenance Traffic Pattern

1. The KNDZ normal maintenance traffic pattern is a day only racetrack pattern. It is aligned with the duty runway, inboard of the normal traffic pattern, and extends to the ends of the duty runway. When RWY 5/23 is in use, the pattern extends out to the approach end of RWY 32. When RWY 14/32 is in use, the pattern extends out to the southern treeline of the cutout for the approach end of RWY 5. Maintenance Pattern airspace extends from the surface to 1000 feet MSL. Clearance is required from South Tower to enter the Maintenance Pattern.

2. The PIC is responsible for separation from other aircraft in the Maintenance Pattern and shall avoid normal pattern airspace/traffic.

3. When RWY 5/23 is in use and instrument approaches are in progress to RWY 32, tower may clear maintenance aircraft for the Restricted Maintenance Pattern. When in the Restricted Maintenance Pattern, aircraft shall remain northeast of RWY 32 (Figure 5-4).

4. If altitude greater than 1000 feet MSL is required, the pilot may request clearance for High Maintenance from South Tower. Upon approval, High Maintenance traffic is authorized up to 2500 feet MSL. If a higher altitude is required, it must be specifically requested, and approval for frequency change to Pensacola Approach will be required. Pilots shall request “descent to normal maintenance” with the appropriate ATC facility prior to descent.

5. When maintenance aircraft need to shut down inside the Maintenance Pattern (i.e., to adjust trim tabs), pilots shall advise South Tower of any needed assistance. If no transmission is received, tower will assume an emergency and initiate appropriate procedures.
6. Practice Instrument Takeoffs and low work are the only syllabus maneuvers normally authorized in the Maintenance Pattern. Requests for other operations in the Maintenance Pattern shall be coordinated with South Tower on a not-to-interfere-basis with maintenance traffic.

5.12 NIGHT OPERATIONS

1. Comply with Figure 3-1 for all night lighting configurations.

2. All aircraft shall taxi to and from the duty runway and the flight line via the hub.

3. Aircraft shall not taxi through the flight line without an operating searchlight or landing light. Aircraft without an operating searchlight or landing light shall taxi to the maintenance spots.

4. Adjust the searchlight when entering the flight line to avoid blinding ground personnel.

5. Low work may be conducted on Mat Alpha, Mat Bravo (NVD only, Tower approval required), or any of the lighted pads. Aircraft conducting low work shall monitor South Tower and squawk standby. A maximum of three (3) aircraft are permitted to perform low work.

5.12.1 Night Traffic Pattern

1. The night pattern is the same for the duty runway and the lighted pads in use.

2. Aircraft shall squawk standby in the pattern.

3. Refer to Appendix B for communication procedures.

4. Night takeoffs and landings shall only be made to the duty runway (to include helicopter spots located on the duty runway), or a lighted pad. During night operations, pilots should request landing to an appropriate helicopter spot on the duty runway to the maximum extent possible.

   a. Night takeoffs and landings to a lighted pad shall be made using the duty runway heading. When RWY 5 or 23 is active, Pads B, C, D, E, and F are available. When RWY 14 or 32 is active Pads A and B are available.

   b. At the discretion of the PIC when RWY 14 is in use, aircraft may depart from Spot 1 with tower approval. Instrument Takeoffs (ITOs) shall not be conducted from Spot 1 at night when Runway 14 is in use.

   c. Instrument approaches to RWY 32 have priority over IFR departures from RWY 14. Departing IFR aircraft may be asked to hold position or be denied takeoff when RWY 14 is in use an instrument approaches to RWY 32 are in progress.

5.13 CLOSED TOWER OPERATIONS

1. All personnel shall review and be familiar with the NASWF and TW-5 Letter of Agreement of 20 Apr 18, located on the Training Air Wing FIVE website https://www.cnatra.navy.mil/tw5/notices.asp and reference (f).
2. Closed control tower operations (CTO) are defined as other than routine operations, outside of normal airfield hours, with only NAS Whiting Field (NASWF) Fire and Emergency Services on station. T-6B and TH-57 pilots will take off and land at their own risk and taxi to parking without the assistance of Ground Control. Closed control tower operations involve higher level of risk and should be conducted with extra vigilance and flight planning. These procedures only apply to Training Air Wing FIVE tenant commands unless specifically noted or waived by NASWF Commanding Officer.

3. Pilots shall adhere to the following takeoff and landing schedule:

   **01MAY-31OCT**
   Saturdays:  1100-30 minutes prior to sunset
   Sundays:    0700-30 minutes prior to tower operations

   **01NOV-30APR**
   Saturdays:  0900-30 minutes prior to sunset
   Sundays:    0700-30 minutes prior to tower operations

4. Closed control tower operations are not authorized 30 minutes prior to published airfield opening due to airfield inspections and the requirement for a clear Class C airspace prior to either tower opening.

5. Helicopter closed control tower operations shall only be conducted during daylight hours while operating VFR within the confines of the NASWF Class C airspace.

6. The PIC shall comply with all requirements pertinent to weather, NOTAMS, TFR, and flight clearances.

7. Florida Forest Service is authorized to conduct closed control tower operations and is not equipped with UHF radio. All TW-5 aircraft conducting closed control tower operations are strongly recommended to monitor North/South VHF frequency (121.4) within 10 DME of NASWF.

5.13.1 Departures

1. Aircraft are required to depart KNDZ utilizing established VFR course rules and standard CTAF calls. If IFR clearance is obtained once airborne, proceed in accordance with IFR clearance.

2. UHF Channel 4 shall be utilized for all CTAF calls.

5.13.2 Arrivals

1. Aircraft are required to recover utilizing a VFR flight plan or cancel their IFR clearance prior to recovering at NASWF during closed control tower operations.

2. Arriving aircraft will recover utilizing VFR course rules unless cleared by TRACON for an instrument approach to a full stop. Aircraft shall broadcast intentions to land using UHF Channel 4 (348.675) per CTAF self-announce procedures as published in reference (e).
3. Except in emergency situations, helicopters are only authorized to land at KNDZ and are not authorized to execute approaches to KNSE.

4. Touch and goes and practice approaches are not authorized.

5. At the conclusion of all closed tower recoveries, the PIC shall ensure all chocks, tie downs, covers and plugs are installed.
CHAPTER 6 - COURSE RULES

6.1 GENERAL

1. All TW-5 helicopters operating under VFR shall normally adhere to these course rules for arrival and departure unless executing a VFR instrument arrival or departure. Deviations are permitted for safety of flight, and should be approved by Pensacola TRACON or South Tower, as appropriate.

2. All course rules shall be flown at 100 KIAS, except when in holding. Holding shall be flown at 80 KIAS.

3. Overtaking another aircraft on course rules is prohibited. Airspeed shall be adjusted to maintain appropriate interval.

4. Section aircraft shall abide by single ship course rules, unless specifically addressed herein. Once inside a KNDZ pattern entry point, sections have right-of-way over single aircraft.

5. Aircraft shall always join an established course rules channel from a perpendicular heading on the course rules altitude and airspeed. Joining aircraft shall give right of way to traffic already established in the channel. If there is a conflict, the aircraft joining course rules shall turn to a heading that is parallel to, but in the opposite direction of, the course rules; allow the established aircraft to pass clear, and then turn to join course rules from a perpendicular heading.

6. Under a Letter Of Agreement (LOA) with Pensacola TRACON, TW-5 helicopters are not required to contact Pensacola Approach prior to entering Class C airspace, provided that they are adhering to prescribed course rules, squawking the appropriate code, and have contacted South Tower.

7. A table of all local VFR checkpoint descriptions is located in section 4 of Appendix A.

8. Prior to the VFR entry points (JUNIPER, VERTOL, ECHO, WHISKEY, FOG, SNAKE), comply with procedures in Appendix B.

6.2 SVFR COURSE RULES

6.2.1 General

1. Per federal air regulations (FAR) 91.157, reference (a) paragraph 5.2.4, RWOP section 2.1, and local LOAs, TH-57B and TH-57C are authorized to conduct SVFR operations within the Whiting Field Class C airspace when weather conditions dictate.

2. ATC shall have positive control of all SVFR traffic within the Class C airspace.

3. All SVFR aircraft within the Whiting Field Class C airspace shall remain clear of clouds, south of Langley Rd., and climb no higher than 500 feet AGL.
6.2.2 Departures

1. All SVFR communications comply with procedures in Appendix B.

2. Simulated emergencies are prohibited on course rules when conducting SVFR operations.

3. Comply with the SVFR lighting configuration in Figure 3-1.

*NOTE*: South Tower may delay departures to Point BAKER during SVFR if KNSE is using RWY 5 to ensure visual separation.

6.2.3 Arrivals

1. Aircraft shall remain clear of Class C airspace until SVFR clearance is received.

2. Unless otherwise specified, SVFR holding shall be a non-standard (left-hand) pattern flown at 80 KIAS with one (1) mile legs, except at Point JUNIPER. If instructed to hold at Point JUNIPER, enter a standard (right-hand) pattern to avoid traffic inbound from NOLF Harold.

3. Tower shall clear the “number one aircraft” to depart holding. The number one aircraft is defined as the aircraft that is approaching the holding point and not necessarily the aircraft that arrived in holding first. Aircraft declaring an emergency for fuel shall be given immediate handling. Aircraft reporting minimum fuel shall be sequenced ahead of other aircraft at that holding point.

*NOTE*: In the event KNSE RWY 5 is in use and SVFR is in effect, KNDZ may request aircraft approaching at Point IGOR to turn 1/2 mile south of IGOR to maintain a required 1.5 mile separation from the runway centerline at KNSE.

4. Aircraft requesting a SVFR FOG arrival shall enter holding at Point FOG if required.

5. Aircraft requesting a SVFR WHISKEY arrival from NOLF Spencer shall enter holding at Point WHISKEY, if required.

6. Aircraft requesting a SVFR ECHO arrival from NOLF Santa Rosa or East Bay shall enter holding at Point ECHO, if required.

7. If instructed to hold at Point HUGHES, enter holding parallel to HWY 90. Be alert for SVFR traffic holding at Point WHISKEY.

8. If instructed to hold at Point IGOR, enter holding parallel to HWY 89, until clearance is received.

9. Aircraft inbound from the east or NOLF Harold shall hold northeast at Point JUNIPER, if required, using right-hand turns, until cleared inbound.
6.3 VFR COURSE RULES

6.3.1 Departures

1. Unless requested, and specifically authorized by South Tower, all aircraft shall depart KNDZ via one of the following procedures:
   
a. Point ABLE for VFR/SVFR course rules to the east.
   
b. Point BAKER for VFR/SVFR course rules to the west.
   
c. BAWDI Departure for VFR instrument training to the east.
   
d. NAVIE Departure for VFR instrument training to the west.
   
e. IFR departure procedures.

2. All aircraft departing KNDZ shall remain south of Langley Rd at all times. No turns shall be made until past the departure end of the duty runway and at or above 200 feet AGL unless otherwise cleared by Tower. During the day, all aircraft shall remain clear of the Maintenance Pattern.

3. Aircraft departing to Points ABLE and BAKER shall climb to 900 feet MSL and accelerate to 100 KIAS and make turns as appropriate for the runway in use to proceed to Point ABLE or BAKER as depicted in Figures 6-1 through 6-4.

4. All aircraft outbound VFR to the east shall proceed from KNDZ to Point ABLE. Cross Point ABLE at 900 feet MSL and 100 KIAS and fly approximate heading of 110 direct to Point FISH.
   
a. At Point FISH, automatically switch the UHF radio to the applicable frequency for the intended operating area or NOLF, and squawk the appropriate transponder code.

5. All aircraft outbound VFR to the west shall proceed from KNDZ to Point BAKER. Cross Point BAKER at 900 feet MSL and 100 KIAS and proceed on course rules.
   
a. From Point BAKER, maintain 900 feet MSL and 100 KIAS and fly approximate heading of 290 (paralleling HWY 89) direct to Point POND. At Point POND, automatically switch the UHF radio to the applicable frequency for the intended operating area or NOLF, and squawk the appropriate transponder code.

6. All aircraft executing an IFR, BAWDI, or NAVIE departure must remain clear of the Maintenance Pattern (during the day), make initial turns in the direction of the pattern in use, and not interfere with the normal traffic pattern.

NOTE: When RWY 32 is in use at KNSE, fixed-wing aircraft may extend the base leg of their traffic pattern south of Langley Road and close to the extended centerline of KNDZ 5/23. Helicopter traffic departing RWY 5 or arriving RWY 23 must be vigilant for this fixed-wing traffic.
Runway 5 Departures:
Point ABLE - Right turn direct.
Point BAKER - At departure end of RWY 5, climbing right turn to fly downwind, cross the approach end extended centerline of RWY 32, then direct.
Figure 6-2
RWY 14 Departures

Runway 14 Departures:
Point ABLE - Left turn direct.
Point BAKER:
   SPOT 1 -- Climbing right turn to cross the approach end extended centerline of RWY 32,
   then right turn direct.
   RWY 14 -- Right turn at departure end, then direct.

Figure 6-3
RWY 23 Departures

RWY 23 Departures:
Point ABLE - Climbing left crosswind turn, then cross the approach end extended centerline of
RWY 32, then left turn direct.
Point BAKER - Right turn direct.

**Figure 6-4**

RWY 32 Departures:
Point ABLE - Climbing left turn to downwind, then cross the approach end extended centerline of RWY 32, then left turn direct.
Point BAKER - Climbing left turn prior to Langley Rd. direct.

### 6.3.2 Arrivals

1. Unless specifically authorized by South Tower and Pensacola Approach, all aircraft shall return to KNDZ via one of the following procedures:

   a. VFR Course Rules from the west via Points WHISKEY or SNAKE.
   
   b. VFR Course Rules from the south via Points VERTOL or ECHO.
   
   c. VFR Course Rules during the day from the east via Point JUNIPER. VFR Course Rules at night from the east via Points JUNIPER, VERTOL or ECHO.
   
   d. Instrument approach procedures.

2. All aircraft inbound to KNDZ shall remain south of Langley Rd. at all times. All turns across the approach end of RWY 32 shall be made over the perimeter road. All inbound traffic shall maneuver between KNDZ and Point ABLE.

3. Prior to the VFR entry points comply with procedures in Appendix B.
6.3.2.1 WHISKEY Arrival to South Whiting Field

1. At Point WHISKEY, make required voice report to South Tower, remain directly over HWY 90, and follow it to Point HUGHES. Maintain 900 feet MSL and 100 KIAS.

   **NOTE:** Aircraft inbound from Point ECHO intercept HWY 89 at Point HUGHES at 900 feet MSL. Point WHISKEY traffic has the right of way.

2. At Point HUGHES, turn north to follow HWY 89 to Point IGOR.

   **NOTE:** Aircraft inbound from Point FOG to Point IGOR on the power lines are at 700 feet MSL. Point HUGHES traffic has the right of way.

6.3.2.2 SNAKE Arrival to South Whiting Field

1. At Point SNAKE, make required voice report to South Tower, turn left to follow the power lines, and descend to 700 feet MSL.

   **NOTE:** Aircraft established on the power lines returning from the west have the right of way at Point SNAKE. If there is a conflict, the aircraft on HWY 197/197A shall turn west prior to arriving at Point SNAKE so as to parallel the power lines traffic, then turn to follow that traffic once clear.

2. Follow the power lines to Point FOG.

3. Continue to follow the power lines to Point IGOR.

   **NOTE:** Aircraft inbound from Point HUGHES have the right of way at Point IGOR. If there is a conflict, the aircraft (to include formation sections) on the power lines shall turn to the south prior to arriving at Point IGOR to parallel HWY 89 until clear of HUGHES traffic, then turn to follow that traffic on HWY 89.

6.3.2.3 ECHO Arrival to South Whiting Field

1. At Point ECHO make required voice report to South Tower. Turn to approximately 300 direct to Point HUGHES. Maintain 900 feet MSL and 100 KIAS.

   **NOTE:** Aircraft inbound from Point WHISKEY on HWY 90 have the right of way at Point HUGHES. If there is a conflict, the aircraft inbound from Point ECHO shall turn to the west prior to arriving at Point HUGHES to parallel HWY 90 until clear of the traffic, then turn to follow that traffic on HWY 90.

   **NOTE:** Peter Prince (2R4) Airport is approximately two miles to the north of Point ECHO. A high volume of general aviation traffic uses Peter Prince Airport and transits to the north and south near Point ECHO.
2. At Point HUGHES, turn to the north to follow HWY 89 to Point IGOR.

**NOTE:** Aircraft inbound from Point FOG to Point IGOR on the power lines are at 700 feet MSL. Point HUGHES traffic has the right of way.

### 6.3.2.4 VERTOL Arrival to South Whiting Field

**NOTE:** Aircraft returning via VERTOL from NOLF Santa Rosa may omit obtaining Automatic Terminal Information Service (ATIS).

**NOTE:** Peter Prince (2R4) Airport is approximately two miles to the northwest of Point VERTOL. A high volume of general aviation traffic uses Peter Prince Airport and transits along HWY 90 and I-10.

**NOTE:** VERTOL Arrivals may be denied by South Tower when aircraft are conducting instrument approaches to RWY 32 at KNDZ. Aircraft may request to continue with the VERTOL arrival if they have the approach traffic in sight and can maintain visual separation.

1. Approaching Point VERTOL make required voice report with South Tower. Maintain 700 feet MSL and 100 KIAS. Turn right to follow HWY 87 to the power lines and proceed direct to Point BELL.

2. If South Tower is not accepting VERTOL Arrivals, climb to 900 feet MSL and execute procedures specified in section 6.3.2.3.

### 6.3.2.5 JUNIPER Arrival to South Whiting Field

1. At Point JUNIPER make required voice report to South Tower.

**NOTE:** Aircraft returning from the east have the right of way at Point JUNIPER. If there is a conflict, the aircraft from NOLF Harold shall turn east prior to arriving at Point JUNIPER so as to parallel the traffic inbound from the east, then turn to follow that traffic once clear.

2. Turn to an approximate heading of $245^\circ$ and follow the road to Point CYPRESS.

3. If returning from Harold/Deaton Bridge, maintain 700 feet MSL and 100kts. If returning from the Eastern Area then descend to 700 feet once inside Point JUNIPER.

### 6.3.3 South Whiting Field Pattern Entry

1. At the pattern entry point (IGOR, BELL, CYPRESS), comply with procedures in Appendix B.

2. Descend (if necessary) to 700 feet MSL, and complete the landing checklist. Maintain 100 KIAS until entering the traffic pattern.
3. Enter the traffic pattern for the runway in use as directed by South Tower and Figures 6-5 through 6-8.

4. For aircraft returning via an instrument approach, comply with procedures in Appendix B.

**NOTE:** When RWY 32 is in use at KNSE, fixed-wing aircraft may extend the base leg of their traffic pattern south of Langley Road and close to the extended centerline of KNDZ RWY 5/23. Helicopter traffic departing RWY 5 or arriving RWY 23 must be vigilant for this fixed-wing traffic.

**NOTE:** Remain clear of the Maintenance Pattern.

6.4 MARGINAL WEATHER COURSE RULES

1. When KNDZ observed weather is equal to or greater than 1000-3 KNDZ will operate under VFR, however if weather is less than 1200-3 course rules altitudes may be hindered by VFR cloud clearance requirements.

2. ATC will not have positive control within the Class C airspace and individual aircraft are responsible for maintaining VMC conditions and remaining clear of other departing and arriving traffic.

3. All aircraft shall depart and arrive using normal VFR Course Rules procedures and altitudes to the max extent possible while maintaining cloud clearances.

   a. During marginal weather conditions all aircraft within the Whiting Field Class C airspace shall exercise a vigilant scan, maintain see and avoid principles and de-conflict on appropriate frequency as necessary.

   b. While KNDZ weather is reported below 1200-3, simulated emergencies are prohibited on course rules inside of Class C airspace, including the Channel to the north of NOLF Spencer.

6.5 CHANGE OF WORKING AREA

6.5.1 Aircraft Transiting South Whiting Tower Surface Area

1. Follow normal course rules to a pattern entry point and request to change working area and extend flight plan time, if required, with South Tower.

6.5.2 Aircraft NOT Transiting South Whiting Tower Surface Area

1. Contact South Ground and request necessary changes.
RWY 5 Arrivals:
Point IGOR - Direct to line up on Spot 1, 2, or 3.
Point BELL - Direct to enter a right base for Spot 1, 2, or 3.
Point CYPRESS - Direct to cross the approach end extended centerline of RWY 32, then enter a right base for Spot 1, 2, or 3.

RWY 14 Arrivals:
Point IGOR - Direct to enter on right base for Spot 2, 3, or 4.
Point BELL - Direct to enter right downwind for Spot 2, 3, or 4.
Point CYPRESS - Direct to cross the approach end extended centerline of RWY 32, then enter right downwind for Spot 2, 3, or 4.
Figure 6-7
RWY 23 Arrivals

RWY 23 Arrivals:
Point IGOR - Direct to cross the approach end extended centerline of RWY 32, then enter left downwind for Spot 1 or 4.
Point BELL - Direct to enter a left base for Spot 1 or 4.
Point CYPRESS - Direct to enter a left base for Spot 1 or 4.

Figure 6-8
RWY 32 Arrivals

RWY 32 Arrivals:
Point IGOR - Direct to enter left base for RWY 32, or cross the approach end extended centerline of RWY 32 to enter on left base for Spot 1 as directed.
Point BELL - Direct for RWY 32 or Spot 1 as directed.
Point CYPRESS - Direct to enter right base RWY 32 or Spot 1 as directed.
CHAPTER 7 - OUTLYING FIELDS

7.1 GENERAL

1. This section describes procedures and rules that are standard for every NOLF except NOLF Choctaw and Duke Field (Eglin AFB Auxiliary Field 3). NOLF Choctaw and Duke Field are authorized for use by TW-5 rotary-wing aircraft, but unlike the other NOLFs, they have a control tower and are also used by fixed-wing aircraft. Consult section 7.2 for NOLF Choctaw/section 7.8 for Duke Field operating procedures and course rules.

2. Procedures/rules in this section are superseded at a particular NOLF by any exceptions or additions in the section for that NOLF.

3. NOLF Spencer and NOLF Pace are the primary Contact “B” fields. Squadron Operations Departments shall ensure Contact “B” students are evenly distributed between NOLF Spencer and NOLF Pace when they check-in to the squadron. Students shall operate at the same NOLF until C4401 Solo complete, Tilt-Rotor SNAs until C4203 complete; subsequent Contact “B” events may be flown at any NOLF. The only exceptions to this are Pace students. Instructors should take their Pace On-Wings to NOLF SITE X or NOLF Santa Rosa for C4001-C4004.

4. All crewmembers and passengers shall be manifested regardless of the point of origin. Passengers departing OLFs shall be manifested by aircraft side number at the site with the ADO. If no other means are available, a verbal manifest shall be filed via radio or phone with schedules or an appropriate FSS when out of the local area.

5. Bird/Animal Hazard. Aircraft that observe increased bird or other animal activity compromising flight safety shall report it to the ADO. Reported information should include specific location, approximate number, altitude (if applicable), species (if known), and any other amplifying information that may assist USDA to disperse the BASH threat. The ADO will then contact the NASWF Duty Operations Watchstander, who will log it and notify the proper USDA representatives.

7.1.1 Crash Crew and ADO

1. The NOLF crash crew and ADO shall be on station and ready for duty prior to commencing flight operations.

2. If a crash crew and ADO are not on station, aircraft may operate in the NOLF pattern with no intent to perform landings. In this situation, simulated emergency procedures and autorotations are prohibited.

3. If the ADO must leave the tower (but still remaining on station), available aircraft shall be prepared to assume ADO duties, if requested. Aircraft may continue normal NOLF operations once the available aircraft has assumed ADO duties.

4. The ADO will advise inbound aircraft of field conditions and if the crash crew is restricted in their ability to maneuver. Crash crews advisory “restricted in ability to maneuver” calls are given
when there is any doubt regarding their ability to respond to aircraft emergencies utilizing crash vehicles. PICs ultimately determine if syllabus maneuvers can be executed safely, taking care to consider weather, surface hazards, and advisory calls, as well as mitigating any risks incurred.

5. Additional ADO responsibilities and radio calls are per reference (c).

7.1.2 Maximum Aircraft

1. Each NOLF has a maximum number of aircraft permitted to operate at the field and in specific areas and patterns. Formations count as:

   a. Individual aircraft for determining the total number of aircraft at the field.

   b. One aircraft for determining the number of aircraft per side.

2. If the NOLF already has reached the maximum number of aircraft permitted to operate at the field, aircraft are permitted to proceed inbound and split. They then shall either: depart the pattern, or land by crash shack or in the crew change area and wait for an aircraft to depart.

3. Aircraft that are shutdown at an NOLF do not count towards the number of aircraft operating at the field or on a side and will not be reported in the total aircraft count by the ADO. Aircraft in refueling or crew change areas and aircraft entering the pattern to depart will be included in the total aircraft count by the ADO, but these aircraft do not count towards the maximum number of aircraft at the field or per side restrictions.

4. If an aircraft that has priority (i.e., a solo at NOLF Pace or NOLF Spencer, or a tactics flight at NOLF Harold) arrives when the pattern is full, the last aircraft to have arrived prior to the priority aircraft shall either: depart the pattern, or land by crash shack or in the crew change area and wait for an aircraft to depart.

7.1.3 Traffic Pattern

1. The course in use is determined by the prevailing winds and shall be oriented into the prevailing winds to the maximum extent possible. Any IP can execute a course change to more closely align the course with the winds. See section 7.1.7, paragraph 6 for course change procedures.

2. The pattern altitude at all NOLFs is 500 feet AGL.

3. The pattern airspeed at all NOLFs is 70 KIAS. Different airspeeds may be flown in the pattern if they are required for the maneuver by the applicable FTI or to maintain proper interval. Overtaking another aircraft in the pattern is prohibited. Aircraft shall adjust airspeed as necessary to maintain proper interval.

4. Each NOLF has two patterns (or sides) in use simultaneously, one on the right side of the field and one on the left side of the field, divided by a visual landmark aligned with the course in use.
5. Aircraft operating on one side of a field are prohibited from crossing the line separating the sides for any purpose, except in an emergency or to avoid a collision.

6. Aircraft shall only change sides by re-splitting the field or by taxiing from one side to the other. See section 7.1.7, paragraph 2 for applicable communications.

   a. Re-splitting is accomplished by turning from the downwind leg of the pattern to a base leg, downwind of the field boundary, at 700 feet MSL and 70 KIAS, then turning upwind to fly directly over the splitting landmark on a heading aligned with the course in use.

   b. Taxiing to re-split is accomplished by taxiing across the extended courseline that passes through the splitting landmark.

7. With the exception of external load, confined area, pinnacle operations, tactical 360° overhead, 90°/180° offset approaches, aircraft shall not turn downwind prior to 200 feet AGL. Specific NOLF operating procedures may further restrict when to initiate the turn to downwind. Patterns shall be flown as tightly as practical.

8. Aircraft shall make turns as appropriate for that side of pattern (i.e. left traffic should make left turns). That includes Tactical Approaches, and confined area/external loads/pinnacle operations.

9. Aircraft shall not angle or S-turn during takeoff or approach. Aircraft conducting AEMP are excluded from this restriction.

7.1.4 Pattern Entry

1. Aircraft inbound to an NOLF shall remain clear of the traffic pattern and shall not cross departure corner of the field when circling to split.

2. To enter the pattern at any NOLF, aircraft shall split the field by flying upwind (in the direction of the course in use) directly over the splitting landmark for that field at 700 feet MSL.

3. Crossing the downwind field boundary, report “splitting,” intentions, and event number to the ADO.

4. After crossing the downwind field boundary, aircraft shall commence a level speed change to arrive at 70 KIAS prior to the upwind field boundary.

5. After crossing the upwind field boundary, and when clear of established pattern traffic, aircraft shall turn to crosswind and descend (if necessary) to the NOLF pattern altitude.

*NOTE:* Splitting aircraft have the right of way over re-splitting aircraft.
7.1.5 Pattern Departure

1. Aircraft must be in the pattern that contains the departure corner to depart.

2. At the departure corner, the aircraft shall be at pattern altitude and 70 KIAS, and shall report “departing” and the departure direction (if departing from the non-standard departure corner) to the ADO.

7.1.6 Surface Operations

1. A clearing turn shall be performed prior to transitioning to forward flight after landing or hovering, and when exiting crew change areas.

2. When winds exceed 15 KTS, clearing turns shall be made 45° to the left and right of the course line, vice the standard 360° turn.

3. Aircraft shall taxi in a straight line on a cardinal heading when over grass. Taxiing is allowed in other directions only when following gravel or paved surfaces at NOLF Spencer, NOLF Site X, and NOLF Santa Rosa, using the painted centerline, if applicable.

4. Taxiing aircraft shall yield right of way to, and ensure that they do not interfere with, aircraft transitioning to forward flight and aircraft on final.

7.1.7 Communications

1. Radio communications on the NOLF frequency shall be kept to the minimum required for safe and efficient flight. Crash shall respond to those radio calls that are addressed to them. The ADO shall respond to all calls directed to the NOLF name. Refer to Appendix B for additional guidance.

**NOTE:** Radio communications should serve as an aid to situational awareness but in no way do they alleviate responsibility for “see and avoid.” Pilots shall maintain a vigilant external scan particularly emergency procedures practice areas such as “The Channel.”

**NOTE:** Instructors should ensure that NOLF ADOs properly discharge their duties. This may require additional radio calls to clarify situations. Such calls shall be professional and as brief as possible so as to not disrupt other communications at the NOLF.

**NOTE:** Examples of calls that are commonly made but not required include: Infield taxi calls that do not effect either side considerations (taxiing from low work to the infield or taxi from the Apex to in the infield/low work, taxiing from the fuel pits to the crew change), taxiing from one lane into another on the same side. These calls often cause congestion on the radio and can hinder training.

2. Situations that require a radio transmission are:
a. Prior to executing emergency procedures at fields en route to an NOLF or transiting a
designated emergency practice area. The ADO at the NOLF shall annotate side number and time
of traffic call in the logbook, and acknowledge the radio call with the aircraft call sign, side
number and number of aircraft working the area. If the aircraft has not called inbound, reported
clear of the channel/field, or reported “OPS normal” within 15 minutes from the time of the
initial call, the ADO shall initiate radio contact with that aircraft by transmitting “confirm OPS
normal.”

b. **Inbound at the appropriate point.** An aircraft inbound to an NOLF shall report “inbound”
to the ADO. ADO shall respond with the course in use, winds, and the number of aircraft at the
field.

c. **Splitting.** Crossing the downwind field boundary, report “splitting,” intentions and event
number to the ADO. ADO shall respond with the total number of aircraft at the field.

d. **Re-splitting.** Aircraft shall announce “re-splitting” and intentions to traffic prior to
crossing the downwind field boundary.

e. **Taxi Re-splitting.** Prior to crossing the boundary between the sides, aircraft intending to
taxi to the other side shall announce “taxiing from” and “to” relative positions on the field. This
includes aircraft taxiing from the infield/low work/apex area to a side.

f. **Waving Off.** Aircraft executing a wave-off shall announce “waving off” and their location
to traffic as soon as possible.

g. **Winds Check.** Aircraft may request ADO to announce current winds as necessary. ADO
shall respond with the current wind observation.

h. **Autorotation Energy Management Principles (AEMP) Procedures.** All AEMP aircraft
shall make traffic advisory calls, as appropriate, to de-conflict with other traffic.

i. **Departing.** Aircraft shall report “departing” (and the departure direction if non-standard) to
the ADO at the appropriate corner when departing the pattern. If the departure side of the field
has the maximum number of aircraft, departing aircraft are permitted to enter that side of the
field with a radio call that clarifies intentions (“Traffic, Bladerunner 123 resplitting/taxiing to the
duty for departure”)

3. Radio calls for maneuvers that require them shall be made in the crosswind or prior to
commencing the maneuver (for maneuvers that begin from a hover) to traffic, and shall include
the type of maneuver and to where it will be conducted.

4. The following maneuvers require a radio call:

a. Simulated Engine Failure on Takeoff Demonstration

b. High Speed Low Level Autorotation Demonstration
c. Simulated Stuck Pedals at Altitude

d. Quick Stop (not Quick Stop from a Hover)

e. High Speed Approach

f. Boost-off Approaches (Traffic call may be made after the crosswind to facilitate emergency procedure completion. Call shall be made no later than mid-field downwind).

5. Tactical Operations

a. Prior to conducting any tactical operations, the aircraft involved shall announce the type of operations, location, and duration of operations to traffic. When complete, the aircraft shall announce “complete” to traffic.

b. Aircraft shall announce “lifting” and the zone name to traffic prior to taking off from any Confined Area Landing (CAL) zone.

c. Aircraft conducting CAL operations shall make “OPS normal” calls to the ADO every 5 minutes. The ADO shall acknowledge all “OPS normal” calls.

6. Course Changes

a. If it becomes necessary to change the course in use, any IP shall transmit, "All aircraft operating at (name of NOLF), land, and hold position. Standby for a course change to (new course)."

NOTE: No aircraft shall taxi until cleared by the initiating pilot.

b. "All aircraft operating at (name of NOLF) are cleared to taxi for the new course of (new course)."

NOTE: The IP executing the course change shall ensure the crash crew or ADO changes the course indicator, and that the maximum number of aircraft per side on the new course is not exceeded prior to issuing the clearance to operate on the new course.

c. "All aircraft operating at (name of NOLF) are cleared to operate on a new course of (new course)."

7.1.8 Emergency Operations

1. If a mishap is observed by an aircraft, the ADO, or by the crash crew, they shall announce “Crash, Crash, Crash” and any other pertinent information such as the type of mishap, location, and side number of the aircraft involved over the NOLF frequency. All other aircraft shall land and hold position until the crash crew has responded to the mishap. No transmissions unrelated to the emergency shall be made over the NOLF frequency, unless required for safety of flight.
Once it is safe to do so, the ADO shall advise the uninvolved aircraft to depart or resume normal operations.

2. Aircraft experiencing an emergency at an NOLF should transmit the nature of the emergency, their intentions, and if any assistance is required to the ADO as soon as practical.

7.2 NOLF CHOCTAW

1. The NOLF Choctaw elevation is 111 feet MSL.

2. NOLF Choctaw has an 8000 x 150 foot runway oriented 360-180 degrees, and an 8000 x 75 foot parallel taxiway.

Figure 7.2-1
NOLF Choctaw Field Layout
7.2.1.1 Hazards

1. A high volume of aviation traffic transits along HWY 90/I-10.

2. UAV operations on the East side of the airfield.

7.2.2 Tower Controlled Operations

1. The tower controls Class D airspace only. Remain clear of Pensacola Class C airspace unless in radio contact with the appropriate ATC. Class D airspace is depicted on the current New Orleans VFR sectional.

2. A maximum of six (6) aircraft may operate at NOLF Choctaw. There is no priority for type of aircraft or event.

3. Traffic pattern entry shall be made from the north or south, per Tower’s direction.

4. All aircraft operating at NOLF Choctaw shall be under positive control of the tower when the tower is operating.

5. The normal helicopter pattern may be flown to the duty runway or the parallel taxiway.

6. The normal helicopter downwind pattern is flown east of the runway at 500 feet AGL and 70 KIAS. A west pattern may be flown, regardless of runway, if there are no fixed-wing aircraft operating.

7. The fixed-wing downwind shall be flown west of the runway, regardless of the runway in use at 1000 feet AGL.
7.2.3 Arrivals

7.2.3.1 Course Rules from Whiting Field

1. From Point FISH, turn right to intercept the northeast corner of Tower 438 field.
2. When abeam Tower 438, report “Tower 438 for the East Bay” to Santa Rosa ADO.
3. From Tower 438, turn right to follow I-10 to Point ECHO, and remain at 900 feet MSL.
4. Upon reaching Point ECHO, call clear with Santa Rosa ADO. Switch the UHF to manual 259.25 for Choctaw Tower, and report “Five miles to the north, inbound.” Complete the landing checklist, remaining at 900 feet MSL, and proceed as depicted in Figure 7.2-2.

**7.2.3.2 Course Rules from Santa Rosa**

1. Make a normal departure from Santa Rosa and proceed to Point ECHO.

2. At Point ECHO, switch the UHF radio to manual 259.25 for Choctaw Tower and report “Five miles to the north, inbound.” Complete the landing checklist, remaining at 900 feet MSL, and proceed as depicted in figure 7.2-2.

3. Descend to 700 feet MSL when south of the Yellow River.

**7.2.3.3 Course Rules from the East Bay**

1. Proceed to the Yellow River Inlet at or below 500 feet MSL, complete the landing checklist, and report, “Yellow River, inbound.”

2. Proceed east along the Yellow River until intercepting course rules depicted in figure 7.2-2 at 700 ft MSL.

*NOTE:* Tower may issue direction to fly lower than 500 feet MSL for fixed-wing traffic avoidance (Day only).

**7.2.3.4 Course Rules from the South (Day only)**

1. Climb or remain at 900 feet MSL, report “5 miles to the south, inbound”, and perform landing checks.

2. Proceed direct to the field or as directed by Tower.

3. Remain at 900 feet MSL until pattern entry.

*NOTE:* Fixed-wing aircraft enter the pattern from “High Key” (over the field at 2500 feet AGL), or from due west of the field.

**7.2.3.5 Course Rules from the Eastern Operating Area/Duke Field**

1. Aircraft inbound to NOLF Choctaw shall join course rules at Point RACETRACK.

   a. During the day, aircraft shall transit westbound from Point RACETRACK along the power lines at 700 feet MSL and 100 KIAS.

   b. At night, aircraft shall transit westbound from Point RACETRACK north of HWY 90 at 1100 feet MSL and 100 KIAS.
2. When NOLF Harold is conducting flight operations, switch the UHF radio to NOLF Harold, report “Point RACETRACK inbound for Choctaw” to the Harold ADO, and change the squawk to 1200.

3. Approaching NOLF Harold, turn to the southwest to remain clear of the NOLF Harold traffic pattern, and fly directly over the northern edge of HWY 90 to avoid Restricted Area 2915A.

4. Once clear of Harold’s traffic pattern, switch the UHF radio to NOLF Santa Rosa and report “transiting to the west” to the ADO.

5. Abeam Point HOTEL, aircraft shall turn to intercept I-10 westbound toward Point ECHO, descending/climbing to 900 feet MSL, then follow the procedures specified in section 7.2.3.1 paragraph 4.

7.2.4 Departures

1. All departing aircraft shall report “departing,” maintain 700 feet MSL, and proceed on heading 360 as depicted in figure 7.2-2; report clear of Class D airspace.

2. (NVD Only) When departing the field, aircraft shall include the lighting configuration in the departing call.

3. Departures to the south (Day Only) shall proceed straight out from RWY 18 or from the downwind from RWY 36.

7.2.4.1 Point ECHO Arrival to South Whiting Field

1. Maintain 700 feet MSL and proceed as depicted in figure 7.2-2 direct to Point ECHO. At Point ECHO climb to 900 feet MSL and continue inbound following the procedures specified in section 6.3.2.3.

7.2.4.2 Point VERTOL Arrival to South Whiting Field

1. Point VERTOL arrivals are not authorized.
7.3 NOLF HAROLD

7.3.1 General

1. The NOLF Harold field elevation is 159 feet MSL.

2. Confined area, external load, and pinnacle operations have priority at NOLF Harold. Other tactical and formation flights have secondary priority.

3. Aircraft shall continue to utilize the same lane, to remain predictable. Make appropriate radio call if lane change is necessary.

4. The crash shack is located on the east side of the field.

7.3.1.1 Hazards

1. There is a high volume of general aviation traffic transiting along HWY 90 and I-10.

7.3.2 Day Operations

1. A maximum of eleven (11) individual aircraft may operate at NOLF Harold. A combination of individual and sections may not exceed four (4) per side. No more than three (3) sections may operate at NOLF Harold simultaneously. Formations are counted as per 7.1.2. When confined area, external load, or pinnacle operations are being conducted, that side is limited to two (2) aircraft, and both aircraft must be conducting those operations.

2. Traffic pattern entry shall be made by splitting the field for:
   a. Course 360 or 180: Between the base and the top of the “T.”
   b. Course 090 or 270: Over the white gravel centerline.
3. The field is divided into two sides, depending on course in use:

   a. Courses 360 or 180: The field is divided between the base and the top of the “T.” Confined area, external load and pinnacle operations shall be conducted on the western side. Autorotations, section approaches, high-speed approaches, and quick-stops shall be conducted on the eastern side in one of four lanes, numbered from the lane closest to the crash shack to the west. All other operations may use either side. When 360° overhead, 180° offset, and 90° offset tactical approaches are being conducted in the northeast and/or southeast corners, Lane 1 is closed to other operations.

   b. Courses 090 or 270: The field is divided by the white gravel centerline. Confined area, external load, and pinnacle operations shall be conducted on the northern side. Autorotations, high-speed approaches, and quick-stops shall be conducted to a numbered lane parallel the centerline as depicted in 7.3-2. All other operations may use either side. Downwinds in the southern half of the field shall be flown outside of the field boundary with the exception of aircraft conducting 360° overhead, 180° offset, and 90° offset tactical approaches in the southwest corner. If both the southwest and southeast tactical approach patterns are being utilized simultaneously, other aircraft in the southern half of the field shall use Lane 2 or 3.

4. Two CAL zones and a pinnacle are located in the northwest quadrant of the field.

5. Aircraft in the external load pattern have right of way over aircraft conducting confined area landings.

6. Full autorotations, sliding landings, simulated engine failures in a hover and hover taxi are prohibited due to uneven terrain.

7. Aircraft conducting CAL operations shall give consideration to a crash crew’s “restricted in ability to maneuver” advisory call and field status prior to commencing CAL operations.
Aircraft conducting CAL operations shall make appropriate “OPS normal” calls per section 7.1.7 paragraph 5.

8. 360° overhead, 180° offset, and 90° offset tactical approaches shall be conducted on the northeast, southeast, and southwest corners of NOLF Harold only (Figure 7.3-4). Overflight of the tactical approach pattern, while in use, is prohibited.

Figure 7.3-5
NOLF Harold Corner Tactical Approach Patterns

7.3.3 Arrivals

Figure 7.3-6
Harold Arrivals
7.3.3.1 Course Rules from South Whiting Field

1. At Point FISH, maintain heading to intercept the power lines, and proceed to Point HOTEL.

2. At Point HOTEL, report “Point HOTEL inbound.” Descend to 700 feet MSL, and complete the landing checklist.

3. Continue inbound along the power lines, deviating as necessary to circle to split as depicted in Figure 7.3-2. Do not cross the northeast departure corner.

7.3.3.2 Course Rules from the Eastern Operating Area

1. Join course rules at Point RACETRACK at 700 feet MSL and 100 KIAS.

2. At Point RACETRACK, intercept the power lines westbound, switch the UHF radio to Harold, change squawk to 1200, report “Point RACETRACK inbound” to Harold ADO, and complete the landing checklist.

3. Continue inbound along the power lines, maneuvering as necessary to split as depicted in Figure 7.3-3. Do not cross the northeast departure corner.

7.3.3.3 Course Rules from Santa Rosa OLF

1. Following the procedures specified in section 7.5.5.1.

7.3.4 Departures

Figure 7.3-7
Harold Departures
1. Aircraft shall depart from the northeast corner of the field to return to KNDZ via course rules, and for transitions to the Eastern Operating Area. At the northeast corner of the field, report “departing” to the ADO and proceed to the north direct to Deaton Bridge. Climb to 700 feet MSL, and accelerate to 100 KIAS.

**NOTE:** Aircraft departing KNDZ for the Eastern Operating Areas follow the Blackwater River to Deaton Bridge at 900 feet MSL.

2. Aircraft may depart from the southeast corner of the field to transit to NOLF Santa Rosa, NOLF Choctaw, or the East Bay. At the southeast corner of the field, report “departing to the south” to the ADO, and climb to 900 feet MSL. Proceed south to HWY 90, then turn westbound to follow the northern edge of HWY 90. Continue following the northern edge of HWY 90 until abeam Point HOTEL.

7.3.4.1 Course Rules to South Whiting Field

1. At Deaton Bridge, turn to a heading of approximately 340° to proceed direct to Point JUNIPER, and continue inbound following the procedures specified in section 6.3.2.5.

**NOTE:** Aircraft returning from the east have the right of way at Point JUNIPER. If there is a conflict, the aircraft from NOLF Harold shall turn to the east prior to arriving at Point JUNIPER so as to parallel the traffic inbound from the east, then turn to follow that traffic once clear.

7.3.4.2 Course Rules to the Eastern Operating Area

1. At the Deaton Bridge, turn right to an easterly heading, switch the UHF radio to Eastern Common, and change the squawk to 4677. Advise Eastern Traffic of intentions.

7.3.4.3 Course Rules to NOLF Santa Rosa

1. Once clear of Harold’s traffic pattern, switch the UHF radio to NOLF Santa Rosa and report “Harold inbound” to the ADO.

2. Abeam Point HOTEL, turn as necessary to intercept the appropriate entry procedures for NOLF Santa Rosa (Figure 7.5-1) and complete the landing checklist.

7.3.4.4 Course Rules to NOLF Choctaw/East Bay

1. Once clear of Harold’s traffic pattern, switch the UHF radio to NOLF Santa Rosa and report “transiting to the west” to the ADO.

2. Abeam Point HOTEL, aircraft shall turn to intercept I-10 westbound, maintaining 900 feet MSL.
3. Upon reaching Point ECHO, call “clear” with Santa Rosa ADO. Switch the UHF radio to manual 259.25 for Choctaw Tower and report “Five miles to the north to work East Bay.” Aircraft desiring to operate at NOLF Choctaw refer to section 7.2.3.1 paragraph 4 for NOLF Choctaw entry procedures from Point ECHO.
7.4 NOLF PACE

7.4.1 General

1. The NOLF Pace field elevation is 204 feet MSL.

2. A maximum of eight (8) aircraft may operate at NOLF Pace. Four (4) aircraft are allowed per side.

3. Solos have priority at NOLF Pace.

4. Tactical operations may be performed on a not-to-interfere basis.
7.4.1.1 Hazards

1. General aviation traffic utilizes J-22 airstrip to the NNW of NOLF Pace. All TW-5 aircraft shall avoid J-22 private airstrip.

2. A high volume of general aviation and military traffic utilizes airspace north of tree field.

3. Surface hazard diagrams highlight known hazardous areas to avoid. Refer to section 7.4.3 for specific restrictions to where maneuvers may terminate or where aircraft may touchdown.

4. There is a north/south running drainage ditch on the east side (Figure 7.4-2)
7.4.2 Pattern Entry

1. Traffic pattern entry shall be made by splitting the field directly over the white gravel centerline for the course in use.

NOTE: Point BEND Entry has right of way. Aircraft inbound from Pond Creek Bridge and Tree Field maneuver and deconflict as required.

7.4.3 Field Layout and Operations

1. The Field is divided by a centerline aligned with the course in use into left and right identical sides, a low work area, and “No Man’s Land.” Each side is divided into three lanes (Figure 7.4-1):

   a. The “Normal Lanes” are bounded by the inside lines of the gravel boxes on the midfield line. These lanes are used for normal and steep approaches. They contain four spots numbered left to right, upwind to downwind in the downwind half of the field. Upon initial arrival to the Normal Lanes, aircraft should select the lowest numbered spot available. Aircraft should
continue to work this lane until complete with normal / steep approaches. No requirement exists to change lanes to move to a lower numbered spot should it be vacated. Aircraft may coordinate with any newly arriving traffic to ensure confusion does not exist as to which spots are being used.

**NOTE:** If two aircraft are operating in tandem spots (Spots 1 & 3 or Spots 2 & 4 shall be treated as a lane). They shall utilize the most upwind spot available for landing in that lane.

b. The “90 Auto Lane” extends from No Man’s Land to the Normal Lanes. This lane can be used for all maneuvers except: normal approaches to a hover and steep approaches.

c. The “180 Auto Lane” extends from the field boundary to the Normal Lanes. 180 degree autorotations and engine failures in the downwind shall terminate in this lane.

2. “No Man’s Land” extends 50 feet from each side of centerline on the downwind half of the field. No maneuvers are permitted in this area. Taxiing through No Man’s Land to re-split is authorized.

3. The “Low Work Area” extends 50 feet from each side of the centerline on the upwind half of the field. Low work may be performed in this area on a not to interfere basis with traffic in the 90 Auto Lanes.

4. The crash shack and crew change are located in the southeastern corner of the field in the “180 Auto Lane.” Aircraft using the crew change area shall avoid conflicting with aircraft conducting operations in the “180 Auto Lane.”

5. Aircraft operating in the “90 Auto Lane” and the “180 Auto Lane” should plan approaches to terminate maneuvers on the left or right side of the lane to leave space for following aircraft.

6. “Channel work” for emergency procedures can be conducted between Point POND and Point BEND or Point POND to Pond Creek Bridge. Refer to section 3.6 and 3.6.1. “Channel work” between Point POND and Point BEND shall remain within one mile of course in order to deconflict with arriving T-6 traffic.

7. In all "Lanes," aircraft shall:

   a. Transition to forward flight only from the downwind half of the field. If forward motion terminates in the upwind half, the aircraft must back-taxi to the downwind half in order to transition. When winds exceed NATOPS limits, upwind departures are authorized providing the aircraft is clear and radio coordination is made as required.

   b. Turn to downwind no earlier than 200 feet AGL and abeam the upwind field boundary.

   c. 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. For
example, on the left side of the field, aircraft working Spot 3 should waveoff between Spots 1 and 2. Aircraft working Spot 4 should waveoff toward the 90 degree autorotation lane.

8. 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.
7.4.4 Arrivals

![Figure 7.4-6: Pace Arrivals](image)

7.4.4.1 Course Rules from South Whiting Field

1. At Point POND, switch the UHF radio to channel (9) and report, “Point POND for the channel” to the Pace ADO. Continue on an approximate heading of 290° to intercept the unimproved road that heads approximately 315°.

2. Follow the unimproved road to Point BEND. Point BEND is defined as the second, larger bend in the unimproved road. At Point BEND, report “Point BEND inbound” to the Pace ADO.

3. Turn left direct to NOLF Pace, complete the landing checklist and descend to 700 feet MSL.

4. Aircraft shall circle to split as depicted in Figure 7-4.3.
7.4.4.2 Course Rules from NOLF Spencer

1. Aircraft returning from NOLF Spencer shall report “departing to the North for Pace” to the
   Spencer ADO, climb to 1100 feet MSL, accelerate to 100 KIAS and proceed to the Pond Creek
   Bridge.

2. At Pond Creek Bridge, turn left to follow HWY 191 to the Northwest, descend to 900 feet
   MSL, switch the UHF radio to channel 9, and report “Pond Creek Bridge inbound” to the Pace
   ADO.

3. Abeam the Radio Tower, descend to 700 feet MSL and complete the landing checklist.

3. Aircraft shall split as depicted in Figure 7.4-4.

7.4.4.3 Course Rules from NOLF SITE X

1. At Tree Field, switch the UHF radio to channel 9 and report “Tree Field inbound” to the Pace
   ADO. Maintain 700 feet MSL and complete the landing checklist. Aircraft shall circle to split
   as depicted in 7.4-5.
7.4.5 Departures

1. The primary departure corner is the Southeast. Aircraft departing for NOLF SITE X shall depart from the Northwest corner.

2. Aircraft shall report “departing” to Pace ADO, turn Southeast to intercept HWY 197, climb to 900 feet MSL, and accelerate to 100 KIAS.

3. Follow HWY 197 south to HWY 197A and then to Point SNAKE.

**NOTE:** Aircraft established on the power lines returning from the west have the right of way at Point SNAKE. If there is a conflict, the aircraft on HWY 197/197A shall turn west prior to arriving at Point SNAKE so as to parallel the power lines traffic, then turn to follow that traffic once clear.
7.4.5.1 SNAKE Arrival to South Whiting Field

1. At Point SNAKE, continue inbound following the procedures specified in section 6.3.2.2.

7.4.5.2 WHISKEY Arrival to South Whiting Field

1. At Point SNAKE, continue south following HWY 197A to HWY 90 and maintain 900 feet MSL.

**NOTE:** Aircraft established on HWY 90 have the right of way. If there is a conflict, the aircraft on HWY 197A shall turn west prior to arriving at HWY 90 so as to parallel the traffic, then turn to follow that traffic once clear.

2. At HWY 90, turn left to follow HWY 90 to the east to Point WHISKEY and continue inbound following the procedures specified in section 6.3.2.1.

**NOTE:** Aircraft returning from NOLF Spencer intercept HWY 90 from the north abeam NOLF Spencer at 900 feet MSL. Aircraft established on HWY 90 have the right of way.

7.4.5.3 Course Rules to NOLF Spencer

1. Aircraft arriving via Point SNAKE shall report “Point SNAKE inbound” to Spencer ADO.

2. Descend to 700 feet MSL, perform the landing checklist, and adjust course to set up to split the field for the course in use as depicted in Figure 7.7-6. Do not cross the southeastern departure corner.

7.4.5.4 Course Rules to the Western Operating Area

1. Aircraft shall follow the procedures in section 8.3.2.4.

7.4.6 Course Rules to NOLF SITE X

1. 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 at 700 feet MSL.

**NOTE:** General aviation traffic utilizes J-22 airstrip to the NNW of NOLF Pace. All TW-5 aircraft shall avoid J-22 private airstrip.

2. Abeam Tree Field, report “Clear to the North” and switch UHF radio to channel 13 and continue to follow HWY 197.

3. At Point PISTOL (Intersection of HWY 197 & 182) report, “Point PISTOL inbound” to the SITE X ADO, and complete the landing checklist. Proceed direct to the field and split as depicted in Figure 7.6-2. Do not overfly the Southwest departure corner.
7.5 NOLF SANTA ROSA

1. The NOLF Santa Rosa field elevation is 150 feet MSL.

2. Primary unaided field, unaided aircraft have priority over aided aircraft.

3. Inbound traffic may conduct simulated engine failures from altitude while splitting the field.

4. The crash crew is located on the west side of the field.

5. Due to lack of field symmetry, in the following paragraphs of this instruction, the sides are referred to as “normal” and “auto.” For radio communications purposes, the sides are referred to as “left” and “right.”
7.5.1.1 Hazards

1. A high volume of general aviation traffic transits along HWY 90 and I-10.

2. Restricted Area 2915A is approximately one mile east of NOLF Santa Rosa, just east of Yellow River Bridge.

3. Surface hazard diagrams highlight known hazardous areas to avoid. Refer to section 7.5.2 for specific restrictions to where maneuvers may terminate or where aircraft may touchdown.

4. There are drainage ditches running from north to south along the west side and from the southwest corner of the field (Figure 7.5-2).

5. There is downsloping terrain in the southeast corner of the field. The yellow circle denotes gradual slope, and the red denotes steep slope (Figure 7.5-2).
7.5.2 Day Operations

1. A maximum of twelve (12) aircraft may operate at NOLF Santa Rosa, eight (8) aircraft in the normal approach side, and four (4) aircraft in the autorotation side. The eight (8) normal side aircraft may be comprised of any combination of up to a maximum of three (3) aircraft in the Low Work Area and a maximum of five (5) aircraft on the landing spots.

2. The field is divided by a gravel line, depicted by Figure 7.5-1, aligned with the course in use into two sides, a normal approach side and an autorotation side.

3. Pattern entry shall be made by splitting the field directly over the gravel line for the course in use (Figure 7.5-1).

4. The low work area is located in the southeast quadrant of the field for all courses. All low work shall be performed in this area.

5. The normal approach side consists of a normal landing area containing five white numbered landing spots numbered outboard to inboard. It extends from the centerline to the field boundary on the eastern side of the field for courses 360 and 180 and the southern side for courses 090 and 270.

   a. Normal, steep approaches, and sliding landings are performed in this area. Quick stops from a hover may be performed in this area.

   b. Aircraft established as working a spot have priority to that spot until they vacate.

   c. Aircraft taxiing through the normal approach area shall avoid conflicting with aircraft on approach to the spots.

   d. NVD spots not also associated with normal daytime spots or runways are to be utilized for NVD operations only. Day and night unaided approaches and landings to these spots are not authorized.

   e. Trees near the normal spots on courses 360 and 180 may make it difficult to achieve normal takeoff airspeed/altitude checkpoints. Adjust the takeoff accordingly.

6. The autorotation side contains the duty runway and the “Tactics Lane,” as well as the area for autorotations. It extends from the centerline to the field boundary on the western side of the field for courses 360 and 180, and the northern side for courses 090 and 270.

   a. Practice autorotations that terminate in the northwest quadrant are prohibited.

   b. For course 090/270: Downwind for 180° autorotations may be flown inside the field boundary, provided the aircraft remains north of the tree line.
c. The duty runway shall be used for simulated stuck pedal approaches and hydraulic boost off approaches to a touchdown. Hydraulic boost off approaches terminating in a hover-taxi may be taken to the duty runway or to the tactics or auto lanes.

d. The “Tactics Lane” extends from the eastern edge of the duty runway to the centerline for courses 360 and 180, and from the southern edge of the duty runway to the center of the gravel line for courses 090 and 270.

(1) Quick stops, section approaches, and high speed approaches shall be performed in the “Tactics Lane.”

(2) No more than three (3) aircraft or sections of aircraft shall perform quick stops, section approaches, or high speed approaches at a time.

*NOTE:* Simulated engine failures while splitting shall be taken to a safe portion of the tactics lane in use. Aircraft shall make the normal splitting call, with the IP adding “With a simulated.” Restrictions in section 3.5 apply and full autorotations are not authorized.

Simulated engine failures while splitting Santa Rosa may be taken to a power recovery autorotation or to a waveoff at the IP’s discretion. If forward motion terminates, the aircraft is now on the autorotation side of the NOLF and must either taxi or takeoff from the tactics lane. If forward motion does not terminate, the aircraft may takeoff or waveoff and turn to either side (normal or autorotation) once at 200 feet AGL, abeam the upwind boundary, and with proper interval. Pilots shall call “waving off from the tactics lane to the left/right side” to Santa Rosa Traffic.

7. Turns to downwind shall be commenced no earlier than 200 feet AGL, and the pattern shall be flown as tightly as practical, and never so wide as to force entering aircraft into Restricted Area 2915A.

8. Tactical 360° overhead, 180° offset, and 90° offset approaches may be executed in either the normal or autorotation side of the field, as long as they do not interfere with other operations. For noise abatement, tactical 360° overhead approaches in the northeast corner should be avoided.

9. Due to rollover hazard associated with cracked and unstable pavement, touchdown maneuvers other than Vertical Landings are prohibited on taxiways and closed runways. RWYs 09/27 and 18/36 may be used for all touchdown maneuvers.

10. No landings shall be made to any of the drainage ditches.
7.5.3 Night Operations

7.5.3.1 Unaided Night Operations

1. Unaided aircraft may operate at Santa Rosa on a not-to-interfere basis with NVD aircraft. Mixed pattern operations (NVD and unaided aircraft) are prohibited. Unaided aircraft shall depart without delay when an NVD aircraft reports “inbound.”

2. Six (6) aircraft may operate at NOLF Santa Rosa, three (3) per side.

3. The field has two lighted landing spots for use at night. One lighted spot is located in the grassy area just northwest of the intersection of RWYs 09/27 and 18/36. The second lighted spot is located in the grassy area just north of the Maltese Cross/intersection of closed RWYs 5/23 and 14/32 (Figure 7.5-3).

4. Unaided aircraft shall not taxi off of the lighted landings spots.

5. Pattern entry is made by splitting the field over the lighted lineup line located along the runway aligned with the course in use.
7.5.3.2 NVD Operations

1. Arriving aircraft shall include “for NVD operations” in the inbound call to ensure field lighting is secured prior to arrival.

2. During NVD operations, seven (7) aircraft may operate at NOLF Santa Rosa, three (3) per side and one (1) in the NVD low work area.

3. Pattern entry shall be made by splitting the field directly over the gravel line for course 090/270 or over the eastern edge of RWY 18/36 for course 180/360 (Figure 7.5-4).
4. The NVD low work area is defined as the two eastern most spots in the normal low work area. Taxiing to and from the low work area shall be accomplished on cardinal headings and/or via the taxiways.

5. For course 180/360, the NVD landing spots are located in the southern quadrant of the field on a line extending from approximately abeam the intersection of taxiways on RWY 18/36. For a western (left hand on course of 360/right hand on course of 180) traffic pattern, there is one lighted spot (expeditionary lighting) in the day north/south auto lane, one painted helo spot on the north/south taxiway, and one painted helo spot on RWY 18/36. For an eastern traffic pattern (right hand pattern on course of 360/left hand pattern on course of 180), there is one painted helo spot on RWY 05/23 and two lighted spots (expeditionary lighting) in the day tactics lane.

6. For course 090/270, the NVD landing spots are located on RWY 18/36 oriented 090/270. For a southern pattern (right hand for course of 090/left hand for a course of 270), utilize day Spots 1, 3, and 5. For a northern traffic pattern (left hand for a course of 090/right hand for a course of 270), utilize the northern day FDLP pad and the two painted helo spots.

7. When splitting and departing, the aircraft shall be in the normal night lighting configuration (anti-collision lights on and position lights steady bright).

8. While operating in the pattern or low work area the aircraft lighting configuration may be modified for training. Refer to section 3.1-2 for lighting configurations.

9. Refer to Appendix B for communications during NOLF Santa Rosa NVD operations.

10. When no NVD aircraft are operating at NOLF Santa Rosa, the unaided field light lighting configuration shall be used.
7.5.4 Arrivals

7.5.4.1 Course Rules from South Whiting Field

1. From Point FISH, turn right to intercept the northeast corner of Tower 438 field.

2. Abeam Tower 438, turn to the south and report “Tower 438 inbound” to Santa Rosa ADO.

3. After crossing HWY 90, descend to 700 feet MSL complete the landing checklist and circle to split as depicted in Figure 7.5-1, 7.5-3, or 7.5-4 as appropriate.

7.5.4.2 Course Rules from the Eastern Operating Area/Duke Field

1. Aircraft inbound to NOLF Santa Rosa from the east shall join course rules at Point RACETRACK.

   a. During the day, aircraft shall transit westbound from Point RACETRACK along the power lines at 700 feet MSL and 100 KIAS.
b. At night, aircraft shall transit westbound from Point RACETRACK north of HWY 90 at 1100 feet MSL and 100 KIAS.

2. When NOLF Harold is conducting flight operations, switch the UHF radio to NOLF Harold, report “Point RACETRACK inbound for Santa Rosa” to the Harold ADO, and change the squawk to 1200.

3. Approaching NOLF Harold, turn to the southwest to remain clear of the NOLF Harold traffic pattern and follow the northern edge of HWY 90 to avoid Restricted Area 2915A south of HWY 90.

4. Once clear of the NOLF Harold traffic pattern, report, “clear to the west” to Harold ADO, switch the UHF radio to Santa Rosa, and report “Harold inbound” to the Santa Rosa ADO.

5. Continue following the northern edge of HWY 90 until abeam Point HOTEL to avoid Restricted Area 2915A, then cross HWY 90. Abeam Point HOTEL, aircraft shall descend to 700 feet MSL, turn as necessary to intercept the appropriate entry procedures for NOLF Santa Rosa (Figure 7.5-5) and complete the landing checklist.

**NOTE:** Aircraft inbound from Tower 438 have the right of way over aircraft inbound from Harold. If there is a conflict, the aircraft inbound from the east shall turn north to parallel the inbound traffic until clear, then turn to follow that traffic.

### 7.5.4.3 Course Rules from the East Bay and NOLF Choctaw

1. Proceed at 700 feet MSL and 100 KIAS to Yellow River Bridge. See Figure 7.2-2.

2. At Yellow River Bridge, switch the UHF radio to Santa Rosa, report “Yellow River Bridge inbound” to the Santa Rosa ADO, complete the landing checklist, and split as depicted in Figure 7.5-1, 7.5-3, or 7.5-4 as appropriate.

### 7.5.5 Departures

1. Aircraft shall depart from the pattern at the northwest corner of the field, and report “departing” to the Santa Rosa ADO.

### 7.5.5.1 Course Rules to NOLF Harold

1. At the departure corner, report “departing to Harold” to the Santa Rosa ADO. Immediately turn toward HWY 90 and climb to 900 feet MSL, remaining south of HWY 90 and north of I-10.

**CAUTION:** Aircraft inbound to NOLF Santa Rosa from Tower 438 descend from 900 feet MSL to 700 feet MSL when crossing HWY 90. Additional traffic may be approaching from the east at 700 feet MSL.
2. Abeam Point HOTEL, switch the UHF radio to NOLF Harold, report “Santa Rosa inbound for Harold” to the Harold ADO, and complete the landing checklist.

3. Maneuver as necessary, remaining clear of Restricted Area 2915A, to split as depicted in Figure 7.3-3.

7.5.5.2 Course Rules to the Eastern Operating Area/Duke Field

1. At the departure corner, immediately turn northeast toward HWY 90, remaining south of HWY 90 and north of I-10.

   a. During the day, aircraft shall transit eastbound from NOLF Santa Rosa at 900 feet MSL and 100 KIAS.

   b. At night, aircraft shall transit eastbound from NOLF Santa Rosa at 1300 feet MSL and 100 KIAS.

**CAUTION:** *Traffic may be approaching from the east at 700 feet MSL.*

2. Abeam Point HOTEL, report “clear to the east” to the Santa Rosa ADO, switch the UHF radio to NOLF Harold, and report “transiting to the east” to the Harold ADO.

3. Approaching NOLF Harold, remain clear of the NOLF Harold traffic pattern as well as Restricted Area 2915A to the south.

4. Once clear of the NOLF Harold traffic pattern, report, “clear to the east” to Harold ADO and switch the UHF radio to the appropriate frequency and transponder code. Turn to fly north of HWY 90.

7.5.5.3 Course Rules to the East Bay/NOLF Choctaw

1. Departures for NOLF Choctaw shall comply with section 7.2.3.2.

2. Departures for the East Bay shall comply with section 8.2.2.2.

7.5.5.4 VERTOL Arrival to South Whiting Field

1. At the departure corner, climb to 700 feet MSL and turn to follow I-10 westbound to HWY 87. Contact South Tower.

   a. If South Tower is accepting VERTOL arrivals, Tower will respond with landing information. Execute the procedures specified in section 6.3.2.4 unless otherwise directed by Tower.

   b. If South Tower is not accepting VERTOL arrivals or no response has been given, execute the procedures specified in section 7.5.5.5.
7.5.5.5 ECHO Arrival to South Whiting Field

1. At the departure corner, climb to 900 feet MSL and turn to follow I-10 westbound to Point ECHO.

2. At Point ECHO, continue inbound following the procedures specified in section 6.3.2.3.
7.6 NOLF SITE X

1. NOLF SITE X elevation is 211 feet MSL.

2. Confined area, pinnacle, and tactical landing approaches (TLAs) operations have priority at NOLF SITE X. External load operations will only be conducted on a case by case basis with TRAWING FIVE N3 approval. NOLF Harold remains the primary field for external load operations.

3. Primary aided field, NVD aircraft have priority over unaided aircraft.
4. Due to lack of field symmetry, the sides are referred to as “Tactics” and “Normal.” For radio communications purposes, the sides are referred to as “left” and “right.”

**Figure 7.6-2**
SITE X Traffic Pattern Entry
7.6.1.1 Hazards

Figure 7.6-3
SITE X Surface Hazard Diagram

1. RC Park located approximately two miles north of NOLF SITE X.
2. ODOMS (Pvt) Airfield, 50FL, located approximately five miles northwest of NOLF SITE X.
3. There is a high volume of T-6B traffic IVO NOLF SITE X at 1700 feet MSL.
4. Ponding areas, sloping terrain, and micro terrain hazards exist throughout the grass areas of the OLF. Landings to other than paved runways or gravel spots is prohibited.
5. Significant terrain obstruction exists in and around the Western normal spots, particularly between spots two and four (course 360).
   a. Exercise caution taxiing from spot three to one (course 180).
b. Exercise caution performing no hover landings to spot one (course 180).

c. Exercise caution performing a max load takeoff from spot four (course 360).

6. Aircraft shall not land or shutdown on any section of the access road.

7. A significant lip exists along all runway/grass edges.

8. Expect aircraft skids to sink into the gravel landing spots more than usual while the gravel and sand mixture is settling. Exercise caution for all takeoffs and landings in the gravel spots.

7.6.2 Field Layout and Operations

7.6.2.1 Day Operations

1. A maximum of fourteen (14) aircraft are allowed to operate at NOLF SITE X, five (5) on the normal side, five (5) on the tactics side, and four (4) in the low work. These restrictions do not include aircraft refueling or aircraft entering the pattern to depart.

   a. If confined area, external load, or pinnacle operations are being conducted on the Tactics Side, that side is defined as “Tactics Hot” and limited to three aircraft. Aircraft may conduct tactical approach patterns on a not-to-interfere basis, all other normal operations to the Tactics Side shall cease.

2. The Field is divided in two halves aligned with the course, the “tactics” side and the normal side. There is also a low work area, an infield, and “No Man’s Land.” Each side is divided into three lanes (Figure 7.6-1)

3. Traffic pattern entry shall be made by over-flying the center of the field in the direction of the course in use at 700 feet MSL, and transmit the appropriate splitting call to the ADO while slowing to 70 kts (Figure 7.6-2). Fly downwind outside the field boundary and 500 feet AGL.

4. Base turns for all lanes shall not start prior to abeam the approach end of the runways.

5. The “Normal Side” consists of a Normal Lane, 180 Lane, and Duty Lane. It extends from the center of the field to the eastern field boundary for courses 360 and 180, and from the center of the field to the southern field boundary for courses 090 and 270.

   a. The “Normal Lane” is the area the width of the four landing spots. These lanes are used for normal and steep approaches. They contain four spots numbered left to right, upwind to downwind mid-field. Upon initial arrival to the Normal Lane, aircraft should select the lowest numbered spot available. Aircraft should continue to work this lane until complete with normal/steep approaches. No requirement exists to change lanes to move to a lower numbered spot should it be vacated (i.e. Moving from Spot 2 to Spot 1 if Spot 1 is vacated). Aircraft may coordinate with any newly arriving traffic to ensure confusion does not exist as to which spots are being used.
NOTE: If two aircraft are operating in tandem spots (Spots 1 & 3 or Spots 2 & 4 shall be treated as a lane), they shall utilize the most upwind spot available for landing in that lane.

b. The “Duty Lane” extends from the inboard side of the duty runway to the Normal Lanes and includes the duty runway and outboard ends of the off duty runways. This lane can be used for all maneuvers except: single ship normal approaches and steep approaches, aided operations are exempt from this restriction.

NOTE: If multiple aircraft are operating to the duty, aircraft shall utilize the most upwind half of the runway available.

c. The “180 Lane” extends from the field boundary to the Normal Lane. A maximum of two (2) aircraft may operate in the 180 Lane. TLAs have priority in the 180 Lane (Figures 7.6-4 and 7.6-5). 180 degree autorotations and simulated engine failures at altitude may be conducted in this lane on a not-to-interfere basis. All maneuvers shall terminate to the asphalt runway.

6. The “Tactics Side” consists of a Tactics Lane, Normal Lane, and Duty Lane. It extends from the center of the field to the western field boundary for courses 360 and 180, and from center of the field to the northern field boundary for courses 090 and 270. With the following exceptions, the Normal Lane and the Duty Lane are identical on both sides of the field.

a. TLAs may be conducted to the outboard spots in the normal lane when “Tactics Cold” (spots 1/3 for courses 360/090, and spots 2/4 for courses 270/180). No other operations may be conducted to the normal spots or auto lane while TLAs are being conducted in the normal lane. If “Tactics Hot,” TLAs on the Tactics side shall be conducted to spots in No Man’s Land on a not to interfere basis, otherwise aircraft shall conduct their TLAs to the normal side. When conducting TLAs to No Man’s Land, aircraft shall not overfly the infield and shall not cross into the Normal side of the field. Refer to Figures 7.6-4, 7.6-5, and 7.6-6.

b. External load operations are not authorized without TRAWING FIVE approval. Aircraft shall utilize the Duty Lane on the tactics side. The load shall be staged in the grass on the outboard side of the duty runway, between the two off duty runways. Aircraft in the external load pattern have priority and right of way over all other aircraft.

c. The Tactics Lane extends from the field boundary to the Normal Lane (Figures 7.6-4 and 7.6-5). Confined area and pinnacle operations shall utilize this lane.

7. The “Infield” is the grass area surrounded by the asphalt runways (Figures 7.6-7). The crash crew and student staging area (Crash Shack) are located in its center. Low work operations are not allowed in this area due to obstacles and numerous taxiing aircraft. Aircraft may hover taxi in any direction while in the infield. Instructors shall be at the controls for all infield operations.

8. “No Man’s Land” is inboard of the duty runways from the infield to the downwind field boundary. Splitting to No Man’s Land is not authorized. Taxi resplitting of the field is permitted in No Man’s Land not to interfere with other operations. Tactical approaches are authorized to No Man’s Land (Figure 7.6-6) if “Tactics Hot.” No other maneuvers are allowed in this area.
9. The “Low Work Area” is inboard of the duty runways from the infield to the upwind field boundary. A maximum of four aircraft may operate in the low work area. Taxiing is permitted in the Low Work grass area, landings are prohibited.

10. “Channel work” shall be conducted between Point POND and Point BEND. Refer to sections 3.6, 3.6.1, and 7.4.3.6. Aircraft shall remain within one mile of course rules in order to deconflict with arriving T-6 traffic.

11. A maximum of three formations may operate at SITE X. Formations shall conduct approaches to the duty lane or 180 lane only.

12. In all Lanes:

   a. With the exception of tactical operations, aircraft shall turn to crosswind no earlier than 200 feet AGL and beyond the upwind end of the runway with interval. The crosswind shall be flown perpendicular to the course line until crossing the field boundary to maximize visibility and collision avoidance.

   b. When Spots one and two are occupied, aircraft working Spots three and four waving off below 200’ AGL should make an initial turn to the inside of the field to avoid overflight of traffic. For example, on the left side of the field, aircraft working Spot three should waveoff between Spots one and two. Aircraft working Spot four should wave off toward the Duty Lane.

13. The duty runway should be used for boost off approaches, and shall be used for simulated stuck pedal approaches.
14. A CAL zone is located in the northwest quadrant of the field and is considered more advanced than the CAL zones at Harold OLF. HOGE power check shall not exceed 85% due to approach and departure angles caused by the surrounding trees. Consideration needs to be made for density altitude, loss of wind effect, and time of year, i.e. fall/winter vs spring/summer time utilization.

15. There are two pinnacles located in the southwest and northeast quadrant of the field.

16. There are three tactical approach areas at SITE X for each course in use (Figure 7.6-6).

![Figure 7.6-6](image)

**Figure 7.6-6**
NOLF SITE X Tactical Approach Patterns

7.6.2.2 Night Operations

7.6.2.2.1 General Operations

1. Mixed aided and unaided operations are strictly prohibited. NVD have priority.

2. BI arrivals and departures are prohibited at night.
3. Arrivals and departures refer to sections 7.6.4 and 7.6.5.

4. When splitting and departing, aircraft shall be in the normal night lighting configuration (anti-collision lights on and position lights steady bright).

5. Crosswind turns shall not be made prior to the departure end of the duty runway, 200 feet AGL, and interval with traffic.

7.6.2.2 Unaided Operations

1. A maximum of four unaided aircraft may operate at SITE X, two per side to the lit spots in the normal lanes only (spots one and four). Unaided aircraft shall depart without delay when NVD operations commence or an NVD aircraft calls inbound.

2. Arrivals from Point PISTOL are not authorized.

3. Unaided aircraft shall not taxi off of the lighted landing spots, except if required for course changes.

7.6.2.3 Aided Night Operations

1. A maximum of nine aided aircraft may operate at SITE X.
   a. Three total to the “Tactics” side: one to each lit spot and one to the duty runway.
   b. Four total to the “Normal” side: one to each lit spot and one to each runway.
   c. Two total may operate in the low work area on the off-duty runway or gravel spots.

2. Spots one and four on each side are configured for unaided and aided operations. Multiple aircraft to one spot is prohibited.

3. If unaided operations are being conducted, aircraft shall make a traffic call for NVG operations prior to donning goggles.

4. While operating in the pattern or low work area, the aircraft lighting configuration may be modified for training. Refer to Figure 3-1 for lighting configurations.

5. Crews need to be aware of the lack of visual cues/markings, i.e. “boxes,” when operating to the paved runways. Closure rates and contrast may be difficult to determine.

6. Refer to Appendix B for communications during SITE X NVD operations.
7.6.3 Refueling and Crew Change Area

1. There are two pads at NOLF SITE X (Figure 7.6-7). 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. Follow the directions of the plane captain to exit the fuel pits. Aircraft waiting to refuel are authorized to stage on the crew change pad or hover in the grass areas North and South of the block house. A maximum of two aircraft are allowed on the crew change pad, positioned in opposite corners.

2. If the crew change pad is full, crew changes on the refueling pad are authorized. Minimize delays on the refueling pad.
7.6.4 Arrivals

1. Aircraft established on course rules from Point POND have right of way over traffic from NOLF Spencer.

2. Aircraft inbound to Point PISTOL have right of way in a clockwise pattern beginning with traffic inbound from NOLF Pace. (Pace, Checkpoint ten of the Green Route, TACAN X arrival, Checkpoint one of the Green Route).

3. Western Area traffic not executing the BI arrival shall intercept course rules at checkpoint one or checkpoint ten of the Green Route at 900 feet MSL. Make the appropriate traffic calls to deconflict with Western traffic and Green Route traffic, descend to 700 feet MSL once established inbound to PT PISTOL, and continue inbound as specified in section 7.6.4.2.
7.6.4.1 Course Rules from South Whiting Field

1. At Point POND, switch the UHF radio to channel 9 and report “Pace, (Tail Number) transiting the channel” to the PACE ADO. From Point POND, continue on the approximate heading of 290° to intercept the unimproved road that heads approximately 315°.

2. Follow the unimproved road to Point BEND. At Point BEND, report “Pace, (Tail Number) clear to the North” to the Pace ADO.

3. At Point BEND, switch the UHF radio to channel 13, descend to 700 feet MSL, complete the landing checklist, and report “SITE X, (Tail Number), Point BEND Inbound” to the SITE X ADO.

4. Fly an approximate heading of 350° to intercept Point GATOR. (Point GATOR is the University of Florida Agricultural Complex).

4. At Point GATOR circle to split as depicted in Figure 7.6-2. Do not overfly the southwest departure corner.

7.6.4.1.a. Course Rules to Checkpoint 1 of the Green Route

1. At Point POND, switch the UHF radio to channel 9 and report “Pace, (Tail Number), transiting the channel” to the PACE ADO.

2. From Point BEND, proceed direct to TREE FIELD.

3. At TREE FIELD, report “PACE, (Tail Number) clear to the West” to the PACE ADO.

4. Turn direct to the Sawmill approximate heading 290, switch UHF radio to channel 13 and monitor SITE X until reaching the Escambia River.

5. At the Escambia River switch UHF radio to channel 19 and proceed on course.

7.6.4.2 Course Rules from the Green Route

1. From checkpoint one or checkpoint ten, proceed direct to Point PISTOL (Intersection of HWY 197 & 182) at 700 feet MSL.

2. Switch UHF radio to channel 13 at the Escambia River and make a traffic call. “Traffic, (tail number), checkpoint (one or ten) inbound to Point PISTOL.”

**WARNING:** Point PISTOL is the entry point from NOLF Pace, TACAN X approach, and Green Route traffic.
2. At Point PISTOL report, “Point PISTOL inbound” to the ADO and proceed inbound as depicted in Figure 7.6-2.

3. Do not overfly the Southwest departure corner.

7.6.4.3 Course Rules from BI approach

1. Switch UHF radio to channel 13 at the FAF and make a traffic call, “Traffic, (tail number), TACAN X inbound.”

2. At Point PISTOL (Intersection of HWY 197 & 182) report, “Point PISTOL inbound” to the ADO and complete the landing checklist.

3. Proceed direct to the field and split NOLF SITE X as depicted in Figure 7.6-2.

4. Do not overfly the Southwest departure corner.

5. Not authorized at night.

7.6.4.4 Course Rules from NOLF Pace

1. Depart Pace from the northwest corner and report “Departing to the North for SITE X.” Fly heading 360° and climb to 700 feet MSL, intercept HWY 197 northbound.

   **NOTE:** General aviation traffic utilizes J-22 airstrip to the NNW of NOLF Pace. All TW-5 aircraft shall avoid J-22 private airstrip.

2. Abeam TREE FIELD, switch UHF radio to channel 13 and continue to follow HWY 197 north northwest.

3. At Point PISTOL (Intersection of HWY 197 & 182) report, “PT PISTOL inbound” to the ADO and complete the landing checklist. Proceed direct to the field and split NOLF SITE X as depicted in Figure 7.6-2.

4. Do not overfly the Southwest departure corner.

7.6.4.5 Course Rules from NOLF Spencer

1. On departure, aircraft shall report “departing to the North for SITE X” to the Spencer ADO, climb to 1100 feet MSL, accelerate to 100 KIAS, and proceed to Pond Creek Bridge.

2. At Pond Creek Bridge, turn direct to Point BEND. Just prior to crossing the East-West unimproved road separating the two OLF channels, report “Spencer (Tail Number) clear to the North.” Switch UHF radio to channel 9 and report, “Pace, (Tail Number) Spencer for Point BEND.” At Point BEND, descend to 700 feet MSL and follow procedures in 7.6.4.1.
7.6.5 Departures

1. Aircraft normally depart from the southwest corner of the field.
   a. From the Southwest corner, aircraft shall report “departing” to the SITE X ADO.
   b. Turn South to approximately 175. Climb to 700 feet MSL and proceed South direct to TREE FIELD.
   c. At TREE FIELD, climb to 900 feet MSL and switch UHF radio to channel 9.
   d. Report “TREE FIELD for PT SNAKE” or “TREE FIELD inbound” to the PACE ADO.
   e. Aircraft transiting to the South shall follow HWY 197 to PT SNAKE.
7.6.5.1 SNAKE Arrival to South Whiting Field

1. At TREE FIELD, report “Tree Field for PT SNAKE” to Pace ADO, turn south and remain to the east of HWY 197 until abeam NOLF Pace then follow HWY 197.

**CAUTION:** If PACE OLF is landing 270, potential exists for aircraft to be conducting 1000’ practice autorotations, course rules traffic shall give way to OLF traffic.

2. At Point SNAKE, continue inbound following the procedures specified in section 6.3.2.2.

7.6.5.2 WHISKEY Arrival to South Whiting Field

1. Utilize the same procedures as NOLF Pace outlined in section 7.4.5.2.

7.6.5.3 Course Rules to NOLF Spencer

1. Utilize the same procedures as NOLF Pace outlined in section 7.4.5.3.

7.6.5.3 Course Rules to NOLF Pace

1. At TREE FIELD, report “Tree Field inbound,” maintain 700 feet MSL and complete the landing checklist. Aircraft shall circle to split as depicted in Figure 7.4-5.

7.6.5.4 Course Rules to the Western Operating Area

7.6.5.4.a. SITE X Instrument Departure

1. BI departures to the West shall execute the SITE X Instrument Departure procedures outlined in the TW-5 In-Flight Guide.

2. Aircraft shall utilize the duty runway on the appropriate side and depart from the Northwest corner (left duty runway for course 360/090, and right duty runway for 180/270).

3. Aircraft shall make a traffic call, “Traffic, (tail number), (left/right) duty, SITE X departure.”

7.6.5.4b. Course Rules to the Green Route

1. VFR departures to the Green Route shall depart the Northwest corner and proceed on a course of 270.

2. Departing call shall include “Departing to the West” to the ADO.

3. At the Escambia River, switch UHF radio to Western Common or Green Route as appropriate and proceed on course.
7.7 NOLF SPENCER

1. The NOLF Spencer Field elevation is 151 feet MSL.

2. A maximum of fourteen (14) aircraft are allowed to operate at Spencer, five (5) in the left pattern, five (5) in the right, and four (4) additional aircraft may operate in the low work area of either pattern. These restrictions do not include aircraft refueling or aircraft entering the patterns to depart.
7.7.1.1 Hazards

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 (Figure 7.7-2).

Figure 7.7-2
NOLF Spencer Surface Hazards
7.7.2 Pattern Entry

1. Traffic pattern entry shall be made by over-flying the centerline of the field in the direction of the course in use (Figure 7.7-3). Fly downwind outside the field boundary. Regardless of assigned course, the field is divided into left and right patterns referencing the field centerline.

![Figure 7.7-3](spencer-traffic-pattern.png)

Spencer Traffic Pattern

7.7.3 Field Layout and Operations

7.7.3.1 General

1. The Field is divided by a centerline aligned with the course in use into left and right identical sides, a low work area, an infield, and “No Man’s Land.” Each side is divided into three lanes (Figure 7.7-1):

   a. The “Normal Lanes” are the area the width of the four landing spots. These lanes are used for normal and steep approaches. They contain four spots numbered left to right, upwind to downwind in the downwind half of the field. Upon initial arrival to the Normal Lanes, aircraft should select the lowest numbered spot available. Aircraft should continue to work this lane until complete with normal/steep approaches. No requirement exists to change lanes to move to a lower numbered spot should it be vacated. Aircraft may coordinate with any newly arriving traffic to ensure confusion does not exist as to which spots are being used.

   **NOTE:** If two aircraft are operating in tandem spots (Spots 1 & 3 or Spots 2 & 4 shall be treated as a lane). They shall utilize the most upwind spot available for landing in that lane.
b. The “90 Auto Lane” extends from No Man’s Land to the Normal Lanes and includes the duty runway. This lane can be used for all maneuvers except: normal approaches to a hover and steep approaches. Hydraulic Boost Off approaches are authorized to the 90 Auto Lane but shall not be taken to a touchdown.

c. The “180 Auto Lane” extends from the field boundary to the Normal Lanes. 180 degree autorotations and engine failures in the downwind shall terminate in this lane.

2. The “Infield” is the grass area surrounded by the asphalt runways (Figures 7.7-1 and 7.7-4). The crash crew and student staging area (known as “the Alamo”) are located in its center. Low work operations are allowed, but not encouraged in this area due to obstacles and numerous taxiing aircraft. Aircraft may hover taxi in any direction while in the infield.

3. The “Apex” is the protruding section of pavement created by the junction of non-cardinal runways contained in No Man’s Land. Aircraft splitting to the Apex shall cross the downwind field boundary at 350 - 400 feet MSL and 45 - 50 KIAS.

4. “No Man’s Land” is the area the width of the apex downwind of the infield to the downwind boundary. Only initial approaches to the apex for the infield (“splitting to the apex”) and taxi resplitting of the field are permitted in No Man’s Land. No other maneuvers are allowed in this area and taxi resplitting aircraft shall give way to “splitting to the apex” traffic.

5. The “Low Work Area” is inbound the duty runways, upwind of the infield (Figure 7.7-1). When the course line is not aligned with the wind, taxiing cut-guns may be performed into the wind here.

6. In all “Lanes,” aircraft shall:

   a. Transition to forward flight only from the downwind half of the field. If forward motion terminated in the upwind half, the aircraft shall back-taxi to the downwind half in order to transition. When winds exceed NATOPS limits, upwind departures are authorized providing the aircraft is clear and radio coordination is made as required.

   b. Turn to crosswind no earlier than 200 feet AGL and beyond the upwind end of the runway. The crosswind shall be flown perpendicular to the course line until crossing the field boundary to maximize visibility and collision avoidance (Figure 7.7-2).

   c. When Spots 1 and 2 are occupied, aircraft working Spots 3 and 4 waving off below 200’ AGL should make an initial turn to the inside of the field to avoid overflight of traffic. For example, on the left side of the field, aircraft working Spot 3 should waveoff between Spots 1 and 2. Aircraft working Spot 4 should waveoff toward the 90 degree autorotation lane.

7. The duty runway should be used for boost off approaches and shall be used for simulated stuck pedal approaches. High speed approaches and quick stops are the only tactical operations allowed at NOLF Spencer. All other tactical maneuvers are prohibited.
7.7.3.2 Refueling and Crew Change Area

1. Two fuel pads are available at NOLF Spencer (Figure 7.7-4). Aircraft must be under the direction of a plane captain in order to taxi into either spot. Follow the directions of the plane captain to exit the fuel pits. 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. Aircraft waiting to refuel shall ensure adequate space is available to allow other aircraft to taxi safely into and out of the fuel pits.

2. Alert the crash crew via the radio of your intentions when taxiing into the infield for refueling or crew change.
7.7.4 Arrivals

7.7.4.1 Course Rules from South Whiting Field

1. From Point POND, turn to the approximate heading of 250 direct to the Pond Creek Bridge. At Point Pond report “Point POND working the channel” or “Point POND transiting the channel” as applicable to the Spencer ADO.

2. Report “Pond Creek Bridge inbound” to Spencer ADO and turn southbound. Descend to 700 feet MSL after crossing the power lines and complete the landing checklist.

3. Aircraft shall split as depicted in Figure 7.7-5, and shall not cross the southeastern departure corner.
7.7.4.2 Point SNAKE Entry

1. Aircraft arriving via Point SNAKE follow the procedures specified in section 7.4.5.3.

**CAUTION:** Aircraft utilizing a 270 entry will pass through Point FOG holding pattern. Deviate as necessary to maintain separation from aircraft holding at Point FOG.
7.7.5 Departures

![Figure 7.7-7
Spencer Departures](image)

7.7.5.1 Course Rules to South Whiting Field

1. Aircraft normally depart from the southeast corner of the field.
   
a. At the Southeast corner, aircraft shall report “departing” to the Spencer ADO, turn south to intercept HWY 90 on a perpendicular course, climb to 900 feet MSL, and accelerate to 100 KIAS.
   
   **NOTE:** Aircraft established on HWY 90 have the right of way. If there is a conflict, the aircraft departing NOLF Spencer shall turn west prior to arriving at HWY 90 so as to parallel the traffic, then turn to follow that traffic once clear.

   b. At Point WHISKEY, continue inbound following the procedures specified in section 6.3.2.1.

2. Aircraft may depart NOLF Spencer to the north using the northeast corner for courses $360^\circ$, $180^\circ$, and $090^\circ$ and northwest corner for course $270^\circ$ (to avoid inbound traffic, see Figure 7.7-6).
a. At the appropriate northern departure corner, aircraft shall report “departing to the North” to the Spencer ADO, turn North to intercept the power lines on a perpendicular course, climb to 700 feet MSL, and accelerate to 100 KIAS.

**NOTE:** Aircraft established on the power lines have the right of way.

b. Comply with Appendix B for radio departure procedures.

**NOTE:** Aircraft inbound from Point HUGHES have the right of way at Point IGOR. If there is a conflict, aircraft on the power lines shall turn south prior to arriving at Point IGOR to parallel HWY 89 until clear of HUGHES traffic, then turn to follow that traffic on HWY 89.

### 7.7.5.2 North Departures

**NOTE:** Flights proceeding to the north, west, NOLF SITE X, or NOLF Pace, shall depart from the appropriate northern corner.

**CAUTION:** Avoid traffic inbound to NOLF Spencer when departing to the north. Contact airwork shall remain clear of pattern traffic at NOLF Pace and J-22 airstrip located NNW of NOLF Pace on HWY 191.

1. On departure, aircraft shall report “departing to the north for (NOLF Name)” or “for high work” to the Spencer ADO, climb to 1100 feet MSL, accelerate to 100 KIAS, and proceed to Pond Creek Bridge.

   a. At Pond Creek Bridge:

      (1) For NOLF Pace: follow the procedures in section 7.4.4.2. Return from NOLF Pace using the procedures in section 7.4.5.3.

      (3) For the Western Operating Area: follow the procedures in section 8.3.2.4.

      (4) For NOLF SITE X: Turn direct to Point BEND. When clear to the North of the East-West unimproved road separating the two OLF channels, switch UHF radio to channel 9 and make a traffic advisory call, “Traffic (Tail Number) Spencer for Point BEND.” At Point BEND, descend to 700 feet MSL and follow procedures in 7.6.4.1.

2. When departing to the north to work the channel for emergency procedures: depart from the appropriate northern corner, and report “departing to the North for high work” to the Spencer ADO. Climb to 1100 feet MSL, accelerate to 100 KIAS and fly heading 360 until approximately one mile south of Pond Creek Bridge. Turn right to 070 and parallel the channel to the south. Once clear to the east of Pond Creek Bridge, descend to 900 feet MSL and rejoin the channel per section 3.6.1.
7.7.6 North Working Area Boundaries

Boundaries for the north: HWY 197 (Chumuckla HWY) to the west, HWY 178 (the east/west road from New York to HWY 89) to the north, HWY 89 to the east, and north of Tree Field Course Rules to the south. Aircraft shall return from the north at 900 feet MSL and rejoin normal inbound course rules.

7.8 DUKE FIELD/EGLIN AIR FORCE BASE

7.8.1 General

1. Eglin Air Force Auxiliary Field 3 (Duke Field), elevation is 193 feet MSL and is located approximately 5 NM south-southeast of the town of Crestview. The normal traffic pattern is flown on the west side of the runway (Fig 7.8-1). Additional information is listed in the FLIP En-route Supplement and Eglin Air Force Base Instruction (EAFBI) 11-201.

2. The number and type of aircraft allowed in the pattern will be determined by the control tower, as the situation dictates. The helicopter traffic pattern downwind is 700 feet MSL, 70 KIAS, traffic permitting.

3. Rectangular Closed patterns, which allow aircraft to remain in the normal traffic flow during successive patterns without exit and re-entry, are authorized. The use of such patterns will be at the discretion of the control tower in the interest of safe and orderly traffic flow. Crosswind shall be flown at or beyond the departure end of the runway (unless the tower authorizes deviation).

7.8.1.1 Hazards

1. C-130s routinely fly IR 057/059 “Son Tay Line” (a line from Bear Lake to Eglin Air force Auxiliary Field 6) at or below 1000 feet AGL. This route crosses HWY 90 approximately 1 NM east of Point RACETRACK. At night, the C-130s may be operating on NVDs with the navigation and strobe lights off. The C-130s will make periodic position reports on 121.95.

2. Remain well clear of R-2915A and McCutchan Airport.

3. Do not overfly the sewage plant, test cell facility or ammo load area.

4. Avoid the large white hangar west of Taxiway B and the ammo load area located in the northwest corner of the field (Figure 7.8-1).

7.8.2 Field Operations

1. Helicopter day-VFR training is authorized on a limited basis. VFR training missions (including external cargo sling) are authorized in the southeast corner except during ALZ operations. This area is bordered by the ALZ on the west, Taxiway F (East) on the north, the tree line on the east and the south on the airport boundary. The area north of Taxiway F (East)
includes the engine test area and effluent spray field. Traffic patterns shall not be flown within 600 feet east of the ALZ without authorization from ATC.

2. Helicopter pilots shall contact Duke Tower for pattern entry. Tower frequency (133.2/290.45) shall be monitored during all operations. Pilots are required to maintain their own separation.

3. Simultaneous helicopter operations are authorized on the runway with the following provisions:

   a. Only 3 helicopters may be on the runway simultaneously.

   b. Land at the approach end, 4000-foot remaining marker or the departure end of the runway.

   c. Helicopters shall maintain appropriate VFR separation from preceding helicopters.

4. In the event of an emergency, helicopter traffic may be directed to enter a racetrack pattern west of the field to facilitate emergency aircraft recoveries.

5. In the event of radio failure in VMC, helicopters shall approach the field with landing lights on. Remain clear of observed conventional and jet aircraft patterns and watch for Tower Light Gun signals.

6. Night helicopter operations may be conducted to the lighted runway.

7. Practice autorotations shall be conducted to the duty runway with tower approval (day or night operations). Tower clearance is required prior to climbing above normal traffic pattern altitude.

8. Communication at Duke Field:

   a. Aircraft shall request clearance for downwind.

   b. At the abeam position, aircraft shall report "base leg with the gear." If "with the gear" is not added, Air Force regulations require a mandatory Tower response of "Check wheels down."

9. Mixed TH-57/T-6 operations are authorized at Duke Field. The number of aircraft will normally be restricted to five when one or more is a T-6. Helicopters must be at least 6000 feet down the runway or turning crosswind prior to a T-6 crossing the landing threshold.

10. Hover operations, when approved by Tower, normally use Taxiway A or that portion of the parallel taxiway north of Taxiway D.

11. VFR departures should advise tower of last pattern. Depart the traffic pattern to the northwest at 700 feet MSL, 100 KIAS to join HWY 85 located 1.5 NM west of the field.
7.8.3 Arrivals

7.8.3.1 Course Rules from South Whiting Field

1. During the day, from Point FISH, maintain 900 feet MSL, 100 KIAS, and follow the Blackwater River to Deaton Bridge. At night, from Point FISH, climb to 1300 feet MSL, 100 KIAS, and proceed east. Once clear of the Class C airspace, switch the UHF radio to channel 12, switch the VHF radio to Eglin Approach (124.05), and change the squawk to 1200. Remain north of HWY 90 eastbound to remain clear of R-2915A, and proceed towards the community of Harold.

2. Approaching Harold, report "Harold, inbound to Duke" to Eglin Approach. After crossing the CEW R-180 (old lumber mill), proceed direct to Point ROCK. If Eglin Approach has not already directed a switch to Duke Tower, inbound aircraft shall request the frequency change and report, "Point ROCK inbound" to Duke Tower. Descend to pattern altitude and complete the landing checklist. Adjust to pattern airspeed just prior to pattern entry. See Figure 7.8-1.

7.8.3.2 Course Rules from other than South Whiting Field

1. Contact Eglin Approach (124.05) and state position and intentions. Unless directed to proceed otherwise, join the course rules specified in section 7.8.3.1 where appropriate from a perpendicular heading.

7.8.4 Departures

1. Proceed Northwest along HWY 85 to the Shoal River Bridge. Turn 320° and report, “Shoal River Bridge Clear.” Climb to 1100 feet MSL, and proceed northwest of I-10 (Figure 7.8-1). Contact Eglin Approach on 124.05/393.0 and state intentions.

7.8.4.1 Course Rules to South Whiting Field

1. Aircraft returning to KNDZ shall continue northwest, until reaching HWY 90, then turn westbound to fly north of HWY 90 until reaching Point RACETRACK.

2. At Point RACETRACK, descend to 700 feet MSL during the day and maintain 1100 feet MSL at night. If operating during the day, contact Harold ADO with intentions.

3. Abeam Point HOTEL, aircraft shall turn to intercept I-10 westbound, advise Santa Rosa ADO of intentions, then continue for a VERTOL or ECHO arrival.

4. Alternatively, aircraft may track the CEW 240 radial to Point Juniper (CEW 240/12.8 DME). Proceed to Point JUNIPER at 900 feet MSL and 100 KIAS, then follow the procedures specified in section 6.3.2.5.
7.8.4.2 Course Rules to other than South Whiting Field

1. After contacting Eglin Approach, proceed on course or as directed.

Figure 7.8-1
Duke Field Pattern Entry
CHAPTER 8 - GENERAL OPERATING AREA PROCEDURES

8.1 GENERAL

1. Alert Area 292 (Figure 8-1) is divided into areas 1W, 1E, 1H, 2T, 2F, 2H, 3, 3H, and V-198/241. Coordinate altitudes with Pensacola TRACON whenever operating within Pensacola Class C Airspace. VFR cloud clearances apply.
8.1.1 Hazards

1. A high volume of light general aviation and military aircraft in all sectors. TW-5 fixed-wing aircraft transit area 1H west of the Triangle Factory to Molino at 1700 feet MSL to 3500 feet MSL.

2. Horak Airport, located approximately on the NUN 268 radial at 11 NM conducts parachute drops daily from 0700L until sunset below 14,000 feet, most frequently on Saturday and Sunday. There is no Unicom/Common Traffic Advisory Frequency (CTAF) for this private grass strip. Remain outside a 3 NM radius of Horak Airport.

3. Be alert for a high volume of fixed-wing traffic when NOLF Choctaw is open.

<table>
<thead>
<tr>
<th>AREA</th>
<th>DAY</th>
<th>NIGHT</th>
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<tbody>
<tr>
<td>1W/E</td>
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<tr>
<td>1H</td>
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<td>Surface-7500 feet</td>
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<tr>
<td>2T (Note 3)</td>
<td>Surface-4000 feet</td>
<td>Southern area of 2T</td>
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<td>2H</td>
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<td>3 (Note 4)</td>
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<td>3H</td>
<td>Surface-3000 feet</td>
<td>Surface-3000 feet</td>
</tr>
<tr>
<td>V-198/241 (Note 5)</td>
<td>Surface-3000 feet</td>
<td>Surface-3000 feet</td>
</tr>
</tbody>
</table>

NOTES:

1. Rotary wing aircraft are authorized to transit areas 1E and 1W only with appropriate ATC flight following, or for HURREVAC Operations. CAUTION: High density fixed-wing training. Remain well clear of traffic patterns at the numerous airfields.

2. Night operations shall remain well clear of traffic patterns at NOLF’s Saufley & Barin.

3. BI training is authorized day or night in 2T east of HWY 191 (Munson) and south of the Conecuh River up to 4000 feet.

4. Helicopter traffic in the East Bay Operating Area should stay below 500 feet AGL whenever practicable. Always maintain a minimum of 500 feet slant range to all dwellings. Operations shall remain clear of Pensacola Class C & D airspace at NOLF Choctaw unless coordinated with appropriate ATC.

5. Holding in the vicinity of the Gateswood (NBJ) TACAN is prohibited above 2500 feet AGL due to the close proximity of V-198/241.

Figure 8-2
Alert Area 292 Altitudes

2. Area 1 is bounded on the north by V-198 (CEW R-263), on the east from HWY 29 east of Molino Crossroads, south to I-10, then south to the southern end of Crescent Lake. The southern boundary is from the Bayou Marcus Creek to Perdido Bay, along the eastern shore of Perdido Bay, across the Lillian Highway Bridge, west along the north side of the Intra-costal Waterway to Jack Edwards Field, then southwest to Mobile Point. The western boundary continues along the Mobile Point to Fairhope, where it conforms to the contour of Mobile Bay.

   a. Area 1W – West of HWY 59, surface to 9000 feet MSL.

   b. Area 1E – East of HWY 59, surface to 9000 feet MSL.
**NOTE:** On weekdays, during daylight hours, VFR TH-57 operations are prohibited in Area 1E and 1W, unless under positive control of Pensacola Approach.

c. Area 1H – North of I-10, surface to 5,000 feet MSL, allocated to helicopter operations. TW-5 fixed-wing aircraft are prohibited to transit or perform maneuvers in this area, except when returning to KNSE via course rules under positive control, or on a filed flight plan.

3. Area 2 is defined from Bay Minette northeast through Huxford and Vocation, to a point halfway between Frisco City and Repton, then to Owassa. The eastern boundary is a north/south line running through Brooklyn. The southern boundary is V-198.

   a. Area 2H - South of HWY 31 and west of Santa Rosa TACAN (NGS) R-320, surface to 3,000 feet MSL, allocated for helicopter operations.

   b. Area Fox (known previously as 2F) – West to Brewton and Evergreen, surface to 10,000 feet MSL, allocated for T-6 formation operations and TW-6 navigation training.

   c. Area 2T - Just east of Brewton and Evergreen, surface to 10,000 feet MSL, allocated for T-6 FAM operations and TH-57 operations east of HWY 191 and south of the Conecuh River.

4. Area 3 is bounded on the north by the centerline of V-198 (CEW R-263). The western boundary is a line from V-198 southeast through pace to the east of the I-10 Escambia Bay Bridge, following the western shore of Garcon Point, then south to the southern shore of Santa Rosa Island. The eastern boundary is R-2915A and north from Holt to V-198. Area 3 is allocated for T-6 FAM operations, surface to 9,500 feet MSL exclusive of Area 3H and East Bay below 500 feet AGL.

   a. Area 3H - The portion of Area 3 north of a line from the northern end of the Yellow River Bridge extending west through the mouth of the Yellow River, then along I-10 to Escambia Bay, excluding Pensacola Regional Class C surface area. Area 3H is allocated to helicopter operations, surface to 3000 feet MSL. TW-5 fixed-wing aircraft shall not transit or perform maneuvers in this area, unless they are under appropriate ATC control.

**NOTE:** Area 3 can be closed by NOTAM for operations conducted in vicinity of NOLF Chochtaw.
8.2 EAST BAY OPERATING AREA

8.2.1. General

1. East Bay Operating Area – The portion of Area 3 extending from the surface up to the base of the overlying Class C airspace and clear of Choctaw Class D airspace. It is defined by a line originating at I-10/Blackwater River south along the contour of the eastern side of the Bagdad Peninsula and south to Gulf Breeze. The eastern boundary follows the opposite shore to Navarre. Helicopters are permitted to operate in the East Bay clear of Class C and D airspace, below 500 feet AGL, no closer than 500 feet slant range from any dwelling (Figure 8-3).

2. A maximum of three aircraft may operate in the East Bay area at any time. Aircraft transiting East Bay are not included in this maximum number.

3. Aircraft should remain at or below 500 feet AGL while conducting operations in the East Bay.

4. Remain clear of Class C and D airspace, unless coordinated with appropriate ATC.
5. Aircraft shall not fly lower than 150 feet AGL while operating in the East Bay or over any body of water for shipboard or SAR training unless executing the Emergency Low Visibility Approach (ELVA) or the windline rescue pattern. Aircraft executing the ELVA or windline rescue pattern may continue to no lower than 50 feet AGL. Aircraft shall maintain 40 KIAS or above while executing either approach.

### 8.2.1.1 Hazards

1. Civilian aircraft based from Pensacola International Airport may be conducting training in all quadrants.

2. A high volume of general aviation traffic transits along HWY 90 and I-10.

### 8.2.2 Arrivals

#### 8.2.2.1 Course Rules from South Whiting

1. From Point FISH, turn right to intercept the northeast corner of Tower 438 field.

2. Abeam Tower 438, report “Tower 438 for the East Bay” to the Santa Rosa ADO.

3. From Tower 438, turn right to follow I-10 towards Point ECHO, remaining at 900 feet.

4. Approaching Point ECHO, call clear with Santa Rosa ADO. Switch the UHF radio to manual 259.25 for operations within the Choctaw Class D or Button 18 for East Bay Traffic and descend to 500 feet AGL. See Figures 8-3 and 7.2-2.

5. Proceed south along the Blackwater River to the East Bay operating area along the western shore of Bagdad Peninsula. Remain at least 500 feet slant range away from dwellings at all times. Remain clear of the Pensacola Regional Class C Surface Area unless two-way communications are established with Pensacola Approach (Figure 8-3).

#### 8.2.2.2 Course Rules from other than South Whiting Field

1. Aircraft shall comply with the course rules specified for Choctaw arrivals (section 7.2.4) until reaching Point ECHO. At Point ECHO, aircraft shall comply with section 8.2.2.1, paragraphs 4 and 5.

### 8.2.3 Departures

1. If in Choctaw’s Class D airspace, report “clear to the west/south” with Choctaw Tower. When departing the East Bay, report departing on Button 18.
8.2.3.1 ECHO Arrival to South Whiting Field

1. Climb to 900 feet MSL and make a perpendicular entry to Point ECHO.

2. At Point ECHO, continue inbound following the procedures specified in section 6.3.2.3.

8.2.3.2 VERTOL Arrival to South Whiting Field

1. Point VERTOL arrivals are not authorized.

8.2.3.3 Course Rules to Santa Rosa

1. Departures to NOLF Santa Rosa shall follow the procedures in section 7.5.4.3.
8.3 WESTERN OPERATING AREA

**NOTE:** Remain outside of Pensacola Class “C” airspace.

**NOTE:** Aircraft conducting BI or formation maneuvers in the Western Operating Area shall remain east of Steelwood Lake community if below 2000’ AGL. Aircraft shall remain above 2000’ AGL if conducting BI or formation maneuvers over the top of Steelwood Lake community. Any TH-57 aircraft transiting over the Steelwood Lake community, such as a VFR navigation sortie, shall transit over the community above 1000 feet AGL.
8.3.1 General

1. Western Operating Area - Bounded by HWY 31 to the north, the Escambia River to the east, I-10 to the south, and HWY 59 to the west. This area is used for instrument training, formation training events, and low-level navigation routes (Figure 8-4).

![Western Operating Area Course Rules](image)

**Figure 8-5**
Western Operating Area Course Rules

8.3.1.1 Hazards

1. Use caution when transiting within 30 NM of PNS due to a high volume of aircraft as well as tall radio towers.
8.3.2 Arrivals

8.3.2.1 Triangle Factory Entry

1. From Point POND, turn to the approximate heading of 250 direct to the Pond Creek Bridge. At Point POND report “transiting the channel” to the Spencer ADO.

2. At the Pond Creek Bridge, climb to 1100 feet MSL and turn to an approximate heading of 260 to intercept HWY 184. Report “clear to the west” to the Spencer ADO. Switch UHF radio to channel 9 and monitor until clear of HWY 197. When clear of HWY 197 switch UHF radio to channel 19.

3. Approaching HWY 184, turn right to parallel and remain just north of HWY 184 and continue west to the Triangle Factory.

4. At Triangle Factory, inform Western Traffic of position and intentions, and proceed on course.

8.3.2.2 Tree Field Entry

1. Follow course rules procedures to Point BEND, and make a traffic advisory call at Point POND on UHF channel 9 “transiting to the West.”

2. At Point BEND, switch UHF radio to channel 13 and make a traffic call, “Traffic (Tail number) Point BEND, transiting to the West.”

3. Proceed direct to TREE FIELD at 900 feet MSL.

4. At TREE FIELD turn to intercept the Sawmill along HWY 29, maintain 900 feet MSL.

5. At the Escambia River switch UHF radio to channel 19 and proceed on course.

8.3.2.3 NAVIE ONE Departure

1. Aircraft executing the NAVIE ONE Departure shall comply with section 9.1.4, paragraph 1.

8.3.2.4 Course Rules from NOLF Spencer, NOLF Pace

1. Aircraft departing from NOLF Spencer shall intercept the course rules specified in section 8.3.2.1 at Pond Creek Bridge.

2. Aircraft departing from NOLF Pace shall execute a normal departure. Once clear of the traffic pattern, climb to 1100 feet MSL, change the squawk to 4777, switch the UHF radio to Button 19, and intercept the segment of the course rules specified in section 8.3.2.1 between
Pond Creek Bridge and HWY 184. Approaching the triangle factory, inform Western Traffic of position and intentions, and proceed on course.

**8.3.3 Departures**

1. Aircraft may intercept course rules at Point SNAKE or intercept HWY 90 for a Point WHISKEY arrival as depicted in Figure 8-5.

2. Aircraft inbound to SITE X shall follow the procedures specified in section 7.6.4.2.

3. Aircraft desiring an instrument approach to KNDZ shall obtain current KNDZ ATIS, proceed toward NAVIE as depicted on the Enroute L-22 chart at 1200 feet MSL, and contact Pensacola Approach on 118.6. Aircraft shall remain clear of the Class C airspace until under positive control of Pensacola Approach. If necessary, aircraft shall establish an orbit west of NAVIE to remain clear of the Class C airspace at 1200 feet.

**8.3.4 Western Formation Operations**

**8.3.4.1 Arrivals**

1. Arrivals from KNDZ shall follow the procedures specified in section 8.3.2.1 or 8.3.2.2.

**NOTE:** *Any formation maneuvers requiring deviation from course rules altitudes or headings shall not be performed in transit to or from the Western Operating Area.*

**8.3.4.2 Departures**

1. Aircraft shall follow the procedures specified in section 8.3.3.
8.4 EASTERN OPERATING AREA

8.4.1 C-130 Operations

1. C-130s routinely operate in the Eastern Operating Area on a training route. The first route section starts at the CEW VORTAC, proceeds to North Carolina, and finishes near Bear Lake. The C-130s then conduct the “Sontay Mission” which runs from Bear Lake to Field 6 in Restricted Area 2915A on a course of 165, passing near Point RACETRACK. After the drop at Field 6, the C-130s proceed back to the CEW VORTAC. Altitudes vary from 200 feet AGL to 10,000 feet MSL, but the aircraft are generally operated at low levels. The route is primarily conducted at night. In a night formation flight, the last aircraft will have full lights, but the lead aircraft will only have NVG strobes, no leading edge lights, and other lights dim overt.

2. C-130s operating in the Eastern Operating Area will use 121.95 as a common advisory frequency and will make frequent positional radio calls. Unless using the VHF radio for an ATC or CTAF frequency, TH-57s shall monitor 121.95 in the Eastern Operating Area in order to coordinate with the C-130s.
8.4.2 General

1. Eastern Operating Area – North of R-2915A from Harold, due north to the Conecuh River, then east to the CEW R-358, due south to the Florida/Alabama border, then east again to Eglin MOA-C. This area includes spaces for instrument training, formation training events, and low-level navigation routes (Figure 8-6).

**CAUTION:** Avoid TW-5 T-6 traffic following course rules southbound along HWY 191 at 2200 feet MSL just north of Munson near Point “EASY.” A high volume of T-6 traffic may be present when KNSE is landing RWY 23.

**NOTE:** Avoid the noise abatement area centered around N 30°58.71 W 86° 50.78, NSE 032°/17.6, CEW 314°/12.6) (approximately two miles south of “No Name Lake” and approximately one mile south of “Checkerboard Field” by a minimum of 1NM.

**NOTE:** The Eastern Operating Area straddles the boundary between Pensacola TRACON and Eglin TRACON. Each agency is not legally permitted to provide radar coverage to aircraft operating in the other’s airspace.

2. Eastern Formation Area - The western boundary is north/south line from the town of Harold to HWY 4 at Munson. The northern boundary follows HWY 4 eastbound to where it intercepts the CEW R-270, then follows the CEW R-270 to the Crestview VORTAC. The eastern boundary is CEW R-180 to HWY 90. The southern boundary is HWY 90. Only Class C airspace and R-2915A are considered hard boundaries (Figure 8-7). The Section Leader shall squawk 4677.

**NOTE:** The Eastern Formation area overlaps the Eastern Instrument Operating Area (Figure 8-6). Aircraft transiting the Eastern Form Area 1000’ MSL or above should notify the Form Traffic on the Eastern Form Common frequency. Transit to and from the purple route should be below 1000’ MSL. It is not necessary for BI and RI traffic to call on Form common as Lakes Monitor should give advisory calls to those aircraft.
**CAUTION:** High speed low level aircraft utilize MTRs 1082 and 1085 in the Eastern Operating Area. The routes are flown from 100-1500 feet AGL. MTR 1082 intersects the Purple route near checkpoints 5, 6, and 7 and also extend west of Florala. Aircrew are advised that they should call the scheduling activity, Range Control at (850) 882-5800 or Gainesville FSS for MTR advisories during preflight planning.
8.4.3 Arrivals

8.4.3.1 Course Rules from South Whiting Field

1. From Point FISH, automatically switch to the appropriate UHF frequency, change the squawk to 4677 and proceed eastbound along the south side of the Blackwater River at 900 feet MSL and 100 KIAS to Deaton Bridge. If proceeding to the Orange or Purple Route, descend to 500 feet AGL and continue along the Blackwater River. Make appropriate call on UHF radio to Orange Route traffic.

**NOTE:** Aircraft departing NOLF Harold to the north cross Deaton Bridge at 700 feet MSL.

**NOTE:** Aircraft intending to operate at Duke Field shall follow the procedures listed in section 7.8.3.

8.4.3.2 Course Rules from NOLF Santa Rosa

1. Aircraft departing NOLF Santa Rosa for the Eastern Operating Area shall follow the procedures in section 7.5.5.2.

8.4.3.3 Course Rules from NOLF Harold

1. Aircraft departing NOLF Harold for the Eastern Operating Area shall follow the procedures in section 7.3.4.2.

8.4.4 Departures

1. Aircraft departing the Eastern Operating Area shall check out with Eastern Common and the controlling agency, if applicable.

8.4.4.1 Point JUNIPER Arrival to South Whiting Field

1. Proceed to Point JUNIPER at 900 feet MSL and 100 KIAS then follow the procedures specified in section 6.3.2.5.

8.4.4.2 Course Rules to NOLF Harold/Santa Rosa/Choctaw and East Bay

**CAUTION:** Be alert for aircraft inbound to NOLFs Santa Rosa and Harold from Point FISH and traffic departing NOLF Santa Rosa to the east.

1. Proceed direct to Point Racetrack at 900’ MSL.

   a. Aircraft transiting to NOLF Harold shall follow the procedures listed in section 7.3.3.2.

   b. Aircraft transiting to NOLF Santa Rosa shall follow the procedures listed in section 7.5.4.2.

   c. Aircraft transiting to NOLF Choctaw shall follow the procedures listed in section 7.2.3.5.

   d. Aircraft transiting to the East Bay shall follow the procedures for NOLF Choctaw (section 7.2.3.5) toward Point ECHO, then comply with section 8.2.2.1, paragraphs 4 and 5.
8.4.4.3 Instrument Approach Return to South Whiting Field

1. Aircraft desiring an instrument approach to KNDZ shall obtain current KNDZ ATIS, proceed toward the community of Harold at 1200 feet MSL, and contact Pensacola Approach on 124.85. Aircraft shall remain clear of the Class C airspace until under positive control of Pensacola Approach. If necessary, aircraft shall establish an orbit northeast of the community of Harold to remain clear of the Class C airspace, Harold traffic pattern, and Restricted Area 2915A.
CHAPTER 9 - INSTRUMENT TRAINING

9.1 INSTRUMENT FLIGHT LIMITATIONS

1. TH-57B: Intentional flight in actual instrument conditions is prohibited due to the lack of proper instrumentation and control/trim characteristics. The TH-57B may be operated under SVFR in the local flying area (see section 1.3).

2. TH-57C: Flight in actual IMC is authorized. For the purposes of instrument approaches and flight planning the TH-57C shall be considered single-piloted when an SNA occupies a crew station. It may be considered multi-piloted only when manned by two NATOPS Pilots Qualified in Model (PQMs), per reference (a).

**NOTE:** Pilots who have recently completed flight training (“wingers”) DO NOT meet the requirements of a PQM for the purposes of utilizing multi-piloted approach minimums. IUTs who have completed a NATOPS Check and been designated a PQM do meet the requirements.

a. BI maneuvers should not be conducted below 2000 ft MSL in the Western Operating Area when Formation events are also being conducted. BI flights shall not be conducted below 1000 feet MSL (1500 feet MSL at night) except when established on a published departure or approach procedure.

b. Intentional aircraft or instrument degradations during IMC are prohibited.

9.2 KNDZ STEREOTYPE FLIGHT PLANS

9.2.1 General

1. Aircraft may operate on a KNDZ stereotype flight plan clearance in the local area. No departure message is sent for any KNDZ round-robin stereotype flight plan. Any aircraft operating on a KNDZ round-robin stereotype flight plan that lands at any location other than KNDZ shall ensure their flight plan is closed out with the KNDZ Base Operations (623-7598) to preclude SAR activation. KNDZ stopover stereotype flight plans shall be closed out with the appropriate FSS.

2. KNDZ stereotype flight plans filed with KNDZ Base Operations do not require a separate DD-175. A valid Naval Weather Briefing (Form DD-175-1 or NASWF ON-TOP WX BRIEF) shall be carried in the aircraft and one additional copy shall be filed with the squadron FDO prior to departure. For IFR planning purposes, pilots shall estimate fuel requirements per reference (a) and SOP.

3. Changes to the stereotype flight plans are not authorized.

4. Pilots should utilize KNDZ stereotype flight plans for flights originating from KNDZ whenever feasible to reduce ATC workload. (See Appendix A)

5. All stereotype flight plans shall be filed using call signs listed in Figure 1-1.
**NOTE**: Pilots executing a practice approach to KNDZ RWY 32 may be requested to cancel IFR prior to the Initial Approach Fix (IAF) due to separation issues. If unable, advise ATC.

### 9.2.2 Weather Minimums

1. Takeoff. Takeoff weather minimums for VFR KNDZ stereotype flight plans are per Figure 2-1, Day VFR Flight Minimums. IFR KNDZ stereotype flight plans shall utilize reference (a) weather minimums.

2. Maximum cloud tops - 3500 feet AGL for NDZ-on-top only.

### 9.2.3 Alternates

1. When filing an IFR stereotype flight plan, the flight crew shall provide Base Operations with a planned alternate when destination weather is forecast to be less than 3000/3. In such a situation, the NASWF ON-TOP WX BRIEF may be used to determine best alternate. Suitable alternate airfields are listed in Figure 9-2.

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<td>Sherman NAS (KNPA)</td>
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</table>

**Figure 9-2**
Flight Plan Alternate Airfields

### 9.2.4 Procedures

1. VFR pilots may execute the "NAVIE-ONE" departure (Figure 9-3) to the Western Operating Area.
Figure 9-3
NAVIE-ONE Departure

a. Fly runway heading through 200 feet AGL, and turn in the shortest direction to a heading of 220 to intercept the CEW R-240. Proceed outbound on the CEW R-240 to 24 NM at your assigned altitude, and then proceed direct to NAVIE.

**NOTE:** All aircraft shall remain clear of the maintenance pattern.

b. Report, "(call sign), NAVIE, clear to the west," when over the International Paper Mill. Pensacola TRACON should respond with "frequency change approved, squawk appropriate code." Squawk 4777 in the working area.

c. Switch to Western Area Common (UHF 311.4) at NAVIE and check in using squadron call sign and intentions.

**NOTE:** "NAVIE" on the NAVIE-ONE Departure is not co-located with "NAVIE" on the Enroute L-22 Chart. The GPS database points to "NAVIE" on the Enroute L-22.

**NOTE:** Pensacola TRACON will not issue advisories in the west unless requested by the pilot; however, the 4777 squawk will identify TW-5 helicopters as opposed to general aviation traffic working the same airspace. This is especially true in the vicinity of the KPNS RWY 17 approach corridor, near the Gulf Power Plant.

d. All entries to Class C Airspace shall first establish 2-way communications with Pensacola TRACON as published on the VFR sectional.
2. VFR pilots may execute the "BAWDI-ONE" departure to the east (Figure 9-4).

![Figure 9-4: BAWDI-ONE Departure](image)

a. Depart runway heading through 200 feet AGL, then turn to a heading of 090 (RWY 32 departures shall first turn left to 140 until clear of pattern traffic prior to turning 090). Continue climb to 900 feet MSL, 100 KIAS. Intercept the NSE R-135 and track it outbound. Turn left to intercept the 6.5 DME arc climbing to 1500 feet MSL and track the arc until intercepting the NSE R-090 outbound to BAWDI.

**NOTE:** The 6.5 DME arc crosses course rules to Harold. Aircraft executing the BAWDI-ONE Departure must be alert for traffic.

b. Proceed as directed by Pensacola Departure.

c. Upon reaching BAWDI, switch UHF to Button 20 and the appropriate VHF monitor frequency. Check-in as required.

   (1) Refer to Figure 8-6 for the area that is serviced by Pensacola TRACON (Lakes Monitor).

**NOTE:** BI or Low-stage RI traffic working outside of Pensacola TRACON or Eglin Range Control Facility boundaries (Figure 8-6) shall call clear to the east with Pensacola and squawk 4677. Aircraft working within the boundaries will remain on an ATC frequency and squawk a discreet code. Eglin Approach will make traffic advisory calls of any aircraft not squawking 4677.
d. Aircraft established in the applicable working area (Lakes or VORTAC) shall report their position(s).

**NOTE:** Pensacola TRACON will de-conflict participating TH-57s with other aircraft west of Hurricane Lake. TH-57s will use Button 20 to de-conflict internally. Pensacola TRACON is not authorized to de-conflict aircraft from approximately Hurricane Lake and farther east. That airspace belongs to Eglin TRACON. Additionally, aircraft working north of “No Name Lake” may experience intermittent radar and voice contact with Pensacola TRACON.

e. Aircraft departing the Eastern Instrument Area shall:

   (1) BI traffic shall check out with Lakes Monitor on 135.15 departing course rules or to the east.

   (2) Low-stage RI traffic shall contact Eglin approach to report departing the area or coordinate a published approach, as required.

   (3) BI/low-stage RI traffic departing the training area to the northeast shall check out with the appropriate controller and squawk VFR. Check in with the appropriate ATC upon return.

3. Additional VFR (simulated IFR) departure procedures for SITE X and Florala are published in the SNA approach plates.

### 9.2.5 Departure Communication Procedures

1. Pilots may request a stereotype flight plan by contacting Base OPS via phone (623-7598) or radio (233.7). Comply with radio procedures in Appendix B.

### 9.3 KNDZ VFR-ON-TOP PROCEDURES

1. KNDZ VFR-ON-TOP procedures are designed to provide IFR departure services to aircraft requesting VFR-ON-TOP to Western Operating Area.

2. All KNDZ VFR-ON-TOP flight plans return to KNDZ via IVORY. Report "VFR-ON-TOP" or "level 1700" to departure, whichever occurs first. After reporting VFR-ON-TOP, you should be cleared to "proceed on course, maintain VFR." You may then proceed to the appropriate operating area. Once VFR-ON-TOP, the pilot may elect to level off at any altitude within the limitations listed in Chapter 8 of this manual. All normal IFR services are available with the exception of traffic separation in the operating areas. Report departing the operating area prior to return.

**CAUTION:** When proceeding to or from the Western Operating Area VFR, maintain a minimum of 500 feet vertical separation from 1700 feet MSL to ensure adequate separation from the KPNS RWY 17 final approach traffic.

3. If not VFR-ON-TOP at 1700 feet MSL, maintain 1700 feet and advise Departure Control of your intentions. You may request to “continue my flight plan, request climb to 5000 feet” or
request vectors for an instrument approach to KNDZ. In the event you are not VFR-ON-TOP by 5000 feet MSL, request vectors to IVORY for an approach in use at KNDZ.

4. KNDZ VFR-ON-TOP recoveries shall request a published IFR approach to KNDZ.

**9.4 INSTRUMENT ARRIVAL PROCEDURES**

1. Pilots executing multiple approaches should expect climb-out at two miles. Requests for a full approach to a low approach or stop-and-go may be approved, traffic permitting.

2. When R-2915A is active and cannot cancel IFR, request the KNDZ Copter TACAN, KNDZ COPTER RNAV (GPS) 004, KNSE ILS 14 approach, or proceed to your alternate.

3. South Whiting Ground Controlled Approach (GCA) is available during normal field operating hours, with the exception of Monday, 0700L-1200L when GCA maintenance is performed. However, if weather is below (or expected to decrease below) TACAN minimums, GCA maintenance will not be performed and KNDZ GCA approaches will be available.

4. The use of R-2915A airspace by TW-5 aircraft is the responsibility of the South Tower personnel and shall be coordinated by GCA.

5. Although other GCA approaches exist, only the KNDZ RWY 32 PAR/ASR will normally be available due to conflicting airspace when KNSE is open.

**NOTE:** The KNDZ Instrument Landing System (ILS)-32 approach may still be executed when tower reports "not monitored."

**NOTE:** Practice Precision Approach Radar (PAR) RWY 23 approaches are not authorized when KNSE VFR recoveries from Point EASY and/or KNDZ VFR recoveries from Point JUNIPER are in use.

6. Pattern Entry for KNDZ Instrument Approaches:

   a. Direct from KNDZ: File a NDZ105. Aircraft will be handed off to Departure Control on 385.4/124.85 and vectored to the GCA pattern (Figure 9-5).

   b. Random pickups will contact approach control from outside Class C Airspace. Report call sign, VFR position, and current ATIS, with request. Maintain VFR outside Class C Airspace and clear of R-2915A until cleared otherwise.

      (1) When Class C Airspace is VFR, pilots shall cancel IFR as soon as practical and maintain VMC. Pilots shall inform Pensacola TRACON if unable to maintain VFR cloud clearances in the pattern.

      (2) When Class C Airspace is VFR, but VFR cloud clearance cannot be maintained in the pattern:
(a) Pilots shall keep their instrument clearance and standard IFR separation will be provided.

(b) ATC shall request pilots advise cancellation of IFR (runway in sight) prior to 2 miles from the runway (I-NDZ 3.2 DME). Pilots shall advise ATC if still IMC at 2 miles from the runway.

(3) When Class C airspace is IFR:

(a) Standard IFR separation shall be provided.

(b) Multiple practice instrument operations may be conducted. Expect climb out at 2 miles, except for full stops.

7. Multiple practice instrument approaches to KNDZ shall cease when advised by ATC due to aircraft operating under SVFR.

8. VFR climb out: at 2 miles, maintain VFR, ensure traffic separation, and begin a climbing left turn to 220 and 1700 feet MSL, unless cleared otherwise.

**NOTE:** All TW-5 aircraft are considered as having a waiver requested from the Federal Aviation Administration (FAA) Handbook 7110.65 series requirement to intercept the Final Approach Course (FAC) at least 2 miles outside the approach gate. Aircraft will be given vectors to intercept the FAC inside the approach gate, but no closer than the final approach fix (FAF).
9.5 USE OF SEARCHLIGHT ON INSTRUMENT APPROACHES

1. The searchlight shall be turned on no later than the FAF on all instrument approaches (practice or actual) and remain on until missed approach or landing rollout. This requirement does not apply to failed card approaches.
CHAPTER 10 - EMERGENCY PROCEDURES

10.1 PRECAUTIONARY EMERGENCY LANDING (PEL) PROCEDURES

1. See A-16 for specific OSC/PEL checklists.

2. Following a PEL, the appropriate checklist shall be used and the PIC shall make every effort to contact the squadron FDO. The PIC shall receive permission from the CO, or a designated representative, prior to lifting from a PEL site. Upon returning to base, the PIC shall complete a PEL/Down Aircraft Report and assist the FDO with the PEL checklist. A completed PEL checklist will be routed through the designated channels for appropriate action and review.

3. Outside the local area, the PIC shall initiate a maintenance recovery through the FDO/CDO. The PIC shall not authorize local civilian maintenance efforts.

4. If the aircraft is not located in a secure area, environmental and personal safety conditions permitting, at least one crew member shall stay with the aircraft until it is turned over to maintenance recovery personnel or appropriate security personnel (i.e. DASWO). NOLF crash crews shall not be used for aircraft security.

10.2 MAINTENANCE INCIDENT REPORT

1. A Maintenance Incident Report (available in the squadron safety office and Aircraft Issue) shall be completed and turned into maintenance as soon as possible whenever a PEL, engine malfunction, or incident terminates a flight.

10.3 CLOSING OF SOUTH WHITING FIELD

1. If KNDZ is forced to close during normal operations or for an on-going emergency, helicopters on the ground or at an NOLF shall remain at their respective locations until further advised. South Tower shall broadcast the closing of KNDZ to all aircraft on guard frequency.

2. Inbound aircraft shall hold via SVFR procedures (section 6.2.3) or as directed by South Tower.

10.4 SOUTH WHITING FIELD LOST COMMUNICATIONS PROCEDURES

10.4.1 VFR Lost Communications Procedures

1. In the event of lost communications with the Tower, all aircraft inside the course rules entry points inbound to KNDZ shall approach the field making all calls in the blind, squawking 7600, with the searchlight on and the position lights on flashing bright.

2. Lost comm traffic shall then fly up the duty runway at 700 feet MSL and 70 KIAS, turn downwind when traffic permits, and look for Tower ALDIS lamp signals for landing clearance.
3. After executing this procedure, a landing may be made to the normal landing spots for the appropriate runway in use. Rock the rotor only to signal acknowledgment of Tower ALDIS lamp signals.

10.4.2 Stereotype/IFR Flight Plan Lost Communications Procedures

1. When VMC, maintain VMC and join course rules to either KNDZ (by LOA) or an appropriate NOLF and land. Close out your flight plan by the most expeditious means.

2. When IMC or unable to maintain VMC:


   **NOTE:** IVORY is the last fix on all KNDZ IFR stereo flight plans. Commence descent for the ILS, TACAN or GPS 32 approach as close as possible to the expected further clearance time, or if one has not been received, as close as possible to the Estimated Time of Arrival (ETA) as calculated from the filed (or amended with ATC) estimated time enroute.

   **NOTE:** Pilots are reminded that the KNDZ VFR-ON-TOP clearance is an IFR clearance. In the event of lost communications on departure, pilots are required to climb to and maintain 1700 feet MSL, unless Pensacola TRACON has issued a specific clearance prior to lost communications.

   b. If being vectored for an approach, execute that approach.

   c. If being vectored to a KNDZ GCA, proceed to the IVORY IAF for an ILS RWY 32 approach.

   d. While in the GCA pattern, attempt radio contact with South Tower, proceed VFR if able and intercept course rules. If unable, maintain 1700 feet MSL direct to IVORY and execute an ILS RWY 32 approach.

3. KNDZ GCA final. If no transmissions are received by 15 seconds on the ASR or 5 seconds on the PAR RWY 32 final approach, or by 3 DME, attempt radio contact with South Tower and proceed VFR if able. If unable to proceed VFR:

   a. At or above 1700 feet MSL, maintain 1700 feet MSL until the FAF and proceed with final portion of an NDZ ILS RWY 32.

   b. Below 1700 feet MSL, execute missed approach by making a climbing left turn to 220 and 1700 feet MSL, and proceed direct to IVORY. If unable to regain communications, proceed with an ILS RWY 32, TACAN RWY 32, or GPS RWY 32 approach.

4. Radar/Tower shall immediately notify Pensacola TRACON in the event of lost communications.
5. Be alert for Tower ALDIS lamp signals.

**NOTE**: Pilots are reminded that when you experience total radio failure, you must squawk 7600 and make all calls in the blind, as necessary.

### 10.5 LOST PLANE PROCEDURES

1. When in doubt of position, a pilot should not hesitate to request assistance.

2. Remain VFR and attempt radio communications on appropriate common, approach control, or tower frequency. Climb, if possible, for better radio and radar reception.

3. As a last resort, attempt communicating on guard while squawking IFF Emergency (7700). If necessary, land at the first available landing area, with a minimum of 30 minutes of fuel on board.

### 10.6 CRASH PROCEDURES AND SIGNALS

1. When a crash or forced landing occurs at KNDZ or at a NOLF, it is most important that information regarding the crash reach South Tower as soon as possible. A pilot observing a crash shall immediately call Tower or crash crew at the NOLF and transmit, "CRASH, CRASH, CRASH," over the radio, followed by amplifying information such as exact location, damage to aircraft, injury to personnel, etc. The pilot shall then circle the crash area, transmitting information as it becomes available and await instructions from Tower. The pilot shall land only if there is a possibility he can assist injured personnel or to prevent further injury. Other aircraft shall remain well clear of the crash area.

2. The field at which a crash occurs (including KNDZ) is automatically closed to training operations. Only appropriate authority shall reopen the field.

3. If the crash occurs somewhere other than KNDZ or at a NOLF, the pilot observing the crash shall be prepared to assist crash equipment and personnel in reaching the scene. Utilize the signals listed in Figure 10-1 when two-way radio communication with the crash crew cannot be established.
### 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.

![Figure 10-1](image_url)

SAR signals

**NOTE:** Past experience has proven that significant logistics and communication difficulties can occur at off-airport crash sites, especially ground vehicle access, personnel access, radio reception, and cell phone reception.

### 10.7 TW-5 ON SCENE COMMANDER (OSC) RESPONSIBILITIES

1. If a TW-5 aircraft observes another aircraft in distress or is the first on the scene of a crash, the pilot of that aircraft shall immediately assume responsibility as the OSC. The initial responsibilities include alerting the SAR assets, assessing the status of the crew and aircraft, and directing the search and rescue effort until a better-qualified relief appears on scene or fuel state dictates a return to home field. The OSC checklist, in the Appendix, outlines the procedures to be followed by the OSC. The Appendix also lists all SAR assets and the frequencies on which they can be reached, as well as the frequencies for all NOLF used by TW-5 aircraft.

2. The OSC checklist, and SAR frequency list shall be carried by all TW-5 IPs and shall also be carried in the aircraft for all solo events.

### 10.8 INADVERTENT IMC GUIDANCE

1. When weather conditions encountered en route preclude compliance with VFR, the PIC shall take one of the following actions, as appropriate:

   a. Alter route of flight in order to continue under VFR conditions;

   b. Remain in VFR conditions until a change of flight plan is filed and IFR clearance obtained;

   c. Remain in VFR conditions and land at a suitable safe alternate.
**WARNING:** Any aircraft that cannot continue VFR flight in VMC and simultaneously is unable to contact ATC for IFR clearance, is considered in distress and outside of reference (a) and RWOP VFR guidelines. If below Maximum Elevation Figure (MEF), aircraft in this situation shall squawk 7700 and climb above MEF while calling ATC on guard. If above MEF, aircraft shall squawk 7700 while calling ATC on guard or appropriate approach frequency.
CHAPTER 11 - SPECIAL PROCEDURES

11.1 CROSS COUNTRY FLIGHTS

11.1.1 General

1. Squadron COs are responsible for ensuring the flight will accomplish all training goals and will be conducted safely.

2. A cross-country flight is a flight operating outside the local flying area or one involving remaining overnight (RON) at an enroute or destination airfield outside the Whiting complex. Pre-positioned aircraft are excluded from this definition.

3. Cross-country flying is considered an integral and essential part of training and it is considered reasonable that aircraft RON. However, the primary mission performed by CNATRA - training SNAs - shall not suffer through the use of aircraft and personnel for non-mission essential cross-country flights. Ensure cross-country flights fulfill a syllabus or reference (a) minimum requirement or have specific CTW-5 approval. Aircrew shall be familiar with reference (g).

4. Squadron COs may schedule aircraft to remain away from NASWF for one night on weekdays and three nights on weekends. This limitation applies to SNA curriculum flights, flights in support of static display commitments, and flights to meet individual minimums per reference (a). Flights exceeding these guidelines require CTW-5 approval.

5. Safe conduct of a flight shall be placed above all other considerations. No operational commitment necessitates pilots exceed their or the aircraft’s capabilities. Judicious selection of routes and destinations with special consideration given to weather are paramount.

6. Personnel not assigned to TW-5 or the civilian maintenance contractor shall not assist in the installation or removal of ground handling wheels. SNAs may assist IPs installing/removing ground handling wheels, and all TW-5 personnel shall wear a helmet with the chin strap fastened and the visor down during this evolution.

7. CNATRA approval is required for all flights outside the continental United States. Squadrons shall forward all requests to TW-5 Operations at least 35 days prior to the proposed departure date.

8. International SNAs are required to comply with specific planning and current approval procedures and ensure compliance with all local directives. Two International SNAs cannot be flown together on the same cross-country.

9. Flights into the Washington, DC Air Defense Identification Zone (ADIZ) shall be IFR or be familiar with the current FAA requirements identified on WWW.FAASAFETY.GOV, have obtained a discreet squawk and require squadron CO approval.
11.1.2 Conduct Criteria

1. At no point shall a TW-5 cross-county aircraft travel below the minimum altitude of 500 feet AGL, unless:
   
a. In the terminal phase of flight.

b. When directed to by ATC or other controlling agency.

c. On FAA published helicopter routes with altitudes below 500 feet.

d. Deviating for weather.

2. Flights shall not deviate from the planned itinerary without approval of the CO or his designated representative, unless flight conditions along planned route jeopardize safety.

3. Pilots shall ensure cross-country flight packets include sufficient current FLIP and aeronautical charts to cover the entire route, including alternates. Duplicating charts is encouraged.

4. Except in emergency situations, flights shall not be planned to require the purchase of fuel/oil from other than contract or military sources. Deviation requires a written statement to be submitted to the CO via the Operations Officer explaining the circumstances.

5. When commercial jet fuel is used, it is preferred it contain pre-mixed anti-ice/fungicide (commercial name PRIST).

6. JP-8 +100 shall only be used as an emergency fuel in USN/USMC aircraft. If JP-8 +100 is inadvertently introduced into an aircraft, maintenance must be notified immediately.

11.1.3 Aircraft Requirements

1. All installed aircraft communication, navigation, and IFF equipment required for flight shall be functioning prior to departure from home field.

11.1.4 Daily/Turnaround Requirements

1. Maintenance provides authorization for PIC to sign safe for flight certification for a maximum of 72 hours when away from home base without conducting a DAILY or TURNAROUND inspection. Should the flight be delayed and/or exceed the 72 hour restriction, contact the squadron to coordinate follow on maintenance assistance. Refer to COMTRAWINGFIVEINST 4790.3(series) for specific maintenance procedures while on a cross county.
11.1.5 AEROSHELL Turbine Oil 555 Procedures

1. Both the main transmission and the tail rotor gearbox will operate with Aeroshell Turbine Oil 555 in Blue Can/Stickers. The engine will operate with Aeroshell Turbine Oil 560 in Red Can/Stickers. Both of these oils are DOD-85734 Series oils. Until further notice, all suspected oil transfers and/or pilot servicing while on cross countries will require the IP to place a call back to the squadron prior to continuing flight or servicing the aircraft. Cross-country procedures for suspected transfers and gearbox servicing are as follows:

   a. On preflight, check the transmission oil sight gauge for normal indications. If low, check engine oil reservoir and make sure it is not overflowing, which would suggest a transfer.

   b. Check the sight gauge to make sure it is not foggy or cloudy.

      (1) If the gauge is foggy or cloudy, then there is definite contamination in the transmission and/or engine oil and the aircraft transmission and/or engine must be drained and flushed by Maintenance personnel.

2. If on post-flight/pre-flight the engine oil reservoir overflows upon removing the reservoir cap, do not start the aircraft. Call back to the squadron and inform them of the situation.

3. Do not perform, or have performed, any maintenance on the aircraft without specific authorization from the Wing Maintenance Officer. If they cannot be reached directly, the Maintenance, Assistant Maintenance, and Operations Officers will coordinate through the squadron.

4. These procedures are for cross-country flights only. For NOLF operations or local area ops, a troubleshooter will be flown out to inspect your aircraft.

5. The IP shall initiate an appropriate MAF for all occurrences of suspected transfer immediately upon return to KNDZ.

11.1.6 Weather Requirements

1. Briefing Requirements: The PIC is responsible for receiving a weather brief from a weather forecaster for the entire route of flight prior to departure from point of origin. Naval Oceanography Command (NOC) services shall be utilized from a local source on the route of flight. NOC services are also available from Norfolk, Commercial (757) 444-2594, Jacksonville (904) 542-2535, or NTMOD by utilizing the NFWB at https://nfwbjax.navo.navy.mil/nfwb50/default.aspx. If NOC services are not available, any approved weather briefing per reference (a) may be substituted. Updates should be obtained en route.
2. Filing Minima:

   a. In addition to the requirements set forth in reference (a), flights shall not be filed into areas covered by Aviation WW. Filing requirements for WST shall be per section 2.8.

   b. Flights shall not be filed into areas of forecast atmospheric icing.

   c. Flights shall not be filed into airfields with existing or forecast snow- or ice-covered runways.

**NOTE:** Non-CNATRA based military weather forecasters may not be familiar with WW and SIGMET limitations on CNATRA aircraft. Pilots should ask specifically about these weather warnings along their route of flight.

11.1.7 Final Destination Procedures

1. The pilot is responsible to ensure each leg of the flight plan has been activated and closed out.

   a. Pilots must activate and close each leg of a flight at non-military installations through FSS by any means of communication available. When no phone lines exist at the point of intended landing, the pilot may cancel in the air with a predicted landing time within 5 minutes of that landing.

**NOTE:** Cancellation of an instrument flight plan does not meet the requirements for closing out a flight plan with FSS.

2. Any RON airfield must be military, have a military tenant, or a manned Fixed-Based Operator (FBO) with adequate ramp security. The pilot is responsible to ensure adequate security for the aircraft and all flight gear and that contract or military fuel is available, if fuel purchase is required.

3. Thorough preflight, post-flight, and/or DAILY inspection shall be performed to ensure maintenance status of cross-country aircraft. If maintenance is required, notify home field immediately with the nature of the problem and available facilities for correction of the discrepancy.

4. The aircraft should be refueled upon arrival at final destination to minimize fuel contamination.

11.2 STATIC DISPLAY

1. Only those events sanctioned by the Chief of Information (CHINFO) are authorized, unless specifically approved by CNATRA or TW-5. At least one crew member shall be stationed at the aircraft at all times during display hours. Aircrew shall be familiar with reference (g).

2. Unqualified personnel who wish to examine or sit in the aircraft shall be monitored at all times. Aircraft preparation shall include the following prior to any unqualified personnel examining the aircraft:
a. ENG START and ENG IGN circuit breakers pulled.
b. Battery disconnected.
c. STBY BATT circuit breaker (baggage compartment) pulled.
d. Grounding wires used, if available.

3. Crew day commences when the aircrew first arrives at the aircraft for the static display.

4. Prior to departure, the PIC shall conduct a thorough FOD walkdown of the immediate area and a detailed preflight of the aircraft.

11.3 OFFICIAL BUSINESS AND LOGISTIC FLIGHTS

1. Flights considered in the direct interest of the U.S. Government may be authorized to RON by the CO.

2. Authorization shall be granted only when a more economical mode of transportation is impractical or when a specific TW-5 requirement is satisfied.

3. Flights shall be assigned to accomplish curriculum or individual training, whenever practical.

4. Requests for administrative transportation flights or special logistic flights (2M2) shall be submitted to CTW-5 for approval if their purpose is other than:

   a. Ferry flight.
   b. Transporting parts or maintenance personnel to down aircraft away from home base.
   c. Official business commitments.
   d. FAA examination/Airline Transport Pilot (ATP) flights.

5. Requests for administrative transportation flights will generally not be approved if the passenger is not assigned to TW-5 or if the purpose of the flight is not in the best interest of TW-5. Non-essential flights include:

   a. Routine business nature for which commercial or other military transportation could more economically be substituted.
   b. Transportation of any officer or group of officers, the sole purpose of which is for the convenience and/or prestige of the officers and not pursuant to the performance of official duties or the accomplishment of bona fide training.
   c. Repeated flights to the hometown area of flight personnel concerned.
   d. Flights coinciding with major sports or civic events.
6. All passengers shall be thoroughly briefed prior to the flight on appropriate procedures for emergency egress and the use of available survival equipment.

**11.4 VIP/ORIENTATION FLIGHTS**

**11.4.1 General**

1. All orientation flight requests, approval, and execution are governed by reference (a), (g), and COMTRAWINGFIVEINST 1531.2(series).

2. The IP shall conduct an observer/passenger brief accordingly. Special emphasis shall be placed on egress procedures prior to start-up.

3. Over water flights should be avoided.

**11.4.2 South Whiting Field VIP Pad Operations**

1. Aircraft carrying Very Important Persons (VIPs) shall advise South Tower as soon as possible of their estimated time of arrival so appropriate base personnel can be advised. The VIP pad is located at the Mid-field Hangar. Coordinate with South Tower for priority handling. The Yankee Taxiway may be used for “present position departures” as necessary (Figure 5-1). The 10/18 or F/G spots may also be used on a case-by-case basis. Inform KNDZ of your intentions.

2. RWY 5 Inbound:
   
   a. Aircraft inbound from Point CYPRESS shall enter crosswind for RWY 5, then land turning into the wind at Spot 6.

   b. Aircraft inbound from Point IGOR or BELL shall follow normal course rules and land at the departure numbers of RWY 5 for taxi to the quarterdeck.

3. RWY 5 Departure. Depart Spot 6 heading approximately 050. Once clear of tree line, join the normal outbound channel.

4. RWY 14 Inbound. Aircraft shall fly inbound RWY 5 VIP course rules. If wind makes RWY 5 landing impractical, aircraft are permitted to turn into the wind by flying inboard RWY 5 past Spot 1, then turn to land at Spot 6 heading 140.

5. RWY 14 Departure. Depart Spot 6 heading 140, then join normal course rules.

6. RWY 23 Inbound. Aircraft shall follow normal course rules to the approach end of RWY 23 and turn off at Spot 6.

7. RWY 23 Departure. Depart RWY 23 at approach end and follow normal course rules.
8. RWY 32 Inbound:
   
a. Aircraft inbound from Point IGOR or BELL shall enter left base, continue past Spot 1, and set up for an approximate ¾ mile final, landing at Spot 6 heading approximately 320.

   b. Aircraft inbound from Point CYPRESS shall set up for a straight-in landing at Spot 6 heading approximately 320.

9. RWY 32 Departure:
   
a. To the west: Depart Spot 6, fly up the Yankee Taxiway northwest until airborne, and make a right turn to the south. When clear of the field, turn west and join the normal outbound channel. Remain south of Langley Rd.

   b. To the east: Depart Spot 6, fly up the Yankee Taxiway until airborne, and turn southeast to Point ABLE. Remain south of Langley Rd.

11.5 NAS PENSACOLA (SHERMAN FIELD) COURSE RULES

11.5.1 General

1. The following procedures are encouraged for arrivals and departures from NAS Pensacola (KNPA). You may alternately file a NPA101 to go direct.

2. Proceed to Point ECHO utilizing normal course rules and request an East Bay transition to Pensacola Beach.

3. All flights shall be conducted under positive control. Comply with Class C airspace requirements.

4. Maintain at or below 500 feet AGL within 10 NM of NPA and at or below 300 feet AGL when within the NPA traffic pattern.

**NOTE:** Avoid the Gulf Islands National Seashore Wildlife Refuge Areas along the beach as depicted on the VFR Sectional.

**NOTE:** The KNPA fixed-wing traffic pattern altitude is 800 feet MSL with the break and inbound to the break at 1500 feet MSL. KNPA traffic pattern procedures mandate VFR helicopter traffic at or below 300 feet MSL in order to maintain 500 feet vertical separation to minimize traffic conflicts.

5. Contact tower for clearance to cross any runway centerline within the TSA.

6. Launch and recovery will normally be to one of the runways (not necessarily the duty runway) or one of the designated helicopter pads located near Base Operations.
7. Pilots desiring pattern work shall normally request and expect to be approved for “Preventive Control” at or below 300 feet by KNPA Tower. Pilots desiring practice autorotations shall state altitude request and report when complete with autorotation.

**NOTE:** Preventive Control differs from other airport traffic control in that repetitious, routine approval of pilot action is eliminated. Controllers intervene only when they observe a traffic conflict developing. (Reference: FAA Handbook 7110.65 series)

**NOTE:** Representatives from KNPA ATC, working with TW-5 personnel, have repeatedly emphasized the importance of helicopter pattern altitude 300 feet or below and the importance of coordinating with Sherman Tower prior to crossing any runway centerline. These two points more than any of the other KNPA-specific procedures are in place to facilitate safe helicopter traffic flow.

**NOTE:** Traffic volume at KNPA is typically greatest during the afternoon between approximately 1200-1600L. TW-5 helicopters should generally avoid planning both IFR and VFR operations during these times.

Figure 11-1
KNPA Arrivals
11.5.2 VFR Procedures

11.5.2.1 Arrival

1. From the east, contact KNPA Tower and request "Pickens Gate Arrival" (NPA 104/7DME). When cleared, proceed westbound from Fort Pickens on the bay side of Santa Rosa Island and then north to the airfield.

2. From the west, contact KNPA Tower and request “Johnson Beach Arrival” (NPA 231/6DME, abeam the Johnson Beach pavilion, underneath fixed-wing course rules “Point X-ray”). When cleared, proceed east from Johnson Beach to the fuel pier (along the Intracoastal Waterway and approximately 1 NM southwest of the runways), then direct to the airfield.

3. From the northeast, contact KNPA Tower with your position. When cleared, proceed southbound but remain north of the parallel runways and their extended centerlines until instructed by Tower.

4. Expect to be cleared for “preventive control” on a section of either the duty runway or an off-duty runway by KNPA Tower.

11.5.2.2 Departure

1. Departure procedures are generally the reverse of arrival procedures.

2. When departing from preventive control, expect to report the total number of operations to KNPA Tower.

11.5.3 SVFR Procedures

11.5.3.1 General

1. Helicopters desiring SVFR operations in the Class C Surface Area shall remain at or below 500 feet AGL within the Class C Airspace. Only one aircraft may operate SVFR within the KNPA Class C Airspace.

**NOTE:** Multiple SVFR aircraft are permitted to operate within Whiting Class C Airspace only due to a letter of agreement with Pensacola TRACON. This agreement does not include KNPA Airspace. Be prepared for delays when traffic volume is high.

11.5.3.2 Arrivals

1. Contact Pensacola Approach and request Special VFR entry. Remain at or below 500 feet AGL and clear of clouds. VFR course rules ground checkpoints and routing may be used to ease navigation, although this is not a KNPA Tower or KNPA ATC requirement.
11.5.3.3 Departures

1. Request SVFR departure from KNPA Tower or KNPA Ground as applicable. Remain at or below 500 feet AGL and clear of clouds. VFR course rules ground checkpoints and routing may be used, although this is not a KNPA ATC requirement.

**NOTE:** These procedures are used for all helicopter traffic, whether general or VIP.

11.6 PETER PRINCE (2R4 - Milton Airport) COURSE RULES

11.6.1 General

1. Peter Prince is a civilian airfield. It is imperative the PIC have the appropriate CTAF frequency tuned in approaching Tower 438 to obtain a higher situational awareness and make all appropriate CTAF calls.

**NOTE:** Peter Prince has a higher than normal volume of civilian flight school traffic. The PIC shall be familiar with published pattern and altitude restrictions.

11.6.2 Arrival

1. All day/night operations shall depart KNDZ via Point ABLE or VFR direct to Peter Prince with Tower approval.

2. From Point ABLE proceed direct to Tower 438 and report, “Tower 438 for Peter Prince” to the Santa Rosa ADO.

3. Make a right turn, follow HWY 90 to Peter Price, and maintain 900 feet MSL and 100 KIAS until clear of Point VERTOL. Once clear of Point VERTOL, report, “Clear to the west” to the Santa Rosa ADO, and descend to 700 feet MSL.

4. Coordinate with Peter Prince Traffic on CTAF (VHF 122.975) and enter pattern appropriately.

11.6.3 Departure

1. While in the pattern at Peter Prince obtain ATIS for South Whiting Field.

2. Prior to departing the pattern, contact South Whiting Tower, “South Tower, (callsign) Peter Prince for Point Bell, information XXXX.” If South Whiting Tower is accepting Point BELL arrivals, proceed direct to Point BELL at 700 feet MSL and 100 KIAS. If South Whiting Tower is unable to accept Point BELL arrivals, proceed to Point ECHO at 900 feet MSL and 100 KIAS. Follow procedures specified in section 6.3.2.3.

**NOTE:** Traffic established on either the powerlines inbound to Point BELL or on I-10 inbound to Point ECHO have the right of way.
APPENDIX A

1. AIRCRAFT FREQUENCY CHANNELIZATION

a. Preset channels for all rotary-wing aircraft assigned to TW-5 are as follows:

<table>
<thead>
<tr>
<th>CH</th>
<th>FREQ</th>
<th>FACILITY</th>
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<tbody>
<tr>
<td>1</td>
<td>273.575</td>
<td>South Whiting Field ATIS</td>
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<tr>
<td>2</td>
<td>355.600</td>
<td>Clearance Delivery</td>
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<tr>
<td>3</td>
<td>317.650</td>
<td>South Whiting Field Ground</td>
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<td>4</td>
<td>348.675</td>
<td>South Whiting Field Tower</td>
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<td>5</td>
<td>303.600</td>
<td>HT-8 (Eightball)</td>
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<td>6</td>
<td>255.100</td>
<td>HT-18 (Factoryhand)</td>
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<td>7</td>
<td>365.700</td>
<td>HT-28 (Lucky)</td>
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<td>8</td>
<td>253.100</td>
<td>HITU (Bladerunner)</td>
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<td>9</td>
<td>250.000</td>
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<td>12</td>
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<td>NOLF Harold</td>
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<tr>
<td>13</td>
<td>251.300</td>
<td>NOLF Site X</td>
</tr>
<tr>
<td>14</td>
<td>328.200</td>
<td>Green Route</td>
</tr>
<tr>
<td>15</td>
<td>262.700</td>
<td>Orange Route</td>
</tr>
<tr>
<td>16</td>
<td>316.400</td>
<td>Purple Route</td>
</tr>
<tr>
<td>17</td>
<td>308.650</td>
<td>Eastern Formation Common</td>
</tr>
<tr>
<td>18</td>
<td>277.000</td>
<td>East Bay Common/Secondary Formation Common</td>
</tr>
<tr>
<td>19</td>
<td>311.400</td>
<td>Western Area Common</td>
</tr>
<tr>
<td>20</td>
<td>281.750</td>
<td>Eastern Area Common</td>
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VHF PRESETS

<table>
<thead>
<tr>
<th>CH</th>
<th>FREQ</th>
<th>FACILITY</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>121.95</td>
<td>Instructor Common</td>
</tr>
<tr>
<td>2</td>
<td>121.40</td>
<td>South Whiting Field Tower</td>
</tr>
<tr>
<td>3</td>
<td>124.85</td>
<td>Pensacola Approach (KNDZ)</td>
</tr>
<tr>
<td>4</td>
<td>135.15</td>
<td>PNS TRACON Lakes Monitor</td>
</tr>
<tr>
<td>5</td>
<td>124.05</td>
<td>Eglin Approach</td>
</tr>
<tr>
<td>6</td>
<td>119.00</td>
<td>Pensacola Approach East (KPNS)</td>
</tr>
<tr>
<td>7</td>
<td>118.60</td>
<td>Pensacola Approach West (KPNS)</td>
</tr>
<tr>
<td>8</td>
<td>119.90</td>
<td>Pensacola Regional Tower (KPNS)</td>
</tr>
<tr>
<td>9</td>
<td>122.00</td>
<td>Flight Watch</td>
</tr>
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b. Other commonly used frequencies that require manual setting in the UHF or VHF Radio are:

<table>
<thead>
<tr>
<th>Local Frequencies</th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>NAS WHITING FIELD</strong></td>
<td></td>
</tr>
<tr>
<td>KNDZ Base Ops</td>
<td>233.7</td>
</tr>
<tr>
<td>Metro (PMSV)</td>
<td>316.95</td>
</tr>
<tr>
<td>South Whiting Maintenance</td>
<td>279.2</td>
</tr>
<tr>
<td><strong>PENSACOLA AIR TRAFFIC CONTROL (TRACON)</strong></td>
<td></td>
</tr>
<tr>
<td>North Sector</td>
<td>263.125</td>
</tr>
<tr>
<td>South Sector</td>
<td>269.375, 385.4, 118.6</td>
</tr>
<tr>
<td>Western Arrival Radar</td>
<td>351.825, 118.6</td>
</tr>
<tr>
<td>Sherman GCA</td>
<td>278.8, 285.625, 289.8, 318.8</td>
</tr>
<tr>
<td><strong>CENTERS</strong></td>
<td></td>
</tr>
<tr>
<td>Atlanta</td>
<td>351.9, 118.55</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>251.1, 350.2, 120.2, 134.15</td>
</tr>
<tr>
<td>MOA Entry</td>
<td>338.3</td>
</tr>
<tr>
<td><strong>NAS PENSACOLA (SHERMAN)</strong></td>
<td></td>
</tr>
<tr>
<td>Sherman Tower</td>
<td>340.2, 120.7</td>
</tr>
<tr>
<td>ATIS</td>
<td>266.8, 124.35</td>
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<tr>
<td>METRO</td>
<td>359.6</td>
</tr>
<tr>
<td><strong>NOLF CHOCTAW</strong></td>
<td></td>
</tr>
<tr>
<td>Tower</td>
<td>259.25, 121.4</td>
</tr>
<tr>
<td>Ground</td>
<td>336.4, 121.7</td>
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<tr>
<td>ATIS</td>
<td>282.0</td>
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<tr>
<td><strong>EGLIN - DUKE FIELD</strong></td>
<td></td>
</tr>
<tr>
<td>Tower</td>
<td>290.425, 133.2</td>
</tr>
<tr>
<td>Ground</td>
<td>251.125</td>
</tr>
<tr>
<td><strong>EGLIN - HURLBURT FIELD</strong></td>
<td></td>
</tr>
<tr>
<td>Tower</td>
<td>351.675, 126.5</td>
</tr>
</tbody>
</table>

**BOB SIKES CTAF / PENSACOLA AIR CENTER / MOBILE DOWNTOWN AIR CENTER**

| VHF                                      | 122.95 |
| Bob Sikes ASOS                          | 119.275|

**PETER PRINCE (2R4 - Milton Airport)**

| VHF                                      | 122.975|
c. Local area agencies

<table>
<thead>
<tr>
<th>SAR ASSETS</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Life Flight (via ODO or ATC) – “LIFEGUARD-1”</td>
<td>122.75</td>
</tr>
<tr>
<td>55th ARRS, Eglin - C-130 or H-60 – “HAWK”</td>
<td>252.8</td>
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<tr>
<td>Ft. Rucker/Cairns SAR – “FLATIRON”</td>
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<tr>
<td></td>
<td>OPS 347.5/127.95</td>
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<tr>
<td></td>
<td>ATC 237.5/234.4,</td>
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<tr>
<td>Dannelly ANG</td>
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<tr>
<td></td>
<td>OPS 286.5</td>
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<tr>
<td></td>
<td>TWR 360.85/119.7</td>
</tr>
<tr>
<td>USCG, Mobile – “COAST GUARD RESCUE”</td>
<td>345.0</td>
</tr>
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<table>
<thead>
<tr>
<th>T-6 OPERATIONS</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Whiting ATIS (Button 1)</td>
<td>290.325</td>
</tr>
<tr>
<td>North Whiting Clearance (Button 2)</td>
<td>257.775</td>
</tr>
<tr>
<td>North Whiting Ground (Button 3)</td>
<td>251.15</td>
</tr>
<tr>
<td>North Whiting Tower (Button 4)</td>
<td>306.925</td>
</tr>
<tr>
<td>Pensacola Departure (Button 5)</td>
<td>278.8</td>
</tr>
<tr>
<td>Pensacola Approach (North) (Button 6)</td>
<td>291.625</td>
</tr>
<tr>
<td>Pensacola Approach (South) (Button 7)</td>
<td>269.375</td>
</tr>
<tr>
<td>Area 1 Common (Button 8)</td>
<td>303.15</td>
</tr>
<tr>
<td>Barin RDO (Button 9)</td>
<td>269.425</td>
</tr>
<tr>
<td>Summerdale RDO (Button 10)</td>
<td>345.2</td>
</tr>
<tr>
<td>Sherman Tower (Button 11)</td>
<td>340.2</td>
</tr>
<tr>
<td>Brewton RDO (Button 13)</td>
<td>257.975</td>
</tr>
<tr>
<td>Evergreen RDO (Button 14)</td>
<td>254.35</td>
</tr>
<tr>
<td>JAX Center Discrete (Button 17)</td>
<td>346.2</td>
</tr>
<tr>
<td>RI/Night Common (Button 18)</td>
<td>274.7</td>
</tr>
<tr>
<td>Area 3 (Button 19)</td>
<td>299.5</td>
</tr>
<tr>
<td>VT2 (Button 20)</td>
<td>350.15</td>
</tr>
<tr>
<td>Choctaw ATIS (Button 21)</td>
<td>290.55</td>
</tr>
<tr>
<td>Whiting WX Metro (Button 22)</td>
<td>316.95</td>
</tr>
<tr>
<td>NSE Base Ops (Button 23)</td>
<td>233.70</td>
</tr>
<tr>
<td>Choctaw Tower (Button 24)</td>
<td>259.25</td>
</tr>
<tr>
<td>Cairns Approach (Button 26)</td>
<td>239.4</td>
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<tr>
<td>Pensacola SMOA (Button 28)</td>
<td>372.00</td>
</tr>
<tr>
<td>SMOA Common (Button 29)</td>
<td>360.725</td>
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<tr>
<td>VT3 (Button 30)</td>
<td>342.80</td>
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<tr>
<td>VT6 (Button 60)</td>
<td>355.55</td>
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</table>
2. NAVIGATION FACILITIES (NAVAIDS)

a. The following is a list of the commonly used navigation facilities and associated frequencies:

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>IDENT</th>
<th>NDB(LOM)</th>
<th>TACAN</th>
<th>VOR</th>
<th>ILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAS North Whiting</td>
<td>NSE</td>
<td>70X</td>
<td>---</td>
<td>111.75</td>
<td></td>
</tr>
<tr>
<td>NAS South Whiting</td>
<td>NDZ</td>
<td>70X</td>
<td>---</td>
<td>110.55</td>
<td></td>
</tr>
<tr>
<td>NAS Pensacola</td>
<td>NPA</td>
<td>119X</td>
<td>---</td>
<td></td>
<td>109.3</td>
</tr>
<tr>
<td>Pensacola International</td>
<td>PNS</td>
<td>326</td>
<td>108.8</td>
<td>111.1</td>
<td></td>
</tr>
<tr>
<td>Crestview/Bob Sikes</td>
<td>CEW</td>
<td>201</td>
<td>106X</td>
<td>115.9</td>
<td>111.9</td>
</tr>
<tr>
<td>Mobile Downtown</td>
<td>BFM</td>
<td>75X</td>
<td>112.8</td>
<td></td>
<td>108.5</td>
</tr>
<tr>
<td>Eglin AFB</td>
<td>VPS</td>
<td>2X</td>
<td>---</td>
<td></td>
<td>110.3/109.1</td>
</tr>
<tr>
<td>NOLF Santa Rosa</td>
<td>NEC</td>
<td>63X</td>
<td>---</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOLF Saufley</td>
<td>NUN</td>
<td>---</td>
<td>108.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eglin AF AUX # 3 Duke</td>
<td>EGI</td>
<td>2X</td>
<td>---</td>
<td></td>
<td>111.7</td>
</tr>
</tbody>
</table>

**VFR ONLY NAVAIDS**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>IDENT</th>
<th>NDB(LOM)</th>
<th>TACAN</th>
<th>VOR</th>
<th>ILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gateswood</td>
<td>NBJ</td>
<td>60X*</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Crestview (AM radio)</td>
<td>WAAB</td>
<td>1050*</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Florala (OJ4)</td>
<td>FLZ</td>
<td>374*</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>

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

a. The following is a list of the commonly used navigation points and associated Radial/DME and/or Lat/Long:

### DME CUTS/LAT LONGS

<table>
<thead>
<tr>
<th>Location</th>
<th>70X (NSE)</th>
<th>106X (CEW)</th>
<th>60X (NBJ)</th>
<th>N LAT/ W LONG</th>
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</thead>
<tbody>
<tr>
<td>PT ABLE</td>
<td>155</td>
<td>236</td>
<td>18.3</td>
<td>30°41.30 / 86°59.72</td>
</tr>
<tr>
<td>PT BAKER</td>
<td>218</td>
<td>241</td>
<td>21.0</td>
<td>30°41.51 / 87°03.39</td>
</tr>
<tr>
<td>PT BELL</td>
<td>156</td>
<td>230</td>
<td>21.6</td>
<td>30°39.58 / 86°58.76</td>
</tr>
<tr>
<td>PT BEND</td>
<td>278</td>
<td>260</td>
<td>24.3</td>
<td>30°43.56 / 87°08.12</td>
</tr>
<tr>
<td>PT CYPRESS</td>
<td>129</td>
<td>235</td>
<td>16.7</td>
<td>30°41.70 / 86°57.84</td>
</tr>
<tr>
<td>PT ECHO</td>
<td>173</td>
<td>224</td>
<td>23.0</td>
<td>30°35.62 / 87°00.04</td>
</tr>
<tr>
<td>PT FISH</td>
<td>142</td>
<td>231</td>
<td>17.2</td>
<td>30°40.42 / 86°57.69</td>
</tr>
<tr>
<td>PT FOG</td>
<td>222</td>
<td>238</td>
<td>26.2</td>
<td>30°39.40 / 87°08.38</td>
</tr>
<tr>
<td>PT GATOR</td>
<td>294</td>
<td>265</td>
<td>24.2</td>
<td>30°46.33 / 87°08.50</td>
</tr>
<tr>
<td>PT HOTEL</td>
<td>132</td>
<td>227</td>
<td>16.3</td>
<td>30°40.09 / 86°55.48</td>
</tr>
<tr>
<td>PT HUGHES</td>
<td>191</td>
<td>230</td>
<td>23.0</td>
<td>30°37.02 / 87°03.11</td>
</tr>
<tr>
<td>PT IGOR</td>
<td>204</td>
<td>237</td>
<td>21.6</td>
<td>30°40.05 / 87°03.24</td>
</tr>
<tr>
<td>PT JUNIPER</td>
<td>099</td>
<td>240</td>
<td>12.8</td>
<td>30°43.64 / 86°53.96</td>
</tr>
<tr>
<td>PT PISTOL</td>
<td>289</td>
<td>266</td>
<td>27.6</td>
<td>30°46.46 / 87°12.35</td>
</tr>
<tr>
<td>PT POND</td>
<td>240</td>
<td>243</td>
<td>22.2</td>
<td>30°42.06 / 87°05.04</td>
</tr>
<tr>
<td>PT SNAKE</td>
<td>231</td>
<td>240</td>
<td>28.0</td>
<td>30°38.46 / 87°10.77</td>
</tr>
<tr>
<td>PT VERTOL</td>
<td>159</td>
<td>224</td>
<td>19.2</td>
<td>30°37.14 / 86°57.78</td>
</tr>
<tr>
<td>PT WHISKEY</td>
<td>196</td>
<td>230</td>
<td>24.3</td>
<td>30°36.13 / 87°04.42</td>
</tr>
<tr>
<td>NOLF HAROLD</td>
<td>120</td>
<td>224</td>
<td>13.8</td>
<td>30°40.72 / 86°52.78</td>
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<tr>
<td>NOLF SANTA ROSA</td>
<td>153</td>
<td>220</td>
<td>18.7</td>
<td>30°36.66 / 86°56.36</td>
</tr>
<tr>
<td>NOLF SPENCER</td>
<td>220</td>
<td>236</td>
<td>26.6</td>
<td>30°37.59 / 87°08.35</td>
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<tr>
<td>NOLF SITE X</td>
<td>310</td>
<td>267</td>
<td>25</td>
<td>30°48.91 / 87°10.09</td>
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<tr>
<td>NOLF PACE</td>
<td>254</td>
<td>247</td>
<td>27.7</td>
<td>30°42.14 / 87°11.49</td>
</tr>
<tr>
<td>BAWDI</td>
<td>090</td>
<td>226</td>
<td>10.0</td>
<td>30°43.73 / 86°49.50</td>
</tr>
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<td>BEAR LAKE</td>
<td>060</td>
<td>282</td>
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<td>30°51.85 / 86°49.78</td>
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<tr>
<td>NO NAME LAKE</td>
<td>037</td>
<td>325</td>
<td>14.2</td>
<td>31°01.78 / 86°49.82</td>
</tr>
<tr>
<td>HURRICANE LAKE</td>
<td>057</td>
<td>329</td>
<td>7.8</td>
<td>30°56.50 / 86°45.49</td>
</tr>
<tr>
<td>HORSE FARM</td>
<td>040</td>
<td>314</td>
<td>12.5</td>
<td>30°58.72 / 86°50.77</td>
</tr>
<tr>
<td>EAST BI TOWERS</td>
<td>054</td>
<td>353</td>
<td>9.8</td>
<td>30°59.88 / 86°43.22</td>
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<td>TWR 438</td>
<td>144</td>
<td>227</td>
<td>17.7</td>
<td>30°39.24 / 86°56.81</td>
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<td>DEATON BRIDGE</td>
<td>109</td>
<td>229</td>
<td>12.7</td>
<td>30°42.29 / 86°52.90</td>
</tr>
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<td>YELLOW RVR BRDG</td>
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<td>214</td>
<td>20.0</td>
<td>30°34.27 / 86°55.48</td>
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<td>HOBOE</td>
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<td>224</td>
<td>23.4</td>
<td>30°34.42 / 87°01.45</td>
</tr>
<tr>
<td>NAVIE</td>
<td>233</td>
<td>247</td>
<td>36.0</td>
<td>133 11. 5</td>
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<td>GATESWOOD TACAN</td>
<td>263</td>
<td>255</td>
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<tr>
<td>GRAIN ELEVATOR</td>
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<td>269</td>
<td>41.6</td>
<td>012 10. 1</td>
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<tr>
<td>STEELWOOD LAKE</td>
<td>261</td>
<td>255</td>
<td>54.9</td>
<td>30°42.01 / 87°43.86</td>
</tr>
<tr>
<td>POND CREEK BRIDGE</td>
<td>238</td>
<td>243</td>
<td>24.9</td>
<td>30°40.85 / 87°07.91</td>
</tr>
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</table>
### 4. TABLE OF LOCAL CHECKPOINT DESCRIPTIONS

<table>
<thead>
<tr>
<th>LOCAL WAYPOINT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Point ABLE</td>
<td>The water tower located approximately one nautical mile southeast of KNDZ.</td>
</tr>
<tr>
<td>Point BAKER</td>
<td>The northernmost water tower that is west of KNDZ. Painted with the name “Point Baker” and lies just west of the intersection of HWYs 87 and 89 and is just north of a group of lighted cellular towers.</td>
</tr>
<tr>
<td>Point BELL</td>
<td>The intersection of the power lines and the Blackwater River just north of the prison complex.</td>
</tr>
<tr>
<td>Point BEND</td>
<td>The second bend in the unimproved road, just north of the road intersection.</td>
</tr>
<tr>
<td>Point CYPRESS</td>
<td>The intersection of the jeep trail and the Coldwater Creek.</td>
</tr>
<tr>
<td>Point EASY</td>
<td>Water Tower at the bend in HWY 191 (KNSE Checkpoint)</td>
</tr>
<tr>
<td>Point ECHO</td>
<td>The intersection of I-10 and HWY 89. The first overpass east of the Blackwater River.</td>
</tr>
<tr>
<td>Point GATOR</td>
<td>University of Florida Agricultural Complex</td>
</tr>
<tr>
<td>Point FISH</td>
<td>The intersection of the Coldwater Creek and the Blackwater River.</td>
</tr>
<tr>
<td>Point FOG</td>
<td>The point on the power lines north of Spencer Field that is abeam the large estate with a lake.</td>
</tr>
<tr>
<td>Point HOTEL</td>
<td>The intersection of the power lines, a dirt trail and the old pipeline cutout.</td>
</tr>
<tr>
<td>Point HUGHES</td>
<td>The intersection of HWY 89 and HWY 90.</td>
</tr>
<tr>
<td>Point IGOR</td>
<td>The intersection of HWY 87, HWY 89 and the power lines.</td>
</tr>
<tr>
<td>Point JUNIPER</td>
<td>The bridge oriented east/west over the Big Juniper Creek.</td>
</tr>
<tr>
<td>Point PISTOL</td>
<td>Intersection of HWY 197 &amp; 182, abeam Chumuckla Primary School</td>
</tr>
<tr>
<td>Point POND</td>
<td>The pond southwest of the first bend in HWY 89.</td>
</tr>
<tr>
<td>Point ROCK</td>
<td>The intersection of HWY 85 and I-10.</td>
</tr>
<tr>
<td>Point SNAKE</td>
<td>The intersection of HWY 197A and the power lines.</td>
</tr>
<tr>
<td>Point VERTOL</td>
<td>The intersection of HWY 87 and I-10.</td>
</tr>
<tr>
<td>Point WHISKEY</td>
<td>The intersection of HWY 90 and Avalon Blvd.</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Tower 438 Field</td>
<td>The field with the 438 foot tower in the northwest corner just north of the prison facility.</td>
</tr>
<tr>
<td>Deaton Bridge</td>
<td>The bridge oriented north/south over the Blackwater River.</td>
</tr>
<tr>
<td>Yellow River Bridge</td>
<td>The long HWY 87 bridge over the Yellow River, northeast of NOLF Choctaw.</td>
</tr>
<tr>
<td>Point RACETRACK</td>
<td>The field approximately 4NM northeast of NOLF Harold on the power lines, abeam the 485’ towers.</td>
</tr>
<tr>
<td>Pond Creek Bridge</td>
<td>The HWY 191 bridge over Pond Creek.</td>
</tr>
<tr>
<td>Tree Field</td>
<td>The square farming field northeast of Pace.</td>
</tr>
<tr>
<td>Triangle Factory</td>
<td>Factory at the intersection of HWY 184 and HWY 85A.</td>
</tr>
<tr>
<td>Baseball Complex</td>
<td>Four lighted baseball fields to the southwest of the Triangle Factory.</td>
</tr>
<tr>
<td>Kings Field</td>
<td>Field south of baseball complex containing Ransom Middle School.</td>
</tr>
<tr>
<td>International Paper Mill</td>
<td>This is the VFR checkpoint for NAVIE.</td>
</tr>
</tbody>
</table>

5. EASTERN/WESTERN STUDENT APPROACH OVERLAY

6. LOW-LEVEL NAVIGATION ROUTES

   a. Hospital Route

   (1) Route shall be flown at 500 feet AGL. Pensacola Tower may direct a lower altitude for traffic separation, but it no case shall aircraft be operated below 300 feet AGL.
b. Orange Route

(1) Maps required: Munson/Harold 1:50,000 TLM

(2) Avoid Noise sensitive grid (122214) by 200m.

<table>
<thead>
<tr>
<th>CP</th>
<th>GRID 16R</th>
<th>DESCRIPTION</th>
<th>NSE (70X)</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
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<tbody>
<tr>
<td>1</td>
<td>EU 133978</td>
<td>RIVER BEND</td>
<td>095/ 8.5</td>
<td>N30 42.78</td>
<td>W086 51.65</td>
</tr>
<tr>
<td>2</td>
<td>EV 146027</td>
<td>ROAD JUNCTION</td>
<td>080/ 9.1</td>
<td>N30 45.45</td>
<td>W086 50.85</td>
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<tr>
<td>3</td>
<td>EV 135067</td>
<td>ROAD/STREAM JUNCTION</td>
<td>067/ 9.2</td>
<td>N30 47.60</td>
<td>W086 51.53</td>
</tr>
<tr>
<td>4</td>
<td>EV 142136</td>
<td>BRIDGE</td>
<td>050/11.6</td>
<td>N30 51.33</td>
<td>W086 51.10</td>
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<tr>
<td>5</td>
<td>EV 169184</td>
<td>BRIDGE</td>
<td>048/13.9</td>
<td>N30 53.90</td>
<td>W086 49.40</td>
</tr>
<tr>
<td>6</td>
<td>EV 153228</td>
<td>POND</td>
<td>036/15.8</td>
<td>N30 56.30</td>
<td>W086 50.30</td>
</tr>
<tr>
<td>7</td>
<td>EV 181275</td>
<td>ROAD BEND</td>
<td>038/18.5</td>
<td>N30 58.87</td>
<td>W086 48.64</td>
</tr>
<tr>
<td>8</td>
<td>EV 212253</td>
<td>CEMETARY</td>
<td>042/19.0</td>
<td>N30 57.66</td>
<td>W086 46.70</td>
</tr>
<tr>
<td>9</td>
<td>EV 195186</td>
<td>ROAD JUNCTION</td>
<td>054/14.2</td>
<td>N30 54.05</td>
<td>W086 47.77</td>
</tr>
<tr>
<td>10</td>
<td>EV 180139</td>
<td>ROAD JUNCTION</td>
<td>064/13.3</td>
<td>N30 51.50</td>
<td>W086 48.70</td>
</tr>
<tr>
<td>11</td>
<td>EV 170075</td>
<td>ROAD BEND</td>
<td>072/12.6</td>
<td>N30 48.04</td>
<td>W086 49.36</td>
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<tr>
<td>12</td>
<td>EU 198990</td>
<td>BRYANT BRIDGE</td>
<td>092/11.7</td>
<td>N30 43.43</td>
<td>W086 47.57</td>
</tr>
</tbody>
</table>

c. Purple Route

(1) Maps required: Crestview/Dixie 1:50,000 TLM

<table>
<thead>
<tr>
<th>CP</th>
<th>GRID 16R</th>
<th>DESCRIPTION</th>
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<th>LONGITUDE</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>EV 255112</td>
<td>COTTON BRIDGE</td>
<td>273/ 2.9</td>
<td>N30 50.00</td>
<td>W086 44.00</td>
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<tr>
<td>2</td>
<td>EV 269158</td>
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<td>321/ 3.6</td>
<td>N30 52.50</td>
<td>W086 43.13</td>
</tr>
<tr>
<td>3</td>
<td>EV 261226</td>
<td>POND</td>
<td>336/ 7.0</td>
<td>N30 56.20</td>
<td>W086 43.60</td>
</tr>
<tr>
<td>4</td>
<td>EV 275273</td>
<td>CEMETARY</td>
<td>346/ 9.3</td>
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<td>W086 42.75</td>
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<tr>
<td>5</td>
<td>EV 274349</td>
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<td>349/13.3</td>
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<tr>
<td>6</td>
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<td>7</td>
<td>EV 332376</td>
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<td>002/15.0</td>
<td>N30 04.32</td>
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<td>W086 40.73</td>
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<td>006/ 4.9</td>
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<tr>
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<td>BRIDGE</td>
<td>054/ 4.3</td>
<td>N30 51.73</td>
<td>W086 36.80</td>
</tr>
</tbody>
</table>

d. Green Route

(1) Map required: Pensacola JOG (AIR) 1:250,00
### 7. KNDZ STEREOTYPE FLIGHT PLANS

Type A/C = B06 (TH-57)

TAS = 100 kts

<table>
<thead>
<tr>
<th>Flight Plan</th>
<th>Type</th>
<th>Alt</th>
<th>From</th>
<th>Route of Flight /Delays/</th>
<th>To</th>
<th>Description</th>
<th>ETE</th>
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<tbody>
<tr>
<td>NDZ 101</td>
<td>OTP</td>
<td>17</td>
<td>KNDZ</td>
<td>NAVIE1 NAVIE NBJ/D1+20 IVORY Remarks: OTP/FF IFR RTB</td>
<td>KNDZ</td>
<td>OTP TO KNDZ VIA GATESWOOD DELAY: WEST OP AREA</td>
<td>2+00</td>
</tr>
<tr>
<td>NDZ 102</td>
<td>VFR</td>
<td>22</td>
<td>KNDZ</td>
<td>NAVIE1 NAVIE NBJ/D1+30 NPI NAVIE NAVIE Remarks: 2 DELAYS IN WEST OP AREA</td>
<td>KNDZ</td>
<td>VFR TO KNDZ VIA GATESWOOD, SITE X, GATESWOOD</td>
<td>4+10</td>
</tr>
<tr>
<td>NDZ 103</td>
<td>VFR</td>
<td>22</td>
<td>KNDZ</td>
<td>PENSI V241 SJI KMOB @D1+00 MOB NDZ</td>
<td>KNDZ</td>
<td>VFR TO KNDZ VIA GATESWOOD</td>
<td>2+00</td>
</tr>
<tr>
<td>NDZ 104</td>
<td>IFR</td>
<td>40</td>
<td>KNDZ</td>
<td>MOB LOXLY V241 PENSI IVORY Remarks: DELAY WEST OP AREA</td>
<td>KNDZ</td>
<td>IFR TO NDZ VIA TERM AREA DELAY MOB</td>
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<tr>
<td>NDZ 105</td>
<td>IFR</td>
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<td>IFR TO KNDZ</td>
<td>0+15</td>
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<td>NDZ 106</td>
<td>VFR</td>
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<td>KNDZ</td>
<td>VFR TO KNDZ VIA LAKES</td>
<td>2+00</td>
</tr>
<tr>
<td>NDZ 107</td>
<td>VFR</td>
<td>15</td>
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<td>BAWDI1 BAWDL CEW/D1+30 CEW240012</td>
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<td>VFR TO KNDZ DELAY: CEW VORTAC</td>
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<tr>
<td>NDZ 108</td>
<td>VFR</td>
<td>17</td>
<td>KNDZ</td>
<td>IVORY/D2+00</td>
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<td>VFR TO KNDZ</td>
<td>2+15</td>
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### PENSACOLA INTERNATIONAL (KPNS)

#### VFR/IFR ROUND ROBIN

<table>
<thead>
<tr>
<th>Flight</th>
<th>Out</th>
<th>Dest</th>
<th>Route</th>
<th>Change</th>
<th>Arrival</th>
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<tbody>
<tr>
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<td>VFR</td>
<td>22</td>
<td>KNDZ</td>
<td>PENSI KPNS D1+30 PNS NDZ</td>
<td>VFR TO NDZ VIA TERM AREA DELAY KPNS THROUGH PENSI</td>
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<tr>
<td>PNS 102</td>
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<td>22</td>
<td>KNDZ</td>
<td>PENSI KPNS D1+30 KPS NDZ</td>
<td>IFR TO KNDZ VIA TERM AREA DELAY KPNS THROUGH PENSI</td>
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<tr>
<td>PNS 103</td>
<td>VFR</td>
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<td>KNDZ</td>
<td>NUN KPNS D1+30 KPNS KNDZ</td>
<td>VFR TO KNDZ VIA TERM AREA DELAY KPNS THROUGH NUN</td>
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<tr>
<td>PNS 104</td>
<td>IFR</td>
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<td>KNDZ</td>
<td>NUN KPNS D1+30 KPNS KNDZ</td>
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#### PREPO OPS

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<th>Route</th>
<th>Change</th>
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<tr>
<td>PNS 105</td>
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<td>KNDZ</td>
<td>NSE180002</td>
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<td>PENSI</td>
<td>IFR TO KPNS VIA PENSI</td>
</tr>
<tr>
<td>PNS 107</td>
<td>IFR</td>
<td>30</td>
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<td>NUN</td>
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### NAS PENSACOLA/SHERMAN FIELD (KNPA)

#### VFR/IFR ROUND ROBIN

<table>
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<tr>
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<th>Out</th>
<th>Dest</th>
<th>Route</th>
<th>Change</th>
<th>Arrival</th>
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<td>KNDZ</td>
<td>VPTHK KNPA D1+30 KNPA NDZ</td>
<td>VFR TO KNDZ VIA TERM AREA DELAY KNPA</td>
</tr>
<tr>
<td>NPA 102</td>
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<td>30</td>
<td>KNDZ</td>
<td>NUN KNPA D1+30 KNPA KNDZ</td>
<td>IFR TO KNDZ VIA TERM AREA DELAY KNPA</td>
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### ANDALUSIA/SOUTH ALABAMA REGIONAL (79J)

#### IFR STOPOVER

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<th>Change</th>
<th>Arrival</th>
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<td>KNDZ</td>
<td>BAKOS V241 KCEW/D0+30 GALON</td>
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<tr>
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## BAY MINETTE MUNICIPAL (1R8)

<table>
<thead>
<tr>
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<th>Type</th>
<th>Destination</th>
<th>Navigation</th>
<th>Notes</th>
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<tr>
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<td>KNDZ</td>
<td>NAVIE NAVIE1 NBJ/D1+30</td>
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<td>1R8-101R</td>
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<td>1R8</td>
<td>NBJ/D1+30 NAVIE</td>
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<td>PENSI V241 LOXLY RERME</td>
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<td>1R8</td>
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**IFR TO 1R8 VIA GATESWOOD DELAY: WEST OP AREA**

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<td>101</td>
<td>VFR TO 1R8</td>
<td>NAVIE NAVIE1 NBJ/D1+30</td>
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<td>IFR</td>
<td>101R</td>
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**BOB SIKES/CRESTVIEW (KCEW)**

<table>
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<tbody>
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**IFR TO KNDZ VIA TERM AREA DELAY KCEW**

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<td>CEW-102</td>
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**FLORALA MUNICIPAL (0J4)**

<table>
<thead>
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</tr>
<tr>
<td>0J4-101R</td>
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<td>0J4</td>
<td>BAKOS/D1+30</td>
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<td>0J4-102</td>
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**VFR TO 0J4 VIA LAKES**

<table>
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<th>Navigation</th>
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<td>VFR</td>
<td>102</td>
<td>VFR TO 0J4</td>
<td>BAWDI1 BAWDI CEW/D1+30</td>
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**VFR FROM 0J4 TO KNDZ VIA LAKES**

<table>
<thead>
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<th>Type</th>
<th>Destination</th>
<th>Navigation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>0J4</td>
<td>VFR</td>
<td>101</td>
<td>VFR TO 0J4</td>
<td>BAWDI1 BAWDI BAKOS/D1+30</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Route</th>
<th>Type</th>
<th>Destination</th>
<th>Navigation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>0J4</td>
<td>VFR</td>
<td>101R</td>
<td>VFR TO 0J4</td>
<td>BAWDI1 BAWDI BAKOS/D1+30</td>
</tr>
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**VFR TO 0J4 VIA LAKES**

<table>
<thead>
<tr>
<th>Route</th>
<th>Type</th>
<th>Destination</th>
<th>Navigation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>0J4</td>
<td>VFR</td>
<td>102R</td>
<td>VFR TO 0J4</td>
<td>BAWDI1 BAWDI BAKOS/D1+30</td>
</tr>
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</table>

**VFR TO 0J4 VIA LAKES**

<table>
<thead>
<tr>
<th>Route</th>
<th>Type</th>
<th>Destination</th>
<th>Navigation</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>0J4</td>
<td>VFR</td>
<td>101</td>
<td>VFR TO 0J4</td>
<td>BAWDI1 BAWDI BAKOS/D1+30</td>
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**VFR TO 0J4 VIA LAKES**
### JACK EDWARDS (KJKA)

<table>
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<tr>
<td><strong>JKA 101</strong></td>
</tr>
<tr>
<td><strong>VFR</strong></td>
</tr>
<tr>
<td>Remarks: DELAY WEST OP AREA</td>
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<tr>
<td><strong>JKA 101R</strong></td>
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<tr>
<td><strong>VFR</strong></td>
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<td>Remarks: DELAY WEST OP AREA</td>
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A-12
**MONROE COUNTY (KMVC)**

**VFR STOPOVER**

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| MVC 101R | VFR | 22 | KMVC | NBJ/D1+30 NAVIE | KNDZ | VFR FROM KMVC TO KNDZ VIA GATESWOOD DELAY:WEST OP AREA | 2+00 |

**PETER PRINCE (2R4)**

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**LEGEND:**

0J4 - FLORALA  
1R8 - BAY MINETTE  
2R4 - PETER PRINCE  
79J - ANDALUSIA  
BFM - MOBILE DOWNTOWN  
CEW - CRESTVIEW  
JKA - JACK EDWARDS  
MVC - MONROEVILLE  
MOB - MOBILE RGL  
NBJ - GATESWOOD  
NGS - SANTA ROSA  
NPA - NAS PCOLA (SHERMAN)  
NSX - SITE X  
OTP - VFR ON-TOP CLEARANCE  
PNS - PENSACOLA INTERNATIONAL  
SJI - SEMMES  
VPS - EGLIN AFB
## HUREVAC/CCX FLIGHT PLANS

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*KTOI ILS 07 requires an operative ADF.*

**LEGEND:**

- ABY - SOUTHWEST GEORGIA REGIONAL
- BHM - BIRMINGHAM-SHUTTLESWORTH
- CEW - CRESTVIEW VORTAC
- EUF - EUFALUA VORTAC
- EWA - KEWANEE VORTAC
- GCV - GREENE COUNTY VORTAC
- GTR - GOLDEN TRIANGLE REGIONAL
- HDC - HAMMOND NORTHSHORE REGIONAL
- HKS - HAWKINS FIELD
- IGB - BIGBEE VORTAC
- JAN - JACKSON-MEDGAR WILEY EVERS
- LDK - CRIMSON VORTAC
- MCN - MIDDLE GEORGIA REGIONAL
- MGM - MONTGOMERY REGIONAL
- MHZ - MAGNOLIA VORTAC
- PCU - PICAYUNE VOR/DME
- PZD - PECAN VORTAC
- RRS - WIREGRASS VORTAC
- TCL - TUSCALOOSA REGIONAL

A-14
8. CHECKLISTS

a. Suspected Hard Landing, Tail Strike checklist, and Carbon Lock checklists purposefully
omitted. Refer to appropriate maintenance action procedures.

b. TW-5 OSC Checklist:

**TW-5 OSC 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 OSC. 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.
c. PEL/Bird Strike Checklist:

![PRECAUTIONARY EMERGENCY LANDING](image)

In the event of a suspected hard landing, 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 for follow-on action and directions.

**BIRD STRIKE CHECKLIST:**

1. Note any unusual vibrations

2. Land as soon as possible

**AFTER LANDING:**

1. Note any unusual instrument indications or control malfunction

**AFTER SHUTDOWN:**

1. Inspect the point of impact (if known)

2. Inspect all the following areas:
   a. All external surfaces for any visible dents, distortions, scratches, nicks, or debris.
   b. All exposed flight controls, particularly the MRB and TRB pitch change links.
   c. Engine inlet for FOD or other damage.
   d. Horizontal, vertical stabilizers and the tail boom for cracks, looseness, etc.
   e. Main and tail rotor blades.

3. **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 TH-57 NATOPS and SOP requirements.
9. TH-57 NATOPS BRIEFING GUIDE

This briefing guide is intended to provide general topics for discussion during the NATOPS brief. Every NATOPS brief must be individually tailored to the mission to be completed. During the contact phase, this brief may be formulaic. On-wings may provide their students with a sample script to rehearse that is tailored for the contact phase and their particular NOLF. It must be emphasized these are training tools. In follow-on stages, these briefs may become very elaborate based on the stage of training or the flight plan. The items prefaced by the word “shall” are compulsory in nature. All other items are advisory in nature.

Reference Section 6.1.6 of the TH-57 NATOPS on Page 6-4 of the TH-57 NATOPS flight manual and tab 2, page 1-1 on the normal side of the TH-57 NATOPS Pocket Checklist.

Bold Items appear in the TH-57 NATOPS. Other text is provided as a suggestion of appropriate items to consider for your NATOPS brief. Unless otherwise specified, any portion of the NATOPS brief that does not apply to the planned flight may be omitted.

a. Conduct of Flight

(1) Helicopter Assignment and Location
SNA should brief either the assigned aircraft and parking space or that the aircraft assignment is pending.

(2) Mission
SNA should give a description of the event(s) to be conducted. For most events, the event number suffices.

(3) Sequence of events
SNA should brief in which order these events will be conducted including cold-go, hot-seat, and shut-down plans if applicable. Refueling plan should be briefed. This includes location (home field, NOLF, alternate site) and type (hot or cold gas).

(4) Operating and landing area
If an NOLF is to be utilized, SNA should brief which NOLF is intended. If conducting and out-and-in profile, SNA should brief intended point of termination of the flight and any intermediate stops.

(5) Applicable preset/manual frequencies
SNA should brief the frequencies applicable to the flight. This may include listing the applicable preset frequencies, stating that frequencies are per a communications card or simply stating that manual frequencies will be used.

(6) Navigation aids
SNA should brief primary and back-up means of navigation. Examples include visual reference and specific instrument navigation aids.
(7) Flight Duration
SNA should brief how long the flight should last per MPTS. If the flight will be other than MPTS duration (for example, a completion event), state the approximate duration.

(8) Fuel Planning
SNA should brief both a required starting fuel and a BINGO fuel state.

(9) Weight and balance completed
SNA should brief that weight and balance has been completed for actual aircraft or heaviest/most forward CG and that it is within limits. Any issues with your weight and balance (too heavy, at what fuel state can you start external load operations) should be briefed here.

(10) Flight publications required
SNA should brief publications required and who is responsible for bringing them to the aircraft. If SOP adequately addresses required flight publications, “per SOP” may be adequate. Otherwise, address which publications will be required for intended route of flight and that they are current.

(11) Notices to Airmen (NOTAMs)
SNA should verify that NOTAMs have been checked for all intended areas of operation. If any NOTAM is relevant to the flight, the nature of the NOTAM and its impact to the conduct of the flight should be briefed.

b. Weather

(1) Current Weather
SNA should brief the current weather including ceiling, visibility, winds, precipitation and anything else that may be pertinent. This should be compared to the weather required for the flight.

(2) Destination/alternate weather (if applicable)
SNA should brief the forecast weather for the destination and alternate (if applicable). This should also be compared to weather that is required for the flight.

c. Emergencies

(1) Actual
SNA should brief the handling of actual emergencies. Things to consider include: responsibilities of the Pilot at the controls (PAC) and Pilot not at the controls (PNAC), responsibilities to “aviate, navigate and communicate,” pocket checklist, distinction between system failures and emergencies, etc.

(2) Simulated
SNA should brief the handling of simulated emergencies. Items for consideration include: if simulated emergency training is to be conducted, if an actual emergency is experienced in the
progress of a simulated emergency, the requirement to preface all emergencies by the word simulated or announce once the conditions are recognized.

(3) Inadvertent IMC
IMC shall be briefed on all flights. This is an emergency state. Topics to consider include: establishing an instrument scan, conducting unusual attitude recovery, squawking and declaring an emergency, relevant altitudes to climb to (MSA, ESA, OROCA, MEA), heading to turn to if applicable, controlling agency to contact, and what requested handling will be required.

(4) Dynamic rollover
Dynamic rollover shall be briefed on all flights. Discussion may include maneuvers or conditions likely to cause dynamic rollover, NATOPS procedures for recovery and the dynamic rollover triad (lift approximately equal to weight, ground contact point, rolling moment).

(5) Ditching/emergency landing
Per the NATOPS procedure. SNA shall know what the procedures are, but need not state them every brief. Items to consider include: who is responsible for lock, talk and squawk, altitude at which troubleshooting will cease, PCLs will be put away and focus will be outside the aircraft.

(6) Emergency Egress
Per the NATOPS procedure. SNA shall know what the procedures are, but need not state them every brief. SNA should brief the plan for after egress (meeting point, request for assistance, etc.)

d. Cockpit Crew Coordination

(1) Flying pilot responsibilities
SNA should give a general description of what is expected of the flying pilot. Aviate, navigate, communicate is a common expectation.

(2) Monitoring pilot responsibilities
SNA should give a general description of what is expected of the monitoring pilot. Items to consider include: navigation, backing up the flying pilot, monitoring gauges, copying clearances, tuning avionics, any task requested, etc. This may also include requested callouts (such as 10 degrees prior to headings, 50 feet prior to level-offs, etc).

(3) Control changes
SNA should brief the conduct of control changes. Examples include: three-way, positive, using the word “controls,” showing hands, tap, or any other technique. This may also include lost ICS control change procedures.

(4) Lookout doctrine
Topics include who is responsible for which sectors of the aircraft, heads down policy, observer responsibilities, etc.
(5) **Instrument/night flight (brief when appropriate)**

This portion of the brief is considered appropriate when any portion of the flight is planned to be conducted under IFR or after sunset. The safety of flight parameters shall be briefed on every instrument or night flight. The instrument approach procedures need only be briefed when approaches are planned or the flight is to be conducted under IFR.

(a) **Safety of flight.** The monitoring pilot will monitor performance instruments, question anything exceeding the following parameters, and be prepared to assume the controls:

1. Angle of bank in excess of 30 degrees
2. Rate of descent or climb exceeding 1000 fpm
3. Airspeed errors in excess of 10 KIAS
4. Altitude errors in excess of 100 feet
5. Heading errors in excess of 10 degrees
6. Vertigo/Disorientation

This may include use of the one or two challenge rule or any other parameter for vertigo or disorientation, such as required Magellan calls during a navigation event.

(b) **During approaches, the monitoring pilot shall:**

1. Follow progress of the approach on his/her approach plate
2. Assist with timing as required
3. Maintain a lookout for the runway/runway environment:

   a. With the required references in sight, report “runway in sight” or “approach lights in sight, clock position,” or other callouts as applicable
   
   b. When the flying pilot states “missed approach point”, if the required references are not in sight, report, “no runway, execute missed approach”
   
   c. Control (will or will not) be transferred and until landing is assured, the monitoring pilot shall maintain an instrument scan

Determine whether control will or will not be transferred. This may be contingent upon the altitude at which VMC is regained or may be dependent upon the type of training being conducted.
(c) During missed approaches, the monitoring pilot shall read missed approach instructions and assist the flying pilot as directed.

e. Special Instructions

(1) Night flight/lighting

(2) Formation flight

(3) Shipboard operations

(4) Confined area landings

(5) External load operations

(6) NVD Briefing Guide

SNA should brief these areas if they apply to the flight. These may be briefed by exception if portions of the applicable areas have been covered in the required briefing items for the event.
APPENDIX B Radio Communication Procedures

Unless verbiage specified is compulsory (shall), all example calls are recommendations only. Recommended radio procedures may require modification for flights originating and/or terminating at locations other than KNDZ. Brevity is desirable and pilots must consider traffic congestion when making radio calls as to not delay other aircraft in making reports. Always ensure your intentions are clear when communicating on the radio.

1. OUTBOUND COMMUNICATIONS

a. All aircraft departing from KNDZ will pause checklists after the UHF test, contact squadron base with working area and student manifest, and obtain ATIS. Following ATIS, aircraft requiring a clearance will contact clearance delivery. Prior to contacting ground for taxi clearance, and complete takeoff checks. Contact ground for taxi instructions, and approximately 200 feet prior to the hold short, switch tower. Approaching the hold short, contact tower for takeoff clearance. Specific procedures for different type flight plans are delineated in paragraphs 1.1-1.3 of this appendix.

1.1. Radio Communications for Local VFR Flights (no flight plan)

a. Aircraft intending local VFR flight that have not filed a stereotype flight plan or a VFR flight plan shall contact South Ground for taxi clearance in the following manner:

(1) Call sign (i.e., “Eightball 123”).

(2) The phrase “taxi VFR.”

(3) Working area or airfield.

(4) Duration of the flight in the format of hours plus minutes.

(5) Number of persons aboard the aircraft and the word “souls.”

(6) Current location on the airport.

(7) The alphabetic code of the ATIS broadcast received.

EXAMPLES:

“Skeds, Factoryhand 123, outbound to Spencer with ENS Smith.”

“Lucky Base, Lucky 123, outbound to the West with 2ndLt Jones.”

“South Ground, Bladerunner 123, taxi VFR to Santa Rosa, 2+30, three souls, from Alpha Six, with Zulu.”

“South Tower, Eightball 123, holding short spot two, BAKER departure.”
1.2. Radio Communications for VFR Flights

   a. Aircraft that have filed VFR flight plans by transmitting a DD-175 to Base Operations shall contact Clearance Delivery to receive their clearance and departure instructions.

   b. The call to clearance should include type of clearance and destination.

**EXAMPLES:**

“Clearance Delivery, Navy 1E123, VFR to Mobile Downtown.”

“South Ground, Navy 7E123, taxi VFR to Mobile Downtown, from Bravo Two, with Delta.”

“South Tower, Bladerunner 123, holding short spot one, ABLE departure.”

1.3. Radio Communications for Stereotype or IFR Flight Plans

   a. Pilots may request a stereotype flight plan by contacting Base OPS via phone (623-7598) or radio (233.7). Request should include call sign, proposed departure time, number of souls and alternate airport if required.

   b. The call to clearance should include either the stereotype flight plan requested or the destination on the DD-175. For stereotype flight plans, include number of souls on board if not specifically stated in request.

   c. If an Instrument Takeoff (ITO) is desired, request should be made with tower in the request for takeoff.

**EXAMPLES:**

“Clearance Delivery, Navy 8E123, NDZ 407, 3 souls.”

“Clearance Delivery, Navy 1E123, IFR to Mobile Downtown.”

“South Ground, Navy 7E123, IFR to Mobile Downtown, from Bravo Two, with Delta.”

“South Tower, Navy 4E123, holding short of Spot 4, BAWDI departure, request ITO.”

“South Tower, Navy 8E123, holding short of RWY 32 for IFR release.”

2. SPECIAL VFR COMMUNICATIONS

   a. Aircraft must request Special VFR. All communications while operating on a SVFR clearance shall include the words “Special VFR”.

B-2
EXAMPLES:

“South Ground, Factoryhand 123, taxi Special VFR to Pace, 2+00, two souls, from Golf Seven, with information Bravo.”

"South Tower, Lucky 123, holding short Spot 2, request Special VFR, BAKER Departure."

“South Tower, Bladerunner 123, Point SNAKE with information Bravo, request Special VFR arrival.”

3. INBOUND COMMUNICATIONS

a. For VFR entries, prior to VFR entry point, contact squadron base, obtain ATIS and squawk 0400. Report VFR entry point (JUNIPER, VERTOL, ECHO, WHISKEY, FOG, SNAKE) with current ATIS information or the words “negative information.” Report the required pattern entry points (CYPRESS, BELL, IGOR) with landing spot or runway request. After landing, and once clear of the active runway or landing spot, aircraft shall switch their transponder to standby or off and contact South Ground with location on the airfield and intentions.

b. For instrument approaches:

(1) On initial contact with Pensacola TRACON, state “full stop” or “pattern entry” following approach request(s).

(2) When complete with approaches, switch to Button 4 as directed and make landing spot/pattern entry request.

EXAMPLES:

“South Tower, Eightball 123, Point SNAKE with information India.”

“South Tower, Factoryhand 123, Point VERTOL, negative information.”

“South Tower, Lucky 123, Point IGOR for Spot 4.”

“South Tower, Navy 4E121, GCA handoff for Spot 1.”

“South Tower, Navy 8E123, 3 DME for Spot 5.”

“South Ground, Factoryhand 123, clear of Spot 2, taxi to my line.”

“South Ground, Navy 7E123, clear of Spot 3 for the fuel pits.”
4. NOLF COMMUNICATIONS

a. The only calls to the NOLF are “inbound,” “splitting,” “departing,” and interrogatives. All other calls are made to “Traffic.” ADOs shall respond to calls made to the NOLF per reference (c).

b. Aircraft shall report the entry point to a respective Emergency Procedure working area regardless of whether they are transiting or working the designated area. Aircraft inbound to the NOLF shall report the designated VFR checkpoint (Pond Creek Bridge, Point BEND, Tree Field, Point HOTEL, Tower 438 Field, etc.) to receive NOLF landing information.

c. Aircraft splitting the field shall include direction of split and event number.

d. In the interest of brevity, calls to traffic may omit the name of the NOLF or working area (i.e. “Traffic” instead of “Pace Traffic”) and aircraft may omit their squadron call sign and use the side number only (i.e. “123” instead of “Bladerunner 123”).

EXAMPLES:

“Spencer, Factoryhand 123, Pond Creek Bridge inbound.”

“Santa Rosa, Lucky 123, splitting to the left, Charlie 4503.”

“Harold, Bladerunner 123, departing.”

“Spencer, Eightball 123, departing to the north.”

“Traffic, Factoryhand 123, boost off, left duty.”

“Traffic, Lucky 123, taxi to resplit right to left.”

5. NIGHT COMMUNICATIONS

5.1. South Whiting Field

1. Tower clearance is required for takeoff, turn to downwind, and landing. Aircraft shall inform South Tower when they are abeam of their intended landing point, unless cleared for closed pattern.

2. When aircraft report “abeam” for the duty runway, South Tower normally issues clearance for a touch-and-go. If a full stop, stop-and-go, or autorotation is desired, it must be specifically requested.

3. When reporting inbound from Points IGOR, BELL, or CYPRESS, request either a “full stop” or “pattern entry” from South Tower. Aircraft may request a specific pad, if desired.
4. Prior to the initial approach fix during instrument approaches, make request to ATC of how the approach will terminate (i.e. full stop or pattern entry).

**EXAMPLES:**

“South Tower, Lucky 123, abeam for Pad Delta.”

“South Tower, Bladerunner 123, abeam RWY 23 for practice auto, full stop.”

“South Tower, Eightball 123, Point IGOR for pattern entry, request Pad Bravo.”

“South Tower, Factoryhand 123, Point BELL for RWY 32, full stop.”

5.2. NVD Operations-NOLF Santa Rosa and SITE X

a. Aircraft inbound shall include “for NVD operations” in the inbound call to ensure lighting is set for NVD use. Departure call shall include lighting configuration.

**EXAMPLES:**

“Santa Rosa, Lucky 123, Tower 438 inbound for NVD operations”

“Santa Rosa, Bladerunner 123, departing, anti-collision lights on, position lights steady bright.”

6. WORKING AREA FREQUENCIES

a. Working area frequencies are used for traffic deconfliction in a particular working area or low level navigation route. These frequencies shall be used to the maximum extent possible to avoid congestion on Instructor Common frequency.

**EXAMPLES:**

“Eastern traffic, Eightball 123, BAWDI for the Lakes, any aircraft working?”

“Green Route traffic, Factoryhand 123, checkpoint 2 for checkpoint 3.”

“East Bay traffic, Lucky 123, Point ECHO transiting the East Bay north to south.”
## RWOP IMPROVEMENT PROCESS

<table>
<thead>
<tr>
<th>From: (Rank/Name) (Optional)</th>
<th>Unit</th>
<th>DSN Phone</th>
<th>Date Submitted</th>
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</table>

To: TW-5 TH-57 Standardization Officer  
Via: Squadron Standardization Officer  

1. RWOP recommendation (include affected page and paragraph).

Action: